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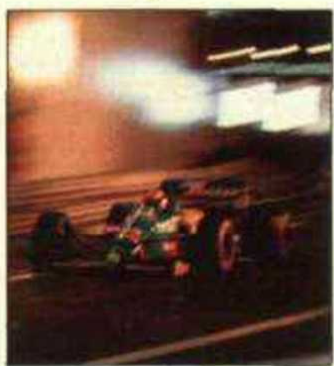
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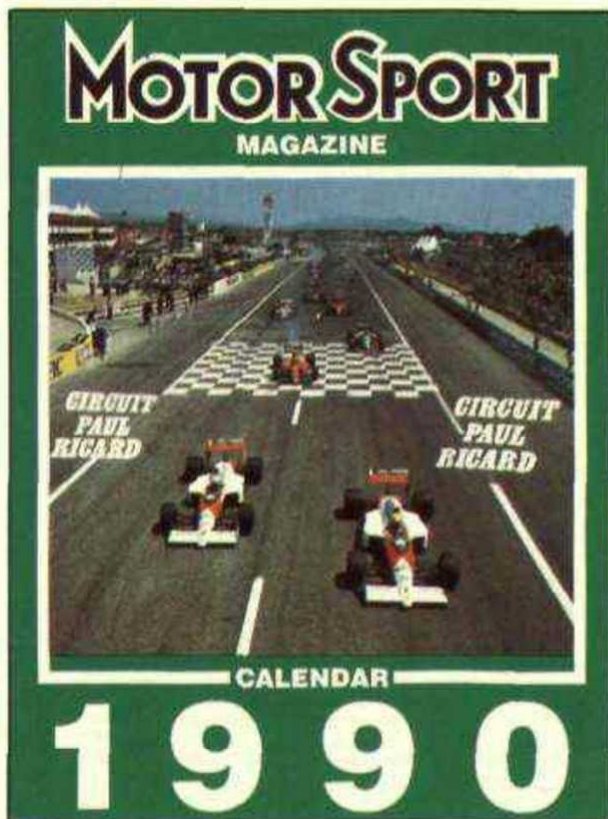
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# MOTOR SPORT

**The Magazine that gave its name to The Sport**

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**Vol. LXV No.11**

**CONTENTS**

**November 1989**

1122

## MATTERS OF MOMENT

The Portuguese Grand Prix drama rumbles on. What are the historical precedents and do they have any relevance to today? The BBC has also been up to its usual tricks.

1124

## AROUND AND ABOUT

Winner of the MOTOR SPORT Concours, latest vintage and current news and a tribute to Richie Ginther.



1126

## FORMULA ONE

While David Tremayne establishes the facts behind the Mansell/Senna saga in Portugal, we have a page of readers' views on the subject. DSJ, meanwhile, examines just how the World Champion is so adept at claiming so many pole positions.

1150

## COTTON ON...

Are the rules that govern WS-PC equitable when a car that has been in contention for the lead is omitted from the final results for failing to complete the last lap by a mere 600 yards? Michael Cotton discusses.

1151

## SPA 480 km

Is Schlesser to be denied his chance of becoming World Champion yet again? The result at Spa has not helped his cause one jot.

1153

## AUSTRALIAN SAFARI

Does Australia have an event that can oust Paris-Dakar as the premier Marathon? Paul Evans has been across the world to find out.

1156

## RALLY REVIEW

The Cyprus Rally may not be in the World Rally Championship, but there is no doubt that it is a first class event, as GP discovers.

1160

## MOTORFAIR

The Show season has begun again. This time it's the turn of Earls Court. Jeremy Walton takes an amble down the aisles and considers the cars which attract his attention.

1164

## NEW CARS

The 4-litre Jaguar is a major new model from that company. David Tremayne has tried it and gives his impressions. Two other important cars include the Renault 21 Quadra and Mazda's highly publicised 323.

1170

## ROAD TEST

MOTOR SPORT covered its introduction when announced in Italy and again when launched into Britain last year. Now it is the subject of a full road test. Will it live up to our first impressions? William Kimberley gives his verdict on the Alfa Romeo 164.

### FRONT COVER

Startline view of the Allcomers race at the VSCC Seaman meeting at Donington showing the winner Anthony Mayman's Lotus 16 (1), Hannen's 6C Maserati and Chris Mayman's 1959 BRM (10). (Photo by William Boddy.) All other photos by LAT Photographic Limited, Standard House, Bonhill Street, London EC2A 4DA, except where indicated.

1172

## RETROSPECTIVE: SUNBEAM ALPINE

The Sunbeam Alpine has now achieved classic status, but what did we think of the car when it was just another new sports car? This reprint from 30 years ago, November 1959, provides the answer.

1174

## LETTER TO READER

The restoration of any car is highly contentious nowadays. DSJ casts a wry look at the business while a reader has written in to clarify the record on an important car. Where are the lawyers...



1176

## VETERAN TO CLASSIC

Presentation of the MOTOR SPORT Brooklands Memorial Trophy, an expanded Club News, the VSCC Speed Trial at Weston-Super-Mare, a treatise on the Rhode and reminiscences on the outbreak of war in 1939.

1185

## BOOK REVIEWS

Honda's role in Formula One, an atlas of motor racing, a marque book on Jensen and some video reviews are amongst this month's offerings.

1187

## LETTERS

Better facilities for spectators, the 1966 Monte Carlo Rally and memorials are the topics covered this month.



## Mansell's Misdemeanours

Nigel Mansell's performances certainly enlivened the Portuguese Grand Prix. They are dealt with by our reporter on the spot (page 1126) but can be summarised as overshooting the Ferrari pit on a late stop for fresh Good-years, using reverse gear to gain the pad instead of being pushed back, ignoring the black flag for this contravention of the race rules, and colliding with Senna in the leading McLaren-Honda. An impulsive charger, Mansell!

There are ironical twists to these unfortunate happenings. One might not associate pure racing cars with starters or reverse gears. However, they became compulsory for safety considerations in F1, giving drivers a chance to restart and clear the course should they stall their engines. In fact, for some obscure reason, a reverse gear was always required on a racing car. Or so Ernest Eldridge discovered in 1924, when he lost the LSR because his 300 hp Fiat was not equipped for going backwards under its own power; René Thomas was after the record with the 10½-litre Delage and put in a protest. Eldridge replied by taking his monster car into Paris, cobbling up a crude reverse gear, and returning to Arpajon, to beat Thomas with a (two-way) 146 mph – a flea-bite compared to today's F1 speeds, but on those tyres, on that road, in that unwieldy motorcar...

If Mansell's Ferrari had had no reverse gear, presumably he wouldn't have been black flagged. Drivers have overshot their pits time and again, so let's not be too hard on Nigel on that score! Zborowski, for instance, incurred the wrath of an official for doing this in the 1924 French GP, admittedly in a virtually brakeless Miller, but he wasn't black flagged. Ironically again, the day before this was happening to Mansell, Willie Green was being shown the black flag at VSCC Donington, as it was thought the ERA was dropping oil. Even this meticulously correct driver did some laps before seeing the signal. It is important for safety reasons that the black flag is obeyed, but need it be shown to a driver who has committed merely a technical offence?

As for the prang that eliminated both Mansell and Senna, we will leave this to those who saw it, just recalling that in a perhaps less intense age of motor racing, the Brooklands' rules called on a driver to be two clear lengths ahead before taking ground in front of an opponent. (See page 1130 for readers' comments.)



The beginning of a drama that was to convulse the sport.

## More Balls!

Last year we criticised the BBC for tending to favour ball games, to the detriment of TV viewers who watched mechanical sports. Although motor racing coverage is generally acceptable, this seems to be happening again. The aforesaid actions of Mansell made the already intense Portuguese GP very exciting. So what did the BBC do? Having billed their commentary, in the *Radio Times*, to begin at 6 pm, they decided to go to Estoril some 20 minutes early, the Ryder Cup golf match having ended. So those tuning in at the advertised time missed seeing both Ferraris taking the lead. Then, at a critical point in the race, it was back to The Belfry for the golfing prize presentation and speeches. The team members were shown individually and one American gentleman said that golf is the greatest of any sport in the world. A great game, yes, but does he, and the BBC, realise that whereas the Ryder Cup attendance was 30,000, the Indianapolis 500 attracts 300,000 spectators, and what was the crowd figure for the British GP?

All this applauding and self-adulation by the Ryder coppers occupied about 25 minutes. When the BBC did condescend to return us to Estoril, Senna was in the lead, but we did not know how. And as soon as the race was over it was immediately back to someone driving off – a golf ball! Not even a shot of the winners of 1989's most interesting race on the podium...

It seems they never learn. Years ago, when there was only the radio, the battle for the lead in an IoM motorcycle TT was abso-

lutely thrilling, the commentary by Graham Walker, father of Murray. At the crucial point, with the finish in sight, what happened? We were returned to the studio for "Woman's Hour". They say that even housewives who had never ridden a bike rang up to complain. Now it seems to be more balls.

### NEXT MONTH

The December issue will provide the answer to a couple of burning questions: Prost or Senna and Schlessler or Baldi? A Frenchman has already won the Formula 3000 championship, can Prost and Schlessler make it a hat-trick for France? The Peugeot 205 GTi 1.9 is already a fearsomely nippy machine, but we road test one that has been turbocharged. Our verdict as to whether the car is "over the top" will be found in next month's issue.

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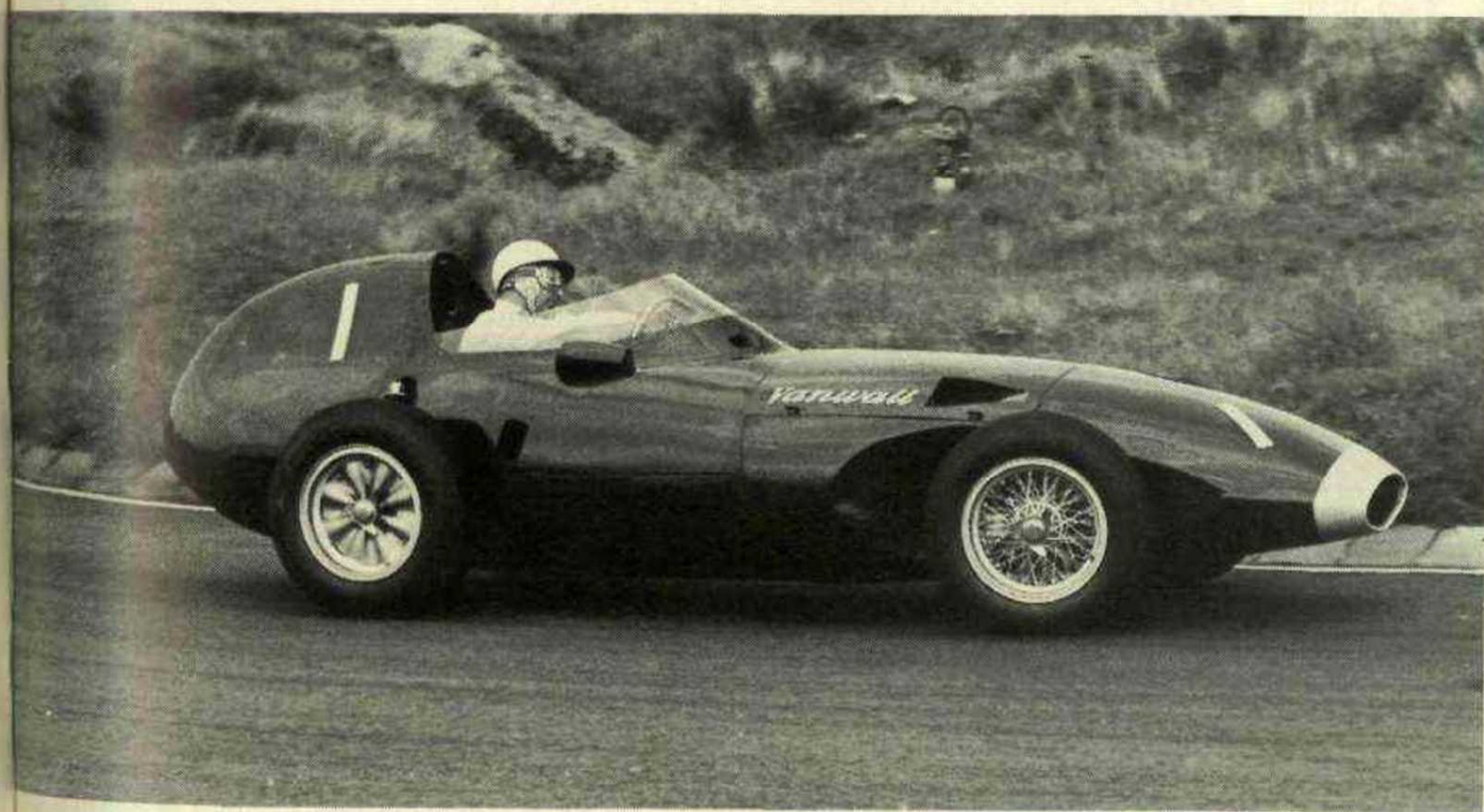
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# AROUND AND ABOUT

## MOTOR SPORT Concours

MOTOR SPORT held its first Concours at the HSCC meeting at Silverstone in September. Among a quality field of cars to arrive were Michael Fisher's 2.8 lightweight Porsche Carrera, Nick Cartwright's Dino 246, the Coys of Kensington Mercedes-Benz 300SL roadster and Beaulieu's Alfa Romeo 6C 2500 Sport. The standard of turn-out was extremely high, but after lengthy deliberation by the judges, it was John Dale's Triumph GT6 which carried off the award with David Cottingham's 166 Mille Miglia Ferrari in second place. Presentation of the trophy was made by Frank Costin, MOTOR SPORT's guest of honour for the day.



John Dale's Triumph GT6 was almost faultless despite a run down from Yorkshire the night before.



### Results of VSCC Welsh

Harry Bowler Trophy ..... R. Felton  
(1923 Brescia Bugatti)  
(Best overall)  
Presteigne Trophy ..... D. R. Marsh (1923 30/98 Vauxhall)  
Talyllyn Trophy ..... L. J. Wickham (1929 12/50 Alvis)  
(Road run)

A runner in 1939 and a successful finisher again in 1989, the great 1908 9.1-litre chain-driven Daimler.

### That Mann Again!

Stanley Mann and his 3/8.3-litre Bentley have been commendably active at Millbrook again. On a recent run there Mann broke British Class-A records for 5 kilo., 5 miles and 10 kilo., at speeds of 135.60, 135.36 and 135.11 mph respectively, subject to the usual official confirmation. These speeds better by around six mph the former records by John Cobb and the 10½-litre Delage made at Brooklands in 1930. We offer our warm congratulations. For the record, in 1929 Kaye Don with one of the

4-litre V12 Sunbeams had done 130.1 mph for 10 kilo. at Brooklands and a month later Sir Malcolm Campbell was timed at Ver-nuck Pan in S. Africa at 216.0 mph over 5 kilo. and at 211.4 mph over 5 miles, in the 24-litre Napier-Arrol-Aster. Although the latter course was then in British territory, these runs were not claimed as Class records. WB

### A Bentley Occasion

To commemorate the part which the late Fred Burgess played in helping with the

design of the first 3-litre Bentley, the BDC arranged for his daughter, Miss Marjorie Burgess, whom MOTOR SPORT interviewed last month, to be driven in its Silverstone race meeting in a model Bentley provided by Rolls-Royce Motors and driven round the track in a 1914 3-litre Bentley. Afterwards BDC President Ray Wiltshire presented Miss Burgess with a picture of the 1914 T. Humber which her father designed before cooperating with WO on the chassis layout, pistons, etc. for the 3-litre Bentley. W

## NOVEMBER FIXTURES

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

Date	Organiser	Venue	Event	Type
Oct 27-29	BRSCC	Brands Hatch, Dartford, Kent	Formula Ford Festival	INT
Oct 28	HSCC	Silverstone, Towcester, Northants	Race Meeting	INT
Nov 4-5	DRC	Donington Park, Derby	Donington Trucks	INT
Nov 5	BHF	Snetterton, Norwich, Norfolk	Race Meeting	INT
Nov 5	SDMC	Brands Hatch, Dartford, Kent	Race Meeting	INT
Nov 5	Confederation of Australian Motorsport	Adelaide, Australia	Australian Grand Prix	INT
Nov 5	BRDA	Cadwell Park, Louth, Lincolnshire	National Rallycross Finals	INT
Nov 12	KL&DMC	Snetterton, Norwich, Norfolk	Race Meeting	INT
Nov 12	Victory Circle Club	Fiji, Japan	Pacific/Asia Touring Car Championship	INT
Nov 11/12	SBMC	Cadwell Park, Louth, Lincolnshire	Rally Cars	INT
Nov 19/23	RACMSA		RAC Rally (WRC)	INT
Nov 19	BHRC	Brands Hatch, Dartford, Kent	Winter Championship Car Races	INT
Nov 26	BHLRC	Brands Hatch, Dartford, Kent	Race Meeting	INT
Nov 26	BRDA	Cadwell Park, Louth, Lincolnshire	Rallycross	INT
Nov 25	Commissao Organizadora GP Macau	Macau	Macau Grand Prix (Formula Three)	INT
Dec 2/3	RACMSA	Brands Hatch, Dartford, Kent	Rallycross Grand Prix	INT
Dec 3	Suzuka Motorsport Club	Suzuka, Japan	F3 Championship	INT



## Richie Ginther

One of motor racing's true free spirits, Richie Ginther, died in France of a heart attack, just before the Portuguese GP. He had been frail for some time, but despite this the 59 year-old Californian had only a fortnight earlier been helping at Donington with the production of a film on BRM.

It was with the British team that he scored the majority of his successes as an F1 driver, and he shared second place in the 1963 World Championship, behind Jim Clark, with team-mate Graham Hill.

Ginther made his F1 debut at Monaco in 1960 when he drove the first rear-engined Ferrari, and a year later in the 156 he fought that stunning duel to finish second to Stirling Moss, as both smashed their own qualifying times such was the intensity of the contest.

His talents as a test driver were legendary. In his Ferrari days he developed what became known as the rear-end 'spoiler', which significantly reduced lift on sports prototypes, and was regarded with awe in Maranello after two particular incidents.

During a test at Monza in 1960 he pitted and told the team the engine wouldn't last more than 12 laps. Willy Mairesse was hastily installed, and stopped with engine failure after... exactly 12 laps! Richie later revealed that he plucked the figure from his head... He was leading the French GP at Rheims the following year when again he pitted to advise the team the engine was about to expire. He was immediately sent back out, and it failed within a lap...

His sorting ability allied to such mechanical sympathy attracted the fledgling Honda team for the 1965 season, and culminated in him winning the final race of the 1.5 litre formula in Mexico. Up until then he had always seemed destined to be the bridesmaid, with eight seconds to his name, but at last it was his, Honda's and Goodyear's first triumph in a Grand Epreuve.

After a brief spell with Cooper in 1966 filling in time until Honda's new challenger was ready for the 3 litre formula, he ran the bulky V12 at Monza, surviving an almighty accident with it at the Curva Grande during the Italian GP. When John Surtees came aboard for 1967 Richie moved to partner Dan Gurney in the latter's Eagle Weslake team. He was running second to the boss at the Race of Champions at Brands Hatch, but retired near the end, and then failed to qualify at Monaco. It was while awaiting his turn in official qualifying at Indianapolis that year, having been fast in testing, that he realised he no longer wanted to race, and took the immediate decision to quit.

He ran a team of Porsches in IMSA for a while, before simply taking off in a motor-home in which the ticking of watches or

clocks was never heard for the simple reason that he refused to let his life be ruled by timepieces. The free spirit went wherever a morning's feelings led him, as he indulged in total freedom and pleased himself.

A gentle man whose sympathies made him a leading authority on the American Indian, he nevertheless knew full well how to have a good time and last appeared, briefly, on the F1 scene at Hockenheim in 1977 for Goodyear's 100th GP celebrations. Thereafter, the maverick disappeared back to the remote countryside of America and France that he so loved, before remarrying and settling near San Diego. His freckled grin still beamed from beneath hippy locks which had replaced the crew cut that characterised him in the sixties and he remained, to the end, an individual who was his own man.

As we went to press it was confirmed that Ford had upped their share in Jaguar Cars. The odds remain, however, that General Motors will be the owner of the car company at the end of the day. Jaguar's board have had highly confidential talks with a number of car companies during the past twelve months, including some in Japan, but have been influenced by the hands-off approach of the American giant in the running of Lotus Cars.

It took less than a week for FISA President Jean-Marie Balestre to launch a bitter attack on Ferrari, Mansell and the media for good measure in which he stated that there was no prospect whatever of the Spanish race being nullified. A joint decision by Ferrari and Mansell has seen both parties withdraw their appeals so as to get on with the business of motor racing.

It has recently been confirmed that JJ Lehto has been signed up for 1990 by the Moneytron Onyx team. He will partner Stefan Johansson who remains with the team for the second successive year.

It has been confirmed that 1989 Group N Rally Champion, Pentti Airikkala, will be running a Group A Mitsubishi VR4 in the RAC Rally alongside Ari Vatanen. With the car already having won the 1000 Lakes Rally this year, the prospects of a repeated success are quite high.

Following months of uncertainty, John Barnard has announced that he is leaving GTO, the Guildford-based technical centre, to set up an advanced technical department for Benetton Formula. Former journalist and Williams PR manager, Peter Windsor, has just been appointed by Ferrari to run the concern.



John Barnard changes allegiance from the scarlet of Ferrari to the multi-colours of Benetton.

As can be read in the ensuing pages, Nigel Mansell was involved in an acrimonious and heated incident in the Portuguese GP which saw him prohibited by FISA from participating in the Spanish GP. An appeal was lodged by the Ferrari team and by Nigel Mansell but the hearing was not convened until four days after the event from which the Englishman had been banned. Rather than make a pronouncement the judges decided to defer a decision until late October when civil proceedings initiated by the team in Portugal and Canada had concluded.

### For the Record

From time to time we receive enquiries as to how the editorial Ford Sierra XR4x4 is behaving. To date it has covered 25,500 miles with no trouble of any kind, not even a blown lamp bulb. The clutch engagement has become rather sudden, otherwise no complaints. At 19,528 miles the original Uniroyal tyres on the back wheels were replaced by Michelin MXVs, and those on the front wheels similarly replaced at 22,110 miles, leaving a Uniroyal with 3mm tread as a useful spare. **WB**





Stampede for the first corner. Berger has his nose in front while Senna has a slight advantage over Mansell.

**I**t could have been one of his great Grand Prix wins. Instead, Portugal's F1 round will go down in history as the first time in 1989 that Nigel Mansell made a serious mistake. It was one that cost not only him, but Ayrton Senna, dear.

The irony is that up until lap 39 it was shaping up to be the best race of the season, even more gripping than Hungary.

Senna, as ever, had been the dominant man in qualifying, staggering his rivals by breaking into the 1m 15s, two seconds under Prost's 1988 pole time, on Friday afternoon.

He bettered that by a fraction the following day, but by then Mansell and Berger had got into their stride with the Ferraris. In the end, it was the Austrian who edged closest to the Brazilian, with 1m 16.059s to 1m 15.468s, McLaren's 1990 driver pairing again sharing the front row of the grid. Mansell was third on 1m 16.193s, unflustered by the situation but relieved not to have suffered serious injury on Friday afternoon when Christian Danner tried to park his Rial in the Ferrari's cockpit after they tangled going into turn three.

Senna didn't make his usual blistering start, but Berger cleanly repeated his Hockenheim getaway to lead from Ayrton and Nigel, with fourth fastest Prost even at this early stage prepared to play a waiting game and see how things developed. As it transpired, he was making the smart move.

Emulating Senna's own style, Berger ran away in the opening laps, eking out a second a lap over Senna, but the manner in which Mansell menaced the McLaren made it

obvious that his qualifying feelings were being borne out.

"If Ayrton has the same margin of superiority in the race, we'll be in trouble," he had said on Friday, his tone implying he didn't think he would have. And how did he feel about the race after Sunday morning's warm-up? "On the record, we are quietly hopeful," he'd smiled. "Off the record, bloody good."

And so it proved. By lap eight Senna was unable to resist Mansell's clean slice down the inside going into turn one, and the McLaren surrendered second place. Berger was 8.26 seconds further up the Estoril highway, but had taken more out of his tyres. Initially, he'd been one of the few to opt for Goodyear's harder compound Bs, but had switched, like Mansell, Senna and Prost, to the softer Cs at the last minute. Now, however, he'd taken the edge off them with that hard running on full tanks, and the deterioration was beginning to make itself felt.

By lap 23 the gap between the two Ferraris was 0.73 seconds, and a lap later Nigel swept ahead. At the same time, Senna was mounting another charge, and edging closer to Gerhard. Things were simmering nicely.

Further back, Prost was still a comfortable fourth, well ahead of the remarkable

## Sour Grapes

scrap between Pierluigi Martini's Minardi and its two new Williams FW13 shadows. The Frenchman had apologised openly and unreservedly to Honda (it says here) on the first day of qualifying, for his nasty comments at Monza, and said nary a word about the performance of his Specification Five RA109E V10 throughout the meeting. However, in the race it had a slight hesitation at low revs, and as he was also coping with an imbalance created by incorrect tyre pressures, Prost was continuing to take a cautious approach. Indeed he was the first top Goodyear runner to pit for fresh tyres when he came in on lap 28, dropping temporarily to eighth.

Berger came in next, six laps later, and was sent out again in a staggering 6.8 seconds after some beautiful teamwork. The next time Ferrari was called upon to perform, however, it would all go horribly wrong.

Senna came in next time round, promoting the redoubtable Martini to second ahead of Patrese, Berger, Ayrton as he resumed after a lengthy 12.94s stop, Stefan Johansson's Onyx and then Prost. Mansell was looking good.

He was a comfortable leader when he screamed into the pits at the end of lap 39, but then he made his first error of the year. As he came in he was going a fraction 100



# Portuguese Grand Prix

fast, and locked his front wheels as he tried to correct a slide just where he needed to turn right into his allocated slot. As his alarmed mechanics scattered, he took his foot off the brake pedal momentarily and restored front-end grip, but by then had jinked round his crew and overshot. For seconds he awaited the reassuring tug of his mechanics pulling him back into place, but chief mechanic Joan Villadelprat was frantically waving them away as their hands reached out, and signalled Mansell to go round again. Instead, he selected reverse.

Back in 1983 at Hockenheim, Niki Lauda committed this cardinal pit lane sin, and was promptly disqualified.

That wasn't quite as bad as Reine Wisell at Zandvoort in 1971 when, rather than do another full lap as his Lotus 72 developed a problem passing the pits, he pulled into the pit exit and reversed back to his pit. He, too, was kicked out.

For Mansell, the penalty was the even worse, as he and Ferrari then compounded the original felony.

Unaware that he had transgressed, Mansell slammed back into the race after losing 20 seconds, and got his head down in a glorious charge that had him right in Senna's draft by lap 45. A lap later, out came the black flag, by which time he was tucked right beneath the McLaren's rear wing as they headed into the sun down the pit straight at 190mph.

That time around, he didn't see the flag, and nor did Senna. Neither saw it on the following two laps either, such was the

*Patrese surveys the scene from the cockpit of his new Williams FW13.*



intensity of their duel.

Going down to turn one on the 49th lap, Mansell darted out of Senna's slipstream and was fully alongside as they went into the corner. Senna, however, out on a wide line ready for his usual slingshot entry, came across regardless and clipped the Ferrari, the two instantly plunging into the gravel bed and retirement.

Those who witnessed Senna's ruthless move on Prost the previous year recognised it again that lap, but this time Mansell was already there and from that instant on, their fate was sealed.

It was Senna's mistake, yet one had to sympathise, since Mansell should never have been there in the first place.

In fact, the errors were evenly distributed between two of the world's highest paid drivers, and the two current best

teams. Mansell started the chain of events by overshooting his pit; Fiorio then obliged him to compound it by reversing, and Ferrari then failed to bring to his attention the fact that he was disqualified. Mansell himself, of course, failed to see the flag.

"I swear on the Bible I was so involved chasing Ayrton that I didn't see the flag. And I swear that there was no radio communication that I was aware of." He then pointed out how immediately he had responded when he was black flagged in Canada.

Tempers were flaming in the McLaren pit, meanwhile. "If that's the Ferrari management's idea of sportsmanship, maybe the management should be changed," fumed Ron Dennis. Creighton Brown was calling for Mansell's licence to be revoked. And Senna went to bat days later by suggesting



*Mansell vs Senna . . . the outcome was to neither's advantage.*



# FORMULA ONE



Johansson's third place was Onyx' best result to date.



Prost's second place has helped him in his quest to wear number 1 next year.

his overtaking move had been suicidal. Funny that; it had worked perfectly well 41 laps earlier...

McLaren itself didn't escape blame, either. The reversing incident had occurred right behind the team's pit wall slot, and in full view of its mechanics, yet nobody told Senna. Had he been aware of Mansell's infringement, there would have been no need to fight him, and he could have concentrated on the chase after Berger. That crucial oversight had probably cost him his World Championship chance.

The other man most acutely aware of that was Prost, who no doubt laughed into his facemask as he drove past his team-mate's damaged car and headed on to an easy six points. The race is not always to the fleet, as he himself had discovered at Estoril back in 1984. Say what you will about Prost's softly softly approach, he's done it the hard way too in his earlier days.

The blazing controversy dragged the



The long walk back to even more aggro for Mansell after his collision with Senna.

headlines away from the other players. Berger would probably have been caught by both Mansell and Senna, such was their pace as they closed on him, but they made mistakes and he didn't, and at the end of the day the man who had lost the 1987 race under pressure from Prost, proved himself the master as he took his fifth GP win.

It was a great day for Onyx, too. Jean-Pierre van Rossem's week had begun with the bulky Belgian firing Bertrand Gachot for public criticism of his team, and his replacement, Keke Rosberg protégé JJ Lehto, had impressed immediately even though he just failed to pre-qualify. Mike Earle and his crew lost pace later on Friday but made it up on Saturday as the Alan Jenkins-designed ORE-1 proved well suited to the track.

Stefan Johansson quickly worked his way up from 12th to eighth, and then progressed as his faster rivals met misfortune.

Williams finally debuted its new FW13, and though both Patrese and Boutsen found it nervous and very tricky to drive at this stage of its development, they were close to the pace. Martini, however, was not to be daunted by them in the race, and steadfastly stayed ahead of both until his tyre stop on lap 43.

In Friday's qualifying the little Italian had devastated his rivals with third fastest time, right in the 1m 16s with Berger, and though he didn't subsequently improve it, it still gave him fifth on the grid. He kept that slot too, at the start, and as Prost, Berger, Senna and then Mansell pitted, he actually took the lead for a few glorious moments. They were moments, too, since Berger was back into his stride and soon blew by again, but it was a terrific achievement that subsequently was to be spoiled when his second set of Pirellis proved less grippy than the first.

In the latter half of the race his neck muscles also began to suffer, but fifth was a solid result as he trailed Sandro Nannini's Benetton, which his fellow countryman had



Proud moments for Minardi as Martini inherits first place even if it was only for a few yards.



# Portuguese Grand Prix

elected to start on Goodyear Bs. Both he and Johansson drove non-stop, Stefan's performance being all the more meritorious since he was on Cs and made them last.

All three benefited from Williams' ill fortune. Throughout the pursuit of Martini, both FW13s had collected debris in their radiator ducts. Boutsen in particular watched his water temperature reaching dangerous levels, before having the ducts cleared during his tyre stop, but the damage had been done on both cars. Boutsen pitted from fifth place with terminal overheating on lap 61, and the same lap Patrese stopped out on the circuit with a blown V10.

After a steady run with Cs on the right and Bs on the left of his Tyrrell, Jonathan Palmer was delighted to take the final championship point after fending off the distant attack from Satoru Nakajima, who had driven strongly in his Lotus from 26th on the first lap to seventh by the flag. The Briton's team-mate Johnny Herbert had failed to qualify as relief driver for Le Mans F3000-bound Jean Alesi, after suffering food poisoning, and Palmer's first point since Imola went a long way to restoring his battered confidence.

Fellow Briton Martin Brundle was chasing Nakajima hard in the closing stages, but his race epitomised Pirelli's fortunes,

only Martini making any progress on the Italian rubber. His team-mate Sala and Brundle had both qualified well, as had second Brabham pilot Modena, but all three went backwards the moment the lights went green. Pressure and vibration problems ruined Brundle's race and obliged him to stop twice, while Modena and Sala both felt their first sets of Pirellis were inferior to their second.

Nor was there any of the 1988 joy for March. Mauricio Gugelmin struggled home to 10th as the team's better runner and last year's star Ivan Capelli dropped out early from 16th place with a blown Judd. Ninth and 11th places, however, brought a modicum of satisfaction for Larrousse, marking only the second time this year the team has achieved a finish, and the first with the new LC89. Alliot was lucky to miss Derek Warwick's Arrows on lap 38 as the Englishman wandered into his path and obliged him to lock all four wheels in turn four. Derek had damaged the nose of his Arrows on the back of Sala's Minardi, and the loss of downforce subsequently put him into the wall. He tried limping home, without success.

An accident also accounted for team-mate Cheever, who had already had Roberto Moreno vaulting his Coloni over his

Arrows at the end of Saturday qualifying. Neither was hurt and in the race only Eddie's pride suffered in the last corner when the engine cut out and then cut in at an embarrassing moment.

Alex Caffi and Nelson Piquet also made contact, their clash on lap 34 dropping them from 11th and 12th places. That was it for Dallara, which had lost the neck-braced de Cesaris with electronic failure on lap 18, while Moreno's impressive 15th qualifying position was instantly negated in the race when the misfire that had plagued him all weekend returned. There was no luck either for fellow eighth row partner Emanuele Pirro who dropped away early with a seized damper.

If it had gone its full course without incident, the Portuguese race would have been a stunner. As it was, it ended in acrimony that clouded the entire issue. When the dust had cleared temporarily, however, the World Championship was beginning to come into firmer focus. Senna now had to win all three final events, while Prost needed to win only once or have somebody else other than Senna win.

The prospect of the departing McLaren driver taking number one to Ferrari for 1990 was enough to drive certain members of Honda's F1 corps into apoplexy. **DJT**

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# Portuguese Grand Prix

# RESULTS

## STARTING GRID

No	Driver	Car	1
28	G. Berger (Ferrari V12)	1min 16.059secs	1 A. Senna (McLaren-Honda V10) 1min 15.468secs
2	A. Prost (McLaren-Honda V10)	1min 16.204secs	27 N. Mansell (Ferrari V12) 1min 16.193secs
6	R. Patrese (Williams-Renault V10)	1min 17.281secs	23 P. Martini (Minardi-Cos V8) 1min 16.938secs
5	T. Boutsen (Williams-Renault V10)	1min 17.801secs	21 A. Caffi (BMS Dallara-Cos V8) 1min 17.661secs
7	M. Brundle (Brabham-Judd V8)	1min 17.874secs	24 L. Sala (Minardi-Cos V8) 1min 17.844secs
36	S. Johansson (Onyx-Cos V8)	1min 18.105secs	8 S. Modena (Brabham-Judd V8) 1min 18.093secs
15	M. Gugelmin (March-Judd V8)	1min 18.124secs	19 A. Nannini (Benetton-Cos V8) 1min 18.115secs
20	E. Pirro (Benetton-Cos V8)	1min 18.328secs	31 R. Moreno (Coloni-Cos V8) 1min 18.196secs
3	J. Palmer (Tyrrell-Cos V8)	1min 18.404secs	30 P. Alliot (Lola-Lamborghini V12) 1min 18.386secs
11	N. Piquet (Lotus-Judd V8)	1min 18.482secs	22 A. de Cesaris (BMS Dallara-Cos V8) 1min 18.442secs
9	D. Warwick (Arrows-Cos V8)	1min 18.711secs	29 M. Alboreto (Lola-Lamborghini V12) 1min 18.563secs
16	I. Capelli (March-Judd V8)	1min 18.785secs	25 R. Arnoux (Ligier-Cos V8) 1min 18.767secs
10	E. Cheever (Arrows-Cos V8)	1min 19.247secs	12 S. Nakajima (Lotus-Judd V8) 1min 19.165secs

No. 8 started from the pit lane

## 1989 WORLD CHAMPIONSHIP

DRIVERS	POINTS	MANUFACTURERS	POINTS
Alain Prost	(77) 75	McLaren-Honda	128
Ayrton Senna	51	Ferrari	53
Nigel Mansell	38	Williams-Renault	52
Riccardo Patrese	28	Benetton-Cosworth	22
Thierry Boutsen	24	Tyrrell-Cosworth	13
Alessandro Nannini	18	Arrows-Cosworth	12
Gerhard Berger	15	Lotus-Judd	9
Nelson Piquet	9	Dallara-Cosworth	8
Michele Alboreto	6	Brabham-Judd	6
Eddie Cheever	6	Onyx-Cosworth	6
Derek Warwick	6	Minardi-Cosworth	5
Stefan Johansson	5	March-Judd	4
Johnny Herbert	5	Rial-Cosworth	3
Jean Alesi	5	Ligier-Cosworth	3
Stefano Modena	4	AGS-Cosworth	1
Alessandro Caffi	4		
Mauricio Gugelmin	4		
Andrea de Cesaris	4		
Pierluigi Martini	4		
Christian Danner	3		
René Arnoux	2		
Jonathan Palmer	2		
Martin Brundle	2		
Gabriele Tarquini	1		
Olivier Grouillard	1		
Luis Perez-Sala	1		

## LAP TIMES

No	Driver	Car	Tyres	Pre-Qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap (on lap)
1	A. Senna	McLaren MP4/5	G	1.15.496	1.15.468	1.19.490	(47)
2	A. Prost	McLaren MP4/5	G	1.17.336	1.16.204	1.19.385	(48)
3	J. Palmer	Tyrrell 018	G	1.19.172	1.18.404	1.21.562	(34)
4	J. Herbert	Tyrrell 018	G	1.19.515	1.19.264		
5	T. Boutsen	Williams FW13	G	1.17.801	1.17.888	1.19.575	(38)
6	R. Patrese	Williams FW13	G	1.17.281	1.17.852	1.19.796	(46)
7	M. Brundle	Brabham BT58	P	1.17.874	1.17.995	1.21.167	(50)
8	S. Modena	Brabham BT58	P	1.18.589	1.18.093	1.21.451	(64)
9	D. Warwick	Arrows A11	G	1.18.711	1.18.892	1.22.926	(27)
10	E. Cheever	Arrows A11	G	1.19.247	1.20.006	1.23.732	(7)
11	N. Piquet	Lotus 101	G	1.18.482	1.18.682	1.22.356	(22)
12	S. Nakajima	Lotus 101	G	1.19.278	1.19.165	1.21.794	(39)
15	M. Gugelmin	March CG891	G	1.18.124	1.18.277	1.20.571	(69)
16	I. Capelli	March CG891	G	1.19.079	1.18.785	1.22.873	(18)
17	N. Larini	Osella FA1-M	P	Disqualified			
18	P. Ghinzani	Osella FA1-M	P	1.21.021			
19	A. Nannini	Benetton B189	G	1.18.115	1.18.359	1.20.722	(43)
20	E. Pirro	Benetton B189	G	1.18.340	1.18.328	1.24.080	(3)
21	A. Caffi	BMS Dallara F189	P	1.18.623	1.17.661	1.21.300	(33)
22	A. de Cesaris	BMS Dallara F189	P	1.18.442	1.18.511	1.23.592	(4)
23	P. Martini	Minardi M189	P	1.16.938	1.17.161	1.21.170	(34)
24	L. Sala	Minardi M189	P	1.17.844	1.18.305	1.22.114	(60)
25	R. Arnoux	Ligier JS33	G	1.18.767	1.19.979	1.21.603	(63)
26	O. Grouillard	Ligier JS33	G	1.19.605	1.19.436		
27	N. Mansell	Ferrari F1/89	G	1.17.387	1.16.193	1.19.047	(44)
28	G. Berger	Ferrari F1/89	G	1.16.799	1.16.059	1.18.986	(49)
29	M. Alboreto	Lola L89	G	1.19.869	1.18.563	1.18.846	1.21.756 (56)
30	P. Alliot	Lola L89	G	1.19.164	1.19.306	1.18.386	1.20.697 (33)
31	R. Moreno	Coloni C3	P	1.19.780	1.18.196	1.20.512	1.25.411 (10)
32	E. Bertaglia	Coloni C3	P	1.28.526			
33	O. Larrauri	EuroBrun ER189	P	1.21.326			
34	B. Schneider	Zakspeed ZK891	P	1.24.732			
35	A. Suzuki	Zakspeed ZK891	P	1.24.116			
36	S. Johansson	Onyx ORE-1	G	1.18.623	1.19.281	1.18.105	1.21.224 (45)
37	J.J. Lehto	Onyx ORE-1	G	1.20.880			
38	C. Danner	Rial ARC2	G	1.21.678	1.22.423		
39	P.H. Raphanel	Rial ARC2	G	no practice	1.21.435		
40	G. Tarquini	AGS JH24	G	1.21.881			
41	Y. Dalmas	AGS JH24	G	Disqualified			

## RESULTS

### Portuguese Grand Prix, Autodrome Estoril, September 24 71 laps of 4.350km circuit (308.850km/191.910 miles)

Pos	Driver	Nat.	Car/Engine	Time
1st	Gerhard Berger	(AUT)	Ferrari F1/89-Ferrari V12	1h 36m 48.546s
2nd	Alain Prost	(F)	McLaren MP4/5-Honda V10	1h 37m 21.183s
3rd	Stefan Johansson	(S)	Onyx ORE-1-Cosworth V8 DFR	1h 37m 43.871s
4th	Alessandro Nannini	(I)	Benetton B189-Cosworth V8 EXP	1h 38m 10.915s
5th	Pierluigi Martini	(I)	Minardi M189-Cosworth V8 DFR	1 lap behind
6th	Jonathan Palmer	(GB)	Tyrrell 018-Cosworth V8 DFR	1 lap behind
7th	Satoru Nakajima	(J)	Lotus 101-Judd V8	1 lap behind
8th	Martin Brundle	(GB)	Brabham BT58-Judd V8	1 lap behind
9th	Philippe Alliot	(F)	Lola L89-Lamborghini V12	1 lap behind
10th	Mauricio Gugelmin	(BRA)	March CG891-Judd V8	2 laps behind
11th	Michele Alboreto	(I)	Lola L89-Lamborghini V12	2 laps behind
12th	Luis Perez-Sala	(E)	Minardi M189-Cosworth V8 DFR	2 laps behind
13th	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	2 laps behind
14th	Stefano Modena	(I)	Brabham BT58-Judd V8	2 laps behind
15th	Riccardo Patrese	(I)	Williams FW13-Renault V10	retired on lap 61
16th	Thierry Boutsen	(B)	Williams FW13-Renault V10	retired on lap 61
17th	Ayrton Senna	(BRA)	McLaren MP4/5-Honda V10	retired on lap 49
18th	Nigel Mansell	(GB)	Ferrari F1/89-Ferrari V12	retired on lap 49
19th	Derek Warwick	(GB)	Arrows A11-Cosworth V8 DFR	retired on lap 38
20th	Nelson Piquet	(BRA)	Lotus 101-Judd V8	retired on lap 34
21st	Alessandro Caffi	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap 34
22nd	Emanuele Pirro	(I)	Benetton B189-Cosworth V8 EXP	retired on lap 30
23rd	Ivan Capelli	(I)	March CG891-Judd V8	retired on lap 26
24th	Eddie Cheever	(USA)	Arrows A11-Cosworth V8 DFR	retired on lap 25
25th	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap 18
26th	Roberto Moreno	(BRA)	Coloni C3-Cosworth V8 DFR	retired on lap 12

**Fastest Lap:** Gerhard Berger (Ferrari F1/89-Ferrari V12) 1min 18.986 secs. on lap 49; 198.263 kph (123.194 mph)

**Winner's Average Speed:** 191.418 kph (118.941 mph). **Conditions:** Hot and Breezy.

DNQ	Johnny Herbert	(GB)	Tyrrell 018-Cosworth V8 DFR	1.19.264
DNQ	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	1.19.436
DNQ	Pierre-Henri Raphanel	(F)	Rial ARC2-Cosworth V8 DFR	1.21.435
DNQ	Christian Danner	(D)	Rial ARC2-Cosworth V8 DFR	1.21.678
DNPQ	J.J. Lehto	(FIN)	Onyx ORE-1-Cosworth V8 DFR	1.20.880
DNPQ	Piercarlo Ghinzani	(I)	Osella FA1-M-Cosworth V8 DFR	1.21.021
DNPQ	Oscar Larrauri	(ARG)	EuroBrun ER189-Judd V8	1.21.326
DNPQ	Gabriele Tarquini	(I)	AGS JH24-Cosworth V8 DFR	1.21.881
DNPQ	Aguri Suzuki	(J)	Zakspeed ZK891-Yamaha V8	1.24.116
DNPQ	Bernd Schneider	(D)	Zakspeed ZK891-Yamaha V8	1.24.732
DNPQ	Enrico Bertaglia	(I)	Coloni C3-Cosworth V8 DFR	1.28.526
DNPQ	Nicola Larini	(I)	Osella FA1-M-Cosworth V8 DFR	Excluded: Weighing
DNPQ	Yannick Dalmas	(F)	AGS JH24-Cosworth V8 DFR	Disqualified: Tyres



## Half a Dozen of One . . .

Sir,

I was saddened to see on the television coverage of the recent Portuguese Grand Prix the blatant disregard of a black flag by Britain's Nigel Mansell, and I was surprised (to put it mildly) that Murray Walker and James Hunt should look for justification for such behaviour.

The black flag is shown to a driver either because of an infringement of the rules of motor racing (as in Mansell's case) or because car or driver is a threat to safety. It is inexcusable that a driver should ignore such a signal. It is equivalent to a cricketer refusing to accept the umpire's decision, or to a footballer refusing to leave the field when shown the red card — although in the case of motor racing, such an infringement might also constitute a danger to life and limb (should observers have noticed something seriously wrong with a car in the race). Disciplinary action is indeed appropriate.

Whilst not being an ardent "Senna supporter", I feel that he has every right to feel aggrieved at having gone out of the race after tangling with a driver who should not have been on the circuit at the time!

The whole episode does, however, prompt another thought: presumably there was lurking in the back of Mansell's mind the possibility that an appeal against exclusion for reversing in the pit lane might succeed, and then to have obeyed the black flag signal would have cost him a "place" or possibly a "win".

Is it beyond the wit of FISA (on second thoughts, perhaps I needn't ask!) to devise a rule which would cover such a possibility? For example, if a driver were excluded under the black flag for an alleged rule infringement, and if subsequently it were decided that the alleged infringement had not been "proved", then the driver should be awarded the equivalent of any points to which he might have been entitled by his position at the time of being "black flagged". (This, with no loss of points by any of those who had actually completed the race).

I should imagine such a rule would only rarely have to be invoked, but it would take away any lingering "excuse" for ignoring the black flag when drivers are caught up in a race, or in an important championship.

**JOHN CLEGG**  
Manchester

Sir,

... Was Mansell alongside? I think not. He was closing to within a few feet but never getting his wheels in front, therefore the corner was not his. Just because he had got by earlier in the race, before his

disastrous pit stop, did not mean that Senna must give way to him.

Mansell's excess pit lane speed, dangerous reversing, blindness to the black flag and finally the taking-off of Senna and himself must be seen as Dangerous Driving. If the fine and the exclusion from a future race are seen in that context then I applaud the decision.

**STEPHEN CROOKS**  
Truro, Devon

## . . . Six of the Other

Sir,

I was shocked to see SuperNige black flagged at Estoril, but horrified to see Ayrton Senna perpetrate the same dirty deed on Nigel as he did on his substitute at Monza last year. When will the Brazilian learn to drive properly?

**R J WADE**  
Officers' Mess, BFPO 43

Sir,

... After the tyre change, I am prepared to accept that the black flag was impossible to see but the subsequent accident has no place in motor racing, let alone at Grand Prix level. The scene, repeated time and again on television, replay clearly shows that Senna is 100% to blame. If the McLaren had been in the lead it would have been hit up the rear end by the Ferrari. What happened was that Senna just drove into the side of the Ferrari, a tactic he has adopted with Piquet, Prost and Brundle in F3 and, of course, Mansell.

I am wondering when some clerk of the course is going to suspend Senna's licence.

The tabloid newspapers state that Senna has a pathological fear of being humiliated and/or out-driven by Mansell and so resorts to the only line of action he knows — violence.

How times have changed! In 1959 Moss kept over to the far right at the finish line to allow McLaren to overtake, if he could, to take second place in the British Grand Prix. And in 1962 Hill and Clark almost dead-heated at the Silverstone May meeting.

**M G C POTTER**  
Leighton Buzzard, Beds.

Sir,

I have always believed that when racing, the car which has the inside line into a bend and has therefore effectively won that corner, has right of way over any other car on the same bend. Those who continue to forge ahead for their own particular line, and as a result cause an accident, are wholly unprofessional in their behaviour.

Over the last few years, there have been several other incidents which indicate

Senna's disgraceful attitude to other drivers on the track.

On the opening lap of the Australian Grand Prix in 1985, Mansell was elbowed off the track by Senna; the first race of the 1986 season in Brazil saw a very similar situation, again in the opening lap; more recently Senna has been involved in a shunt with Schlesser and the most recent incident which springs to mind was when Senna seemed determined to push Prost into the pit wall.

He has always got away with it in the past, with little more than a slap on the wrist. If he is to continue in this way, he should at least have the decency not to blame anyone else!

No one is arguing that Mansell should have been black flagged for engaging reverse gear in the pits for that rule is clearly stated in article 133 of the Formula 1 regulations. What is completely ignominious is that his punishment was an unusually large fine of \$US 50,000, plus a ban for the Spanish GP.

The behaviour of Ayrton Senna during practice and qualifying for the Spanish GP the following week, which was somehow overlooked by the sports correspondents in the following day's newspapers, included such offences as ignoring a black flag several times himself, and probably one of the worst offences possible on a race track, completely ignoring a red flag and passing marshals and wreckage at full speed with no thought for the seriousness of his actions.

He was indeed fined for this offence, but a paltry \$US 20,000 is hardly consistent with that meted out to Mansell. FISA is well known for its inconsistent punishments though, so no-one should have been surprised.

When questioned about Senna's indiscretions with flags during practice, however, Ron Dennis replied that he wasn't in the car. Someone ought to remind Mr Dennis that people in glass houses . . .!

As for the comments by M. Balestre of "... if you are driving down a road and you are not paying attention and you don't see a red light . . . then you must be punished. Here it is the same thing." Given the complete lack of similarity between driving along a road and racing at over 170 mph, this must be another of M. Balestre's off-the-cuff remarks which should, as ever, be filed in the appropriate manner!

The actions of Senna during the aftermath of the Portuguese GP and in qualifying for the Spanish GP, are far worse than that of Mansell for reversing in the pit lane. It was Senna who should have been banned from racing in the Spanish GP, not Mansell.

**ALEXANDER R AUCKEN**  
Twickenham, Middlesex





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Surrounded by the press, Nigel Mansell gives a conference explaining the circumstances surrounding the Portuguese GP as he saw them.

## Invisible man

Somewhere in all the controversy, acrimony and infamy that characterised the Spanish Grand Prix, Ayrton Senna racked up his 20th F1 victory and McLaren International overtook Team Lotus International to lie second to Ferrari in the all-time wins ratings, 80 to 97.

Those statistics went rather unnoticed, however, but one that didn't was Senna's 40th pole position.

The Brazilian's commitment to his F1 career is legendary, but also prompts him from time to time into the sort of rashness that makes one hesitate before applying the adjective 'great' to his performances. It would have been hard to envisage Jim Clark or Stirling Moss, for example, indulging in the ill-advised hot-headedness which sometimes characterises Senna.

Picture the situation: Jerez followed the week after Portugal, and the F1 circus arrived aflood with gossip about Nigel Mansell. There were all the post-Estoril comments from McLaren. Then there were Senna's comments about 'suicidal driving' reported in the nationals. Then there was Mansell's Thursday afternoon press conference by the Ferrari motorhome, as he responded to the one-race ban FISA had decided to impose.

Mansell was quietly outspoken, reiterated yet again that he hadn't seen the black flag for the three laps it was shown to him, and threatened premature retirement from F1 if FISA didn't exonerate him in a court of appeal in Paris the following day.

It was good theatre, eagerly lapped up by the press, but it was a play given bad reviews by McLaren. As Mansell sat fidgeting restlessly at his holiday home in Majorca, having found out that FISA after all had no intention of letting him race and had succeeded in keeping him out of things by convening the court of appeal for the follow-

ing Thursday, Ron Dennis went into seventh gear.

"I'm reluctant to get sucked into this issue," he began, before proceeding to do just that. He showed film of the Portuguese incidents, from static trackside cameras and from the Ferrari's onboard unit. He explained that the bad blood between himself and Mansell stemmed from the latter's lack of a sense of humour. During the winter, McLaren's Christmas party had contained a little gem wherein Murray Walker was dressed as a ringmaster, and a monkey as Nigel Mansell. No doubt the Woking funsters laughed their red and white socks off over that one.

Mansell, a man not renowned for his ability to laugh at himself, took a dim view. Dennis subsequently apologised at Monaco.

He then went on to explain McLaren's role in the post-race furore, praised the professionalism of his own drivers - Niki Lauda at Hockenheim in 1983, John Watson in South Africa the same year, and Alain Prost at Monza in 1986 - in obeying black flags after regulation contraventions.

He admitted he'd made "a fundamental mistake" in not letting Senna know sooner that the black flag was for Mansell, that his delay had had a major influence not only on that race, but possibly also on the World Championship.

He called Mansell unprofessional, branded him a liar. "I don't buy the horseshit that he didn't see the flag," said Dennis trenchantly. "He knew. End of story."

Less than two hours later he probably regretted much of the outburst, as the boot he'd just put into Mansell had suddenly changed to another foot.

Gregor Foitek, unsuccessful in pre-qualifying the EuroBrun since Rio, and subsequently replaced by Oscar Larrauri, had been yet another player in F1's 1989

game of musical chairs, and when the record stopped for Spain, was left sitting in the cockpit of the lead Rial, once Guenter Schmid had rectified his oversight in not informing regular incumbent Christian Danner that his services were surplus to requirements.

Now Foitek is one of racing's natural chargers. Not the most intelligent driver, perhaps, but a guy who only knows one way to drive. He was exhibiting that brio when his Rial's rear wing began to break up in the Enzo Ferrari curve, the vicious flat-out right-hander behind the pits. The result was a mighty off that sprayed gravel all over the parked motorhomes - the TAG McLaren bus included - and left the young Swiss with a severe headache.

The marshals were late putting out any flags, and Senna went past once, warming his tyres for his first qualifying run. Next time round, they had finally got round to putting out black flags in response to the red flag now shown at the start/finish line. Through the accident site Senna was flat-out still, despite the black flag that was clearly shown. According to a FISA official, it was one of eight that the Brazilian had deliberately chosen to ignore, even though the meaning of the flag is 'proceed with caution and be prepared to stop'. Only when he came to the red, his hot lap completed, did he lift off.

Such cavalier actions won him a \$20,000 fine and saw all of his times posted prior to 13.55 eliminated. Senna shrugged his aloof shrug, and slammed round fast enough when the session was resumed to take the overnight pole. The following day he went faster still, without missing any black flags, and pole number 40 was safely his. Not so safe, however, was his reputation. Condemnation was almost universal, and more than one observer wanted to know why Mansell





*There is no question regarding Senna's brilliance, but the manner in which he attained his 40th pole position was open to question.*

could be fined \$50,000 and banned for one race for reversing less than 10 feet up a pit lane and then missing three black flags (possibly by accident) when Senna could escape so lightly by deliberately ignoring eight when an accident to another driver had invoked them in the first place. It was a good point.

In the McLaren motorhome Dennis looked sheepish and declared that Senna deserved his fine for breaking the rules.

The entire episode left a nasty taste, and was followed by countless allegations of one rule for one, another for everyone else. Back in Majorca, Mansell began to fidget even more.

Away from the inevitable polemics, McLaren's pace – well, Senna's at any rate – was something of a surprise, since Jerez had been regarded as a Ferrari circuit, if ever there was one. Indeed, Gerhard Berger had been fastest until Senna's blistering pole-winning lap, but as the two 1990 McLaren drivers lined up on the front row, one couldn't help but ponder where Mansell – an angry, fired-up Mansell – might have been.

Alain Prost, no doubt, wondered about that too. The Frenchman was very quiet all weekend, took a long time to set his McLaren to his liking, but then came closer to the ballpark with third fastest time. There were, however, problems with the gearchange, and on top of that his tattered friendship with Ron Dennis had probably succumbed once and for all when the latter decreed that Senna should have use of the spare for the weekend, even though it should have been his.

Senna, Berger, Prost. To keep his championship chances afloat, Senna had to win, and he bore the mien of a dominator all weekend. To stop the fight going to Japan and Suzuka, Prost had to win (yet never looked likely to repeat that fabulous 1988 triumph, achieved against all fuel consumption odds) or see another beat Senna. Mansell had been an obvious potential

ally. Berger, in Mansell's contrived absence, was the only man who could upset the applecart. If Gerhard won with Senna second and Prost third, it was all over, the Frenchman garnering a nett 76 points to the Brazilian's 57, and a 19-point margin with only another 18 available to his rival.

Berger has made some stunning starts this year. Remember Rio, that flier in Hockenheim, Estoril? And yet it was Senna who grasped the Jerez lead, and it was Senna who stayed out front throughout. Whatever one might have felt about some of his conduct in the past eight days, he drove a blinder in Spain, thriving under the pressure of innuendo and controversy. Berger worried him a little bit in the opening laps, as he pushed the Ferrari's nose at every little gap and stayed within a second for the first 15 laps, but his chance had been at the start and he knew it. The uncharitable suggested he was already behaving like the dutiful McLaren number two.

Prost, from an early stage, settled for third, apparently lacking any kind of fight. The final argument with Dennis had knocked the emotional stuffing out of him. Almost immediately he found his helmet

visor coated with a thin film of oil mist from the Ferrari, and as it worsened, he dropped back. His qualifying gearchange problem was also still evident, and bit by bit he slipped from any kind of challenging position and concentrated on keeping an initially threatening Riccardo Patrese in his place. He called his McLaren a taxi – an oblique reference to his feeling that it was yet again below par with Senna's? – and said he was happy with third. And maybe he was. Four points minus his lowest score of three (from Hungary) still gave him 76, but if he couldn't win in Spain, its real value was that it meant Senna still had to win the final two events. Had he finished fourth or lower he wouldn't have added to his score and Senna might thus have been able to take the title with one win and a second, thanks to his greater number of wins tipping the equal points balance.

The way Senna drove in Spain, however, was simply an endorsement of his desire to win the only way he knows how: from the front. By lap 43, after the scheduled tyre stops, he led Berger by 5.92s, and over the remaining laps stretched that to an elastic 27 as Berger developed a more pressing problem. From lap 48 the Ferrari's oil leak had worsened, to the point where it was



*The start: Berger has already conceded first place to Senna.*



spewing out a great cloud of smoke in fast left-handers. From keeping Senna honest, Berger slipped back, nursing the F1/89 but able to keep well beyond the troubled Prost's reach.

It was, in fact, one of the dullest Grands Prix of the year, on a par with Monza to a large extent, but there were nevertheless many worthy performances from the bit-part actors. Underlining just what an aggressive charger he is, Jean Alesi hounded Martin Brundle mercilessly for eighth in the opening stages, coming back again when an attempt on the outside of the first corner failed on lap 12. Eventually, his pressure paid off and, once past the wide Brabham on lap 22, he drew away rapidly to begin a prolonged chase of Emanuele Pirro's well-conducted Benetton.

The young Roman had outqualified team-mate Sandro Nannini after both had taken a lot of time to set their B189s for Jerez's bumps and twists, and had worked up to a strong fifth by lap 21. By then he had disposed of Philippe Alliot's Lola-Lamborghini, going better than ever before, and qualifying sensation Pierluigi Martini. The latter had been fastest in Friday's free practice, second in the first official qualifying session and again on Saturday morning, and had then wound up

fourth overall. A great deal of his performance was down to the efficiency of Pirelli's tyres, but that certainly shouldn't detract from his own efforts in the cockpit, which came despite twisting his ankle falling down the transporter steps between Friday sessions, and ribs rendered sore when he spun the previous week at Estoril during second qualifying.

As Pirro pressed on, however, Martini struggled to make up ground after his first tyre stop, and then spun into retirement after climbing a kerb trying to keep ahead of Eddie Cheever's Arrows.

Alliot, who'd enjoyed only his second finish of the year the previous weekend in Portugal, had been a major surprise in qualifying by taking fifth slot on the grid, right in the 1m 21s with Prost, Martini, Patrese and Piquet. Though he succumbed to Brundle's pressure with his tyre stop on lap 28, he soon recovered his rhythm, and was nibbling into the Briton's advantage when the Brabham spun wildy on lap 52. For some laps Brundle had been struggling with a broken exhaust, and the escaping gases had finally cooked a rear damper and caught him out. With Stefano Modena dropping out after only 12 laps with electrical failure, it was a bad weekend for the Chessington team.

In the closing stages Gerard Larrousse's heart was in his mouth as Alliot's Chrysler-Lamborghini V12 hiccupped and cut out twice, but it kept going to the end to record its first finish in the points.

Pirro's fine run ended on lap 60, when increasing leg cramp got the better of him and he spun into retirement. Earlier, on lap 15, Nannini had suffered a similar fate, albeit for a different reason. He'd pushed Piquet on to the grass exiting the hairpin on lap seven, thereby losing the Brazilian any chance of a point after his strong qualifying performance, but was in turn elbowed out on lap 12 as he became involved with Brundle and Alesi. Charging back from 18th place, he lost it going into turn one and sat helplessly revving in the gravel before acknowledging the inevitable.

Alesi, meanwhile, had kept up the pressure once he'd made a late tyre stop, and closed rapidly on Ricardo Patrese before diving by for a well deserved fourth which simply served to underline his potential. Patrese then stopped for a third set of Goodyears, increasing understeer slowing his Williams FW12C. The Italian had opted for the older chassis after trying the new FW13 on Friday, when both he and Thierry Boutsen found its behaviour as alarming as it had been in Estoril. Boutsen elected to







The Spanish GP was a good meeting for two young Italians. Qualifying sensation Pierluigi Martini fends off Emanuele Pirro who drove a storming race before retiring after climbing a kerb.

stick with his, but was thus condemned to an awful race scratching round no higher than 14th in the unpredictable machine until failure of the high-pressure fuel pump put him out of his misery. Clearly, the new car needs a lot more testing.

With new tyres Patrese charged over the final laps, but just failed to catch Alesi on the line.

Andrea de Cesaris soldiered on for seventh, in the one Pirelli-shod chassis which was unable to make use of its qualifying tyres, having escaped from the two Arrows after Derek Warwick and Eddie Cheever collided on the circuit and again in the pit lane! Cheever blew up late in the race, when running last, while an unhappy

Warwick was rebuffed by Piquet for eighth (poetic justice after he'd punctured one of Nelson's tyres with his front wing) but eyed the Lamborghini's performance with more than a passing interest since he'll be sitting ahead of one next year.

Jonathan Palmer had looked a likely point scorer by the 30 lap mark, hoping for a non-stop run on a combination of Good-year's B and C compound race tyres in contrast to everyone else using Cs all-round, and was within 10 seconds of Alesi who had yet to stop. Later, however, his tyres gave out and his Cosworth DFR developed a crippling misfire, and he was lucky to make it home in 10th slot.

Leyton House March had yet another

awful weekend, made even worse since this was the scene of another of its strong 1988 showings. Both cars gave trouble throughout qualifying and Capelli was delayed on the opening lap in a brush with Nakajima which eliminated the Lotus. Ivan recovered, but retired with differential failure on lap 24. The same distance later, team-mate Gugelmin was knocked out of ninth place when local hero Luis Sala tried an ill-advised passing move in turn two and ran his Minardi over the back of the March.

Neither of the Osellas made it home either, although the fact that they both qualified at all was remarkable, since it marked the first time this season they had managed the feat. In fact, Nicola Larini and Piercarlo Ghinzani were first and third in prequalifying as they exploited the sticky Pirellis, but the former had a hefty shunt when the suspension broke, and the latter didn't get far before the transmission broke.

A similar problem eliminated the other pre-qualifying star, JJ Lehto, who was the sole Onyx driver to get through after Stefan Johansson's engine blew. The Finn had run briefly at Estoril, tested there after the race (and would have qualified mid-grid) and then sailed through Spanish qualifying as if he'd been born in the ORE-1's cockpit. From 17th on the grid he ran in company with the Arrows twins, de Cesaris, Sala and Boutsen, and was biding his time when his gearbox leaked all its oil. Engine failures accounted for both Alex Caffi and Olivier Grouillard, the latter damaging his car with an offroad manoeuvre to avoid the spinning Nakajima on lap one.

The Spanish GP has a history of controversy, if one looks back to the 1969, 1975 and 1976 events, and the 1989 race will join them. Senna won going away, but if only Mansell had been there too . . . **DJT**



Jean Alesi yet again showed his class with fourth place in his Tyrrell (left), while another 1989 newcomer, JJ Lehto, showed as much potential in the Onyx.



# Results

# SPANISH GRAND PRIX

## STARTING GRID

1	
28	<b>A. Senna</b> (McLaren-Honda V10) 1min 20.291secs
2	
23	<b>A. Prost</b> (McLaren-Honda V10) 1min 21.368secs
30	
6	<b>P. Alliot</b> (Lola-Lamborghini V12) 1min 18.386secs
11	
7	<b>N. Piquet</b> (Lotus-Judd V8) 1min 21.922secs
4	
20	<b>J. Alesi</b> (Tyrrell-Cos V8) 1min 22.363secs
17	
8	<b>N. Larini</b> (Osella-Cos V8) 1min 22.620secs
3	
19	<b>J. Palmer</b> (Tyrrell-Cos V8) 1min 23.052secs
22	
9	<b>A. de Cesaris</b> (BMS Dallara-Cos V8) 1min 23.186secs
37	
12	<b>J. J. Lehto</b> (Onyx ORE-1) 1min 23.243secs
16	
24	<b>I. Capelli</b> (March-Judd V8) 1min 23.401secs
5	
10	<b>T. Boutsen</b> (Williams-Renault V10) 1min 23.657secs
21	
26	<b>A. Caffi</b> (BMS Dallara-Cos V8) 1min 23.763secs
18	
15	<b>P. Ghinzani</b> (Osella FA1-M) 1min 24.003secs

## 1989 WORLD CHAMPIONSHIP

DRIVERS	MANUFACTURERS
Alain Prost ..... (81) 76	McLaren-Honda ..... 141
Ayrton Senna ..... 60	Ferrari ..... 59
Nigel Mansell ..... 38	Williams-Renault ..... 51
Riccardo Patrese ..... 30	Benetton-Cosworth ..... 22
Thierry Boutsen ..... 24	Tyrrell-Cosworth ..... 16
Gerhard Berger ..... 21	Arrows-Cosworth ..... 12
Alessandro Nannini ..... 17	Lotus-Judd ..... 9
Nelson Piquet ..... 9	Dallara-Cosworth ..... 8
Jean Alesi ..... 8	Brabham-Judd ..... 6
Michele Alboreto ..... 6	Onyx-Cosworth ..... 6
Eddie Cheever ..... 6	Minardi-Cosworth ..... 5
Derek Warwick ..... 6	March-Judd ..... 4
Stefan Johansson ..... 6	Rial-Cosworth ..... 3
Johnny Herbert ..... 5	Ligier-Cosworth ..... 3
Stefano Modena ..... 4	AGS-Cosworth ..... 1
Alessandro Caffi ..... 4	Lola-Lamborghini ..... 1
Mauricio Gugelmin ..... 4	
Andrea de Cesaris ..... 4	
Pierluigi Martini ..... 4	
Christian Danner ..... 3	
René Arnoux ..... 2	
Jonathan Palmer ..... 2	
Martin Brundle ..... 2	
Gabriele Tarquini ..... 1	
Olivier Grouillard ..... 1	
Luis Perez-Sala ..... 1	
Philippe Alliot ..... 1	

## LAP TIMES

No	Driver	Car	Tyres	Pre-Qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap (on lap)
1	A. Senna	McLaren MP4/5	G	1.21.855	1.20.291	1.25.779	(55)
2	A. Prost	McLaren MP4/5	G	1.23.113	1.21.368	1.26.758	(51)
3	J. Palmer	Tyrrell 018	G	1.23.494	1.23.052	1.27.540	(57)
4	J. Alesi	Tyrrell 018	G	1.24.615	1.22.363	1.26.807	(38)
5	T. Boutsen	Williams FW13	G	1.24.839	1.23.657	1.29.457	(39)
6	R. Patrese	Williams FW12C	G	1.24.033	1.21.777	1.26.211	(71)
7	M. Brundle	Brabham BT58	P	1.23.761	1.22.133	1.27.870	(41)
8	S. Modena	Brabham BT58	P	1.23.679	1.22.826	1.30.142	(11)
9	D. Warwick	Arrows A11	G	1.24.161	1.23.222	1.27.186	(61)
10	E. Cheever	Arrows A11	G	1.24.222	1.23.729	1.26.650	(56)
11	N. Piquet	Lotus 101	G	1.23.235	1.21.922	1.26.476	(70)
12	S. Nakajima	Lotus 101	G		1.23.309		
15	M. Gugelmin	March CG891	G	1.24.707		1.28.285	(43)
16	I. Capelli	March CG891	G	1.23.401		1.28.582	(21)
17	N. Larini	Osella FA1-M	P	1.23.566	1.23.538	1.22.620	(5)
18	P. Ghinzani	Osella FA1-M	P	1.24.586	1.26.147	1.24.003	1.31.570 (15)
19	A. Nannini	Benetton B189	G		1.24.233	1.23.105	1.27.301 (14)
20	E. Pirro	Benetton B189	G		1.24.647	1.22.567	1.27.272 (44)
21	A. Caffi	BMS Dallara F189	P		1.24.658	1.23.763	1.29.338 (23)
22	A. de Cesaris	BMS Dallara F189	P		1.24.900	1.23.186	1.28.016 (56)
23	P. Martini	Minardi M189	P		1.22.243	1.21.479	1.29.000 (3)
24	L. Sala	Minardi M189	P		1.23.908	1.23.443	1.28.322 (45)
25	R. Arnoux	Ligier JS33	G		1.26.767	1.25.190	
26	O. Grouillard	Ligier JS33	G		1.24.991	1.23.931	1.29.611 (11)
27	N. Mansell	Ferrari F1/89	G	Entry prohibited			
28	G. Berger	Ferrari F1/89	G		1.22.276	1.20.565	1.26.213 (53)
29	M. Alboreto	Lola L89	G	1.25.646			
30	P. Alliot	Lola L89	G	1.24.610	1.23.597	1.21.708	1.26.272 (32)
31	R. Moreno	Coloni C3	P	1.25.074			
32	E. Bertaggia	Coloni C3	P	1.27.236			
33	O. Larrauri	EuroBrun ER189	P	1.26.803			
34	B. Schneider	Zakspeed ZK891	P	1.25.673			
35	A. Suzuki	Zakspeed ZK891	P	1.26.609			
36	S. Johansson	Onyx ORE-1	G	1.24.944			
37	J. J. Lehto	Onyx ORE-1	G	1.23.958	1.24.322	1.23.243	1.30.206 (8)
38	G. Foitek	Rial ARC2	G			1.29.226	
39	P. H. Raphanel	Rial ARC2	G		1.28.311	1.25.443	
40	G. Tarquini	AGS JH24	G	1.24.847			
41	Y. Dalmas	AGS JH24	G	1.26.131			

## RESULTS

Spanish Grand Prix, Jerez, October 1  
73 laps of 4.218km circuit (307.914km/191.328 miles)

Pos	Driver	Nat.	Car/Engine	Time
1st	Ayrton Senna	(BRA)	McLaren MP4/5-Honda V10	1h 47m 48.264s
2nd	Gerhard Berger	(AUT)	Ferrari F1/89-Ferrari V12	1h 48m 15.315s
3rd	Alain Prost	(F)	McLaren MP4/5-Honda V10	1h 48m 42.052s
4th	Jean Alesi	(F)	Tyrrell 018-Cosworth V8 DFR	1 lap behind
5th	Riccardo Patrese	(I)	Williams FW13-Renault V10	1 lap behind
6th	Philippe Alliot	(F)	Lola L89-Lamborghini V12	1 lap behind
7th	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	1 lap behind
8th	Nelson Piquet	(BRA)	Lotus 101-Judd V8	2 laps behind
9th	Derek Warwick	(GB)	Arrows A11-Cosworth V8 DFR	2 laps behind
10th	Jonathan Palmer	(GB)	Tyrrell 018-Cosworth V8 DFR	2 laps behind
11th	Eddie Cheever	(USA)	Arrows A11-Cosworth V8 DFR	retired on lap 61
12th	Emanuele Pirro	(I)	Benetton B189-Cosworth V8 EXP	retired on lap 59
13th	Alessandro Caffi	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap 55
14th	Martin Brundle	(GB)	Brabham BT58-Judd V8	retired on lap 51
15th	Mauricio Gugelmin	(BRA)	March CG891-Judd V8	retired on lap 47
16th	Luis Perez-Sala	(S)	Minardi M189-Cosworth V8 DFR	retired on lap 47
17th	Thierry Boutsen	(B)	Williams FW13-Renault V10	retired on lap 40
18th	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	retired on lap 34
19th	Pierluigi Martini	(I)	Minardi M189-Cosworth V8 DFR	retired on lap 27
20th	Ivan Capelli	(I)	March CG891-Judd V8	retired on lap 23
21st	J. J. Lehto	(FIN)	Onyx ORE-1-Cosworth V8 DFR	retired on lap 20
22nd	Piercarlo Ghinzani	(I)	Osella FA1-M-Cosworth V8 DFR	retired on lap 17
23rd	Alessandro Nannini	(I)	Benetton B189-Cosworth V8 EXP	retired on lap 14
24th	Stefano Modena	(I)	Brabham BT58-Judd V8	retired on lap 11
25th	Nicola Lanini	(I)	Osella FA1-M-Cosworth V8 DFR	retired on lap 6
26th	Saturo Nakajima	(J)	Lotus 101-Judd V8	retired on lap 1

Fastest Lap: Ayrton Senna (McLaren MP415-Honda V10) 1min 25.779 secs. on lap 55; 177.022 kph (109.996 mph)

Winner's Average Speed: 171.374 kph (106.487 mph). Conditions: Sunny and windy.

DNQ	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	1.25.190
DNQ	Pierre-Henri Raphanel	(F)	Rial ARC2-Cosworth V8 DFR	1.25.443
DNQ	Gregor Foitek	(CH)	Rial ARC2-Cosworth V8 DFR	1.29.226
DNPQ	Gabriele Tarquini	(I)	AGS JH24-Cosworth V8 DFR	1.24.847
DNPQ	Stefan Johansson	(S)	Onyx ORE-1-Cosworth V8 DFR	1.24.944
DNPQ	Roberto Moreno	(BRA)	Coloni C3-Cosworth V8 DFR	1.25.074
DNPQ	Michele Alboreto	(I)	Lola L89-Lamborghini V12	1.25.646
DNPQ	Bernd Schneider	(D)	Zakspeed ZK891-Yamaha V8	1.25.673
DNPQ	Yannick Dalmas	(F)	AGS JH24-Cosworth V8 DFR	1.26.131
DNPQ	Aguri Suzuki	(J)	Zakspeed ZK891-Yamaha V8	1.26.609
DNPQ	Oscar Larrauri	(ARG)	EuroBrun ER189-Judd V8	1.26.803
DNPQ	Enrico Bertaggia	(I)	Coloni C3-Cosworth V8 DFR	1.27.236



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## FORMULA ONE

# POLE POSITION

At the recent Spanish Grand Prix, Ayrton Senna made the fastest qualifying lap and took number one position on the starting grid. There was nothing unusual or special about that, but the fact that it was the 40th time he had done it in six seasons of Formula One racing is something worth looking into; and it was not his last.

It is not luck, and it is not just a matter of having the best car or the best engine, there has to be more in it than that.

Back in the summer I had the opportunity of having a quiet chat with Ayrton Senna, away from the pit-lane "razzmatazz", the PR world, the media, the engineers, the sponsors and all the people who need to talk with him, or merely be with him. It was a chance meeting and he had time, and was happy to stop by the roadside for an informal motor racing chat. If you are lucky enough to encounter him in completely informal conditions, quite by chance, he loves to talk about the theory of high-speed driving and racing, and he is very clear and very lucid, even though we talk in English, which is far removed from his native Portuguese, which is the language of Brazil. All you need to do is feed him an interesting and intelligent question and then stand back and listen.

My basic interest was the use of qualifying tyres, those extra sticky, short life Goodyears that have come back into use this year, which some drivers can exploit to their advantage, and others cannot. I hear so many excuses like "I could not make the qualifying tyres work" or "the qualifying tyres would not come in" or "I tried qualifying tyres and could not go any quicker." I posed these to Senna and voiced the opinion that I could not take them very seriously, and he agreed with me, describing such excuses as "boolsheet".

Alan Jones once told me that he found the greatest advantage that qualifying tyres gave him was that he could brake much later than with race-tyres. "Jonesyboy" was quite honest about the matter and said "When you've been braking right on the limit on race-tyres, at, say, 150 metres, you've got to be bloody brave to brake at 140 metres, and a real hero to leave your braking to 135 metres, always bearing in mind that you could be going quicker, having used the added cornering power of the qualifying tyres to get round the previous corner faster."

Senna's response was that braking was improved, when you were on qualifying tyres, but so was everything else, "yes, everything" he added. He went on to explain that when you make a fast lap you must be in a state of "total commitment" and not just physically in the cockpit, but in your own mind. "It must be up here" he said, tapping his forehead. "You must know in your own mind that you can do it, when you set off on a qualifying run. If you don't succeed then you are to blame, you have failed in total commitment, of everything, but everything." He went on to explain how during morning "testing" he is always searching for an advantage over any opposition. He experiments to find the absolute over any opposition. He experiments to find the absolute limit of cornering power, braking power, acceleration, engine performance, ultra-fine judgement of speed and distance, accuracy of positioning the car, accuracy of judging time and distance, always searching, searching for the limit. You can only find the limits by going just, but only just, over them, and then bringing the car back. It is the easiest thing in the world to go over the limit; it is the knife-edge judgement of where the limit is, and knowing how far you can go over it and get back again. Anyone can go over a limit by a huge margin and go off the road, spin, or crash; not many can waver controllably right on the limit, and learn at the same time.

In "testing" all this is done on race-tyres that are harder, longer wearing, and less adhesive than qualifying tyres. While he is doing

this, his engineers and mechanics are fine-tuning the suspension, aerodynamics, engine performance and all the other detail adjustments to suit his requirements.

This is what is loosely termed "setting the car up" and it is relatively easy if the driver and the engineers are in tune and know what they are doing, and much of the knowledge is logged during private test sessions to form a data-bank, from which the engineer must know how to retrieve information. Some teams amass a vast quantity of data during test sessions, but get in a muddle when they try to retrieve some of it. Hence the excuse "we went the wrong way on adjustments".

Finding the limits of everything on race tyres is relatively easy, and many teams and drivers are capable of it. What Senna tells himself is that having found all those limits in "testing" he then has to exploit them during "qualifying". When the qualifying tyres, pre-heated to the desired degree, are put on his car, he knows within his own mind that they are the last thing to make the jigsaw absolutely complete. He knows that he can now go right up to his pre-determined limits of everything with the sure knowledge that he has that added edge that allows him to exploit those limits to the full.

If there is a corner that he could take at 13,000 rpm in sixth gear on race-tyres with his fingers metaphorically crossed, and the adrenalin pumping a bit, he now *knows* that corner will be easy at 13,000 rpm, and he may even be able to take it at 13,200 rpm. If braking at 200 metres was marginal on race-tyres, he now *knows* that it will be certain on qualifying tyres and there is another 20, or 25 metres to play with. If he could floor the accelerator pedal out of a given corner at a given point, he now *knows* he can floor it a bit sooner. And so the process goes on. This is his idea of "total commitment" but he kept stressing that it must be in the mind before you go out.

With a shy smile he said "I must admit that when I pull my visor down and drive out of the pit garage on a qualifying run, my heart does beat a little faster. But only for a moment," he added quickly.

It would seem that that was enough to ensure fastest qualifying lap, and number one position on the starting grid, or 'pole-position' as it is known. But there is a lot more to it than that, and over a series of four Grand Prix races, which means eight qualifying sessions, I monitored Senna's runs closely to find out how it was done, how he used all that knowledge stored in his brain.

After a qualifying session you hear drivers saying, when interviewed by the eager beavers of the media, "I would have been faster but I was held up by Arnoux (or Alliot, or Palmer, or Uncle Tom Cobbley)". Others just generalise and whine and whinge about "the traffic". How many times have I heard Senna say "No problems" or if asked specifically about "traffic" I have heard him say "Yes, I did pass two cars on my fast lap" as you or I would say we had passed a couple of cars on our way down to the pub. Of no real importance.

It soon became obvious that Senna had very little trouble with "traffic" when he was on a super-fast lap, and cynics said "Oh yes", that's because he is so ruthless he has intimidated all the other drivers and they keep out of his way". That may be true, or it may be not, but I wasn't ready to believe it was the reason he always seemed to be lucky and get "clear runs". Watching closely it soon became apparent that "clear runs" were not a matter of luck, he somehow "engineered" them.

Before a qualifying "flyer" he sits in the car, very relaxed and studies the portable Longines-Olivetti VDU that his mechanics place on the scuttle just in front of him. I watched those dark brown, penetrating eyes, that say so much if you know how to read them. There are three channels on those VDU screens, one shows you the first 20 cars in order of qualifying times, another shows the remaining 10, but the third one is the important one. This displays a running picture of what is happening at the instant out on the track, and this is the one that Senna is studying.

Every time a car crosses the timing strip, its electronic sender-unit, installed by Longines, sends a signal to the timers and the Olivetti part of the equation transmits it into Visual Display via the



# POLE POSITION

pre-programmed computer. As a car crosses the timing strip, a reading appears on all the display units all over the circuit, from race control to the portable one the driver is watching. It will read:

27 N. Mansell 1.26.578 followed by the next car to trigger the strip, which might be 3 J. Palmer 1.28.875 and so on, so that when qualifying is at its height the screen will be full, with 20 lines, and as another car passes, the "read-out" will move up a line with the new driver and time on the bottom line.

If you are watching one of these screens you hear "Wham, wham, wham", three cars going by the pits nose-to-tail, and on the screen in correct order will be the numbers, names and times of the three cars. What Senna is reading, and memorizing, is the pattern out on the track. You might get Mansell, Prost or Berger doing a lap on their own, or you might get Warwick, Alliot and Martini in a bunch, and staying in a bunch. Distinct patterns keep appearing and Senna is judging the time to go out which will be most to his advantage.

Obviously the fewer cars out on the track the better, and the McLaren time-keepers on the pit wall tell him by radio how many cars are out on the track at any given moment. When he feels the moment is right (and his heart is beating a little faster!) he sets off with a pretty good idea of the "traffic" conditions out on the track. It may be that there is a bunch of "rabbits" running in a group, or there may be some serious opposition out there, but whatever it is he will have got a good idea of what will be happening while he is doing the first warming-up lap before committing himself "totally, but totally" for the "flyer".

If Mansell or Berger are out there on their fast lap, he knows that as he is on his warming-up lap they will be on their cooling-off lap, and by the time he starts on his "flyer" they will be back in the pits. If one of the Ferrari drivers decides to fit his second set of qualifying tyres (rules only allow two sets) and go straight out again, Senna knows that the time taken for the stop, and adding a bit more fuel, will allow him to complete his one fast lap before they re-appear.

Just occasionally this "programming" misfires, but he is always on top of the situation. In one session he came round the last corner leading on to the pit straight with a clear road as far as anyone could see down the track. He crossed the line at peak rpm, giving it all it had got, and almost instantly lifted off. Two cars appeared in the far distance, leaving the pit lane to join the circuit, and he would have caught them at the first corner. He cruised round on another slow lap, allowing the two cars to get ahead, and knowing who they were he had a pretty shrewd idea of what lap times they would do; probably three seconds slower than him, so he let them get five seconds ahead, confident in the knowledge that next time round he could do a "flyer" and not catch them before the end of the lap.

All this is going on in that calculating brain, much of it as conditioned reflex actions, and whereas onlookers might measure a gap in seconds he measures in distance. He "reads" the circuit at all

times, using his exceptional eyesight, and rewrites the "programme" in his personal computer (his brain) continuously. Add to this his "total commitment" to driving at the pre-judged limits of everything, and you might get a small idea of what is needed to do a qualifying lap that is sometimes as much as one-and-a-half seconds faster than the second man, and then appreciate that Prost, Berger or Mansell have all been working to the same pattern.

If you can appreciate what is required from the foregoing, then you can see that Senna on pole in Portugal was nothing special, but as it was the 40th time he had done it in 91 races, was something well worth looking into.

But some people ask "Why is he so obsessed with pole-position?". He is not obsessed, but he is determined to be the fastest and the best and today pole-position offers a lot of benefits. It has always provided a moral advantage over the opposition, or at least it has since the days in the 1930s when the grid was first set out

according to practice times. Before that drivers drew a ballot for starting position. In the days when the grid was formed up in rows of 4-3-4-3 it was not so important which end of the front row you were, only that you were on the front row. It became a little more critical when grids were changed to 3-2-3-2, and more so when they were changed yet again to 2-2-2-2. When the final change came with a staggered grid, with 7 metres between cars, it meant that pole-position man was out on his own with a 'head-start' over the second man.

Since the day when Bernie Ecclestone got Formula One organised on a financial footing, starting money is paid on your grid position, to a sliding scale from 1st to 20th, though it is not called starting money. Below 20th you get nothing, and never have under the "Bernie" rules, which makes sure no-one drags their feet hoping to make a living without trying. Actual figures are hard to come by, just as most people are reluctant to disclose what they earn in the most menial of jobs, but I would estimate that a World Champion driver in a

World Championship winning team, would get about £50,000 for pole position. In actual fact the team get the money and it is up to them how they dispense it.

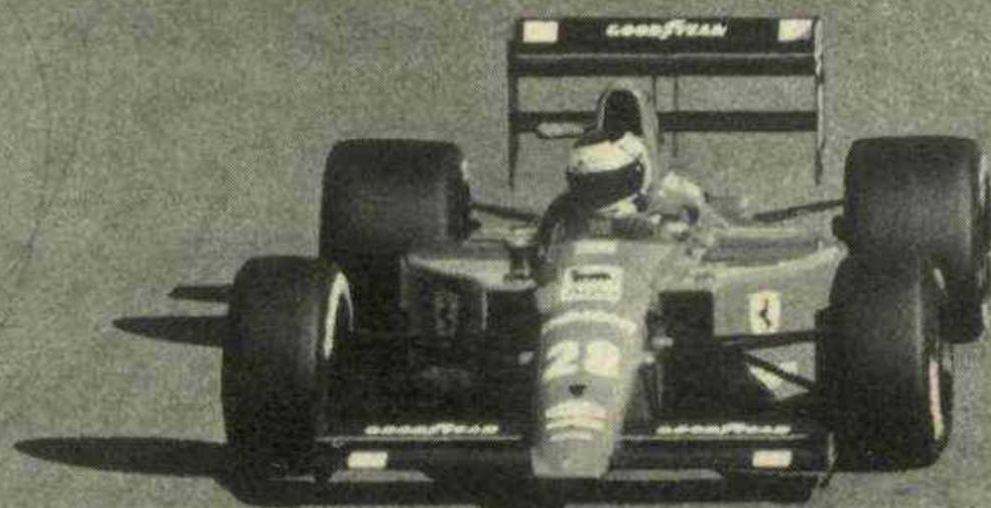
But above all else is the instinct of a "natural winner". Second place is never good enough. Being first, in front of everyone is what it is all about. At the recent very wet Belgium Grand Prix at Francorchamps, it came home to a lot of people the advantage of being on pole-position and leading round the first corner. To listen to some of Senna's enemies at that race you would have thought it was illegal and immoral for Senna to have a clear view in the opening laps, while all the other drivers were driving blind into clouds of spray! These enemies were amongst the people not driving, but standing in the dry. My guess is that the other 25 drivers were wishing they were Ayrton Senna.

Pole-position may not be winning races, but it does help. **DSJ**



"... programming his computer ..."





*Almost completely overshadowed by the huge row in Portugal Berger's victory at Estoril was one of his best to date.*

**A**t one time the European part of the Formula One season used to finish at Monza, when there were no "chicanes" and the Italian Grand Prix was a glorious flat-out, slip-streaming blind. There was always the feeling that if everything blew sky-high, it did not really matter for it was the end of the season.

Those sort of races do not happen anymore at Monza with the circuit bedevilled by "chicanes" before the Curve Grande, another before the Lesmo corners, and another before the fast back straight down to the Parabolica corner. In view of the maximum speeds reached by the turbocharged cars in the mid-eighties, and with today's Formula One cars not far off those speeds, perhaps it is just as well that officialdom tried to slow things down a bit.

However, wheel-to-wheel finishes are no longer a feature of the Italian Grand Prix, even though the atmosphere is still highly charged, so the addition of races in Portugal and Spain to finish off the European part of the season make a quite nice way to round off the middle part of the F1 calendar. The circuit at Estoril is not spectacular, but it is very pleasant and the whole flavour of the meeting is one of relaxation with a very friendly atmosphere on all sides. I always like the way the Portuguese organisers provide special

## The Three Commandments

parking places behind the control tower for the Club President, the President of FISA and the reigning World Champion driver; a nice touch of old fashioned courtesy, so rare in Formula 1.

The Spanish circuit at Jerez is rather "Mickey Mouse", with too many tight corners and not enough straights and is not fast enough to be challenging. It is very tiring to drive for not much in return in the way of personal satisfaction. A true racing driver likes to end a fast lap feeling he has really achieved something worthwhile, which circuits like Spa-Francorchamps and the Osterreichring (what happened to the Austrian Grand Prix, Mr Ecclestone?) provide.

Like Portugal, Spain is fairly relaxed and comfortable and friendly, and at both circuits there never seems to be any organisational drama. With long trips to Japan and Australia following immediately after the two Iberian races, this relaxed atmosphere is very welcome to most people within the Formula One "circus". While it is not possible to visualise the Portuguese GP and the Spanish GP ever reaching the status of a "Grande Epreuve" they are, nonetheless,

nice little events, both very welcome in the calendar.

But this year there was little to relax about at both events, not through bad racing, far from it, but due to media hype and polemics. The Portuguese race was going well, the Ferrari team was in cracking form and providing a very serious challenge to McLaren-Honda, a challenge so serious that even some of the McLaren hierarchy felt they had met their match, even if it was only momentarily.

Gerhard Berger made a stupendous start and held the lead until he stopped for new tyres, as did all the other fast runners, but then Nigel Mansell made a complete nonsense of his arrival in the pit lane and overshot the Ferrari pit. Instead of charging off and doing another lap, he committed the cardinal sin of selecting reverse gear and driving the Ferrari backwards to his tyre-changing point, which naturally meant instant exclusion. From then on Berger's fine drive to win the race was almost lost under the confusion, acrimony, political wrangling, misquoting of rules, accusation, speculation, shouting and yelling



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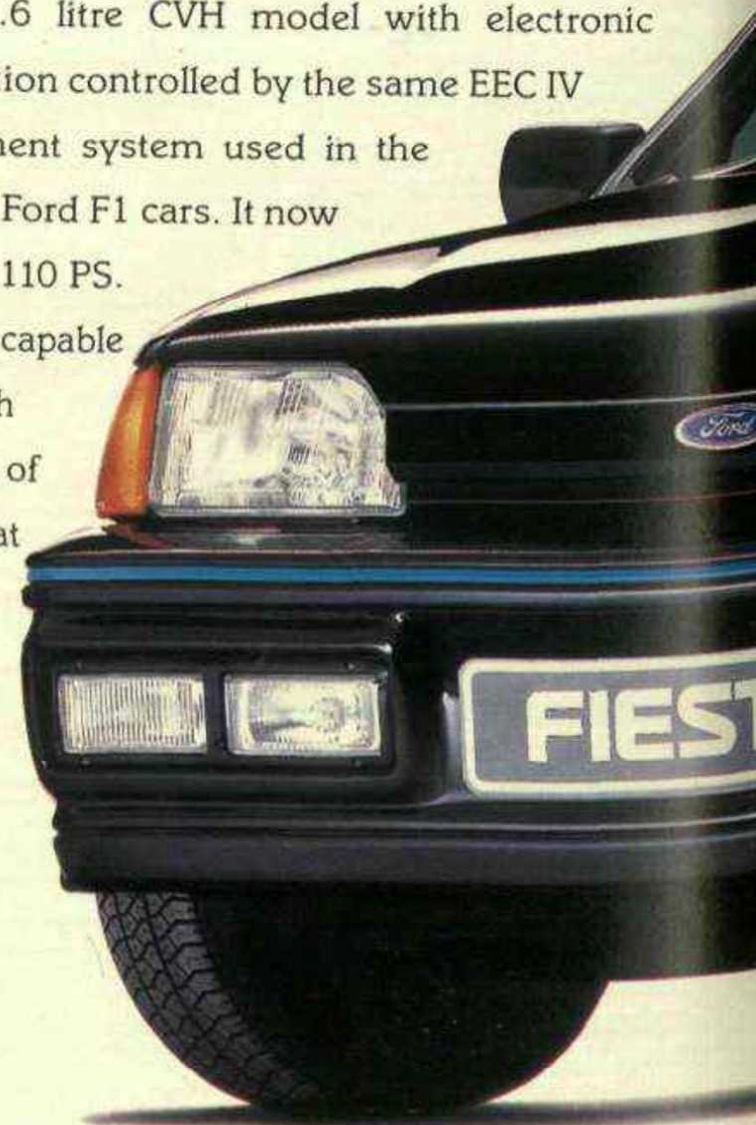
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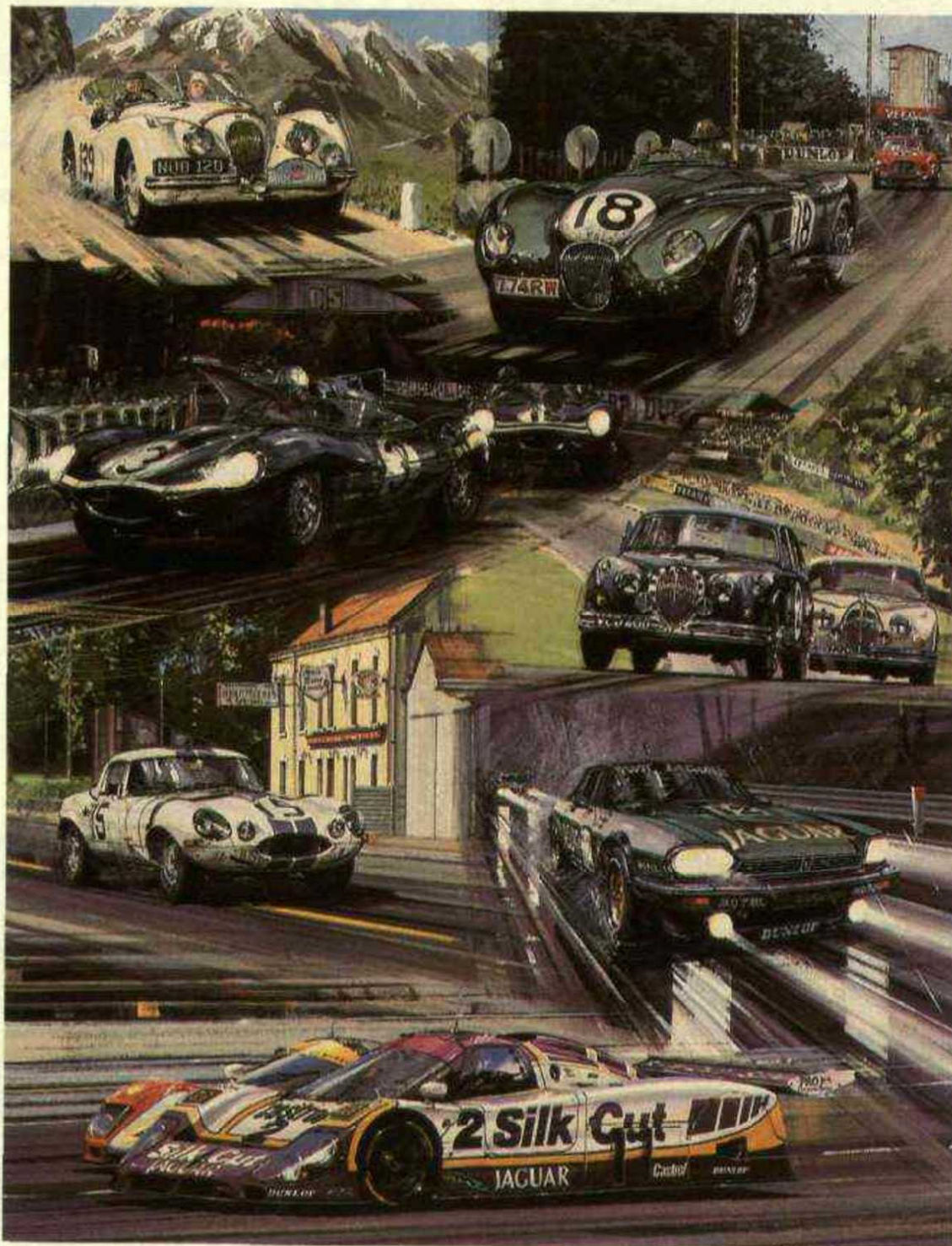
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# FORMULA ONE SCENE

from all sides, some of it very unruly.

Any driver worthy of the name "racing driver", knows that there are three things you do not do under any circumstances, for they all carry the penalty of exclusion, administered instantly, or as soon as the stewards have got together, which is never very long at a circuit. On the final "parade" lap before a start you must not overtake another car; if your car has trouble, or you get left behind for some reason, you do not regain your grid position, you start from the back of the grid. An eminently sensible rule, for once the field is back on the starting grid there are only a few seconds before the green light comes on, and we would not want someone weaving his way through the grid to regain his position, just as the green light comes on. Everyone knows this rule, yet drivers still break it in the heat of the moment, and they pay the penalty of instant exclusion. John Watson had "brain fade" in his last race, in South Africa, and ended his Formula One career ignominiously with an exclusion.

Another rule insists that during the qualifying periods before a race, cars that are picked at random for a weight check point, and any driver who ignores it is instantly excluded from the rest of the meeting. This rule was not made in the interests of safety, but to ensure that teams do not abuse the minimum weight rule, as they had done in the past. In other words, certain people had been found to be cheating, and the spot-check system put a stop to it, the penalty being known to everyone. The third rule of importance is that a car must not proceed under its own power in the reverse direction to that of the race, at any time while it is on the circuit, and the pit-lane is specifically designated as part of the circuit. This rule is essentially one of safety, for the thought of anyone driving his car in the reverse direction of the race is too horrific to contemplate.

If a driver was allowed to reverse back to his pit from the far end of the pit-lane, it does not bear thinking about if someone else came in at speed to make a pit-stop. Whether you reverse one yard or 100 yards, it makes no difference, the rule is quite clear. 3500cc is the maximum, 3500.01 is illegal, there is nothing complicated about it. The reversing rule is quite clear, it is not complicated. If you engage reverse gear and let in the clutch, you are disqualified.

Mansell made a simple mistake and he knew what the result was going to be. That should have been the end of the story, but sadly it wasn't. He then failed to stop when the black flag and the number 27 was shown, and he was then involved in an accident. Officialdom got



Six years ago in Germany Niki Lauda suffered the same punishment as Mansell in Portugal when the Austrian's McLaren reversed in the pit lane. Disqualification was immediate.

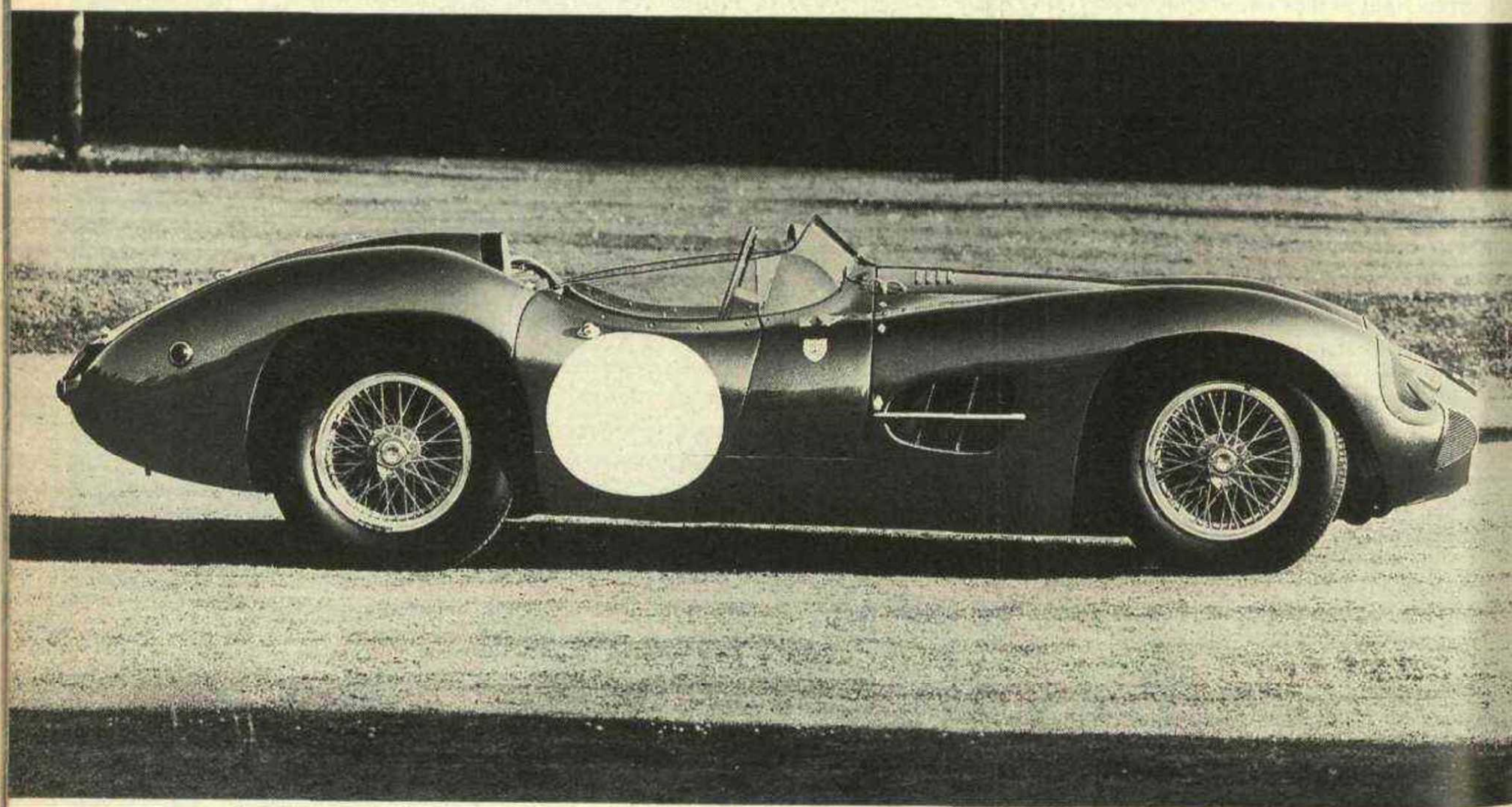
very uptight and threw the book at him. Then it all began, and at the time of writing it is still going on, for some people just don't know when to shut up.

Poor Gerhard Berger had driven one of his best races and Ferrari had McLaren-Honda on the run, but few people were interested, most people were wetting their knickers over the Mansell affair. Mansell made a mistake in over-shooting his pit, for whatever reason, and then broke a rule, knowing the consequences.

This whole sorry affair dragged on into Spain and rather tainted the atmosphere of the Spanish Grand Prix, so that instead of the Formula One "circus" leaving the Iberian Peninsular in a relaxed and pleasant frame of mind, in readiness for the long trips to Japan and Australia, most of them came away wound up tight and carrying mental scars as if they had been in a war.

It had all been going so well until Mansell came in for his tyre stop... DSJ







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As Jean-Louis Schlesser stood by his Sauber Mercedes at Spa his mind went back a year to the time when Martin Brundle won the World Sports-Prototype Championship for Jaguar. Schlesser had won the first race and led the drivers' championship for much of the season, only to be overhauled on the last stretch, at Spa and at Fuji. He believed that the Englishman had snatched his title away, and now . . . with his car out of fuel just 600 metres from the line, his own team-mate Mauro Baldi was coming up fast on the inside, and might yet claim the championship in Mexico City on October 29. Assuming that a Mercedes wins the race, then its number one driver will be the new World Champion.

The rule about crossing the line is a tough one, founded (like so many others) by the Automobile Club de l'Ouest. When the World Sportscar Championship, by the contemporary name, revolved around the 24-hour race, a number of rules were applied to the series . . . crossing the finishing line, having a limited number of people working on the car, receiving outside assistance, refuelling at a slow rate in the interests of safety. All that is changing now. The manufacturers, entrants and enthusiasts fervently hope that Le Mans will remain on the WS-PC calendar but hardly expect that it will now be a central event. Rather, it will be the odd one out in a series of shorter, faster

Another irony for Jean-Louis Schlesser to contemplate is that if the WS-PC teams had occupied their usual pits on the downhill stretch, between La Source and Eau Rouge, he would now be the World Champion!

How so? The timing line would have been halfway down the hill, and that's where the race would have started and finished. Many a competitor has coaxed an extra 600 metres out of his car to the "proper" line, but Schlesser just couldn't get his Sauber Mercedes uphill to what we might call the "World Championship" start/finish. Second place was all he needed, and second place was denied by a very slender margin of 500 millilitres of gasoline.

The "Formula 1 paddock" and new pits were built at Spa on FISA's insistence (perhaps that should read FOCA's?) with spirit level accuracy, and in order that none of the team owners or sponsors need get their shoes dusty.

Unfortunately the entire area at La Source is now an ecological disaster deprived of a view, of decent surroundings and worst of all, deprived of spectators. Ah yes, the spectators . . . 2,000 in the pouring rain on Saturday, 3,000 on quite a nice Sunday afternoon. Not very impressive, least of all to FOCA which undertook to promote the race! Perhaps the charge of £35 to £40 per grandstand seat took the shine off the event for some?

## Pipped at the post

and more professional events. Many things will change; next year, for instance, the scoring system and the number of workers "over the wall", and FISA may want to take a fresh look at the system of excluding a car altogether if it doesn't actually take the flag.

At the Nürburgring in August, the Joest Racing Porsche didn't exist so far as the results were concerned, even though Bob Wollek had been jousting with the Mercedes right up to the final lap, and the Nissan didn't exist either, even though it had led for more than half the distance and would still have been in the points, had Grand Prix rules applied.

Derek Bell and Vern Schuppan were on the losing side in 1979, when their Cluxton Mirage Renault was disqualified at Le Mans for failing to complete the last lap. There have even been instances of cars breaking down on the slowing down lap at Le Mans and not being classified, and one can only be mystified by the propensity of the French for making a volume of rules and regulations (all the things you cannot do) and throwing the book at the transgressors.

If Bernie Ecclestone represents the Englishness of FISA, he is likely to sympa-

these with the more positive American way of doing things: don't make a rule unless you have to, but then make it stick. IMSA rules are very benevolent indeed, compared with FISA's. In 1984 the South African-crewed Kreepy Krauly March-Porsche won the Daytona 24-Hours, despite having run out of fuel in the night (Sarel van der Merwe arrived from the pits on a motor bike with a fuel can), and last year Al Holbert's Porsche collected some IMSA points at Daytona, despite blowing its engine asunder five hours from the finish. On balance most teams, and probably all spectators, would prefer the American standard of leniency. Does a team have to be punished (and what better word?) for failing to take the flag? If a Porsche and a Nissan injected a real element of competition into the race, should they be excluded for failing to cover the last kilometre?

While Mr Ecclestone considers awarding gold medals to the winners, and the World Championship to the competitor with the greatest number, perhaps he'd spare a few minutes to rectify a punitive rule that may have pleased Charles Faroux, once upon a time, but just won't do for the 1990s.

## Downhill at Spa

Pit stops are of prime interest in sports-car racing. Drivers are changed, wheels are replaced, sometimes brake pads are changed as well inside two minutes, and there's no lack of activity that makes a change from watching the cars go around. That's why the biggest grandstands face the pits, and let us admit, in the case of Grand Prix racing, there's little else that's worth watching along the pits straight. At Spa-Francorchamps, though, the main grandstand overlooks superbly appointed garages (much larger than those in the F1 paddock, and more modern) and commands views of La Source and Eau Rouge as well.

So why in heaven's name should FISA move the World Championship sportscars to the top paddock? No-one had a good word to say for the F1 area, and least of all for the viewing potential. Facing the pits are two private houses, the owners of which came into their gardens for a while. That was all. The short stretch between the awful "bus stop" chicane and the first-gear hairpin is devoid of interest, and even the "F1 grandstand", a concrete job, is set back from the pit-lane so that it has no view of the activity there. If someone decided to scupper the World Sports-Prototype Championship race at Spa-Francorchamps,

the task was carried out most effectively. The race must have a future, but to secure it, the event will have to be returned to the downhill paddock and pits, whatever the minor inconvenience to the teams that prefer level ground.

A provisional WS-PC calendar for 1990 (and Bernie Ecclestone warned the teams that it might be changed substantially in the next few weeks) has 12 races listed including Le Mans, Phillip Island in Australia, Tampa in Florida, and Montreal. We may not always agree with FISA's plans for the World Championship nor with the methods, but the series has suffered for much of its existence from poor grids, a threadbare calendar and, since the Sixties, sparse crowds as well. Now there's fresh enthusiasm which can be felt in almost every area.

A good calendar, fine grids and increasing exposure on television should give sportscar racing a new lease of life in the Nineties, but for the various reasons we have stated before, it will be a hollow World Championship if it doesn't include the 24-Hours of Le Mans.

Negotiations did commence between the ACO and FISA around the mid-September time that M. Balestre said they should be completed, and we await the outcome — and its consequences — with considerable interest. MLC





*Lammers squeezes through an almost non-existent gap in a fruitless bid to gain the lead.*

## Half a Crown

Half a litre of fuel, or the lack of it, was all that prevented Jean-Louis Schlesser from leaving Spa as the World Champion sportscar driver. Perhaps due to a minor mishap in the Sauber Mercedes pit, the Parisian set off for the last part of the race with the tank not quite filled, and this led to the team's first retirement of the 1989 season. Bad luck for Schlesser, but the best possible news for race winner Mauro Baldi, who could now claim the title by winning the final World Sports-Prototype Championship race in Mexico City on October 29.

The Swiss-German team has been dominant all season, except at Dijon when tyre performance became a factor, and at Spa even the improving Nissan was less of a threat than expected. Baldi was on pole position with Jan Lammers alongside in his Jaguar, appearing just as they did last year at Spa, and they would have an equally hectic tussle for the first corner.

The difference was that the start was from the "Grand Prix" line heading for the hairpin at La Source, and (in the absence of television) only a handful of people understood how the little Dutchman again lunged for the lead, only to be outfumbled on the exit by the little Italian.

Schlesser, though, started from the third row, having experienced a rare mechanical failure during the vital, drying second qualifying session, and although he was in Baldi's dust at La Source he was never in a position to win the race. Retirement, in the last moments of the contest, robbed him of any points at all. Bob Wollek and Frank Jelinski moved smartly up to second place in the Joest Racing Porsche, with the Nissan of

Julian Bailey and Mark Blundell third, after a minor delay. Reinhold Joest's Porsche team from Absteinach in Germany secured a certain runner-up position in the Team's Championship, and again showed how much life remains in the oft-dismissed Porsche 962. Wollek finished on the same lap as Baldi, just, and remarked afterwards that there wasn't any speed left in the Porsche. Baldi had powered away from the field at the start of the race and no-one, not even Schlesser, could find the right response.

The Silk Cut Jaguar team put itself into a very good position in qualifying, a difficult session on Saturday afternoon as track conditions improved gradually and allowed slick qualifying tyres to show an advantage right at the end. Baldi claimed an outstanding pole position at 2 min 05.90 sec, less than four seconds off his pace last year even though the track was wet and treacherous a metre off the line.

Lammers took his Jaguar XJR-11 turbo round in 2 min 07.48 sec followed by team-mate John Nielsen in another XJR-11, Wollek, Johnny Dumfries in the Toyota, Schlesser who missed the best of the session while parked with a broken stub axle, and Julian Bailey who couldn't find the right tyres to suit the Nissan R890 in the conditions.

The two Spice-Cosworths were surprisingly quick on a track that shouldn't have suited them particularly well. Eliseo Salazar started from the fourth row while Oscar Larrauri showed that Yokohama's rain tyres are among the best on Friday afternoon and Saturday morning, but slipped back to ninth when the track dried.

Fermin Velez ruffled some feathers when he qualified his Group C2 Chamberlain Spice-Cosworth 3.3 twelfth fastest overall at 2 min 16.83 sec, ahead of 13 C1 cars, some of which would be considered as strong entries.

Only 1.5 sec slower, though, was 24 year old James Shead in his father's Team Mako Spice C2. Co-driven by Robbie Stirling this car went on to win the category at a canter. Neither driver had raced before at Spa, and it was only 12 months before that Don Shead, former powerboat racer and currently a constructor, went to Spa with the Spice works team to finalise his plans for 1989. Team Mako's Spice has been run in its first season by John McNeil and took victories at the Nürburgring and Spa, and could be sure of the runner-up position in the C2 championship.

A year after Silk Cut Jaguar settled the Team's Championship at Spa, it fought – and lost – a contest to be in the top three in 1989. Despite a super start to the race, neither XJR lasted through the first hour, and unless Jaguar can finish a car ahead of the Nissan in Mexico the British marque won't even be fourth in the championship, but fifth. Again the decision to concentrate fully on the turbos, and not to run the XJR-9, deprived Jaguar of any points, but Andy Wallace and Patrick Tambay reminded us during qualifying that the Coventry V12 is still one of the nicest-sounding engines in motor racing.

"Crazy" is the word Mauro Baldi used to describe Jan Lammers start, and "hooligan" might be another. Last year the downhill rolling start produced the moment of truth as the two Continentals aimed their



cars together at Eau Rouge, and Lammers came out the winner. There's nothing so inspiring about La Source though, and few people understand how Lammers went from the left side to the right, separated by the thickness of a coat of paint from Baldi on one flank and the armco on the other. Inevitably the Jaguar ran wide on the exit, and both Baldi and Schlessler powered past on the downhill stretch, effectively putting their stamp on the race from that point.

Eight of the fastest ten drivers set their best times on lap two, the critical lap before traffic becomes a problem and fuel readouts have to be obeyed. Baldi set the fastest lap of the race at 2 min 07.86 sec, Schlessler was next at 2 min 09.65 sec and at the time Dumfries, Wollek and Lammers were next in the 2-11s. The times are not without significance because they represented average race performances and indicated Baldi's superiority over Schlessler, and Schlessler's superiority over everyone else!

Baldi cruised away at one or two seconds a lap, his cause helped even more when "Schless" made a mistake and briefly visited a run-off, and was hailed as a hero by his own co-driver Kenny Acheson. "We made some changes after the warm-up and the car was ... beautiful," Baldi claimed. "It was very strong in the first hour and I could really push without going over the consumption."

Schlessler didn't have quite the right package, having lost too much time on Friday and Saturday going up blind alleys. "We turned the boost down for the first hour, but we didn't do it right," said the Parisian later. "There wasn't enough power, but I was three litres inside when I stopped. I had less downforce than Mauro, I couldn't get to him."

Lammers managed to keep Wollek, Larrauri and Dumfries at bay for eight laps, but his was a lost cause. Sixteen laps into the

*By carefully pacing himself, Julian Bailey was able to bring the Nissan home in third place.*



race a turbocharger malfunctioned, raised the back-pressure and ruined one bank of the V6. In the number 2 Jaguar, Nielsen, totally disenchanted with "economy" racing, was coasting past the pits to save fuel. He might have saved the effort because a major electrical failure prevented the XJR-11 from leaving the pits after an hour when Patrick Tambay was at the wheel.

Richard Lloyd's Porsche Cars GB-backed Porsche was an early retirement too, when the crankshaft oil seal broke while Tiff Needell was driving, the same failure which stopped the car during morning warm-up at Donington. Disqualifications for assisted starts took two good cars out, the Brun/Hydro Alu Porsche driven by Harald Huysman and the Mussato Lancia LC2 driven by Franco Scapini.

Geoff Lees lost contact with the leaders when the Toyota's undertray worked loose and ruined the handling, and then Vern Schuppan was knocked out of the contest by Baldi's Mercedes in the uphill, fifth gear Blanchimont corner. The two experienced

drivers clearly had some sort of misunderstanding, but Tim Lee-Davey's new composite monocoque Porsche driven by Schuppan was badly damaged.

At half distance, 35 laps, Acheson was maintaining his lead over Jochen Mass but was a little heavier on fuel, something the Mercedes technicians could see quite clearly on their monitors in the garage. Frank Jelinski was third in the Joest Porsche, Roland Ratzenberger was still waiting to relieve Larrauri in the Brun Porsche, and Mark Blundell was fifth in the Nissan.

Acheson was brought in three laps early so that Baldi could finish the race, and that allowed Mass six more laps in the lead. Blundell brought the Nissan in early, too, with smoke pouring from the bodywork over the right-rear tyre after a collision with Larrauri, and the team was unable to get the last seven litres of fuel into the tank. Bailey decided to pace himself for the last hour rather than make an extra stop, and that effort was rewarded with third place and 12 points.

Ray Bellm (Spice) and Herve Regout (Cougar) both spun after a bad-tempered collision; the Cougar was towed out and retired, while Bellm went a little further then retired with a damaged engine. Thorkild Thyrring and Wayne Taylor, though, headed for a well-deserved sixth place in their 3½-litre Spice-Cosworth.

A cloud of smoke signalled the end of the David Leslie/Michael Roe Aston Martin at La Source, as a rod went through the crankcase, but Le Mans winner Stanley Dickens joined the team happily to finish seventh with Brian Redman.

The end of the race came in record time. Wollek unlapped himself just before the end (coasting over the line, then claiming to have three litres in the tank and to have played a trick on Joest), then Baldi took the chequered flag and we waited for Schlessler...who didn't come into sight. He was on the far side of the "bus stop", out of fuel and stranded.

The next six weeks would pass slowly in Schlessler's household. **MLC**

### WORLD SPORTS PROTOTYPE CHAMPIONSHIP Round 6, Spa-Francorchamps, 480 km, September 17

#### RACE RESULTS

1st	Baldi/Acheson	5.0t Sauber Mercedes C9	C1	2h 39m 16.453s (112.35 mph)
2nd	Wollek/Jelinski	3.0t Porsche 962	C1	2h 41m 32.634s
3rd	Bailey/Blundell	3.5t Nissan R89C	C1	69 laps
4th	Larrauri/Ratzenberger	3.0t Porsche 962	C1	68 laps
5th	Taylor/Thyrring	3.5 Spice-Cosworth SE89C	C1	68 laps
6th	Ricci/Pescarolo	3.0t Porsche 962	C1	68 laps
7th	Dickens/Redman	6.0 Aston Martin AMR1	C1	67 laps
8th	Dumfries/Lees	3.2t Toyota 89CV	C1	67 laps
9th	Kennedy/Dieudonne	1.3r Mazda 767B	GTP	67 laps
10th	Fouche/Lavaggi	3.0t Porsche 962	C1	66 laps
11th	Stirling/Shead	3.3 Spice-Cosworth SE88C	C2	65 laps
12th	Lassig/Yver	3.0t Porsche 962	C1	65 laps
13th	Adams/Velez	3.3 Spice-Cosworth SE88C	C2	64 laps
14th	Piper/Iacobelli	3.3 Spice-Cosworth SE88C	C2	64 laps
15th	Barberio/Randaccio	3.3 Tiga-Cosworth GC288/9	C2	64 laps
16th	Salamini/Cohen Olivar	3.0t Porsche 962	C1	61 laps
17th	Serpaggi/Fontan	3.3 ALD-Cosworth C289	C2	61 laps
18th	De Henning/Wood	3.3 Spice-Cosworth SE87C	C2	60 laps
19th	Frey/Stingbrace	3.3 Tiga-Cosworth GC289	C2	59 laps
20th	Oudet/Tremblay	3.3 Tiga-Cosworth GC289	C2	59 laps
21st	Almeras/Almeras	3.0t Porsche 962	C1	54 laps
22nd	Wettling/Lecerf	3.3 ALD-Cosworth C289	C2	50 laps

no other finishers

Fastest lap: Baldi, 2 min 07.863 sec; 195.397 kph (121.41 mph)





The winning Mitsubishi Pajero of David Officer and Ross Runnalls blazes a trail across the Australian outback. (Peter Fritz)

Automotion Australia has set itself the ultimate challenge. By 1992 it hopes that the Australian Safari will be the most prestigious and keenly fought Raid in the world, better even than the Paris-Dakar. After four experimental years, the 1989 Safari heralded a new era in the event's history for, with a new Japanese textile sponsor TSP Taiyo, Automotion commenced its ambitious three year plan.

After a special 15 day bicentenary Safari in 1987, which started in Alice Springs, journeyed to Darwin and turned tail to finish in Sydney, this year's event returned to its traditional Sydney-Darwin schedule. The format is simple: the fastest crew to complete the course, which consists of non-competitive road sections and competitive stages timed to the second, wins. One problem: between the two cities lies the Land of Beyond, the Never-Never, or the Outback as it is most commonly known.

The 6,500 kilometre route takes competitors through some of the most desolate and unforgiving regions planet Earth has to offer. For ten days, mad dingos and Australians are joined by a 600 strong Safari circus in the desert wastes. Each night competitors, team managers, mechanics, officials, caterers, media, etc., convulse on a small area of the Outback in their four-wheel drive vehicles, buses, lorries, helicopters, light aircrafts etc. to set up bushcamp. It is an enormous exercise moving the Safari from each overnight halt to another, but, apart from a few mechanical failures (the most serious of which was the giant

catering lorry breaking down once) it all passed amazingly smoothly.

The bushcamps were purposely situated away from any settlements, and therefore had to be totally self-sufficient. Accommodation in local taverns or Road Stations was treated with contempt, and once the first day's overnight halt in Parkes had passed, modern civilisation and every day creature comforts were limited to the imagination only.

After cars left Hyde Park in the centre of Sydney, the first day was a scenic transport section over the Great Diving Range to the rolling farmlands of the interior. After passing Bathurst and the foot of Mount Panorama, the three hour journey stops at Parkes for the first overnight halt. From now on, the Outback would either be your best friend or dreaded enemy.

Mitsubishi holds an unprecedented victory record in the Australian Safari, and the presence of its chairman at the pre-event press conference suggested it was intent on making the most of a highly predicted fifth success. However, all was not well. Just three and a half days before the start, Ross Dunkerton's Pajero SWB prototype had arrived at Ralliart Australia's new headquarters in Sydney as a rolling chassis. Initial fears that last year's winner would be forced to withdraw evaporated after a titanic effort by the team

enabled all the five-vehicle Team Ralliart Nikon brigade and the four-vehicle Team Mitsubishi Ralliart appear on the start-line.

The hurried preparation had taken its toll. Not only had 110 specially imported kevlar-walled Bridgestone tyres been held in quarantine, and subsequently missed the official tyre transport's departure time, but several of the Pajeros were experiencing turbo troubles. Indeed, after the first competitive day, which took crews due west across New South Wales to Menindee, Mitsubishi wasn't in the lead.

David Stuchbery and Ian Swan had surprised even themselves by taking the lead in their Ford Maverick. The experienced 35 year old buggy driver from Victoria had embarrassed the might of Mitsubishi. However, contrary to what most onlookers predicted, Ralliart was growing in strength as the event progressed and retirements hadn't materialised.

As the secret route (the following day's schedule was only issued at 21.00 the previous night to eliminate illegal servicing) turned north and headed for Queensland, Mitsubishi took command, with David Officer/Ross Runnalls and Dunkerton/David Kortlang overtaking Stuchbery in their Pajeros. Mazda was also featuring strongly as Frank Johnson/Paul Lawrence had moved into third in their

## Crocodile Officer!



# 1989 Australian Safari

B2600 pick-up and team-mates Stuart Kostera/Greg Flood poised behind the early leader in fifth.

Ralliart's resources (limited as all spares must either be carried on a competing vehicle or on the official spares' transporters) were already diminishing at an alarming rate. Denny Hulme and Mal Crockenberg were driving one of the two Pajeros in the Team Ralliart Nikon section that were basically support vehicles for the Officer, Dunkerton and Doug Stewart cars, but the former F1 World Champion was experiencing early problems of his own which would ultimately continue throughout. Already fuel consumption was causing concern, but more embarrassing was the loss of his door. An overshoot at a creek crossing had seen Denny hurried open his door to reverse back. Concentrating on the manoeuvre, he failed to notice an outstretched branch of a Gidgee tree which ripped the door from its hinges! A rear axle shearing at high speed five days later was more significant and all hopes of a good finish were lost during the 90 minutes it took to repair it.

Queensland is notoriously known as the Channel Country, for the fast arid state is littered with giant creeks, gullies and wash-a-ways. After the Toona Gate separating NSW and Queensland has been closed (10,000 dollar fine for anyone than doesn't close it and threatens NSW with an invasion of unwanted dingos) the scenery changes dramatically. The eloquently named stage 'Oriental Torture' was on the periphery of the Sturt Stony Desert and traversed some rugged seismic survey lines which are little more than tracks carved by geologists searching for precious minerals. These shot-lines were to host the roughest of all the tests, and if the four-wheel drive crews felt the jolts, it was only a matter of time before one of the motor cyclists succumbed to the conditions.

Mark Chapman was leading the cycle category at the time of his accident. Following in the unavoidable dust wake of Stewart's Pajero, he failed to see a deep wash-a-way, hit it at unabated speed and was catapulted high into the air. Miraculously he sustained only an arm injury. Johnson, who was following, foresook third place to stay with the injured Chapman until the rescue helicopter had whisked him away skywards. This action dropped him down to tenth place, while team-mate Kostera had also been relegated outside the top 10 thanks to two punctures on his similar Mazda B2600.

To survive the Australian Safari you must show great resilience and determination. When the front differential on Andy Scott's highly modified Dundee-registered Holden Statesman collapsed, he was determined to retain the record for finishing every Safari in an Australian-built car.

After an unsuccessful attempt to buy a front differential from a station master's similar Statesman, Scott decided to remove the unit entirely and weld strips of metal to hold the axle arms together. Three hours later the former four-wheel drive machine regained the track in just rear-wheel drive configuration. Even as he entered Darwin the engine seized, but mechanical mayhem couldn't disguise his delight at finishing his fifth Safari.

Back at the head of the field little had changed, and if everything was to go according to the Ralliart plan, nothing would. With Officer out in front by three minutes, team orders were imposed which put into effect the gentleman's agreement that team-mate Dunkerton would stay behind him on the road in case of any last minute emergencies. It was a gesture that would prevent any embarrassing internal rangles which may have arisen when Officer planted his Pajero on top of a sandbank. With the nearest Mitsubishi 'service' vehicle now running 20 minutes behind the leader, it was fortunate that Dunkerton was in hot pursuit, stopped, and pulled 'Dinta' out.

Dunkerton had also been to his boss' rescue when Stewart left the road in a spectacular aerobatic display. Within sight of the South Australia state border the Ralliart Australia President attacked a series of three sand dunes too fast, launching his Pajero into a violent series of rolls. The shattered vehicle came to rest on its side, and with the assistance of a few media personnel who witnessed the incident, and a tow rope attached to Dunkerton's car which had been flagged to a halt, Stewart's Pajero was righted. Two hours elapsed whilst essential parts were temporarily re-attached for Doug to continue, and the 61 year old veteran limped into the overnight halt having dropped from fifth to 30th position. What followed

was a remarkable illustration of perseverance as without a windscreen (one was fitted, but it acted like a vacuum sucking in dust, and was rapidly removed), he continued to enter Darwin in 18th place.

The journey through the Northern Territory, a state six times the size of Britain, was a tense journey for Officer. When Dunkerton punctured on the penultimate day and lost ten minutes arguing with stubborn wheel nuts, and Stuchbery was over two hours further behind in third, the pressure was lifted. Nevertheless, his relief was obvious when he exited the loose surface roads of the famous Kakadu National Park and joined the asphalt Arnhem Highway en route to the tropical city of Darwin and victory.

The event is still very much an all-Australian affair, but overseas media interest, especially from Europe, Japan and the U.S., outweighed the home coverage. It was hoped that French cycle rider Cyril Neveu, five times winner of the Paris-Dakar Raid, would preach the Australian Safari gospel, but he left in disgrace after being awarded a two hour penalty for repeatedly not closing gates on the course (an essential rule as all the route goes through private farmland in which certain stock must remain separated). However, he was just a small pawn in the massive media interest which followed the event.

Automotion Australia's plans to organise the best Raid by 1992 is a difficult challenge. It has, however, a lot going for it, not merely geographical (ie. no border crossing and immigration problems, a seemingly endless choice of route on isolated territory, demanding terrain etc.) but its greatest asset is its determination to succeed. In many ways its task is made easier because it believes it already has the best Raid in the world, and all that is left to do is convince the uninitiated. **POE**

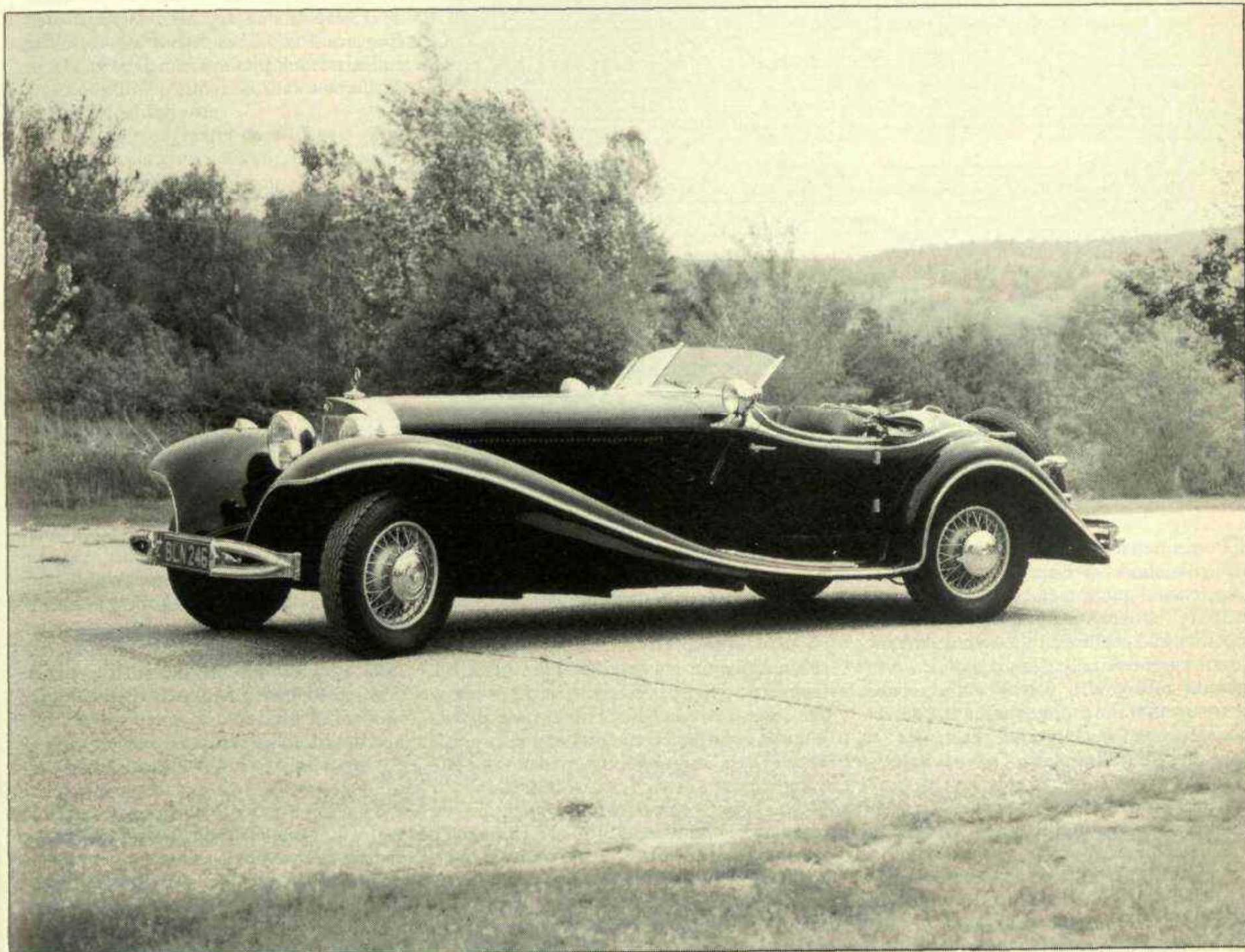


Surprise of the event was David Stuchbery's Ford Maverick which finished in third place. (Peter Fritz)



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## RALLY REVIEW



*Yves Loubet rounded off his victory in the European Rally Championship with a slightly hollow win in Cyprus. (Colin Taylor Productions)*

## Shadow Play

Some twenty years ago a group of enthusiasts in Cyprus, some of them Cypriot and some members of the British military (BAMA and RAFMSA) got together and convinced the Cyprus AA that an international rally should be held on the island. They also convinced a tobacco company that the project was highly deserving of financial backing. The result, in 1970, was the first Rothmans Cyprus Rally, a splendid event which we described at the time as a kind of hybrid of the Acropolis and RAC Rallies, garnished with the unique flavour of Cyprus.

In those days Cyprus was undivided by the artificial barrier which now splits the island in two, but even after that division was made following the Turkish occupation of the mid-Seventies, and the rally was denied the opportunity to visit such parts of the country as Kyrenia and Famagusta, the organisers returned after a two-year gap with a route which was every bit as testing as before. The rally very quickly progressed to the European Championship, within which it climbed to the top coefficient, but we have always felt, and still feel, that its toughness is such that it would not be at all out of place in the World Championship.

It has been eased considerably since the days when road sections were so tight that tyre changes or even fuel stops would invariably be accompanied by edgy clock-watching, but even now it is by no means a dawdle and anyone experiencing trouble can expect a road penalty to be the result. Indeed, this year no less than 13 of the 25 Group A finishers were so penalised.

Based at Nicosia, where the perfectly good international airport is unfortunately still not operational due to its position straddling the country's dividing line, the rally runs in the area to the South and West of the capital, using roads high in the Troodos

Mountains and a somewhat less twisty one near the South and West coasts. Some of these stages are relatively smooth, but some are very much on the rough side, with sharp rocks ready to inflict punctures and broken suspensions on anyone who does not treat them with respect. When there is no rain, the stages are usually very dusty indeed, and in no-wind conditions this can cause the usual overtaking difficulty or even impossibility.

Occasionally this has led to complaints, as it has in many other rallies, although what the organisers can do about such a basic, environmental phenomenon we cannot imagine. Dust is one of rallying's natural hazards, and anyone who complains about it might care to suggest the kind of miracle which would eliminate it. Mike Hillyar, a British competitor who lives in Cyprus, summed up the situation this year by the remark, "When God made the world, He made two mistakes: He put salt in the sea and dust on the roads of Cyprus!"

Before the International Rally Championship began in 1970 - renamed World Championship in 1973 - the most prominent series of the world was the European Championship, but this series became relegated by the advancement of the other. More and more qualifying events were added to the list as FISA tossed crumbs of compensation to those events which were not given World Championship status. Eventually, the series became so big as to be top heavy, and anyone tackling it as a whole was presented with an enormous logistical problem for planning entries, practice and movements of cars, spares and personnel, not to mention tricky decisions on which events to enter and which to ignore. It was certainly quite impossible to enter the whole lot.

The coefficient system was set up, giving

each event a degree of importance ascending from one to four. Not only did this affect the number of points scored (always multiplied by the coefficient) but it further "graded" the rallies within the series. The degree of difference between the four coefficients was later considered too small, so the highest was raised from four to twenty, effectively making it essential that anyone with an eye on becoming European Champion should compete in all coefficient 20 events.

The Cyprus Rally is one of those top coefficient events of the series, but its calendar situation as the last such qualifier of the year can mean that the Champion has already claimed his laurels before the event takes place, as happened this year.

When the duel between Robert Droogmans (Belgium) and Yves Loubet (France) ended in the Frenchman's favour in the Isle of Man, Loubet had made certain of the title, but the Cyprus Rally followed the Manx so closely that both drivers had been obliged to make plans to tackle the Mediterranean event, plans which neither driver changed. Both of them went to Cyprus, but both had already decided how the event would turn out for them.

Droogmans, having agreed to let his fellow-countryman and Ford-Fina teammate Jean-Pierre Van De Wauwer drive his Ford Sierra XR4x4, and taken over the latter's Sierra Cosworth in exchange, decided that he would start the rally but would not go beyond the first special stage. Neither he nor his team seemed to be interested in the event itself, which was rather a shame. To them, the title was all that mattered, and with all chances of that gone, Droogmans completed just one special stage, then turned back to head for Nicosia and a short holiday.

The Ford-Fina team from Belgium, managed by former driver Gilbert Staepelaere,



made no attempt to hide the fact that they had thrown in Droogmans' towel, but bulletins nevertheless declared on paper firstly that the reason for his retirement was not known, and later that it was due to an electrical failure.

Whilst Droogmans could have gained no championship advantage from the Cyprus Rally, so Loubet stood to lose nothing, but he and his team, HF Grifone from Italy, made the opposite decision to that of the Belgians. They figured that it would be good for the European Champion to emerge from the series having rounded it off with a victory on the final high coefficient event of the year, and arguably its toughest.

As the rally progressed, it was Loubet's team-mate (and team manager) Fabrizio Tabaton who emerged leader, several minutes ahead of the Frenchman, but on the final day a road penalty added two minutes to Tabaton's total, whilst later he slowed sufficiently to allow Loubet to remove the remainder of his deficit and win by the slender margin of just thirteen seconds.

Again there was no attempt at a cover-up. Indeed, even the previous day Tabaton had said that perhaps he would not be in first place at the finish, but official bulletins nevertheless avoided the subject.

Cyprus has high hinterland mountains rising to some 6,400 feet above sea level, and radio communications are not facilitated by such solid obstructions. However, the country's amateur radio enthusiasts, several of whom are on the organisational side of the rally, long ago constructed and set up a VHF repeater system so that pretty well the entire route of the rally can be covered. In some countries "hams" refuse to allow their frequencies to be used for such purposes as rallying, but in others, Cyprus included, they welcome the opportunity to put their expertise to good use. The result is a direct link from Rally HQ to all controls. The system is almost identical to that which was subsequently established, using private frequencies, by the Safari Rally in Kenya, and which is now the envy of other organisers of World Championship events.

The whole event was tightly concen-



Robert Droogmans made a superficial appearance in the rally but withdrew in the early stages of the event. (Colin Taylor Productions)

trated. It was divided into four legs, but not in the pattern which has afflicted World Championship rallies, namely that all the driving should be done by day, leaving nights for sleep. The first leg ran via five special stages from Nicosia to Paphos on the south-west coast from 2.30 pm to 8 pm on the Friday. After a five and a half hour stop, the second leg, containing another five stages, ran through the night to Limassol, arriving at 7.40 am. The third returned to Nicosia via six stages, leaving at 2.30 pm and arriving at 7.30 pm. The final leg on the Sunday was a loop through six stages, leaving Nicosia at 10 am and returning at 3.30 pm.

Among the overseas visitors this year only one was marked with "GB" in the entry list, which is a far cry from years past when Britishers, both resident and visiting, were numerous. The only one was Dimi Mavropoulos (Audi Coupé quattro), and only because he lives in London and has a British competition licence. Mike Hillyar drove a Suzuki SA310, but he lives in Cyprus and has a Cypriot licence.

Another surprising fact was that there was just one competitor from Greece, Gemenis in a Subaru, although the rally has never seemed to attract Greek crews in any numbers. Among the other foreign visitors were Christian Hacker from Aus-

tria in a VW Golf GTI 16v, Ferrecchi and Arletti from Italy in Lancia Delta Integrales (what else?) and, we are pleased to record, a team of three Lada Samaras from the Soviet Union, one of which, driven by Viktor Shkoljni, finished ninth. Ferrecchi, incidentally, finished second in Group N, thereby taking the European Group N Challenge.

Punctures began taking their toll very early in the event, particularly as dust reduced visibility so much that driving "on the notes" meant that drivers were often unable to see puncture-provoking surface changes until it was too late to slow down. Some were even getting them two at a time! Tyre wear was also very high and, especially among the privateers, as some were retiring, so others were approaching them to take over their stocks of spares. One unfortunate local driver, Manolis Christodoulou (Peugeot 205 GTI), said dejectedly at the end of the second leg that he has collected a puncture on every stage of the rally so far!

Car sympathy was of prime importance, of course, and anyone who did not bear in mind the high degree of breakage risk on the rough roads certainly did not make it to the finish. Shock absorber breakage was common; so was engine overheating, brake calipers jammed by stones and fuel vapourisation. Past winner Vahan Terzian broke a run of finishing ten times in succession when a stub axle broke on his Honda Civic. "It snapped like a cucumber," he said! Mavropoulos even had the front main cross member of his Audi break, and needed considerable welding in order to continue.

This rally is certainly not one for the faint-hearted. It includes as many hazards as we have seen anywhere, but therein lies one of its many attractions. It is one that should certainly be considered by anyone wishing to compete in an overseas event. **GP**

## EUROPEAN RALLY CHAMPIONSHIP Rothmans Cyprus Rally, September 22-24, 1989

1st	Yves Loubet (F)/Jean-Marc Andrié (F)	Lancia Delta Integrale	A	6h 35m 37s
2nd	Fabrizio Tabaton (I)/Luciano Tedeschini (I)	Lancia Delta Integrale	A	6h 35m 50s
3rd	Fabio Arletti (I)/Leonardo Julli (I)	Lancia Delta Integrale	A	6h 44m 51s
4th	Dimi Mavropoulos (CY)/Nicos Antoniadis (CY)	Audi Coupé Quattro	A	6h 52m 26s
5th	Jean-Pierre Van Der Wauwer (B)/Luc Maset (B)	Ford Sierra XR4	A	7h 00m 02s
6th	Antonis Jeropoulos (CY)/Michaelakis Michael (CY)	Nissan Silvia 200	A	7h 07m 36s
7th	Christian Hacker (A)/Christos Panayides (CY)	VW Golf GTi 16v	A	7h 13m 47s
8th	Andenis Michaelides (CY)/George Laos (CY)	Mazda 323	A	7h 15m 57s
9th	Viktor Shkoljni (SU)/Vladimir Makonechni (SU)	Lada Samara	A	7h 20m 42s
10th	Savvas Hadjisavvas (CY)/Christos Hadjisavvas (CY)	Honda Civic Si	A	7h 30m 11s



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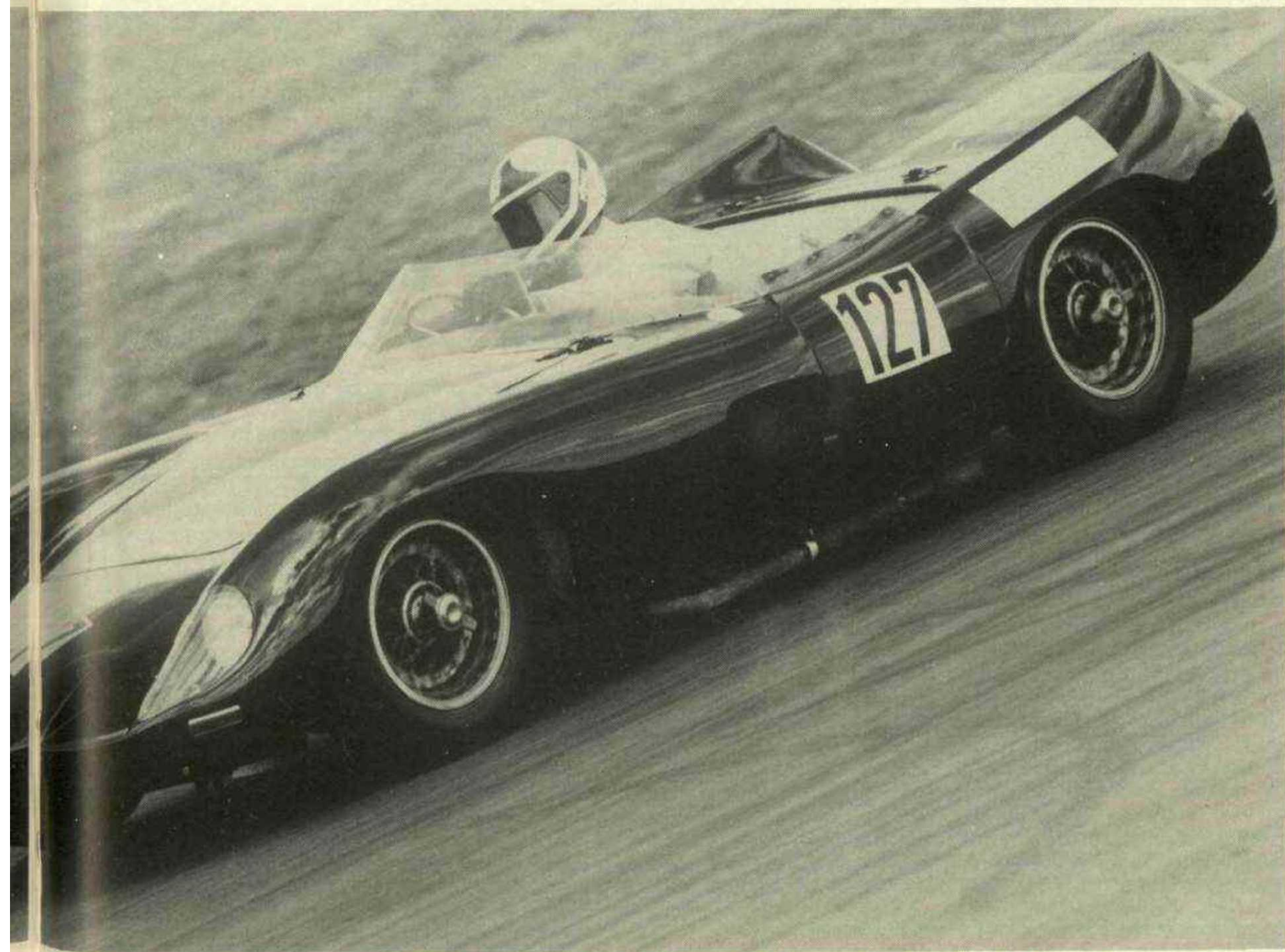
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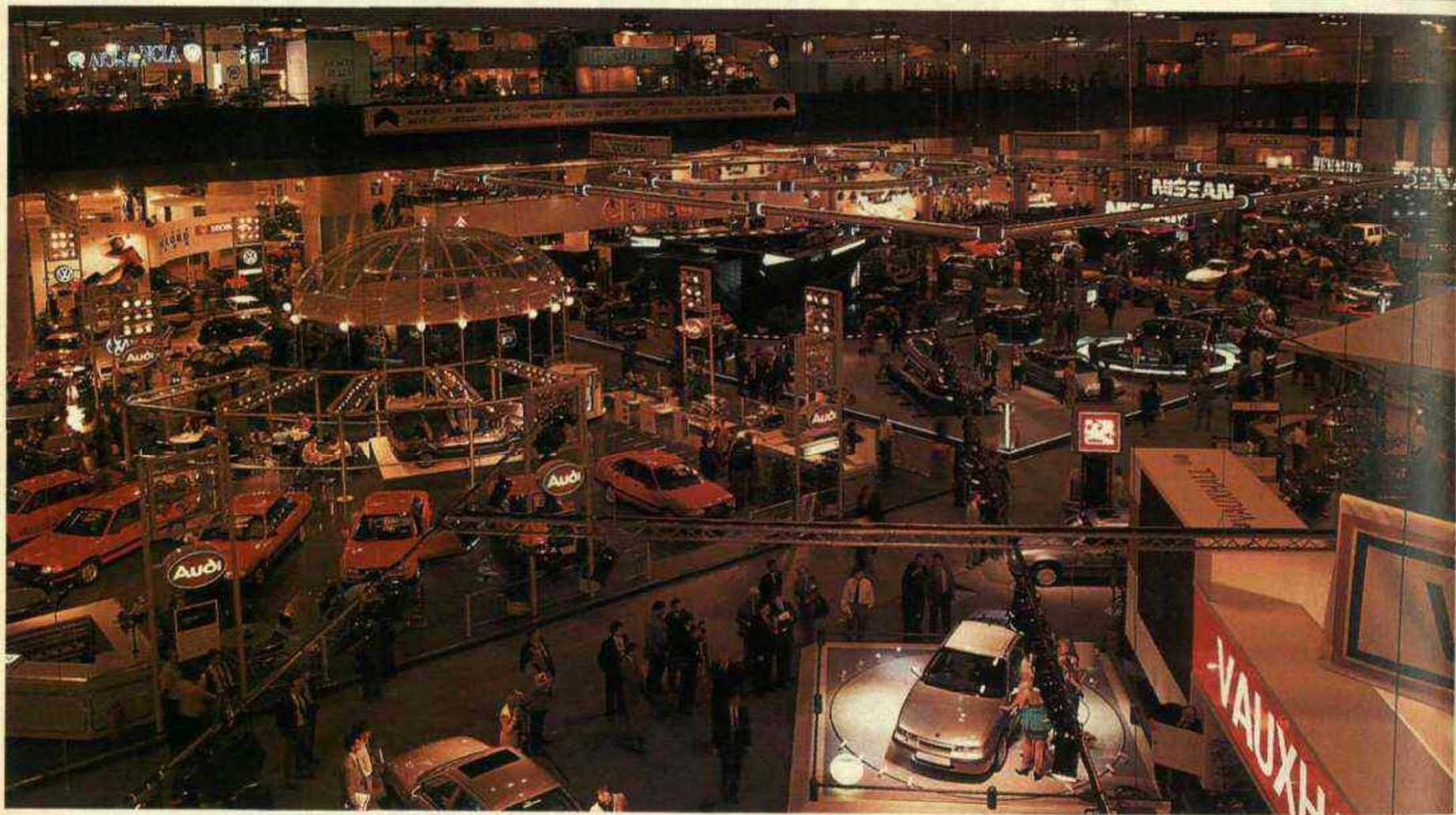
1956 Ex-Le Mans Talbot-Maserati

*Chassis Number: 190 577 5*

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# MOTORFAIR



Naturally, the approach to the Autumn motor shows of Frankfurt and London Motorfair is littered with new car launches. We have been ruthless in our selection of cars, but we believe the following items on Jaguar, Vauxhall, Volkswagen, SAAB and BMW represent the most diversified of recent announcements in 1989 sports motoring.

Undoubted star of these autumn shows was Opel-engineered Calibra coupe' (Vauxhall Motors Stand No. E3) that will appear in 1990 Britain. As much of the running gear is now available in the latest GSi Cavaliers, we begin with those front-drive and 4x4 saloons. They share much in appearance and extensive equipment, but their renditions of the equally powerful 2-litre, DOHC, 16v engine (ex Astra GTE) are significantly different.

At £15,999 the front-drive GSI 2000 16v can run on leaded or unleaded fuel, whilst the equivalent 4x4 model at £17,567 has a catalytic convertor and can therefore accept only fashionable (26% of petrol sales and rising) unleaded petrols. The version 4x4 version allows 24.6 Urban mpg of 95 octane unleaded, versus 27.7 mpg for 2WD.

Vauxhall are right to predict they will be "competing against prestige names in a way that Cavalier has never done before", because a £20,000 Audi quattro 20v (when equipped to a similar level). Ford's equivalent 150 bhp 4x4 for the Sierra has lot more heavy metal in the power train of less sporting appeal.

## MOTORING INTO MOTORFAIR

It is the alliance of a viscous coupling 4x4 system to the accessible and invigorating General Motors 1998cc that is remarkable. A transformation made possible by adding a transfer box (which intrudes further on transmission tunnel girth, adjacent to the front passenger) to the usual Cavalier GSi 2000 transaxle and feeding power back to a final drive and crossmember that have most in common with the Carlton/Omega lines. Within the transfer box, planetary gears apportion power and an hydraulic clutch is used to interrupt RWD whenever the effective, and standard, ABS disc braking is activated.

The Vauxhall 4x4 has a little more engine flair and close ratio gearbox appeal than the Audi 20v coupe's and saloons, but is not built (quite) to Ingolstadt standards. Meanwhile the front-driven Cavalier is embarrassed to frequent wheel spin on dry roads by the shared 150 bhp at 6000 rpm (or, more relevantly, a torque curve culminating at 144.6 lb/ft on 4800 rpm).

Both 10.5:1 compression inline fours were happy to escalate from 1500 to 6900 rpm with a vigour that agrees with predictions of

130 mph for the 4x4 and another 4 mph for the 2WD machine. More importantly at 70 mph the belt-driven DOHC growls with agreeable restraint at a steady 3300 rpm and is willing to reach 125 mph with ease.

Acceleration figures are conservatively quoted on a 0-62 mph basis at 8.5 and 9.5 seconds, that speed hovering just above the second gear maximum of some 60 mph; third provides nearly 90 mph in both models. They have slightly varying final drive ratios for the same 6Jx15 alloys and (on the test cars) Continental Super Contact 205/55 VR tyres. Driving over the same route I had previously used for the 250 bhp Ford RS200 and an equally powerful Mike Spence Lancia Delta Integrale, I was almost persuaded the Vauxhall was equally exhilarating. As ever, you get what you pay for and the GM machine does have shortcomings. The gear change is swift, but slightly rubbery; there were some over-run engine resonances, despite extensive soundproofing; the steering could have had more feedback to compliment its accuracy; the low-speed ride is definitely hard-edged, whilst some traces of float are encountered at high



speeds. Finally, cornering roll resistance could be improved under duress.

These are all fine tuning points in a 4x4 design that, I believe, breaks new ground in combining sport with saloon civilisation at a cost that is at least understandable in comparison to many West German imports. Jaguar, and their 50% partnership with TWR at JaguarSport (Stand No. 3, level 2), decided that big engines be the order of their autumn 1989. JaguarSport's 6-litre substitute for 5.3 XJS litres obviously provides more power, particularly in the lower and middle rpm ranges, but also alters the character of the product.

Despite the 1984 European Touring Car Championship win that TWR scored with the XJS, the V12 version has remained in the role of comfortable cruiser. JaguarSport take it a determined step toward Porsche 928 GT territory with considerably firmer suspension, Dunlop D40 M2 grip and claimed maximum speed of "almost 160 mph". Jag-

uarSport have not invaded the £50,000 plus high ground of Porsche pricing, but £45,500 does make this, the XJR-S, the most expensive new Jaguar you can buy from (selected) JaguarSport dealers within the Jaguar network.

Changes to the imposing aluminium V12 are extensive, including a replacement steel crankshaft that takes the stroke from 70 to 78.5mm; a standard bore means a capacity of 5993cc. The cubic increases of just under 15% and a switch Zyteck electronic ignition and injection management are key ingredient in increasing torque 17% (362 lb ft at 3750 rpm) and horsepower from 286 to 318 bhp. New liners support replacement pistons, these allowing 11.2:1 cr instead of the now standard 11.5:1, considerably down on the original "HE" Michael May specification of 12.5:1.

The GM 400 transmission has its gear change times almost halved, but the biggest changes outside the engine bay are to the

suspension and steering. As in past TWR conversions, the steering rack is more solidly mounted, Bilstein dampers are worn and the spring rates suitably calibrated to control body motion under cornering pressure.

There may be traditional Jaguar customers who would not like the low speed ride on 225/50 front and 245/55 rear rubber for the 8 x 16 inch wheels, but there will be many more who will be attracted by the functional appearance and enhanced road adhesion. Even from a standing start, one can tell that the level of grip offered had been sincerely reinforced, an impression underlined as the JaguarSport XJR points faithfully into each apex at startling speeds without fuss. The V12 sounds as though it means a milder version of racing business, thanks to an exhaust that culminates in four muted outlets. Under open throttle conditions, when the computer flickers into single figure crisis mpg reports, the note is

## A Brief Perusal

Compared to earlier years Motorfair has become less far dealer-orientated when the sale of secondhand cars was part of the so-called attraction, until it has now taken on the mantle as Britain's other Motor Show. It is now very reminiscent of the traditional Motor Show with full manufacturer support and new models delayed until an announcement can be made at Earls Court.

A whistlestop tour around this year's show produced a number of models well worth seeing. Ford had the new XR2i, Rover the completely new 200, Vauxhall the mauch vaunted new Calibra, Mercedes-Benz the impressive 500SL and Honda the new Concerto. On the Jaguar stand the 4-litre was proudly displayed while the Nissan stand had the British premier of the sleek 300SX. Of greatest interest on the Fiat stand was the Fiat Turbine car, but before anyone becomes too excited, it is 35 years old. Nevertheless it was capable of 250 km/h. The Mazda stand featured the forthcoming MX5, a gorgeous creation, and the new 323 range, while the Discovery could be found in cutaway section on the Land Rover stand. Mitsubishi were proudly showing off its Group N winning VR-4.

It was level 2, though, which provided the most interesting cars. Ugliest car of the show was undoubtedly the SZ to be found on the Alfa Romeo stand. Well worth a look nevertheless while a glance away showed what can be done with graceful curves - Panther's new Solo. The difference this year as far as that car is concerned is that it is actually on sale now, the first one reputedly

going to a happy customer even while the show is still on.

TVR unveiled the new Speed 8, the sensual 350i replacement. Featuring a new body, new chassis and new 3.9 engine, TVR was taking the show very seriously. Looking rather lonely on its own stand, however, was the Railton Cabriolet, but at £88,775 plus that was hardly surprising.

The Portman Brabus stand was interesting. Four Mercedes-Benz were displayed including a splendid 500SL which MOTOR SPORT has previously commented on. More eye-catching perhaps was the bright red 190 with a 3.6 24-valve engine. Hopefully we will be bringing a test report on the car at a later date.

On the other side of the stand was Portman Lamborghini with a couple of 5.2 litre V12 48-valve Countach 'Anniversary' QVs on show, the anniversary denoting 25 years of Automobili Lamborghini SpA and professed to be the last ever model of the Countach.

Naturally an F40 was to be found on the Ferrari stand but more significant was the new 348tb. Unfortunately that model has already sold out for the next five years.

Tom Walkinshaw on the JaguarSport stand was in a pretty upbeat mood. Plans are going ahead for an expansion into Europe in March while America is also being eyed-up for the future. The cars bound for Europe will have catalytic convertors which will subsequently be found on British market cars.

Alongside the fabulous XJR-S6.0 litre sports car was the brand new 4.0-litre XJR

Sports Saloon. Delivering 251 bhp at 5250 rpm it can reach 60 mph from standstill in 6.7 seconds in manual form and has a top speed on 147 mph. It is probably the most important car the company has ever produced.

Lotus had their pretty new Elan and Middlebridge Scimitar the revived GTE. Reliant had brought along a completely re-styled Scimitar powered by Nissan's CA18ET turbo injected engine. It certainly looked far better than its ugly predecessor.

Further along the aisle Turbo Technics had one of their turbocharged Peugeot 205GTIs, but clothed in an all-new body by Dimma Autostyling. Expensive at £21,000 it looked smashing, and with the performance of the free-revving turbocharged engine looked a better bet than BAC's M-30 Mini we recently tested. That, incidentally, could also be seen at the show.

Nestled alongside the Peugeot was the oddly named Minker, Turbo Technics version of a hot Cosworth. That on show is the second one, but if things go according to plan, 50 to 100 Minkers will be made a year, but at a tad under £42,000 you are talking a lot of money.

Marcos, Caterham, an Aston Martin display stand and the cars going through the Brooks auction as well as several accessory manufacturers and suppliers could also be found on level 2 making that floor as interesting as the main area despite the lack of square feet.

A good show and one well worth making the trek to if there is still time. **WPK**



# MOTORFAIR



Saab's Carlsson's range has been expanded and developed.

distinctly deeper, but has yet to be proven by independent figures. JaguarSport claim 6.5 seconds from the rest to 60mph and 0-100 in 15.4 seconds. Neither sufficient to wean away 928 owners naive enough to be swayed by acceleration statistics.

Overall, we liked the enhanced muscularity of an XJS derivative that could be produced by the thousand when export markets are tapped in the coming year.

Setting new sales records in Britain and Europe, Saab (Stand No. G4) have been badly hit in recent months by poor American results and losses incurred with assistance from the exchange rate. When this was written it was not clear who the healthy truck and aerospace Saab divisions would agree to cooperate with in the future of their troubled car division.



Mazda's MX5 has the prospects of being the hit of the Nineties.

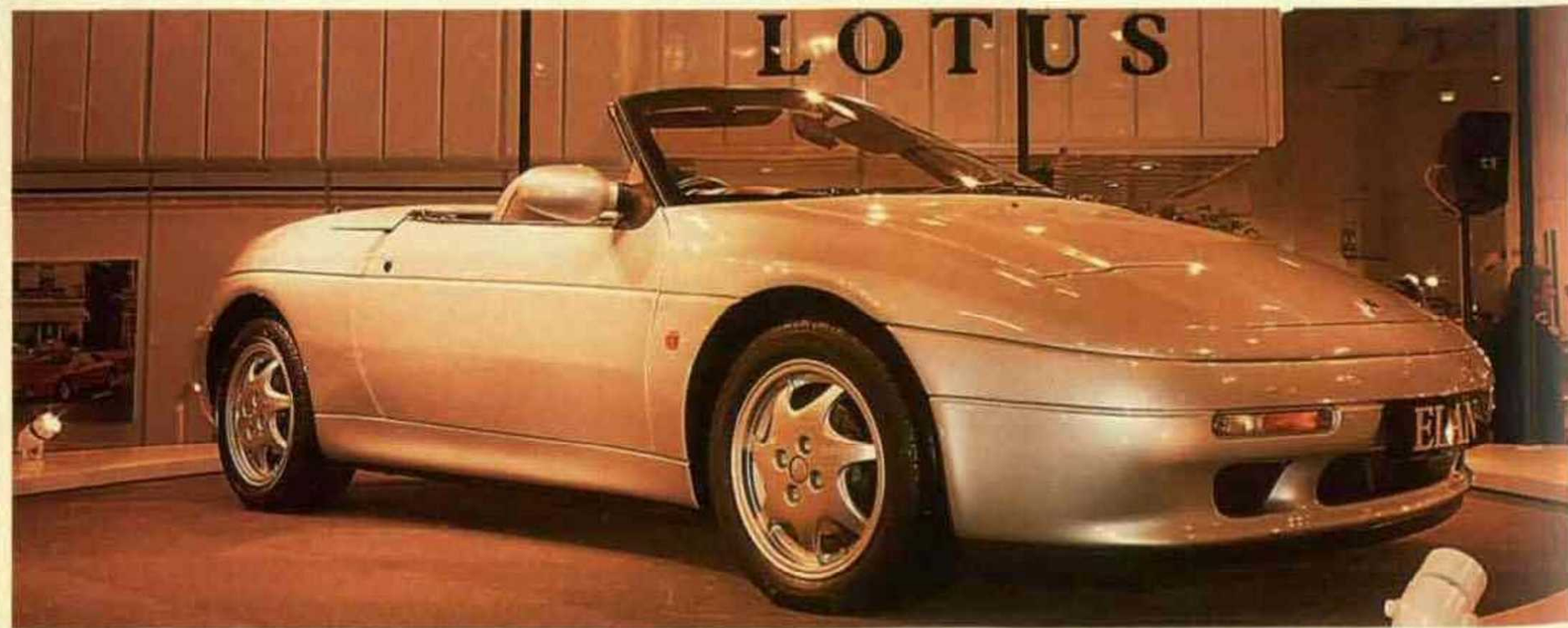
Meanwhile, the company had some important changes to announce for keen drivers. Internationally, there was the debut of the 2290cc (90 x90mm) four cylinders, a counter balanced design that owes a six year licence fee to Mitsubishi (for bearing technology rather than Lancaster inspiration) and Porsche, whose 2.5 litre 944 engine Saab engineers particularly admired. For the British market only, there has been a further expansion on the £20,000 plus use of the Carlsson name to provide a fashionable body kit, more power and improved handling.

Prices for the 2.3 litre engines, confined to the three-box CD shape in 1989 Britain, had not been confirmed at press time, but I understand £16,995 is a likely starting point. In January 1990, when the 5-door

hatchback equivalents arrive, prices will be several hundred pounds less.

It is worth noting that top level SE or CDE 9000 turbo models are now more than a thousand pounds cheaper, owing to the deletion of air conditioning as a standard item. The 9000 has also received a smaller (T25) Garrett AiResearch turbocharger unit, this follows a year with a smaller Mitsubishi unit that cut out the On/Off nature in the original Garrett T03-equipped 9000; standard quoted power remains at 175 bhp, but the Carlsson derivatives drop from 204 to 196 bhp.

Assured by Saab that the iron block motor driving the front wheels was completely different to the existing DOHC 16v unit - aside from the French alloy cylinder head casting and exhaust manifold - we



The new Lotus Elan which has been awaited with bated breath. Its rounded lines look better in the flesh than in the picture.





*Unfortunately this is one car that will not be found at Motorfair, for the Roberto Ravaglia M3 is too specialist to be displayed.*

explored some Swedish terrain. The 150 bhp at 5500 rpm does not feel very different to the normally aspirated 2-litre, but 156 lb/ft of torque at 3800 rpm is joined by more than 141 lb/ft of effort through most of the 6000 rpm limited rev range, which does allow a far stronger mid-range performance.

Outright drag strip acceleration has never been a Saab speciality and a journal such as ours would be pleased to receive a little more than 0-62 mph in 10.5 seconds from this class of car. However pick-up in third, fourth and fifth is stronger than many rivals in the 37 to 62 mph band. One can only admire their engineers for providing "real world" performance improvements rather than headline-hunting 0-60 mph times, or a maximum beyond the "sufficient" 124 mph.

The balance shafts do smooth out much of the working rpm range (say 1500 to 5000), but there is no comparison with a good inline six beyond 5000 rpm. Fuel economy is far from startling. Saab report 23.1 Urban mpg and we rarely exceeded this figure in either automatic or 5-speed derivatives.

The bumpier the road, the more competent the Saab seems to be at deflecting punishment from the occupants, putting power to the ground and remaining a fine ambassador for practical Swedish solidarity.

The Carlsson CDE and its 195 bhp, including a claimed 140 mph ability, are

dominated by the discreet speed allowed. The suspension, now featuring Swedish spring and damper rates, combined ride quality with body control in exemplary fashion, supported by Pirelli products in seeking grip during a weekend of sharply variable weather. At nearly £26,000 this Saab thrusts into a class beyond its natural habitat, but I certainly enjoyed its charms until an exhaust pipe joint eased apart sufficiently to allow a hiss of protest every time the Garrett T25 was heading for the heights of 100,000 rpm.

Finally, two West German Motorsport projects of totally different ambition, but similar pricing and power. The 210 bhp Volkswagen G60 Limited Golf 5-door and Roberto Ravaglia BMW M3 of 215 bhp hover around £25,000. Both are sold out, and the syncro VW with supercharger allied to the 1.8 litres was never offered to British customer, whereas you can buy LHD BMW M3s to similar catalytic converter engine and running gear specification in the UK.

Now priced at £24,200 the M3 (Stand No. E7) is smoother and quicker than before, the 2.3 litre 16v eager to romp beyond 7000 rpm. Some 7.5 x 16 alloy spoked alloy wheels carry gripping Pirelli 225/45 ZR rubber that contains wet weather oversteer admirably and enjoyably.

Just 25 Roberto Ravaglia M3s were imported into Britain at £26,850. They

were recognisable by their Evolution body panels (extended front spoiler, secondary bootlid air dam), an internal commemorative plaque and rather gaudy seat insert panels.

The Volkswagen (Stand No. D2) was a new ultimate in parts bin conglomerations, mixing restrained 5-door bodywork with Golf G60 Rally Group A suspension. Plus the unique 16v motor with an absolute boost pressure of 22.6 psi to yield 210 bhp at 6500 rpm. That is enough to bring an independently audited 142 mph and 0-62 mph in 7.4 seconds.

Yet, the real point of just 70 such "G60 Limited" Golfs was to demonstrate the seductively wide power band that the alliance of 16v and supercharging has. The peak torque figure was 186 lb/ft at 5000 rpm, but what mattered was the absolute assurance of mid-range overtaking capabilities without the need for a lower gear.

The Golf 16v is not the best example of mid-range muscularity in production form and this £22,385 example overcame its greatest deficiency whilst demonstrating that Volkswagen could build an half size Audi quattro. Complete with Teves ABS and occasionally quirky syncro 4WD it demonstrated perfectly the kind of mass production car we can expect to become the norm in the Nineties. Volkswagen should build it now, and set the mass production pace.

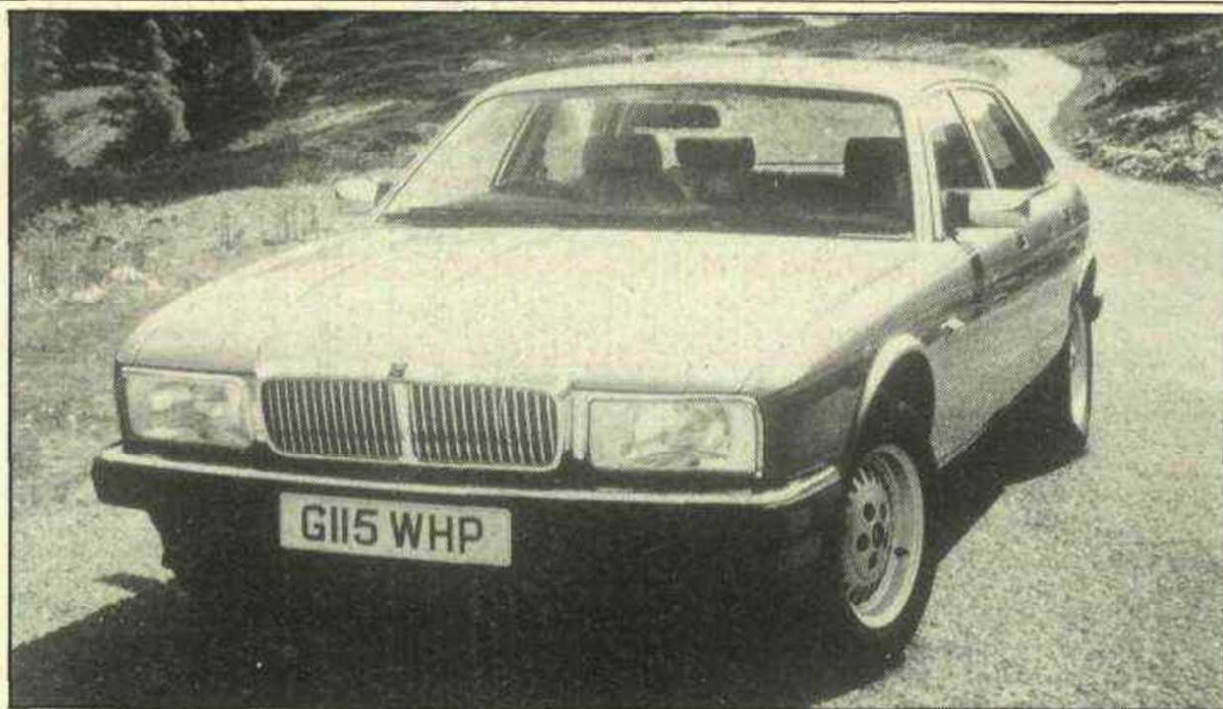
**JW**



## NEW CARS

*Three years on and the XJ6 is still being developed, the new 4 litre engine being but the most significant.*

### Aiming to be World Class



If Sir John Egan mentioned the expression 'world class' once during the recent Scottish launch of Jaguar's new 4 litre version of the XJ6, he mentioned it 30 times.

"Jaguar must learn to become world class," – "Our problem is that we are not operating in a world class economy, like that in Japan or Germany, – we are seeking world class suppliers, and our problem is that we are a small volume manufacturer, the only one in Britain producing this sort of car."

It isn't paranoia; it's awareness. Awareness, as it has been since he first spelled out his line of attack back in 1981, of Jaguar's strengths and its vulnerability.

The famous Coventry marque is currently fighting off any need to climb back into bed with a monied partner; it's been that route with Leyland, and still counts itself lucky to have escaped back into private ownership.

In one respect, Sir John has a little less to worry about. The latest XJ6 – only just launched – really is a world class contender in the increasingly popular – and lucrative – luxury saloon market sector.

It is only in retrospect that the cracks in the original 'new' XJ6 launch structure, back in 1986, become clearer, and then only through the company's own admission. "We had to change an awful lot on the XJ40 cars due to the lack of engineering development on the original cars in the Seventies," says Communications and Public Affairs Director David Boole. "There was very little we could carry over." There were things that had to be incorporated because of the schedule, but they rankled.

At the time money was tighter still, the braking system was a compromise, the engine was relatively noisy. Many minor details were below the desired optimum. Three years on, those 'faults' have been rectified.

"We certainly have enjoyed great success with the XJ6 range since its launch in 1986," says Sales & Marketing Director Roger

Putnam. "We also know that if we are to remain a world class luxury car maker and continue to grow we must continuously develop and refine our products."

The increase in engine capacity, of course, is the most significant. Jim Randle's straight six AJ6 powerplant has come a long way since its early days of camshaft glitches, and is a worthy successor to the legendary XK. "Our main thrust," says Jaguar's technical chief, "has been to improve acceleration while maintaining the same level of fuel economy, and we have achieved that by a much better management system and a new four-speed auto box."

The latest AJ6 retains the original's all-aluminium structure, four-valve pentroof combustion chambers and Duplex chain camshaft drive but now has a longer stroke. This is up from 92 to 102mm, for a cubic capacity increase to 3980cc, and besides

enhancing torque by a useful 14% (285 lb/ft at 3750 compared to 249 at 4000), that also ups the power to 236 bhp at 4750rpm, compared to 221 at 5000. Just as significant is the reduction in parasitic loss (now only 5%) on cars fitted with catalytic converters. This has been achieved by a special 'low loss' exhaust system and puts Jaguar in an ideal position ready for the day when the British market embraces catalysts wholeheartedly.

What is also impressive about the catalytic cars is that the 10 bhp difference between the two is a maximum figure, and power-train chief Trevor Crisp is confident that there is considerable overlap in power outputs.

Sir John spoke enthusiastically about the manner in which Lucas – once a leading supplier of exhibits in the Jaguar 'Black Museum' – has improved its products, and the 4-litre engine uses the Birmingham concern's digital electronic multi-point injection system and electronic ignition pack. This has improved starting, idle speed control, diagnostic capability (24 functions monitored against 9 originally) and allows interface with the automatic transmission, so that ignition timing can be retarded during gearshifts. The unit outputs a calculated engine torque so the transmission's control system can optimise the shift quality.

The resultant improvements in driveability are complemented by some significant internal changes. A new piston design reduces inertia, while the crankshaft is now forged in steel to increase strength and torsional stiffness and reduce vibration levels. Revised cam profiles help to improve torque and improve the idle smoothness.

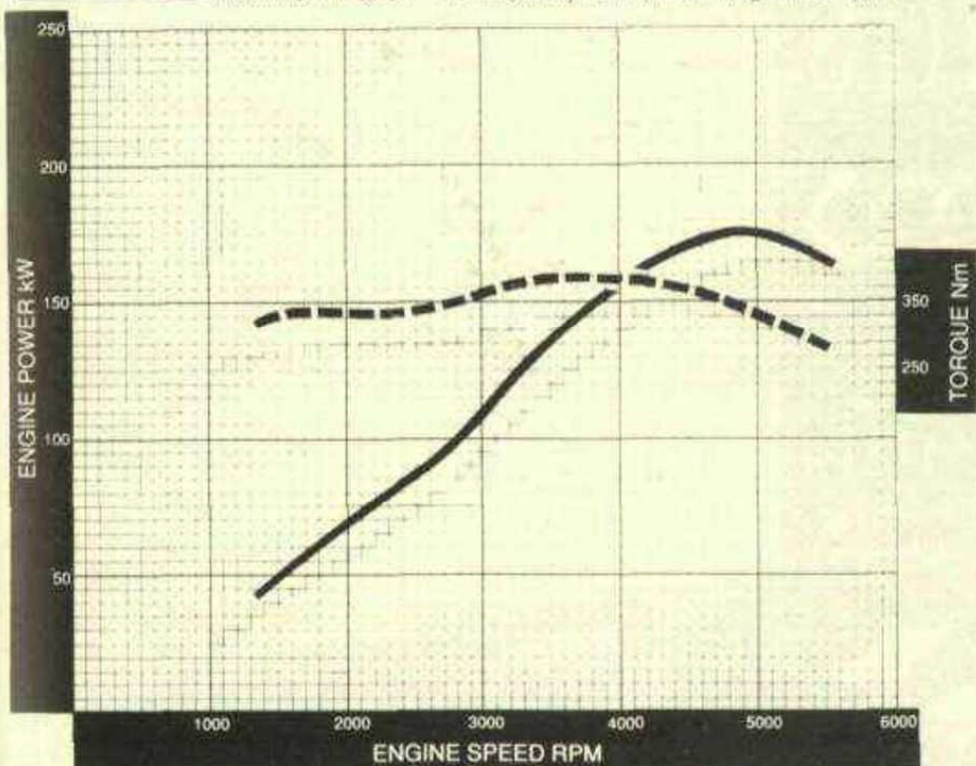
Jaguar sells many more automatics than manuals, and the XJ6 now boasts ZF's excellent 4HP 24E four-speed unit which will be familiar to many BMW owners. As usual this has the 'Normal' and 'Sport' modes, achievable by actuating a switch on



# 4-litre Jaguar

## JAGUAR 4LITRE V 3.6LITRE POWER TORQUE

Maximum Torque - 3.6L: 249lbs/ft (337Nm) @ 4000 r.p.m.  
Maximum Power - 3.6L: 221bhp DIN (165kW) @ 5000 r.p.m.  
Maximum Torque - 4.0L: 285lbs/ft (387Nm) @ 3750 r.p.m.  
Maximum Power - 4.0L: 235bhp DIN (175kW) @ 4750 r.p.m.



the centre console, and the excellent J-gate 'Randle handle' gear lever is maintained.

'Normal' mode is designed for everyday motoring, while 'Sport' makes the transmission more sensitive to throttle openings and holds on significantly longer to each gear during hard acceleration. "It creates a real Jekyll and Hyde character," says Randle.

Due to the greater power and torque of the 4-litre engine, Jaguar has specified the Getrag 290 manual gearbox (the number refers to the torque capacity) in place of the 265. Other improvements are the twin-mass flywheel, which damps out torsional vibrations and shock loads, and a larger diameter clutch.

Where performance is concerned, the technical improvements have boosted the maximum speed of the manual models to 140mph (136 for the 3.6 predecessor) and the 0-60 time falls from 7.4s to 7.1s. The autos remain slower, as one would expect, with 138mph top speed and 0-60 in 8.1s.

The time since the launch of the 1986 models has been spent wisely, and the 1990 cars now have an all-new Teves braking system, with an anti-lock facility standard across the world range. The front discs have also been increased in size slightly.

Enhancements are evident throughout the car, but surely the most popular has been the cloaking of the electronic equipment behind the fascia with traditional analogue instruments, following vociferous customer requests.

There are new door handles fitted with Tibbe high security locks, the boot can be opened via a remote release in the glovebox, all locks and the ignition now function from one key, which is smaller (although the original must therefore have been a monster!), and there are another five new exterior colours for 1990 including three new metallics.

The 2.9-litre cars continue with the same engines and transmissions but the other

1990 improvements, and the XJ-S won't get the 4-litre engine just yet.

Prices start at a competitive £21,200 for the XJ6 2.9, then proceed to £25,200 for the 4-litre, £28,000 for the Sovereign 2.9, £32,500 for the Sovereign 4.0 and £36,500 for the Daimler 4.0.

One's immediate initial impressions of the 4-litre XJ6 are that both the clutch and the gearshift are heavier than on equivalent BMWs, but it is also obvious that the revised engine is markedly quieter and smoother. Part of the former is due to copious use of new Teroson sound-proofing material, but the valve thrash of the original four-valve engines is now a thing of the past and so is the associated rasp. A pity in a way, but although the engine has always been one that lets you know it's working, the 1990 cars certainly are on a par with the market best in the noise suppression department now.

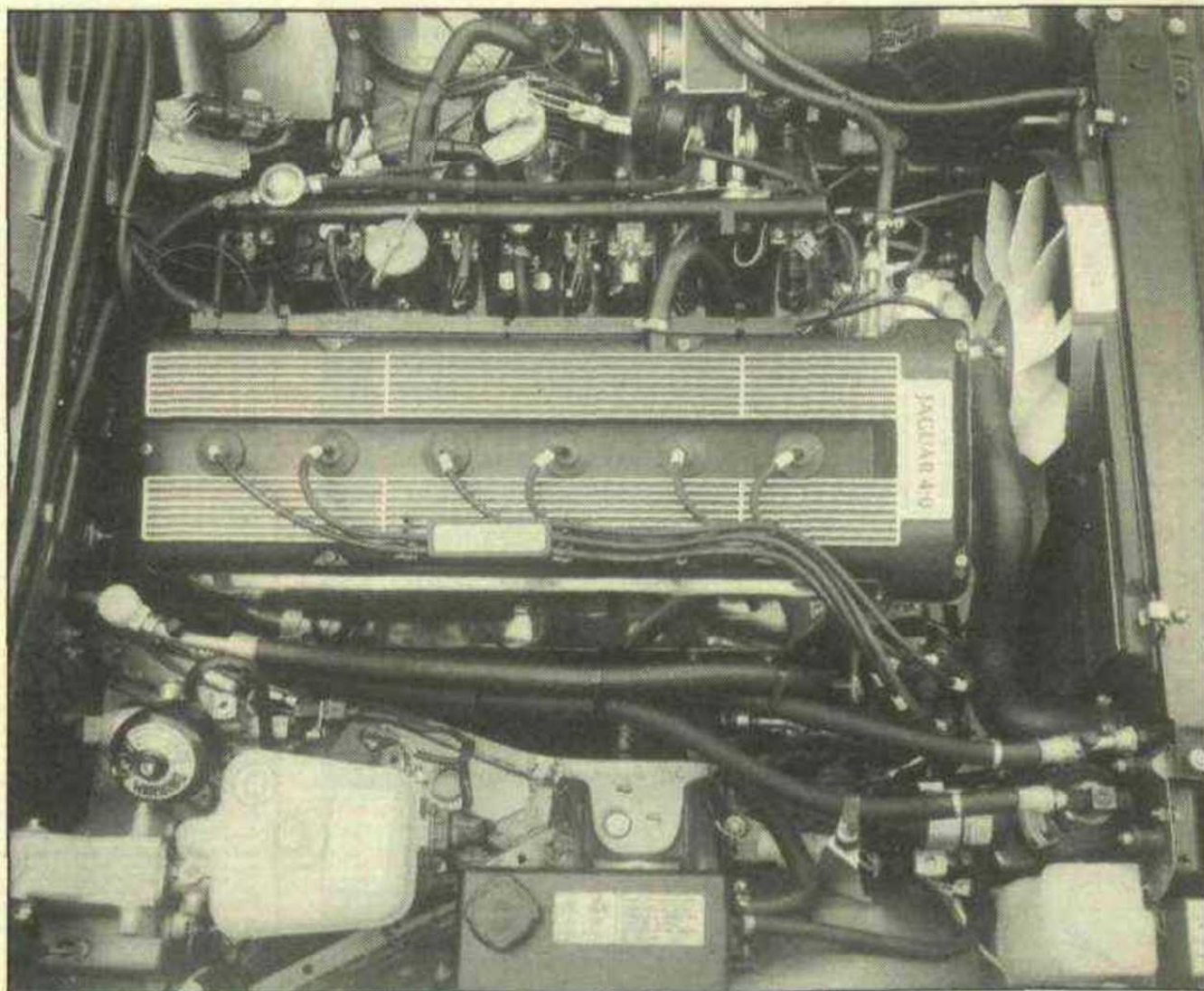
The increased torque and power are also immediately evident, and for a hefty car the XJ6 pulls like a train up through the gears. Feeling a trifle jaded, we began our tour of Scotland's gorgeous countryside with an automatic, and having satisfied ourselves with a quick burst in 'Sport' mode, left it to its own 'Normal' devices. Apart from feeling that the gearlever was sloppier than we remembered from the 1986 cars, no complaints here, but plenty of praise for behaviour during full throttle upchanges.

Later, a manual confirmed our suspicions that top gear flexibility has been enhanced greatly, thanks not only to the increased power and torque, but also to the flatness of the torque curve and the amount developed at the engine's low-rev range. The gearlever is set a little further back, which should please shorter-armed drivers.

The damping, markedly better than the old Series III cars, is firmer still, thanks to minor tuning of the rates, and the car is all the better for it, tackling poor surfaces with aplomb and maintaining its poise over undulations and when pushed into corners. The brakes also have a better feel and performed better from high-speed stops.

From our brief excursion we would have little hesitation in confirming that the new Jaguars are now fully on a par with comparable offerings from BMW and Mercedes in all respects bar their somewhat dated looks.

DJT



Jaguar's new 4-litre engine takes up all the bonnet space available.





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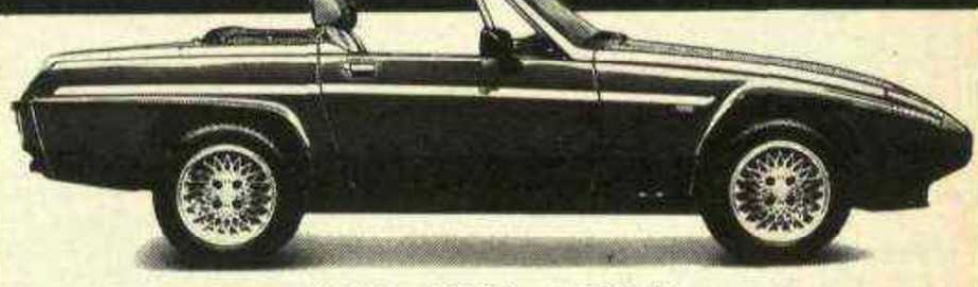
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# NEW CARS



## Renault 21

The Renault 21 saloon is hardly an inspiring car. Competent, dependable...and dull. Renault has now introduced a hatchback into the range as well as the four-wheel drive Quadra in both normally aspirated and turbocharged form.

While it was a unique opportunity to drive the cars in the Yemen Arab Republic, it was not really the right location with regard to arriving at a true impression. In order to combat the great heat, all the cars were air conditioned, which took approximately 20% of the power, while the high altitude left them further breathless. By the time the British party arrived the turbocharged models were all out of commission, but we hope to avail ourselves of a test car soon to give a true appraisal.

WPK

## Mazda 323

Mazda's much publicised replacement 323 range has now arrived in Britain in three distinct guises. The three different engine options, all 16-valve, are the single overhead camshaft 1.3 and 1.6 and the twin overhead camshaft 1.8.

Body styling also comes in three forms: four-door saloon, three-door hatch and the five-door fastback with prices ranging from £7489 for the base 1.3SE 3-door hatchback to £12,299 for the 1.8-litre GT Injection five-door fastback.

A chance to drive a number of these models showed just what a quantum leap they are over the old 323 range, both in styling and refinement. The handling is excellent and the ride smooth while the svelte five-speed gearbox was one of the slickest yet encountered.

If it were not for the import quotas on Japanese cars, there is no doubt that this new range would have some European car manufacturers extremely anxious.

SK



## Peugeot 605

It says much for the differing personalities of the designs that PSA has been able to launch with confidence two executive sector cars within a few months of each other. The hatchback Citroën XM has now been followed by the Pininfarina-styled Peugeot 605 saloon which shares the same floorpan. Peugeot directors are adamant that a 'top' of the range model is a three-box vehicle.

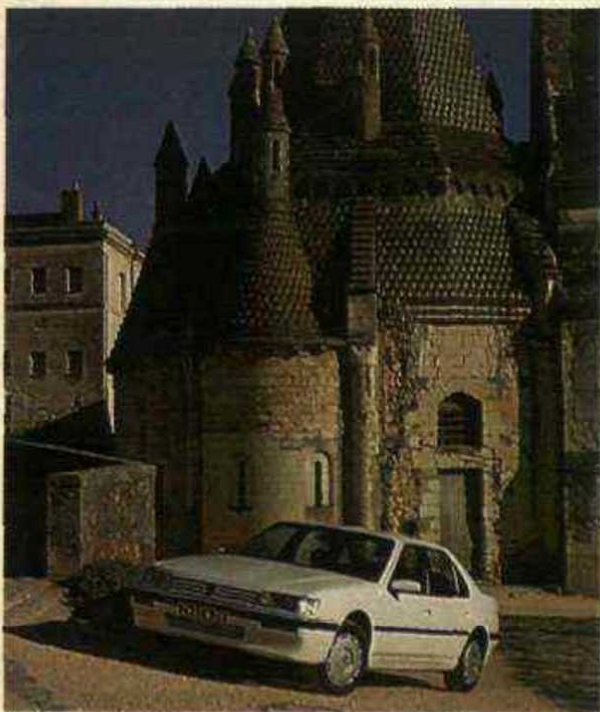
The 605, which went on sale in France during October is an impressive car, especially in the 200 bhp, 3-litre, 24-valve V6 form which is capable of 146 mph, and 0 to 100 km/h in eight seconds. Even its 2-litre injection version belies its executive size. The model line-up includes two 12-valve 3-litres, the SR 3.0 and SV 3.0 and the 2-litre SRI and carburettored SL, in addition to the SV24.

Ride quality is worthy of acclaim. Like the Citroën with its Hydractive system, the Peugeot's system can be switched from automatic to a sport mode. However, while the XM's system controls springs and dampers the 605's electronic control system is just responsible for the shock absorbers, automatically and continuously controlling all four simultaneously. The difference is perhaps less obvious.

Another feature of both cars is the use of Valeo's complex surface lighting, the Citroën XM being the first production car to use this.

Peugeot will wait until next May, when automatic versions - the manual gearbox on the 3.0-litre models tends to be 'notchy' - are available, to launch in the UK. The company is already confident of success following a survey which states that it is still recognised as a manufacturer of large as well as small cars.

IW





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19	TPFT	Opel Manta GTE	Clerical-Full Lic.	London GLC	£388.00	£132.00
20	COMP	Fiesta Ghia	Female-2 years NCB	London GLC	£337.00	£140.00
21	COMP	Peugeot 205 GL	Accountant-Nil NCB	London GLC	£411.00	£140.00
22	TPFT	RS 2000	Builder-3 years NCB	London GLC	£252.00	£85.00
23	TPFT	Astra GTE	Male-Nil NCB	Warws.	£404.00	£137.00
24	COMP	Toyota MR2	Male-Nil NCB	Essex	£583.00	£198.00
25	COMP	Mini Mayfair	Policeman-Nil NCB	London SW1	£199.00	£67.00
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These examples are actual recent cases and are subject to a proposal form.

## EXAMPLES

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19	TPFT	Escort 1100	1988 DR 10-1 yr NCB	London GLC	£276.00	£93.00
20	TPFT	TR7	1985 PL 30, 1987 SP 30	Lines	£296.00	£100.00
21	TPFT	Cavalier 1600	'86 PL 10, CU 10, CU 20	London GLC	£213.00	£72.00
22	COMP	Peugeot 205 GTI	1985 DR 10-1 yr NCB	Essex	£972.00	£320.00
23	TPFT	Astra 1300	Female '88 Accident CD 10	London GLC	£241.00	£82.00
24	TPFT	Orion L	1984 DD 30-3 yrs NCB	London GLC	£166.00	£56.00
25	COMP	Escort 1300	'87 2 Accidents-1 yr NCB	London E18	£361.00	£123.00
30	COMP	Escort Popular	Female Bank Clerk, 2 Accidents 1988	London GLC	£296.00	£100.00
35	TPFT	Corolla 2000	Accidents, '87, '88, '89	London GLC	£344.00	£117.00
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## ROAD TEST



### The Comeback!

It is as well to be honest so that you, the reader, know where you stand from the start. The ownership of two Alfa Romeos has not diminished this tester's appetite for these idiosyncratic cars, and the chance of being re-united with the 164 after a year's absence since test driving it on the launch was not going to be overlooked.

It has been a sad fact of the Eighties that the marque's presence in the UK has diminished rapidly, the Alfasud never succeeded in popular terms by the 33. So as the introduction to the marque was knocked out, so the rest of the model range fell out of consideration, even though there were some splendid cars to be had. The Achilles heel in recent years, however, has been Alfa's propensity for producing dogs as big cars; several leap to mind, but the Alfa 6 is probably at the forefront although one MOTOR SPORT reader, owner of the Editor's old example, would disagree.

Alfa Romeo is now having another stab at the executive saloon market. Having collaborated with Fiat, Lancia and Saab in producing a floorpan, it is the last of these manufacturers in producing this variation of a theme. It has been a tough act to follow since the Lancia Thema in particular has been regarded as a class leader in terms of chassis behaviour and good handling.

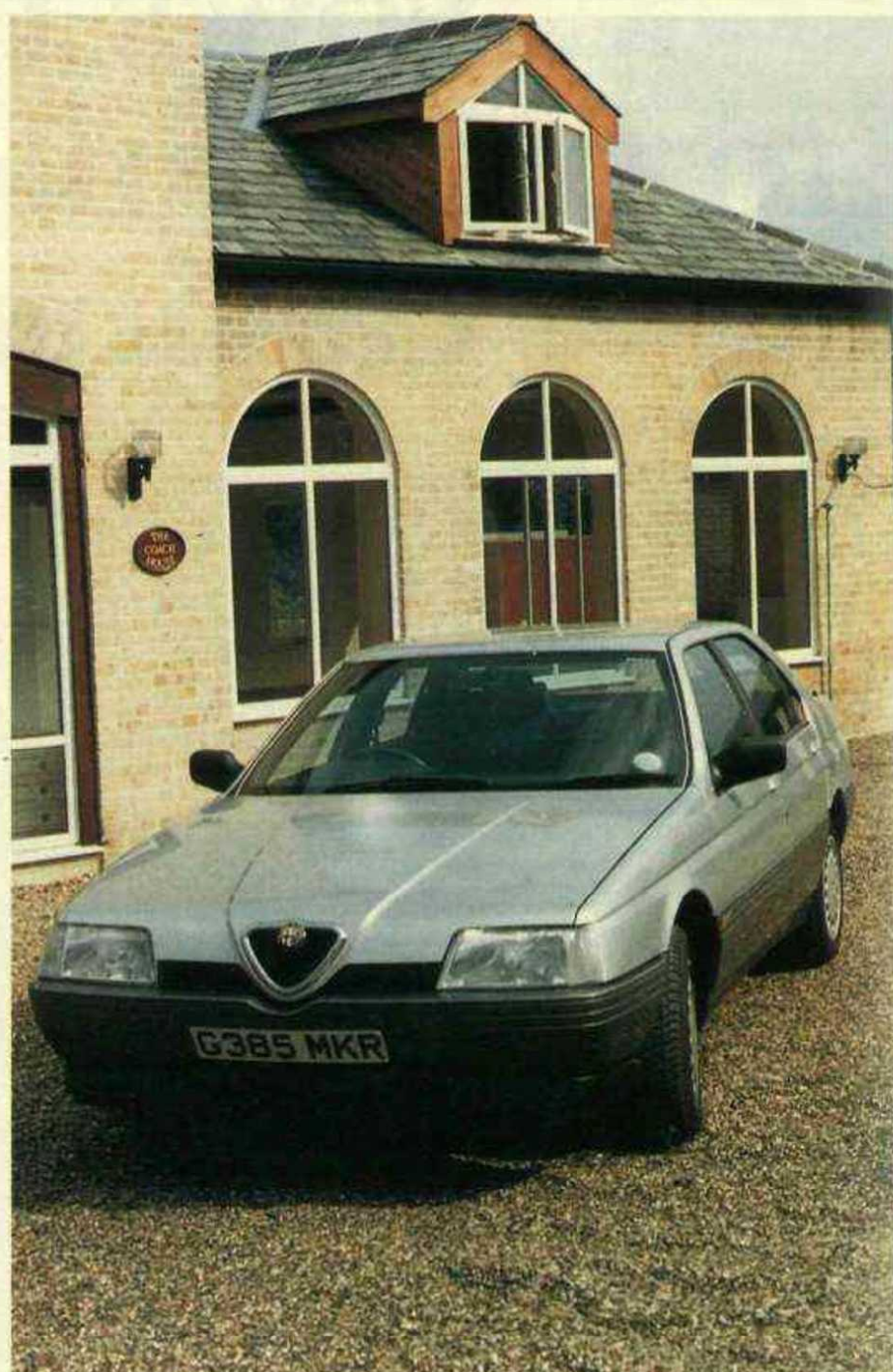
Initial reports on the car in the August and November 1987 editions of MOTOR SPORT and again in November 1988 when the model reached Britain were all very favourable. Having been the subject of a week long road test, have our views altered?

There are two aspects of the car that initially impress one before stepping inside and turning on the ignition: the design is gorgeous and is without doubt one of Pininfarina's best; and on opening the bonnet the V6 engine, transversely mounted and showing off its chromed air intakes, is an architectural delight.

#### Styling

Pininfarina has not always been acclaimed for its large car designs, for too often elegance has flown out of the window as the metal has increased, but with the 164 they have got it absolutely right. From whatever angle it is viewed, whether it's from the front of its integrated kidney-shaped grille or from the rear quarter, it remains a handsome car, enhanced by the lowered roof-line. This may have brought about a slightly more claustrophobic feel to the cabin, but in fact there is just enough space between cranium and roof-lining for a six footer to sit back in relative comfort.

What pleases at a distance can often disappoint when inspected closely: it may be badly engineered, trim fittings may be poorly fitted or the build quality as a whole is second rate - all of which have applied to different Alfa Romeo models in the past - so it is pleasing to observe that the 164 is not flawed in this fashion. The boot, which does not have a level floor and has a high sill making it awkward for loading heavy suitcases, is irksome, but it does not detract from the rest of the car.



*Hardly conventional, the elegance of the 164 is nonetheless handsome.*

#### Engineering

It is the V6 engine which is the centre of attention on this model even out-weighting the skin-deep beauty. Sometime next year the 164 should be receiving the 4 cylinder 2-litre Twin Spark in right-hand drive form to help widen its appeal, but until that time there are just two versions available: the 3.0 V6 and the 3.0 V6 Lusso, both models available with an optional automatic gearbox.

The single cam per bank V6 has been seen before, in both the GTV6 and in the 75, but the 164 is the first to be purposefully designed for the engine. As such it is transversely mounted for the first time and linked to the five-speed gearbox positioned alongside and held in position in the front sub-frame by hydraulically damped mounts.

Producing 192 bhp at 5600 rpm, this lusty engine is capable of propelling the car along at prodigious speed. A maximum of 140 mph was recorded while in our hands falling in line with the manufacturer's claim of 143 mph.

Top speed is one thing, but the way it is delivered is quite another and actually more relevant to day-to-day motoring. There is plenty of power all the way through the rev range, as evidenced by the 181 lb/ft torque at 3000 rpm. Even at 1000 rpm there is enough pulling power to pull the car satisfactorily along in top gear, the weight of 2867 lbs making it comparatively light for a car for its size.





The Pininfarina influence can be clearly discerned from the rear three-quarters.



The engine bay is a feast for the mechanically minded.

## On the Road

A relatively light car with beefy engine is not always the best way to achieve a performance car, as many manufacturers have found to their cost in the past. The acceleration and top speed may be impressive in a straight line and give good performance figures, but even the sniff of a corner can create turmoil.

This is not the case with the 164. Allied to a good chassis the suspension has been well engineered to allow both responsive handling and excellent roadholding. Macpherson struts are used all round as with the other "Type Four" cars, but the front suspension turrets have been relocated in the Alfa so as to allow both a lower bonnet line and also increased suspension travel.

No doubt aided by the wide Pirelli P4000 tyres, the car belies its 179.3 inches and acts more like a frisky hot hatch instead of large saloon. Driving along rural roads, for example, is a delight, the car responding to every nuance of the driver's input. It is helped by the fact that the power-assisted steering does not indulge in overkill, some feeling of the road still being able to get fed back to the driver.

Although the car can take almost any speed in any gear, the gearchange is very slick, quite unlike that found on the transaxle box found on earlier models. Although the rev range is comparatively narrow, being redlined at 5900 rpm although the clock does show up to 8000 rpm, it is not until the engine is turning over at 4000 rpm that you can hear the growl, albeit muted, of the V6. It is

almost that reason alone which encourages the use of the upper part of the legitimate tachometer, although it is inevitably at the cost of fuel consumption. The 24.5 mpg we recorded over the week during which plenty of town and cross country driving was undertaken as well as the recording of top speeds and acceleration figures is quite reasonable for a 3-litre car.

In standing start acceleration tests, the quickest 0-60 mph time achieved was 7.6 seconds, but the average achieved was 7.8. More impressive, however, were the mid-range figures, more relevant to overtaking manoeuvres and therefore more of a yardstick by which to judge the car. 30-50 mph in fourth gear was achieved in 7.7 seconds, 40-60 mph in 7.6 seconds and the important 50-70 mph in 7.9 seconds. This compares quite favourably with almost any other sports saloon you care to name.

With so much power going through the front wheels, there is an element of snaking as the car takes off under full power, but this car was designed from the start to be front-wheel driven, and in normal driving mode, torque steer is virtually absent.

## Accommodation

The first fact to recite is that the bile-inducing heater and ventilation controls have been thoroughly revamped. Out have gone the row upon row of cheap plastic knobs replaced by three circular dials which do exactly the same job.

Clothed in a smoky blue, good quality material, the car has a fair degree of opulence. Criticised by some, the driving seat is not bad at all, and is certainly an improvement on the typical Italian driving position of yore. Electric seat adjustment and a steering column which allows a number of different rake positions obviously help.

The six footer behind six footer test showed that there is little room to spare between the knees and the back of the front seat, but at least they were not jammed tight. There was enough space to fit three adults across the back seat without too much squashing.

The range of dials and gauges is comprehensive as are the warning symbols and the pedals are nicely weighted and conveniently located for heeling and toeing. Noise suppression is effective until the higher revs are reached at which point the engine insists on making itself heard.

## Conclusion

When the 164 was launched in Italy, 15,000 were sold in the first six months and accounted for 18% per cent of Alfas Romeo sales. While hopes for it in England were far less ambitious, it has in fact caught the imagination on a limited scale and is right on its original sales target even though the hoped for 2.0 litre Twin Spark has yet to appear.

From its launch until the end of September 1041 164s had been sold and had helped hoist Alfa Romeo sales up by a full 23% on 1988 sales. Its arrival, however, has been far more significant than that, for not only has it boosted sales, its image has rubbed off on both the 33 and 75 giving them a boost in their sales as well.

Alfa Romeo still has a long way to go to get back to its peak of former years, but there is no doubt that it has begun the long haul necessary to dig itself out of the trough into which it had plummeted.

Apart from the Twin Spark model which is due to arrive in the spring/early summer of next year, a Quadrifoglio model, with an uprated 210 bhp engine from the SZ, Recaro seats, lowered suspension and wings, is also due to arrive next year giving the range an even more sporting image. This should not detract, however, from the 3.0 litre 164 which ranges in price from £18,990 to £22,180 depending on whether it is automatic or manual, Lusso or standard. Hardly any other car offers more fun per pound whether it be in its handling and performance, styling or overall engineering.

WPK



NOVEMBER, 1959

MOTOR SPORT

## SUNBEAM ALPINE

A CAR FOR THE SPORTING  
BACHELOR

Rootes' Latest Development of the Rapier  
Reaches High Speeds with Acceleration  
in Keeping. Girling Disc Brakes on the  
Front Wheels.

*The Hard-top Sunbeam Alpine Tested by  
MOTOR SPORT.*



FOR many years the Rootes Group has had a sensible approach to development, introducing sporting versions of its cars as and when saloon models have reached the necessary pitch of efficiency. Thus the fast rugged Sunbeam Mk. III was introduced as the open sports Alpine some years ago, and now the Sunbeam Rapier, which has grown out of the Hillman Minx and which has been enormously improved down the years, emerges as the stylish Alpine open two-seater (or light-alloy hard-top) with wind-up glass side windows, just the sort of vehicle which appeals to those of sporting tastes and no family ties. This new 100-m.p.h. disc-braked Sunbeam Alpine is sometimes described as a 2/4-seater but, while there is a generous rear seat behind the separate main seats, leg-room is restricted, so that we prefer to regard the Alpine as a two-seater with strictly occasional accommodation for a child, or undeveloped grown-up, or space for lots of luggage without the need to open the rather shallow boot.

This Sunbeam with the revived name of Alpine is a striking-looking car, owing nothing to Italian stylists. It has the modern "dart" appearance with pronounced tail-fins, giving a slightly nose-down attitude. The very neat shallow radiator grille is at a reverse angle, which is not always apparent in photographs. Visibility from the driving seat is excellent, enhanced by the very thin screen pillars of the wrap-round windscreen. The bonnet-panel hinges from the front, and wide doors which open fully render getting in and out of the Alpine extremely easy.

This is a smart eye-catching vehicle especially when, as on the test car, wire wheels with pleasing triple-earred centre-lock hub caps are fitted. The hood stows completely out of sight and can, if necessary, be replaced by a shapely hard-top with wrap-round rear window, which neither restricts head-room nor visibility, although it introduces some rattle and makes it impossible to satisfactorily ventilate the car.

The Alpine's beautiful lines are endorsed by very real performance derived from the 83½-b.h.p. 1,494-c.c. engine, which peaks at 5,300 r.p.m., this neat power unit with its square-cornered, polished valve cover having twin Zenith downdraught carburettors on an aluminium-alloy water-heated manifold. The separate ports, inlet and exhaust arranged alternately, and two separate Y-exhaust manifolds make for efficiency; the revised cylinder head is of light alloy. The engine is just "over-square" and has a 9.2-to-1 compression-ratio. The handsome dropped nose is possible because a small radiator is fitted, supplemented by a separate header tank.

Closer ratios than on the former Rapier models are used in the gearbox and overdrive can be provided, in conjunction with a 4.22-to-1 axle ratio. The test car had no overdrive and a 3.9-to-1 final drive, equal to 17.2 m.p.h. per 1,000 r.p.m. in top gear.

Arriving in the Sunbeam Alpine at Oulton Park for the Gold Cup Race, I found that Norman Garrad of Rootes had produced a team of these new cars to take the racing drivers on their lap of honour, while firmer proof of the Alpine's appeal is provided by the fact that Jack Brabham is now using one as his personal car, having sold his two-carburettor Holden.

On the long drive North I was very soon enthusing about the good driving position, vivid acceleration and extremely effortless safe braking power of this new Sunbeam. The seats, if somewhat hard, hold the driver securely on corners, aided by a support that divides

the front compartment in two and which is actually a lockable glove box. The two-spoke sprung 16½-in. steering wheel is quite well placed, as are the pedals, with room for the clutch foot to the left of the pedal, where the lamps-dipper button is located. The accelerator, however, functions very stiffly and there is lost motion on initial throttle opening caused by play in an unbushed bracket which forms an end-bearing for a control rod.

The short, central, large-knobbed gear-lever rising from the big transmission tunnel falls comfortably to hand and enables quick changes to be made, the action being pleasant but not entirely smooth. The dashboard is in the best tradition of old-style sports and racing cars, a metal panel containing separate round dials. Jaeger speedometer (slightly blanked by the steering-wheel rim) and rev.-counter before the driver, and three tumbler-switches which look after panel lighting, lamps and wipers. The speedometer incorporates trip with decimal and total mileage indicators; its needle was rather unsteady. These switches should be simplicity personified, especially as they are clearly labelled, and no doubt it was personal clottishness that caused me to become confused when operating them hurriedly, such as flicking the left-hand switch down to see the instruments but the central one half-up to go from headlamps to sidelamps at night. The lamps switch permits fairly easy flashing of the headlamps but would be even more convenient in this respect if moved an inch or so to the left, clear of the steering-wheel rim. The gauges cover fuel contents, the time of day and oil pressure (with provision for an additional dial to the right of the rev.-counter), and are calibrated in metric as well as English readings. Oil pressure is normally 50 lb./sq. in., water temperature 170 deg. C. The washers button is adjacent to the wipers switch, and the ignition key operates the starter. Horizontal quadrants above the instruments cope with heater (not fitted on the test car) and ventilation, the cold air flow being inadequate in the hard-top during this 1959 summer's day.

Before the passenger there is a big, unlined cubby-hole, the doors have good "keeps" and metal "pulls," and altogether there is little to fault in the interior arrangements of the Sunbeam Alpine. Elbow room is somewhat restricted but just over 2½ turns of the window handles wind the windows into the doors, when the driver's right arm can rest on the sill. The pull-up hand-brake is placed unconventionally on the right, there is a lined ash-tray between the seats, and leg-room for the front-seat occupants is particularly generous. Crash padding is applied to top and bottom of the fascia but two lethal metal projections exist on the top edge of the hard-top, splendidly placed to puncture the forehead of anyone thrown forward in a crash—they presumably take sun-vizors but their presence in these days of safety-first could be construed as little short of criminal negligence.

How does the Sunbeam Alpine motor? Very briskly indeed, as the acceleration figures in the data panel convey, these being taken after speedometer correction. The engine runs very easily past the red mark at "5,500" on the rev.-counter (it is thereafter "stroked" to 6,000) with no sign of distress. This gives a genuine 45 in second gear, 70 m.p.h. in third gear. On a long straight the Alpine winds up to something approaching 100 m.p.h. in top gear and exceeds the century in overdrive form.

The power unit has a hard purposeful sound when accelerating. It demands 100-octane fuel and has the distressing tendency of



## MOTOR SPORT

stalling unexpectedly, probably because the carburettors had a noticeably rich setting. Petrol consumption is commendably modest, nearly 25 m.p.g. being achieved in fast main-road motoring, while in more than 1,000 miles only a quart of oil was needed.

The engine vibrates somewhat when idling and there is considerable exhaust and mechanical noise when the driver is pressing-on. The steering, geared 2½ turns lock-to-lock, exhibits characteristics of mild castor return, no kick-back but the transmission of some vibration and a rather spongy feel to control pronounced understeer. It is light except towards full lock. The ride is comfortable but the back springing is definitely on the hard side, so that rear-axle throw-up is all too evident to the occupants.

The front seats tip up to give access to the dwarf's seat. The boot is rather shallow because the suitcases, etc., have to go on a metal shelf which folds up to free the spare wheel, as on the Armstrong Siddeley Star Sapphire, which reminds me that Alpine final assembly is done by Bristol-Siddeley Engines Ltd. I believe that, in fact, quite large cases can be satisfactorily accommodated. The tool kit is stowed about the boot and includes one of those pleasing Thor raw-hide hammers for hub-cap removal. There is provision for a tonneau cover.

Praise must be bestowed on the very light, progressive, fade-free, vice-free and powerful braking afforded by 9¼-in. Girling discs on the front wheels. A 9-gallon petrol tank, filled from a horizontal slow-action filler in the off-side back wing, gives a range of over 200 miles, but the petrol gauge prompts the driver to refuel after some 175 miles.

The bonnet panel has to be propped up and the prop did its best to prevent the bonnet from shutting until firmly dealt with. There is an adequate rear-view mirror, somewhat blanking near-side visibility, and direction-flashers are worked by a stalk on the left of the steering wheel, so placed that it is apt to be moved inadvertently, while the self-cancelling factor is rather too brief. The Lucas P700 lamps give an admirable driving light. The clutch is light but rather "slow," its pedal travel not excessive. The engine proved docile, pink-free and an easy starter. These are general impressions of this pleasant car, which combines the best of open-air and closed-car motoring and offers a splendid balance of performance, economy and modest first cost.

The following is a detailed analysis of this interesting new Rootes Group sporting car:—

As soon as one drives away in the Alpine one gains the impression that far more than usual care has been devoted to making the driver comfortable. For a sports car the seats are quite high off the floor, and the backs, although rather softly upholstered, are shaped to give some lateral support. The deep windscreen, thin pillars (without quarter-lights) and short sloping bonnet provide commanding visibility, and the steering-wheel position is good. Heel-and-toe gear-changes are not possible but the short-travel clutch is outstandingly pleasant to use. As the pedals are placed some distance from the toeboard and the wheel projects a long way from the fascia, it is hard to see why the whole driving position should not be re-positioned several inches farther forward, making extra room in the rear compartment and bringing the front-seat occupants nearer to the screen, which is always an advantage in an open car.

The brakes earned the highest praise, being extremely light but with a delicacy of feel which precluded clumsy operation. Some



A VIEW which shows the pronounced tail-fins, handsome hard-top and nose-down attitude of the new 1½-litre Sunbeam Alpine.

## THE SUNBEAM ALPINE HARD-TOP

**Engine:** Four cylinders, 79 by 76.2 mm. (1,494 c.c.). Push-rod-operated overhead valves. 9.2-to-1 compression-ratio. 83.5 (gross) b.h.p. at 5,300 r.p.m.

**Gear ratios:** First, 13.0 to 1; second, 8.32 to 1; third, 5.41 to 1; top, 3.9 to 1.

**Tyres:** 5.60 × 13 Dunlop Road Speed R.S.4 on centre-lock wire wheels.

**Weight:** Not weighed. Maker's figure: 19.1 cwt. (kerb weight).

**Steering ratio:** 2½ turns, lock-to-lock.

**Fuel capacity:** Nine gallons. (Range approximately 225 miles.)

**Wheelbase:** 7 ft. 2 in.

**Track:** Front, 4 ft. 3 in.; rear, 4 ft. 5 in.

**Dimensions:** 12 ft. 11¼ in. × 5 ft. 0½ in. × 4 ft. 3½ in. (high).

**Price:** £685 (£971 10s. 10d. inclusive of purchase tax). As tested: £1,069 15s. 10d.

**Makers:** Sunbeam-Talbot Ltd., Ryton-on-Dunsmore, Coventry, England.

### Performance Data

**Speed in gears at 5,500 r.p.m. (after speedometer correction):**

Second	...	...	...	45 m.p.h.
Third	...	...	...	70 m.p.h.

**Acceleration:**

0-50 m.p.h.	...	...	9.8 sec. (10.15 sec.)
0-60 m.p.h.	...	...	13.6 sec. (13.9 sec.)

Standing-start ¼-mile	...	...	19.2 sec. (19.25 sec.)
0-60-0 m.p.h.	...	...	17.2 sec. (17.3 sec.)

(Figures in parentheses are mean of runs in both directions.)

squeal developed with light use. The gearbox has well-chosen ratios with powerful synchromesh and reasonably light short-travel operation. The indirect gears produce quite a lot of noise on the overrun and at light throttle openings.

Driving the car really hard on good main roads, speeds in the nineties can be seen occasionally in favourable circumstances, but the natural cruising speed, at which the car feels extremely happy, is in the region of 80 m.p.h. It cannot be said that the hard-top version is a quiet car at this speed, nor can it be ventilated adequately. Opening the side windows causes both wind noise and draught, whilst the driver's window whistled when closed. Both exhaust noise and carburettor-intake roar are intrusive at high speeds and when accelerating hard.

A very satisfactory compromise has been reached with the suspension, which combines a firm but comfortable ride on bad surfaces with only moderate roll on corners. Chassis structural rigidity appeared to be high as there was no apparent shake in the front-end or scuttle, and this is still a comparatively rare virtue with open cars. There were a few minor rattles from the back of the body and a trace of movement at the rear mounting of the detachable hard-top.

Straight running is very good on all surfaces and at touring speeds the car has light and accurate steering, but driven really hard the handling falls below the highest standards. On really fast corners, particularly bumpy ones, the car shows a marked tendency to run wide of the chosen line. This is not easy to correct because at high cornering loads the steering becomes quite heavy and also betrays some sponginess even with the higher pressures recommended for fast driving. On slower and smoother corners the breakaway characteristics are more nearly neutral and the car can be placed with greater precision, although the steering remains heavy and unresponsive to the small movements about the mean position with which the driver feels his approach to the limit. The Dunlop R.S.4 tyres only squeal under considerable provocation.

To conclude, the Sunbeam Alpine is the sort of fast, smart, pleasant-to-drive sporting car which many enthusiastic motorists will want to own. At under £1,000, inclusive of purchase tax, it should be within their reach.—W. B.

### MISS TRIUMPH 1960

We remarked last month that attractive young women are essential nowadays and farther proof of this was provided at the Mayfairia Rooms in London on October 16th, when a panel composed of Eamonn Andrews, Mlle. Annie Soistault, and Miss Audrey Frost, Fashion Editor of *Woman's Own* gathered to elect "Miss Triumph 1960." She is a member of the T.S.O.A. who owns, or is related to an owner, of a Triumph TR3. In fact, a fast girl!



# Rebuild

Dear Reader

We found this old Grand Prix Bugatti in Portugal. It was very derelict but was quite complete, and as far as we could find out it was a 1928 Type 35B, a supercharged straight-eight 2.3-litre. It seems the owner had used it in small hillclimb events and races on the Iberian peninsular, but the 1936 Spanish civil war had put a stop to his sport. It was lying in the cellar of a factory and had become "land locked" by the neighbouring war, and had never been touched since.

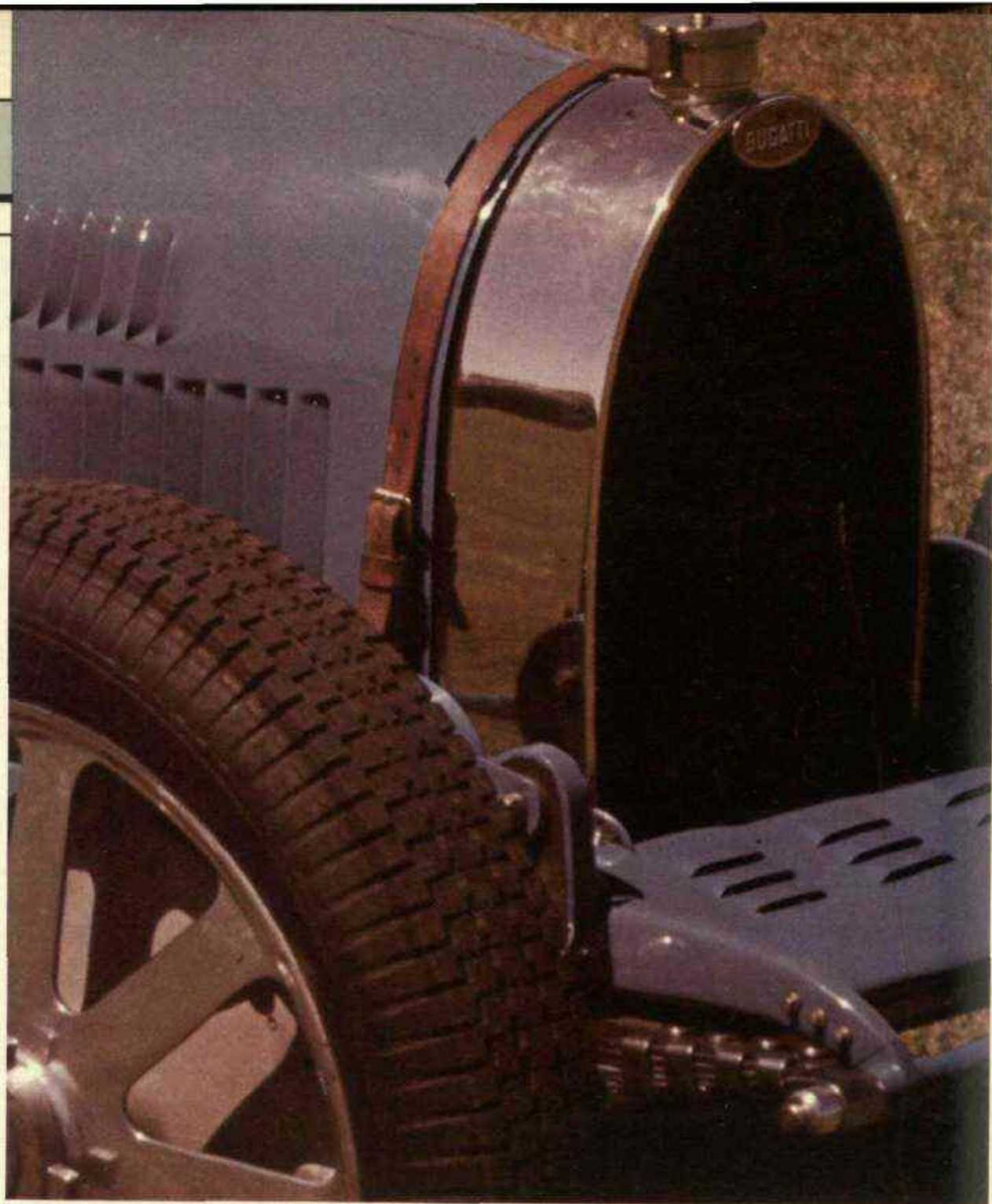
After a lot of negotiations, it was acquired by my friend who wanted to rebuild it and use it in vintage racing, rather than restore it for show, so we set to work with the "use and construction of cars for racing rules" to hand.

As I say, it was absolutely complete and had not been touched for 54 years, so when we stripped it down we found all manner of time-worn nasties, but it seemed to be a worthwhile project. We knew that there were two or three specialist firms who were making new bits and pieces for these cars.

The chassis frame was the first problem, for although the side-members were sound enough, the cross-members were in a terrible state. The front one was cracked by the starting handle hole, the tubular gearbox mounting ones were bent for some inexplicable reason, and the rear one was badly rusted, so we dismantled the whole thing and made new cross-members. Eventually everything was back in place and nicely tried up.

Then we attacked the axles. The front one was nothing like true when we jiggled it up, though it looked alright to the casual eye, and as there was a chap making new ones, and my friend intended to race the car, we decided to buy a new axle, rather than risk trying to straighten the old one. The rear axle was alright, but as a precaution we renewed the crownwheel and pinion, the half-shafts, the differential unit and the bearings, as we didn't want to risk racing on these 60 year old components. One of the rear brake back-plates had a nasty crack in it, so it was replaced with a new one, and while we were at it we replaced the other one as well, for though we were not interested in Concours, we did want the old car to look presentable.

The alloy wheels, which have the brake drums integral, were very corroded, and were of the old detachable rim pattern, so these were replaced by new cast alloy wheels made by a firm in Birmingham, which were of the later well-base pattern which are much safer to race on, and more suitable for modern racing Dunlop tyres. While we were



*This old Bugatti . . .*

doing the wheels and brakes, we renewed all the tired old brake linings and as the rivet-holes in the aluminium shoes were a bit worn, we had some new brake shoes made and used bonded-linings; much safer for racing we thought.

It was about this time that a young chap appeared who seemed to be very knowledgeable about Bugattis and was obviously a dyed-in-the-wool Bugatti enthusiast. He asked us if he could buy our old split-rim wheels for a car he was building. He was clearly not very well off, and my friend is not short of a bob or two, so we gave them to him, and at the same time indicated all the other bits we had discarded on the scrap heap. He seemed genuinely delighted and grateful and loaded them onto his VW Beetle and drove away. We returned to our restoration project.

After pressure-testing the radiator, we found it leaked like a sieve, and as most of the plating was in poor shape we looked around for another one. We were very lucky to find exactly the right type that had recently been fitted with a new core and a new shell, so all we had to do was remove the badge and filler cap from our old one and fit them to the rebuilt one.

The body was the next item to receive attention for it had suffered during its sojourn in the cellar, due to things being

piled on it. The windscreen needed new glass and a new frame, as something had fallen on the car and broken it, and the bonnet was badly dented. We found a wonderful man who could work aluminium sheet, and was a real artist with tin snips and welding torch. He made us a new bonnet that was indistinguishable from the original one, and while he was at it we got him to make a new scuttle and tail, as they were a bit battered, and he explained it was easier and cheaper to make new ones than to try and straighten old time-hardened aluminium. To complete the job, because we wanted the old car to look decent, he made us new bonnet side-panels and new under-trays.

The main engine bulkhead had acquired a lot of extra holes over the years so we used it as a pattern to make a new one, rather than try to weld up all the non-original holes. We found a super chap who was able to polish it and put all those lovely original whirly marks on it just like the original one had. This looked so nice that we made a new instrument panel to match. As new instruments are available off-the-shelf from one of the professional restorers, we decided to replace the lot rather than try and clean up the old ones.

Then that young fellow in the Beetle appeared again, looking for a Bugatti oil



## LETTER TO READERS

gauge, and offered us a few pounds for the old one, so we threw all the other instruments in as well, as they were all fairly tatty, with broken glasses and needles that were bent or missing. He was such a nice young man and so enthusiastic about Bugattis, we suggested he might like to take the old body away if he could get it in his VW, but the tail and scuttle wouldn't go in, so he just took what he could. He came back later with a friend in a Ford pick-up and collected the rest of the junk. We were most grateful to him as my friend is very proud of his workshop and doesn't like to see piles of scrap about the place, and we don't like scrap merchants sniffing around the workshop.

Back to our restoration. The engine was in an awful state, having stood neglected for so long, so we bought a new crankshaft and connecting rods, complete with all the bearings, from the Midlands specialists. It was a bit expensive, but a beautiful piece of engineering and it seemed a shame that it was going to be hidden away inside the crankcase. But it made us feel confident about racing the car, as did new cylinder blocks and pistons, valves and springs. The camshaft needed replacing as the cams were badly worn and while we were at it we bought a new cam box, complete with cover and got our specialist chap to put all the whirly marks on after polishing them. To do a thorough job on the engine, as we wanted to race the car in anger, not just potter around, we replaced all the camshaft drive

mechanism and the supercharger drive gears.

The supercharger itself had had it; seized solid and the casing was badly corroded, so we asked around and found a firm that were making completely new superchargers, and then found a wonderful firm that were making brand new carburettors. We did not want to risk damage to the new blower by running on a worn out carburettor, which are tricky things anyway.

It was about this time that the Beetle man appeared again, this time looking for a steering wheel. We hadn't attacked the steering part of the car at this point, so he helped us dismantle the whole assembly and we found the steering box casting was cracked, and one of the spokes of the steering wheel was nearly rusted through near the rim. Our "Beetle friend" knew someone who had a spare steering wheel that was virtually new and too expensive for him to buy, so in exchange for the address we gave him our old scrap wheel, and he also put us on to a firm that was making new steering boxes. This firm was marvellous, for they not only made new steering box castings, they also machined them and made all the gears and shafts as well, and made us a new steering column. My friend was really happy about this as he did not want to risk metal fatigue in 60 year old components in the middle of a corner while he was racing in anger.

Our car was coming along nicely now. The gearbox only needed new gears, shafts

and bearings and the propshaft needed new spiders and couplings, but the clutch was a bit of a problem. Apart from being rusted solid my friend never did like the Bugatti clutch, having driven other Grand Prix Bugattis, so we got a very skilled engineer friend of ours to design an adaptation using a modern Borg and Beck diaphragm clutch. We felt it would be alright as it was all covered by an aluminium shield, which we replaced as a matter of course, as the old aluminium looked a bit tatty.

While all this had been going on a specialist firm had made us a new petrol tank, as the original one was full of rust holes, and we intended to race on methanol, and you know how that stuff attacks old metal. This wonderful firm also made us new pipe fittings and a new filler cap. All sundry things like petrol pipes, oil pipes, wires, brake cables and so on all had to be replaced, as we were intending to race the car.

All that was needed now was new upholstery to replace the old rat-infested stuff, and to paint the body, and the job was virtually done, apart from a few more things like new tyres and tubes, new sparking plugs and so on.

By this time our scrap heap outside the workshop was beginning to look unseemly and we wished the Beetle fellow would call in again. Luckily my friend ran across him in the newsagents one Friday, both buying MOTOR SPORT, so he asked him if there were any other bits he would like, and to call in and help himself if anything was of any use.

When we wheeled our Bugatti out of the workshop to photograph it in the front drive it looked a picture; almost better than new and a wonderful sight, and to us the great thing was that she was all ready to run seriously, not just a tarted-up show piece. Fortunately we had taken photos of it when we first got it home, so the "before-and-after" pictures in the album look splendid and make the whole thing worthwhile.

Before racing the Bugatti we took it to a VSCC pub meeting as we thought members would like to see this fine old machine that hadn't seen the light of day since 1935. In the scrabble at the bar to get a drink we heard someone asking "What type of Bugatti have you got?" The man being asked replied "Well, at the moment it is all dismantled, and there are one or two bits missing, though nothing of great importance. It is a 1928 Type 35B that came from Portugal, but it needs a complete rebuild as practically everything is worn out. I don't know much about its history but the number on the rear cross-member ties in with factory records, showing that it was a 35B that was sold new to someone in Lisbon".

We looked round. It was our "Beetle man".

The moral must be "one man's scrap is another man's genuine pride and joy".  
Yours, DSJ.

Dear DSJ

It was with great interest that I read of the recent sale at auction of "The Ex 120" for a sum of some £60,000. Whilst the body and trim have been very well "replicated", the chassis, engine gearbox and running gear are, I believe, the same as I put together in 1973!

It is not "the Ex 120", that car does not exist; the MG racing shop broke the car up after its serious fire at Monthéry following Captain Eyston's successful attempt on the one hour record for 750cc cars. The actual engine was used in Ex 127 initially, as were some other bits of running gear. I know, because not only is it documented, Reg Johnson, the MG mechanic, told me at the opening of the Magic Midget public house in December 1974, an event which I attended with Ex 120 Replica.

I have been so concerned at the claims which have been made in recent years, that I documented the exact details of my replica in the latest MMM yearbook, thus history, I hope, cannot be perverted! It seems I was wrong to foster such a dream.

At best the new owner has a block, sump and crankshaft that came from the works racing department. The block, I was told by

Reg Johnson, was probably the one fitted to Ex 120 after it threw a rod at Brooklands. This was later fitted to Ex 127 to provide the early non crossflow engine, then being removed to make way for a new crossflow engine during 1931/32.

There are no chassis numbers on Ex 120 Replica, this was by agreement with the MMM Register. The car carries the Register number 1500 and on certain parts will be found stamped Ex 120. This does not denote that they came from the original car, you will find them on D, J, L and P types - it was a pattern numbering.

If the new owner would like to contact me, I will supply fullest details of the constituent parts I am aware of, subject to seeing the car and being aware of what changes have been made. Incidentally, I sold the old replica at auction in 1976 for £2,100 - how times change. The original replica body will shortly be seen again mounted on my 1931 Midget.

There is no doubt that the car in its present form is a well-built and presented vehicle with a meticulous attention to detail - it is not however, "The Ex 120".

**NIGEL MUSSELWHITE**  
Taunton, Somerset



# VETERAN TO CLASSIC VSCC Donington

## Mayman Reigns!

In "VSCC weather" the 1989 racing finale of that club, the Shuttleworth and Nuffield Trophies Meeting, was efficiently run off on September 23. With 143 entries, practice unfortunates like Margulies' Bolster Special sans ignition, Brewster's A7 with a broken con-rod, Thompson's Rapier with a faulty distributor, Bradford's Riley 9 with gearbox maladies, the clutch failure of Bronson's Riley, fuel-pump failure on MacPherson's Cooper-Bristol and engine problems for Davidson's MG and Porter's Connaught were easily covered.

Racing commenced with the Brooklands Society Trophy 5-lap scratch race, led all the way by Grist's Monza hybrid Alfa Romeo, appropriately, as it ran both at Brooklands and at Donington before the war. It was chased home by the 1½-litre Rileys of Warrington and Dunn. Heimann's 4.3 Alvis lasted but a lap, but recovered to race again. A similar scratch race followed, in which Jolley, driving the very effective Giron-Alvis with blown 3½-litre engine, like Grist, led all the way, leaving the rest far behind. Indeed, it was more than half a minute before Dunn's Riley took second place, ahead of Heimann - sometimes the maligned handicap races are more exciting than scratch processions...Howell appeared to be training for a future grass track meeting in his venerable blown 3-litre twin-cam Sunbeam, but fuel starvation out of the chicane was a more likely reason for using the grass verge.

The John Holland Memorial 10-lap scratch race saw yet another winner lead all the way, Horton's red 35B Bugatti finishing 5.1 seconds ahead of Caroline, his scarf flying in the wind, in the 1928 Morgan three-wheeler, with no-one else really in it. Stretton's Frazer Nash was third, its duel with Jon Giles in the AC/GN ending on lap 7, when the latter retired. Bugler's 4½-litre Lagonda, once a saloon, then took a 5-lap handicap from Leslie's A7, Morley's 4½-litre Lagonda, also formerly with closed bodywork, third. Wickham ran his daily use, all events 12/50 Alvis, Elliot-Pyle a Lea-Francis with rare twin-cam Vulcan engine, bored out from 2 to 2½ litres, and said to have had some

influence on Jaguar XK120 design. Cobb had a British Salmson engine in his Frazer Nash.

The 10-lap scratch race, for pre-war racing cars, produced the first win of the afternoon for Anthony Mayman, whose famous ERA R4D had survived a burst supercharger at Cadwell Park (nasty, as it is between the driver's legs!) and now a spot of gearbox bother in practice. It had no real opposition, lapping at 83.59 mph (a new record), only 2.13 mph slower than the best lap Mayman was to do later in the afternoon in his 1959 Lotus 16. The ERA led Hannen's notably reliable 6C Maserati over the line with an 11.1 seconds margin, Hannen getting the Nuffield Trophy. Lindsay's R5B ERA stopped after three laps for no apparent reason, Chapman's ERA GP2 failed to leave the start, and Ricketts' ERA R1B returned to the Paddock on a lorry. Jolley's Giron-Alvis was third, Jaye in the ex-Beadle all-independently sprung Alta fourth, and Harper's ERA fifth. Willie Green in Mann's ERA R9B was black-flagged for oil drips but allowed to resume. Marr had his rare 4½-litre V8 Maserati with Garrett blower out again but it sounded rougher as the race wore on.

After this, Fletcher-Jones' Lagonda Rapier took a 5-lap scratch race very easily from Barbet (Riley) and Hooper (A7),

before a field of ten contested the 12-lap Allcomers Race. This the irrepressible Mayman was able to win, in spite of a visit to the pit-lane on lap 5 to sort out a gear selection problem (not, as some thought, to make the race more exciting, as Willie Green once did with an equally dominant Maserati!). Behind the flying Lotus, the Hon. A. Rothschild and Chris Mayman had been equally matched in their P25 BRMs, until the latter began to go off song. Anthony Mayman, restarting, was able to dive between them to keep his lead, taking the flag by five seconds. Hannen's Maserati was again going well, in fourth place, holding off Morris' 250F Maserati, and Green was having a good race in the Indy Norm Olsen, which snaked out of the chicane, until he began to cut-out very early for Redgate corner. Lindsay's ERA again retired after three laps.

Having been given the winner's laurel wreath by Judy Collings, Mayman substituted ERA for Lotus and ran away with the 5-lap John Goddard scratch race by 15½ seconds, from the equally irrepressible Frank Lockhart in the venerable Rover Special, the Heimann Alvis third. This time a best lap at 79.44 mph sufficed to keep R4D in front. Two 5-lap handicaps remained, the first won by Stanley Mann in his Le Mans-like 1929 hybrid 4½-litre Bentley, from Bugler's Lagonda and Drevitt's 1½-litre Riley, the concluding race going to Grist, the Alfa Romeo's second win of the day, from the 1½ Rileys of Payne and Rides.

The MOTOR SPORT Brooklands Memorial Trophy had been keenly contested all season, but the absence from Donington of Boswell and the calamity that eliminated Thompson's Lagonda Rapier did not help these drivers' placings, although Boswell retained his third place. It would all have ended happily had not Ted Dunn stuffed his Riley into the bank in the last race and been flung out; he had been lapping at over 72 mph in earlier races. As Winifred Boddy, the Editor's wife, was presenting the Trophy and cheque to Anthony Mayman, who had a commanding lead with 126 points, Dunn was away having a damaged arm attended to; but he was second, with 82 points. A satisfactory result, because ERA R4D was a very prominent Brooklands car when driven by Raymond Mays and both the Dunn Riley and the Bequet Delage are Brooklands-type cars. Incidentally, next year the MOTOR SPORT prize money of £325 is to be increased to a first prize of £500 and others down to fourth place.



Anthony Mayman receives his well-earned MOTOR SPORT Brooklands Memorial Trophy.

### RESULTS

#### VSCC Donington Park, September 23

Shuttleworth & Nuffield Trophies Race	AJS Mayman (ERA R4D)	78.38 mph
Allcomers Race	AJS Mayman (Lotus 16)	79.88 mph
John Holland Trophy Race	JR Horton (Bugatti)	72.28 mph
Brooklands Society Trophy Race	P Grist (Alfa Romeo)	72.23 mph
John Goddard Trophy Race	AJS Mayman (ERA R4D)	74.67 mph
First 5-Lap Scratch Race	R Jolley (Giron-Alvis)	75.77 mph
Second 5-Lap Scratch Race	DF Fletcher-Jones (Lagonda)	64.89 mph
First 5-Lap Handicap Race	JC Bugler (Lagonda)	63.03 mph
Second 5-Lap Handicap Race	S Mann (Bentley)	62.50 mph
Third 5-Lap Handicap Race	P Grist (Alfa Romeo)	71.05 mph
Fastest Lap of the Day	AJS Mayman (Lotus)	85.72 mph

#### MOTOR SPORT Brooklands Memorial Trophy:

1. AJS Mayman (ERA) 126 points; 2. E Dunn (Riley) 82 points.



## Club News

Such is the success of the **MG Owners Club** championship that it is being extended into a three class championship next year with separate grids where needed.

Class A will be for classic MGs, ie those built at Abingdon up to but not including the MG Metro. Class B will be for MG Metros and MG Maestro 1600s and class C will be for MG Maestro and MG Montego 2-litres. No turbos will be allowed. It is expected that the classic class will have its own race and classes B and C will have theirs.

For further details, forms, rules etc. send a large SAE to the MGOC, 2-4 Station Road, Swavesey, Cambridge, CB4 5QZ. Tel. 0954 31125. Fax. 0954 32106.

Details of the popular **Haynes Classic Tour**, which will go from Longleat House to the Sparkford Motor Museum on May 6, 1990 are already available from Mrs Trevorrow on 0749 5347. The tour is for cars of 1945-1965 with 30 especially selected later ones.

Mike Walters, the ex-Lotus Service Training Manager, will be presenting a new seminar in the long running series of **Club Lotus Technical Education Workshops** entitled *Classic Lotus Restoration*. The location is the Hankstone Park Hotel, Weston-Under-Redcastle, Shrewsbury, Salop on Sunday, November 12.

The seminar is free for current **Club Lotus** members, but all owners or prospective owners of classic Lotus cars are welcome to attend at £5 for the whole day of £3 for a morning or afternoon.

This is an ideal opportunity for the prospective investor in a classic Lotus to gain important knowledge that will help with both purchasing and restoring a suitable car.

More information from the Club Lotus Press Officer on 0362 694459.

*Almost 100 Gilberts turned out for the Owners Club National Day at Syon Park showing the depth of affection for this rare marque.*



*The thundering Bentley-Napier just could not shake off the little three-wheeled Morgans during a race at the enjoyable Bentley Drivers' Club race meeting at Silverstone in September.*

In the **Citroën Car Club's** magazine, *Citroënian*, it has been reported that there has been a significant increase in the number of enquiries the club has received at various shows this year about 2CVs, Tractions and DSs. With the marque's increasing share of the UK market, it is felt that new AX and BX owners, bitten by the Citroën bug for the first time, are now wanting to find out about older models. Details of club membership from David C. Saville, 49 Mungo Park Way, Orpington, Kent BR5 4EE.

When the local council succeeded in preventing the use of Bruntingthorpe Proving Ground for all motor club activities, it was a great blow to the **Marcos Owners Club** which had to cancel its test day at very short notice. All those who had pre-booked should have received a circular as well as have been reimbursed. If not Colin Feyerabend at 62 Culverley Road, Catford, London S.E.6. should be contacted.

The Club is now searching for an alternative venue for 1990.

The continuing popularity of the **MCC Classic Trials** is shown by an entry of 132 motorcycles and over 140 cars for the recently concluded Edinburgh Trial. The **MCC Silverstone races** take place on October 28 and the 62nd 260 mile **Exeter Trial**, for which entries close on November 1, on January 5/6, 1990.

Entry forms from G. Margetts, 21 Madresfield Road, Malvern, Worcs. WR14 2AS.

The **Singer Owners Club** will be present at the Bolney Stage on the A23 just south of Crawley for the annual London to Brighton Veteran Car Run on Sunday November 5. Last year there were 25 Singers paraded on the lawn outside the pub and many more members arrived during the day. For details contact John Grey on 0420 23175.

The **Register of Unusual Micro-Cars** covers any three- or four-wheeled road vehicles with an engine size of 750cc or under, or small electric road vehicles manufactured after 1947 - most particularly those makes not at present catered for by any other club or register, although no make is excluded.

An effort is now being made to collect as much information as possible on all micro-cars as well as keep abreast of any new models or prototypes being made today. Edwin and Jean Hammond would be pleased to receive original sales literature, manuals, magazine articles and contemporary photographs at School House Farm, Hawkenbury, near Staplehurst, Kent TN12 0EB. Tel. 0580 891377.

Stuart Eddy of the **Gilbert Owners Club** is establishing an archive for the club. Any original photographs, sales catalogues, handbooks etc. should be sent to him at 40 Stoddens Road, Burnham-on-sea, Somerset TA8 2DA.



## VETERAN TO CLASSIC

Having their twisty sprint at Curborough and a straight speed-trial at Colerne, three years ago the VSCC decided to follow tradition and hold a *seaside* speed-trial. It went to Weston-Super-Mare, where sand-racing had been run over a mile course in 1913, followed by a 1/2-mile speed-trial over a combined road and Promenade course after the war. It wasn't until 40 years ago that two cars were permitted to race together, but safety dictates only one at a time over the present, slightly curving 1/2-kilometre course.

It was 40 years ago, too, that I survived a very fast tow in the Butterworth AJB behind a 4 1/2-litre Bentley, which threw a rod from its V8 Steyr engine but still made best unblown time as Archie Butterworth coasted to the finish. That was the year, too, when *Motor's* Editor arrived from Wales by paddle-steamer; times change and although I came from Wales in the Sierra XR 4x4 this year, it was *via* the Severn Bridge...

This time (October 8) Mayman was less fortunate than Butterworth had been in 1949, for while R4D was being warmed-up, the Zoller supercharger broke internally and the black ERA was put back into its Citroën-towed trailer without a run. Bruce Spollon, who is the next VSCC President to be, had had trouble with his ERA in the IoM, so had brought only his Alfa Romeo. This left FTD wide open. It went justifiably to Rod Jolley in the Giron-Alvis, in

## VSCC's SEASIDE SPEED



Jolley's s/c 3 1/2-litre 1932/37 Giron-Alvis.

15.54 seconds.

D. Taylor's Aston Martin took Class 1 (20.05 sec.), Champion's Meadows Frazer Nash second and fastest vintage car. In Class 2, P. Jackson (328 BMW) beat Matthews' Delahaye with a run in 18.55 sec., with best vintage time by Goldsmith in the Collings' 4 1/2 Bentley. Mrs. Ricketts did well to van-

quish Rides' Riley, her well-booted 1 1/2-litre Riley Special, clocking 18.72 sec., and McGrath must have been well pleased when his A7 was best vintage, quicker than the Riley-Amilcar and a FWD Alvis, in Class 3. Class 4 went to Felton's Monza Alfa Romeo, which was too much for the Bentley-Royce in spite of its tyre-smoking take-off. Time, 15.92 sec., best of the sports cars.

The racing cars in Class 5 were dominated by Bishop's low-hung A7 (19.65 sec.) and in Class 6, Sayers' well-known blown 1 1/2-litre Riley (16.67 sec.) was too much for Venables' blown Magna-based slab-tank MG. It was left to the lone 3-wheeler, Shotton's 1929 Morgan, to show the way to the glistening (as always!), 200 Mile Race Alvis. All were pre-1941 racing cars apart from the Djinn, so Classes 7 and 8 were combined, Jolley's Alvis making a fine job of FTD, from Lord Raglan's T51 Bugatti, Wills' 1924 2-litre GP Bugatti on b.e. tyres was faster than Ghosh in the TT Vauxhall, of the sparse vintage entry. Finally, on this perfect October day, VSCC President Collings, who had opened the course with the Mayor and his lady in Dowell's smart 1922 24/60 hp Sunbeam landaulette, set an Edwardian time of 29.52 sec. in the Züst, beating the 32.47 sec. of a Model-T Ford Speedster. Of the few real specials, the All'cox nearly stopped but the exciting GN/Ariel was in better form and Brewster was in his single-seat A7 Chummy. **WB**

## VSCC's Jubilee Welsh Trial

The VSCC does things wholeheartedly. So when Jubilee year of its Welsh Rally came about, it celebrated in some style. Instead of the customary two days' trial in the Welsh wilds, it reintroduced a 200-mile road-section on Saturday October 14th, with the option of the Sunday trial as before, or a quite difficult 66-mile rally at 22 mph.

Not only that, but with the appreciated low-key help of Southby's, a grand party was held at the traditional Radnorshire Arms in Presteigne, addressed by President Roger Collings with his inimitable proficiency and replied to by the owner of Pilleth, where he generously allows the Club to have the final trials sections and provides an enormous free car park. It was splendid that not only did 80 year old Sam Clutton drive Blakeney Edwards' Frazer Nash in the trial, but he also assisted in changing its gasket the night before. It was fine, too, that one of the cars which ran in 1939, the 1908 9.1-litre chain-drive Daimler of Nigel Bradshaw, turned out again, driven by its owner Ryder-Richardson and N E J Bradshaw; what is more, it successfully completed the rally route. This had to be done from control to control, whereas in

1939 it was possible to send those useful telegrams to the rally HQ. Two other cars from the 1939 rally were entered, the 1911 Fafnir driven then by Sam's father, Col. Clutton, and the Renault "Agatha". Alas, the former expired after 20 miles and the latter had chewed up some of its new gears, so non-started.

At 8.30 am on the Sunday most crews were weary-eyed from the party that had ended the same day; Max Hill had shown films and we hear that Di Threlfall and Ryder-Richardson, dancing the Charleston to the Eureka Bank, made quite a contribution... Trial entries numbered 81, with 69 for the rally. In VSCC tradition, 22 were 30/98s. Presteigne was choc-a-bloc with vintage cars, a "new" one being Barry Clarke's replica of the A7-engined sports two-seater which H R Godfrey and his partner Proctor built in 1928, with GN front suspension.

It can be invidious for one person to report an event with many hills, because what a driver does on one section may differ from his performances on others. Let me just say that on the short, sharp railway incline, failures I saw included Hill in the

Crouch-Helix, which wouldn't leave the start, Hewson's MG Midget, at the top, Bendall's 30/98 which disliked the muddy start, and Peppercorn's top-hat A7 and Cobb's hoodless A7 Chummy, both of whom got to the gate. Low's fabric two-seater A7 went up fast, Bentall's Lea-Francis two-seater indulged in much wheelspin, Holt's Ford saloon had no trouble, Jane Tomlinson, passenger in the back of her top-hat A7, was very proficient, the Proctor-GN was slow but sure, Winder's Humber just made it, revving hard, but Hescroff's very smart AC cried nbg. Wheeler's Morris fair raced up, Clutton crawled.

Going on to Pilleth, hill-ten, the long grassy ascent, defeated Spollon's 30/98 and the Helix etc. The indomitable Harry Spence had a bad moment when, going fast, the Lea-Francis cut out momentarily and nearly stopped. Unified bouncing helped Rankin's 30/98 to a "clean", Roach's A7 GE Cup-Model was excellent, but Adnams' A7 Chummy, hood up, went quickly then failed near the end. A very enjoyable Threlfall-edited Bulletin-size book of memories of the "Welsh" should still be available from the VSCC office for £1.25 post-free. **WB**

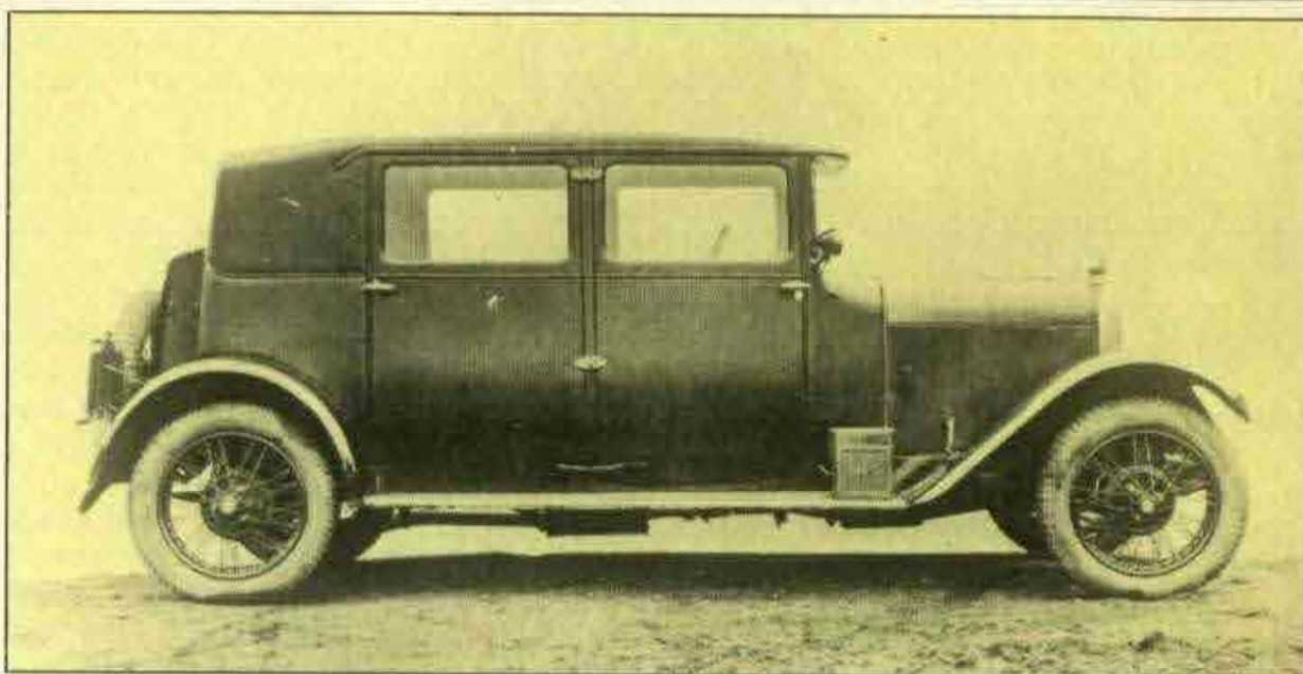


## VETERAN TO CLASSIC

The Rhode was a popular car in its day, with its fair share of modest competition achievements. It was built by William Frederick Mead who had worked for Dr. Lanchester before starting his own business. F W Mead was the youngest son in a family of seven. They lived in Ladypool Road, Sparkbrook, the father a master-builder and a craftsman in wood; his three foot high model of a mahogany spiral staircase with no central support was shown in Hall Green Technical College.

Going into partnership with Tom Deakin, an accountant who was not adverse to manual work, F W Mead made the well known Canoelet sidecars before the First World War, starting in the family workshop. The two men had toyed with the idea of making cars and around 1905 had built a 6 hp shaft-drive prototype with water-cooled Fafnir engine. It was sold to a doctor. A four-cylinder light-car was then designed, by which time Mead had married and gone to live at Bidford-on-Avon. A drawing office was installed in the attic of the house and the Rhode was later put on paper. The first 10hp car, called the Medea, was used by the family up to 1921, when they moved to Solihull. That Medea small car, built in the Canoelet works, was a refined little car with a 1244cc Chapuis-Dornier engine and full cantilever springing front and back. It was running well by early 1915 but the war killed production ambitions.

Mead and Deakin then opened a new factory in Blytheswood Road, close to the GWR railway line at Tyseley, with "Home of the Remarkable Rhode" painted in large letters on the wall; it still exists. Mead had an affinity for wood and it is believed that the prototype Rhode had wooden side members. Production chassis were more conventional, using a Z-section steel chassis frame, cross-braced at four points, with 1/4-elliptic springs. All components except the gearbox and electrics of the Rhode were made in-house, and later even the gearboxes were made in the factory. The four-cylinder 62 x 90mm, 1086cc, engine had an overhead camshaft driven by a vertical shaft and bevels from the front of the crankshaft. The large



By the time of the General Strike, the Rhode factory was turning out up to 50 cars a week. One of the last models to be made was the angular Hawk saloon.

## FORGOTTEN MAKES. No 87: The Rhode

valves were actuated by rockers which pivoted in pedestals screwed into the cylinder head, on cotter pins retained by split-pins. (On the Rhode I bought for a few pounds in 1938 the split-pins had been replaced by bent nails and when these broke or fell out a rocker would flail harmlessly about inside the cam-cover, causing a long delay before it was cool enough to replace.)

The magneto and dynamo formed a vee at the top of the camshaft drive shaft, being driven by the bevel gear, both being extremely accessible. An unusual feature of the engine was that an oil pump was dispensed with. Instead, the flywheel picked up oil from the sump and fed it to a gallery into which the big-end scoops dipped and also up a hollow shaft to the oh-valve gear, oil dripping onto the rockers from a brass tube through holes restricted by split-pins, surplus oil draining back to the sump *via* ducts. (This simple system gave no trouble on my neglected and well used Rhode). The cast-iron pistons had two rings each.

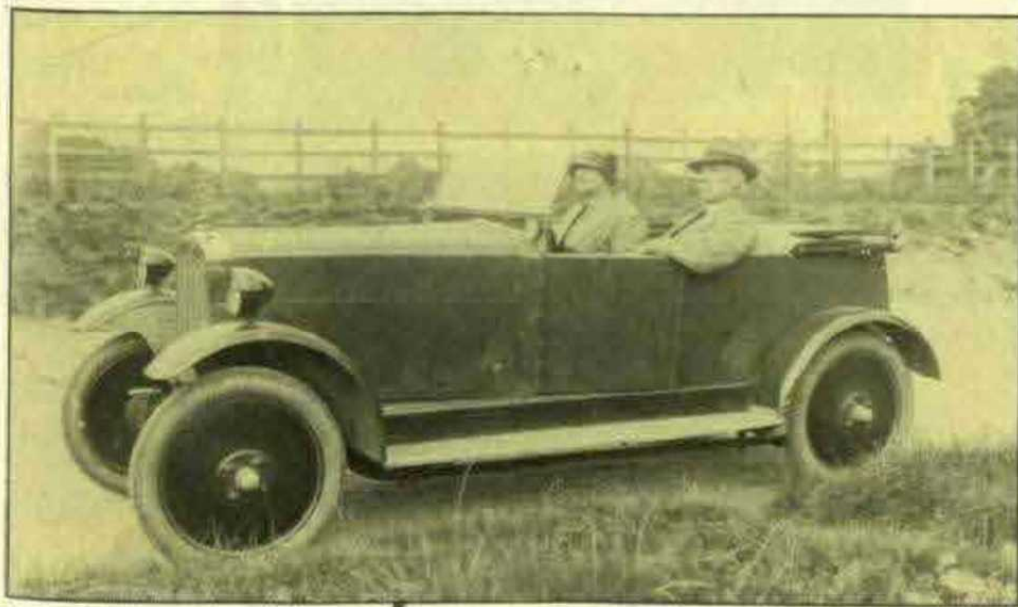
The crankshaft ran in two bearings, the Cox Atmos carburettor was on the o/s, and there was no water pump or fan. In unit with

this 9.5hp engine was a single-plate clutch and Wrigley "Hall Mark" gearbox driven by a short shaft and controlled by a central lever. The ratios were 13.6, 7.3 and 4.2 to 1, with a 17.6 reverse, and a solid back axle was used. Braking was by a hand-applied transmission brake and a single drum, for the foot-brake, on the back axle. A simple steering box gave three turns, lock-to-lock, and worked a transverse drag-link. The lines of the Rhode Occasional-Four were quite pleasing, with the bonnet extending back to the single pane windscreen, although no curved panelwork was involved. The hood covered all the seats and the spare wheel lived horizontally in a tray at the back.

The first car, XH 3247, was ready by 1921. The price was fixed at £275, very good value considering that the performance was lively, although the 19hp engine and the back axle were noisy. Ignore this, and 32 mph in second gear and a top speed of 52 mph were possible.

Mr. Mead set about achieving good publicity for his little car. Finance had come from builder's merchant Harry Mould, who was married to one of Mead's sisters, another sister acting as Mould's secretary. Another brother-in-law, H B Denley, was appointed Competition Manager and a big programme of participation in trials and other events was instituted. Mebes & Mebes of Great Portland Street, W1 ("The street of cars") were appointed sole agents for London and the south of England, C J Mebes becoming one of the trials drivers.

At the 1921 London Motor Show the Rhode Company had a stand at the White City. The engine was later enlarged to



The Rhode was a typical light-car of the 1920s.



## Forgotten Makes: No. 87

1232cc and by 1924 a 90 mph sports model was added to the range, with high-lift camshaft, lightened con-rods, polished ports and a fine outside copper exhaust pipe. With the new Rhode-manufactured four-speed gearbox, FWB, and wire wheels it cost £345, compared to £495 asked for the side-valve sports Riley. The least expensive Rhode was the standard four-seater at £198 (starter £10 extra) but the deluxe Norwood tourer cost £275. At Brooklands in 1926 B H Norris' black Rhode lapped at 76.03 mph and Rhodes were prominent in trials, the drivers including B Alan Hill, H B Denley, Moss Blundell (whose trials engine was supposed to be in my car), H Cooper, Woodward, Breese, Farrar-Hockley, Hemmingway, etc.

In the 1922 Scottish Six Days Trials Hill was among those who took top scores, and he got a "gold" in the 1924 Scottish event, as he did with a 9.5hp Occasional-Four in the

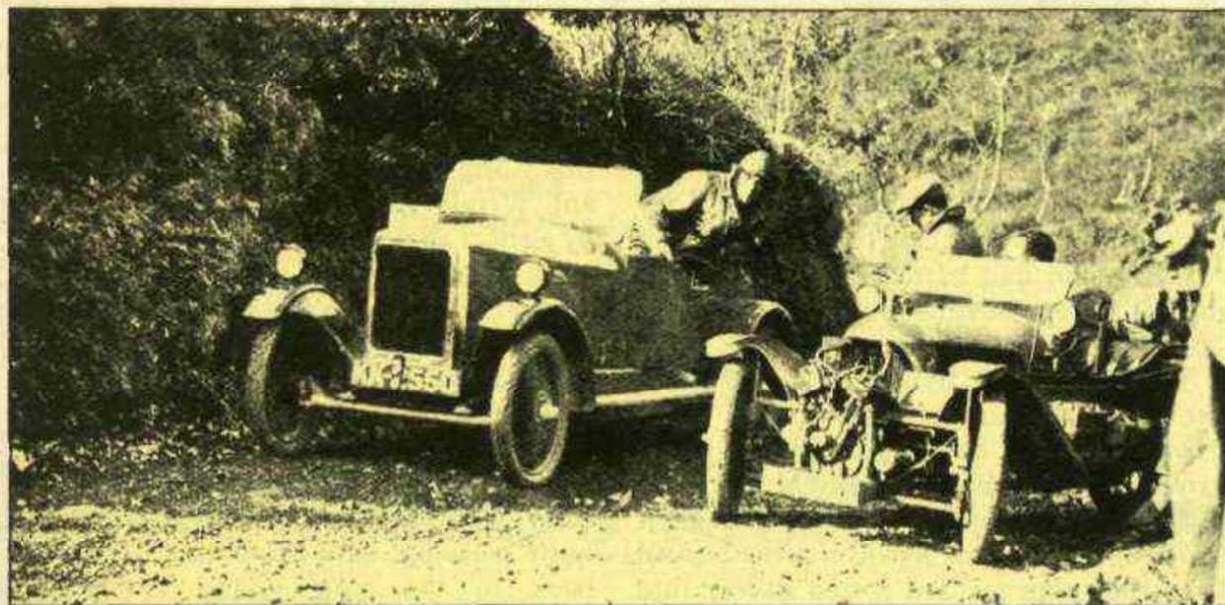
tough RAC Welsh Six Days Trial that year, Gray also taking a "gold" with his larger-engined Rhode; this in spite of the tubular front axles sagging, so that the name "Tishy", after a knock-kneed Derby horse, was inscribed in mud on the sides of the Rhodes by fellow competitors.

Simple as it may have been the Rhode was no mean performer. At Brooklands, in the test which concluded the aforesaid Welsh marathon, Gray did 54.05 mph over the flying start mile, having averaged 39.4 mpg of petrol and needed only three pints of oil for the tough 1,000 miles. Rhode advertised that normal petrol thirst should be 40 to 50 mpg, oil about 800 mpg and that the Michelin tyres should last at least 5000 miles. The makers liked to emphasize that there were just enough Rhodes on the road to indicate their popularity but never enough to make them common...

For 1926 changes were made. Half ellip-

tic front and cantilever back springs were adopted, the camshaft gave improved timing, the valve rockers were altered and had larger phosphor-bronze bushes, the cam-cover was now rectangular instead of semi-circular and slipper-type aluminium pistons were used, along with other improvements. The new model supplemented the older ones and was known as the 11/30. The saloon was rather angular but the 11/38hp sports tourer, with vee-screen and vee-dashboard, was on a par with Alvis and Lea-Francis in looks. The new chassis cost £235, against £400 for the 12/50 Alvis chassis. The Rhode factory was turning out perhaps 50 cars a week, with some 300 workers. There were separate departments for body framing, woodwork, painting and assembly, and there was a well equipped machine shop with power provided by two gas engines. The assembly line was about 18" off the floor and about two thirds the shop width. Other departments looked after case hardening, building the chassis frames etc. Mr. W Mead thought the prices charged by pattern-makers too high and he would work in the evenings at a bench in a corner of the body shop, making his own patterns. Between 1921 and 1928 the output was put at 5000 cars.

The Rhode concern was not a limited company and the General Strike of 1926 was a mortal blow. There were attempts to reduce costs by using push-rod valve gear, but the oh-camshaft was soon reverted to. Less sporting models were soon being introduced and after McKenzie, who had previously built his own light-cars in an ex-WWI munitions factory at Hall Green, which had been closed for many years, joined with Denley, production was

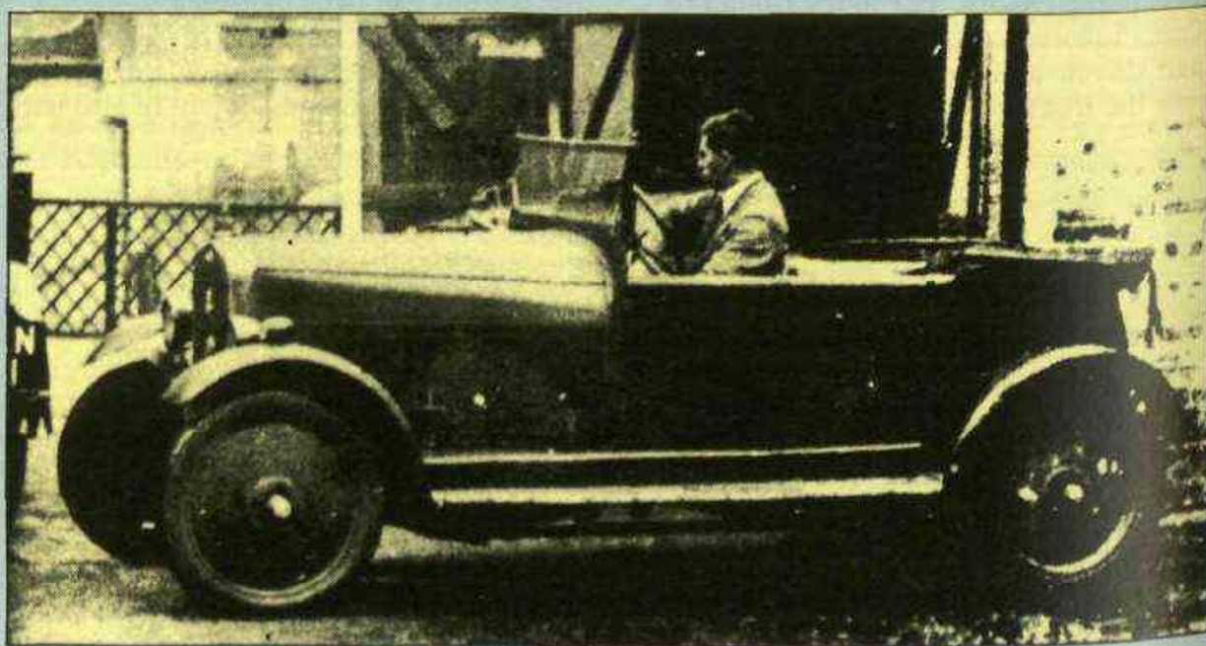


A Rhode seen taking part in a 1924 trial in which these cars did rather well.

Memories of my Rhode embrace endless punctures of its perished inner tubes on the first run home, vulcanised in those pre-war days for a few bob as we progressed from garage to garage, and having to abandon it *en route* to Prescott for the same reason, until I returned with difficulty some days later, by tube and train, with a couple of AC wheels shod with decent tyres. I used to drive to the MOTOR SPORT offices *sans* starting-handle or starter, relying on the goodwill of passers-by for a push-start, and was once told by the point-duty policeman at the Bank to switch off before the exhaust smoke gassed him - but when I yelled that if I did this I wouldn't be able to restart, he immediately waved me on. Imagine any of this, today! I used this clapped-out Rhode for runs to a Southend rally, Prescott, Brooklands, Box Hill etc. The only fright it gave me was when one Saturday I took a girl to Brooklands, with the prospect of seeing some flying and things like that. I left her in the car facing that long drop down into the

finishing straight, at the top of the Members' Hill. The handbrake ratchet was broken and while I was away for a moment the car rolled forward, knocking one of the

wooden railings onto the track far below - I very nearly ended up with a dead bird... For me, at least, the Rhode is scarcely a "forgotten make!"



The editor and his 1922 Rhode photographed the year before the war.







## VETERAN TO CLASSIC



With central Europe in turmoil following Nazi Germany's aggrandisement plans, the Fuehrer and his henchman, Goering, pore over a Mercedes at the 1938 Berlin Motor Show.

All this interest in the papers and on TV about Britain's entry into the war fifty years ago gives us an excuse for recalling a little of what motoring was like in 1939. What we were doing then cannot be more boring than pictures of people filling sandbags, trying on gas-masks or sprinting towards air raid shelters.

There had been a hint of impending disaster when the German drivers vanished just before the 1938 Donington Grand Prix. Then Neville Chamberlain returned to Heston in the Lockheed Electra and waved his historic piece of paper. Peace seemed to be assured and the Grand Prix took place, Nuvolari winning for Auto Union. For a time motoring continued as before. Petrol cost 1/6d a gallon, cars were taxed at 15/- (75p) per RAC hp, and you could run an Austin 7 for less than £1 a week. Lots of really ancient vehicles were there, to be hunted out and bought for a few pounds, such as the Ford-T taxi we found at Heath and Reach and towed away behind a 22 hp Ford V8.

I was out and about in 1939 in A7, Ford 8 and 10, and a friend's Riley Gamecock, reporting for MOTOR SPORT. There was a snowy test of Peter Clark's special 3-litre

Bentley, a flip round Brooklands in Lt. Torin's 3-litre GP Maserati, long runs in RE Richards' Rover Ten Special, an exhilarating ride in Anthony Heal's Indianapolis Ballot, a drive in a class-winning Le Mans HRG, and sampling a borrowed 12/50 Alvis etc. I also had the interesting experience of riding beside Sydney Allard at sportscar record speed in the rain up Prescott, and of being flung from the same Allard at Horndean the next day, when he crashed after making FTD.

At the very last Brooklands Meeting the concluding race was won by AL Baker's 5.4-litre Graham-Paige, after band leader Billy Cotton had won the last Mountain Handicap in his 1½-litre ERA. The atmosphere was not so tense as at the similar meeting on August 3, 1914, when all that afternoon troop trains rumbled along the embankment above the railway straight, newsboys shouted of mobilisation, petrol was in short supply, the aeroplane races were cancelled, many drivers rushed away afterwards to join their regiments etc, and LG Nicolson won the final race "for the duration" in his Hispano Suiza.

Things were more intense at Crystal Palace in 1939, when only eight days

## War Year

before war broke out Bert Hadley won the Imperial Trophy Race in the little green twin-cam Austin. On the following Thursday I went with two friends in a Ruby A7 for a holiday in North Wales, reassured by CG Grey's statement in *The Aeroplanes* that there would be no war in Europe in the foreseeable future! As we went on our holiday way, BBC news bulletins told of trial evacuations of children from Britain's towns and cities. On the Friday, the A7 got up Bwelch-y-Groes successfully but at Lake Vyrnwy a policeman in a Morris Ten stopped us to say war was imminent. I had no living relatives, but the others had. So it was about turn! At Chipping Norton we were told not to use our headlamps; further on an ARP Warden gave us paper to wrap round the feeble sidelamps. The blackout had begun, but not the bombs! It was a foretaste of compulsory headlamp masks, and Pool petrol of which even rationed supplies, at first sufficient for some 200 miles a month, ceased by July 1942. Closer to London,



# VETERAN TO CLASSIC

most drivers were hurrying, an RAF Officer's Opel jumping the traffic lights. In the unaccustomed darkness, alarming flashes appeared — from the trams!

On the Sunday morning the Prime Minister announced that Britain was at war with Germany. Ten minutes later the sirens sounded. As some people ran to the public air raid shelters, we drove in the A7 round Parliament Square, wondering what we would see. Nothing happened! "We must volunteer for duty," we said. But the nearest Town Hall was unmanned and disinterested... Even as this was happening, in faraway Yugoslavia Nuvolari was winning the Belgrade GP in an Auto Union. On the Monday, from force of habit, I went down to Brooklands, as I continued to do until access was denied to us.

Hoping for a job more exciting than Army foot-slogging, I applied to Woolwich for an interview. The young interviewing officer's blown Alfa Romeo was parked in the forecourt. When he discovered I wrote for MOTOR SPORT he talked more of cars than of enrolment! So, to fill in time, I volunteered to drive ARP ambulances, at first Austin 12s and 18s and Morris 12s, later American chassis fitted

with crude box-bodies. If you drove the latter fast enough, it was possible, due to the supple springing and smell of fresh paint, to turn the volunteer girl "casualties" into real casualties! I was also entrusted with a vintage Sunbeam 16 saloon, as the other drivers objected to its "crash" gearbox, and admonished for driving too quickly on training exercises — as a wartime emergency vehicle driver! With envy did I look upon an open 8-litre Bentley with a hastily improvised OHMS notice in a VAD car park, and at the tin-hatted crew of a 38/250 hp Mercedes-Benz... Once again, well-known racing drivers had been quick to join the Forces. Later on I got myself a war job at the RAE at Farnborough, where I met DSJ. But that is another story...

It was around this time that a talk with MOTOR SPORT's proprietor settled the immediate fate of the paper. It went something like this:-

Prop.: "Well, it's goodbye then. See you after it's all over perhaps?"

Me: "Can't we keep it going?"

Prop.: "How would we fill it? The last war lasted five years. This one might go on for ten."

Me: "With motoring history. There's

enough to keep going for a long time."

It was agreed to produce an emergency eight-page October issue and to resume normal production afterwards. That, briefly, is how MOTOR SPORT ran throughout the war, never missing an issue, with the help of the staff in the City who did the proof-reading and make-up, after I had written furiously and edited in what spare time I had after joining the Air Ministry. For the remainder of the conflict, we received splendid contributions from those serving all over the world in ships at sea, in army camps and in the RAF, their enthusiasm all the greater because peacetime motoring was denied them. As time went on, we were able to report club meetings and include technical articles, and even brief road tests of new cars such as the Mk.V Bentley, V12 Lagonda, Georges-Irat etc. The back issues I needed for reference were brought safely out of London at the height of an air raid, in what I hoped was a shrapnel-proof tin box, on the back seat of a Gwynne 8, purchased for the proverbial "fiver". The MOTOR SPORT offices, too, narrowly escaped the worst of the blitz. That was motoring under war-time conditions, fifty years ago. **WB**

It seems that Lickey Grange, Bromsgrove, home of Lord Austin and where the Austin 7 was designed, is lost to the nation, following explanatory letters we have received from the Department of the Environment and Sir Hal Miller, MP, to whom we wrote. The D of E says "Lickey Grange is simply not sufficiently special to warrant inclusion in the statutory list". Thus does Britain disregard, and destroy, its historic heirlooms...

We are sad to hear, from Richard Odell, that Don Wood has died, aged 78. He was involved with Horace Grace in work on the prototype Riley 1500 at Abingdon and his hobby was running his vintage cars, a 1923 side-valve Riley coupe, and the Riley Sandracer later passed to Odell, in VSCC events in the 1950s and '60s. He took part in our "Boxing Night Exeters" and passengered Odell on last year's VSCC Welsh Trial.

After 20 years, the MGCC will be moving its headquarters back to Abingdon-on-Thames in 1990, its Diamond Jubilee year, fund-raising having realised nearly £175,000 towards an office block just outside the old MG factory perimeter, on the very road along which all new MGs left the works up to 1950. The Club will be delighted to return to Abingdon, although a further £75,000 is needed to restore and equip the new office building.

David Sewell has put much hard work into compiling a new British Bugatti Register. It lists three eight-valve cars, one Garros Bugatti, 53 sixteen-valve Brescias, eight T30s, 58 T35/39s, 28 T37s, two T38s, 25 T40s, 19 T43s, 22 T44s, 12 T46s, 11 T49s, four T50s, 18 T51s, two T54s, three T55s, 43 T57/57Ss, six T59s, two T73s and a few lone types. Data on history, present owners, and bodywork, colour and registration numbers where known are given, with a list of cars that have gone overseas. Brief specifications are also included. Sewell has been careful to distinguish Bugattis with a continuous history from those being built on replica chassis, etc; it is sad to note that no fewer than 111 of the Bugattis listed have no continuous history, which shows how far the fake movement is spreading. BOC Prescott have copies for sales.

Bruce Dowell has got out a 334-page photocopy register of all known Sunbeam cars from 1899 to 1935, with estimated production runs of the different models, which also constitutes a list of Sunbeam-owning members of the STD Register. Copies are available for £11.00 post free, from Fairview, Charlton Adam, Somerset TA11 7AS.

The VMCC is raffling an unrestored 2½hp Raleigh motorcycle to aid its funds. Its official journal is now edited by Dr D G Styles.

Skoda has been recalling in its GB house magazine some of its history and features the Skoda Popular of 1933 to 1945 and the later Tudor models, also sporting successes dating back to Alpine Trial achievements by Laurin et Klement cars, forerunners of the Skoda. Successes in the Monte Carlo Rallies of the 1960s are also remembered, together with more recent ones in the RAC Rally, in which the first factory-prepared 1100MB driven by Mike Hindle won its class in 1969, since when this has become something of a habit!

To commemorate the centenary of the FTA, *Freight* produced a special issue last August, with articles on early steam waggons and petrol-engined commercial vehicles, etc., and with a fine front cover depicting London when horse-drawn carts mingled with solid-tyred omnibuses displaying advertisements for Pears Soap, Maples and Schweppes Ginger Ale, etc.

The Darracq which was used in the Rank film *Genevieve* (1954), has been sold in Australia for a remarkable £290,000. In fact, the car is an early Edwardian (1905) and not eligible for the RAC Brighton Run, although its co-star, a Hotchkiss, dated as 1904 was a "Brighton" car. In the film the "veterans" had a race from Brighton to London, so a bogus Brighton run; perhaps there is little need to grieve for a car which has been down-under for 30 years and is destined apparently for a Museum. **WB**



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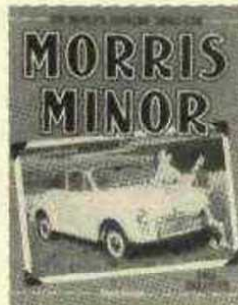
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## Conquest of Formula 1

by Christopher Hilton. 154pp. 10" x 7 1/2".  
Patrick Stephens Ltd., Denington Estate, Wel-  
lingborough, Northants, NN8 2RQ. £16.95

This book, according to its subtitle, is the inside story of the men who took Honda to victory, told by the *Daily Express* sports feature writer who is Mansell's biographer. The coverage runs from the appointment of Ronnie Buckman as test driver of Honda's racing cars in 1964 to Senna's almost complete domination of F1 by 1988. Senna himself provides the Foreword. It is a readable book, but one directed at lay-readers and written with the journalistic approach.

For instance, simple explanations are given of items any schoolboy follower of GP racing already knows and "the complete description of Honda's 1988 turbo F1 engine" on page 252, which the author says was "Inevitably largely unintelligible to any except trained engineers," might defeat Auntie, but will not worry those schoolboys... This is not to say the book isn't thoroughly readable - it is - and it includes interviews with many Honda-orientated engineers and drivers, the latter including Brabham, Mansell, Prost, Piquet, Senna, Surtees, Ginther, Rosberg, Nakajima and many others.

But the book doesn't give the answers to what has made Honda the dominant force in modern Formula One. But then, you wouldn't expect it to, would you? **WB**

## The World Atlas of Motor Racing

by Joe Saward. 224pp. 11" x 9". Hamlyn,  
Michelin House, 81 Fulham Road, London,  
SW3 6RD. £14.95.

Although not comprehensive, this attractively produced guide contains descriptions of over 200 racing circuits worldwide and of these approximately 70 are covered extensively. For each of the major circuits, the author has written about a page of text often describing the venue from a driver's viewpoint as well as providing an historical sketch of the course, epic races, incidents, and, sadly too often, places where drivers lost their lives. The illustrations are of high quality: almost a hundred colour photographs are included in addition to excellent pen-and-ink drawings or outline diagrams depicting various circuits: together, they provide the reader with a panoramic and vivid picture of racing around the world.

Circuits currently in use receive greater emphasis, even if, as with some street courses, their existence appears ephemeral. Regrettably some historically significant circuits, like Brooklands, get only slight coverage (a couple of sentences) whilst newer venues, Birmingham, for example, are allotted two full pages or more. **DDH**

## Jensen

by Keith Anderson. 200pp. 9 1/4" x 6 1/4". G T  
Foulis & Co. Ltd., Sparkford, Yeovil, Somers-  
et BA22 7JF. £15.95

The Jensen stemmed from the Jensen brothers' special bodied A7, progressing via their coachwork for popular pre-war chassis such as Morris 8, Singer, Standard and Wolseley Hornet, not forgetting Clark Gable's Jensen-bodied Ford V8s.

Keith Anderson, who is editor of the Jensen Owners Club magazine and has worked on Jensens for the restorers Cropredy Bridge Garage, has put the complete history of this individual make, which became a notable car in luxury circles and also a significant high performance product in later years, pioneering 4WD, into this new book.

The commercial vehicles and contract work for other car-makers are not neglected, the 541, C-V8, and Interceptor and FF have chapters to themselves, as has the Jensen-Healey and the illustrations, some in colour, are excellent. Another one-make slot filled! **WB**

Another booklet in the Shire Publications' "Shire Album" £1.75 series is **The Scottish Motor Industry** by Michael Worthington-Williams. In spite of the modest price it contains a comprehensive survey of the subject, with 46 pictures, which is value indeed. Apart from the expected Scottish makes, the author lists another 66 such manufacturers. Recommended! **WB**

Ian Bamsey has done another very technical book about modern racing cars and their engines. This one, from Foulis/Haynes of Yeovil, and priced at £24.95, is **Porsche Turbo Racing Cars**. It deals with those Porsches raced in Can-Am events, the Le Mans-dominating Porsches, the F1 engines used successfully by McLaren, and the Indy racing cars, up to the turbo-racers of the 1980s. There is a chapter by Richard Lloyd about racing a Group C car as a private owner. There are all the expected good pictures in colour and many double page spreads of cars, engines, cockpits and action shots - which means illustrations of 12" to 16" - enough to turn on even the least demonstrative of Porsche followers. But it is for its technical data that this 159 page book really excels. **WB**

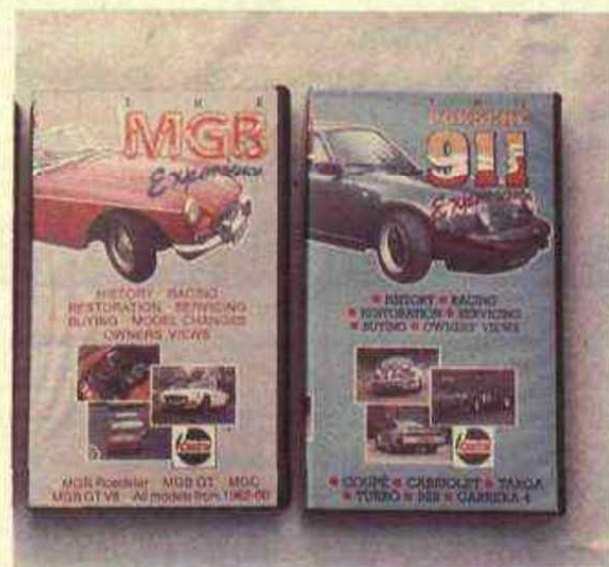
The new headmaster of Stowe School has issued a brochure which informs us that among his hobbies is driving his 1924 Red Label Bentley. In this he follows a former Stowe English master and famous author, T H White, who also drove a vintage Bentley.

We have commented more than once on the cars which figure in the poems of John Betjeman, but it may be less widely known that cars also feature in the lyrics of playwright Noël Coward - such as Isotta Fraschini, and the Bugatti, Rolls-Royce, Daimler, Lagonda, Humber Snipe, Austin Healey 3000, Chevrolet and Bentley, seen from a pre-war Seven on the Kingston by-pass. But one wonders why Coward included a Frazer Nash *Town Saloon* although, to his credit, he omitted the hyphen...! **WB**

## VIDEO VIEW

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As the owner of an MGB about to undertake a restoration to bring it into race trim, I found the *MGB Experience* particularly useful, but so was the *Porsche 911 Experience*, even though I am one of those who stand and gawp rather than have the means to acquire.

There are more releases in the pipeline including the *E-type Jaguar Experience* and *Racing MGBs*. Available from PP Video Productions, the Storehouse, Little Hereford Street, Bromyard, Herefordshire HR7 4DE, they provide a good hour's entertainment at £14.95 which you can sit through time and again. **WPK**



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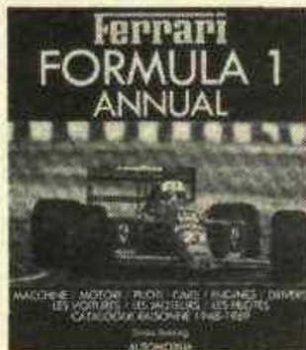
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## Speaking Up For Spectators

Sir,  
I am part of a motor racing team that goes round many circuits, but on this occasion I wish to ask for your support on behalf of the paying spectators, whom I feel get a very unfair deal from the circuits to which they pay a lot of money to attend.

On the boat on my return from Spa, I met five intelligent 25-30 year old enthusiasts who asked me if I could tell them who had won the Formula 3000 race. They also asked me who had won the World Sports-Prototype Championship Race. They thought it was Baldi but they had no idea who came 2nd, 3rd, 4th and 5th.

A radio commentary is useless if you do not understand the language and position boards are nowhere near universal. Of the circuits I have attended this year, for instance, I can report the following: Dijon — no place indicator boards; Le Mans — inadequate place indicator boards. There is a commentary in English, but what about the Germans, Italians, Spanish and other nationalities; Jarama — no position indicator boards; Brands Hatch — excellent indicator boards, but they could do with some updating and more of them where the circuit itself allows people to stand; Donington — no circuit indicator board but a flashing light situated along the pit straight, which very few people can see anyway, giving the first six positions; and Spa — no circuit indicator boards.

If we just take the two forms of racing, sportscars and Grands Prix, how much more interesting a race would be for a person if they knew that Prost had had a pit stop, dropped four places and now had to climb back. Imagine then the difficulty when there are two or three pit stops in a sportscar race. People just lose the positions and the race becomes meaningless.

The very minimum necessary are indicator boards. FISA and FOCA, who dictate to the teams, don't seem to do likewise to the circuits. They should insist, however, that by 1993 all circuits must have proper indicator boards in all the spectator areas. The lot of the paying public, who heaven knows gets little enough and yet pays a great deal, must be improved. If we are going to keep racing enthusiasts we have to inform them.

**TONY BELLM**  
Walton-on-Thames, Surrey

## 1966 Monte Revisited

Sir,  
I really enjoyed GP's story of the '66 Monte, the year I drove a camera car.

Our first thought when the results were posted was that sheet two had been put up before sheet one! The ensuing row was indescribable — the BBC crew filmed it all and it went out on the next *Wheelbase*. We then remembered the stories that had started earlier in the week, after the "common run", in Rosies' bar: all the old-timers, with lots of year bars on their blazers, said that the French would win, somehow. "Remember the year of the Dauphine" etc, etc. And it was Monaco's one hundredth birthday year . . .

Then the talk turned to the how; favourite was the non-standard bonnet strap. Sumpguards, re-positioned fuel pumps, didn't the navigator's seat recline? Of course we should have thought that the DS19 had QI lamps as standard, plus steerable auxiliary lamps; the mechanism had to be undone for rallies, they pointed the wrong way in opposite-lock cornering.

There was talk of never darkening the Monte Carlo doorstep again, appeals to the Prince, then someone, I think it was Stuart Turner, said, "But think of all the lovely publicity!"

So it was agreed that the prize-giving and the Ball could be an all French affair

while the Anglo-Scandinavians and other like-minded citizens held our celebrations at "Les Pirates" at Cap Martin. The addition of judicial bangers to the barbecue pit ensured that Pedro's decorative donkey, Timo up, disappeared so fast in the direction of Menton that it was made an honorary team member, once it was persuaded back!

So it was decided, just before dawn, that the Brit teams would come back in '67, and really thrash them, and they did.

**C P "Pat" DAVIES,**  
Salon de Provence, France

## The Dick Seaman memorial

Sir,  
Regarding your request for information about the Dick Seaman memorial at Francorchamps: back in September 1981, when I was researching the Seaman story for a screenplay (written, but never filmed, alas), I went to Francorchamps and looked for the memorial, having read about it in Rodney Walkerley's book, *Grand Prix* in which he wrote of Dick's death in 1939, adding, "By that tree and outside the gates of the villa into which he was carried, there still stands a small stone bearing his name, which Robert Fellowes and myself arranged with a stonemason of Spa to erect until some better monument should be raised to the name of that great driver and fine sportsman. This was done on the very eve of war, and the occupying Boches made no attempt to deface or remove the stone."

However, by the time I got there in 1981, somebody had removed it, for there was no sign of it on the road side, where it was originally sited. I went into the grounds of the Clubhouse (the villa Rodney mentioned) and found the stone lying by the wall that separated the grounds from the track. This was shortly before work began on the new pits

complex.

The stone had a firm brick base and was not the sort of thing you could just pick up and walk off with, otherwise I would have taken it into Spa and dumped it on the desk of the President of the local Automobile Club! Instead I went to see him but his office was shut, so when I got home I wrote to him (with a copy to Günther Molter, then Press Officer at DBAG in Stuttgart) asking that the stone be properly re-sited and looked after. I never heard from the President and neither did Günther. I fear that when the construction work started on the new pits, road realignment, etc, Dick's memorial was just carted off with the rubble. I'd love to be proved wrong, but . . .

**CHRIS NIXON**  
Twickenham, Middlesex

## Jim Clark Memorial

Sir,  
Your LETTER TO READERS article in the October issue reminds me of a recent trip I took to the Frankfurt Motor Show and on to the Mulhouse museum of Bugattis. On the way I decided to call in at Hockenheim and pay my respects to Jim Clark's memorial there.

Although there was nothing going on and not a single vehicle on the track, I was told that it was impossible to visit the site of his accident as the whole area had been altered. I went to the museum there and was shown the spot on the model lay-out, but the woman in charge said she thought the memorial stone for Jim Clark had been removed.

Normally the Lotus team pay their respects every year when they visit Hockenheim, but this year I've seen no mention of it. Could this stone have gone the same way as Dick Seaman's, if so, would it not be an idea to organise some sort of crusade to have these monuments replaced?

**P W PHILLIPS**  
Keston, Kent





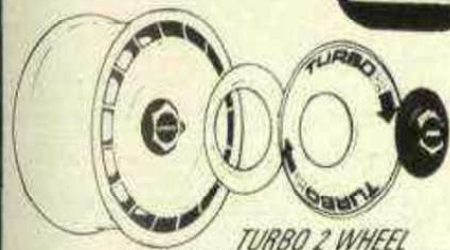


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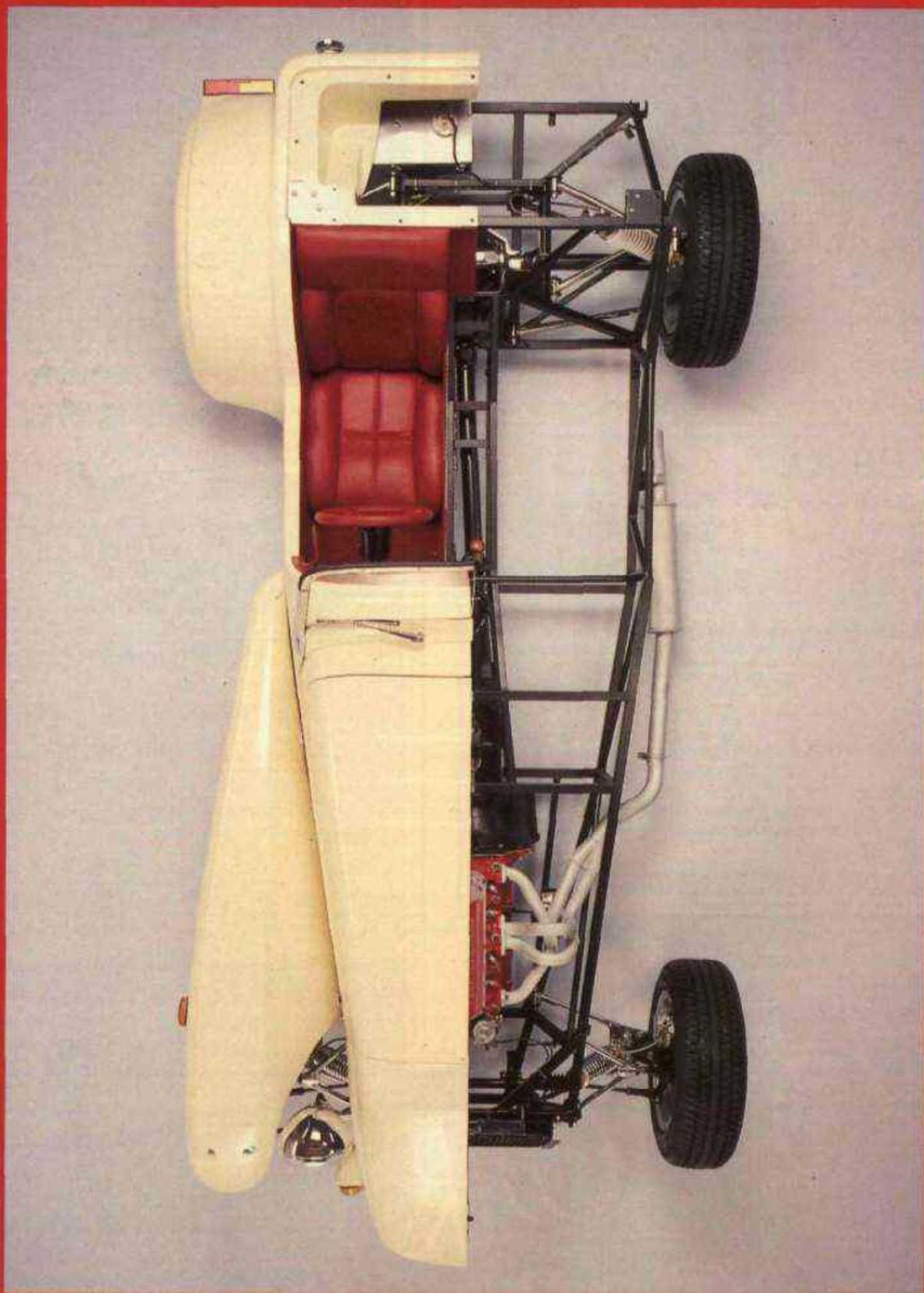
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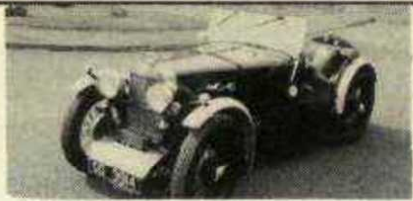
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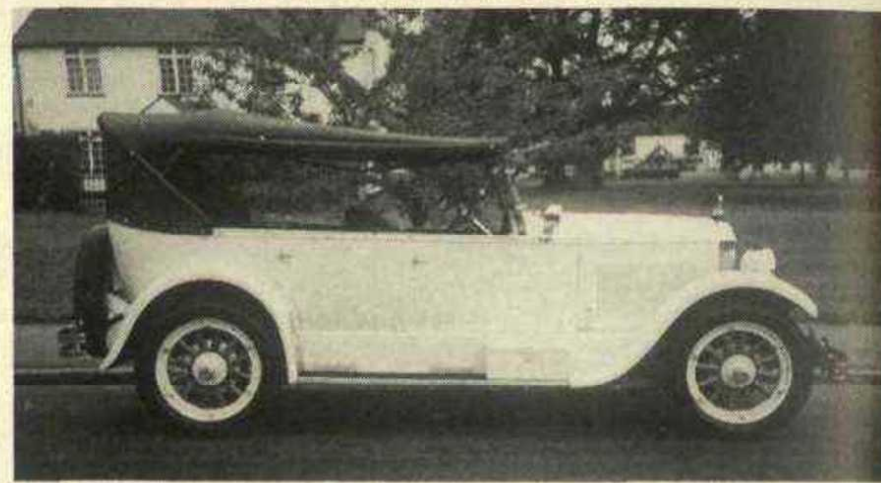
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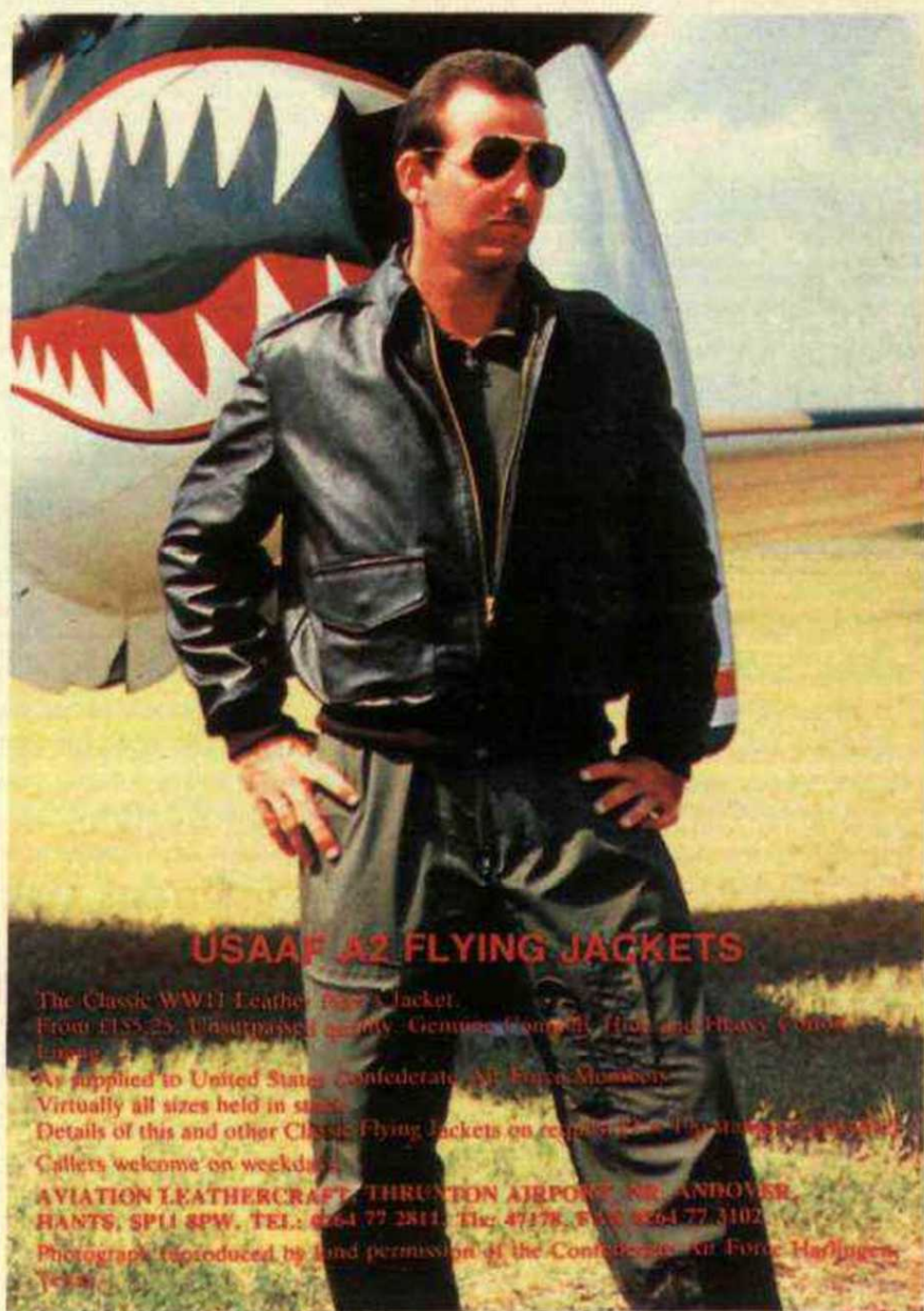
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# Derek James



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 1989 FERRARI TESTAROSSA. Red, delivery mileage.  
 1987 FERRARI TESTAROSSA. Red, 2,000 miles.  
 1984 FERRARI BOXER 512 BBI. Black, 21,000 miles.  
 1974 FERRARI BOXER 365 GT4 BB. Red, 19,000 miles.  
 1983 (SERIES) FERRARI 308 GTS QV. Red, 35,000 miles.  
 1985 FERRARI MONDIAL QV CONVERTIBLE. Red, 18,000 miles.  
 1985 FERRARI MONDIAL QV. Red, 10,000 miles.  
 1983 FERRARI MONDIAL QV. Blue, 49,000 miles.  
 1983 FERRARI 308 GTB. Blue, 41,000 miles.  
 1982 FERRARI 308 GTSi. Red, 42,000 miles.  
 1981 FERRARI 308 GTB. Black, 22,000 miles.  
 1981 FERRARI 308 GTB. Red, 23,000 miles.  
 1978 FERRARI 308 GTS. Red, 56,000 miles.  
 1976 FERRARI 308 GTB. Fibreglass, Maranello Challenge cup winner 2 years running. (Competing in Series at the present time)  
 1979 FERRARI 308 GT4. Red, 44,000 miles.  
 1973 FERRARI DINO 246 GT. Yellow, 41,000 miles.  
 1973 FERRARI DINO 246 GT. Red, 28,000 miles.  
 1972 FERRARI DINO 246GT. Blue, 46,000 miles.  
 1966 FERRARI 330 GT 2+2 MkII. Blue, 57,000 miles.

1983 LAMBORGHINI COUNTACH 5000 S. RHD, white, 8,000 miles.  
 1976 LAMBORGHINI URRACO 300. LHD, blue, 35,000 miles.  
 1976 LAMBORGHINI URRACO 250. Red, 22,000 miles only.  
 1973 JAGUAR E-TYPE ROADSTER. Red, 34,000 miles.  
 1972 JAGUAR E-TYPE ROADSTER. Red, 41,000 miles.  
 1972 JAGUAR E-TYPE 2 + 2 Auto. Navy, 34,000 miles, personalised No.  
 1970 JAGUAR E-TYPE 4.2 ROADSTER. Red, 18,000 miles, 1 owner, ex Rolling Stones.  
 1965 JAGUAR E-TYPE 4.2 FHC 2 Seater. Red.  
 1989 PORSCHE 911 TURBO TARGA. Red, delivery m.  
 1989 PORSCHE 911 TURBO TARGA. Red, 5,000 miles.  
 1987 PORSCHE 911 TURBO. Blue, 3,000 miles.  
 1989 PORSCHE 911 SSE CABRIOLET. Red, 9,000 miles.  
 1989 PORSCHE 911 CARRERA SSE TARGA. Blue, 6,000 miles.  
 1989 PORSCHE 911 CARRERA SPORT TARGA. Black, 10,000 miles.  
 1988 PORSCHE 911 CARRERA. Celebration model, 87,000 miles.  
 1987 PORSCHE 911 CARRERA SPORT TARGA. White, 30,000 miles.  
 1987 PORSCHE CARRERA SPORT COUPE. Red, 12,000 miles.  
 1987 (SERIES) PORSCHE 911 CARRERA SSE COUPE. Red, 36,000 miles.  
 1986 PORSCHE 911 CARRERA SPORT TARGA. Red, 32,000 miles.

1986 PORSCHE 911 CARRERA SSE CABRIOLET. Prussian blue, 41,000 miles.  
 1985 PORSCHE 911 CARRERA SPORT TARGA. Chiffon, 39,000 miles.  
 1985 PORSCHE 911 CARRERA SPORT TARGA. Red, 59,000 miles.  
 1984 PORSCHE 911 SPORT COUPE. Red, 43,000 miles.  
 1979 PORSCHE 911 SPORT COUPE. Full history, low mileage, met. brown.  
 1973 PORSCHE 911 CARRERA RS. Black.  
 1988 (SERIES) PORSCHE 928 S4. Manual, red, 15,000 miles.  
 1987 PORSCHE 928 S4 AUTO. Diamond blue, 29,000 miles.  
 1986 (Series) PORSCHE 928 S2 AUTO. White, 32,000 miles.  
 1985 PORSCHE 928 S2 AUTO. Silver, 41,000 miles.  
 1983 PORSCHE 928S. Silver, manual, 41,000 miles.  
 1963 BENTLEY S3. Blue/grey.  
 1936 BENTLEY 4 1/4 Pillarless Coupe. Gurney Nutting, navy, sunroof, very original, full history.  
 1975 LANCIA STRATOS. 1 owner.  
 1984 ASTON MARTIN VANTAGE. Jubilee silver, 24,000 miles.  
 1980 (SERIES) ASTON MARTIN V8 OSCA INDIA. Met blue, 57,000 miles.  
 1977 ASTON MARTIN V8. BRG, 25,000 miles.  
 1966 ASTON MARTIN DB6. Red, concours winner.  
 1964 ASTON MARTIN DB5. Blue, history.  
 1959 MERCEDES 190SL ROADSTER. Blue.  
 1984 BMW 635 CSI AUTO. Met. pale green, 66,000 miles.



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## FOR SALE — continued

1930 ARMSTRONG SIDDELEY Doctors Coupé, 15hp, very rare attractive 2-door body, rear occasional seats, partly restored, £7,000. Telephone 0206 331136. (CC6897)  
 CATERHAM SUPER SPRINT, 1989, professionally built, Graham Sykes engine, gearbox and axle, Yokohamas on alloycats, beautiful car, not raced but would be competitive, 0-60 in sub-5 seconds, must sell due to house purchase, £11,950. Tel. 0628 29651. (CC6858)  
 MORGAN PLUS 8, delivery mileage only, good specification, green with black leather, offers, Tel. (0905) 640648. (959945)  
 JENSEN INTERCEPTOR CONVERTIBLE, 1955, believed one of 20 built, good bodywork, excellent running order, full MoT, sensible offers. 01-529 2158 (Trade). (228353)  
 PORSCHE CARRERA RS Touring, 1973, RHD, Chassis 0499, recent major restoration, hence excellent condition, in original gulf blue, good history, offers over £100,000. Tel. 0954 210928 after 8 p.m. (CC6649)  
 FORD MUSTANG, 1967, hard top, totally original, never re-painted, no rot, 44,000 miles, 6 cylinder manual, £4,595. P/exchange considered. 01-529 2158 (Trade). (228353)  
 ALFA MONTREAL, RHD, red, black interior, 33,000 miles, must be best available, £31,500 o.n.o. RHD Montreal, blue, navy interior, totally original, excellent condition, 39,000 miles, £27,750 o.n.o. Tel. 0403 753194 or 0831 422353. (CC6855)  
 MGB ROADSTER, N reg., chrome bumper model, excellent bodywork with new panels, hood, exhaust, long MoT, tax, £4,250. 01-529 2158 (Trade). (228353)  
 SUNBEAM 1919 CABRIOLET 24hp, large 4-door tourer or saloon, very original with good history, £40,000. Bruce Dowell 045 822 3969 (Trade). (959870)  
 MERCEDES BENZ 500 SL, 1983, hard/soft top, metallic pale blue, special alloy wheels/tyres, cruise, rear seats, FSH, £19,995. P/exchange considered. 01-529 2158 (Trade). (228353)

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 BMW M3, 1987, 41,000 miles, white, £16,500. Daytime 0909 486371, night 0777 83473. (959980)  
 HILLMAN MINX, 1952 model, Reg. No. NNM 530, runner, not MoT, offers invited. 0474 533868 evenings. (959984)  
 A35 VAN, Reg. No. 67 FLT, first reg. 1963, runner, no MoT, offers invited. 0474 533868 evenings. (959984)  
 MORRIS OXFORD VAN, 1938 model, first reg. 1948, good condition, MoT, Reg. No. KKM 399, offers around, £4,250. 0474 533868 evenings. (959984)  
 MISS MARPLE'S BEDFORD OB COACH! 1949, excellent condition, sunshine roof etc., full PSV licence, MoT March 1990, a working investment! Sensible offers for this 27-seater to Kenilworth. Exchange modern car considered. (0926) 53279. (CC)  
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 WANTED: Ford V8 Pilot, must be in excellent condition. Tel: 0288 355038 or 0288 355976 (eve). Fax: 0288 355348. (ACC)  
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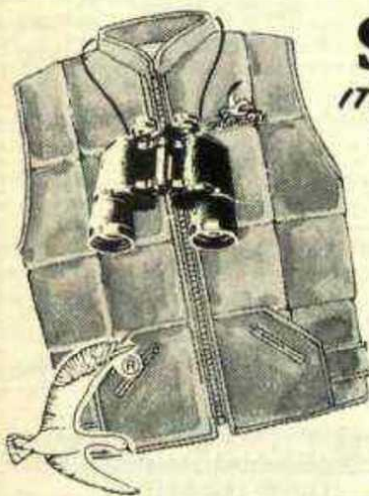
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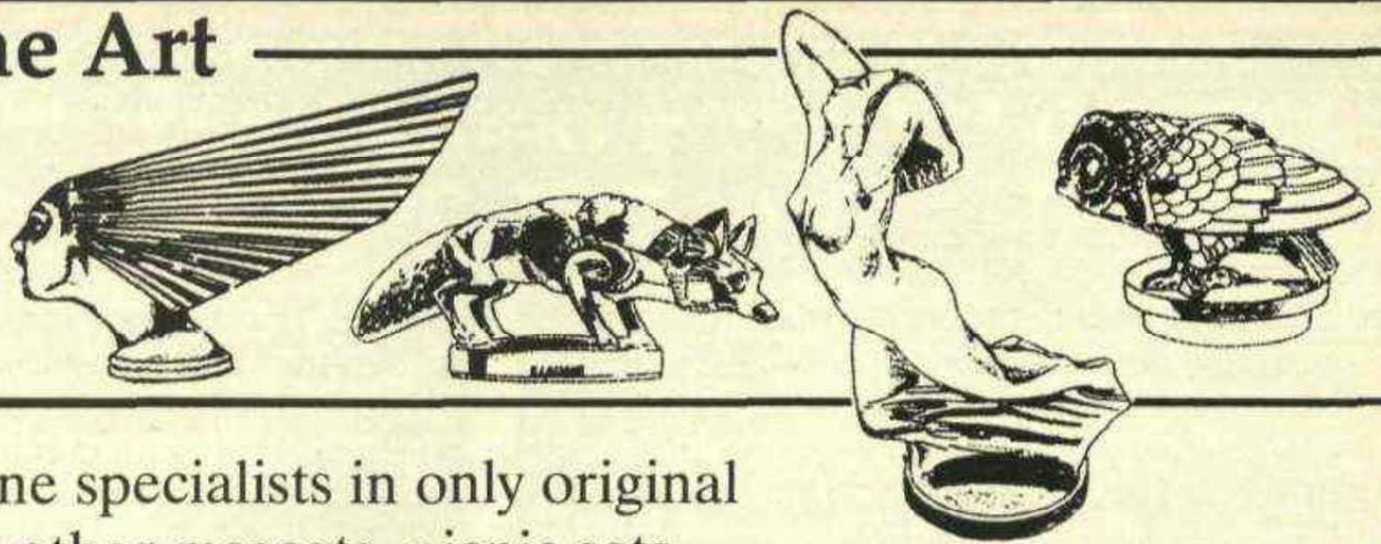
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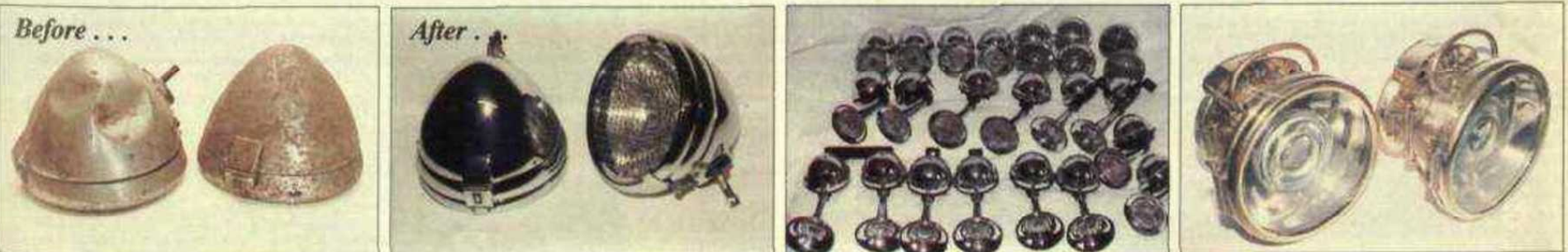
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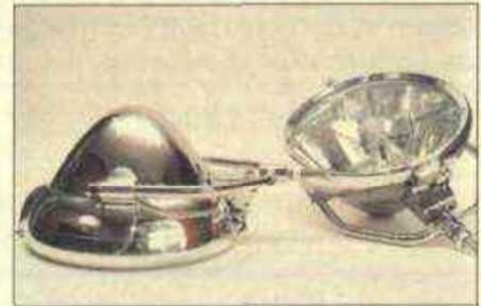
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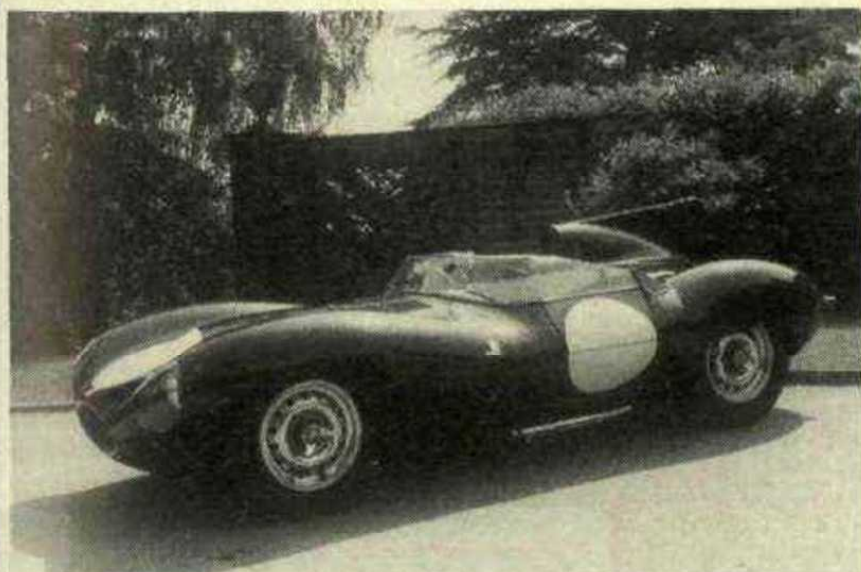


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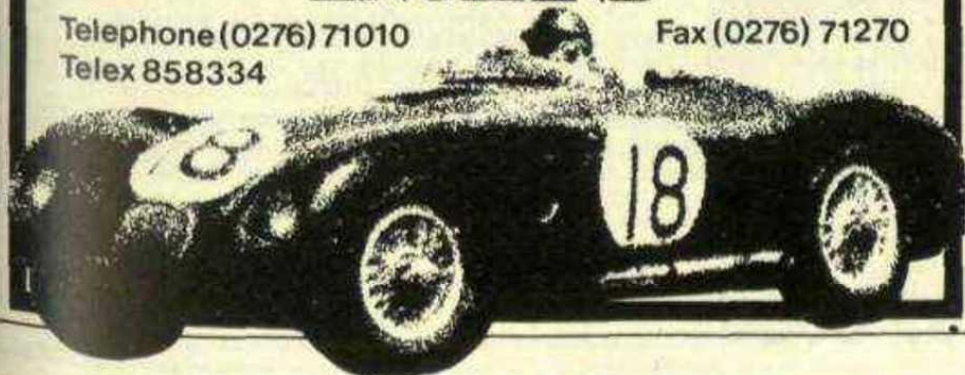
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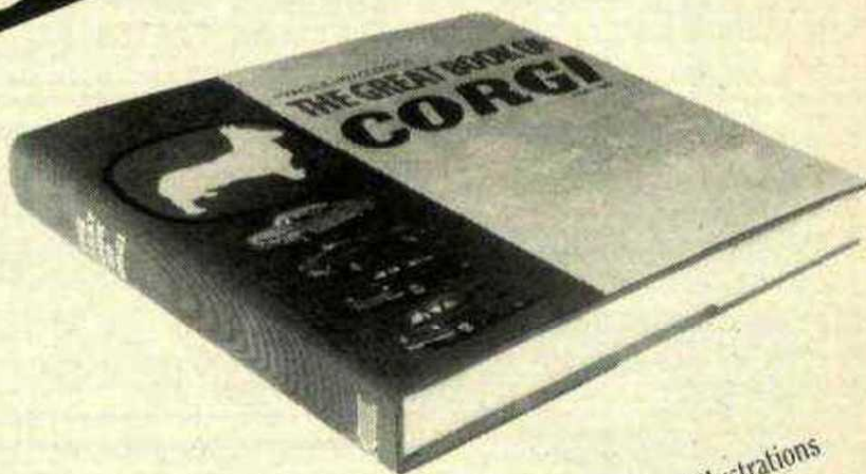
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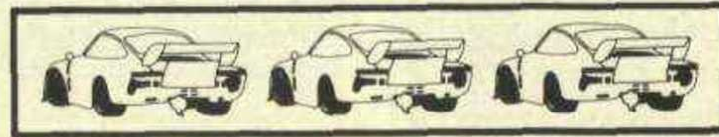
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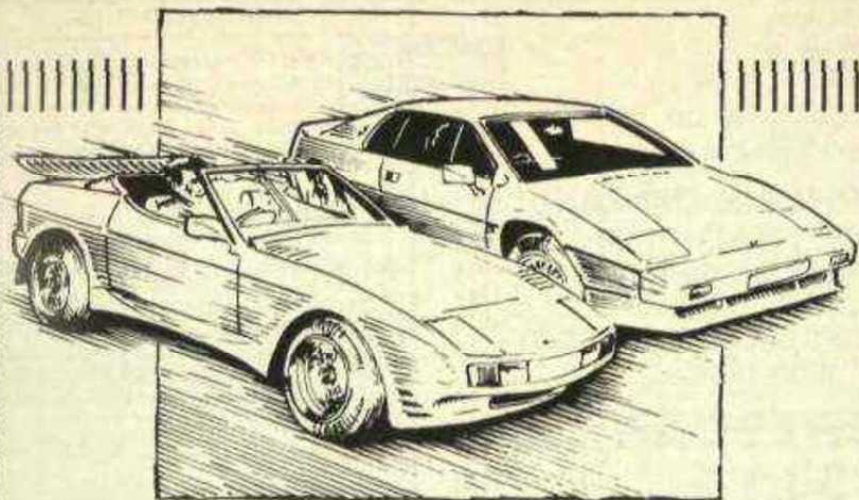


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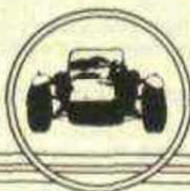
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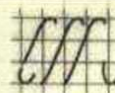
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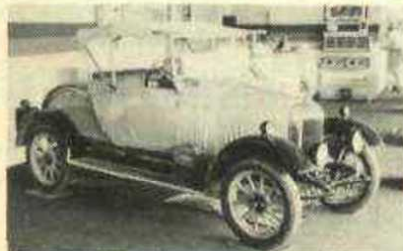


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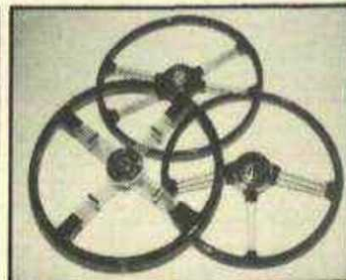
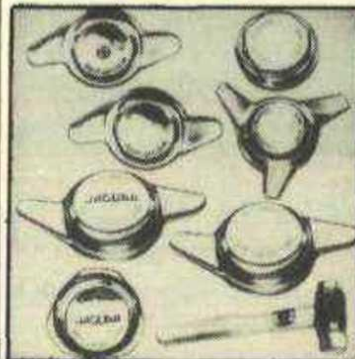
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Corniche Convertible, LHD, 1983



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BMW 735i SE 1985, black, hide upholstery, FSH.  
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Aston Martin DB6 Vantage 1967. Magnificent Dubonnet Rosso, tan hide interior, 5-speed ZF gearbox, chrome wire wheels. Superb appearance.

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★ DB6 MKI VOLANTE, 1967, Platinum silver, black hide, superb.  
★ DB6 MKI MANUAL, 1968, Dubonnet Rosso, tan hide, superb.  
★ DB6 MKI MANUAL, 1966, excellent running restorable investment.  
★ V8 OSCAR INDY, 1979, Aston Martin Agent maintained.  
★ V8 MANUAL, 1979, Celestite blue, black hide, 5 series engine, history.  
V8 VANTAGE VOLANTE AUTOMATIC, 1988, Chichester blue, magnolia, FSH.  
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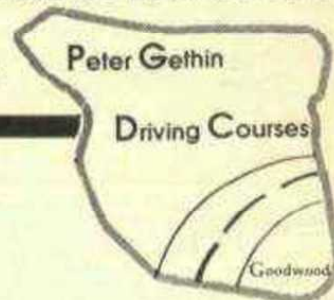
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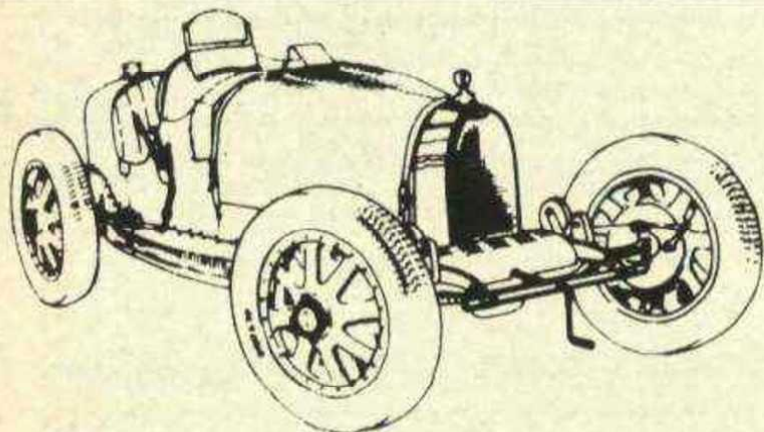


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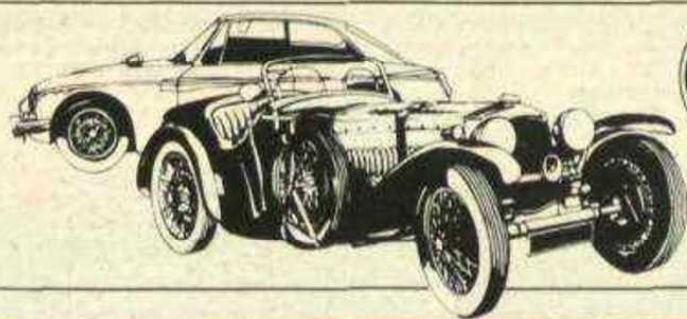
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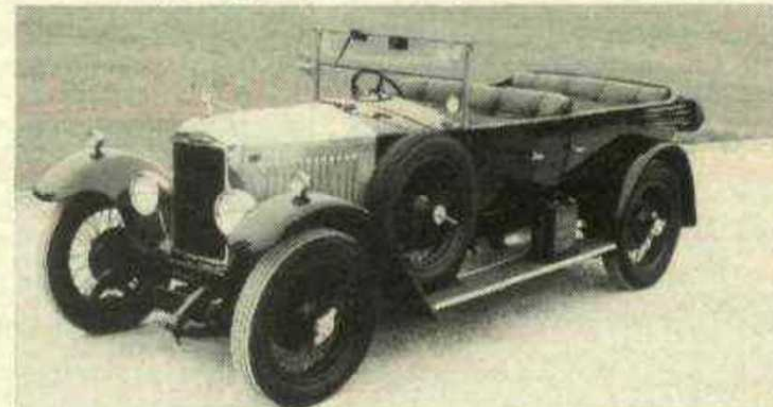
AUSTIN HEALEY 3000 MK III. 1965. Choice of two original RHD cars available - one completely restored, the other excellent original condition. (Similar to above).



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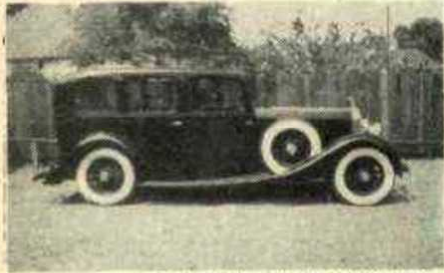
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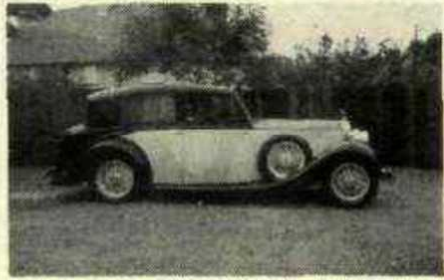


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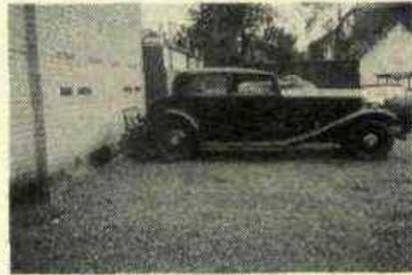
BENTLEY 1934 3 1/2 LITRE by Park Ward, good order, but requires some attention, MoT.....£19,500



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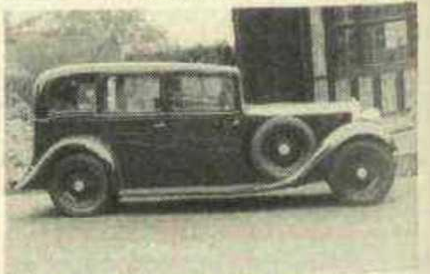
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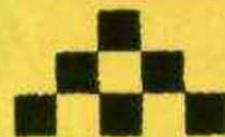
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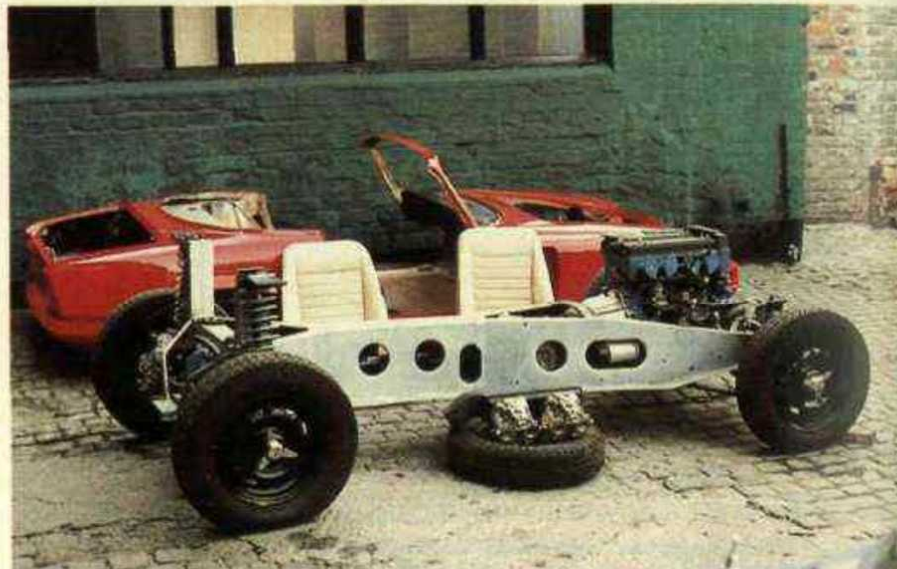
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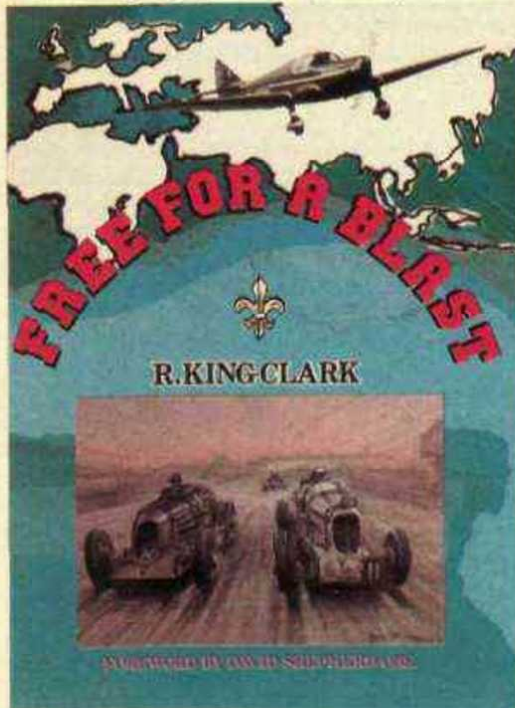
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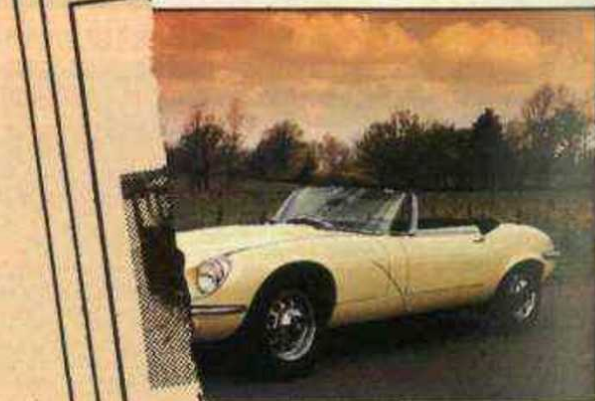
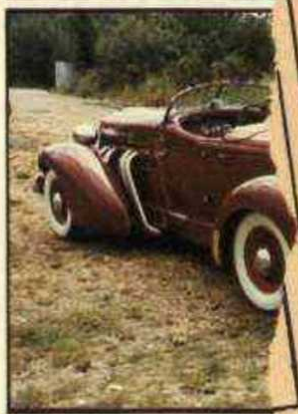
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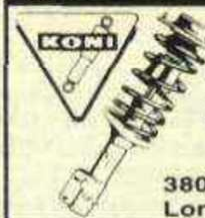


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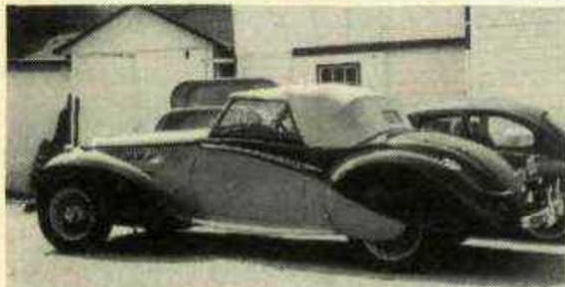
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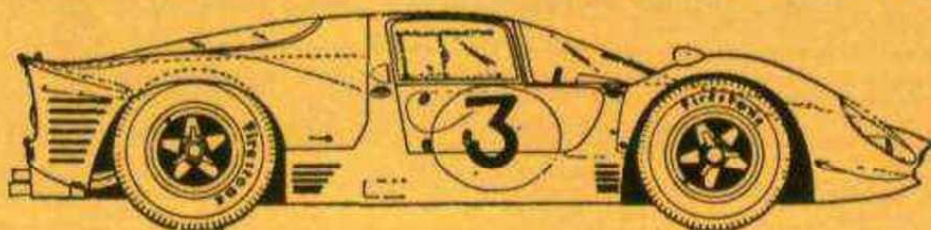
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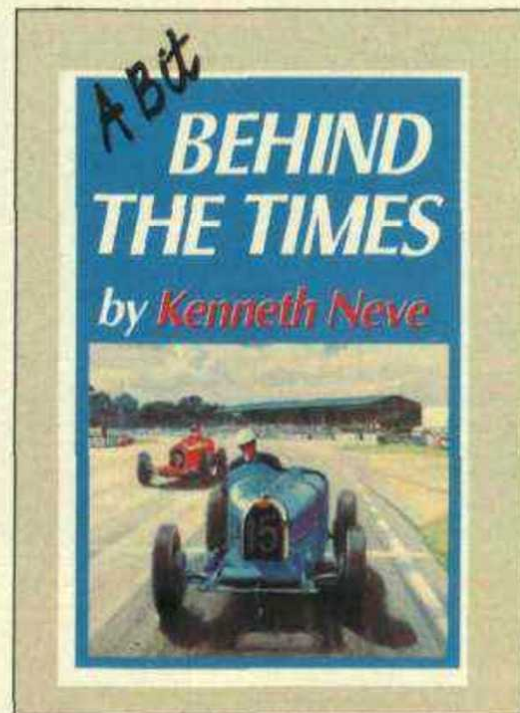
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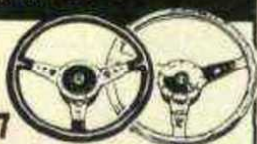
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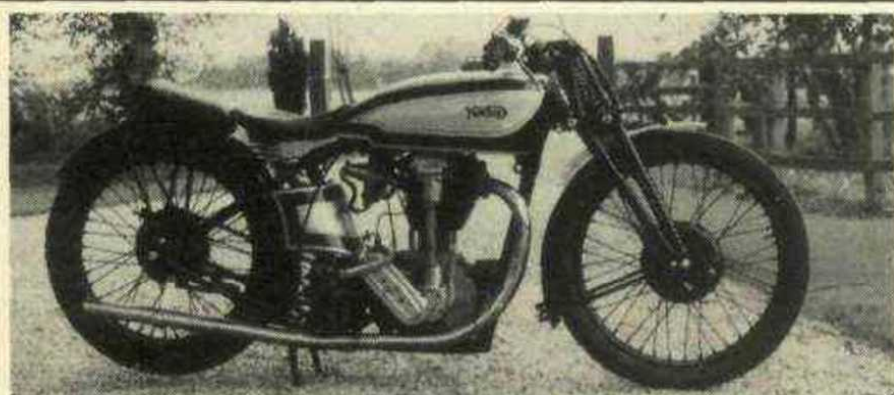
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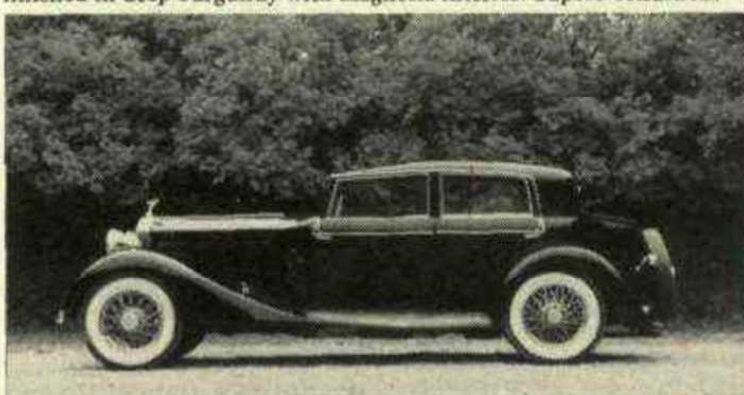
1959 JAGUAR XK 150. F.H.C., original right hand drive, finished in Royal blue with red leather interior.



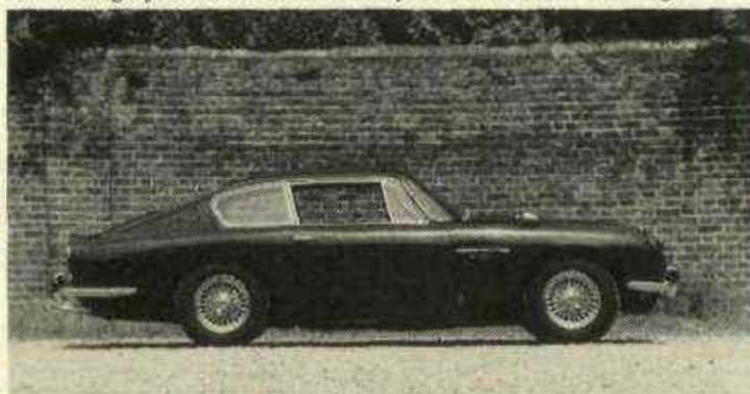
1957 BENTLEY SI 'FLYING SPUR' with coachwork by H. J. Mulliner, finished in deep burgundy with magnolia interior. Superb condition.



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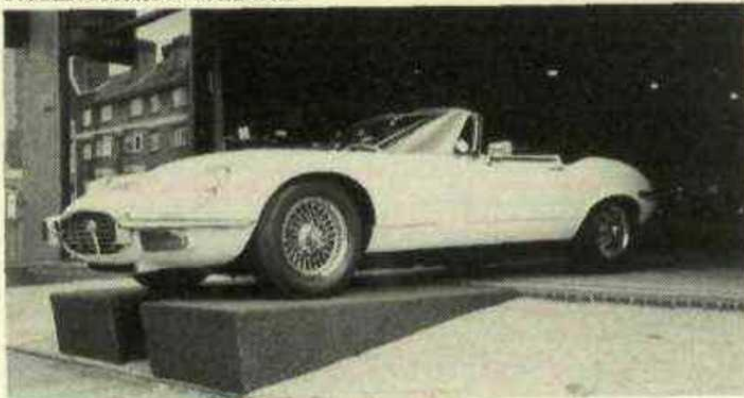
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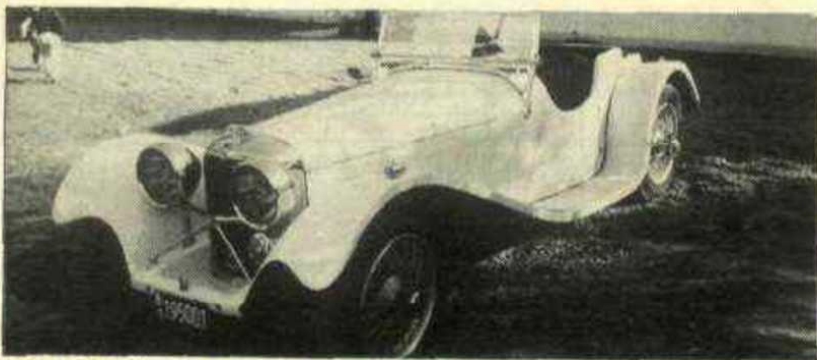
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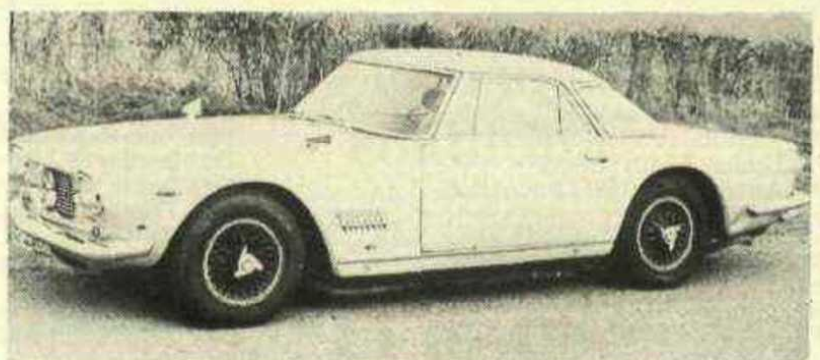


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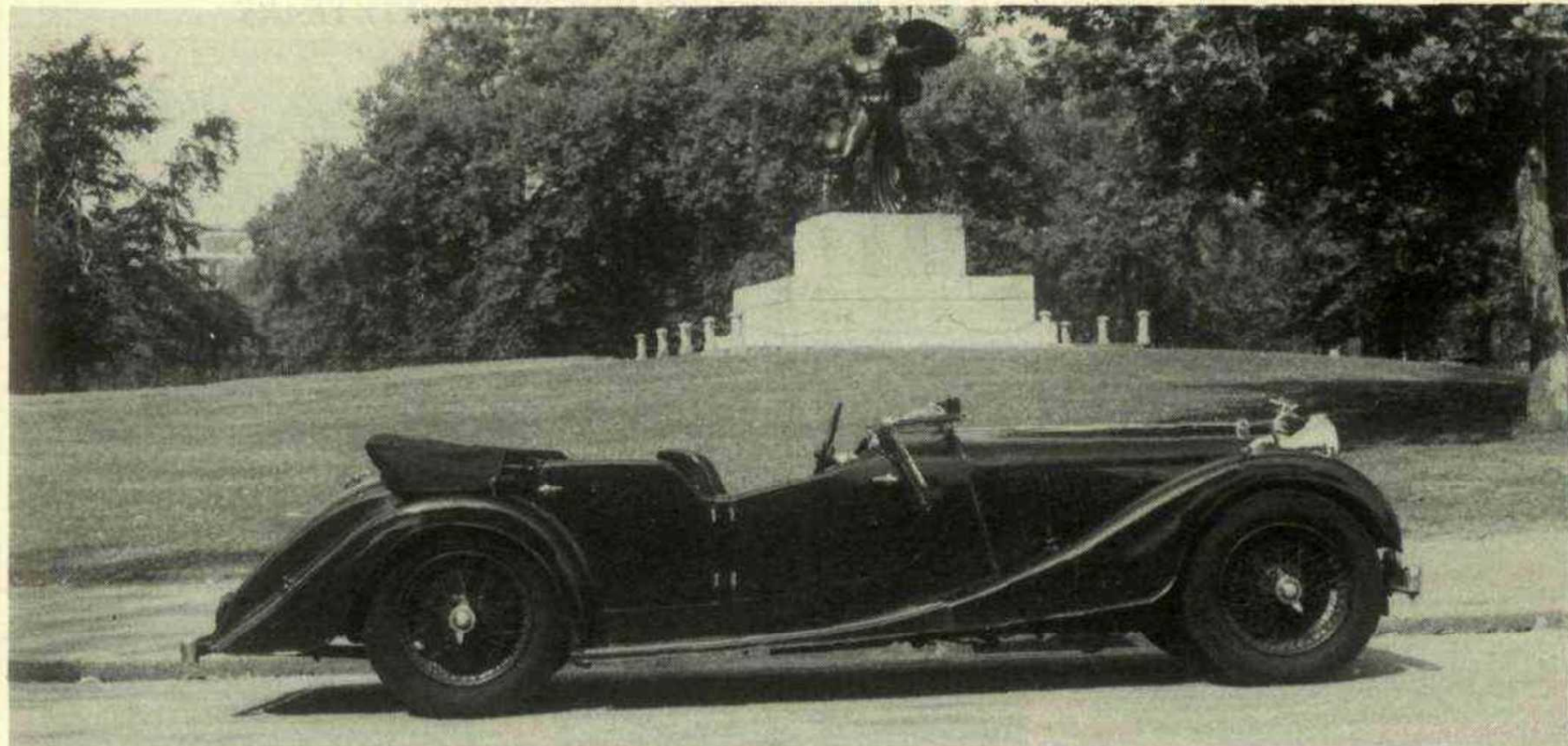
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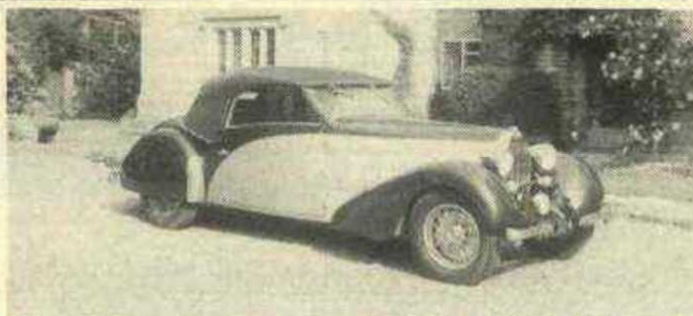
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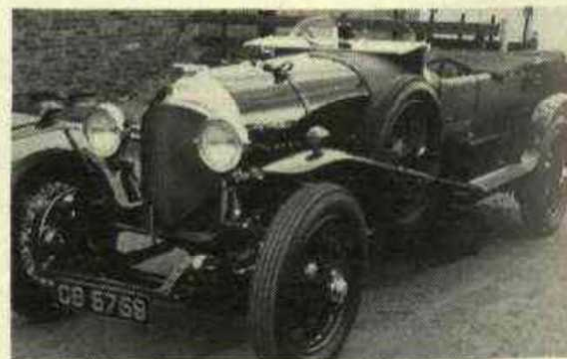
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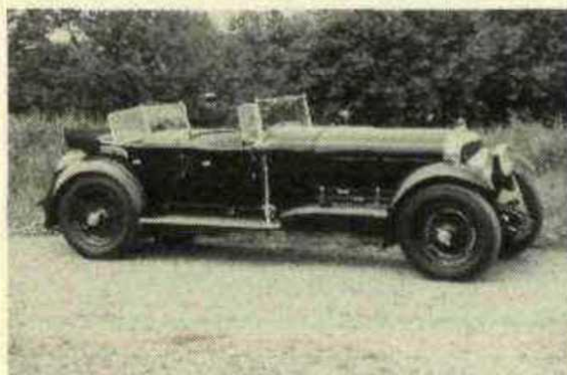
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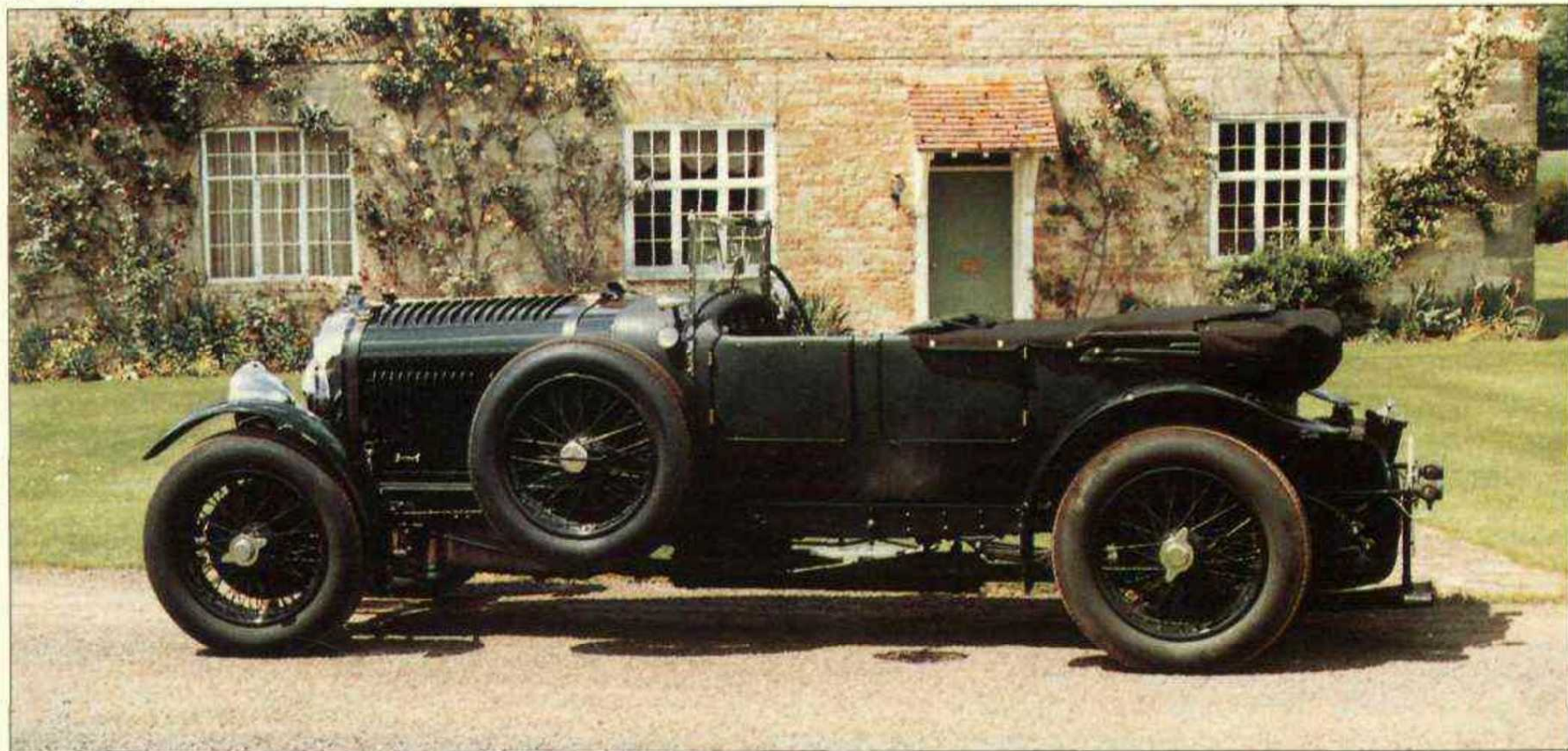
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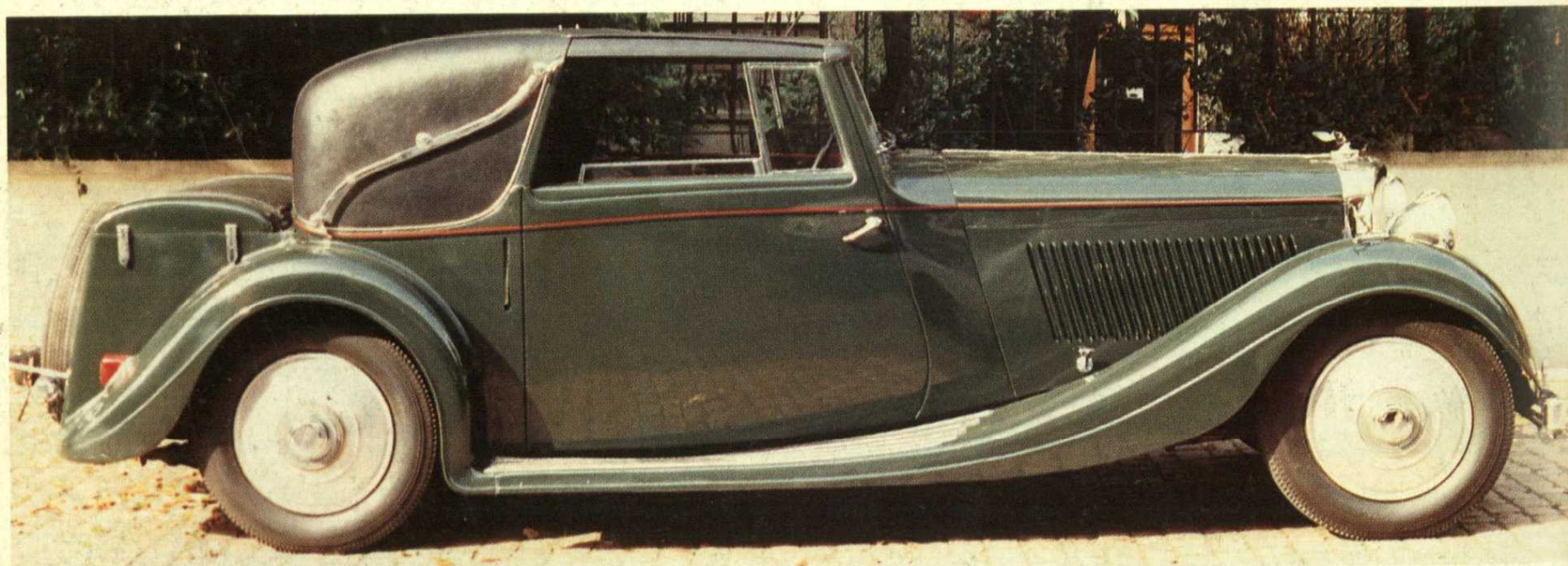
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MOTOR CAR"



1908 Mercedes 28/60 Chain-Drive ROI DES BELGES



1937 Derby Bentley 4 1/4 Sedanca by Gurney Nutting



1962 Mercedes 300SL Roadster disc-brake car

### CARS IN STOCK

1934 Bentley 3 1/2 DHC by Windovers  
1926 Bentley 6 1/2 Litre Le Mans Open Tourer  
1937 Lagonda LG 45 Rapide Tourer  
1913 Austro Daimler 20/30 Open Tourer  
1935 Lagonda Open Tourer M45  
1930 Alfa Romeo 6C 1750 Roadster by Zagato  
1933 MG K3 Single Seater GP car

1962 Mercedes Benz 300SL Disc brake car  
1933 MG Supercharged K3 Replica  
1934 Rolls-Royce 20/25 3 Position DHC by Windovers  
1930 Bentley 8 Litre DHC Park Ward  
1971 Maserati Ghibli Spyder  
1954 Healey Silverstone  
1964 Aston Martin DB5 Convertible

1928 Bentley 4 1/2 Litre VDP style Open Tourer  
1957 BMW 507 Roadster  
Austin Healey 3000 choice of two  
1949 Cisitalia Tipo GS202  
1947 ERN Bristol  
1930 Lagonda 3 Litre Tourer (Diamond Radiator)  
1935 Bugatti T57 Ventoux Coupe

1950 Jaguar XK120 Lightweight  
1963 AC Bristol  
1964 D Type Replica by Lynx  
1949 Bentley MK VI 2 seater Roadster  
1966 Aston Martin DB6 Volante  
1937 Bentley 4.25 Sedanca by Gurney Nutting  
1908 Mercedes 28/60 Chain-drive

**COYS OF KENSINGTON, 2-4 QUEEN'S GATE MEWS, LONDON SW7 5QJ  
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