

MOTOR SPORT



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FRONT COVER: Riccardo Patrese scored the third victory of his career at San Marino. Report on p.572

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MATTERS OF MOMENT

New World Record



The ex Hawthorn/Trintignant Ferrari which Christie's hoped would set a static new World Record at their Monaco auction sale, which took place after we closed for press.

When we received a Press blurb which mentioned an anticipated New World Record we thought that perhaps some very brave person was about to try to raise Richard Noble's existing LSR of over 633 mph. Reading further, however, it was apparent that the World Record contender was a 1957 Ferrari 315S. It had, we discovered, gone to Monaco, via Geneva, Hong Kong, Tokyo, New York, London and Paris. St. Christopher, we said, this must be something quite new in the World Rally Championship, counting towards a New World Record!

What a let down it was to learn that this Ferrari had done the road sections of its formidable journey in a crate inside a transporter So where did a possible New World Record enter into it? Before the war record-breaking was a fairly prolific pursuit, whereby cars achieved publicity and their drivers welcome bonus payments. Such records were divided into World, International, National and Local targets, sub-divided into capacity classes. In fact, until the 1960s the FICM/FIM recognised *all* motorcycle records as World Records. It then laboriously rewrote the record books to conform to the car system, many old names reappearing, including Harry Collier's, whose 1909 24 hour record of 775 1/4 miles on an 862cc Matchless-JAP had never been beaten.

Up to the war the fastest of these well-publicised records was John Cobb's 369.7 mph with the twin-Napier-engined Railton, at Utah. Britain was proud of her achievements in those days, when British titles were held by Sunbeam, Napier, Talbot, Aston Martin, Lanchester, Leyland-Thomas, Napier-Railton and

ERA cars. To establish such records called for skill and courage, careful preparation of well-engineered cars, and finding suitable courses. So naturally we were intrigued to discover which New World Record this Ferrari hoped to achieve.

The answer was that Christie's were expecting it to set a new auction-high in Monaco, by selling for some 12 million dollars . . . ! So a static record, involving no brave driver, no car speeding round a track. A far cry, in fact, from what the motoring world used to know as record-breaking! Do not be fooled by those pre-auction sale speed demonstrations, put on presumably to further raise the bidding. When a MOTOR SPORT staff writer was taken round Goodwood by Salvadori in Aston Martin 2 VEV (estimated to make some 3.2 million dollars at Christie's Monaco sale) Roy sensibly said that he preferred driving such cars when they were worth a lot less money. And, when Michael Barker, Curator of the MMM, attempted to show, before its appearance in Southeby's July auction sale, that the Sunbeam "Tiger" is still capable of equalling, or getting close to, Segrave's 1926 two-way kilo. LSR speed of 152.33 mph, he admitted that with the sale pending he would need to be circumspect over maximum revs. Segrave would be excused an ironical smile.

What this pursuit of these avaricious, so-called world records *does* highlight is how highly commendable it is that *real* enthusiasts still exist who put motor cars before money and who continue to race equally valuable old cars at VSCC and HGPCA race meetings. We rather think that many MOTOR SPORT readers will agree. WB

A three day historic car festival will take place at Silverstone between July 27th and 29th. The event, sponsored by Christies, and organised by the British Racing Drivers Club, is to rival the international historic festivals at Nürburgring and Pebble Beach and an extensive programme has been organised for the three days. Friday's activities will be confined to practice while Saturday and Sunday hold a programme of some 12 races beginning with the Mulberry 100 mile race for historic Grand Prix cars. Included in the line-up will be Stirling Moss' 1958 Vanwall Grand Prix car, eight Maserati 250Fs, including Jean Behra's works car and Steve Goldwin's V12 version, three Talbot Lagos, A and B type Connaughts and Cooper-Bristols. Nor has the pre-war era been ignored with P3 and Monza Alfa Romeos, types 35B and 51 Bugattis, 8CM Maseratis, and representing the Voiturette class ERAs and Maseratis. There will also be a Christies race for Fifties sports cars with C- and D- type Jaguars, 250 Testa Rossa Ferraris, 300S Maseratis, DB3S Aston Martins, 550 Spyder Porsches, Lotus X1s and bob-tailed Coopers. A mouth-watering selection indeed, and that is by no means all, the race programme catering for all manner of historic racing cars including Formula Junior, Formula Three and Touring cars.

There will be a number of demonstration runs throughout the weekend, each run catering for two or three specialist marques, for example Mercedes, Porsche and Maserati, or a class of car such as Sports and Touring cars. There will be air displays of vintage aircraft, memorabilia shops, 'nostalgia' car parks etc.

The theme for the weekend, which is intended to differ from year to year, will be Jaguar, and there will also be a strong Austin-Healey emphasis with the event hosting the International Austin-Healey weekend.

The two other centrepieces of activity will be the Christies auction, forming a major display all weekend, and the Louis Vuitton Concours d'Elegance which takes place at nearby Stowe school with buses and a helicopter providing transportation.

Admission to the circuit will be £5.00 on Saturday and £7.00 on Sunday, whilst practice on Friday, covered grandstand seating, centre transfer and accompanied children up to 15 years of age will all be free.

Grand Prix Sportique has announced Alan Fearnley's third European Exhibition of Motoring Art at the Salon Beaumarchais, Hotel de Paris, Monte Carlo from the 23rd to 28th May. Juan Manuel Fangio will open the exhibition which coincides with the 40th anniversary of his winning the event in an Alfa in 1950. Fearnley's latest oil paintings will span several decades of motor sport from the Varzi Bugatti and Nuvolari's Alfa at Monaco in 1933 through to Alain Prost's first victory for Ferrari in the 1990 Brazilian Grand Prix.



A taste of the historic festival at Silverstone: a Frazer Nash-BMW 327 (above) and a 212 Ferrari.



The 1990 Chatillon sur Chalaronne Beaujolais Rally is scheduled for 14/15th November. The entry fee is £250 for two people and a car, with additional passengers at a cost of £125 each.

The entry fee includes a party at the Chatillon sur Chalaronne Village Hall on the evening of the 14th November, a return Sealink ferry crossing and a splendid breakfast at the Broome Park Golf and Country Club.

A condition of entry is that all the entries must try to record as low a mileage as possible from the Chatillon Village Hall to Calais Harbour on the 15th and collect as much as they can for local and national charities before the event.

All entrants must be at the Chatillon Village Hall by 5.30pm on the 14th, sign on for the Shippers Party, have mileages recorded and pay in French francs for any pre-ordered cases of Beaujolais Nouveau before the party at 8.30pm.

The party will continue until 11.30pm, which will give the entrants enough time to check their cars before the gong goes at one minute past midnight, when all the cars set off for Calais trying to record a low mileage and catch the 8.30am ferry from Calais to Dover. All cars will then proceed to the finish reception at Broome Park, for breakfast, mileage results and awards.

The rally is fun, with a touch of adventure and raises a lot of money for charity. The maximum entry will be 150 cars. Send for your entry, regulation and sponsor forms to Beaujolais Rally Events, 18 Leigh Street, London WC1. Tel:071-388-8997.

The RAC Motor Sports Association has announced that the first RAC International Historic Rally of Great Britain will take place in March 1991. The event will be run under dual permit, open to three separate categories of car: FISA International Historic regulations, the RAC MSA's own new National Regulations for Historic Rally Cars (built before 31 Dec 1967) and a class for Post Historic cars built between 1968 and 1973. Starting from Bath on the morning of March 7th the 1000 mile route will travel over scenic roads of Wales and the West Country, with overnight halts at Builth Wells, Bath and Torbay. The route will include 17 special tests including regularity sections over Welsh mountain roads. The Clerk of the Course has stated that these tests "have been designed to test the skill of the crew members rather than outright speed." It promises to be an exciting event. Up to 180 cars will be allowed to start, and entries will cost approximately £450 per car.



The start and Ayrton Senna and Gerhard Berger in their McLarens power away ahead of the Williams duo and the rest of the pack.

Delusion

It was going to be such a good race, we thought. The break after the United States GP and the Brazilian GP would mean that everyone could get themselves sorted out and repair any damage, and put right any early season faults. Many new cars were completed and much testing done, particularly on the Imola circuit, so that we could really view the San Marino Grand Prix as the true start of 1990.

The Tyrrell team produced their new cars, the 019 models, Benetton produced their B190 models, the resurrected Brabham team their BT59 cars, Minardi their new M190 cars and it all seemed to be building up into a fine start to the European season. McLaren and Honda had been fine-tuning the MP4/5B with engine characteristics adjusted for the high-speed, hard-working, conditions of the Imola circuit, and Renault had put in a lot of work on the RS2 engines. Much was expected from Ferrari, the Imola circuit effectively being their home ground, and there was talk about a new version of the V12 engine, together with new bodywork aerodynamics and there was an electric air about the place as the teams began to assemble for the third round of the 1990 season.

The Italian racing enthusiasts didn't miss a moment of it all, and were there in

their thousands ready for practice and qualifying to begin on Friday morning. For those who were up extra early there was the hour devoted to pre-qualifying in which the really 'low-score' teams from last year's races had to fight among themselves for four places allowed for participation in the official practice and qualifying that was due to start at 10am. Those involved were Olivier Grouillard with the lone Osella-Cosworth, Tarquini and Dalmas with the new AGS JH25 cars, Bernard and Suzuki with Gerard Larousse's Lamborghini-powered Lolas, Gachot with the lone Coloni powered by Carlo Chiti's flat 12 engine paid for by Subaru, the EuroBrun-Judds of Moreno and Langes, and the unusual inverted-broad-arrow 12 cylinder Life car, driven by Bruno Giacomelli. Nine drivers had to compete for four places all within the space of one hour, and even the four fastest were not guaranteed a race, merely the opportunity to try and qualify for the starting grid against all the successful people.

Before pre-qualifying began the numbers were down to eight, for Dalmas had to be withdrawn as his injuries acquired during a testing accident the previous week had not healed sufficiently. When the other AGS failed to start and Tarquini was side-lined we were down to seven.

One very slow and faltering lap by the 12-cylinder Life project put paid to any hopes Giacomelli may have had about making a comeback, so we were down to six. It was very quickly obvious that the Lola-Lamborghinis should not really have to suffer the ignominy of pre-qualifying and Eric Bernard and Aguri Suzuki were assured of places in official practice. Grouillard and Moreno annexed the remaining two places, which was reasonable enough, so come 10am on Friday and we had a full complement of thirty cars and drivers ready for the serious business of the day.

The huge crowd were expectant and the sheer sound of Mansell leaving the Ferrari pits was enough to guarantee pole position. You did not need to see the red Ferrari getting on with the job, the sound was enough, but sound alone is not enough for the Longines-Olivetti automatic timing system and the read-out screens told the cold truth. The Ferraris were quick, but not as quick as they had been reported to have been in testing and the Honda-powered McLarens of Senna and Berger could not be ignored. There had been a moment of consternation in the Woking camp when Berger had to abandon his car just short of the pits, when the engine died, and run up the pit lane to get the T-car prepared for his use.

The morning had been warm and it continued that way, though a bit hazy when qualifying began at 1pm. Senna staked his first claim for pole position quite early on, and Jean Alesi whipped the

Chopard

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WATCHES OF SWITZERLAND

new Tyrrell round in an impressive fashion to keep his name up near the top of the list for quite a long while. With very little fuss the Williams team and Renault were getting on with the job, and Riccardo Patrese soon staked an admirable claim for a leading position, not quick enough for pole position but quick enough to end the session in a select group of three drivers who got below 1 min 25 seconds, the other two being without surprise the two McLaren drivers.

Just as conditions had reached something of a fever pitch and the top drivers were preparing to make their second attempts there was an ominous hush as the red flag indicated the cessation of qualifying. Pierluigi Martini had gone off the road and into the barriers in the new Minardi and though not seriously injured, was trapped in the wreckage and it was taking the medics a long time to extract him. By the time this was sorted out and Martini was off to hospital with a broken ankle bone, the delay had broken the rhythm of qualifying and it fizzled out rather inconclusively. Berger was just ahead of Senna, Patrese was third, Mansell fourth, Boutsen fifth and Prost sixth and the two McLaren drivers were both two whole seconds faster than the reigning World Champion with Ferrari's best material. The air of disbelief among the tifosi was self-evident; not only were they deluded, they were cheated, for all the pre-race newspaper excitement had more or less promised that the Ferraris were going to annihilate the opposition, and it hadn't happened. Alesi's speed with Tyrrell 019 with its unusual aerodynamics around the nose area, was causing some head scratching for not only was the young French driver quick on lap times, indicating good driving round swerves, but his Hart-tuned Cosworth DFR engine was propelling the Tyrrell as fast as the Ford factory supported EXP engines in the Benetton.

Saturday morning was again warm and comfortable and the considerable crowds poured back into the circuit, hope forever springing eternally, but once more they were cheated or deluded, for the Ferrari engineers seemed to lose their way completely and the drivers were beginning to lose faith. Basically the McLaren-Honda team were surviving the odd bit of trouble and setting the standards, but they could not relax, for the moment they did Patrese and the Williams-Renault were in amongst them. Those people who were wondering why Ferrari were not challenging as had been promised almost overlooked the Williams team. Equally it was easy to overlook the performances of Alesi and the Tyrrell until you looked at the official time-sheets. At the end of the Saturday morning test session the blue and white Tyrrell was in third place, right in amongst the V10 Renault-engined cars, the V10 Honda-engined cars, and ahead of both V12 Ferraris, which took a lot of explaining.

The four Lamborghini-powered cars,



Jean Alesi in the new Tyrrell 019 was the only Cosworth runner to bring any opposition to the V10 and V12 powered cars in practice.

two Lotuses and two Lolas, never really saw which way the quiet young French driver, of Sicilian origins, had gone. The Tyrrell number two driver, with an identical car was just not in the picture, qualifying down towards the back of the grid.

The final qualifying hour had been forced to start twenty-eight minutes late, due to a delay in the morning when Moreno crashed a EuroBrun, but it did not affect the outcome. Getting below 1 min 25 secs was still the aim, and Patrese did an excellent 1 min 24.444secs, but then Berger set new standards with a 1 min 23.781secs which lasted only until Senna went out for his final run on the best sticky tyres that Goodyear could supply and did a shattering 1 min 23.220 secs and afterwards admitted that if he had been prepared to throw caution to the winds he was sure he could have reduced it to 1 min 23 secs nett; and who is to argue with him?

While Patrese could not match the Honda-powered pair there was no disgrace in that, and he was comfortably ahead of everyone else. The two Ferraris could almost be classed as 'hopeless' still being nearly two seconds off the McLaren pace, and Alesi was still right on their tails and an embarrassment to the Benetton and Lotus teams.

By the end of the day the Arrows team crept quietly away, neither Michele Alboreto nor Alex Caffi being quick enough to make the grid, and it cannot have been due to lack of driving ability, while young David Brabham failed to make the grid on his debut with the revitalised Brabham team now in Japanese ownership. With Martini being withdrawn from the list following his accident it meant that his team-mate Paola Barilla was able to start in the second Minardi and only three drivers were officially not qualified. A ray of hope shone through from the turquoise-coloured cars that used to be called March and are now called Leyton House after their new Japanese owner, for Gugelmin qualified a respectable twelfth after both cars had failed to qualify in the previous Grand Prix.

Once again the huge crowds of spectators had dispersed with nothing to rejoice

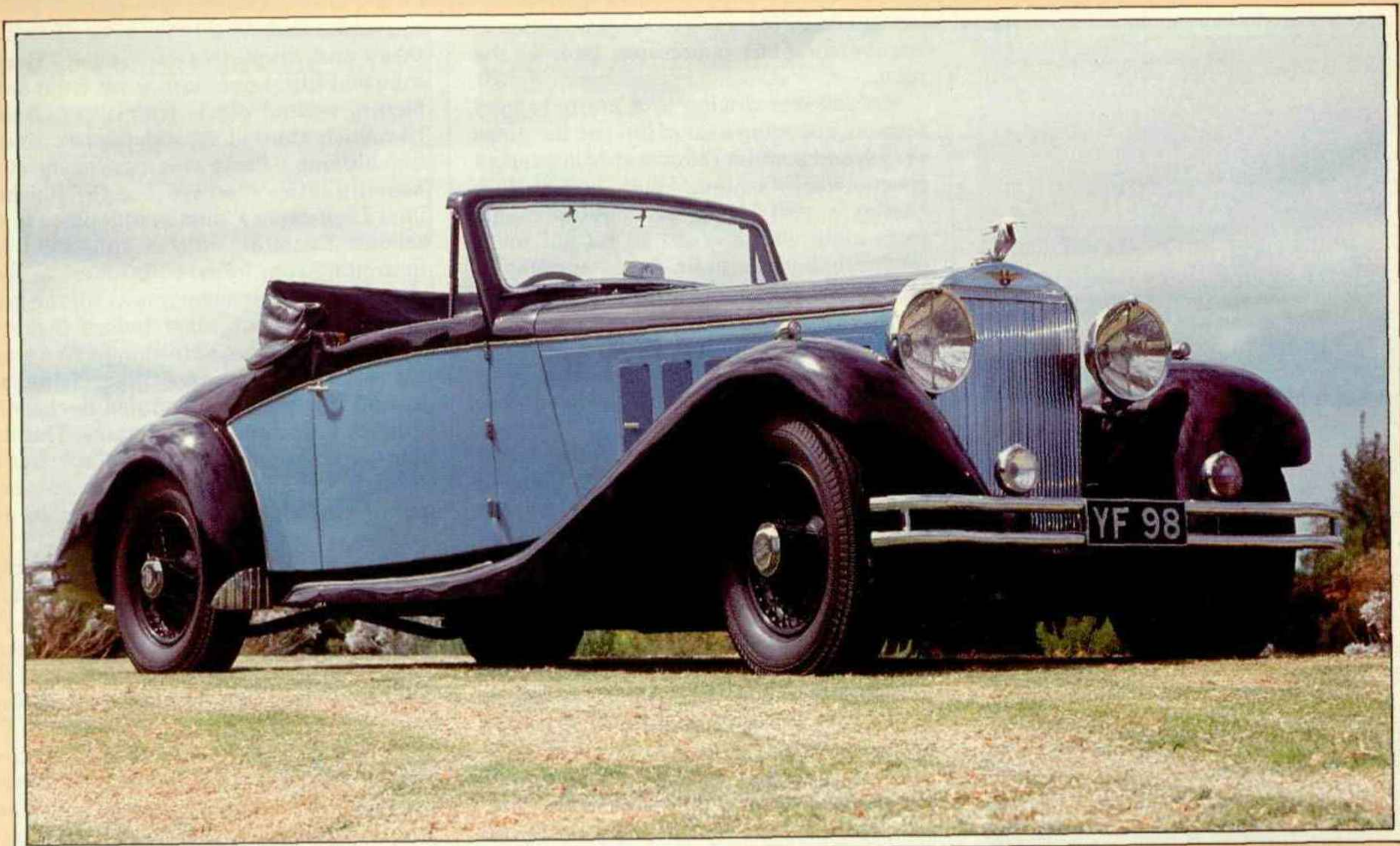
about for they had been promised that World Champion Alain Prost and the hard-charging Nigel Mansell in the red cars from Maranello were going to crush everyone, and here they were nearly crushed by a new young driver with an Italian sounding name driving a Tyrrell!

Surprisingly they all came back on Sunday morning, sure once more that all would be well, but by mid-afternoon they knew once more that they had suffered *grande illusioni*. People who were desperately looking for ways of upsetting the very unsatisfactory apple-cart prophesied rain, but it did not materialise and race day stayed fine and dry, if somewhat overcast at times.

The "warm-up" half hour on Sunday morning saw Mansell raise the hopes of Ferrari fans, when he got his red car between the red and white ones of Senna and Berger, but it was only a warm-up test session. But such demonstration of faith by the Englishman brought forth appreciative cheers, even though fifth and sixth positions on the grid were not exactly promising, with the two McLaren-Hondas at the front.

The tension before the start was building up, in spite of all the gloomy signs, for somehow there is nothing to replace an actual race and the moment when all twenty-six cars set off together creates an entirely different situation to anything that has gone before. In the opening lap Boutsen got his Williams between the two McLarens, but Senna was already in a commanding lead. Patrese was fourth and unbelievably Tyrrell number 4 was in fifth place, ahead of both Ferraris. Yes, it was that young lad Alesi again, unabashed by Champions or Ferraris.

Before the race had a chance to settle down there were screams of delight from the crowds as Senna was seen to be in difficulties; a rear wheel had broken up, the tyre had deflated and the rear brakes were inoperative as he sped down the hill to the Rivazza corners. After momentarily locking up the front brakes in a desperate effort to knock off some speed Senna had no choice but to steer clear of the follow-



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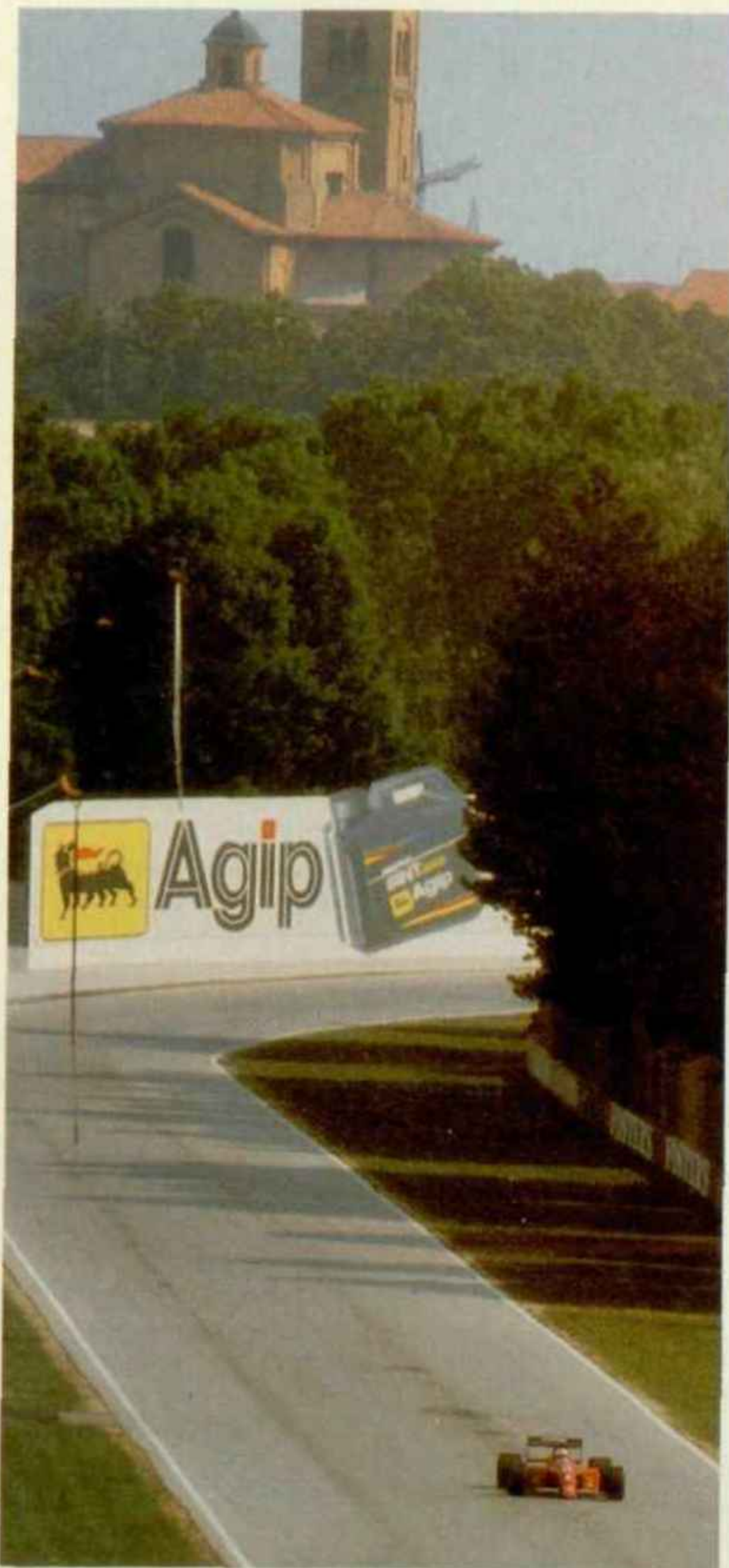
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It was at this point that Mansell pirouetted at 180 mph while trying to overtake Berger for the lead.

ing cars and run off onto the sand trap and subside out of the race. This was on lap 4 and it left Boutsen in the lead with Berger in second place suddenly conscious of his responsibilities now that his team leader had gone. Almost unnoticed the Ferrari drivers had regained their composure and disposed of the cheeky Alesi and a few laps later Nannini and Piquet rearranged the status quo by forcing their way past the Tyrrell with their works Cosworth powered-Benettons.

With Senna gone so early it really was anybody's race and for a time looked to be Boutsen's but his Williams was playing up in the gearbox department, particularly in second and third gears. When it selected a lower gear instead of a higher gear without warning, the engine suffered from over-revving and that was the end of the Belgian's hopes. As the Williams peeled off into the pit lane Berger found himself in the lead, much to the relief of the McLaren-Honda team. However, the Williams-Renault team were very happy with their assessment of the way the second car was going, and equally Patrese was pretty happy with the situation, even succumbing to pressure from Mansell who charged his way by into second place. Patrese still held a very confident third place, knowing his car was going splendidly and would have something in

reserve for putting pressure later in the race.

Mansell was driving in a pretty ragged fashion, spending a lot of time on the grass verges and avoiding slower cars in a rather spectacular fashion, but nonetheless having a real go at things, unlike his team-mate who seemed to be out for a quiet Sunday afternoon drive, stopping to change tyres before half-distance as a first lap scuffle had caused him to put 'flat spots' on the front ones. Mansell's heroics came to an end when he free-wheeled into the pits at the end of lap 39, the engine having cried 'enough'.

All this time Berger was leading, but it was ominous that he was not drawing away from his pursuers, and when Patrese began to put on a bit of pressure once Mansell was out of the way, the Austrian driver seemed unwilling, or unable to respond. Patrese was now revelling in the fact that his car was running perfectly and was well able to stand some harder use in the closing stages, when others might be getting low on braking power, or having concern about tyre wear or fuel consumption. On lap 51 Patrese took the lead from Berger with relative ease, there being no sign of the Austrian putting up a fight, and his condition after the race suggested he had been physically incapable. Meanwhile, in third place Nannini was coming under pressure from Prost, but was fighting back valiantly and though the Ferrari claimed third place for a fleeting moment the Benetton was soon back in front again.

So the race ran out its 61 laps, with Patrese determined not to make any mis-

takes and throw this race away. Berger followed him home into a far from satisfactory second place, with a very happy Nannini in third place with the new Benetton although Prost was perilously close behind him as they crossed the finishing line. Then came Piquet in fifth place in the second Benetton after a consistent but unexciting run, followed by Alesi in sixth place earning excellent marks for the new-look Tyrrell team. Just before the start Alesi had been forced to change to a spare car, and a third of the way through the race he had made an unscheduled decision to stop for a new set of Pirelli tyres. This had dropped him down to ninth place, but he soon fought his way back up to sixth, passing Warwick and Donnelly in the Lotus-Lamborghinis as he did so.

It wasn't the race anyone had expected to see, but the end result gave a lot of people a lot of pleasure, especially the Renault engine people who have quietly worked away on their RS2 version of the V10, confident that its performance does not lack much from the V10 Honda. On the other hand Ferrari were perhaps overconfident in believing that their V12 was more powerful than the opposition. When it proved not to be it threw the team into some confusion with the result that they got themselves in a muddle over suspension and aerodynamic settings and lost faith in their own bodywork changes.

That three out of the four V12 Lamborghini engines survived was something of a major triumph for Mauro Forghieri who designed the engine with Chrysler backing, but it still has a long way to go before becoming a race-winning engine. DSJ



Riccardo Patrese celebrates his third Grand Prix victory and his first for the Williams team.

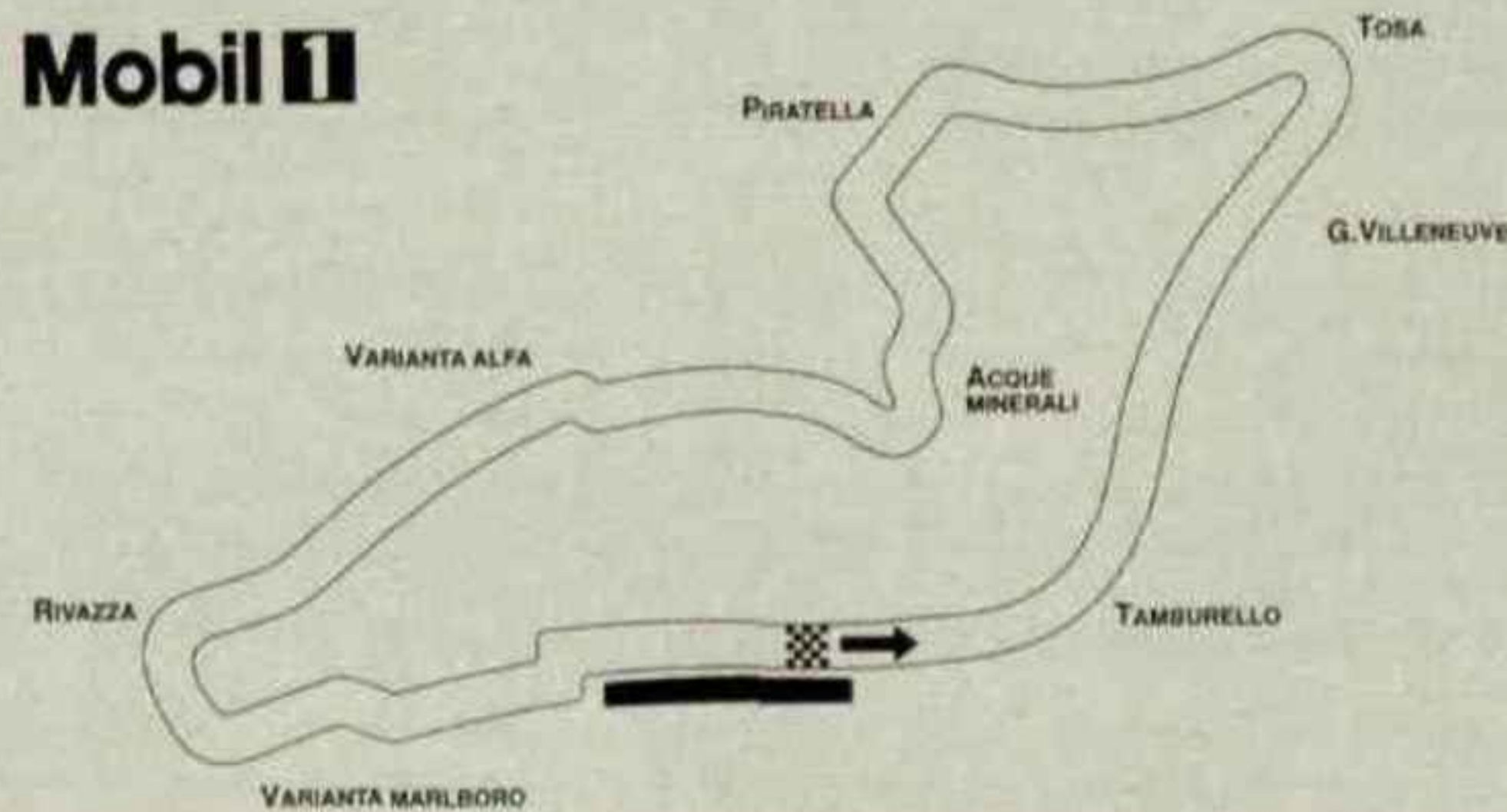
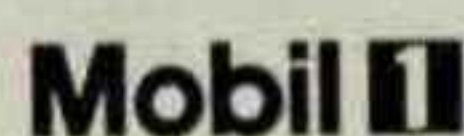
STARTING GRID



27 SENNA McLaren MP4/5B 1 min 23.220 secs	28 BERGER McLaren MP4/5B 1 min 23.781 secs
6 PATRESE Williams FW13B 1 min 24.444 secs	5 BOUTSEN Williams FW13B 1 min 25.039 secs
2 MANSELL Ferrari F1/90 1 min 25.095 secs	1 PROST Ferrari F1/90 1 min 25.179 secs
4 ALESI Tyrrell 019 1 min 25.230 secs	20 PIQUET Benetton B190 1 min 25.761 secs
19 NANNINI Benetton B190 1 min 26.042 secs	11 WARWICK Lotus 102 1 min 26.682 secs
12 DONNELLY Lotus 102 1 min 26.714 secs	15 GUGELMIN Leyton House CG901A 1 min 26.836 secs
29 BERNARD Lola LC90 1 min 26.838 secs	8 MODENA Brabham BT59 1 min 27.008 secs
30 SUZUKI Lola LC90 1 min 27.068 secs	26 ALLIOT Ligier JS33B 1 min 27.214 secs
22 DE CESARIS Dallara BMS 190 1 min 27.217 secs	16 CAPELLI Leyton House CG901A 1 min 27.521 secs
3 NAKAJIMA Tyrrell 019 1 min 27.532 secs	25 LARINI Ligier JS33B 1 min 27.564 secs
21 PIRRO Dallara BMS 190 1 min 27.613 secs	14 GROUILLARD Osella FA1M 1 min 28.009 secs
35 FOITEK Monteverdi-Onyx 1 min 28.111 secs	33 MORENO EuroBrun ER190 1 min 28.603 secs
36 LEHTO Monteverdi-Onyx 1 min 28.625 secs	24 BARILLA Minardi M190 1 min 28.667 secs

LAP TIMES

No	Driver	Car	Tyres	Pre-qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap (on lap)
1	Alain Prost	Ferrari F1/90	G		1m 26.080s	1m 25.179s	1m 27.164s (56)
2	Nigel Mansell	Ferrari F1/90	G		1m 25.539s	1m 25.095s	1m 27.626s (38)
3	Satoru Nakajima	Tyrrell 019	P		1m 27.746s	1m 27.532s	no time
4	Jean Alesi	Tyrrell 019	P		1m 26.138s	1m 25.230s	1m 29.144s (46)
5	Thierry Boutsen	Williams FW13B	G		1m 25.832s	1m 25.039s	1m 28.840s (14)
6	Riccardo Patrese	Williams FW13B	G		1m 24.486s	1m 24.444s	1m 27.475s (42)
7	David Brabham	Brabham BT59	P		1m 31.282s	1m 28.927s	
8	Stefano Modena	Brabham BT59	P		1m 28.763s	1m 27.008s	1m 31.661s (21)
9	Michele Alboreto	Arrows A11B	G		1m 29.615s	1m 28.797s	
10	Alessandro Caffi	Arrows A11B	G		1m 29.242s	1m 28.699s	
11	Derek Warwick	Lotus 102	G		1m 28.055s	1m 26.682s	1m 29.829s (56)
12	Martin Donnelly	Lotus 102	G		1m 27.151s	1m 26.714s	1m 29.527s (58)
14	Olivier Grouillard	Osella FA1M	P	1m 28.155s	1m 28.590s	1m 28.009s	1m 32.011s (52)
15	Mauricio Gugelmin	Leyton House CG901A	G		1m 29.339s	1m 26.836s	1m 32.547s (9)
16	Ivan Capelli	Leyton House CG901A	G		1m 29.904s	1m 27.521s	no time
17	Gabriele Tarquini	AGS JH25	G		no times		
18	Yannick Dalmas	AGS JH25	G		Entry withdrawn		
19	Alessandro Nannini	Benetton B190	G		1m 26.889s	1m 26.042s	1m 27.156s (60)
20	Nelson Piquet	Benetton B190	G		1m 26.316s	1m 25.761s	1m 28.558s (37)
21	Emanuele Pirro	Dallara BMS 190	P		1m 27.849s	1m 27.613s	1m 34.266s (2)
22	Andrea de Cesaris	Dallara BMS 190	P		1m 27.570s	1m 27.217s	1m 32.125s (21)
23	Pierluigi Martini	Minardi M190	P		1m 26.466s	Withdrawn	
24	Paolo Barilla	Minardi M190	P		1m 29.566s	1m 28.667s	1m 30.848s (55)
25	Nicola Larini	Ligier JS 33B	G		1m 27.642s	1m 27.564s	1m 30.461s (55)
26	Phillippe Alliot	Ligier JS 33B	G		1m 27.533s	1m 27.214s	1m 29.813s (44)
27	Ayrton Senna	McLaren MP4/5B	G		1m 24.079s	1m 23.220s	1m 30.615s (3)
28	Gerhard Berger	McLaren MP4/5B	G		1m 24.027s	1m 23.781s	1m 27.636s (48)
29	Eric Bernard	Larrousse-Lola 90	G	1m 26.475s	1m 26.988s	1m 26.838s	1m 29.731s (34)
30	Aguri Suzuki	Larrousse-Lola 90	G	1m 27.344s	1m 27.211s	1m 27.068s	1m 31.136s (14)
31	Bertrand Gachot	Coloni-Subaru	G	1m 33.554s			
33	Roberto Moreno	EuroBrun 189B	P	1m 28.178s	1m 28.603	1m 31.653s	no time
34	Claudio Langes	EuroBrun 189B	P	1m 34.272s			
35	Gregor Foitek	Onyx Monteverdi	G		1m 28.111s	1m 28.435s	1m 31.964s (34)
36	JJ Lehto	Onyx Monteverdi	G		1m 28.625s	1m 28.684s	1m 31.374s (35)
39	Bruno Giacomelli	Life RE	G	7m 16.212s			



RESULTS

San Marino Grand Prix, Autodromo Imola, May 13
61 laps of 5.040 km circuit (307.440 km; 191.034 miles)

Pos.	Driver	Nat.	Car/Engine	Time
1st	Riccardo Patrese	(I)	Williams FW13B-Renault V10	1h 30m 55.478s
2nd	Gerhard Berger	(AUT)	McLaren MP4/5B-Honda V10	1h 31m 00.595s
3rd	Alessandro Nannini	(I)	Benetton B190-Cosworth EXP	1h 31m 01.718s
4th	Alain Prost	(F)	Ferrari F1/90-Ferrari V12	1h 31m 02.321s
5th	Nelson Piquet	(BRA)	Benetton B190-Cosworth V8 EXP	1h 31m 48.590s
6th	Jean Alesi	(F)	Tyrrell 019-Cosworth V8 DFR	1 lap behind
7th	Derek Warwick	(GB)	Lotus 102-Lamborghini V12	1 lap behind
8th	Martin Donnelly	(GB)	Lotus 102-Lamborghini V12	1 lap behind
9th	Phillippe Alliot	(F)	Ligier JS33B-Cosworth V8 DFR	1 lap behind
10th	Nicola Larini	(I)	Ligier JS33B-Cosworth V8 DFR	2 laps behind
11th	Paolo Barilla	(I)	Minardi M190-Cosworth V8 DFR	2 laps behind
12th	JJ Lehto	(FIN)	Monteverdi-Onyx-Cosworth V8 DFR	2 laps behind
13th	Eric Bernard	(F)	Lola L90-Lamborghini V12	5 laps behind
14th	Olivier Grouillard	(F)	Osella FA1M-Cosworth V8 DFR	retired on lap 53
15th	Nigel Mansell	(GB)	Ferrari F1/90-Ferrari V12	retired on lap 39
16th	Gregor Foitek	(CH)	Monteverdi-Onyx-Cosworth V8 DFR	retired on lap 36
17th	Stefano Modena	(I)	Brabham BT59-Judd V8	retired on lap 32
18th	Andrea de Cesaris	(I)	Dallara BMS 190-Cosworth V8 DFR	retired on lap 30
19th	Mauricio Gugelmin	(BRA)	Leyton House CG901A-Judd V8	retired on lap 25
20th	Thierry Boutsen	(B)	Williams FW13B-Renault V10	retired on lap 18
21st	Aguri Suzuki	(J)	Lola L90-Lamborghini V12	retired on lap 18
22nd	Ayrton Senna	(BRA)	McLaren MP4/5B-Honda V10	retired on lap 4
23rd	Emanuele Pirro	(I)	Dallara BMS190-Cosworth V8 DFR	retired on lap 3
24th	Roberto Moreno	(BRA)	EuroBrun ER190-Judd V8	retired on lap 1
25th	Satoru Nakajima	(J)	Tyrrell 019-Cosworth V8 DFR	retired on lap 1
26th	Ivan Capelli	(I)	Leyton-House CG901A-Judd V8	retired on lap 1

Fastest Lap: Alessandro Nannini (Benetton B190) 1min 27.156 secs on lap 60, 208.178 kph (129.355 mph)
Winner's Average Speed: 202.876 kph (126.061 mph). Conditions: Warm and dry

DNPQ	Alessandro Caffi	(I)	Arrows A11B-Cosworth V8 DFR	1m 28.699s
DNPQ	Michele Alboreto	(I)	Arrows A11B-Cosworth V8 DFR	1m 28.797s
DNPQ	David Brabham	(AUS)	Brabham BT59-Judd EV8	1m 28.927s
DNPQ	Bertrand Gachot	(L)	Coloni-Subaru flat-12	1m 33.554s
DNPQ	Claudio Langes	(I)	EuroBrun ER189B-Judd V8	1m 34.272s
DNPQ	Bruno Giacomelli	(I)	Life 12 Cylinder	7m 16.212s
DNPQ	Gabriele Tarquini	(I)	AGS JH25-Cosworth V8 DFR	no time



1990 WORLD CHAMPIONSHIP

DRIVERS	CONSTRUCTORS
Ayrton Senna	13 McLaren-Honda
Alain Prost	12 Williams-Renault
Gerhard Berger	12 Ferrari
Riccardo Patrese	9 Benetton-Cosworth
Jean Alesi	6 Tyrrell-Cosworth
Thierry Boutsen	6 Brabham-Judd
Nelson Piquet	6
Alessandro Nannini	6
Nigel Mansell	3
Stefano Modena	2
Satoru Nakajima	1



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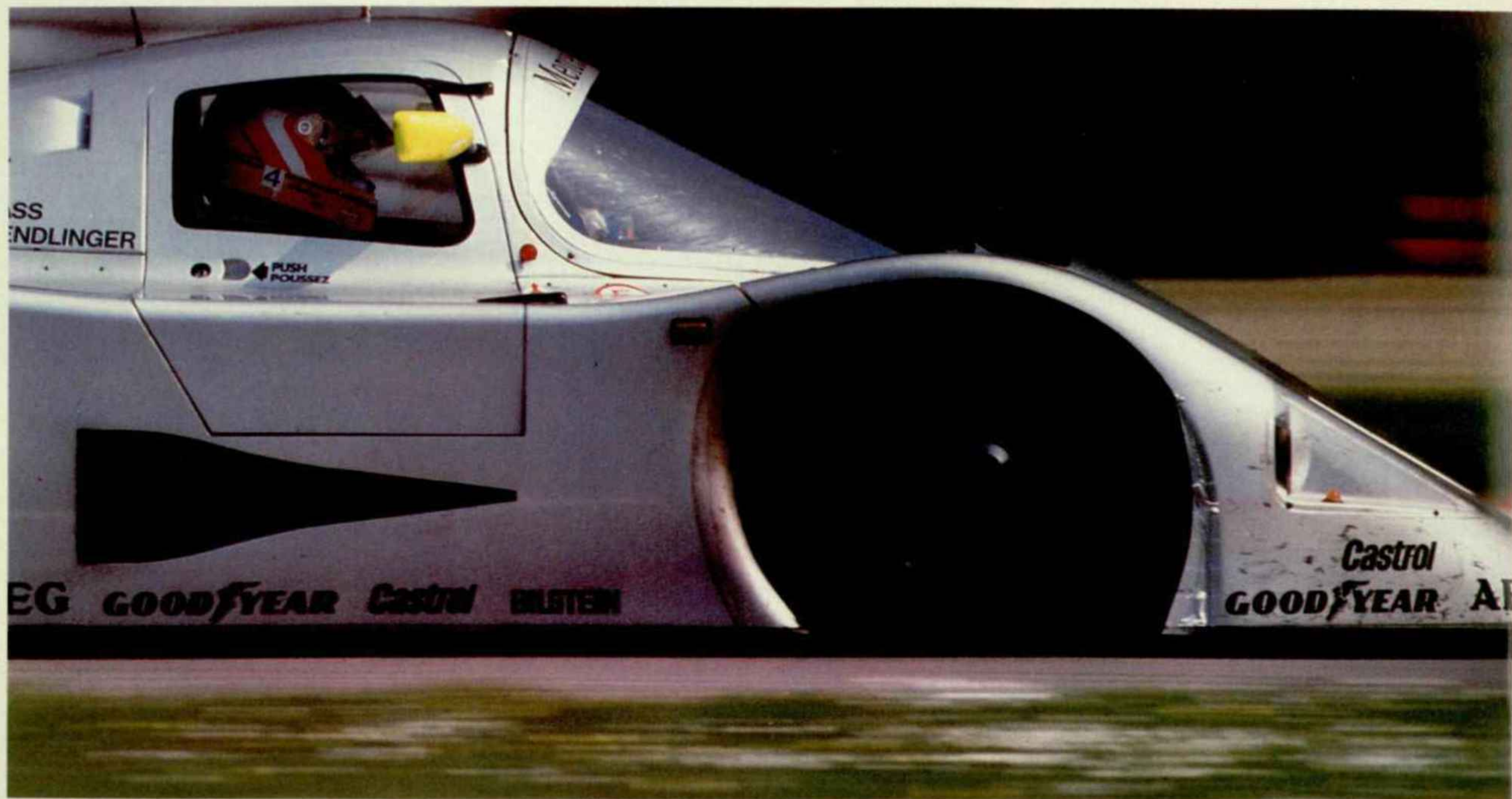
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After a first lap spin Mass brought his Mercedes from 70 seconds back to steal second place from Brundle on the last lap.

Jaguar puts pressure on Mercedes

The result of the 23rd Trofeo Filippo Caracciolo at Monza had a familiar ring as the Mercedes team swept up the top two places, but third and fourth for Silk Cut Jaguar represented the team's best performance for 18 months. Both XJR-11s were hampered by brake problems which should be cured by modifications in hand for the British round at Silverstone on May 20, and it may not be too long before mauve and white Jaguars are first to the chequered flag.

Dominant is still the word to use for the 'Silver Arrows' which topped the qualifying sessions with a second to spare on Friday and Saturday, but a first-corner fracas involving Jan Lammers' Jaguar and Jochen Mass' Mercedes injected a good deal of interest into the race.

Both drivers had to stage a comeback, Mass snatching second place from Brundle on the final lap, Lammers claiming fourth. Mauro Baldi and Jean-Louis Schlesler led from start to finish, and by Sunday night any hopes that rivals might have harboured about the reliability of the new Mercedes C11 were dashed. The advanced Bosch Motronic 1.8 engine management system has been difficult to tame, has caused some engine breakages, but neither car missed a beat during the Monza weekend. Anyone who wants to beat Peter Sauber's team will have to do so with a superior performance.

On the basis of the first two World Sports-Prototype Championship rounds of the season, Silk Cut Jaguar is the most serious challenger. Nissan's performances have been promising, but show how much

work there is still to do, while Toyota made a bright start at Suzuka but endured a dreadful weekend in Italy, taking three wrecks back to base in Norfolk. Johnny Dumfries and Geoff Lees each had two major accidents, Aguri Suzuki a minor 'off', while new boy Roberto Ravaglia didn't put much on his car.

At root, high fuel consumption is still Toyota's main concern so the cars are run with minimal downforce; "you've only got to touch a kerb to be in trouble" says Lees. "When you see how much wing the Mercedes run, you can understand why they're so fast through the corners".

The Porsches are not yet a spent force but Reinhold Joest's A-team cars are the only ones to stand a realistic chance of winning the odd event, this now being virtually the works team with new cars powered by 3.2-litre engines, rather than the 'standard kit' 3-litre sixes used by the B-teams.

Having tested at Monza earlier in the month the Joest team was much more in harmony with the Michelin men. Bob Wollek and Frank Jelinski finished fifth, best of the rest, while Jonathan Palmer and Tiff Needell were rather unlucky to finish eighth in the identical sister car, after the engine cut out mysteriously and stranded the car for a lap.

The Spice 3½-litre cars may well be a force to reckon with, but perhaps not at power circuits such as Silverstone and Spa. Wayne Taylor and Eric van der Poele, the Belgian F3000 driver who looked very confident in his first sports car race, took sixth place after a trouble-free

run but were two laps adrift, and their belief that the turbo teams would slow their pace to conserve fuel was somewhat misplaced.

Clearly the Spices are among the quickest cars through the turns, along with the Mercedes, and the likes of Taylor, Bernard Jourdain and Fermin Velez (just recruited back to the works team, after a season with Chamberlain Engineering) were able to take the heart-stopping second Lesmo turn without lifting off the throttle.

The Porsche teams have punted the C2 class cars around like ping-pong balls in years gone by, treating them as first-formers, but now the roles are reversed. Velez's name cropped up quite often as the man who was pushing the big boys around, overtaking in various unlikely places, but his tactics rebounded early in the race as he took Lees' Toyota under braking for the first Lesmo then moved to the left to take his line . . . unfortunately while his left rear wheel was level with Lees' right front. A heavy collision sent the Toyota spinning along the guardrail, a certain retirement, while Velez lost five minutes having the rear body supports straightened up, in order to fit a new cover.

Crossed with silver

For much of qualifying the screens showed a sequential 1-2-3-4 number order; Baldi, Mass, Brundle, Lammers. Mercedes' transfer from the old C9 model to the new C11 was seamless, an easy graduation that

mocked the efforts of rival teams to lick new cars into shape.

On Friday afternoon Baldi claimed the provisional pole position with a time of 1 min 29.591 sec, but the Italian was far from happy. "I can feel that the engine is not so powerful as when we tested here a month ago" he complained, and engineer Walter Naehner confirmed that the 5-litre V8s were short of at least 50 bhp due to the poor quality of the fuel supplied (on a mandatory basis) by the organisers.

By that reckoning Baldi may have had 800 bhp at his disposal, or less, so his time makes an interesting comparison with the Group C qualifying record set by Riccardo Patrese in a Lancia, back in 1985. His LC2 was powered with a 1000 bhp 'time bomb' engine for qualifying, so perhaps it's not surprising that the time stood for five years. Jaguar, Mercedes and Nissan all had equipment to analyse the fuel on the spot, and they agreed that it was a rock-bottom specification with 97 octane and a low scale of additives.

The Grand Prix teams generally reckon to go faster on Saturday afternoon, but in Group C the entrants are still fairly preoccupied with checking the fuel economy, and prefer to get the hot laps done with on Friday. Even so, Peter Sauber allowed Baldi to try again on Saturday to break into the 1 min 28 sec bracket, as he was sure he could, possibly thinking that Brundle or Lammers would make a swift bid when no-one was paying attention. Baldi's final attempt netted a pole position of 1 min 29.165 sec (145.50 mph), just about a second quicker than Mass and some two seconds quicker than the Jaguars.

The Joest Porsche and Nissan teams shared the third and fourth rows of the grid, hanging on in the first division, while Toyota Team Tom's and Spice Engineering are on the waiting list for the top group.

Mass' double

As the pace car peeled off Baldi thundered ahead towards first chicane, 400 metres from the start line, and from the second row Lammers drew level with Mass. The two cars seemed rivetted together as they approached the braking area, the German strangely unaware of, or unimpressed by, Lammers' reputation in such situations.

Still door to door, Mass turned left for the first part of the chicane forcing Lammers to put his Jaguar half across the kerb, then the Jaguar man forced back to the right in a vain attempt to take the second part. It was hopeless, of course, and the two cars spun in opposite directions as 30 pursuers braked, ducked and weaved to find a way between them.

Some were amused when Mass booted the throttle and pirouetted on the spot, still facing the wrong way, and his temper was up when he finally joined the race 70 seconds behind Baldi. "I blame myself, for getting into a situation that was avoidable" he said later, but for the second race



Despite poor brakes the Lammers/Wallace Jaguar managed to get fourth place.

running his was the incident that brought the race to life. In fact his performance, coupled with that of young Karl Wendlinger, would have won the race with considerable ease had the collision not happened. Wendlinger, the 21-year-old Austrian recruit, actually took 40 seconds off world champion Jean-Louis Schlesser in the middle shift, an amazing feat which suggests that we'll hear much more of him in the future.

Lammers stopped for a damage check and joined the race 90 seconds behind the leaders, incidentally with the tank topped up and that enabled him to lead the race, briefly, during the fuel stops on lap 30. It was the only lap that Baldi and Schlesser didn't lead. At the front, Baldi pulled away from Brundle at around a second a lap, the Jaguar blistering its tyres and making life difficult for the driver who also had to cope with worsening brakes.

Having tried carbon and steel brakes during qualifying Brundle chose carbon, Lammers steel, but the choice didn't make any great difference. Co-drivers Alain Ferté, with Brundle, and Andy Wallace had the more difficult task because they didn't feel the brakes going off . . . they were bad from the moment they took over!

In the opening stages the Nissans of

Mark Blundell and Julian Bailey sandwiched Bob Wollek's Joest Porsche, and Johnny Dumfries hung on to sixth position in the Toyota as long as his fuel readout allowed. Geoff Lees was an early retirement as Fermin Velez drove him heavily into the armco, and later on Dumfries experienced his second major accident of the weekend when a Porsche moved over and put him into the rails before the Parabolica turn, an impact that broke the Toyota's carbon chassis in two. Mercifully there were no injuries, because both of Dumfries' accidents looked serious.

Jonathan Palmer dropped two minutes, a lap and a half maybe, when the ignition cut on his Joest Porsche. "I was going along nicely behind Bob (Wollek) in fifth when the engine died . . . just stopped." After much churning on the starter it came back to life and ran beautifully for the rest of the afternoon, a mystery that the telemetric equipment confirmed but didn't solve. It made the difference between fifth place and eighth, two world championship points lost for Palmer and Needell.

The 'works' and privately entered Spices of Chamberlain Engineering and GP Motorsport were extremely rapid, but haven't yet achieved race-long reliability.



The Nissans were only just off the pace in qualifying but were not so competitive in the race.



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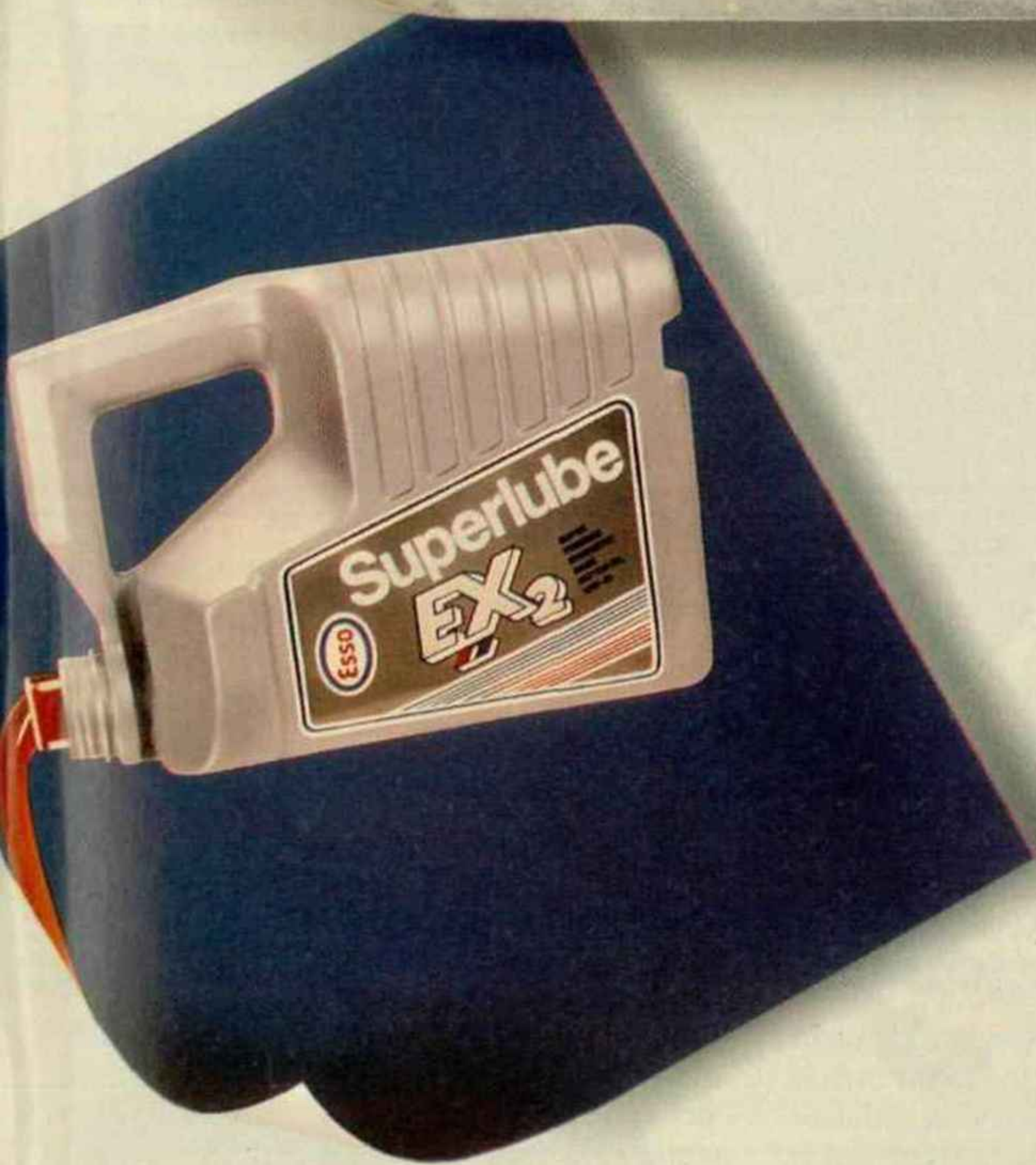
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Wayne Taylor and Eric van der Poele did stay out of trouble and were rewarded with a single championship point for sixth, but Velez and Bernard Jourdain dropped back after the collision with Lees.

Will Hoy went very quickly in David Prewitt's GP Motorsport Spice but damaged the nose in gravel, and then felt the effects of a dropped valve. Reigning World C2 Champion Nick Adams ended his race in the gravel at the first corner, put off by the Mass-Lammers fracas, and Cor Euser again showed a great turn of speed in the other Chamberlain Engineering Spice, but unluckily ended his race when a rear tyre exploded.

Attention was turned to Wendlinger's performance in the Mercedes, as he steadily reduced his deficit. He was 91 seconds behind Schlessler when he started and merely 51 seconds behind when he finished, and in that time he'd picked off both Nissans and Wollek's Porsche, none of which was exactly sacrificed. At the end of the middle stint the number 2 Mercedes looked a possible threat to Brundle's Jaguar, in which Ferté had coped valiantly with poor brakes. He'd held the gap to Schlessler at seven to eleven seconds for half of his short, 24 lap stint but then lost the rhythm and fell back to 20 seconds, leaving Brundle with an impossible task if he still thought of winning.

The last half-hour was dominated by Mass' inexorable advance on Brundle, while Lammers consolidated fourth place. We didn't know how bad the Jaguars' brakes were, nor how their fuel consumption was looking rather dodgy for a fast

RESULTS

Monza 480 km (83 laps), April 29

1st	Jean-Louis Schlesler/Mauro Baldi.....	5.0t Mercedes Benz C11	2h 17m 11.735s
2nd	Jochen Mass/Karl Wendlinger	5.0t Mercedes-Benz C11	2h 17m 29.348s
3rd	Martin Brundle/Alain Ferté.....	3.5t Jaguar XJR-11	2h 17m 38.129s
4th	Jan Lammers/Andy Wallace	3.5t Jaguar XJR-11	1 lap behind
5th	Bob Wollek/Frank Jelinski.....	3.2t Porsche 962.....	1 lap behind
6th	Wayne Taylor/Eric Van de Poele	3.5 Spice-Ford SE90C	2 laps behind
7th	Julian Bailey/Kenny Acheson	3.5 Nissan R90 CK	2 laps behind
8th	Jonathan Palmer/Tiff Needell	3.2t Porsche 962.....	2 laps behind
9th	Bernd Schneider/Sarel Van de Merwe	3.0t Porsche 962.....	3 laps behind
10th	Anders Olofsson/Anthony Reid	3.0t Porsche 962.....	4 laps behind
11th	Bernard Jourdain/Fermin Velez.....	3.5 Spice-Ford SE90C	4 laps behind
12th	Massimo Sigala/Eje Elgh	3.0t Porsche 962.....	4 laps behind
13th	Pascal Fabre/Beppe Gabbiani	3.0t Cougar-Porsche C24	4 laps behind
14th	Jean-Louis Ricci/Henri Pescarolo	3.0t Porsche 962.....	5 laps behind
15th	Harald Grohs/Jürgen Oppermann	3.0t Porsche 962.....	6 laps behind
16th	Antoine Salamin/Luigi Taverna.....	3.0t Porsche 962.....	7 laps behind
17th	Manuel Reuter/James Weaver	3.0t Porsche 962.....	13 laps behind

30 starters, 17 finishers

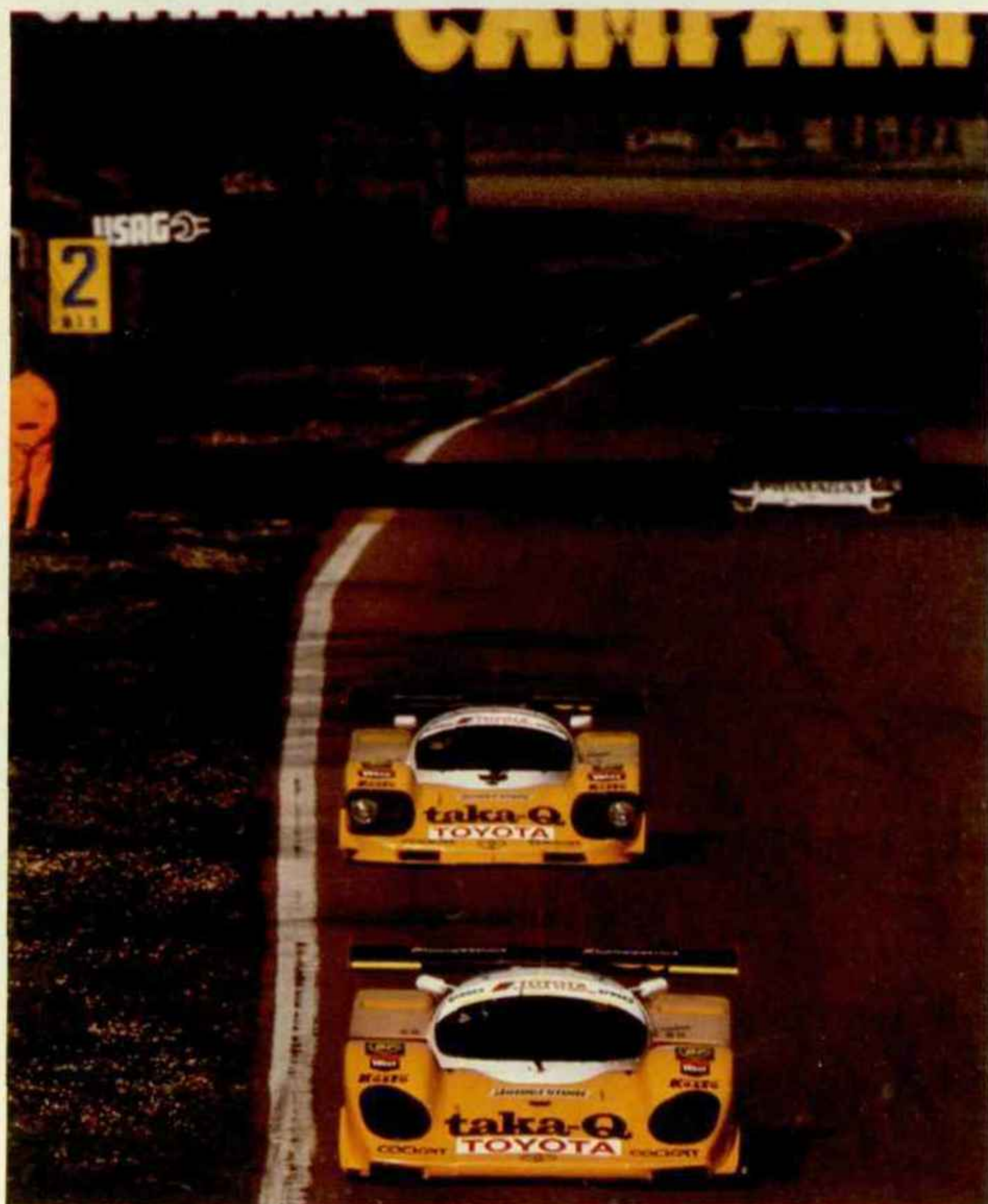
finish, but we could work out that Mass stood a chance of catching Brundle at the end of this very fast race.

Mass obliged with a new Group C record on his penultimate lap, at 1 min 33.426 sec, and suddenly he was crowding the Jaguar. Twice the XJR-11's turbo engine faded on the final lap, which occupied a slow 1 min 50.2 sec, and Brundle had to settle for third place.

It may not have been all that Tom Walkinshaw wished for, but it was the team's best result for 18 months, since Fuji in 1988 in fact when Brundle became the World Champion sports car driver, and marked the start of a new chapter for the team.

Wollek and Jelinski were safely fifth in spite of a 14 sec stop-go penalty for a 'fast' refuelling stop, but the Bailey/Acheson Nissan dropped to seventh after having a loose front wheel tightened. Then Blundell's Nissan, shared with Gianfranco Brancatelli, rolled to a stop at the finish line after completing 79 laps; Blundell had just set the second fastest lap of the race at 1 min 34.471 sec when the fuel light came on, indicating three safe laps, but the engine cut out almost immediately.

The result indicated a *status quo* for Mercedes, but also served notice on the Swiss-German team that real opposition is at hand. MLC



They're running here but both Toyotas crashed out of the race and the team returned three wrecked cars to their base in Norfolk.



The Brundle/Ferté car in the pits. They drove a good race but edgy fuel and brakes knocked them back to third place on the last lap.

Max Mosley is the chairman of FISA's powerful Manufacturer's Commission, and has a seat on the World Motorsports Council. Born to an illustrious family 50 years ago, Max's controversial father was once tipped as a future prime minister, while his mother took her place in literary circles. Mosley read physics at Oxford then practised law between 1964 and 1969, specialising in patents and trademarks.

Mosley also raced, first in the Clubman's category then moving up to Formula 2. He "retired" in 1968 when Jochen Rindt lapped him at Hockenheim in an identical Brabham ("I thought I was on the limit, until Jochen went past me on the outside"), then became the 'M' in March Engineering which he founded with Robin Herd, Alan Rees and Graham Coaker. He sold his shareholding to Herd in 1977 and worked for Bernie Ecclestone's FOCA organisation until 1982. Now, as chairman of the Manufacturer's Commission he represents the interests of all manufacturers involved in Group C, saloon car racing and rallies . . . but not in Formula 1 which is governed by the Concorde Agreement.

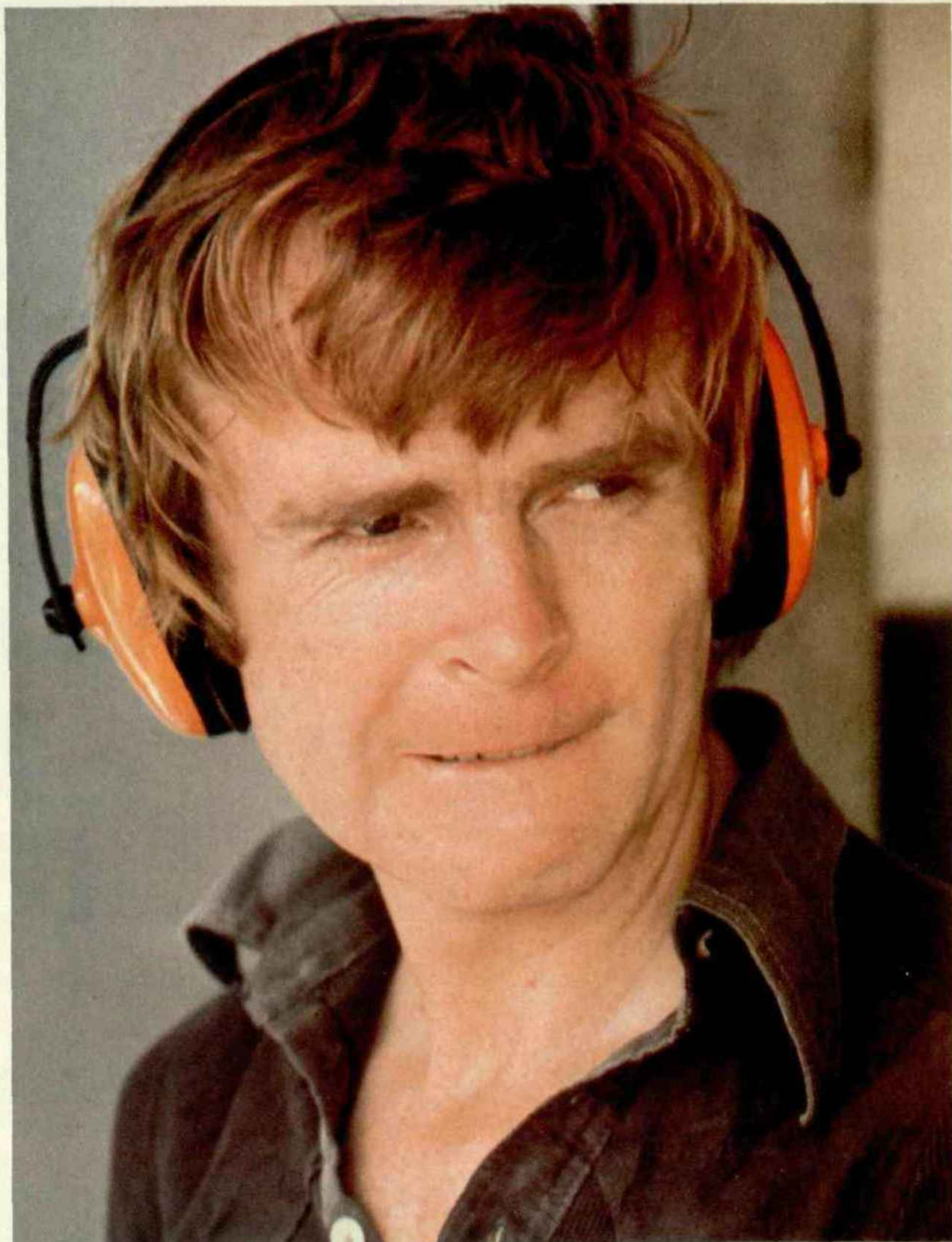
Max Mosley stresses that where he has expressed opinions in this interview they are personal, and don't necessarily state FISA's policy on certain matters.

Michael Cotton: Clearly Bernie Ecclestone is a powerful figure but he's never been to a sports car race in his life.* Do you come to the races as his eyes and ears? (* A few days after the interview Ecclestone did attend a qualifying session at Monza).

Max Mosley: Absolutely not. I attend races only to represent the interests of the manufacturers. I am independent of Bernie, and less independent of the FISA. Bernie will come to a sports car race sooner or later but he has many responsibilities in Formula 1 and they take up all his time. He's got his own staff and he's well informed about Group C. The championship is run by FISA, the commercial management is in Bernie's hands but that doesn't require his presence at the events.

MLC: There was a fear, when you were frustrated in the silhouette formula, that you'd try to turn sports car racing into a Grand Prix alternative, Formula 1 cars with two seats and a roof. Have you abandoned that concept?

MM: The idea behind silhouette was that we needed a formula where manufacturers would be racing against each other; in Formula 1 it's the *drivers* who race against each other and the public thinks of Grand Prix racing as a driver's championship. FISA wanted a championship where manufacturers would be the key players. The logical solution was to allow them to race cars which resembled production models. However, not enough manufacturers would commit themselves to it, so it never got off the ground. The



Max Mosley, chairman of the Manufacturer's Commission.

In Conversation with **Max Mosley**

main problem was that silhouette represented technology so far in advance of anything they were familiar with, that they were quite concerned with taking it on. Sports cars are in between, with two drivers, so that the manufacturer will be more prominent. And next year we're running races to a four hour format, so I think that answers your question.

MLC: M. Balestre stated that the World Sportscar Championship would quickly build up to the same level of popularity as

Formula 1; perhaps even exceed it. I'm not sure I see it in those terms, that what we used to call endurance racing should be turned into a TV slot, and anyway, everyone says that the atmosphere in sports car racing is much nicer. We'd like to keep it that way. If sports car racing is more about manufacturers than drivers, do you really think it can rival the popularity of Grand Prix racing?

MM: A lot of people hold that view, but I'm not sure that what they say is right. In the



It's the cars that count not the drivers in sports car events, according to Max Mosley.

late 1960s there were huge crowds at Le Mans, when you had Ferrari versus Ford versus Porsche. You see, I can remember what the competition was but I can't remember who the drivers were. Even last year there were a lot of people at Le Mans who wanted to see Jaguars, Mercedes and the Japanese cars, but I doubt if there were very many who could name the *drivers* of the first three cars. I am certain that if sports car racing is properly promoted, properly built up, it will be just as interesting to the public as Formula 1 is. Don't forget, when we started March in 1969 there were sometimes only 13 cars on the Formula 1 grids and sports car racing was altogether bigger and more successful. The reason why Formula 1 is so successful today is that it has been properly organised and promoted for the past 20 years, and sports car racing hasn't. If sports car racing is properly handled and promoted from now on, with the know-how that we've gained from Grand Prix racing, it could be back on that sort of level in three or four year's time. The prospect of a major technical confrontation between the Japanese, the Europeans and possibly the Americans as well, is quite fascinating and I'm looking forward to it very much. The technology that I'm hearing about now, in engines and transmissions is quite staggering. I think there's going to be a great deal of marketing prestige and image to be gained in the contest between these major manufacturers. Surely this is more interesting than a confrontation between two or three drivers who might, let's face it, retire at any moment. Drivers come and go, but the manufacturers have a greater long term commitment.

MLC: We think that spectators are impor-

tant to our series; I'm sure the manufacturers are concerned about the public, but you now exclude the public from the paddock and treat sports car racing as if it was Formula 1. The move to the top paddock at Spa, depriving the public of a view of the pit stops, is a manifestation of this. Are you sure we're going the right way?

MM: You can only allow the public into the paddock if there are very few of them. If there are a lot of people it starts to get very difficult. In Formula 1 it's not because we want to kick the public out, but it becomes impossible to work once the numbers exceed a certain level. At the moment the numbers are much smaller in sports car racing but we expect them to rise, and we're trying to organise events on the same basis as Formula 1.

"In the late 1960s there were huge crowds at Le Mans, when you had Ferrari versus Ford versus Porsche. You see, I can remember what the competition was, but I can't remember who the drivers were."

In football you don't allow spectators onto the touchline, or into the dressing room; it simply isn't practicable. The enthusiasts may moan, but they can see similar cars at club meetings. They can get as near to a F3000 car as they like. World Championship events are not primarily for the enthusiasts; they're for the general public and, of course, the media. I don't mean that to sound offensive to the

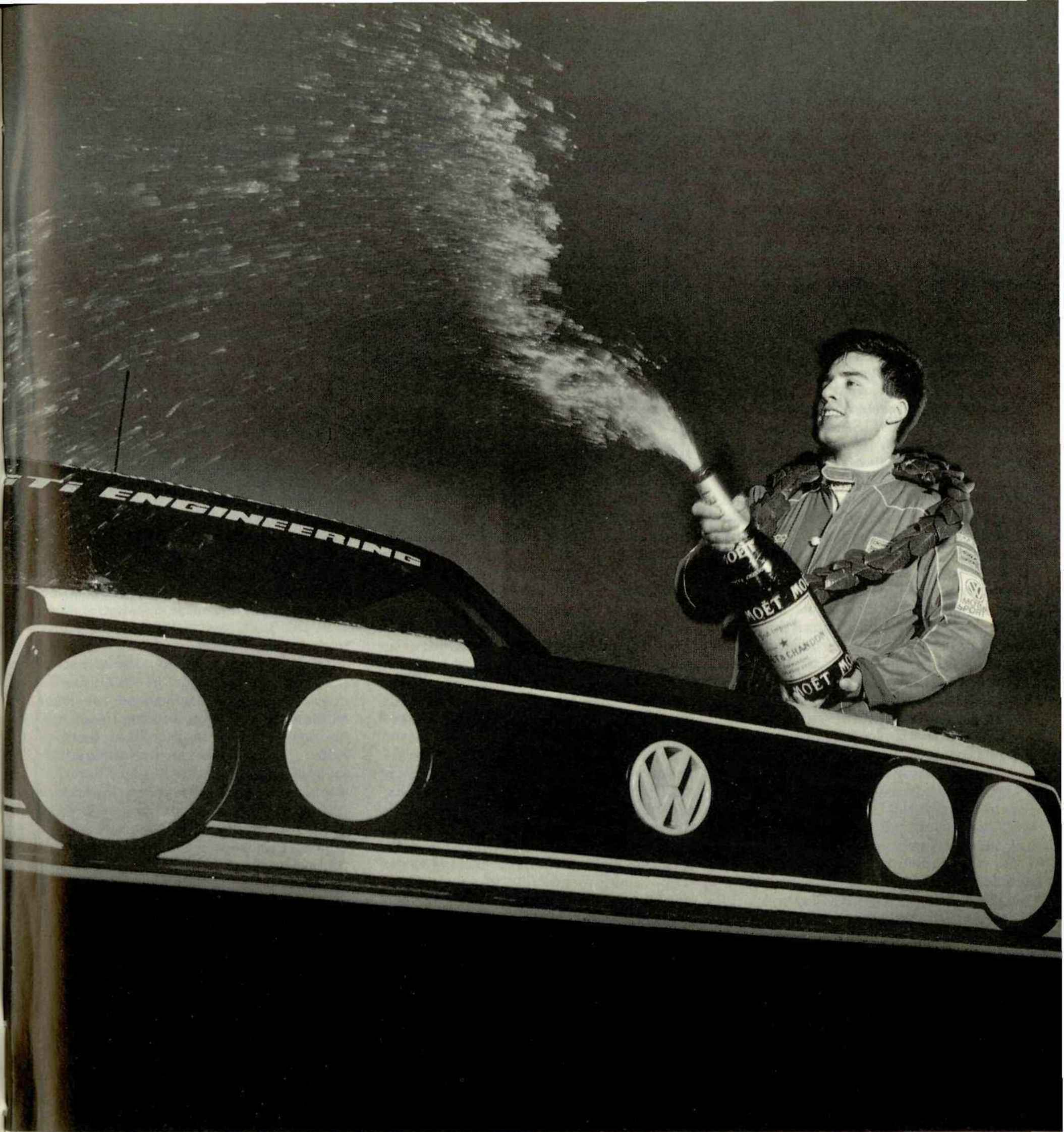
enthusiasts but it is the simple truth. There are too many people there to accommodate as they might wish to be accommodated.

MLC: On behalf of the manufacturers, did you resist the change of date for the Spanish round of the World Sports-Prototype Championship, from July 1 to June 24? It makes life very difficult for everyone, except Mercedes, to have a championship race a week after Le Mans, and last year Kenny Acheson felt that he wasn't ready to race for at least a fortnight.

MM: No. June 24 was the only date suitable for the Spanish authority, and Le Mans is not in the World Championship. You can't take events outside the World Championship into account no matter how important they may be. For exactly the same reason nobody takes account of Indianapolis when fixing the date for the Monaco Grand Prix. They did 20 years ago, but now it's not feasible.

MLC: Now, no-one would think of competing at Indianapolis and Monaco Le Mans isn't in the same category at all. All the major teams but one will be at Le Mans, and FISA has made life particularly difficult for them.

MM: The whole Le Mans problem lies with the ACO. I can't think of any valid reason why the race should not be part of the World Championship, why they should not run their race to our regulations. I suspect that all this will be sorted out in the next year or two. It's the responsibility of the French Federation to mediate between the ACO and the FISA, and a solution will have to be found. Every manufacturer,



After every race, our cars need a respray.

Has the 16V Golf GTi taken the fun out of racing?

After all, in its class, it does have a rather tedious habit of persistently winning.

Take last year's Firestone Championship, for instance, a rather repetitious affair with Volkswagen winning fourteen out of fifteen races.

The crowd didn't so much roar as

yawn when we won every single race in the Uniroyal Championship for two years running.

Winning aside though, there's nothing special about the cars we race.

Apart from a few safety adjustments and some rather snazzy transfers (you have to keep the crowd interested somehow), our cars are virtually identical to the showroom models.

The same model, incidentally, that delivers you from 0-60 in 7.9 seconds.

Needs a major service just once in every 20,000 miles.

Gives you 46.3 miles per gallon at a steady 56mph.

And of course, should you ever wish to put it on the race-track, a guaranteed bottle of champagne.



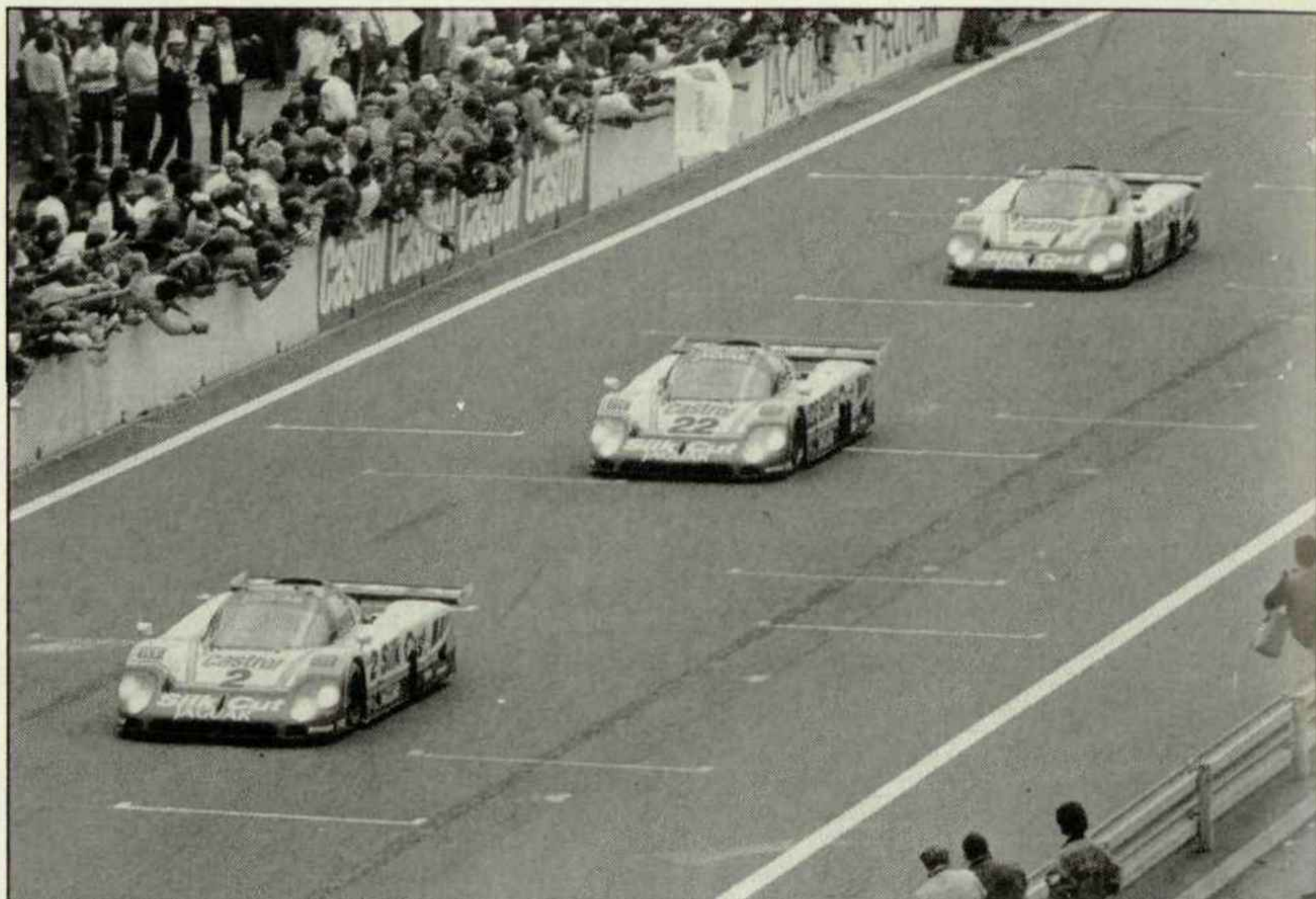
certainly would like Le Mans to be part of the World Championship, but if everyone gets busy from the outside that will just confuse the issue and slow things down.

MLC: You represent the manufacturers who do want Le Mans to be part of the World Championship. Furthermore, if television rights are a major issue that's in Bernie Ecclestone's department. So, outside influences will be brought to bear. It's not as simple as a negotiation between the ACO and the FISA.

MM: That's true. I have to say to the FISA at every opportunity that the manufacturers want Le Mans to be in the World Championship, and FISA has to take that into account. As for television, I can see — as an outsider — that it isn't possible to deal with television rights for the sports car series unless you can deal with *all* the television rights. It's better for the World Championship that Le Mans should be outside, then that they should be dealt with differently, separately. The day when Grand Prix racing got up onto the same level as the Olympic Games and the World Cup, was the day that *all* the races were covered by one contract . . . including Monaco. Paradoxically, once the event such as Monaco or Le Mans is within the package the value of the event increases, in terms of trackside advertising and everything else they have to offer, all of which belongs to them. But it is not for me to interfere. It is for the FIA to say to Le Mans, if you want to be part of the World Championship you have to release your television rights. They'd be better off, there is no doubt about that. It is my personal opinion that Le Mans really has no future without the World Championship, but equally I think the World Championship is poorer without Le Mans. We may hope now that all the people concerned will reach a sensible agreement.

MLC: Let's talk about next year's World Sportscar Championship. FISA has now agreed to let the unlimited cars run for another year — I'll call them unlimited because we're also talking about 7-litre Jaguars. Is it the FISA's intention that the 3½-litre cars should win all the races?

MM: Yes. What we hope to achieve, with a limit on fuel consumption plus an air restrictor, is a situation where the 3½-litre cars *ought* to win all the races . . . unless something goes wrong with them. We do not, however, want to handicap the unlimited cars to such an extent that there's no point in them turning up. One way of getting the formula right for a single year would be to reserve the right to change the unlimited formula at short notice. Whatever happens we must avoid a repetition of what happened in Formula 1 in 1988, when the turbo cars were supposed to be handicapped out, but still they won all the races.



Will FISA give teams like Jaguar enough encouragement to remain racing in 1991?

The competition has to be attractive to Jaguar and Nissan, and the Porsche customers next year, but it must be *more* attractive to run 3½-litre cars, otherwise there is no incentive to get the new cars ready. Le Mans might be a slightly different case I suppose, where people might prefer to run with well-tested models. Because it's a time event, not run to a distance, it has a different fuel calculation and it may be that in 1991 it will favour the existing unlimited cars.

But in 1991 Le Mans ought to be in the World Championship and have a field consisting entirely of 3½-litre cars. By that time there would have been plenty of opportunity to test the 3½-litre engines for 24 hours, and no particular problems should arise. It's nonsense to say you can't run these engines for 24 hours. Keith Duckworth and Paul Rosche agree that they'll do very well, providing they're run slower. Even the DFV won Le Mans a couple of times, and we've come a long way since then.

“World Championship events are not primarily for the enthusiasts; they're for the general public and, of course, the media.”

MLC: Let's talk about the race formats for 1991.

MM: One 24 hour race, Le Mans. All the circuit races will be four hours — the idea is that the manufacturers can give two drivers fairly equal time in the cars — and a couple of urban races are proposed, lasting up to two hours. The street races don't *have* to happen and honestly, I don't know where they may be, but the United States is an obvious candidate. We'd like to go there, but it's a simple fact that they

don't have one single properly equipped road circuit in the whole country.

All the American tracks are like Mallory Park or Snetterton, they're not up to scratch for World Championship racing (MLC: Nor is Dijon!) I don't think there's anywhere in the States that even comes up to the level of Dijon, and improvements are being carried out there. If we have an urban race, it's because there isn't a permanent circuit in the right place, but that doesn't mean the urban circuit has to be primitive. Where Grands Prix are held in streets the facilities are very good.

MLC: The IMSA organisation will adopt 3½-litres as a benchmark in 1992, but won't abandon turbos or stock-blocks. Do you think there's a chance of reconciliation?

MM: Well, IMSA is a national formula, a very good series based on equivalence, on handicapping. It has worked well up to now. If we can demonstrate that you can have an excellent championship based on 3½-litre engines, and the cost is not prohibitive, I dare say they'll follow. If the World Championship gives rise to some really good 3½-litre customer cars, Porsches or Lolas, then there would be a ready market in the United States.

Then, if the IMSA championship flourished along those lines then manufacturers might enter cars, so it would be like a mini World Championship but with a bigger proportion of private teams. That might diminish the World Championship in the States, but I think it more likely that the interest would grow, and actually increase demand for a World Championship race.

There are three main areas where motor racing flourishes: Europe, Australasia and America which tends to go its own way. I think it's in everyone's interests to have a rapprochement, to bring

everyone together a bit more. There are various ways that might happen, and the bringing together of IMSA and the World Championship is one way. I think it's up to FISA to have a World Championship that's so successful that the Americans will find it irresistible!

MLC: Surely the Americans are too insular for that?

MM: America is a big problem. They have their enthusiasts but the majority really don't want foreign car racing, and by the same token there isn't much pressure for Americans to race anywhere else in the world. Americans are still a rarity in Grand Prix racing. Then there's CART. Two or three top teams want to race outside America, for commercial reasons or prestige, but the bulk of the teams don't really want to race outside of America. It doesn't mean much to them or their sponsors to go off and race in Australia, or Japan.

MLC: Assuming that Le Mans is returned to the World Championship, and that the manufacturers have to prepare special cars, is there any reason why there should not be 24 hour championship races in other countries — say Daytona, or Japan?

MM: Le Mans is a special case. It has been put to the vote and no-one really wants another. I don't think there is an overwhelming case for having more than one. In Japan there was one promoter, with a very old-fashioned circuit, who wanted to run a 24 hour race but that was for political reasons and the manufacturers didn't want it. The 24 hour race is an inconvenience, but the benefits of Le Mans are such that people are prepared to put

up with the inconvenience. I don't think they want more than one, though.

MLC: Let's turn to touring cars. The German Championship is very strong, the Australians prefer touring cars almost to anything else and everyone seems to want a common set of rules. Do you think it possible that a European, or even a World Championship, could be drafted?

MM: Very much so. Again, all the manufacturers want a touring car formula. They are very concerned at the tendency to devise a different touring formula in each country. The difficulty comes when you try to draft regulations! There are three conflicting philosophies which I'd like to explain:

There's a group that believes you should stick with the old Group A, more or less with Group A modifications. The philosophy is that whoever makes the best road cars will win all the races, and it's quite right that they should. The counter-argument is that there is no variety, and it might make for boring racing.

Then there is the second philosophy that says that road cars are different by their very nature. Even quite small suspension differences can give a substantial advantage on the track. So let's handicap the cars and balance them up after each race or two. That's the German method and it's very successful; it does make for varied, close and exciting racing. The disadvantage is that the manufacturers come in with a lot of enthusiasm and make special evolutions which are very exciting, but they come to realise that the advantage of having an evolution lasts only a short while. Then it will be handicapped and put

back into the ruck, so having engineering excellence becomes pointless. In the long term it's unhealthy because it tends to discourage development. However, the experience of NASCAR racing, which has been extremely successful over a number of years, might lead you not to agree with that. There is the third opinion that in order to overcome the inherent differences between the various categories of road car, the freedom to modify should be extended. Obviously the greater freedom to modify, the greater the opportunity for a manufacturer with a less good car to come up to the level of a better car. The extreme case of that is the silhouette formula, which we proposed and the manufacturers rejected. Now, the difficulty about this is that each of these opinions has a powerful group of supporters, both among the manufacturers themselves and amongst the national sporting authorities. If FISA is going to come up with a formula that is recognised internationally then somehow these differences have to be reconciled, and I must say that so far I have been unable, on behalf of the manufacturers, to come up with a consensus and make recommendations to the FISA. In turn, FISA itself has been having discussions with all the ASNs but they, like the manufacturers, hold several different philosophies.

Out of all this something will emerge, but it's not going to be easy. I sit here and produce very strong arguments for each of those three philosophies. But it isn't my job to lay down the law. It is my job to see if I can find a consensus among manufacturers and present it to the FISA, and to see that as far as possible it prevails. The difficulty, at the moment, is that the manufacturers are in disarray.

I'll give you an example of how difficult it is to frame regulations for touring cars. You'll ask, at an early stage, if it's allowed to reinforce the body shell. Yes. Can you reinforce it with materials other than steel? Yes. Then all of a sudden you have a car with a carbon fibre body with one-thousandth of an inch of steel on it!

Then you see, the manufacturers want stability. They hate rule changes for all the trouble and expense it brings them. But you want an equality of racing, and the only way you can achieve this is to tune the regulations all the time . . . and then they're not stable. You can have stability or equivalency, but not both. If you do away with equivalencies you allow a good deal of freedom, and you come back to silhouette.

MLC: Can you see a way out of this impasse?

MM: There are one or two ideas under discussion now but it's premature to talk about them. I suppose that at some stage the FISA will have to offer a consensus formula and play a slightly dictatorial role. I suspect that this will happen before the end of this year, but let me stress that it's not up to me; the World Council will decide.



What might have been — Alfa Romeo's Procar, its contender for the defunct silhouette championship.

Anyone for Tennis?

The first voice of concern to be heard about the state of World Championship sports car racing is that of Dr. Ulrich Bez, the man who has directed Porsche's research and development centre at Weissach since early last year.

Some of the statements made by Dr. Bez at a Porsche sport conference at the beginning of May raise fundamental points, issues that other manufacturers are only beginning to address. Firstly, Dr. Bez believes that the World Sportscar Championship should not be developed along the same lines as Formula 1, but should have a separate appeal.

Secondly, he believes that fuel economy will have to be taken into consideration again, perhaps in the mid-Nineties, and that we should prepare for that by admitting small displacement turbo engines ('which are known to consume less fuel but to yield the same power output'), and thirdly, there has to be a place for 'customer teams', which are now an endangered species.

Since the FISA/FOCA authority assumed its responsibility for the World Sports-Prototype Championship towards the end of the 1988 season, a number of things have happened, some of them good, some debatable and some, in truth, bad.

We are delighted to see full grids for all World Championship sports car races, perhaps the most positive enactment in the history of the endurance sport. We should bear in mind, though, that it wouldn't have been on the cards even five years ago, and succeeded in a strong financial climate within the motor industry, coupled with a competitiveness between manufacturers rarely seen before.

If Max Mosley, interviewed in this issue (see page 585) is correct in his forecasts the future is indeed very fine, but if the constraints of another energy crisis were added to fears about pollution controls, and a world slump, it might be the end of sports car racing as we know it.

Also to the good is the level of professionalism demanded of the organisers and the participants, guaranteeing spectators a strong entry of attractive cars, and the best racing that the formula can offer.

Then we come to the grey area. Entrants have the right to expect the events to be promoted properly, and to be televised. That was part of the FISA/FOCA promise and is their part of the bargain, but it simply hasn't happened. The opening round at Suzuka was well promoted because the organisers did their job, but the second round at Monza was very poorly promoted as usual, and we felt that the grandstands were busy despite the lack of publicity surrounding the event.

If we look back to Spa last September, a FOCA event, there was virtually no pro-

motion at all, despite the 'double-header' programme of sports cars and Formula 3000. We endured an existence in the top paddock, with no spectators for the pit stops, the main grandstand was nearly empty (hardly surprising, since Formula 1 prices were being charged!), and around 1500 paying spectators put up with inclement weather. Nor did the masses stay at home to watch the event on the box, because there was no television coverage. Bearing all this in mind, some competitors wonder out loud if Bernie Ecclestone's famed 'Midas Touch', which works perfectly well in Grand Prix racing, which he understands well and is deeply involved with, fails to make contact in other forms of the sport.

Some bad things have happened too, matters that the teams don't really want to talk about too openly. The level of regimentation is growing all the time, and not in ways that suit the entrants or the championship as a whole. All freight outside Europe has to be handled by one company, all air tickets by another. The teams have to stay in certain hotels, and while at the circuits they now have to eat the food provided by one particular caterer. What all that means, and who it benefits, is anyone's guess.

"Ecclestone's famed 'Midas Touch' . . . fails to make contact in other forms of sport."

If teams or sponsors want to invite guests, they must put the order through FOCA's office in Geneva. For the Silverstone race just gone, the would-be hosts were quoted US \$500 *per head*. Nobody could afford it, not even Mercedes or Jaguar, so the tradition of putting up hospitality marquees was totally absent on May 19/20. It was rather like banning strawberries from Wimbledon, or marquees from Henley, an unnecessary and arbitrary matter which seriously detracted from the atmosphere of the weekend.

So FOCA priced themselves out of the equation, not for the first time, but they may not have been terribly concerned . . . the real losers were the manufacturers, team owners and sponsors who wanted to justify their investments in World Championship racing but were unable to do so, because of the rapacity of those running the show. *Is that really the message Jaguar's sales director wants to take to his new chairman and managing director, whilst at the same time asking them to authorise a budget for a new 3½-litre racing engine?*

In the past year we have seen the effects of touching a flywheel turning at 10,000 rpm on a big, lazy motor turning at 5000 rpm. There have been some terrible graunching noises, lots of sparks and a fair

amount of heat and smoke. In 1992, when the World Sportscar Championship caters exclusively for manufacturers and highly professional private teams with 3½-litre cars, the whole show will be running at 10,000 rpm and keeping pace with Grand Prix racing. Some people will make lots of money, some will make enough to keep them out of the red, and some will be operating on a wing and a prayer as usual.

Only then may we, the sports car racing devotee, judge whether we are in a place we ever wanted to be. A handful of manufacturers will be deliriously happy, and they'll be responsible for 18 cars at most, but others perhaps will entertain serious doubts already voiced by Dr. Bez. It's already rumoured that Mercedes will graduate to Grand Prix racing in 1993, and if the flywheel and motor are both turning at 10,000 rpm the step would be a very easy one to take.

From where, though, will the bulk of entries come in 1992? Two cars each from Mercedes, Jaguar, Toyota, Nissan, Mazda, Porsche, Peugeot, Alfa Romeo and Lamborghini will provide a terrific base for a spectacular world championship, and let no-one say that MOTOR SPORT is whingeing about the new-look sportscar series . . . but that's half a grid. Gordon Spice knows that no offence is meant when we say that a dozen Spice-Cosworths has next to no spectator appeal, but a dozen Porsches could pull quite a big crowd if they're good 'uns.

As Dr. Bez said in his thoughtful address: 'Porsche's contribution to the competition side of motor racing has been a considerable one over the last 40 years. I think it is no exaggeration to say that motor sport would have been much poorer without Porsche.' Truer words were rarely spoken!

Even today, when the 962C design is long past its peak, Porsches makes up half the grid. In 1992, we believe, Reinhold Joest's team will operate a pair of new Porsches powered by 3½-litre V12 engines, and if there is a market these new cars could become available to World Championship and IMSA customers in 1993, certainly not sooner. The cars will of course be amazingly expensive, perhaps the first to sell for £1 million apiece. Chassis will be made of composite materials, the engines will rev to 15,000 rpm and develop 650 bhp, and rebuilds will be frequent and dear. Brake discs will be made of carbon, will cost £1000 each and will need replacing often. Anyone for tennis?

At Suzuka and Monza two things were immediately evident: the private teams are finding it more difficult than ever to secure sponsorship, but they are at the same time responding to competitive pressures by undertaking more development work and more testing. As a result a whole lot of engines were broken (one Porsche engine had done 30 hours when a cylinder liner cracked, and that was in a top-line car), and teams' debts began to look like third world government overdrafts.

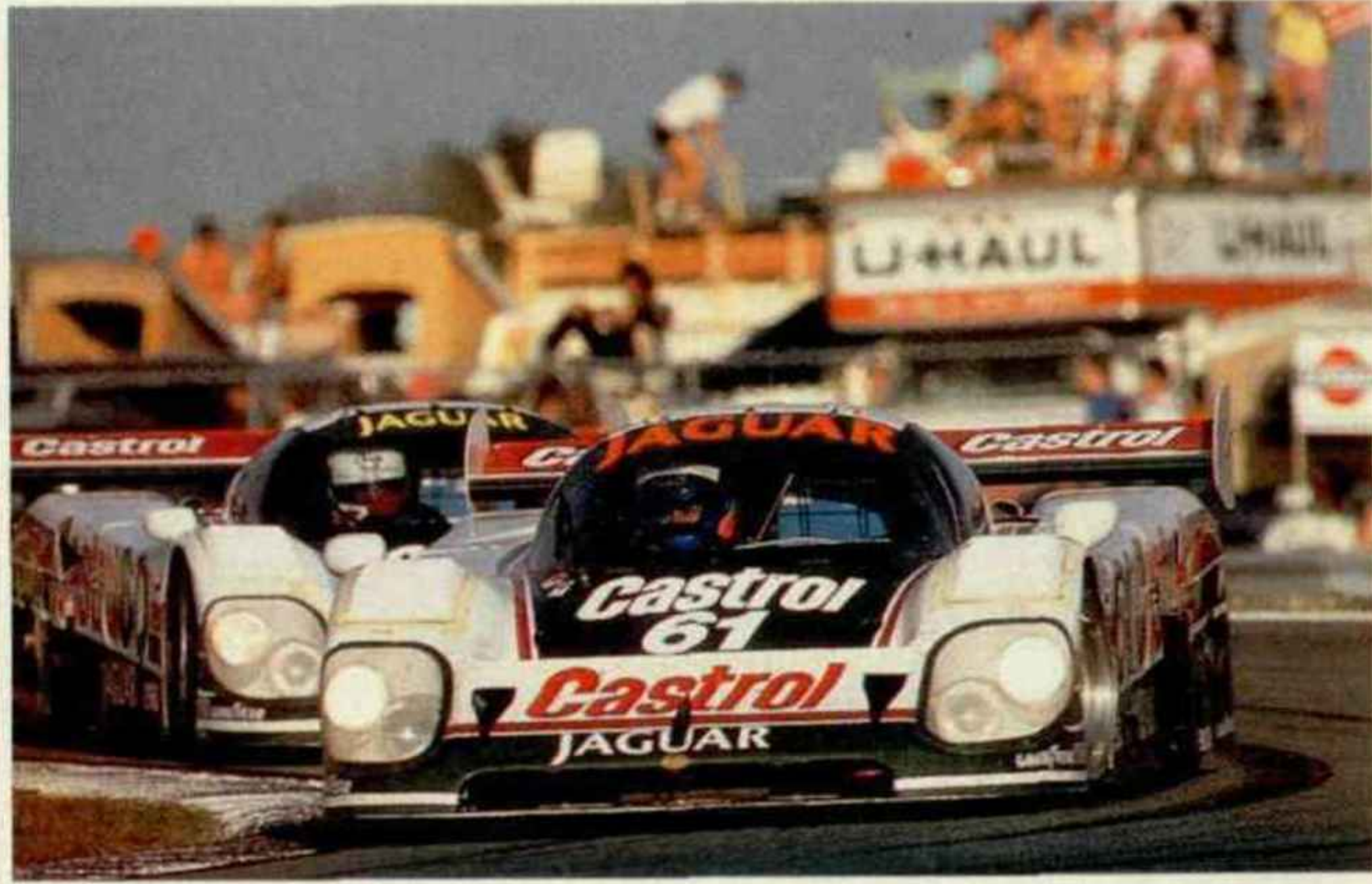
Continued on page 596



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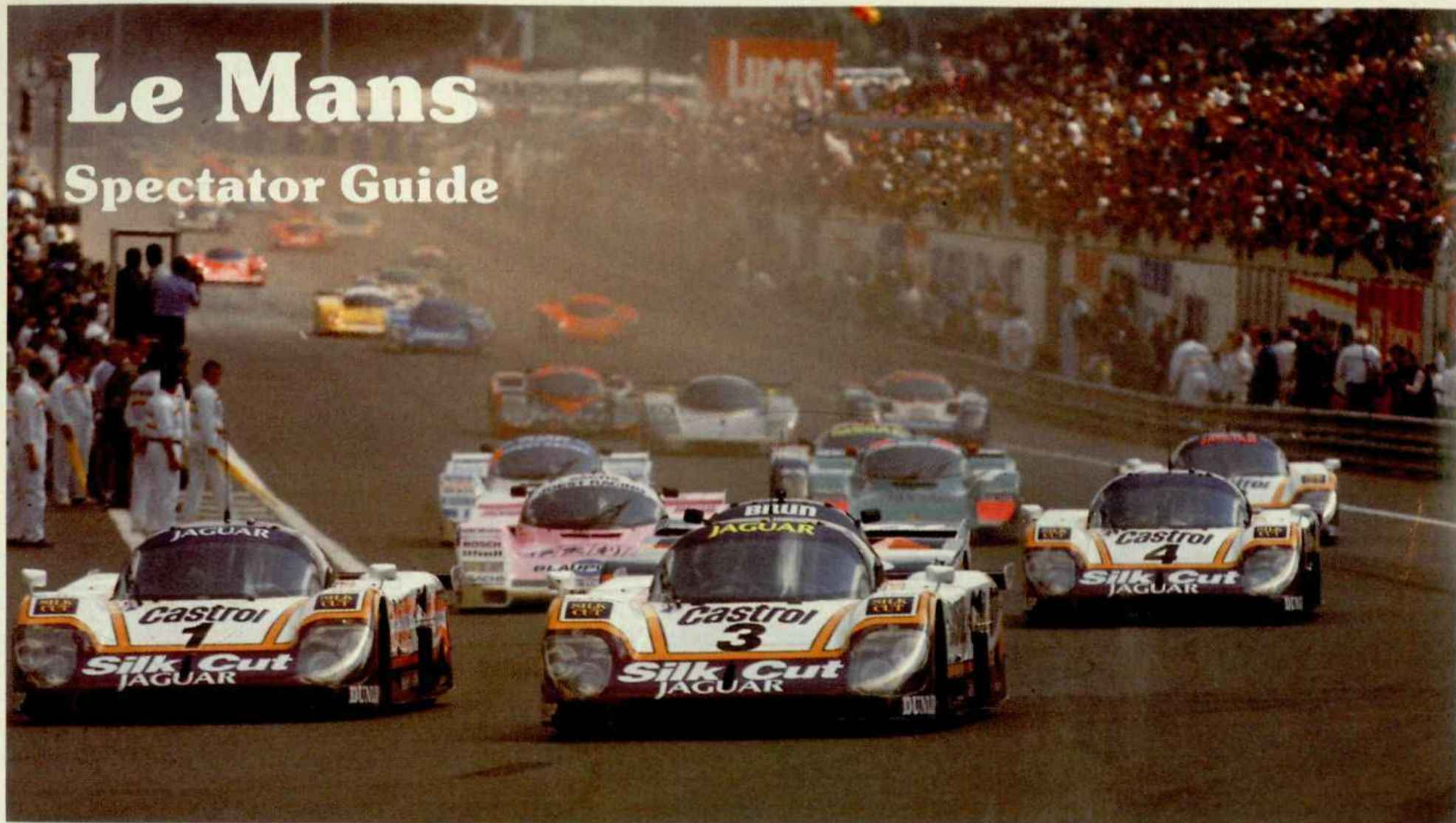
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Le Mans

Spectator Guide



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TIMETABLE

Tuesday 12th June

0900 — 2200 Scrutineering — Place de Jacobins, Le Mans.

Wednesday 13th June

1730 — 1800 Practice — French Peugeot 309 GTI Turbo Cup.
1800 — 2030 1st timed practice for the Le Mans 24 Hours.
2130 — 2400 2nd timed practice for the Le Mans 24 Hours.

Thursday 14th June

1730 — 1800 Practice — Renault Elf Europa Cup.
1830 — 2030 3rd timed practice for the Le Mans 24 Hours.
2130 — 2400 4th timed practice for the Le Mans 24 Hours.

Saturday 16th June

1000 — 1030 Untimed warm up for the Le Mans 24 Hours.
1100 — 1135 French Peugeot 309 GTI Turbo Cup Race.
1245 — 1315 Renault Elf Europa Cup Race.
1340 — 1420 Cars for the Le Mans 24 Hours wheeled into the pitlane.
1415 — 1455 Presentation of the drivers for the Le Mans 24 Hours.
1500 — 1530 Cars for the Le Mans 24 Hours wheeled onto the grid.
1600 Start of the Le Mans 24 Hours.

Sunday 17th June

1600 Finish of the Le Mans 24 Hours.

So after all the months of uncertainty, while the sniping went on between motor racing's governing bodies FIA/FISA in Paris and the Automobile Club de L'Ouest in Le Mans, the great race will go on. Not that most people ever seriously doubted that it would. Too much was at stake for it to be cancelled on the whim of a transitory bureaucrat in Paris. The fact is the Sarthe regional economy and indeed the French national economy relies too much on the annual influx of cash that *Les Vingt Quatre Heures* brings, to allow it to be summarily destroyed. Therefore it was inevitable that the French government would become involved at some stage and that a classic compromise would be reached to save the faces of the parties involved. Most of the face-saving had to be done at the Paris end of the dispute. The FIA & FISA had set themselves to gain almost total financial control of the race — TV rights, catering rights etc.

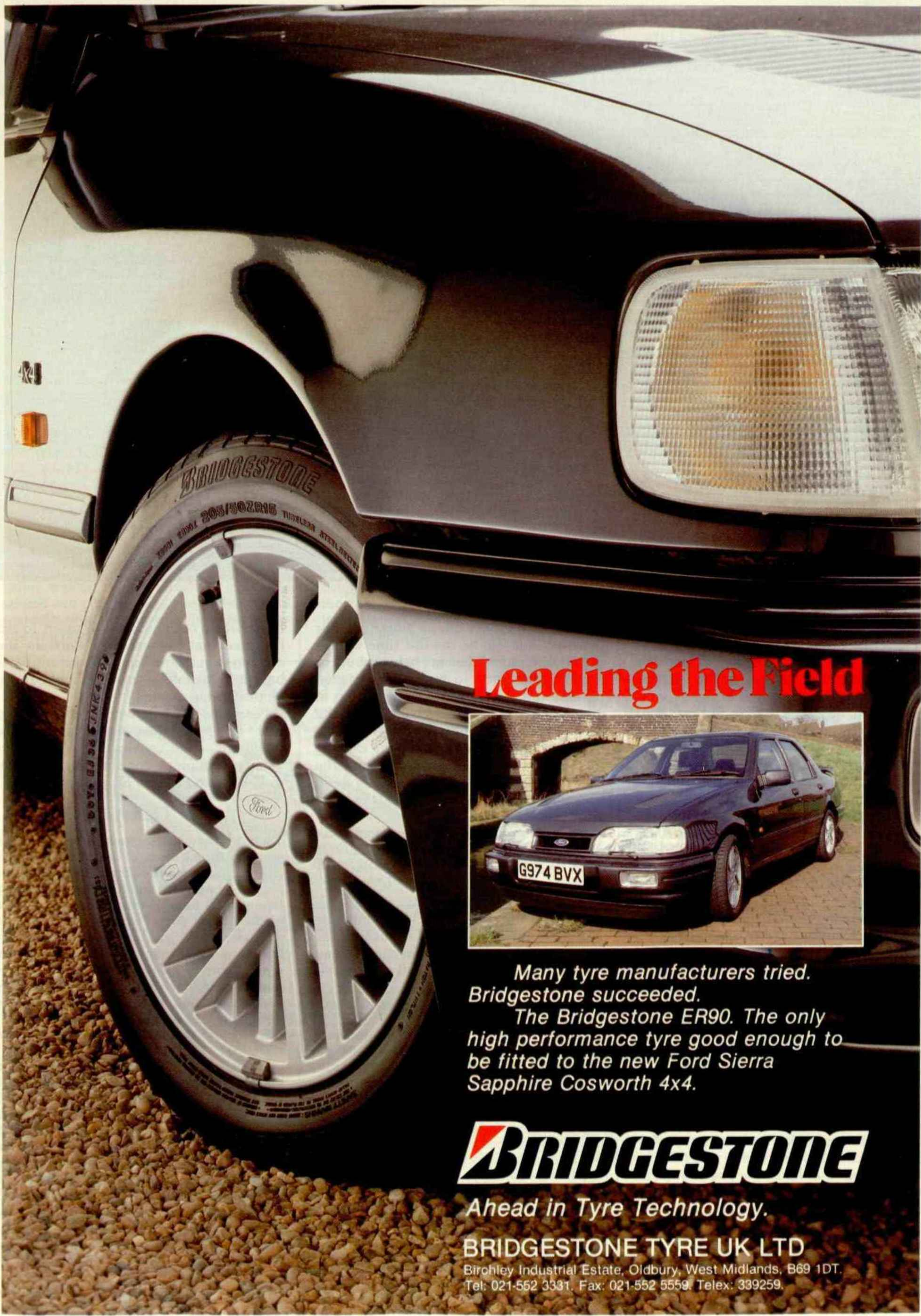
Extraordinary as it seems now, they honestly believed that the lure of being allowed back into the World Sports-Prototype Championship would be a sufficient lever to force the ACO round to their way of thinking. Naturally enough the ACO were not having any of that — and made it quite clear that they were not about to give up their control in any way, Le Mans could survive quite well outside the championship. It slowly dawned in Paris that despite what one of their officials had optimistically stated as fact the previous year, FIA, FISA and the championship needed Le Mans much more than Le Mans needed them, such was the marketability of the race, which is what the argument was all about in the

first place of course.

Things started to get confused and not a little nasty at this stage — with claim and counter-claim, insult and counter-insult being thrown around. FIA/FISA said it would ban *sine die* any driver who took part in any future renegade 24 Hours to be organised. They also arranged for the withdrawal of the circuit's license — on the grounds that a quickly introduced, and previously unheard of regulation required that no circuit should have a straight longer than 2 kms — Oops, sorry! there goes the Mulsanne Straight — we're taking our ball away, so you can't play anymore — this is the point at which 'safety' became part of the dispute.

The ACO for their part continued to thumb their noses and called for help in the higher echelons of the French government. Jean-Marie Balestre was reputedly summoned for an interview with the Minister of Sport — and meanwhile some unpleasant little skeletons were dusted off and started being dangled in front of the press

In the meantime the major manufacturers started to make it known that they were not amused by the continued assault on the future of the jewel in sportscar racing's crown — and a few made it known that Le Mans was actually the reason they put up with the rest of the rather lacklustre and under-publicised championship, such is the cachet attached to winning at the Sarthe — which is what the argument was all about in the first place of course. In the end the ACO lost its Mulsanne Straight in the interests of 'safety' — though it will be interesting to hear the views of the drivers after about 23 hours of racing this year. Despite their



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The start/finish straight provides the best viewing place when the race begins and when it finishes.

claimed hatred for the Straight, most used it as a place to relax physically for a short while on every lap. It is also a fact that most mechanical failures occur whilst a car is under cornering and braking loads. So overall, when the drivers and cars start to get tired, we will be surprised if the two new chicanes don't feature far more incidents than the old straight ever did.

Of course, Le Mans still also remains outside the sportscar championship — but on past experience this is hardly likely to be regarded as a great big deal by the folks at the *Circuit Permanent de la Sarthe*. They have, however, effectively retained control of the event — which is only as it should be. All monies accrued still flow into their coffers — including the highly desirable television rights — which is what the argument was all about in the first place of course.

Despite the ludicrously superficial appearances to the contrary, the arguments have never been over the question of safety at all — though the finger can be justifiably pointed at the Sarthe event for weaknesses in some areas, particularly the antiquated pits complex and the lack of three layer armco round most of the circuit. Certainly because of this, the race is not terribly popular with some professional racing drivers. Having said that, for every driver that hates the place, you can find another that loves it — and they certainly keep coming back every year with their sponsors' cash to try and get a drive.

To this end the ACO have committed themselves to a huge programme of improvements to the track generally, quite

separate from those on the Mulsanne. For instance, this will be the last time we see the present pits — they are being rebuilt to modern standards to include a widened pit-lane road. With work commencing in July, the new complex will be ready for the 1991 race. Other improvements for this year are a safer approach into the existing pits, and extra camera posts round the circuit as well as the long awaited rebuilt and enlarged motor museum by the main entrance.

All this investment has to be taken as an admirable act of faith by the Automobile Club de L'Ouest and their loyal backers, because the long term future of the race can be regarded as in no way secure. The arguments will rumble on. The mandarins of the FIA have only called a truce for the moment and it will be both fascinating and aggravating for those of us that love this

INFORMATION

"Radio Le Mans" has now been in operation for three years and has already become part of the Le Mans scene, providing as it does a constant source of music and information during practice and the race for the large number of English speaking spectators. As the public address is largely inaudible most of the time — even if you do speak good French, it would be sensible to take along a walkman type FM radio — preferably with headphones — to take advantage of the service. There should also be a 'Diamond-Vision' screen on the pits straight taking a feed from the numerous ACO cameras round the circuit (an extra six have been installed this year) — and giving regular place listings as the race progresses. Hourly race bulletins are posted outside the information office in the village.

most British of French motor races, to see the machinations used by Paris in the coming months to bring the errant ACO back into the fold — and with it of course, all that lovely money!

Nevertheless, it is worth remembering that Le Mans has survived virtually unaided — and usually outside any prevailing championships since its inception in 1923. Long live *La Ronde Infernale!*

Tickets

There are two basic types of ticket access into the circuit, both of which can be purchased on arrival, *Enceintes Mulsanne Arnage* (about £14) and *Enceintes Generales* (about £27) both of which are valid for the whole week's circuit activities. The former will only allow you into the enclosures at Mulsanne and Arnage — so unless you are really short of cash it would be better to purchase an *Enceintes Generales* ticket — which will allow access into every public enclosure — as well as into the paddock and pits balcony, two hours after the start of the race.

Officially, there are no seats remaining in any of the *Tribunes* in the start/finish area, but you may be able to purchase cancellations by contacting the ACO's *Service de Location* offices by phone on 010 33 43 725025. If you don't speak French, get a friend who does to ring for you — or you may end up with the wrong tickets! The ACO can also be contacted by fax on 010 33 43 726983 or on their telex number of ACOUEST 720637. The *Service de Location* will also sell you any reserved parking spaces which are still available.

If you are lucky enough to obtain *tribune* seats, remember that you still have to hold an

Enceintes Generales pass to get into the circuit. If you can only obtain a general enclosure pass, don't despair, because Le Mans is still the world's finest spectator circuit and all enclosures will give excellent viewing opportunities. One important tip though — all enclosures are controlled by the use of a 'pass-out' system. When you leave any enclosure to go into one of a lower category you must obtain a pass-out ticket and keep it. When you wish to return to that enclosure you will have to surrender the pass-out and show the appropriate entrance ticket as well — if either is missing you won't get back in. So if in doubt demand a pass-out and keep everything secure in a zip pocket, don't use one of those trendy plastic pass holders around your neck, as "grab and run" theft is quite common during race week, as is accidental loss due to strings breaking or knots coming undone.

General Information and Emergencies

There are a number of first-aid posts around the circuit and contrary to belief, the police on duty are generally helpful. However, if you have a general query — or if all else fails in an emergency — contact the information kiosks situated in the main foyer of the Citroën Tribune or the 'Welcome' Chalet next to the Main entrance to the Tribune Enclosure. We have always found that the ladies staffing these offices are invariably patient and courteous — and if they do not speak English they can usually locate someone who does.

Viewing Points

Fortunately for the majority of British spectators, who will be arriving at the circuit without their own transport, Le Mans has a good choice of viewing points which are easy to reach on foot, accessible from the pits and start/finish area.

The Pits and Start/Finish Area. Immediately in front of the *tribunes* on the start/finish straight are the terraced spectator enclosures, these offer a spectacular view of the action both in the pits and on on the track — and naturally it has to be the place to be for the start, especially if this is your first visit to the Sarthe. The atmosphere as the last minutes tick away before the start is quite unique and unmatched by any other race in the world. Particularly recommended after dark — when the crowd thins out and the race drama unfolds in this vast illuminated auditorium. Michael Frostick once wrote that this was "for one night a year, the most glamorous place on earth" — hardly, but stand and watch and you will get some idea of why it might be so. Be warned though, at the start and finish of the 24 hours, this area can get very crowded and hot so you might like to consider the alternative views to be had.

Dunlop Chicane and Bridge. An excellent area for photographers, formerly known as the Dunlop Curve, the chicane was built a couple of years ago, to reduce the speed of the cars as they approach the blind brow immediately under the bridge. Until 1988 the cars would accelerate from before the pits

until the braking point at the start of the Esses — and it was regarded by the organisers as an accident that was bound to happen eventually. The Chicane is not popular with the drivers, but it's super-safe, with huge amounts of kitty-litter in all directions. The famous bridge itself is in fact a pedestrian access to either side of the track and is currently in its third incarnation, having previously been sited at the end of the pits straight, until being rebuilt in the Sixties on the present site and replaced in the 1970s by the larger structure you see today.

The Esses and Terte Rouge. A walk down the other side of the hill from the bridge takes you to the complex of three corners that seem to have become known generically as *Terte Rouge* (Red Hillock). The cars thunder down past the funfair on the outside of the track (which is not really a place to take any children you have in your party incidentally — very tacky!), to the tricky left and right of the Esses. They then swing gradually out to the outside rumble strips to get the correct line for the entry onto the Mulsanne Straight at the real *Terte Rouge* corner. This is as far as you can get on foot out onto the Straight. Incidentally, there are lots of pine woods here which become a temporary nocturnal home for Le Mans' transient population — so watch out you don't tread on anyone after dark!






The "Technical Section" towards White House. The old disused White House section can be found a hundred yards to the west of the new section of track bearing its name and

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is worth a look if you have your own transport. The White House is still there on the outside of the track — and has now been modernised into a private residence but the old peeling advertising hoardings that remain along here give it an eerie atmosphere — and make it hard to shake off the feeling that the wraiths of the brave men that teetered along this narrow road at night in the rain in their over-powered, narrow-tyred monsters still haunt the place. What replaced it is really rather boring from the spectator's point of view — lined as it is with Silverstone-type catchfencing. The fencing has proved very necessary, however, with several pilots having tried to jump the armco along here in recent years. Flat, featureless, but extremely high speed and taxing for the man behind the wheel — particularly in traffic. You will, however, probably find some time at the Ford Chicane at the end of this section very rewarding.

The Ford Chicane. The approaches are lined with the same high fencing — but look out for the action as swathes of cars all try to get the same line through the complex. Slow and fast traffic do not mix — and it was never more apparent than here — particularly if the slower drivers fail to keep an eye on the mirrors. A great place to watch the first day's practice sessions, with the big teams on qualifying engines and rubber and the hot-shoes trying to remove their cars' undertrays on the rumble strips on both sides of the tarmac — Hans Stuck is always a notably athletic performer through this part of the circuit. An excellent photographic vantage point is at the exit of the chicane, where there is no fencing and the cars are still moving fairly slowly under acceleration up the finish straight.

The Finish. As we previously mentioned, it is very crowded indeed here during peak times — but you really must bear witness to the annual suicide rites of the more lunatic fringes of the crowd who hurl themselves in front of the still-racing cars as they finish at four o'clock. You may even wish to join them — and there seems to be some scope for instant celebrity, as incredibly, no-one seems to have been killed so far — so it could be you! You may, however, have more modest ambitions to watch the remaining walking wounded wheeze in and out of the pits in the sometimes vain hope of qualifying as a finisher. There is also the unusual Le Mans magic which defies logic and means there is always a good chance that there will be a real motor race and therefore a close finish to be enjoyed — especially as the number of strong teams present, mean that the race should be the most competitive for years.

If you have your own transport and want to explore other parts of this large circuit a good first move would be to purchase a good large scale map of the area from a 'tabac'. The best one is the *Institut Geographique National* (IGN) Blue Series number 1719 Est — which takes in all of Le Mans and its environs including the circuit. Having said that, always follow the special ACO signposting and traffic control where it is in force (during all periods of on-track activity) and don't attempt to try and 'map-read' and take what seems to be the short route to any of the following locations. You will be sent on

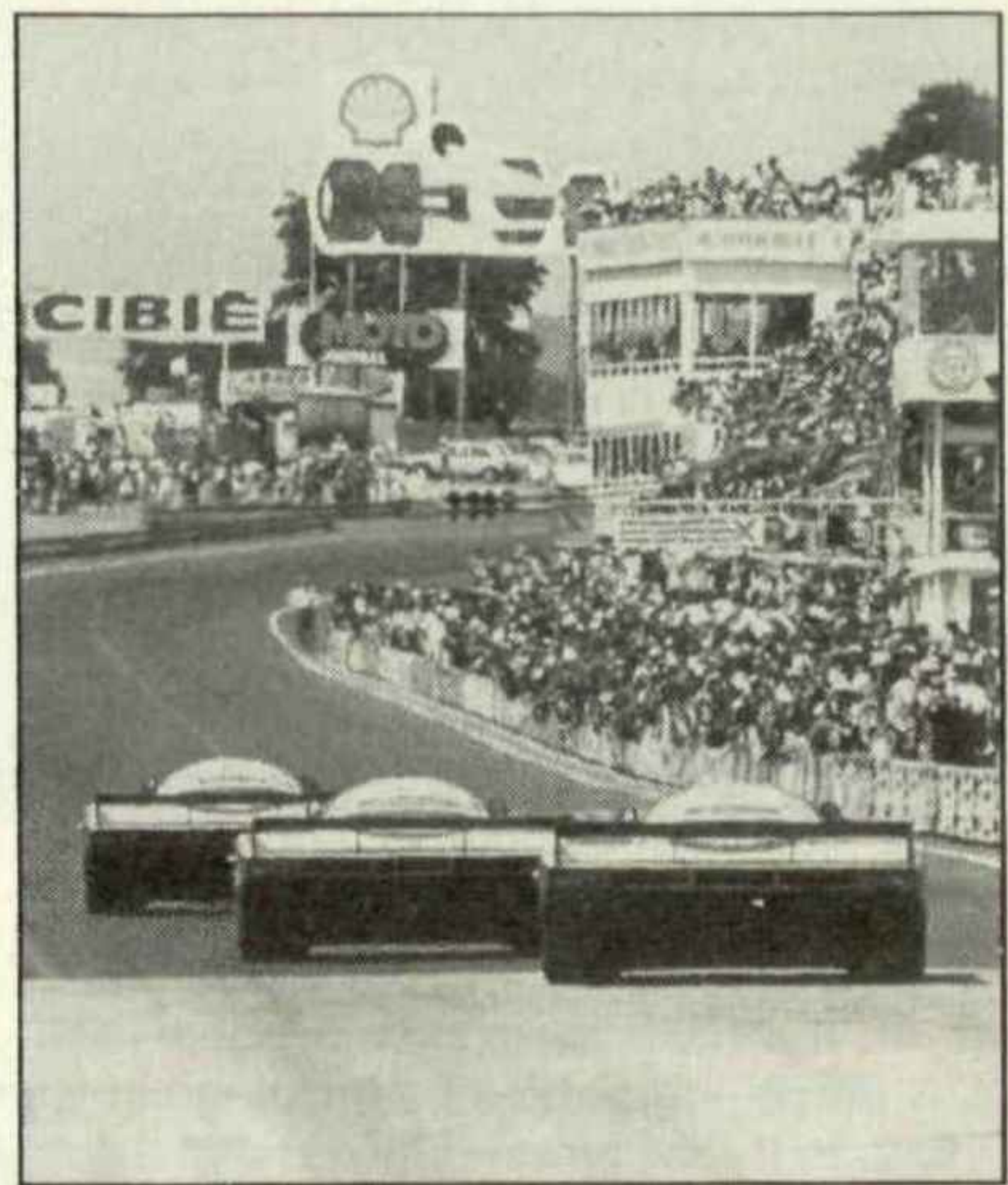
circuitous routes all over the Sarthe landscape to travel even short distances — but don't try and beat the system, you will only be stopped by a grumpy looking policeman and sent back.

Mulsanne Corner (sign posted Virage Mulsanne). Once a classic corner, but now a shadow of its former self, emasculated to allow for the building of a roundabout scheme to ease access into a local shopping complex. With the building of the FISA chicane at the end of the Mulsanne, just before the kink reducing the approach speeds, it is likely that this will be just another corner and the challenge it once was, will be all but gone. Nevertheless the spectator embankments on the outside of the bend offer good views, especially at night, when the signalling pits on the inside of the corner are busy. Radio Le Mans is tricky to pick-up here though — so you may lose track of what is going on for a while. Plenty of free official parking about 800 metres from viewing areas — so expect a 10 minute walk.

Indianapolis and Arnage (signposted Virage Arnage). My favourite place to be on the whole circuit. If the weather is kind, this is a very pleasant and relaxing place as the shadows lengthen and the air cools on Saturday night — try taking a picnic out here — I've never got round to it, but the idea appeals! Never as crowded as other places (except at the start) and surrounded on all sides by pine forest. These two corners are now the only ones which remain from the original 1923 circuit in more or less their original form. Indianapolis is a fast sweeping right-hander followed by a slow second gear left, with a quick spurt up to the slowest corner on the circuit — Arnage. Much jostling for track space and Indianapolis is always catching out the unwary drivers. Lots of free parking immediately adjacent to the entrance of this enclosure.

Mulsanne Straight. Mulsanne will never be the same again — or that is the way it seems at the moment. Of course this ignores the fact that the chicanes that FISA have enforced on the ACO are temporary structures and the N138 still slices straight through both of them, who knows what could happen in future years? Nevertheless, we are stuck with them for this year — and to be quite objective, it is unlikely that they will affect the spectacle of the 24 Hours for most of us. What effect they will have on the weary drivers in the dark reaches of the night is quite another thing of course. The Mulsanne Straight was never all it was cracked up to be anyway and was accessible to spectators at two points only — and then only at the price of a meal. The first is *the Restaurant de 24 Heures*, which is merely an overpriced meeting place for raucous and inebriated British fans during the race. Before, you could sit within yards as the cars blasted past here at 235 mph, but now it will be on the braking area for the first of the new chicanes — *les Virages de L'Arche*, so it may even be worth visiting in future — or maybe not. Number two — and by far the better bet — is *Le Ferme de Mulsanne Restaurant* (tel: 010 33 43 420076) on the outside of the kink, further down the Straight. Regrettably, gone now will be one of the great experiences in motor-racing — standing in the garden after

a meal at dusk, as the setting sun cuts through the pines and the scream of the engines and the flickering headlights warned you of the blindingly quick passage of the cars through the kink. The second chicane — *Les Virages de la Florandière* has now been built just before the restaurant — but out of sight, so inevitably the spectacle will have diminished. Nevertheless, worth a visit and speeds should still be quite high, even though the cars will still be accelerating as they pass now. Reach the restaurant along a sign-posted track off the D140 Ruadin-Mulsanne road. To get to either of these establishments during race and practice, you have to be able to prove that you have an advance booking for a meal there, otherwise all access to the Mulsanne Straight is closed. **IB**



COTTON ON . . . continued from page 590

There is no shadow of doubt that the 'haves', the top manufacturers, will draw further and further ahead of the 'have-not' private or works-assisted teams — the process has already begun, and will accelerate — and that there will be a lot of very disillusioned people around in a year of two. For all its faults 'restrictor racing', and whether we're talking about fuel or air consumption, or both, is immaterial, has given the immense advantages of capping power outputs and keeping engine development costs under control, with benefits that can be passed to customers.

At the moment Honda is reminding us that if you apply enough brains, intelligence and money to the problems, winning becomes a strong probability. This, however, is a devil-take-the-hindmost policy that's already causing very grave concerns in the world of Grand Prix racing, and will become a still greater threat to the World Sportscar Championship when Mercedes and Peugeot become seriously competitive with the big Japanese marques.

Dr. Bez knows that a company of Porsche's size cannot be drawn into such a contest, and neither can its customers, hence the sensible call for economy to continue to be a cornerstone of sports car racing. Failing that, some marvellous castles may be built on quicksand. **MLC**

The Leading Entries

The last Le Mans 24 Hours of this Group C formula may well prove to be among the best in the entire history of the event. Jaguar, Nissan, Toyota and Mazda all run full factory teams with the belief that they could win the race outright, but to do so they'll have to beat some vastly experienced Porsche teams operating in their natural habitat. Reinhold Joest, in particular, looks to repeat his victories of 1984 and 1985 with what are, virtually, works cars crewed by Hans Stuck, Derek Bell, Jonathan Palmer, Bob Wollek and Frank Jelinski . . . and who'd lay serious odds against them?

Tom Walkinshaw has made the sensible decision to run four Silk Cut Jaguar XJR-12 (V12) models in the race on June 16/17, cars of the type that won 24 hour races at Le Mans in 1988, and at Daytona in 1988 and 1990. On duty will be proven 24 hour race winners Jan Lammers, Andy Wallace, Martin Brundle, John Nielsen and Davy Jones, along with Alain Ferté and Patrick Tambay, Price Cobb, Eliseo Salazar, Luis Perez Sala and David Leslie, the Scotsman who was number one in Aston Martin's ill-fated WS-PC team.

Walkinshaw believes that the causes of last year's transmission failures, faulty oil seals, have been modified beyond suspicion, and is also satisfied that the overheating problems of the two XJR-12s which finished first and second at Daytona were caused by track debris getting through the wire mesh screens protecting the radiators and actually bending the fins over 80% of the surface area.

"Last year our cars were significantly quicker than anything else out there, but we were unable to keep them running for 24 hours without having problems," said Walkinshaw at Silverstone. "We know what those problems were, we know what was causing them and we have addressed those problems. I am fairly confident that we have the strongest combination of cars and drivers in the race; we've got everything we need to win Le Mans this time."

Nissan team principal Howard Marsden expects that the two new chicanes up the Mulsanne Straight (*ligne droit des Hunadières* to the French) will add 20 seconds, or 10% to the lap times, and that the number of laps covered will be reduced by a similar percentage. "We cannot calculate what that will do to the fuel consumption. Our experts say that the consumption will be virtually the same, but I'll have to see that to believe it."

Everyone agrees that transmission reliability will be the key to the 1990 edition of *Les Vingt-Quatre Heures du Mans*, and the leading manufacturers have done a considerable amount of work on gearbox reliability. Jaguar has a new six-speed gearbox available, and a decision was made after we went to press. It is heavier, may not now be what the team

needs for the 24 Hours, and furthermore the test car immediately ran into starter motor problems which is the very last thing anyone wants at Le Mans.

Nissan is the second major force of the race, Porsche the third. Toyota may be the fourth and Mazda the fifth, but realistically their chances depend on a high rate of attrition among the leaders.

Five 1990 models have been entered by Nissan Motorsports, easily the biggest bid ever made by the Japanese manufacturer. One comes direct from Japan, two from Nissan Motorsport Europe's World Championship team, and two more will be operated by Nissan Performance Technology Inc., previously known as Electramotive.

This of course is the top team in IMSA racing, and has prepared two cars very similar to those operated by NME. Tyres are supplied by Goodyear, not Dunlop, and the American team has to prepare for one race only, not four in six weeks. It could be a distinct advantage, and it's also worth remembering that Geoff Brabham's Nissan actually led Jochen Mass' Mercedes at half distance last year, indicating that the Japanese cars may have a winning pace.

Toyota sends three cars from Japan, having tested extensively on the company's 10-mile oval test track with chicanes installed. Two are entered by Tom's, the third by SARD, and they shouldn't be taken too lightly despite some disappointing form shown recently. The gearboxes (Toyota, with Hewland internals) have been reinforced, the 3.6-litre engines specially prepared, and even the chassis are modified with longer wheelbase dimensions.

The World Championship team managed by Dave Sims will be at Le Mans throughout qualifying — this goes on until midnight on Wednesday and Thursday evenings — and so long as the Japanese still have three cars, and don't need a spare, he'll take his team on southwards towards Jarama for the next World Championship race. "If the R90 cars are intact after Le Mans, they'll go to our base at Hingham, and be prepared for testing at the Nürburgring," says Sims, indicating just how gruelling the schedule is at the moment.

Similarly three Mazdas come from Japan, two of the Nigel Stroud designed, all-composite 787 models backed by a 767B. They are tuned to 700 bhp and should be quite competitive, at least in theory, but once again Mazdaspeed will be aiming for a formation finish.

Joest's 3.2-litre cars supplied by the factory are some way ahead of all the others, but the Kremer brothers have one car that's worth keeping an eye on, as do Richard Lloyd and Walter Brun, and Vern Schuppan actually has two cars with

pedigree drivers. The Australian has vowed not to drive in the 24 hour race and his team might be all the more effective for that.

Below is a selection of leading entries:
Silk Cut Jaguar: 4 x XJR-12s for Jan Lammers, Andy Wallace, Davy Jones, John Nielsen, Price Cobb, Martin Brundle, Alain Ferté, Patrick Tambay, Luis Perez Sala, David Leslie, Eliseo Salazar, plus one tbn.

Nissan Motorsports Europe: 2 x R90CKs for Julian Bailey, Kenny Acheson, Olivier Grouillard, Mark Blundell, Martin Donnelly and Gianfranco Brancatelli.

Nissan Motorsports International: 1 x R90CJ for Kazuyoshi Hoshino, Masahiro Hasemi and Toshio Suzuki. Le Mans Company: 1 x R89C for Anders Olofsson, Takeo Wada and one tbn.

Nissan Performance Technology Inc. 2 x R90CKs for Geoff Brabham, Chip Robinson, Derek Daly, Bob Earl, Steve Millen and Michael Roe.

Toyota Team Tom's: 2 x 90C-Vs for Geoff Lees, Hitoshi Ogawa, Masanori Sekiya, Aguri Suzuki, Johnny Dumfries and Roberto Ravaglia.

Toyota Team SART: 1 x 90C-V for Pierre-Henri Raphanel, Roland Ratzenberger and Naoki Nagasaka.

Mazdaspeed: 2 x 787s and 1 x 767B for David Kennedy, Pierre Dieudonné, Bertrand Gachot, Yojiro Terada, Takashi Yorino, Yoshimi Katayama and three tbn.

Joest Porsche Racing: 4 x 962Cs for Hans Stuck, Jonathan Palmer, Derek Bell, Bob Wollek, Frank Jelinski and one tbn (in the 3.2-litre entries), also Henri Pescarolo, Jean-Louis Ricci, 'John Winter', Stanley Dickens, Will Hoy and one tbn.

Porsche Kremer Racing: 2 x 962Cs for Kunimitsu Takahashi, Sarel van der Merwe, Bernd Schneider, Patrick Gonin, Thierry Salvador and one tbn.

Richard Lloyd Racing/Italya Sports: 2 x 962Cs for Manuel Reuter, James Weaver and four tbn.

Team Schuppan: 2 x 962Cs for Hurley Haywood, Johnny Herbert, Eddie Irvine, (Takefuji) and Eje Elgh, Tomas Danielsson and one tbn (Omron).

Repson Brun Motorsport: 2 x 962Cs for Oscar Larrauri, Jesus Pareja, Walter Brun, Harald Huysman, Massimo Sigala and one tbn.

Alpha Racing Team: 1 x 962C for Tiff Needell, David Sears and one tbn.

Trust Racing Team: 1 x 962C for George Fouche, Steven Andskar and S. Kasuya.

Team Davey: 3 x 962Cs for Tim Lee-Davey, Giovanni Lavaggi, N. Iketani and one tbn.

Courage Competition: 2 x Cougar Porsche 24s for Pascal Fabre, Lionel Robert, Beppe Gabbiani, Costas Los, Bernard Thüner, and 1 x Nissan R89C for Hervé Regout, Fabien Giroix.

Team Obermaier Primagaz: 2 x 962Cs for Jürgen Lassig, Jürgen Opperman, Harald Grohs, Pierre Yver and Otto Altenbach.

Spice Engineering and Chamberlain Engineering: Each 1 x Spice Cosworth DFZ 3½-litre. MLC

While upwards of 50,000 British enthusiasts will be heading for Le Mans to witness the great Jaguar/Nissan/Porsche/Toyota/Mazda battle for supremacy, there will be a great many more who will be unable to attend for one reason or another.

Unfortunate though it is, they will be poorly served by either the BBC or ITV when it comes to viewing the race. Despite our concern at this lack of television interest, as expressed in our Matters of Moment of August, 1988, the situation has not changed as far as the national and regional television companies are concerned. Fortunately, though, somebody was listening and taking notice, although to take advantage of the 18 hours "live" coverage being offered, you will need a satellite dish.

Screensport, which is not to be confused with Eurosport which is part of the Sky network, is, in fact, owned by WH Smith. That it is beamed down from the Astra 1A satellite which it shares with Sky is nothing but a coincidence, although it does mean that it benefits from the massive publicity that its rival generates since if you can pick up Sky, you can also receive Screensport.

Based in the West End of London, the staff are taking their transmission of Le Mans very seriously knowing that if they succeed in getting Le Mans right again this year as they have done for the past few years, they will be creating a lot of goodwill and possibly stealing a march not just on their cosmic rivals but also on the BBC.

There will reports on the hour, every hour all through the race. The accompanying updates will be gradually extended as the race continues enabling new viewers to be brought up to date and allowing others to "dip in and dip out" and still be kept informed. On Saturday afternoon, however, there will be one solid chunk of four hours for the *afficionados*

Although the ACO's facilities will be used for the transmission, David Jackson, the young producer, will be taking up to six of his own cameramen and will have a veritable army of technicians on the ground for the transmission.

The TV cameras are put in by the ACO and IMGW to produce the close circuit coverage of the cars going round the track on behalf of the participating networks because obviously they would not want everybody putting their own cameras in. Screensport take that feed, likewise the Japanese, the Americans and the French. Screensport, however, take their own presentation vehicles which will enable David Jackson to put two radio cameras in the pit lane, two wide shots, which become operative during the French commercial breaks, and two cameras roving around in the paddock gathering stories which can be used as and when necessary, particularly during the night when there is not any main scanner coverage. There are also two in-car cameras and a helicopter shot.

An interesting technical aside is that there is a requirement for 15 radio frequencies for cameras but the French have only nine available — and money cannot buy that discrepancy — which means that it is impossible to have 10 in-car cameras because there are not the frequencies and aeroplanes would start being brought down. This also applies to radio talkbacks and cameras in pits.

An advance party is sent out on the Monday of the race with up to 40 feature stories being shot so that by the time the race starts they can be dropped into the the coverage as necessary meaning that the 18 hours will be more than cars going around the track.

On the Wednesday the production people arrive to start getting it rigged on Wednesday afternoon and all day Thursday. On Friday they start rehearsing the final technical checking. The huge graphics operation, which cannot be done in advance at Silverstone or Spa as it includes a mug shot of every driver and finding out what colours the cars *actually* are running in, starts on Thursday.

The English commentators are Andy Smith, Bob Constanduros, Richard Hay, Neville Hay, with background from Brian Redman. Summaries will come as and when people drop out. Statistics will be compiled by Steve Slater.

Screensport owns the European satellite rights in four languages with exclusivity in Germany.

If you are unable to get to the famous event, it may well be worth your time wandering along to a local Dixons to make enquiries — if you can convince the wife that is!

WPK

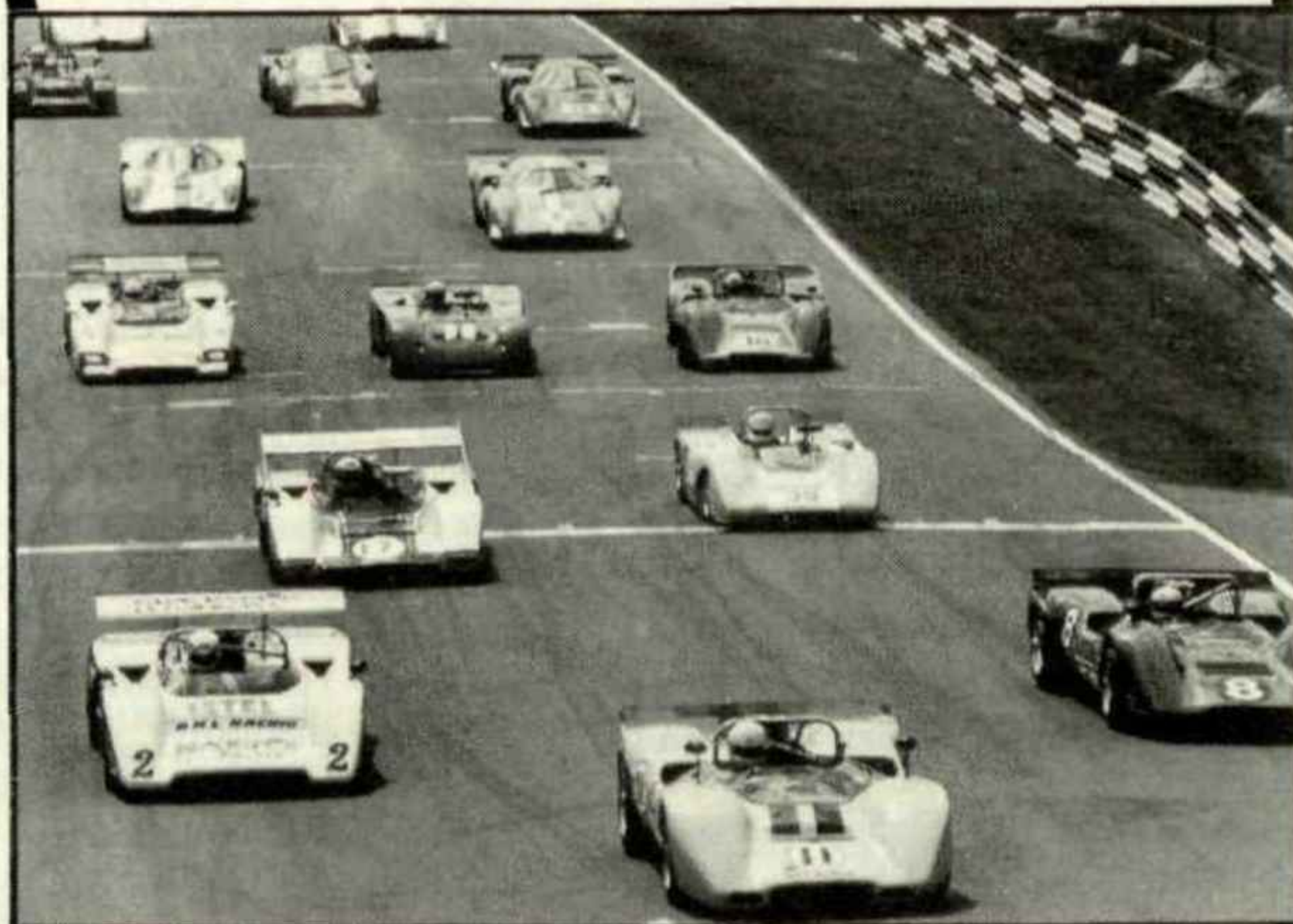
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David Piper's new red 250LM Ferrari (chassis 8165 for the fanatics) came screaming up the hill through the drizzle, skittered round Paddock Bend, narrowly missing that very solid railway sleeper wall, and fish-tailed its way along a wet top straight past the pits, with a dark blue backmarker tucked up under his tail in the spray cloud. This is what we had come to see on 6th August 1966 at Crystal Palace, and we looked right to Paddock Bend waiting to see championship leader John Miles come into view in his potent Willment Elan. Wait a minute! This is the first lap — that couldn't have been a backmarker! Close look next time around . . . there it is, still tucked under Piper's tail. Looks like number 92 through the spray — programme says "Digby Martland, Chevron GT" — only a 1600cc Ford twin cam against the Ferrari's 3300cc! Okay, so Crystal Palace is a tight little circuit, and it's very wet, but Miles is miles behind! We had better take notice, and so it stayed for all ten laps, with Piper winning by just a few feet.

The Chevron had announced its presence at its home track Oulton Park just two weeks earlier, when Digby Martland had a runaway first time out victory and had smashed the lap record into the bargain. Two weeks after the Crystal Palace race, Digby was back at Oulton. Having missed practice, he had to start from the back of the grid. No chance, we thought; it is only a seven lap race and Charles Bridge is on pole in his lightweight E-type. But Digby went past Charles after four laps, finished ten seconds ahead and took nearly another second off the lap record he had set a month earlier.

As if this stunning arrival of a new car needed any reinforcement, designer and builder Derek Bennett took his 2-litre BMW engined version to the Oulton Park Gold Cup meeting and ran second to David Piper's Ferrari until the engine decided to transfer all its water to the piston chambers, so Derek only finished fourth. The Chevron had arrived and Derek couldn't make enough for 1967.



The John Woolfe-entered B12 at Le Mans in 1968. Unfortunately the pretty car retired with a blown head gasket.

A Class Act

Derek Bennett ran a general motor repair business as well as building racing cars for himself and tuning engines for other racers. He started with a winning JAP-powered midget speedway racer on the Northern dirt track circuits. He then turned to road racing and constructed cars to the 750cc and 1172cc formulae. After four years with a successful Lotus Elite, a Formula Junior Gemini and an F3 Brabham, Bennett constructed the first Chevron, a two-seater clubman's car with cycle wings, similar to the Lotus 7s, Mallocks and Terriers of the era. This Chevron B1 was a winner; it had an "unfair" advantage over all the other clubman cars and it had independent rear suspension. In 1966 several customer versions were built and designated type B2.

In July 1966, Digby Martland's sensa-

tional GT, type B3, appeared, along with Bennett's own BMW-powered version, designated B4. The new GT, like the clubman's car, was based on a small gauge multi-tubular spaceframe, stiffened with pieces of steel plate welded to the sills, fore and aft bulkheads and a stressed duralumin undertray. The boxed-in sills led many to believe that the chassis was monocoque. The suspension was straight from the single-seater world. At the front was a pair of wide angled wishbones, with the anti-roll bar operating on the top wishbone and using modified Triumph uprights. The whole of the front suspension was rose-jointed and fully adjustable. The rear suspension had very wide based bottom wishbones, single top links and twin radius rods. The rear anti-roll bar operated on the bottom wishbone. The



The BMW-powered B8 of Enever and Brown in the 1969 Targa Florio. Although relatively underpowered, the engine output was increased over time from 180 bhp to 230 bhp.



The Franey/Clydesdale B8 follows the Ickx/Oliver Ferrari 512S on opposite lock around Druids in the 1970 BOAC 1000 kms race.

rear uprights were machined from magnesium castings and housed rear hubs of Bennett's own design, using Hardy Spicer UJ's and a sliding yoke, thus obviating the need for troublesome rubber doughnuts. Armstrong coil spring damper units were fitted front and rear. The magnesium wheels had 7 inch rims at the front and 9 inch rims at the rear. Girling disc brakes were fitted outboard on all four wheels. A Hewland ST five-speed gearbox was fitted, with the rear mounted engine canted over at 17 degrees.

The production cars of 1967 were designated B6, regardless of engine choice. Derek Bennett was now a racing car manufacturer and had moved out of Salford to an old cotton mill at Bolton. With so many orders, parts were put out to sub-contract, with chassis frames made by Arch Motors, the glassfibre bodywork by Specialised Mouldings, and specially tuned 180 bhp BMW engines supplied direct from Munich. At this stage there was no hope of producing 50 cars, so the B6 had to go into the Group 6 Sports Prototype category.

Type B5 was a one-off for David Bridges. It was fitted with a 1.9-litre BRM V8 engine with Lucas fuel injection, but still mated to the small Hewland HD five-speed gearbox. It was entered for the BOAC 500 at Brands Hatch at the end of July with Brian Redman and Chris Williams driving. The car proved to be very fast and in Thursday's practice was up amongst the Group 6 Porsche 910s, even beating Jo Siffert! They had persistent ignition trouble on Friday and so didn't improve their position but nevertheless, they still remained ahead of every Group 4 car on the grid and that meant all the Porsche 906s and all the Ford GT40s. Sad to relate that the car stripped its differential after only half a lap, but Chevron honour was upheld with the Digby Martland/Brian Muir B6 coming home fifteenth, despite having no brakes.

The 1968 car was designated B8, yet so good was the original design that the modifications made were quite minor such

as revised bodywork with wider wheel arches and a different nose intake for the larger radiators. The undertray was now bonded to the chassis frame and the front anti-roll bar was made adjustable. By the end of 1968, production of B6 and B8 cars totalled 68 and the car was homologated.

There was one more special based on the B8 chassis — the B12. John Woolfe ordered a car fitted with an ex-F1 Brabham Repco 3-litre V8. The engine bay was lengthened slightly to accommodate the engine, making the wheelbase 2½ inches longer and big fat Brabham F1 15 inch wheels were fitted. The car performed well in all its British ten lap club races, and John Woolfe entered it for the 1968 Le Mans classic. Whilst good for short races, the engine suffered cylinder head gasket failure early on in the race, and the pretty blue and yellow car was forced to retire.

The Chevron B8s were doing very nicely on the club racing scene, but there was now some opposition from more than a few very talented driver designers, and other one-offs, such as Astra, Crossley, Daisy, Daren, Focus, Gropa, Jerboa, Martin, Nomad, Rawlson, Saturn, Spectre and Tadec. On the international scene, British drivers had taken the B8 abroad and found considerable success. But changes were imminent; the FIA was changing the rules for large sports cars and for 1970 was to institute a European two-litre sports car championship. Cosworth was developing the 1600 FVA up into the 1800 FVC, which should then have enough power to match the BMW, Porsche and Abarth engines. Lola were talking of developing a two-litre sports car based on the T120 hillclimb car. Derek Bennett now considered how he could improve the B8 to stay ahead of the opposition. The B8 would be categorised in the new Group 5, but its weight would still leave it behind the Abarth 2000S which had a very powerful engine, and anyway, Carlo Abarth was developing a new Group 6 car.

Derek shook down his new red B16 GT Coupé at Aintree in the last week of July

1969, and as was now traditional for Chevron, he lapped well under the outright circuit record. True to his principles, Bennett did not make change for change's sake; "if it works, keep it" was his motto. The B16 copied the B8 in having a rigid centre section with bolt-on front and rear spaceframes to carry suspension and engine. Whereas people had thought that the B8 centre section was a monocoque (because Bennett riveted aluminium sheet over some areas of the spaceframe to give it rigidity) the B16 centre section was of monocoque style construction. It was made up simply and inexpensively from a number of separate aluminium box structures, joined together with aluminium plates. The suspension was from the B8, but the B16 was fitted with 13 inch wheels with 10 inch rims at the front and 14 inch rims at the rear. The planned engine was the new Cosworth FVC 4-cylinder 1790cc twin ohc engine which produced around 240 bhp at 9000 rpm. The engine would be mated to a Hewland FT200 gearbox and final drive. The body was by Specialised Mouldings. Those who said that the B16 body was inspired by the Ferrari P3 and P4 should look again at the bodywork created by New Zealander Jim Clark of Specialised Mouldings for the Lola T70 Mark 3B. The B16 was very sleek and surprisingly low, with the roofline at the same height as the rollover bar of the Chevron F3 car, but because of the full screen and roof, the B16 weighed in at over 600 kilograms.

Chevron were well ahead of the opposition in producing a car for 1970 in mid '69, and intended racing the B16 throughout the remainder of the year to have a fully developed race-proven car ready for round one of the new 1970 championship. Chassis numbers one and two were entered for the Nürburgring 500 kms race on September 7th, with Brian Redman and Chevron director John Bridges as drivers. The FVC engine was not yet ready, and so Alan Smith-tuned 9 series FVAs giving only around 215 bhp had to be put into both entries. The B16 prototype was heavy, but Specialised Mouldings had produced new lightweight bodywork saving around 35 kgs, bringing the B16 down to about 570 kgs, but still very heavy in relation to the Abarth which was around 500 kgs.

The new lightweight bodywork proved to be a problem. The prototype had been set up with the earlier heavy bodywork, and now in practice at the Nürburgring the B16 was an absolute handful, wandering all over the road, making it impossible to point accurately at the corners.

For the rest of Friday practice, the car sprouted all kinds of nose and tail spoilers, plus softer suspension, but Redman was still seven seconds off the pace of the 2-litre Abarths. Reasonable perhaps with a 1600cc engine, and so thought Carlo Abarth, keeping his cars in the garage, but Redman and Bennett knew better. For Saturday practice, Bennett removed all the spoilers, kept the soft suspension, but

changed the castor angles and fitted narrower tyres. Redman took 14 seconds off his Friday time, and put the B16 on pole position 6½ seconds ahead of the fastest Abarth! Redman led the race from start to finish, taking fastest lap and the class record, crossing the line two minutes ahead of Toine Hezemans, three and a half minutes ahead of Gijs van Lennep and six minutes ahead of Johannes Ortner in their much more powerful Abarths. The gauntlet had been thrown down.

Two works cars, now fitted with FVC engines, went out to South Africa for further development, starting with the Kyalami 9 Hours race in November. They proved to be very fast, and one can only wonder whether this didn't lead to complacency back in Bolton, for following his defeat at the 'Ring, Carlo Abarth was spending the winter lightening his cars and getting more horsepower from the engine. The all new monocoque Lola T210 meanwhile weighed in at only 470 kgs.

The first race of the new championship was on April 19th at Paul Ricard. Most of the British contingent had used the BOAC 1000 kms as a shakedown race, which had shown up some problems with the FVCs trying to run on water instead of petrol! Jo Bonnier arrived with the first of the Lola T210s painted in pale blue for its French owner. Chevron and Abarth would have been happy to have seen the car stay at the back of the grid, but Eric Broadley and Bonnier convinced the customer that if the Swedish ace was allowed to drive in this race, the car would then be perfectly set up for the rest of the season! Permission granted, Jo thereupon promptly put the car on pole, three seconds ahead of the new powerful lightweight Abarth 2000SP.

Hearts sank at Chevron. Even Brian Redman could not be expected to make up for 100 kgs against Jo Bonnier. The very long straight at Castellet helped, however, because having the same engine, the Chevron and Lola appeared equal on top speed, the extra weight of the Chevron merely holding it back on acceleration. With much opposite lock through all the twisty bits, Redman finished up only 0.3 seconds slower than Bonnier.

The Lola led for much of the race, but a misfire towards the end let Redman through to win for Chevron. Thus it remained for most of the year; the light Lola T210 always faster than the pretty B16.

Bennett decided that the heavy windscreen and roof must go; Chevron must build a lightweight spyder. The B16 coupé would still be run, because with 25 cars built by August it was re-classified and homologated into Group 5 in which class it became the fastest car on the tracks and proceeded to clean up.

The B16 spyder, still heavier than the Lola T210 at 500 kgs, was ready by the end of August 1970, and was entered for the Nürburgring 500 kms. Could Chevron do it again with a brand new car? Brian Redman said "yes", and put the car on pole with a shattering time of 8m 12.5s, which would have put him next to Jim Clark on the front row of the 1967 GP grid! Arturo Merzario took second place on the grid in the Abarth 2000SP with 8m 23s, and Chris Craft in Alain de Cadenet's Lola T210 was third with 8m 23.6s. Vic Elford in the works B16 coupé recorded 8m 39.6s. In the race, Redman set a new lap record of 8m 14.4s and with some two minutes in hand over the next car, caught

fire when a fuel line shook loose. Craft was now leading, but his engine put a rod through the block and Elford in the Group 5 coupé squeezed past Merzario to score two in a row for the B16 at the 'Ring.

The fastest B16 coupé on the circuits in 1970, was a white one driven by BMW development engineer Dieter Basche, who had fitted an F2 16-valve unit with a special crank to bring it up to 2 litres. The noisiest B16 was undoubtedly the yellow Belgian car of Julian Vernaev and Yves Deprez who fitted a Mazda Wankel rotary engine. The Wankel-engined car ran in several of the 1000 kms and at Le Mans as well as the 2-litre championship, but had many mechanical problems.

Having failed to maintain their record of winning first time out, the Chevron B16 spyder made up for its failure at the Nürburgring with a spectacular finish to the 2-litre championship at Spa on September 20th. It was a cliffhanger all the way, with Redman in the B16 up against his fastest adversary, Jo Bonnier in the Lola T210. The two cars were never more than two seconds apart for the whole race, with the championship spoils ready to go to the race winner. Redman had pipped Bonnier to pole position with a lap of 3m 39.3s to Bonnier's 3m 40.2s, and this five seconds ahead of the next car! On the last lap, the two cars were side by side, with Bonnier on the inside going into La Source. Lola had the corner, the race and the championship, but Bonnier locked up, went into the corner too fast, half spun and stalled. Redman nearly hit the Lola, but managed to scabble around the yellow car to race down the hill to take the chequered flag and give Chevron the 1970 championship title. GJ



In 1970 the B16s were virtually unbeatable in their class.

All Change at VSCC Silverstone Meeting

The Vintage SCC's first Silverstone race meeting this year happened on April 21. It marked some changes since last season. In the first place, Woodcote corner had disappeared from the Club circuit, replaced with a complex of slower corners, rather out of sight of the spectators in the covered stands. This made the following straight faster, with hard braking for Copse in consequence, but inmates in the centre of the circuit are no longer allowed to drive out to watch from there. So it was mostly a case of straightline close-up race-viewing, especially from the elaborate new Pressbox! To see vintage cars cornering quickly you might prefer Cadwell Park, or Oulton Park. . . .

Another change was to see many of the competing cars covered in Mulberries — a sign of the times; but we seem to recall that the VSCC once said that cars would never wear advertising decals at its events However, to compensate, the vintage car enclosures behind the stands had one of the biggest assemblies ever, even to an A7 Ruby saloon. Some like the aforesaid changes, others do not, and there were grumbles about those using the centre car parks finding themselves in wire-fenced enclosures, like animals in a zoo, necessitating much walking to inspect the cars or see them in action The programme gave the lap distance of the new Club circuit as 1.625 miles, against 1.608 miles of the former circuit, and although the drivers seemed to like the new corners, many of the paying spectators will miss the faster action at old Woodcote Although there were no accidents, the

meeting ran some 45 minutes late, against VSCC tradition; perhaps the slower lap speeds had not sunk in? But an entry of 265 takes some handling An entry largely of bogus cars in varying degrees.

On a happier note, sons and daughters of well-known parents were driving, a good augury for the VSCC's future, and before the racing Gerry Marshall gave a grand demonstration in Mason's Mk. 2 V16 BRM, showing that he has lost none of his tail-out cornering abilities, ably emulating those of Fangio and Gonzalez There was an unhappy incident in practice when the brakes failed on Doug Marr's Maserati V8 RI and after nearly getting it round old Woodcote it rolled on the loose stuff, with minor injuries to driver and car.

Mayman's unusual sports Maserati won the Fox & Nicholl race at 73.33 mph, from Grist's Alfa Romeo and Chris Mann's Alfa Romeo. The 12 lap Mulberry race was a duel between the rear-engined Coopers of Harper and Hannen, which the former won by 1.4 sec., at 84.72 mph, with Mann's Lotus 16 third, followed by the 250F Maseratis of Lindsay and Mason. But how odd to see Cooper Climax cars racing at a VSCC event! Apparently more acceptable than Mayman's Lotus 16 or ERA R4D, which entries were apparently refused by the HGPCA.

The Artscope Itala Trophy Race was the expected victory for Tim Llewellyn's big Bentley at 74.29 mph. It was followed home by Mason's Bugatti but on the last lap all eyes were on the battle between Peter Morley, half blinded by smoke, in the Bentley-Napier, and Keith Schellenberg in the Barnato Hassan. In the run to the

finish 24-litres ousted 8-litres, by just 0.8 sec. The Christie's Patrick Lindsay 10 lap race was the expected victory for Mayman in R4D, at 80.59 mph, after his usual polished performance. It was an ERA "triple", Lindsay in R5B second, Ricketts in R1B third. Jolley's big Alvis was next in, and Jaye's Alta did well to finish fifth. The new President set an example by spinning R8C.

The 10 lap Allcomers scratch race saw Mayman, now in his Lotus, take the flag after another polished run, with the Hon. A Rothschild trailing him in the slightly smoking, genuine BRM P25, Lindsay's Maserati third. But the outstanding drive was that of Willy Green in Lindsay's Indy Offenhauser "Turtle Drilling Special". From the back of the grid because of the slow getaway imposed by the two-speed transmission he worked through the field, to finish in a fine fourth place. Mayman averaged 82.3 mph. It was unfortunate that the commentator did not understand this last start position of the American car, nor of the Olsen Offenhauser which Guy Edwards had driven well in the Mulberry frolic, until forced to retire

To support these races there were 5 lap handicaps, the respective winners being Robinson's Riley, and Blakeney-Edwards' Frazer Nash. Also 5 lap scratch races, won by Fiskin in the Richard Bolster Special, at 69.75 mph, and by Gibbs' Frazer Nash, at 65.71 mph. Points were scored for the various trophies but as these will change after VSCC Donington (May 26) and VSCC second Silverstone (June 16), we will give the position in the July MOTOR SPORT WB



AJ Merrick's 1960 2-litre Ferrari Dino.



DD Caroline finished sixth in the Itala Trophy race.



The start of the 12 lap Mulberry race.



G Burrows' 1963 Cooper Bristol retires in smoke.



Pilkington's Talbot Lago pounds round Copse.



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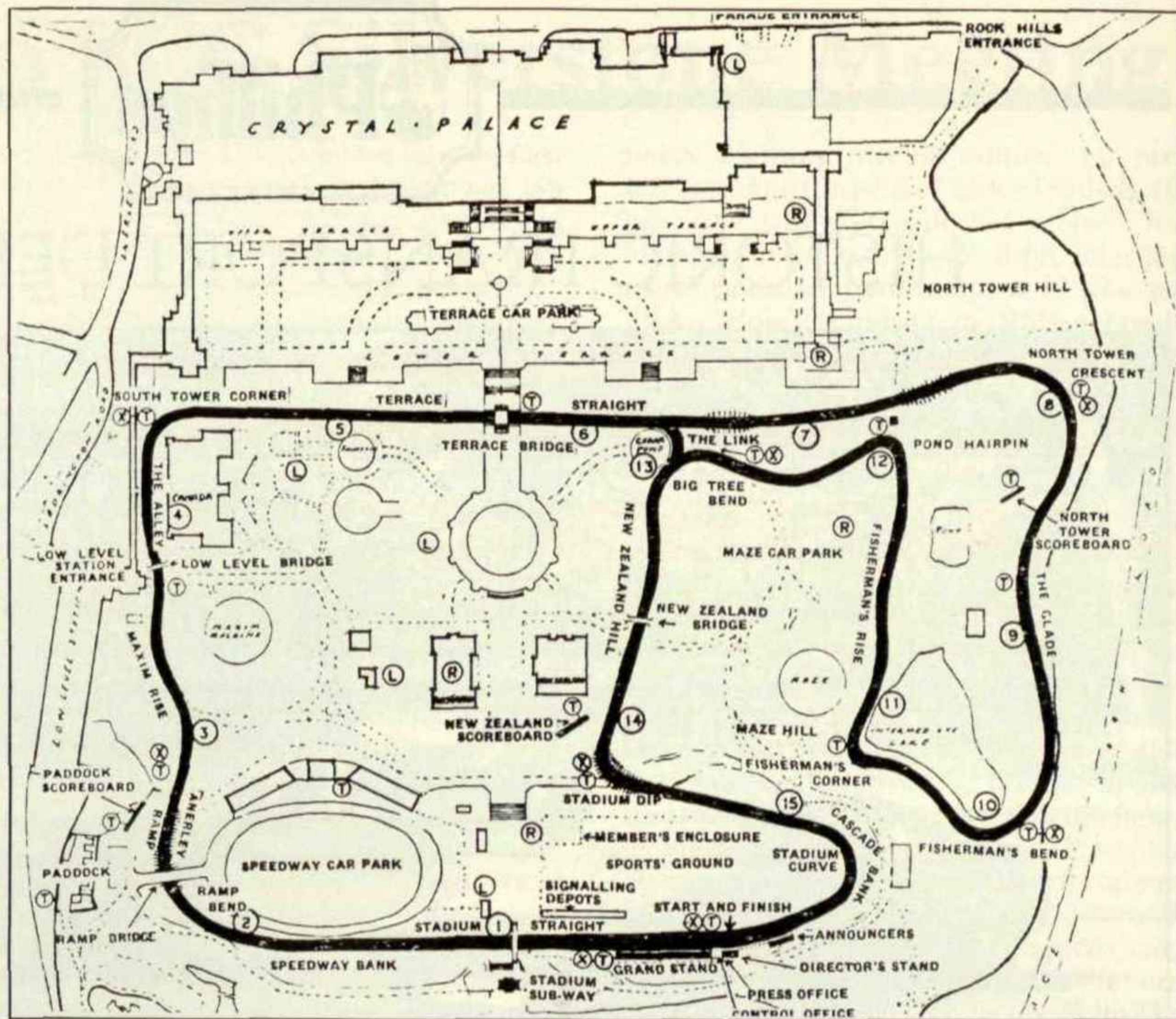
No, not *that* palace — the Crystal Palace, London's only motor-racing circuit which has never been as well documented as Brooklands or Donington. It all started in 1927, with motorcycle racing in the extensive grounds of the one-time great glass palace at Sydenham in SE London. This was organised by two entrepreneurs, F E Monkford and C L Smith, starting that May. The narrow winding course with five hairpin bends was then only a mile to a lap, yet some 10,000 spectators turned up, to see TT-rider Gus Kuhn (Velocette), George Hole (Raleigh) and others take part in mainly three and five lap races.

So restricted was the track that solo riders had to be started in pairs, sidecars on their own, results being based on lap times, as in the TT, with lap speeds as low as 30 mph. This did not deter the onlookers and for the second 1927 meeting, in August, the course had been widened, permitting four solo machines to start together, safety barriers had been erected (to hopefully prevent the sort of accident which had marred the opening meeting, when a sidecar outfit ran into the crowd and injured several people, resulting in questions in the House of Commons) and there was now a public address system.

These motorcycle events prospered, until the rival attraction of dirt-track racing took away some of their appeal. This cinder track sport had surfaced at High Beech in 1928 and by that May had been instituted at the Palace. By 1929 it was a dangerous rival to the "purer" form of racing but the Palace compromised by having road racing on Saturday afternoons and dirt track from 7pm on the same evening, admission to the former costing 1/6d (7½p), children 6d (2½p).

In 1937, perhaps encouraged by the success of Donington Park, motor racing came to the Crystal Palace, organised by the Road Racing Club, with Harry Edwards the Clerk of the Course. (I used to watch these London races and, living then off Tooting Bec Common, get home to a late tea on a No 49 bus. Later I went there in my A7 Mulliner coupé, which, until it had been endowed with a four speed gearbox, needed a push up the slope out of the Paddock, often holding up the vans containing famous racing cars...)

The first car races were run in Coronation Year 1937, on April 24th, some 30,000 spectators arriving, equal to a good day at the smaller Brooklands meetings. The lap distance was now two miles but the slow twisting section of the course past the lake at North Tower Crescent remained. The first heat of the 20 lap Coronation Trophy Race was for 1½ litre cars, with seven starters. After Charles Follett had opened the course in a Lammas-Graham, the official Triumph had been parked, a veteran Rover had chugged about advertising future meetings, and the Antifyre Vauxhall fire-tenders had got into position, Edwards dropped the Union flag for a Continental-



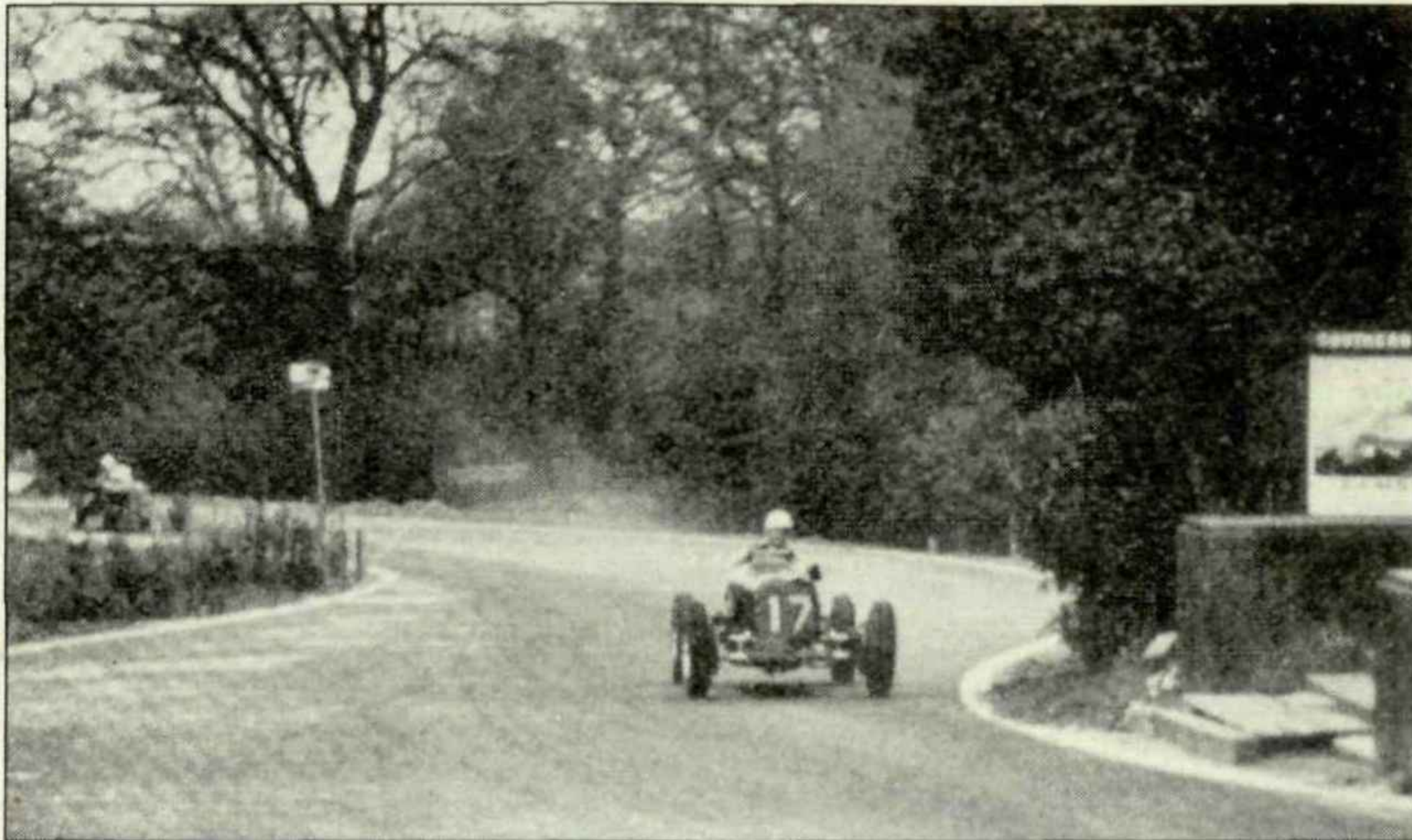
The two mile pre-war Crystal Palace circuit.

At The Palace

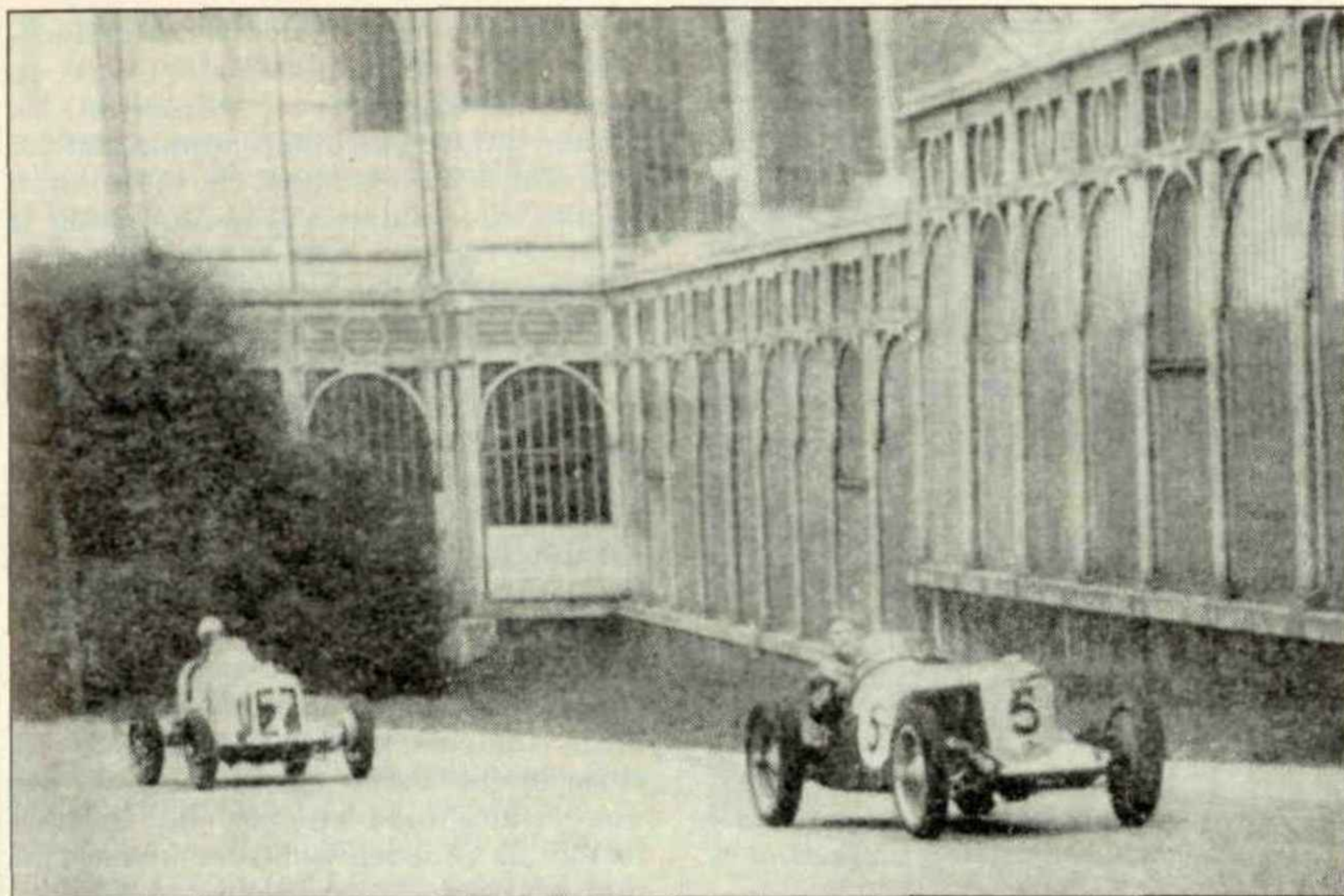
type start. At first three ERAs dominated the field, until Ian Connell, today's Brookland Society President, retired R6B with a punctured oil tank. This let Charles Brackenbury in Rayson's Maserati into third place behind Scribbans in R9B and Fairfield in R12C, the standing-start lap at 51.3 mph. Humphrey's 750cc MG retired with back axle failure and Scribbans' exhaust pipe came adrift. There were no real pits but he stopped on Terrace straight to try and tie it on, holding it in place with a piece of rag, finishing too late to qualify for the final. So Fairfield won at

52.63 mph, 21 sec ahead of the Maserati, the Hon. Peter Aitken's Shelsley-type Frazer Nash third, Maclure's unblown 1100cc Riley 4th.

Racing was not fast, but it was exciting, the noise reverberating off the solid wall before the grandstand. The next heat was won by Raymond Mays' Zoller-supercharged R4C ERA at 52.55 mph, from the ERAs of Arthur Dobson and Peter Whitehead with Wilky Wilkinson's unblown Riley 4th. Before the 60 mile final was contested Dick Nash and Cecil Clutton drove "demonstration" laps, in the



Raymond Mays' ERA taking Maxim Rise on the Crystal Palace circuit.



Well known CP exponents race past a typical backdrop, Maclure's Riley and AC Dobson's ERA.

1912 15-litre GP Lorraine Dietrich and the 1908 12-litre GP Itala, these newly discovered giant Edwardians even more exciting than they seem today. It looked as if Mays would win the final but engine and brake maladies saw him out after only seven laps, leaving Fairfield victorious at 53.77 mph, from Dobson and Robin Hanson's Maserati, Fairfield also setting the record for the circuit, at 54.59 mph. Earl Howe presented him with the Jack Barclay Coronation Trophy and £200. Motor racing had come to London — in a most satisfactory way . . .

The second 1937 meeting was held on July 17th, with the impressive title of the London Grand Prix. In fact, as before, short heats and a final were contested, on a group handicap system based on engine size, up to 1500cc. Dobson was very quick in practice, lapping at 56.43 mph. In the first heat Mays in the black ERA was in fine form, getting past Goodacre's A7 and gaining a 16 sec. lead — it was stirring stuff on the twisty circuit, getting past the smaller front row starters adding to the excitement. On the last lap the ERA's back axle broke. However Mays coasted home to win at 52.53 mph, half a second ahead of Connell's ERA, Maclure's unblown Riley third.

Between the heats Major Gardner demonstrated the 140 mph MG Magnette and there was a sidecar race. "Bira" won heat 2 in ERA R2B by 1.9 sec. from the tail-sliding Dobson, Reg Parnell's MG third. Mrs Eccles overturned her Rapier Special and Bolster ran "Mary". The Final was won by "Bira" at 54.36 mph from Connell and Maclure, Mays' axle going again, after his mechanics had worked hard to repair it. "Bira's" best lap was at 56.47 mph.

Rain at the August Meeting, which was devoted to cycle, motorcycle, sidecar and the 15 lap group handicap Crystal Palace Cup Race, caused a savage drop in attendance. Entries were good however, "Bira"

driving the 3-litre Maserati, Lord Austin sending twin-cam and sv A7s for Hadley and Kay Petre and the usual ERAs and Maseratis joining in. Moreover the finish was very thrilling, for as "Bira" got within sight of Hadley in the leading A7 on the last lap, the Maserati slid round at Ramp Bend. He restarted but was beaten by 24 sec, the Austin winning at 49.83 mph. Parnell in the MG Magnette was third, ahead of Maclure's Riley and Mrs Petre, the rest flagged in. Connell retired, with trouble with R6B's twin Arnott blowers, as had Monkhouse's Amilcar. (It was all rather enjoyable; I recall how, during practice for the second meeting, what was left of the fire-destroyed Palace was brought down, during a thunderstorm, the noise probably blamed on the cars, and of running to avoid Esson-Scott's out of control long-tailed Bugatti, not only to escape injury but because I had no pass, this having been confiscated temporarily because a young lady had persuaded me to let her drive her A7 into a prohibited area. Today she drives an 1100 HRG) . . .

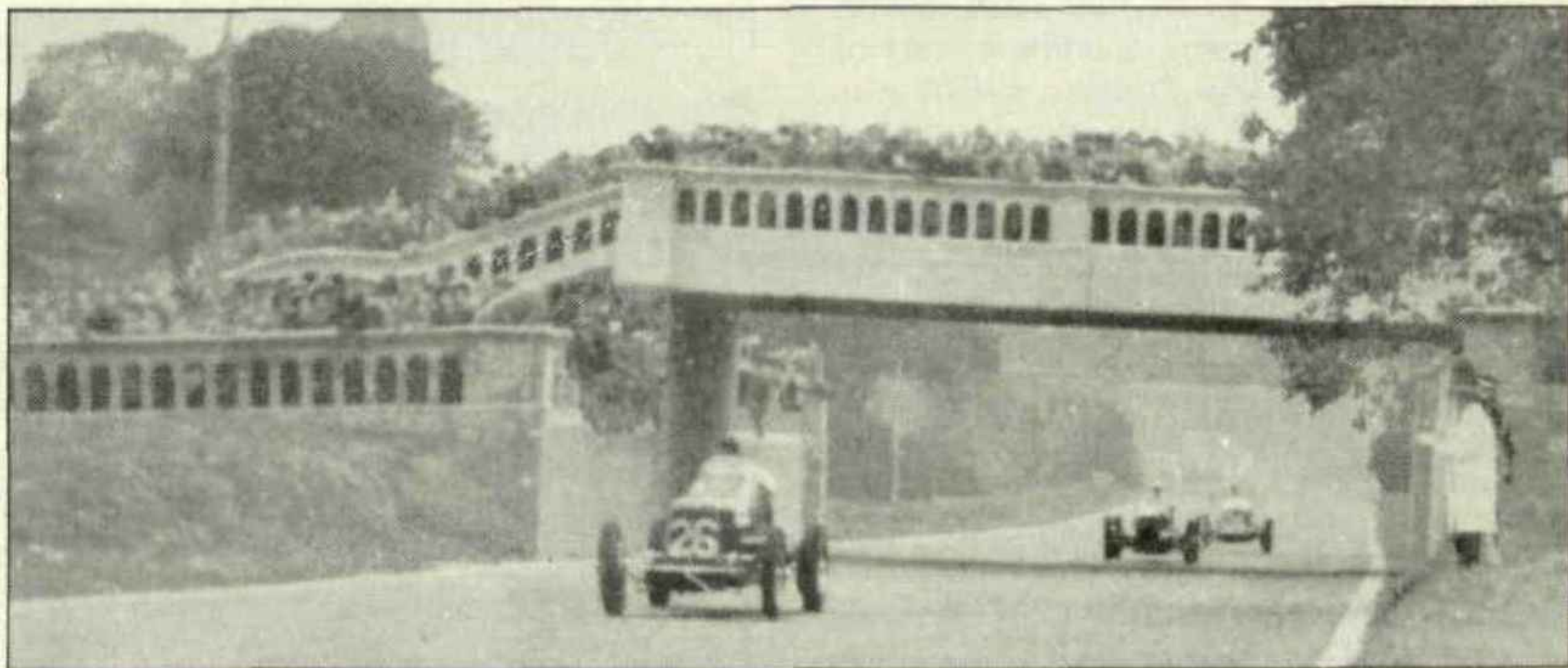
The final 1937 meeting was run to the earlier format, for the Imperial Trophy. Maclure's 2-litre Riley took heat 1, Count Trossi's 4CM Maserati heat 2, the Final

being won by "Bira" in R2B ERA at 57.80 mph, from Dobson (R7B), who put the lap record to 58.63 mph, and Goodacre's little Austin. The dual for first place in the Final was fine to watch and the appearance of Trossi, Lurani and Villorresi of the Scuderia Ambrosiana, bringing their cars in OM vans, was a tribute to Edwards' popularising of the London circuit. Mays would have competed had the 1100cc engine for R4C not expired in practice. Edwards was no doubt studying the proposal for a 9½ mile £250,000 circuit outside Scarborough with interest; like those described last month, this came to nought.

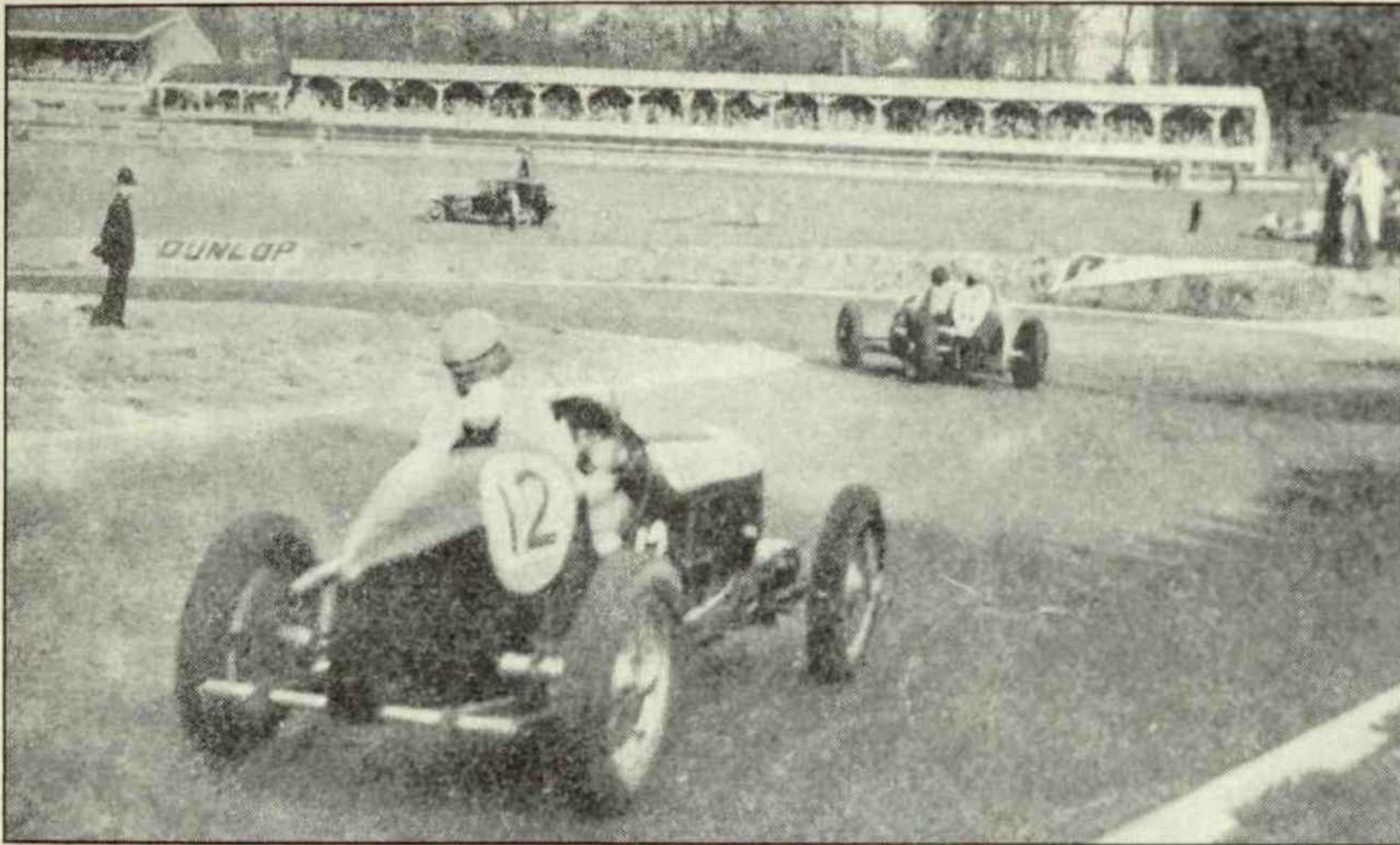
So much for the first season of London's motor racing. At the last meeting Seaman had demonstrated a 1937 GP Mercedes Benz in company with a 1903 Mercedes 60 (for the TV cameras). It boded well for 1938, although Edwards apparently needed 70,000 spectators to make the place pay. Nevertheless, the second season opened well, although a clash with the Boat Race and Clubman's Day at Brooklands detracted from the attendance at the April meeting. Heat 1 of the Coronation Trophy started at the civilised hour of 3.30pm. It went to "Bira" from Wakefield and Hadley — ERA, Maserati 6C, Austin. The next heat saw Dobson win in his ERA from Dodson's A7 and Smith's MG Magnette. Incidentally, the surface of the course was slippery but the programme explained that it would improve with every car that ran on it — imagine the RAC accepting that, in 1990! Baron de Graffenried had arrived too late to drive his Maserati but Buddy Featherstonhaugh bravely deputised for Hans Ruesch in the 3.8 V8 Maserati, making its tyres smoke under acceleration.

In the final "Bira" showed his mastery. He beat Wakefield, Dobson, Hadley and Maclure averaging 57.83 mph. Many well known faces graced the Paddock and this time the circuit car was a Delahaye coupé.

The 1938 season included a Composite Meeting in August when the 30 mile Crystal Palace Cup Race was won by George Abecassis in a twin-rear wheeled 1½-litre Alta, which was followed home by the ERAs of Tony Rolt and Johnnie Wakefield. After a motorcycle race, Edwards put on a 20 mile group handicap



A big crowd on the Crystal Palace Terrace straight watch Charlie Martin's ERA lead on the first lap, Heat 1, of the 1937 Imperial Trophy race.



Smith's MG chasing Dobson's Austin through the CP curves at Stadium Dip at the opening meeting of 1938, watched by a London policeman.

Sports Car Race. It was won by Arthur Dobson's business-like four cylinder 1½-litre Riley, in which he had driven to the circuit, at 50.49 mph, Abecassis' blown 1½-litre Alta second, Aitken's 328 BMW third. Rain did not mar the closing 1938 racing which included a Match Race between "Bira" and Dobson, the joint lap-record holders, in their ERAs. It was started by Dick Seaman; Dobson won after "Bira" had had the n/s rear tyre deflate. "Bira" found the Roots-blown "Romulus" better suited to the slow circuit than the Zoller-blown "Hanuman". However, having won one heat and Dobson the other heat, it was the Alta of Abecassis that vanquished "Bira" in the final, now over 32 miles, George averaging 52.08 mph. Eugenio Minetti's Maserati 6C was third, ahead of Rolt and Beadle in another Alta. The onlookers also saw a Le Mans-start Sports Car Race, Fane's 328 BMW winning easily at 46.78 mph from Abecassis' Alta and an MG PB. The London Grand Prix had been another "Bira" benefit, ERA R2B winning at 55.81 mph, from Dobson and Cuddon-Fletcher in an MG.

War cut short the 1939 season but on the eve of hostilities on August 26th Lord Austin must have been delighted with Bert Hadley's fine win in the Imperial Trophy Race, which the green twin-cam Austin won by 73.9 sec, after having a start of seven seconds a lap. Dobson's ERA was second, after Mays had a tyre puncture, but the little Austin actually lapped Maclure's Riley and K D Evans' Alfa Romeo. The Imperial Plate, for sports cars, went to Abecassis in the ex-Cowell 2-litre Alta (I expect DSJ was in attendance) by three seconds from Leslie Johnson's Frazer Nash-BMW, and for the second time the Vintage Cup went to RGJ Nash's big GP Lorraine. Even before this Hadley had managed second place to Mays in ERA R4D at the CP Cup meeting, "Bira" third, the Bourne car averaging 59.93 mph, the lap record up to 60.97 mph.

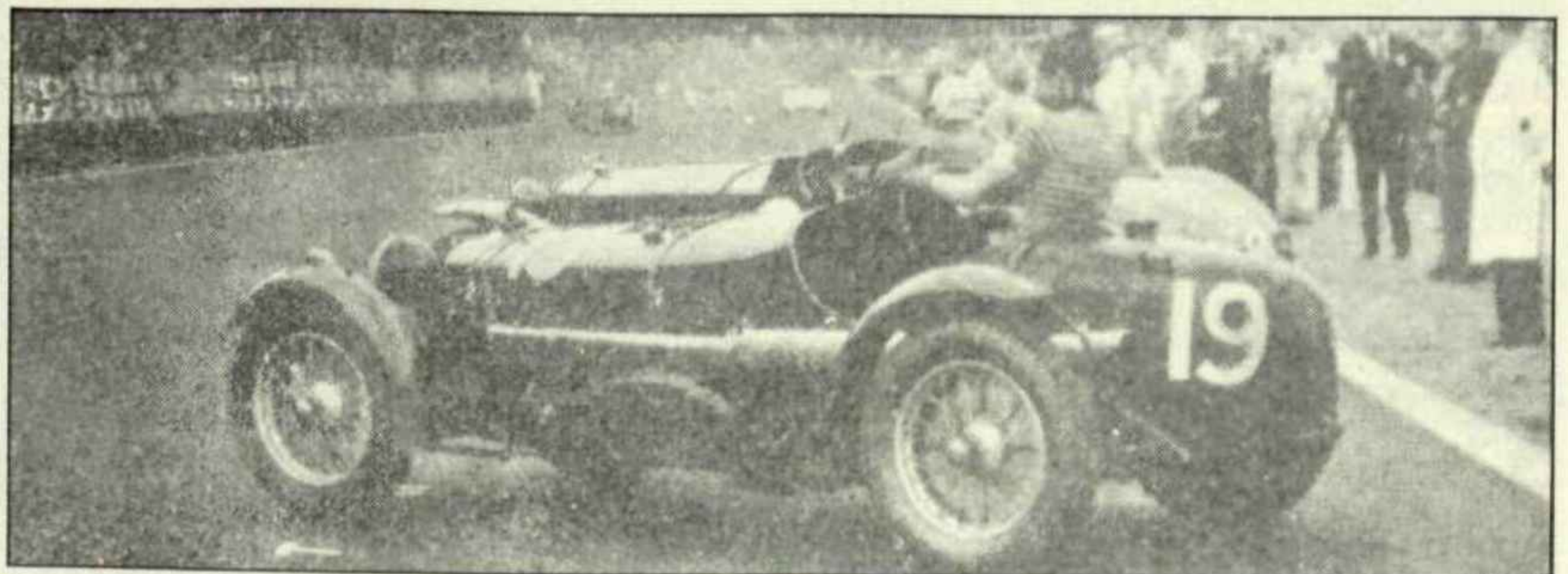
That is a brief account of pre-war happenings at the Palace. If the programmes sometimes catered more for the Metropo-

litan "gate" than for dedicated enthusiasts and one commentator was so hysterical that I once hurried to his corner, only to find things normal and the action all in his mind (voice?), the London circuit does not deserve to be forgotten. It survived the war, with the lap distance shortened to 1.39 miles, the New Link having been put in, cutting out the difficult infield loop past Big Tree Bend. However it remained a tricky course, with corner following corner and that formidable wall by the start rising from the trackside.

During this period the BARC and BRSCC ran short races there for cars of many kinds, up to F1 calibre, as the table shows. However I recall waiting for the gates to open and wondering how long local residents, whose houses were so close to the course, would tolerate the noise, which was pretty horrendous, even to me, as practice went on. In the end that, and the GLC's development of the site as a sports complex, closed racing down with a Club meeting in 1972. The winner of the final race was Gerry Marshall's 3.8 Lister-Jaguar. WB

Some Post-War Crystal Palace Winners

1953 Coronation Trophy (F2)	Rolt--Connaught--71.28 mph
1953 Crystal Palace Trophy (F2)	Rolt--Connaught--71.94 mph
1953 London Trophy (F2)	Moss--Cooper-Alta--71.27 mph
1954 Crystal Palace Trophy (F1)	Parnell--Ferrari--72.94 mph
1954 August Trophy (F1)	Parnell--Ferrari--74.59 mph
1954 London Trophy (FL)	Gerard--Cooper-Bristol--72.16 mph
1955 London Trophy (FL)	Collins--Maserati--70.97 mph
1955 Inter. Trophy (F1)	Hawthorn--Maserati--77.30 mph
1956 London Trophy (FL)	Moss--Maserati--74.11 mph
1957 London Trophy (F2)	Brabham--Cooper--77.90 mph
1958 Crystal Palace Trophy (F2)	Burgess--Cooper--80.34 mph
1958 Anerley Trophy (F2)	Jensen--Cooper--79.10 mph
1959 London Trophy (F2)	Salvadori--Cooper--80.78 mph
1960 Crystal Palace Trophy (F2)	Taylor--Lotus--72.11 mph
1961 London Trophy (F1)	Salvadori--Cooper--82.55 mph
1962 Crystal Palace Trophy (F1)	Ireland--Lotus-BRM--86.34 mph
1963 Crystal Palace Trophy (S-cars)	Clark--Lotus-Ford--83.59 mph
1964 London Trophy (F2)	Rindt--Brabham--84.76 mph
1965 London Trophy (F2)	Clark--Lotus--88.30 mph
1966 London Trophy (F2)	Brabham--Brabham-Honda--88.60 mph
1967 BUA Trophy (F2)	Ickx--Matra--93.42 mph
1968 Holt Trophy (F2)	Rindt--Brabham--93.69 mph
1969 London Trophy (F3)	Schenken--Brabham--89.74 mph
1970 Alcoa Trophy (F2)	Stewart--Brabham--99.44 mph
1971 Hilton Trophy (F2)	Fittipaldi--Lotus--99.17 mph



Sports car races with a Le Mans start were run over the Crystal Palace course — the car in the foreground is C Hawley's Alfa Romeo.

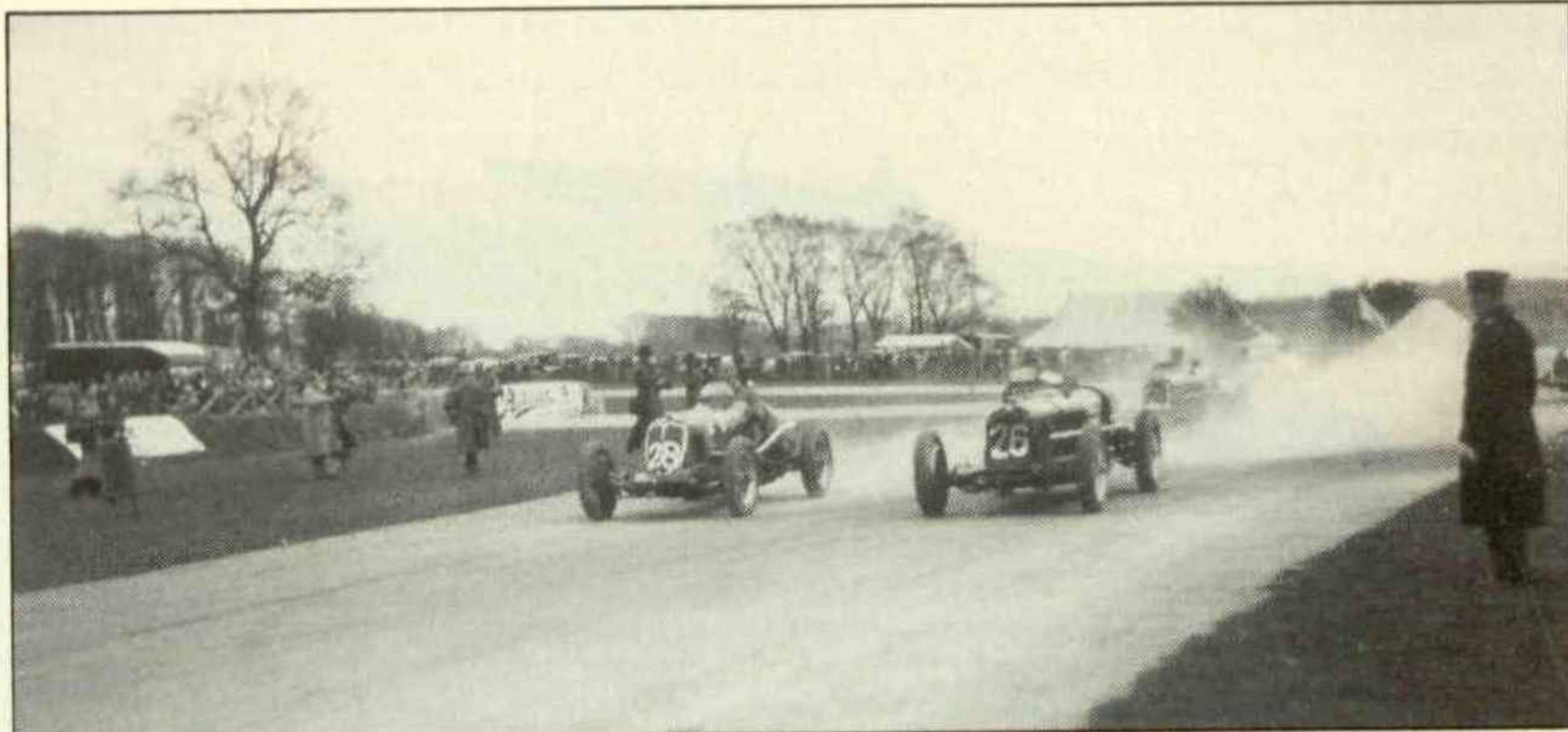
I drove to Manchester the other day, not to report on the prison riots then raging, but to talk about pre-war motor racing with Harry Rose, who drove Alfa Romeo, Maserati and Hotchkiss cars at Brooklands and Donington. We went in a 1.4 LX Ford Orion, very economical (38.6 mpg overall and a decent quantity of unleaded 4-star left in the 10.6 gallon tank after the Wales-Manchester-Wales commute, and it was nice to find the 5-speed gear change as smooth as one used to expect on Fords. Altogether a useful £8990 four-door booted family car.)

Harry Rose became interested in cars when he was living in Southport and it wasn't long before he decided that speed was his *metiér*. His first car was an Austin 7 Swallow, and then came two larger Austins, two or three Wolseleys, and faster cars like a 2-litre Lagonda fabric saloon, a blown 1750 Alfa Romeo and so on... Others he recalls include an SS coupé, an Auburn coupé, a Sunbeam Rapier, a Chrysler Imperial saloon, a Cadillac 60 Special, a Buick saloon and a Ford Prefect. For his racing he bought a 2.3 Monza Alfa Romeo in Paris after driving it round Montlhéry Track and deciding that he liked it. At the same time he had a 2.6 Mille Miglia Alfa Romeo fitted with an extra-large supercharger, Billy Rockell and Giulio Ramponi looked after Rose's cars, aided by Reg Stone, a fitter from De Havilland's at Hatfield.

Rose began his racing at Brooklands in 1934. Both outer circuit and Mountain circuit races were entered with the red Monza Alfa Romeo. Lap speeds gradually improved, to 114.23 mph in the Esher Senior Long Handicap at the August Meeting. It then began to give trouble and was replaced for 1935 by a blue 2½-litre Maserati, which started well by taking third place in a Mountain Handicap behind Humphrey Cook's ERA and Charlie Martin's 2.3 Bugatti, its best lap at 75.22 mph. Rose also ran his grey 1750 Alfa Romeo at Brooklands which it could lap at 98.62 mph and the Mountain circuit at 65.21 mph. In contrast, the Maserati could get round the outer-circuit at 113.71 mph...

Thus encouraged, later in 1935 Rose bought from Whitney Straight one of his 2.9-litre straight-eight Maseratis, the famous No.3011, together with a quantity of spares. Ramponi naturally encouraged this acquisition. Incidentally, with the purchase went an entry in Straight's name for Shelsley Walsh hillclimb, which he persuaded Rose to use. But going to the hill in the company of Jarvis in his blown 4½-litre Bentley, Rose was not allowed a run... He had arrived with two mechanics but the stewards would not let him practice. Unused to the Maserati, he nevertheless took third place in his class on the day of the hillclimb, in 45.2 sec. With this fast car, to which he was not yet accustomed, Harry finished fourth in the 1935 Brooklands Mountain Championship, lapping at 76.31 mph.

For that year's BRDC 500 Mile Race at



Richard Seaman in Harry Rose's limered-down Maserati and the Rose/Everitt 2.6 Alfa Romeo side-by-side in the 1936 British Empire Trophy race at Donington, which Seaman won.

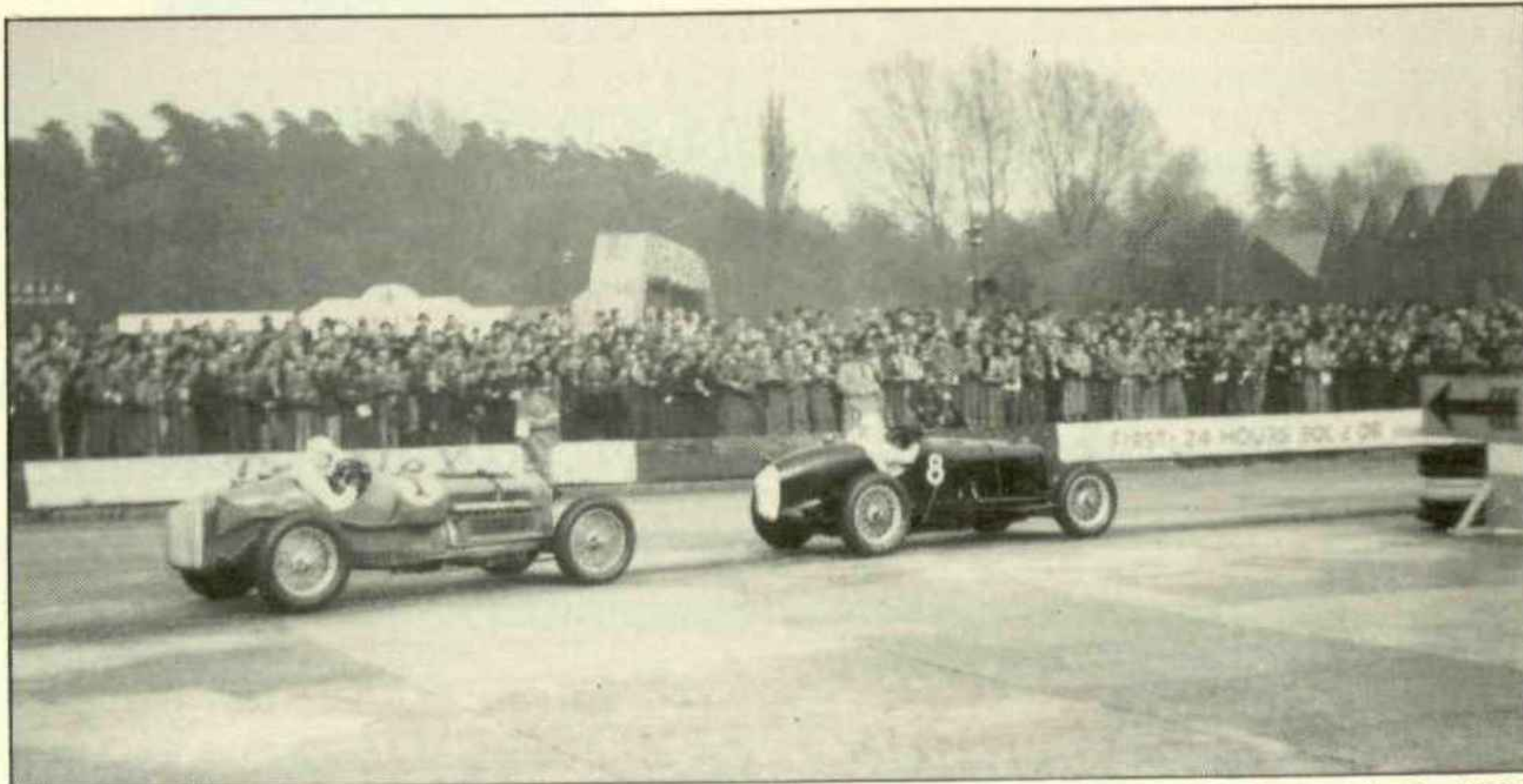
Looking Back with Harry Rose

the track, Hotchkiss decided to send over the well-streamlined single-seater, enclosed cockpit, record breaker with which Capt. George Eyston had taken records at Montlhéry of up to 1000 miles duration, at speeds of up to 112.37 mph, although his target of 48 hours was defeated when the tail of the body came adrift. Hotchkiss nominated the ace driver Albert Divo, who had known Brooklands from 1923, for the "500", and he arrived with two mechanics to look after the car. Rose had been persuaded to partner the great Frenchman but saw little of him. Divo took the first spell, and the last, and Harry found the car "an uncomfortable boneshaker" and as the cockpit cover was not used in the race he was deaf for some time afterwards. But in spite of the Hotchkiss having been hastily prepared, it was running at the end, having averaged 106.68 mph.

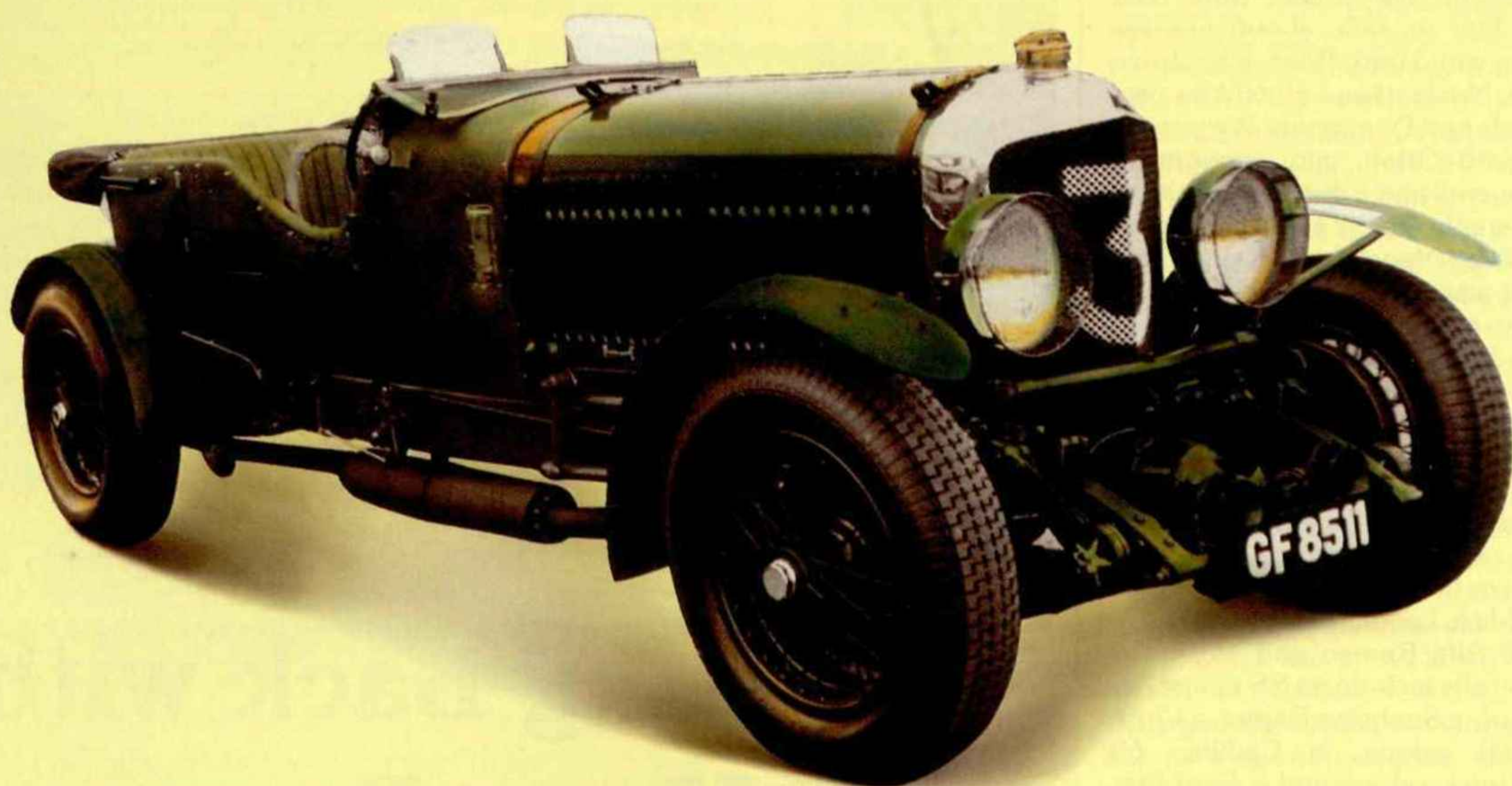
Rose was now living in a flat in Gros-

venor House, in London's fashionable Park Lane, which enabled him to get to Brooklands and back in a day. His "scuderia" was stabled at Lancaster Gate Mews. The road cars included a 20/25 Rolls-Royce coupé-de-ville, which handsome ensemble the chauffeur would bring round to the Grosvenor House forecourt at the lifting of a telephone, and others along the years before the war numbered two Ford V8s, a short chassis V12 Hispano Suiza with coachwork by Fernandez & Darin, which was not as expected, so was replaced by a very elegant Saoutchik drophead coupé, and a number of Delage cars, including the straight-eight with a drophead coupé body.

In one or other of these fine cars Rose would motor to Brooklands, usually in a Delage or the sports Alfa Romeo. The Monza was driven there but the 2.9 Maserati went by truck. The straight-eight Delage won the Concours D'Elegance at



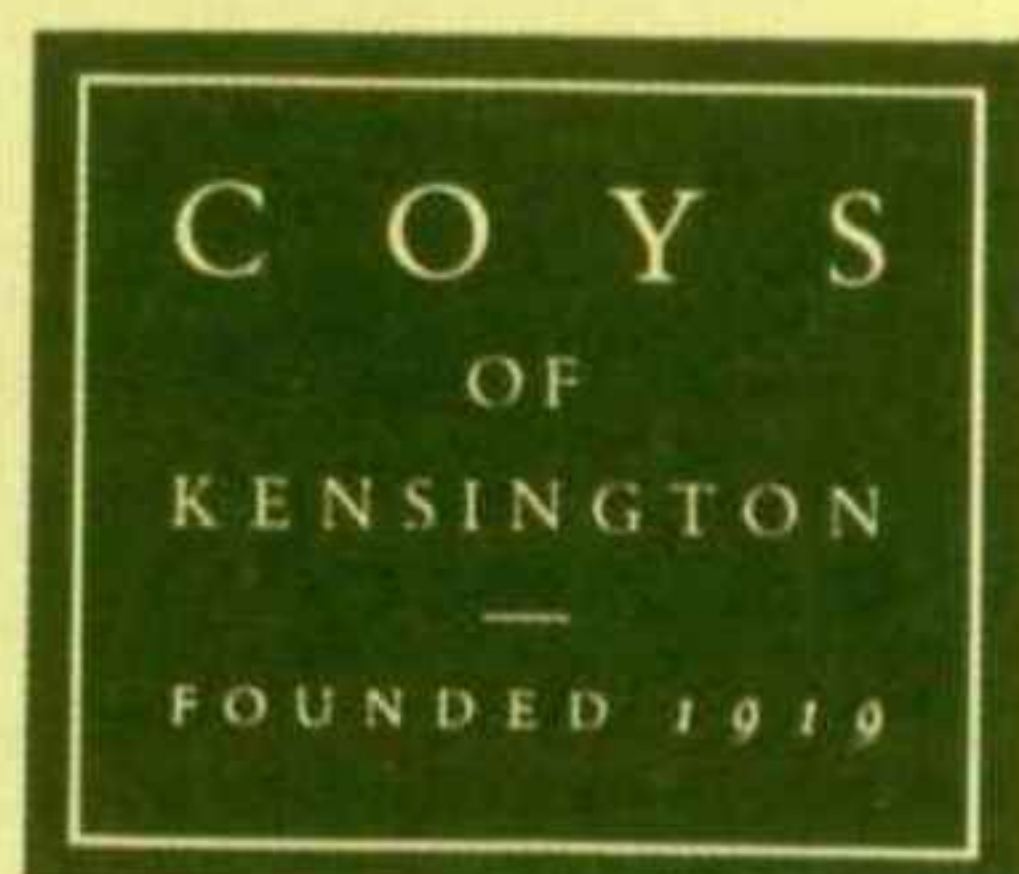
Harry Rose in his 2.65-litre Maserati following Chris Staniland's monoposto Alfa Romeo in the 1936 JCC International Trophy race at Brooklands. Rose won his class and finished 4th.



BENTLEY 6.5 LITRE SPEED SIX. REG NO. GF8511. CHASSIS NO. HM 2869, ENGINE NO. 2873

NO 3

THE SAMMY DAVIS AND CLIVE DUNFEE 1930 LE MANS
AND 1930 & 1931 BROOKLANDS DOUBLE TWELVE TEAM CAR.



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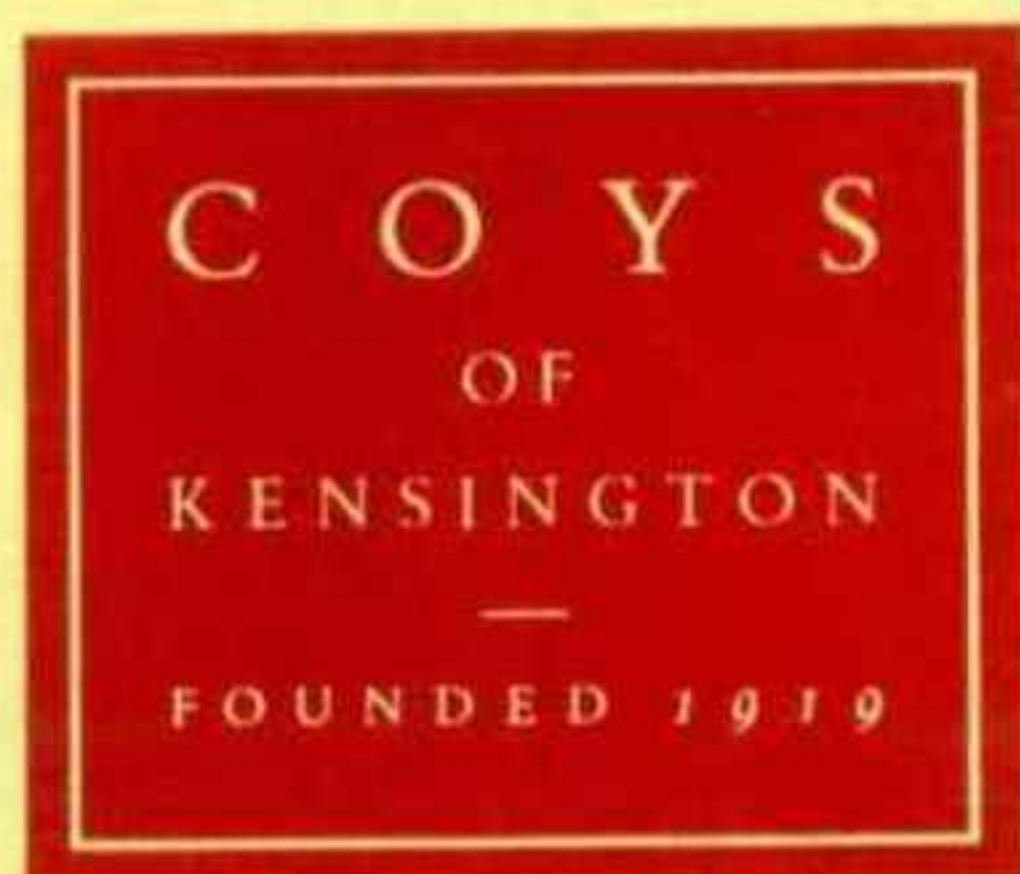
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1960 MASERATI, TIPO 61 BIRDCAGE CHASSIS NO. 2458 ENGINE NO. 2467

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THE TEAM CAMORADI MOSS/GURNEY SEBRING CAR, DRIVEN TO VICTORY
IN THE 1960 CUBAN GRAND PRIX BY MOSS AND WINNER OF THE RIVERSIDE 'EXAMINER' GRAND PRIX
IN THE HANDS OF CARROLL SHELBY.



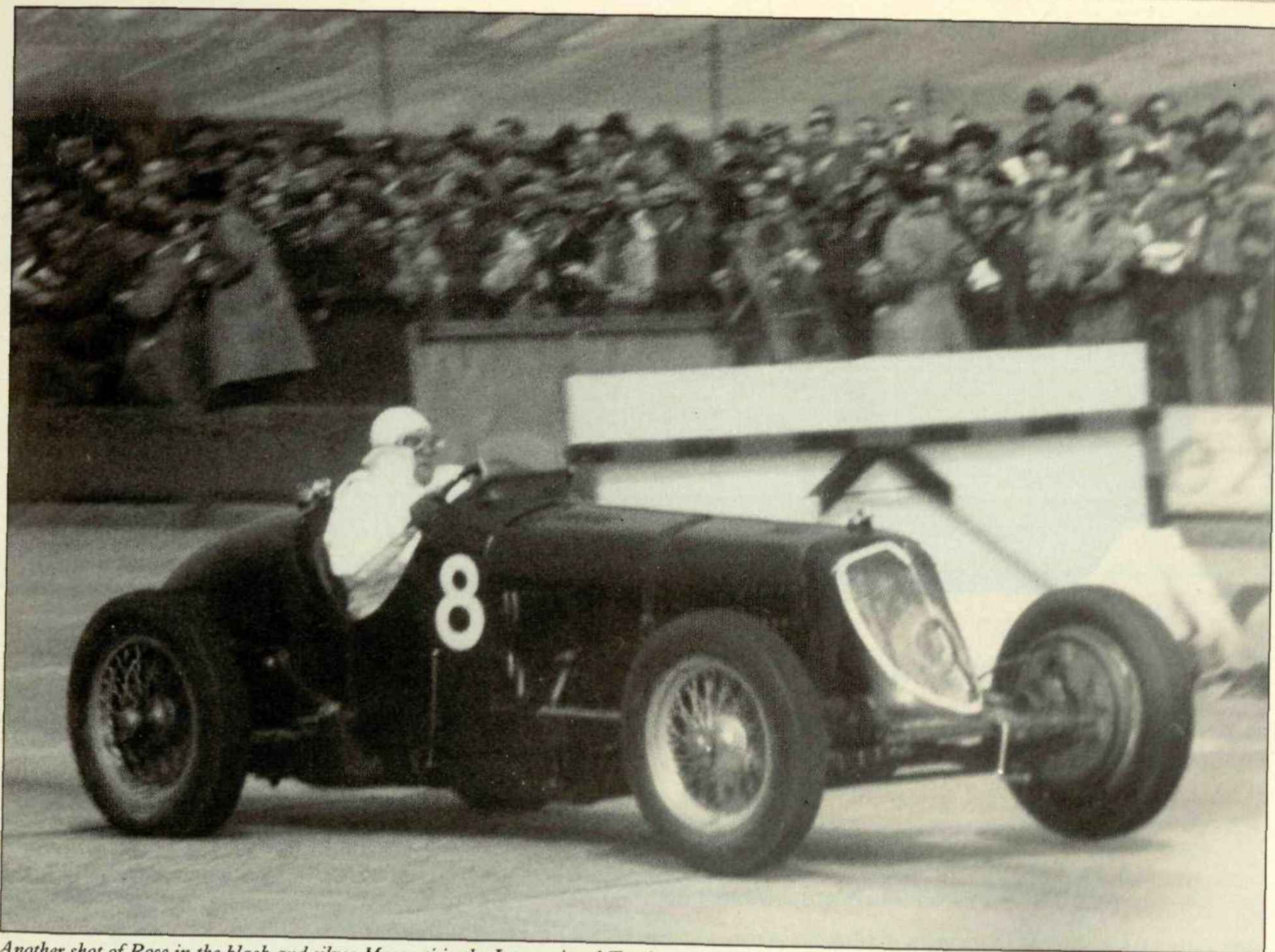
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Another shot of Rose in the black and silver Maserati in the International Trophy race, his last in this car before he sold it to Prince Chula.

the 1932 Guy's Gala Brooklands Meeting which was attended by the Duke and Duchess of York, Rose's sister was a keen motorist and would go down to watch him race. He was fond of fast Continental driving, such as going from Paris to Rome and back in a day and a night when Ramponi had to meet his mother in Milan. Rose also reckoned to leave Paris after breakfast, lunch *en route*, and still arrive in Monte Carlo before midnight. There he would stay at the Hotel de Paris, from the balcony of which he once watched a pre-war Monaco GP, to water-ski, etc. He bought a boat at the last pre-war Earls Court Show, went to the Alps to ski, and has sometimes taken the controls of aeroplanes when flying from the Hooton Aero Club. Other fast runs in Europe were done in his 4 1/4-litre Derby Bentley Vanden Plas tourer.

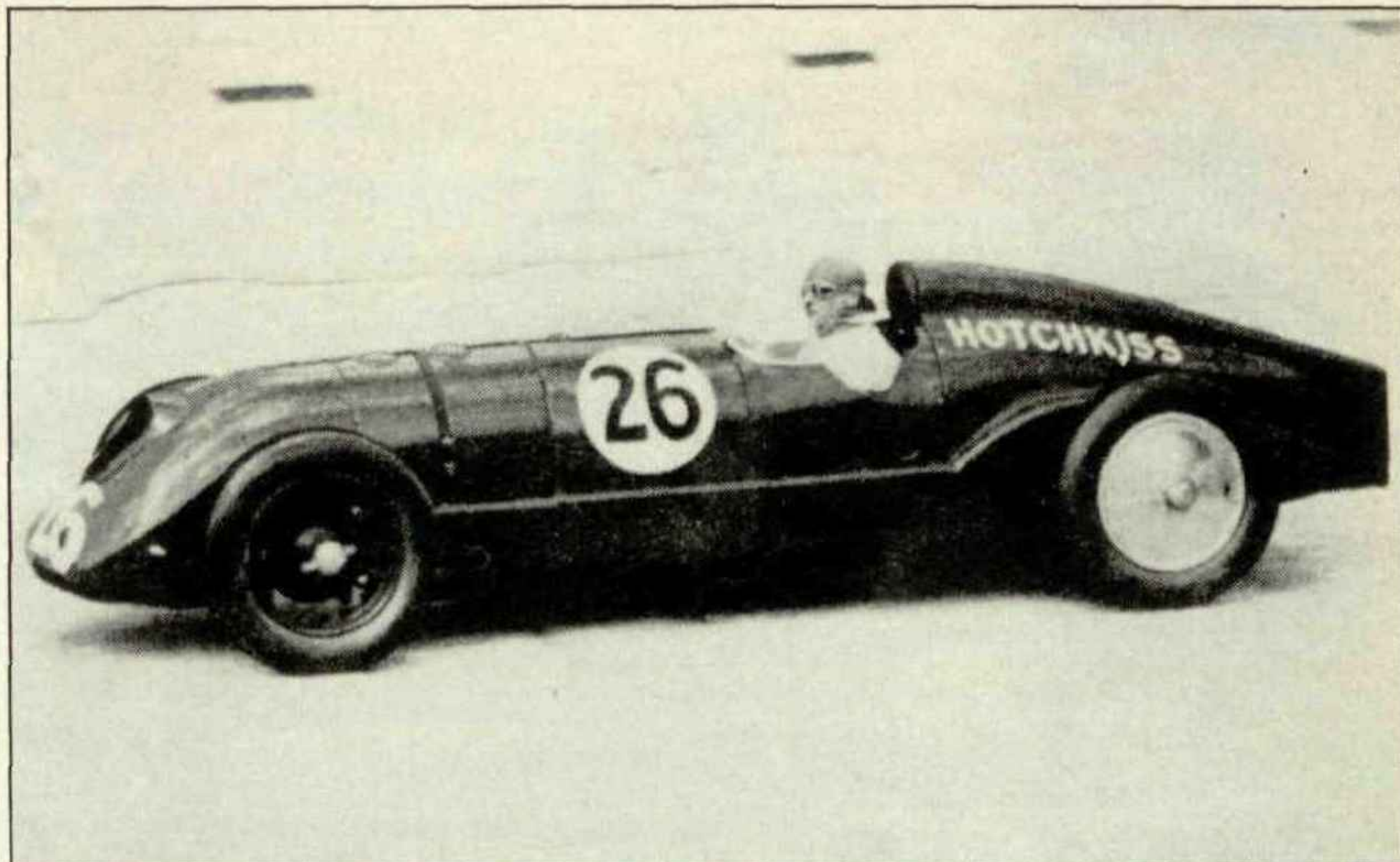
By 1936 Rose's racing was concentrated on the 2.9 Maserati. For the 1936 British Empire Trophy Race at Donington, Dick Seaman asked if he could borrow it and liner-down the engine to 2696 cc, to meet the group handicap system used for this race. The ploy worked, Seaman winning at 66.33 mph. The Maserati's owner drove his Monza Alfa Romeo, but it stopped for brake adjustment and after 55 of the 100 laps the transmission failed.



Harry Rose united with the historic 8CM Maserati at Silverstone after David Heimann had resuscitated it after the war; Billy Rockell, who was Rose's mechanic when he raced it, is sitting on the rear wheel.

However Rose drove the lined-down Maserati himself in the JCC International Trophy Race at Brooklands the following month and not only won his class but was fourth overall, at 88.11 mph. Bira, who won by a mere one second from Raymond Mays, both in ERAs, in a sensational finish, remembered how during the race "Harry Rose would loom up in my side-mirror like a big black spider. It was a terrifying feeling to be chased by a faster car... Harry Rose threatened me again for a few more laps. I could see clearly in my dusty mirror that he was not going to let us get away from him. He was squatting down behind his aero-screen and was coming after us in earnest. It was strange to see this new owner of the black Maserati in the place of that famous Anglo-American ace who created a new style of racing, with smart cars and a generally neater turnout than before. The black Maserati was the last word in smartness when Whitney Straight had it, and now Harry Rose was carrying on the good work. It certainly ran beautifully that afternoon and I could not help thinking that it had a big chance to finish in front of us all". Incidentally, Bira went up to London that evening to appear in the BBC's "In Town Tonight" programme, still in his racing overalls, the script-girl preparing the programme as they sped away from Brooklands in Prince Chula's Derby-Bentley...

Alas, the great racing future that seemed to lie ahead of Rose was not to be. Harry lent the Monza Alfa to his young stockbroker friend Kenneth Carr. He was due to drive it in the Short and Long Handicaps at the 1936 Whitsun BARC Meeting. He



Albert Divo, cap reversed as usual, driving the 2-litre Hotchkiss he shared with Rose in the 1935 BRDC 500 Mile Race round the Brooklands outer circuit.

had practised satisfactorily that morning and went out again for a few extra laps. It was then that he lost control coming off the Members banking, and was killed as the car rolled over. After being consoled by Percy Bradley, the Clerk of the Course and others, Harry Rose drove away to break the sad news to Carr's mother. The accident turned him away from racing and later in the year he sold the 2.9 Maserati to Prince Chula, for Bira to drive, after Louis Chiron had advised gaining experience with a larger car than the ERAs. The successful outcome is well-known. In recent times, after David Heimann had had this historic Maserati resuscitated,

Rose, invited to see it, was able once again to sit in the driving seat.

Harry Rose was not in the motor trade as his main line of business but he had associations with it and just before war broke out was engaged in trying to form Delage (England) Ltd., for the assembly of these cars here, with a factory in Slough. Difficulties intervened and the accountants decided against the project. After the war Rose moved to Manchester and continued to enjoy his motoring. An early Ford Cortina with the speed equipment is recalled and today he keeps his hand in at the wheel of a Peugeot 205XL. WB

"Steady-70"

Whether it knew it or not, Cheltenham enjoyed a notable social gathering on April 22nd, when Ian Fraser, Vic Norman, Geoff and Rita St. John and others hosted a splendid party in a hangar at Staverton aerodrome to commemorate the 70th birthday of Ronald ("Steady") Barker. "Steady", ex-VSCC President, motoring writer, and restorer of some fine vintage motor cars either very large (like his current project, a V16 Cadillac) or very small, has so many friends from so many different walks (or wheels and wings) of life that the party was a large one, the likewise large hangar well filled.

It would be invidious to attempt a guest list. But we spoke to Victor Gauntlett about his ownership of the Napier-Railton and his DH Rapides, commiserated with Hamish Moffatt who was prevented from flying in from his home due to early morning mist, and chatted with Lord Raglan, Guy Griffiths, Michael Burn, Jack French, Eoin Young, Peter Hull, David Franklin, John Howell who had been racing his 16-cylinder Bugatti the day before, Nick Baldwin and many other friends — but a list of all the VSCC and

other guests would be very lengthy.

Many motoring editors and their wives were there, from *Car* and other papers, and the humans were backed up by some interesting cars. There was Steady's own Renault 45 carrying the name of the celebratory champagne (his friction-drive Lafayette was absent, with posterior problems), Tony Jones had brought the 1908 Napier Sixty which Barker so ably rebuilt some years ago, two early Royces stood side-by-side, a rare Dilambda Lancia contrasted with a balloon-bedecked VW Beetle wearing a "Steady-70" number plate, a reminder that Gordon Wilkins, who was the first British motoring journalist to drive a KDF VW, had come from Italy with his wife, there was even a flat-twin *propellor-driven* Leyat rear-wheel steered saloon cyclecar — alas a replica, and Roger and Judy Collings had brought the venerable Mercedes 60.

Apart from the music and the feasting and Barker's welcoming speech, he treated his guests to a bout of "wing walking" on a Stearman biplane flown by Vic Norman, which included two loops — after lunch too . . . ! A fine party for a brave and accomplished vintage enthusiast; how nice it would to be 70 again, and *that brave!* WB

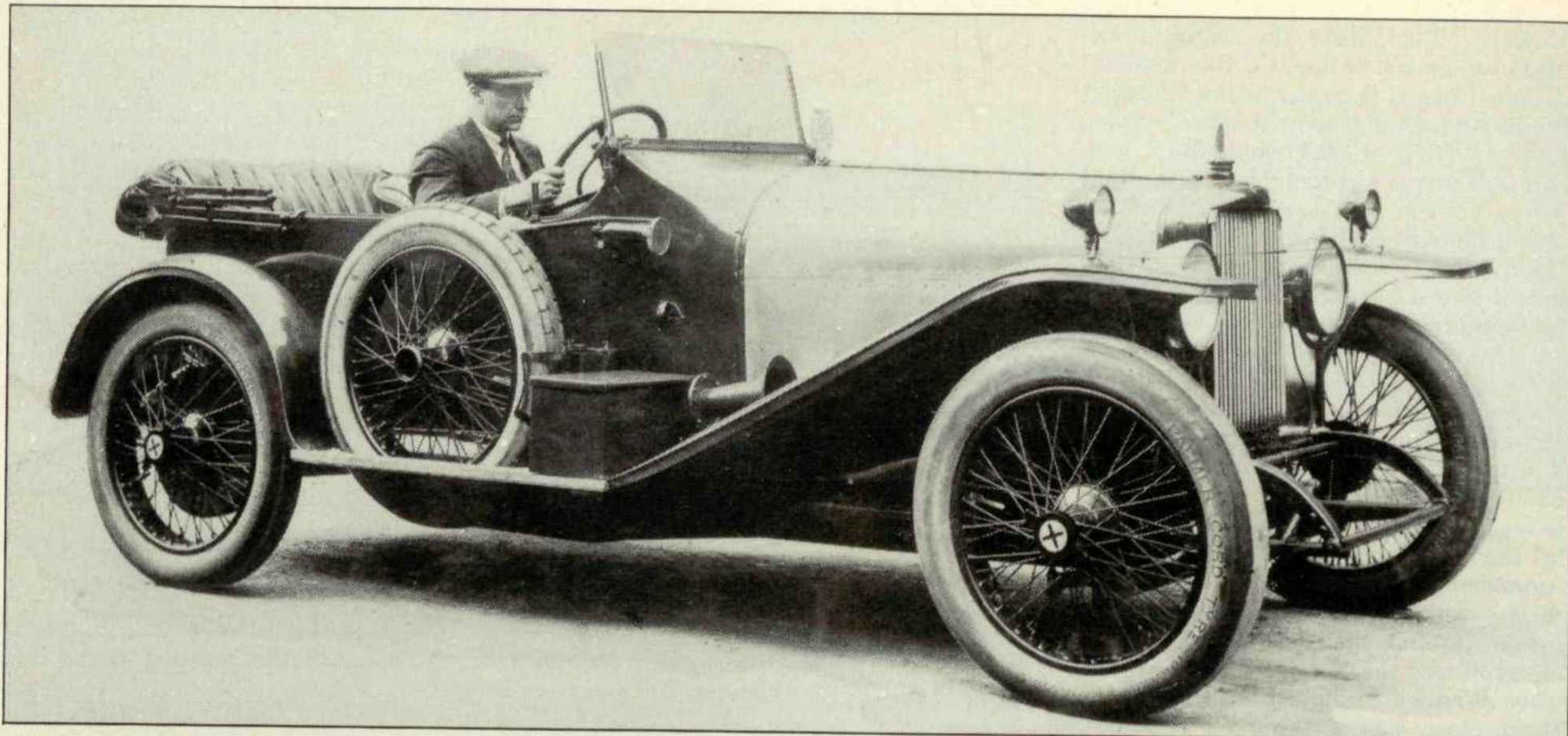
Asbestos Danger

We have been asked to pass on to our readers a message from the Health and Safety Executive over the danger of asbestos in some pre-war cars.

As is now generally known, asbestos dust is a killer, but before the war the material was used in cars as a sound damper as well as a protector from fire. Safe while undisturbed, the danger lies in the dust cloud that is formed when the material is moved as when, for example, the vehicle is undergoing restoration.

When the owner of a 1936 Armstrong Siddeley under restoration became suspicious of the material lining the body panels, floor and bulkheads, he contacted the Executive for advice. It was only then that the problem became evident resulting in the use of a specialist removal contractor to rid the car of the asbestos.

The Executive are keen to point out that the use of asbestos was probably not just limited to Armstrong Siddeleys and that it be found in any car of any year. On finding an unknown fibrous material while renovating a car, you should either assume the material contains asbestos and contact a specialist asbestos removal contractor or arrange for a lab. to analyse the material. WPK



Gerald Herbert, the well known Coventry machine tool manufacturer, in the Indianapolis Sunbeam in four-seater road-equipped form.

The 1916 Indianapolis Sunbeam

When a prominent racing car becomes the sole surviving example of its type that merits attention. The more so when, as in the case of Harold Smith's 1916 Indianapolis 4.9-litre Sunbeam, it has lain neglected for more than half a century before being painstakingly restored. This work was entrusted to STD specialist Ian Polson of Wickenbrook, near Newmarket. They were rewarded when the old Sunbeam won the Edwardian class at the 1988 VSCC Weston-Super-Mare speed trials, its first appearance since its restoration, in the record time of 21.87 seconds. It ran at VSCC Colerne the following year, now with the correct full length tail, Harold Smith again winning his class, in 35.37 seconds and, competed at VSCC Shelsley Walsh, where Bird's single-seater Indy Sunbeam had set a course record back in 1921.

This Sunbeam has an interesting history, well documented by Sunbeam expert Anthony Heal. The full story of how Louis Coatalen, Sunbeam's chief engineer, sent cars out to America for the celebrated Indy long distance races is completely recorded in Heal's great work *Sunbeam's Racing Cars 1910 to 1930* (Haynes, 1989) and need not be repeated here. Suffice it to say that in the 1913 Indy 500 Albert Guyot, driving "Toodles IV", was fourth, beaten only by Goux's 5.6-litre GP Peugeot, a Stutz and a Mercer. In 1914 the Sunbeam entrusted to Jean Chassagne burst a tyre and overturned but the American private owner Harry Grant was seventh in his 1913 GP Sunbeam, but in 1915, of Coatalen's two twin-cam 1914 GP Sunbeams, one retired and the other was last.

However this did not deter the Sunbeam

Motor Car Co. of Wolverhampton from entering again for the 1916 race which was reduced to 300 miles. Racing driver Josef Christiaens had advised Coatalen to put two of his 4.9-litre six cylinder twin-cam 24 valve engines into GP Sunbeam chassis. Driving himself, with Frank Bill as the mechanic, Christiaens came home fourth, at 79.66 mph, beaten only by Dario Resta's 4½-litre Peugeot, a Duesenberg and Mulford's smaller Peugeot. Apart from that, the two Sunbeams which had been shipped to the USA despite the difficult wartime conditions, gained places in a number of other races, driven by Christiaens, Galvin and Louis Chevrolet. There had, it has to be admitted, been vibration problems with the 4.9 engines, necessitating a top limit of 2,600 rpm. In a final race at Indy in September 1915 Chevrolet had a rod come through the crankcase in a fierce race against a Hoskins, losing second place by a mere half second whilst coasting home.

Under the circumstances it is difficult to understand why Coatalen did not run both cars in the important 300 mile race, thereby having a double insurance against failure. Be that as it may, the exciting thing is that the car now campaigned by Harold Smith is one of these successful and exciting Indianapolis Sunbeams. It would be nice to think it is the actual car run in the "300" by Christiaens. It is chassis no. GP2, with engine no. GP4. This confirms it as one of the longer wheelbase 1916 cars but whether or not Christiaens would have had GP1 is lost in the mists of time

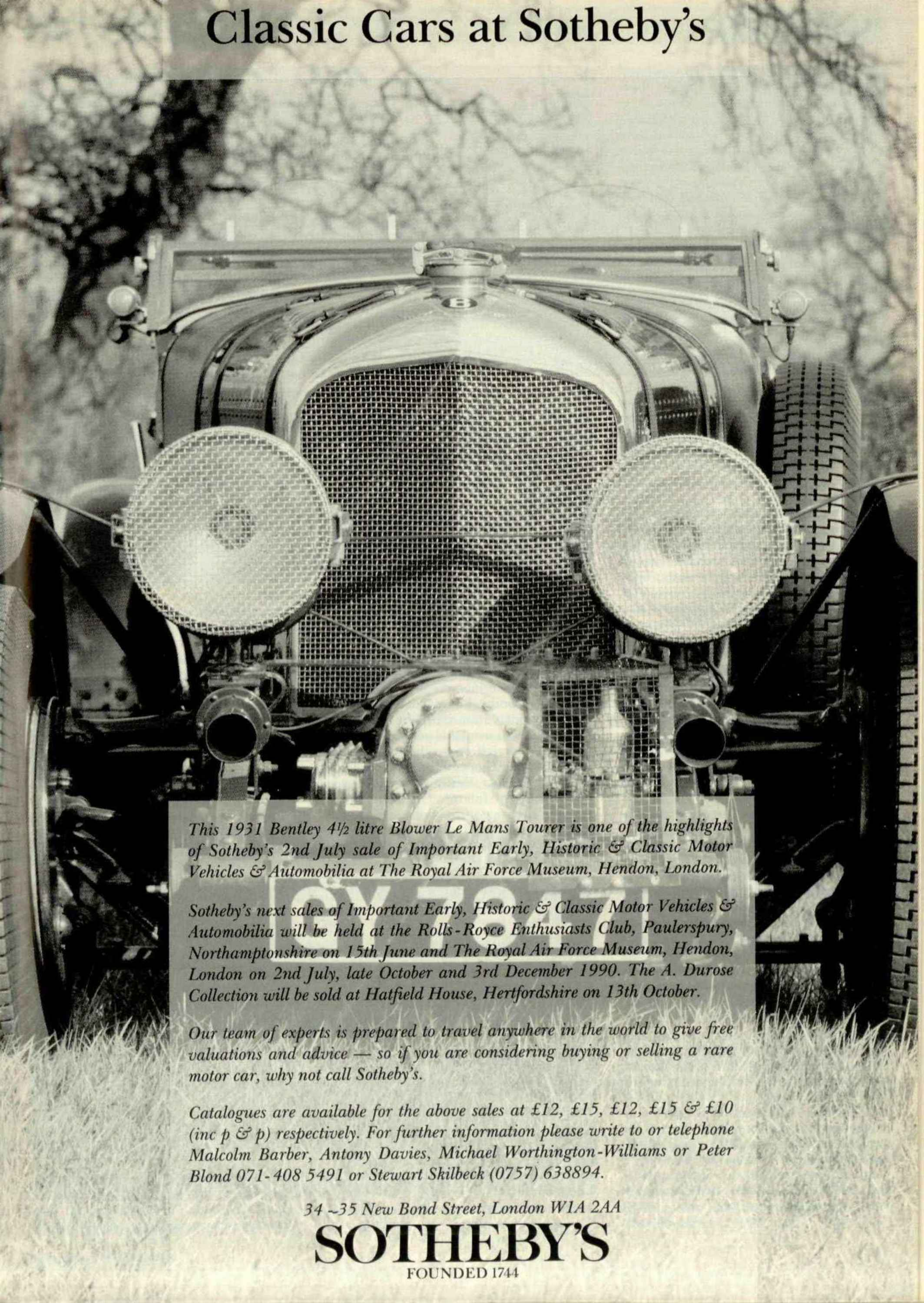
However there is a possible explanation. When the famous Indy 500 mile race was revived in 1919, as the Victory

Sweepstakes, Louis Coatalen was ready to try again. Christiaens apparently suggested that the same type of 4.9-litre power units be installed in the shorter wheelbase 1914 TT Sunbeam chassis. Probably to convince the directors of the effectiveness of such cars and the prestige of racing them in the USA, Christiaens put on a demonstration for them on February 23rd on the public roads outside the Wolverhampton factory. Alas he hit a curve, overturned, and was killed, his mechanic Frank Bills being badly injured.

What follows constitutes one of motor racing's unsolved mysteries! The race was not due until May 31st and rumour says that early that month two of the intended team of three Indy Sunbeams had been shipped out to the USA. It also says that Coatalen was in New York by April 28th on his way to the Speedway. Yet neither of the Sunbeams were submitted for qualifying, nor were they scrutineered. They were to be driven by Resta and Chassagne but instead they were withdrawn. No explanation was given. Three solutions were being circulated at the time. One was that the cars were untested, as Brooklands had not re-opened, and Coatalen feared the opposition provided for his ageing cars by the new Ballots and De Palma's Packard. Another suggestion was that the engines were four inches over the 300 cu. in. race limit — but surely not for they had passed the same rule in 1916, and had not been scrutineered anyway. The third theory was that the vibration that had intruded in 1916 had again posed a problem; but wouldn't a great engineer like Coatalen have cured this between then and 1919?

I find myself wondering whether the

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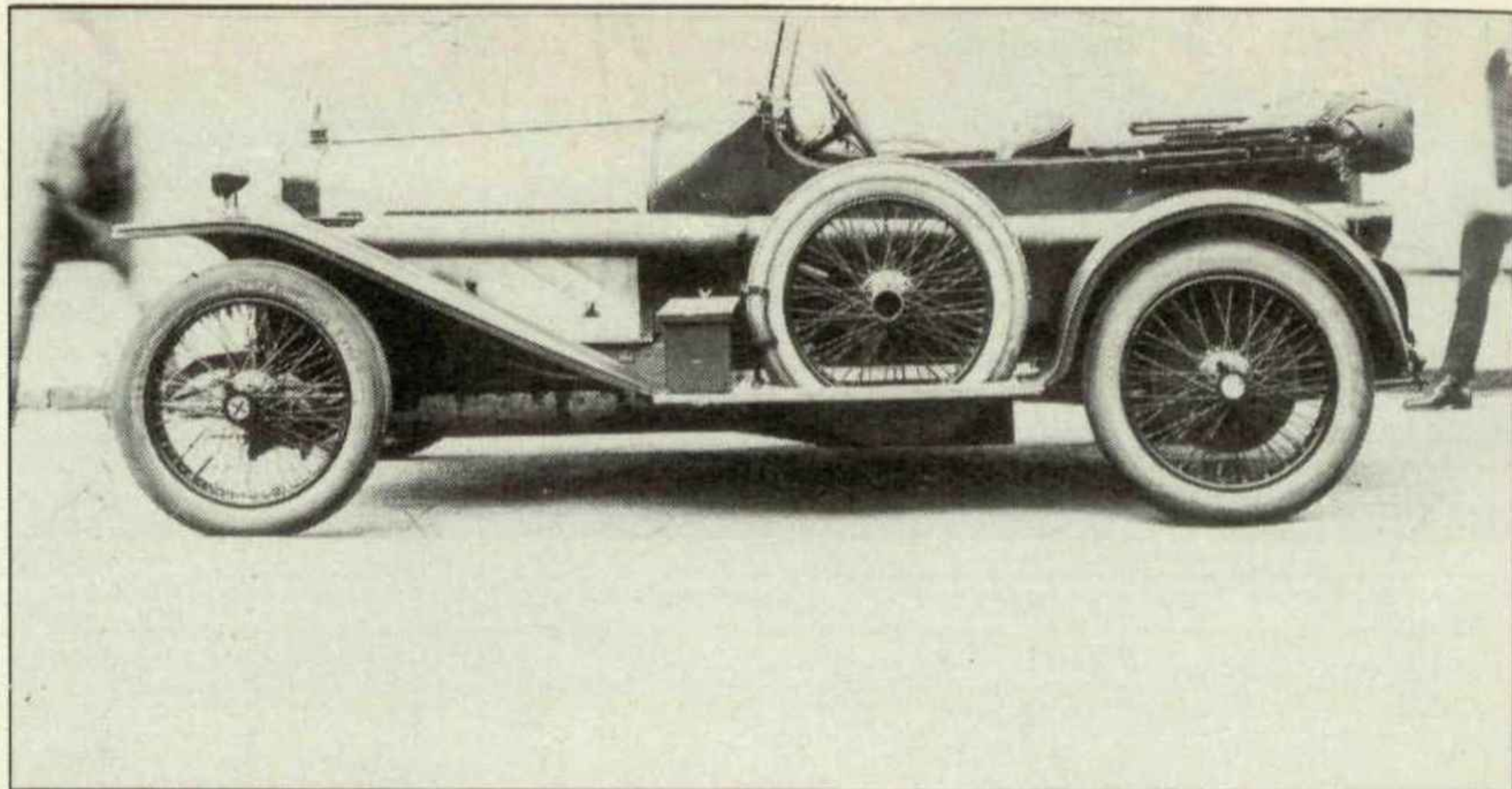
1919 cars ever left England for America? Had they done so, one might have expected the American press boys to have crowed more loudly over the withdrawal of such famous British cars? There is some reason to believe that my theory is correct; Coatalen could well have had other business in America at this period.

Whatever happened, the fact that only two cars are supposed to have got to America provides an explanation which I think fits Harold Smith's Sunbeam. This was given a four-body in 1919 yet has a GP chassis number. It seems that the ill-fated car Christiaens was showing off to the board was the 1916 Indy-type car, which Chevrolet blew up in that last race, while the two newer ones, with TT chassis, were being completed inside the factory. In which case, after the racing body had been damaged in the accident, it would be logical to fit a touring one and to replace the damaged engine. A spare engine would presumably have accompanied the two cars to the USA, the fourth spare engine being installed in the car Christiaens had crashed in 1919 — hence GP4 in Mr Smith's car.

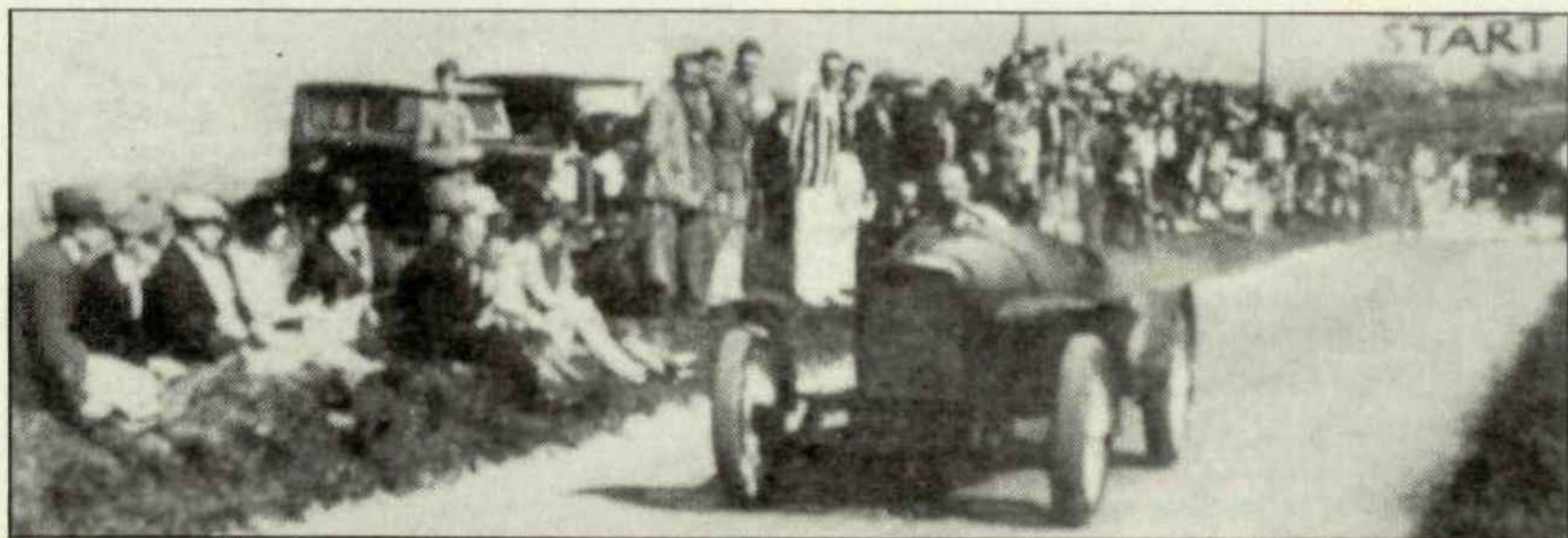
Apart from this surmise, the provenance of this only surviving Indy Sunbeam is well established by Anthony Heal, with a few additions from my own archives. After it had been fitted with the four-seater body by Hamshaws of Leicester, by April 1919, it was registered DA 3172 and used as a road car by Coatalen. Sunbeam then sold it in 1920 to the well known dealer and racing car trader Phil Paddon in London. He re-registered it in Sligo, Ireland as EI 995 to avoid police interest in this fast and unusual motor car. Apparently it was lent for a week to a prospective client but the gentleman preferred a Rolls-Royce Alpine Eagle. However Paddon soon sold the Sunbeam to Gerald Herbert of Coventry, who had raced Singer cars at Brooklands before the war.

That was early in 1920 and *The Autocar* published a page of photographs of the car which showed it to have an enormous exhaust pipe running along the nearside of its four-seater body, a well stocked fascia, a spare wheel on each side, and the two carburettors Autovac-fed. It weighed only 27 cwt, 12 lb in this form and did 89 mph at 2500 rpm. (It is significant that *The Autocar* stated that this was one of the cars withdrawn from the 1919 Indy race because the engine was oversize confirming, unless a mistake had been made, my theory that Coatalen may have intended the team to consist of two new cars and the 1916 Indy racers).

Gerald Herbert kept the old Sunbeam for a long time, not returning it to Paddon until he exchanged it for a Bentley. It was overhauled in Paddon's workshops before being offered again for sale. WB Scott, the well known Brooklands driver and sportsman, had it for a while, his friend S A Payne Jnr racing it at the Track in 1927 without success. David Scott-Moncrieff then became interested as did R Chapman. They went to Brooklands



Another view of the 1916 Sunbeam as used on the road by Louis Coatalen and Gerald Herbert.



Oliver Bertram driving the old Sunbeam in the 1931 Lewes Speed Trials.

where T and T's were storing it, and after it had been tow-started behind Scott-Moncrieff's HE they did a few laps in it but desisted when the state of the tyres was realised. The Sunbeam now had a red two-seater body, fabric covered over a crude wooden framework but the four-seater one was available with it.

Scott-Moncrieff drove the Sunbeam in the 1930 CUAC speed trials at Branches Park and Oliver Bertram in the Lewes speed trials the following summer. It was no doubt passing through the trade at this period and Scott-Moncrieff sold it to the Duke of Grafton in 1933, thus upholding his slogan "suppliers of horseless carriages to the nobility and gentry". It was re-registered AYE 444, a 1934 Somerset number, which it still retains.

The Duke had taken up motor racing (unfortunately he was killed in a 3.3-litre Bugatti in the 1936 Limerick Grand Prix) and the car was offered to him "as raced by Oliver Bertram". He had tried it in the Gopsall Park speed trials in March 1933 but it suffered from severe clutch slip. It was seen being driven through Leicester and it ended up in Arthur Bruce's scrapyard in Aylesford. At this time three keen young enthusiasts, Harold Smith, Pat Stephenson and 12/50 Alvis owner John Cooper, who was to become Sports Editor of *The Autocar* and who was sadly killed in a road accident, had formed the Scuderia Impecuniosa. Hearing of the old Sunbeam they formed a three man syndicate and bought it for £15, towing it to Harold's house in Leicester behind a Morris Cowley, dismantling it pending re-

building. That was in 1935 and it was not until 1981 that Mr Smith was able to start restoring this historic car.

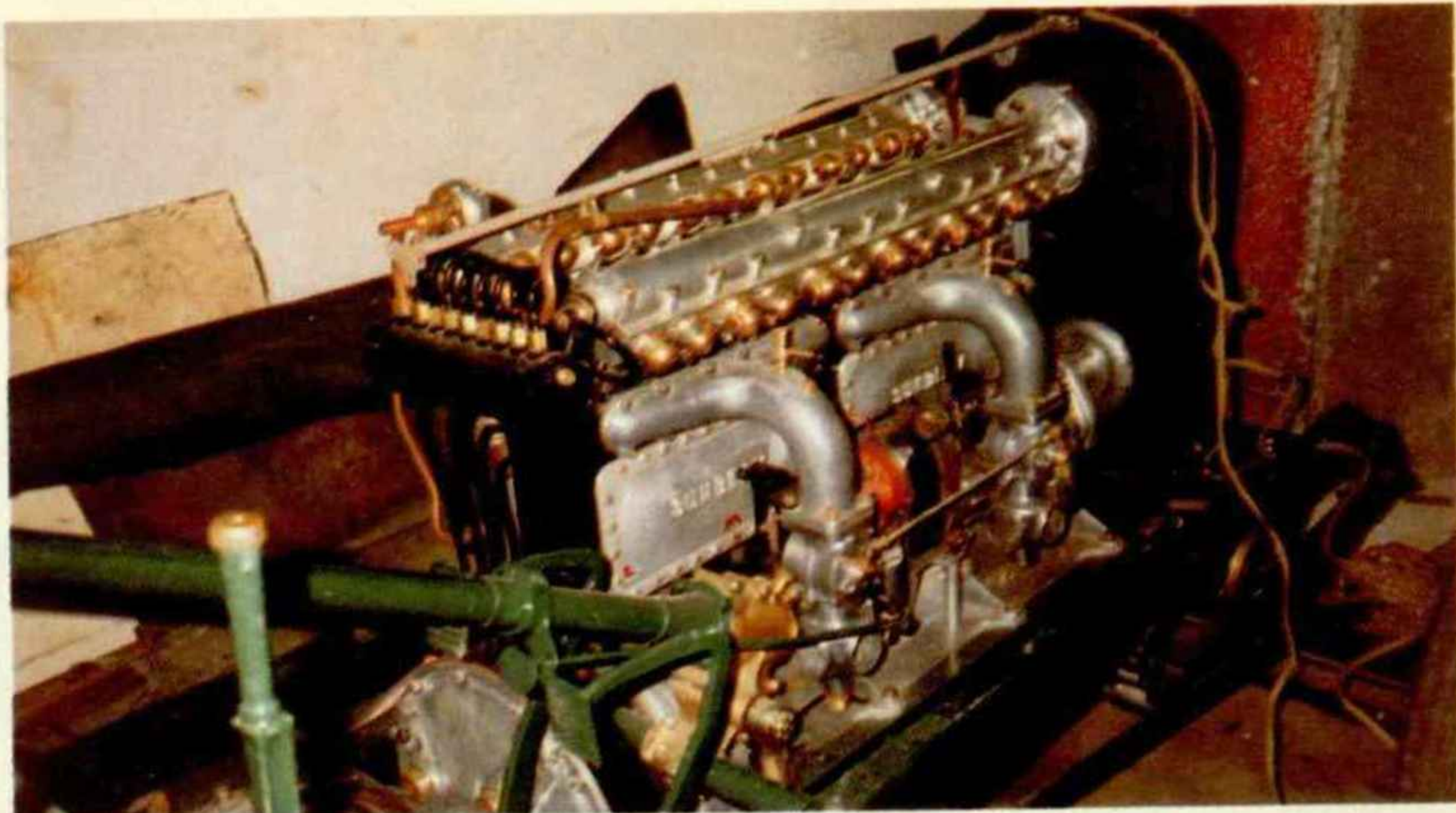
It was then that work started on the immaculate restoration undertaken by noted STD restorer Ian Polson in East Anglia. The Sunbeam's engine was ready to be re-started after its long slumber by April 1986 when the car was driven on test on a private road. By 1988 Polson had made an accurate reproduction of the original body, bonnet with its skewer-type hinges and two side panels for carburettor flooding, and side panels. Even the multiple rivets for the aluminium panels were spaced correctly, after studying old photographs.

The long, cylindrical, tapered extension to the tail was constructed the following year, using a wire former — which may now make a useful parrot's cage — the aim, of course, being to use as many original parts as possible. The two cylinder blocks were in surprisingly good condition, remembering that back in 1935 the engine was seized absolutely solid. The gearbox and back axle casings, crown wheel and pinion, etc. were used again but VSCC member Barry Linger of Wimbourne made new gears. The old exhaust system with its big Brooklands silencer, dating from W B Scott days, was able to be patched up and a cover was made for the magneto, on the offside of the impressive engine, this magneto rotating to provide advance or retard, for maximum spark efficiency. New float chamber lids and needle bosses had to be made for the updraught CZS Claudel Hobson carburettors, which have

their AID markings. They feed into two three-branch inlet manifolds on the off-side, and on the exhaust or nearside of the engine there are three large crankcase breathers.

Naturally, new pistons, valves, valve guides and crankshaft ball-races were needed and the original fuel tank filler having been stolen necessitated a new one. The scavenge pump for the dry sump lubrication had been lost, so Polson made a new pump 50% larger, to obviate over-oiling problems. The road wheels, which date from Brooklands' days, are shod with new Firestone 5.25 x 21 tyres. The vented oil tank is at the rear of the engine. The pressure pump feeds to a vertical 3-litre Bentley-like filter at the front of the engine, from whence oil is taken to a horizontal distribution tank behind the camshafts, from where eight oil lines supply the various parts of the power unit.

New chassis parts include wheel bearings, king pins etc. but the original radiator was retained, but was re-cored. Thus this sole surviving active 4.9-litre Sunbeam was magnificently resuscitated. I was privileged to have a brief drive in it one fine April afternoon. You climb up into the narrow cockpit, to be confronted with a little panel on the left for the air and oil pressure gauges, the former reading to four lb/sq in, the latter calibrated in stages from 0 to 60 lb/sq in, in ten pound stages. The first of these small gauges came from a 1920s Rolls-Royce Silver Ghost, the other from a vintage Sunbeam. A large hand pump beneath them maintains fuel pressure. Before the driver there is a little tachometer, on the car since the 1920s at least, reading to 2500 rpm, with a reminder that the rev limit is 2900. To the right of this is the water thermometer, reading up to 240 degrees, and the magneto button. The four-spoke steering wheel may well be original; it is quite substantial, as required by the Indy regulations apparently. The quadrant above it



The construction of the Sunbeam engine shows up well in this photograph.



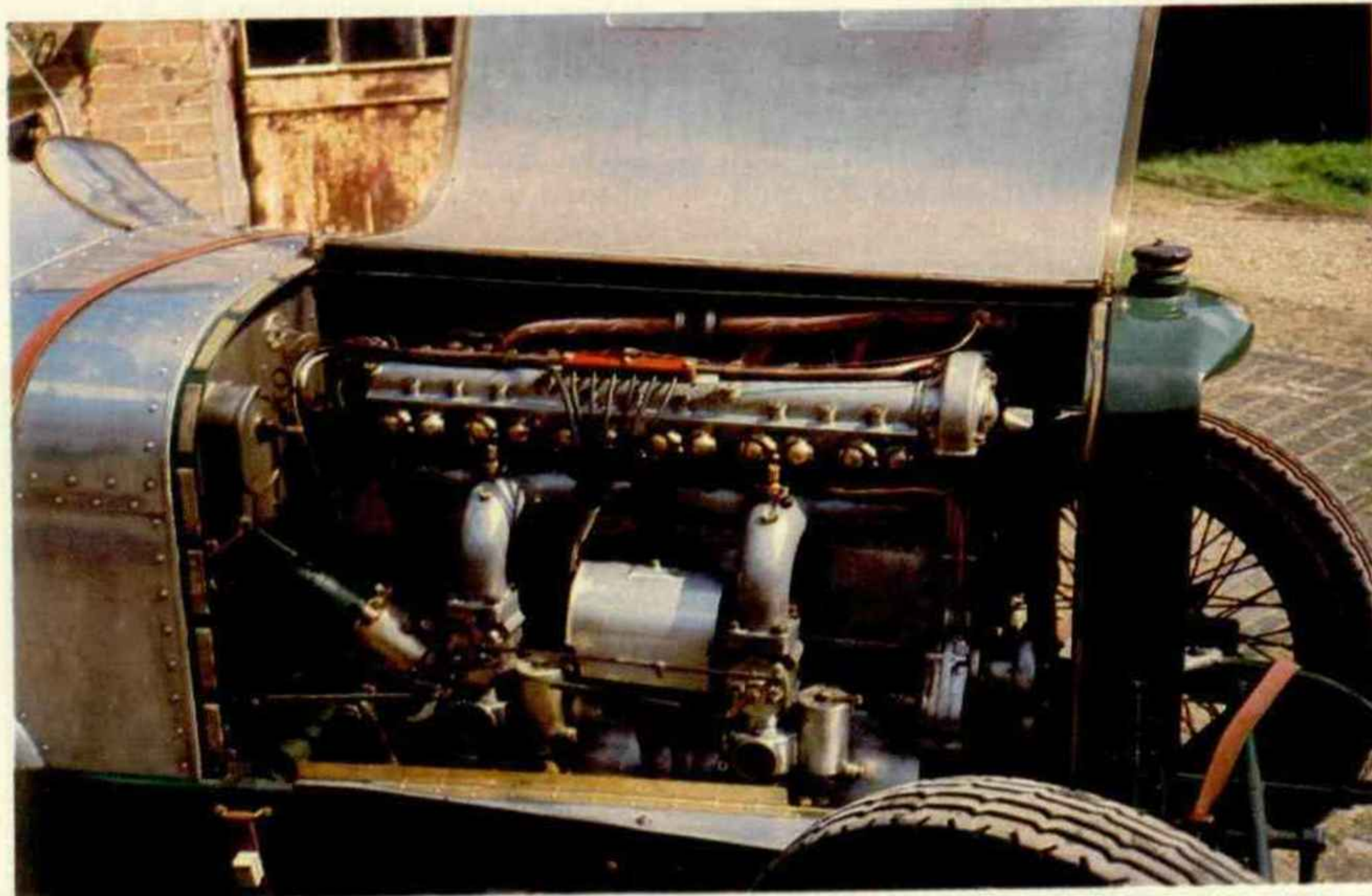
The Sunbeam after its noteworthy restoration.

carries the ignition and throttle controls, too much retard being prevented by a peg restricting the spark lever.

The priming cocks on the tops of the inlet manifolds having been filled with petrol, I twirled the Bosch starting magneto on the under-bonnet offside of the

bulkhead, Ian wound on the starting handle, and the impressive 81.5 x 157 mm, twin-cam, 24-valve, 150 bhp engine broke into throaty life. It showed no inflammable tendencies but it soon overheats. So we lost little time in driving off. The inside right-hand gear lever is unusual in having no visible gate, this being within the cross-shaft tunnel, and the two-plate clutch is either "in" or "out". Steering lock is poor, as might be expected on a track car, and on the narrow country roads the old Sunbeam weaved about rather exuberantly, suggesting rather more castor angle perhaps. But it is a superbly vintage car, the brute force acceleration thrusting you eagerly forward, the wind over the screenless scuttle tearing at one's face, the exhaust note thrumming away behind A pace of 65/70 mph comes up readily in top gear, the axle ratio now about 2.8 to 1, the axle casing being inscribed with the 1916 alternatives of 2.5 to 2.9 to 1. It was a most enjoyable experience to add to my long repertoire . . .

Afterwards, we discussed various aspects of the car. It is possible to see where the front cross-member and radiator were moved forward in the GP chassis to take the new sub-frame required to accommodate the six-cylinder engine. This sub-frame was meticulously machined so that the gearbox shaft and crankshaft would line up without the need for universal joints; it is mounted on one spherical joint at the front, two at the back, to protect the engine from chassis flexion. Incidentally, I was impressed by the size of the four crankshaft ball bearings and Polson had to do some adaptation when finding replacements. The engine differs from Henry concepts in having finger-type cam-followers. The pointed end to the body's individual tail was made detachable to facilitate transporting the Sunbeams in box-cars on American railroads. It remains a mystery whether two cars or only one went to Indianapolis in 1916 and there is a story that those said to have gone there in 1919 were never uncrated. WB



The offside of the 4.9-litre 6-cylinder Sunbeam engine emphasising the splendid rebuild of Harold Smith's car shown also on the following page.



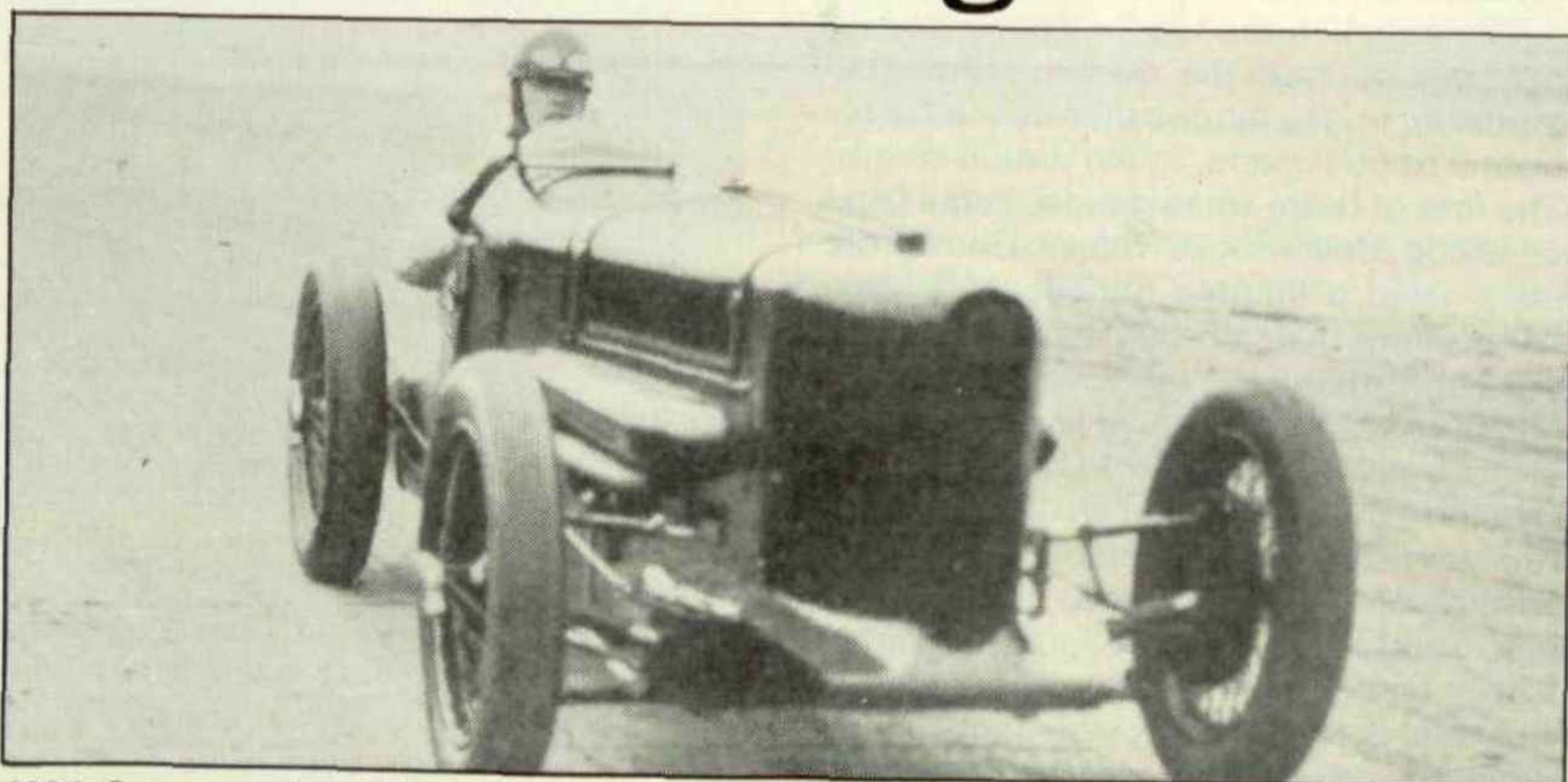
Southeby's invited us up to Elvington Air Museum on May 8 to see what their hand-out described as a "World Land Speed Record attempt" by the 1925 Sunbeam "Tiger" (which should have made 633 mph Richard Noble raise an eyebrow!) They went on to say that "Remarkably, the car has full road equipment." That was just auctioneer's hype

What Michael Barker of the Midland Motor Museum was attempting was to see if the famous 4-litre V12 supercharged Sunbeam, which has had such a versatile and successful racing career, could still equal or better its 1926 152.33 mph kilometre LSR, made by Segrave on Southport sands nearly 65 years ago. In fact, the car is not the same as it was then. T & Ts of Brooklands rebuilt it for Sir Malcolm Campbell in 1932, giving it a new chassis, a pre-selector gearbox, large hydraulic brakes and a new body. After the war it was resuscitated for Sir Ralph Millais, Bt and it has quite recently been further modified by John Merryfield and John Baker-Courtenay for the late Bob Roberts.

So this attempt to re-create the old record speed could have been quite pointless had the Sunbeam's last owner, Bob Roberts, who died last March, not expressed a wish to see if it could still reach 150 mph. Thus this "record run" was really a touching tribute to Bob, who had raced the old car so effectively in VSCC events up to the age of 77. On July 2 it will be auctioned by Southeby's, who estimate it to be worth more than £1,000,000; no doubt their Malcolm Barber hopes that, with the target speed having been achieved, it will help to raise the bidding

In fact, officially observed by VSCC timekeepers, John Baker-Courtenay did the kilometre at the remarkable two-way speed of 157.48 mph, the "Tiger" reaching 160.70 mph in one direction, from a run-in

Fast "Tiger"



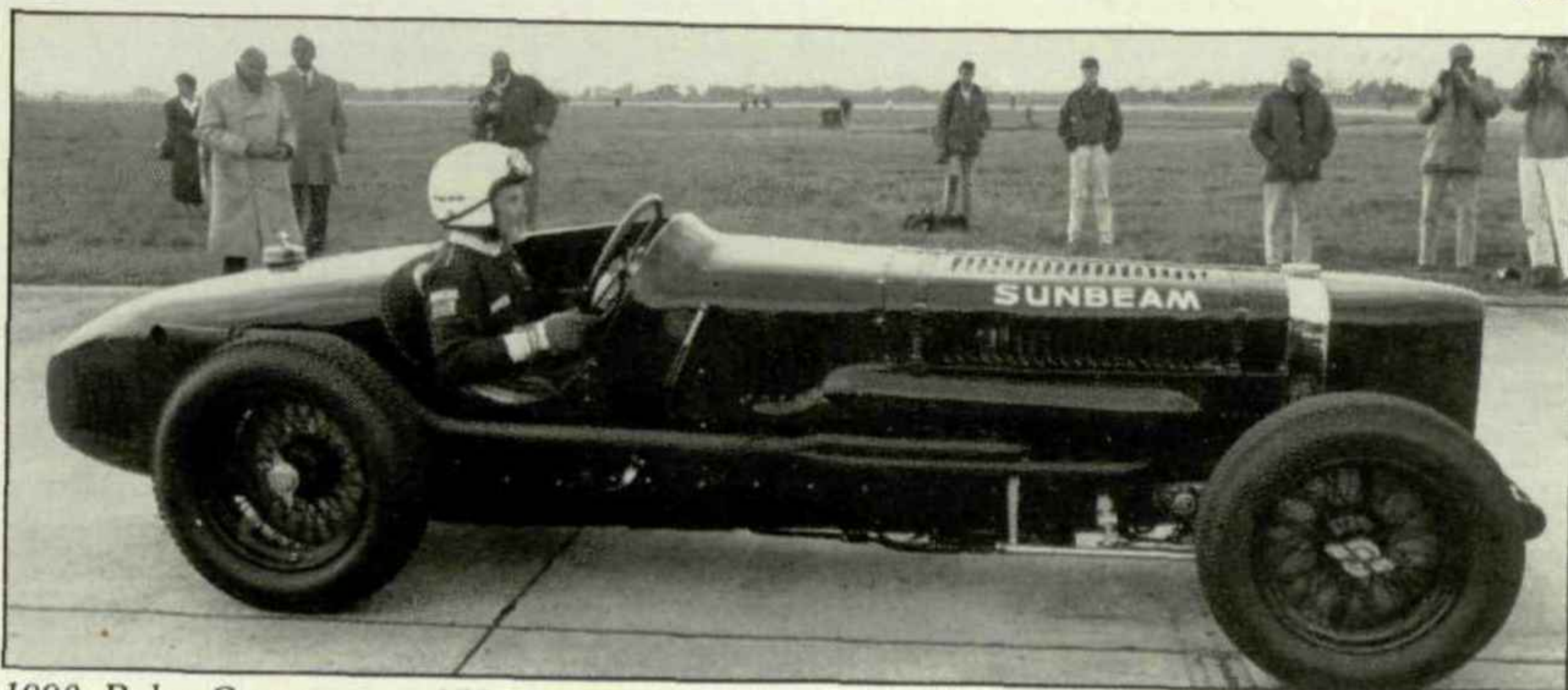
1926, Segrave — 152.33 mph.

of only one kilometre. Through the $\frac{1}{4}$ -mile speed trap, on the first separate run, the two-way speed was timed at 158.73 mph with a one-way speed of 163.33 mph. Baker-Courtney took the engine up to 5500 rpm in top gear (Segrave used 5000 rpm). The "Tiger" was using Castrol oil,

Dunlop tyres and was on an 80/10 petrol/methanol fuel mixture.

The Sunbeam "Tiger" which accomplished these splendid performances can be seen at the Midland Motor Museum, Bridgnorth until towards the end of June.

WB



1990, Baker Courtenay — 157.48 mph.

Photographs

Dear Reader
One of the nicest things about our postal system is that it brings me a steady flow of 'Letters from Readers', many in response to something I have said in this column, or elsewhere in *MOTOR SPORT*, many merely to express views on some topical subject, others to reminisce about days gone by and long readership, while many enclose snapshot photographs with a note saying "...thought you might like this ...". While I do not guarantee to reply in detail to them all, and many do not call for a reply, the reader merely saying "in appreciation of many years of enjoyable reading ...". there are those that call for a follow-up and often the chance to meet the reader at a race meeting or hillclimb.

A small, slightly faded, print arrived recently with a note saying: "I've been meaning to send you this for about 20 years ...". Now that attracted my attention to start with, and when the reader said that his father had given him the photo it obviously added more years to its age. He went on to say that his father had "acquired" the print from an Italian prisoner-of-war in North Africa in about 1942, when father was in the Army. Unfortunately the print is too small to reproduce but a powerful magnifying glass brought forth cries of "Oh!" and "My goodness, I've never seen that" and so on.

The photograph shows the start of a Grand Prix with cars and mechanics lined up on the grid and it's taken from the back of a public grandstand. The first thing to establish was the identity of the cars on the grid and the first four were Tipo 158 Alfa Romeos, and then came two 4CL Maseratis. The crowd on the far side of the track were all dressed in military uniform, and in the foreground were more military personnel, some wearing pith sun-hats. Whoever took the photograph was in a deep shadow, along with all the other spectators in the stand and it was clearly a very hot sunny day. The stone walls on both sides of the main straight, and the width of the track meant that it could only be one place and that was the Mellaha Circuit in Tripoli, in North Africa. And the date had to be 12th May 1940, the start of the Tripoli Grand Prix that took place while Great Britain and France were at war with Germany. It could not have been the 1939 Tripoli Grand Prix because in that race there were two Type 165 Mercedes-Benz cars on the grid.

In 1939 the Italians had changed the rules for the Tripoli Grand Prix to impose an engine limit of 1500cc, thus keeping out the all-conquering Mercedes-Benz and Auto Union 3-litre cars. At the last moment Daimler-Benz AG entered two 1500cc cars for the race, at a time when no-one knew such cars existed. Two Type

165 Mercedes-Benz cars with supercharged V8 engines arrived in North Africa and annihilated the Alfa Romeos and Maseratis, Hermann Lang winning the race at around 122 mph average, with Rudolf Carraciola in second place. Those two cars never raced again.

It is a wonder that a war did not start between Germany and Italy at that point, for they were supposed to have been friends and Daimler-Benz humiliated Mussolini's pride and joy, the famous "Alfetta" team. In 1940 Italy was ostensibly still neutral and not involved in the war, so the Tripoli Grand Prix could be run again to 1500cc in the sure knowledge that Daimler-Benz were otherwise engaged. Four "Alfettas" were entered to be driven by Giuseppe Farina, Clemente Biondetti, Count Trossi and Carlo Pintacuda. The race was run over 244 miles and was won by Farina at an average of 126 mph, which made up for the previous year's defeat in some small measure,



A 1937 Snowmobile which arrived at a winter gathering in a village near Montreal, just like anyone else would arrive at a summer fete in a vintage car.

except that we will never know whether the Type 165 Mercedes-Benz could not have won at 120 or 130 mph after a year of development. Biondetti finished second, Trossi was third and Pintacuda was fifth, a lone Maserati slotting into fourth place.

Although Italy was "neutral" at this time it is interesting that almost everyone in this small photograph is in army uniform and it would be fascinating to know where the photographer had come from and what he had done between 12th May 1940 and when he was captured by the 8th Army in 1942. I hoped there might have been more photos from this source, but there was only this single snapshot, but how intriguing that our reader's father had kept it in his wallet all through the war and that it still survives, safely filed away in my Alfa Romeo racing archives.

Another intriguing racing photograph, or rather a photograph with racing connotations was one that came from another reader who sent a colour print depicting a

large wooden box with the lid off. It had just arrived from 'foreign parts' and contained the chassis frame, axles, brakes, suspension, wheels and so on of what was clearly a vintage racing car. My guess of Alfa Romeo was not correct, the true identity being much more exciting, but all cannot be revealed until the next box arrives, for that should contain the engine and gearbox. Hopefully further photographs will arrive soon and it can all be explained.

A reader of long standing, who used to enjoy the days when old cars were not sought after by "collectors" and "speculators" but were bought for a few pounds and used "as found", wrote about those happy days when the dealers were glad to get rid of an old Bentley or Alvis for £50 or £100 just to clear the space, with no MOT rules and no public fetish about "restoration" or originality or concours, you just drove it as you bought it. If the tyres held air they were roadworthy and one dim red light at the back was sufficient, while there was no problem finding your way home from the pub on sidelights, as there was no other traffic on the roads.

Those days having long gone, and enjoyed, our reader now contents himself by making models of cars for his own enjoyment and the photographs he sent me depict a Volkswagen Beetle towing a caravan, a truly splendid 1920 Silver Ghost Rolls-Royce armoured car, complete with electric power and radio control that does about 20 mph, and a similarly controlled racing car that is not intended to be anything in particular, but merely a "typical Brooklands Track racing car of the Twenties". These models are sizeable things, the racing car being some two foot in overall length.

This reader has an interesting comment to make of the "Restoration" and "Concours" scene when he points out that mundane things like Morris Cowleys and Austin Sevens were never "bulled-up" like this when they were made and it is "... a great shame, because people who look at them now get a misleading picture of what they should be".

Many readers send me photographs of DSJ in (very cautious and a bit slow) action on my racing motorcycles in sprints and hillclimbs, as well as some nice ones on the start line, where it always looks as though I am about to go fast. Actually, up to the first corner I can be quite competitive ... But thanks for all the nice photographs anyway.

For a complete change I am publishing a photograph received from a reader in Canada. His letter started: "What is it that has a six cylinder mid-engine and all-wheel drive". It is a 1937 Snowmobile built in Quebec by the Bombardier Company and it arrived at his village Winter Fete recently midst the snow and ice, and the owner happily gave people rides in it, just like owners of Sunbeams and Bentleys give people rides at our summer fetes, which are just beginning in England. Enthusiasm for vehicles is the same the world over.

Yours DSJ



Didier Auriol fended off a determined Carlos Sainz to win the tour of Corsica for the third year in succession.

Tour of Corsica

After the rain and mud of the Safari came a sharp contrast in Corsica where the narrow, tortuous mountain roads are all on tarmac, and winning margins are usually just a few seconds rather than the minutes and even hours of Kenya. However, in mid-May fine weather cannot be guaranteed in the Mediterranean, and the roads can vary from dry and very abrasive to wet, slippery and sometimes strewn with leaves, stones and a film of mud brought down from higher ground.

This year the weather was mostly fine, but there was a little rain here and there, so that some four or five stages were wet. That number of stages in a total of thirty may not seem significant in the distribution of advantage between two-wheel-drive and four-wheel-drive, but it did make a difference. BMWs have been successful in a dry Corsica in past years, but this year that handful of damp stages was enough to put victory out of reach of Francois Chatriot who could only manage third place in his M3.

The real duel was between Lancia and Toyota. The Italian team had two Martini-backed Delta Integrales driven by Frenchmen Didier Auriol and Yves Loubet, and there was a third such car in Fina colours for Bruno Saby. Toyota had two Celica GT4s driven by Carlos Sainz and Armin Schwarz.

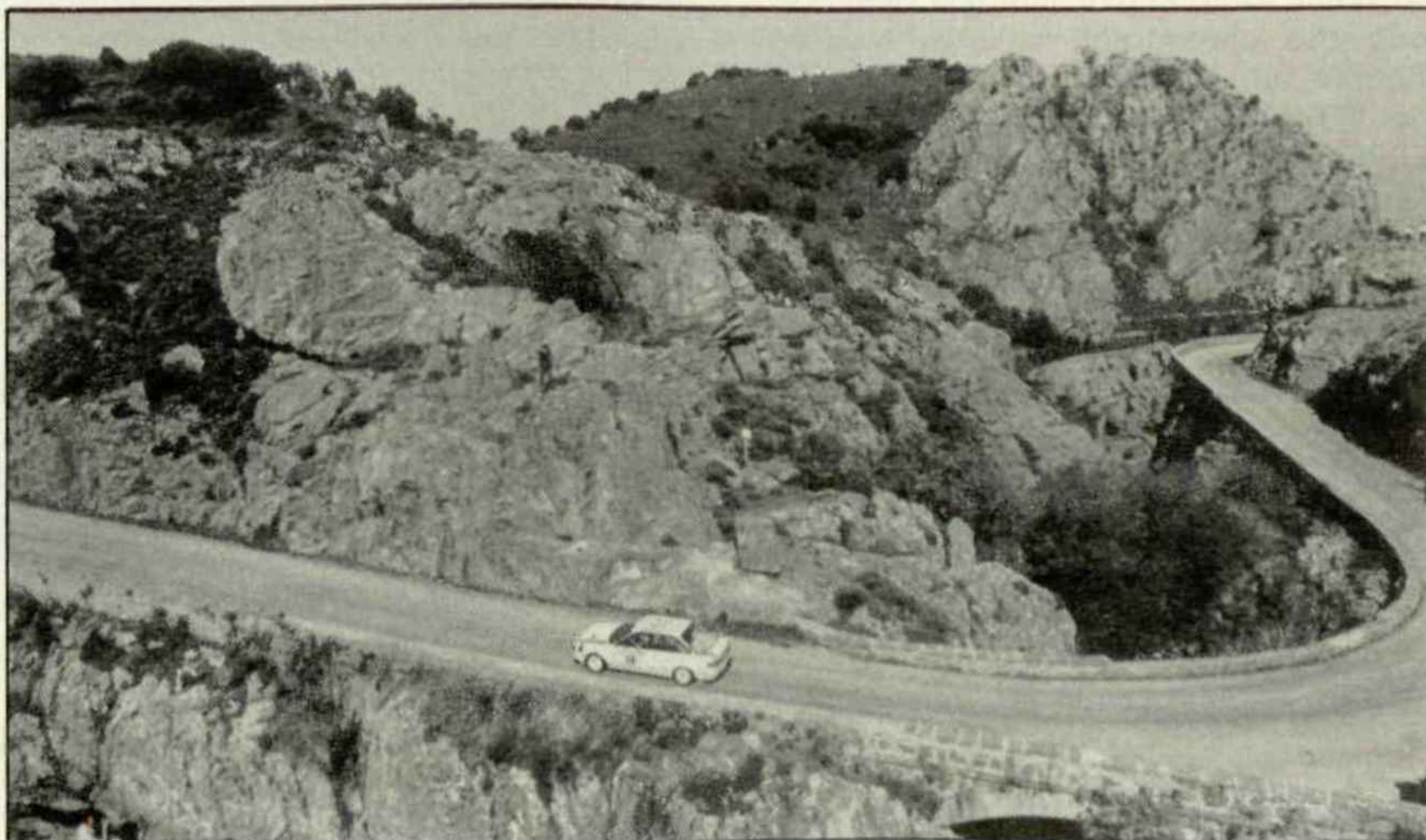
Prominent among the Group N cars were the Renault 5 GT Turbos of Jean

Ragnotti, Alain Oreille, Sylvain Polo and Claude Balesi, and it says much for their performance that three of them finished in the first ten overall. The only one of the quartet not to finish was Jean Ragnotti whose engine failed.

The contest for the Ladies Cup of the World Rally Championship has been marked this year by the rivalry between Louise Aitken-Walker from Scotland, driving an Opel Kadett GSi for GM Euro Sport, and Paola de Martini from Italy in

an Audi 90 Quattro. French girl Christine Driano was also driving in Corsica and was expected to provide strong competition for the others, but it was the Scottish girl who emerged fastest, opening up a substantial lead over the others. Alas, this good performance eventually came to nothing when her engine shed its camshaft drive belt, leaving the Italian girl to win the ladies' category, in 9th place overall.

In the early stages Loubet was in the running, but first a puncture and then a broken half-shaft delayed him considerably. Later, he went off the road whilst avoiding an oncoming truck on a road section, not a special stage. Toyota also lost one of its cars when Schwarz stopped after his gearbox casing broke.



Paola de Martini drove on sight for two days and passed a stricken Louise Aitken-Walker in the final stages to win the ladies category.



The several damp stages were enough to handicap the two wheel drive BMW of Francois Chatriot and he had to settle for third place.

An incident similar to Loubet's, but this time actually on a special stage, unnerved Spanish driver Sainz, whose performance was affected quite markedly for the rest of that day, and not without good reason.

The leading duellists were Sainz and Auriol, but when Sainz suddenly saw a car being driven towards him on a special stage he had a considerable scare and for the rest of the day he wondered whether there would be any more such incidents. This had happened on a long straight (he was in fifth gear!) and he was able to see the car in time to take appropriate action, but he could not help wondering what might have happened had it been on a twisty section when he was about to enter a corner, concentrating on the notes and totally committed to a line!

Sainz eventually recovered his composure, but by that time Auriol had made good use of his rival's unfortunate experience and kept up the pressure to extend his lead and keep it to the finish, where he led Sainz by just 36 seconds.

Auriol has led the World Rally Championship since he won the Monte-Carlo Rally in January, but behind him things have now changed. Sainz has moved up from fourth to second place, just 15 points behind, whilst Biasion and Kankkunen, neither of whom were in Corsica, have each dropped a place to third and fourth respectively. Next round of the series is Greece's Acropolis Rally in June. GP

WORLD RALLY CHAMPIONSHIP

Tour of Corsica Rally May 5-10 1990

1st	Didier Auriol/Bernard Ocelli	Lancia Delta Integrale	6h 45m 16s
2nd	Carlos Sainz/Luis Moya	Toyota Celica GT4	6h 45m 52s
3rd	Francois Chatriot/Michel Périn	BMW M3	6h 49m 05s
4th	Bruno Saby/Daniel Grelaloup	Lancia Delta Integrale	6h 51m 12s
5th	Raimund Baumschlager/Ruben Zeitner	VW Golf GTI	7h 21m 26s
6th	Laurent Pogi/Edouard Balesi	Citroën AX Sport	7h 23m 30s
7th	Claude Balesi/Jean-Paul Cirindi	Renault 5 GT Turbo	7h 24m 05s
8th	Alan Oreille/Michele Rolsard	Renault 5 GT Turbo	7h 25m 37s
9th	Paola de Martini/Umberta Gibellini	Audi 90 Quattro	7h 31m 20s
10th	Sylvain Polo/Hervé Suavage	Renault 5 GT Turbo	7h 31m 56s

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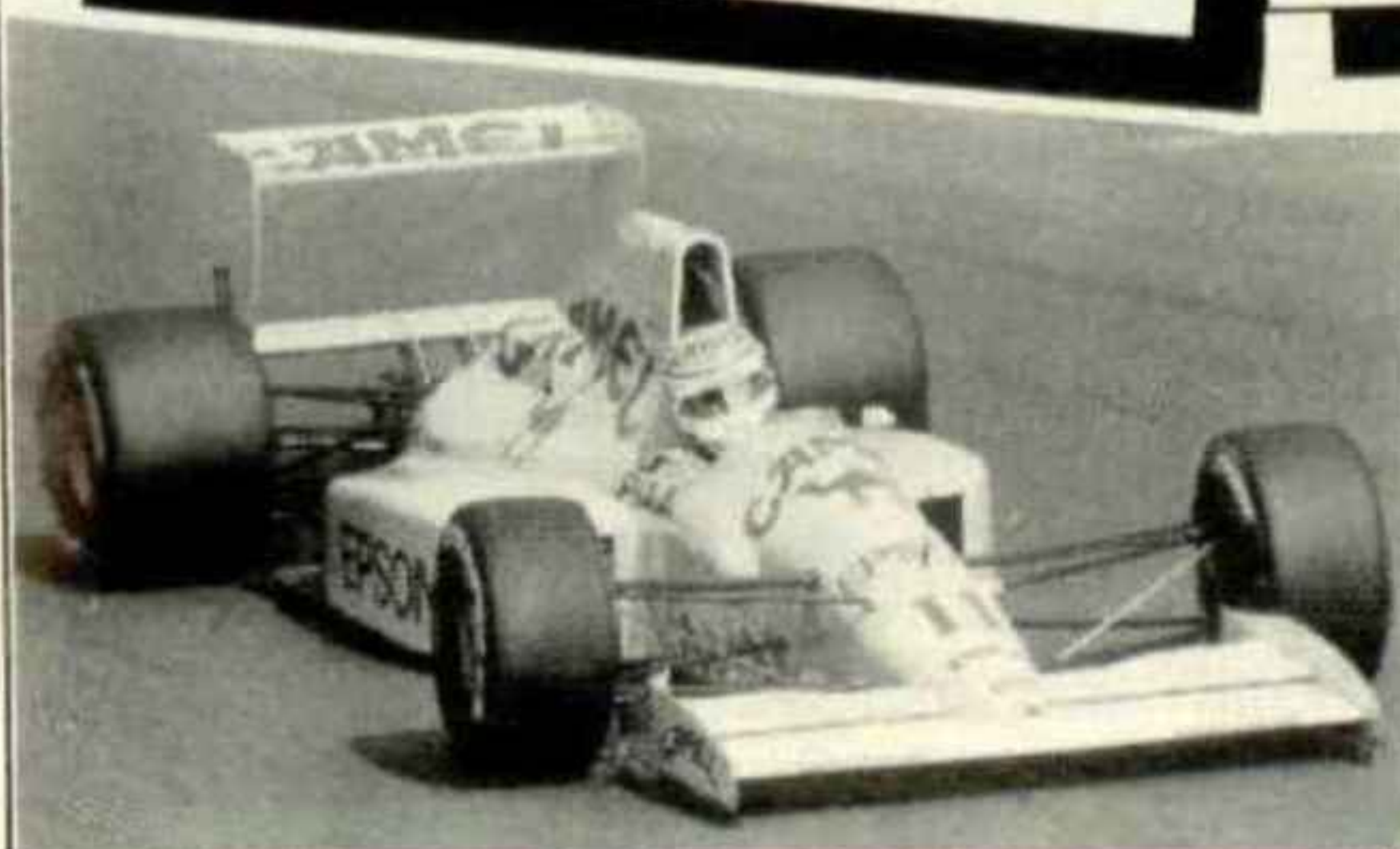
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Rallying adventurer Rudolf Stohl deliberately opts for the toughest events.

Reflections on the Safari Rally

Have you ever tried to categorise something which defies categorisation? Do you sometimes ponder whether the "miscellaneous" file is appropriate for that exceptional document, or whether that irregular-size bolt should go in the same tray as those of another size or be given a special tray all on its own? The neatness of orderly classification, where everything has an explicitly defined pigeonhole, may be fine for systematic disciplines but, as my old mathematics tutor used to say, apples and oranges don't mix, and nothing in the world will get them to follow the same rules.

The dissimilarity between apples and oranges, not to mention a host of other incomparables, is one which is shared by rallying. Common factors can be found in both cases — fruit has stalks and leaves; rallying has cars and timing — but no two events are the same, the differences standing out just as sharply as the likenesses.

One of the main reasons for rallying's involvement in the first place was the dissatisfaction felt by some motor sportsmen with the repetition of circuit racing. They wanted something which was competitive but much longer, took them to new ground, included a generous element of adventure and appealed to their sense of fun. Climatic variety was also high on the list, so there were rallies in both winter and summer, and to provide some extra spice there was plenty of night driving.

As each rally became established, so it developed its own character. In Finland,

the Thousand Lakes Rally ran on smooth dirt tracks but had so many blind crests that cars were airborne almost as much as they were on the ground. In Greece, the Acropolis Rally used rough, rocky tracks through the mountains, all timed so tightly that even a stop for a tyre change brought the risk of a time penalty. In East Africa, the Safari was long and unrelenting, with lateness generally of an order much greater than in Europe, and the ever-present risk of sudden and violent weather change to make it even more difficult.

As vehicle density in Europe increased, so special stages on closed roads became necessary to segregate the competition from normal traffic. Of necessity, those stages were much shorter than sections which were previously held on open roads, so the unit of timekeeping had to be reduced from a minute to a second in order to avoid ties. The similarities between different European rallies became greater, but there were still enough differences to preserve character.

In most parts of Africa, however, there has never been a real traffic problem outside the towns. Furthermore, effective road closures are impossible out in the bush, so the East African Safari Rally, later just the Safari Rally and now the Marlboro Safari Rally, runs extremely well as a highly competitive event without having to resort to special stages or the use of seconds for timing.

In this respect, the Safari remains one of the last pillars of old fashioned, honest-to-goodness rallying, its route format not

unlike those of Welsh road rallies of the Sixties. Of course, its organisers use modern techniques (it shares with the Cyprus Rally the distinction of having the best non-cellular radio communication system in the sport, based on a network of mountain-top repeaters), but the contest itself is as rigorous as ever, demanding far greater tenacity and determination than the faster but shorter events of Europe, in which the actual competition is confined to relatively short bursts.

At FISA's insistence, the Safari has used special stages timed in seconds, but they were not successful and quite superfluous as far as results determination was concerned. This year, for example, the winning margin was over 38 minutes, far higher than the usual European margins, whilst the span between first and tenth finishers was more than 22 hours! Who needs seconds when a calendar might be just as appropriate?

Some have said that even in Kenya the competition should be completely separated from all other traffic. How do you convince a Masai in the middle of the Great Rift Valley that he should not drive his cattle across a bush track? Knowing that the roads are not totally closed, competitors drive accordingly. The very phrase special stage has become synonymous with total, clinical segregation, and such sections would undoubtedly tempt drivers into 100% acceptance of this even though complete closures are impossible. Thus the event is actually much safer without special stages.

We would also make the point that in no other country in the world have we known a major rally to be so widely accepted among the entire population. It is the biggest international sporting occasion in the country, is acknowledged throughout the land, and acclaimed with excitement wherever it goes. Passers-by in Nairobi's streets, farm workers in remote areas and up-country school children will all rattle off names from the entry list, whilst even our Masai cattle herdsman will know exactly when the rally will pass, and where. All of this contributes to the safety of the event, and woe betide a truck driver who attempts to drive along a track about to be used by the rally; the bystanders will soon convince him that he should delay his journey for a few hours!

Some years ago, but long after they stopped competing, Erik and Pat Carlsson were revisiting Kenya on holiday and, naturally, they chose a time spanning the Easter weekend. They pulled up for petrol at a filling station on the outskirts of Nairobi, and were astounded when Erik was greeted by the attendant, "Welcome, Mr. Carlsson. It is good to see you back in Kenya." That was partly due to Erik's unforgettable personality, but partly also to the high level of interest in the Safari and everything connected with it.

In its early days, after its first exploratory forays settled into a pattern, the Safari was divided into two legs, South and North. The first went to Tanganyika,

as it was then called, where it made a short stop at Dar-es-Salaam, and the second to Uganda, where it stopped briefly at Kampala. Both started and finished at Nairobi, where the two legs were divided by a reasonable rest stop.

Time schedules were so tight and even often made tighter by the weather, that lateness invariably ate into that rest period, and many crews often found themselves with no more than a couple of hours respite before heading out again on the second leg. Indeed, we recall one weary, mudstained pair (one of many, as it turned out) arriving after the first leg at the Nairobi control outside the City Hall, in what was then called Sgt. Ellis Avenue, only to be told, "You've just got time for a beer and a pee. You're off again in ten minutes."

And off they went, of course. Nobody complained. It was all part of the magic of the Safari. Sleep was grabbed in short snatches, and on relatively easy sections one crewman sometimes slept, leaving both driving and navigation to the other. Maximum permitted lateness was usually generous, and was often extended if the organisers felt this was necessary. Naturally, an extension of permitted lateness was never accompanied by a corresponding extension of the rest period. All lateness was absorbed at the stopover (as it still is) and even if you were horribly late arriving, you still had to restart at your original scheduled time.

Tired as they were, if any of those late arrivals had been asked whether they wanted lateness extended so that they could stay in the event (the alternative being exclusion for exceeding it), they would unfailingly have chosen the extension so that they could go on for the satisfaction of completing a Safari Rally. Fatigue was quite unimportant when finishers' badges were at stake.

The modern Safari has the same basic configuration as its forerunners, but its



The Lancia service crew hard at work on Miki Biasion's Delta.

hard-boiled brutishness, from which its reputation was created, has been softened somewhat by World Championship standards formulated in Paris.

The overall distance has been reduced to some 2,600 miles, but it is still longer than other championship rallies, and its competitive proportion remains high at over 67%, much, much higher than that of events in Europe. The RAC Rally's percentage last year, for instance, was a mere 19.5%, and other European rallies have similar proportions. This is not a criticism of the rallies we have in Europe, which are equally enjoyable and demanding in their own way. It is simply an inescapable statistic, made necessary by European road and traffic conditions.

Safari rest periods have been lengthened and made more frequent, and it is perhaps in this way that the rally has suffered its greatest dilution. Don't get us wrong; the rally is still strikingly exacting, combining progressive ideas with a dash of the old overlander spirit. But it does

now go to bed most nights during its five days, and that is something which makes stalwart Safari supporters shudder. There are other reasons why the organisers seek to avoid night running, in certain parts of the country at least, and in this respect we, and everyone else, must accept their judgement, based in this case on local situations, not the need to satisfy FISA.

Whether you favour day or night running is a matter of personal preference. Most pressmen prefer the daytime, because it allows them to take pictures by day and to sleep at night. But rallying, despite what publicists and that jealously restricted organisation called the Rally Press Association say, is not a sport intended for the exclusive benefit of the press. Like the badger, it is what it is, and everyone has to accept that. And what badger would change its nocturnal habits simply because someone wanted to photograph it in sunshine?

Spread over five days, Thursday to Monday, this year's rally was divided into six distinct parts by five rest stops of 11, 14, 9, 8.5 and 15 hours respectively. The running periods were of 11, 6, 6, 6.5 and 4 hours, so there was far more rest scheduled than running time. The actual totals were 39h 03m on the move and 58h 02m resting.

But even this did not satisfy FISA, whose representatives made it clear at the end of the rally that they considered the rest periods insufficient, and they should be increased for next year. All we can say is that FISA is hopelessly out of touch. The people most able to judge whether they have had sufficient rest are the competitors themselves, and all they seem to complain about is that their rhythm is interrupted too much by rest periods. On the other hand, some crews, largely professionals, take the opposite view. Having been cosseted for some years by increasingly generous stops, they have become accustomed to regular, more-than-adequate rest, and would perhaps argue against the suggestion that rest periods are too long. Could this be because long



Kenjiro Shinozuka came fifth in his Mitsubishi Galant but only just made it up the finishing ramp, the car on its last legs.

rest periods mean that professionals have to work less hard for their fees?

Another consideration is one which stems from the very nature of the Safari's timing system. In a special stage event, normal penalties are independent of the overall timing so that, no matter how many stage time penalties are amassed, the timetable of the rally remains unaffected. But, without special stages, the Safari's penalties come from actual road lateness, and this does affect the time schedule of the event. A penalty of eight hours means that a competitor has, during the course of the event, taken that much longer than the originally scheduled time to complete the route, with a corresponding reduction in the rest time he has taken.

This is probably what was in the minds of the FISA men when they declared that this year's rest periods were not enough, although if you take the winners' penalty into account you will see that he will still have had 49h 26m rest and 47h 39m driving time. Not a bad proportion at all! At the other end of the scale, the last finisher (tenth overall) amassed a total lateness penalty of 30h 45m, which means that he spent 69h 48m driving and 27h 17m resting. But even that is not unreasonable for an event in which penalties are based on the overall timetable and in which everyone knows exactly what they are letting themselves in for. Incidentally, we didn't hear Steve Anthony complaining when he drove his little Daihatsu into tenth place!

However, the organisers have already announced that next year the Safari will start on a Wednesday, not Thursday, the extra day enabling them to schedule even longer rest periods.

Another feature which sets the Safari apart from the regulated niceties and precision of Europe is just plain, old-fashioned weather. When it rains, it's like someone up there pulling out the plug. At worst, roads can become quagmires or even vanish altogether beneath suddenly-formed lakes. At best, there may be no rain at all where you are actually driving, but a storm over a distant mountain will fill dry river beds and you may find your way blocked by a raging torrent which, just minutes before, did not exist at all. Nothing can be done about this. It is one of the whims of Africa and an intrinsic part of the Safari Rally which, after all, owes its origins to people who wanted to do battle against such forces of nature.

No road in Kenya can truly be called all-weather. Mother Nature is mightier than any construction equipment, and anyone who says that the organisers of the Safari should have contingency plans to avoid all possible road blockages is really expecting them to do the impossible. Of course, some roads present greater risks than others, and for these there are alternative routes which are published in advance, ready to be activated if required. Nevertheless, the organisers cannot be expected to have everything neatly sewn up according to the precise standards of

Europe. The weather is unpredictable, and if anyone does get blocked by mud, by water, or even by cars which get stuck in front of them, they should remember that it's all part of the game and an inherent feature of the event.

Naturally, one can only feel sorry for someone who gets blocked because cars ahead have got stuck, and is delayed beyond maximum permitted lateness. The organisers, if they feel it necessary, can increase this maximum (which they did this year) but the degree of extension is not limitless, and after you've been toiling away in a huge mud hole for some hours there comes a time when you must face the fact that, even if you succeed in getting through, you may be beyond the time limit.

Such a situation stopped a whole group of competitors in the Taita Hills section of the Safari's first leg this year. Some managed to get by; others didn't, and although the organisers extended maximum lateness by three hours it was not enough to keep them from being time-barred.

Roads can become quagmires or even vanish altogether beneath suddenly formed lakes.

Much later in the rally, when the runners were down to just twelve, another blockage stopped the leaders in the region of Kakamega when a grader being used to clear a way past a big mud hole itself got stuck. Juha Kankkunen eventually got his Lancia through on the end of a long tow rope, but others, in time-honoured Safari fashion, got the maps out and went in search of a way around. They succeeded, but later the Lancia team manager protested that as Kankkunen had been the only one to have taken the correct route, all the others should be excluded.

Such a protest could only have come from someone more accustomed to the precision of Europe than to the rough and tumble of the Safari. Whether it was made as a try-on, with tongue in cheek, is still not clear, but it certainly brought grins to the faces of Safari regulars, both Kenyan and from overseas. In any event, it got as far as a meeting between Lancia's team manager and the stewards, after which the protest was withdrawn.

Like advertising on cars and the fixing of rally numbers on their roofs, air support is something which the Safari Rally pioneered. Many years ago, farmers would take up their light aircraft to help their competing friends, whilst later the art of airborne radio relay was perfected by the directors of Peugeot importers Marshalls Ltd., themselves regular competitors.

Nowadays, a radio relay aircraft is not enough for a team. Nor, it seems, is just one helicopter. Both Toyota and Lancia had one helicopter for each of their cars, and wherever you saw one of these competitors there was always an attendant helicopter overhead. Indeed, the arrival of the leaders at any control was always heralded by the appearance of the heli-

copters, one after the other, often landing to refuel from drums whilst their cars were being serviced.

Subaru, on the other hand, had no helicopter even though they had six Legacies in the event. They did have a radio relay aircraft, however, and on one occasion this changed its role to collect a vital oil pipe from mechanics at Nakuru airstrip and drop it, suitably wrapped in colourful cloth, to a stricken Jim Heather-Hayes who had stopped on the descent into the Great Rift Valley from the Mau Escarpment.

The Subaru team, with 5-speed cars from Japan, not the 6-speed cars from Prodrive which have yet to make their first appearance, had a rally of mixed fortunes. Overheating and engine failures caused the retirements of Alén, Duncan and Kirkland, whilst Bourne followed suit after holing his sump. Heather-Hayes had a whole string of troubles, but managed to press on to finish an excellent sixth. Teammate Njiru got his Group N car to eighth place, and whilst this was actually the first occasion that a Group N car has finished the Safari, it should be remembered that the category is a comparatively new one, that the old Group 1 was a much more standard configuration, and the Safari was once a contest for "showroom cars only", with classes not according to engine size but to garage selling price!

Lancia, too, suffered overheating, and although last year's winner Biasion managed to inch his way ahead of Waldegård's Toyota on one section, the position was shortlived because the Italian stopped when overheating resulted in engine failure. Fiorio went out for the same reason, the overheating no doubt having been caused by mud blocking the radiator.

Radiator blockage is always a danger in the Safari, in dry weather by insects and foliage and in wet weather by mud. Indeed, regular hosing by high pressure jets is essential, whilst caked mud has to be chipped from wheel arches, brakes, steering etc. just as often as ice has to be knocked off cars in Nordic winter events.

Overheating was also a big problem for Toyota, although in this case the fault lay with failure after failure of the water pumps fitted to their turbocharger intercoolers. Indeed, they got through so many of these that there was concern that their entire stock would be used up. To be sure, a phone call was made to Cologne on the Friday and the same night a man boarded a flight at Frankfurt, his hand baggage full of extra water pumps!

Toyota's resources this year were on a scale equal to Lancia's. Both teams had their share of troubles, but Toyota managed to get all three Celicas to the finish, in first, third and fourth places. It was a splendid victory for Bjørn Waldegård and Fred Gallagher. They are both past winners of the event, but Waldegård was said to have been on his last rally for Toyota before retiring from active competition. What a swansong! And in his forty-seventh year!

GP

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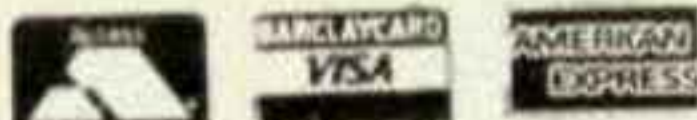
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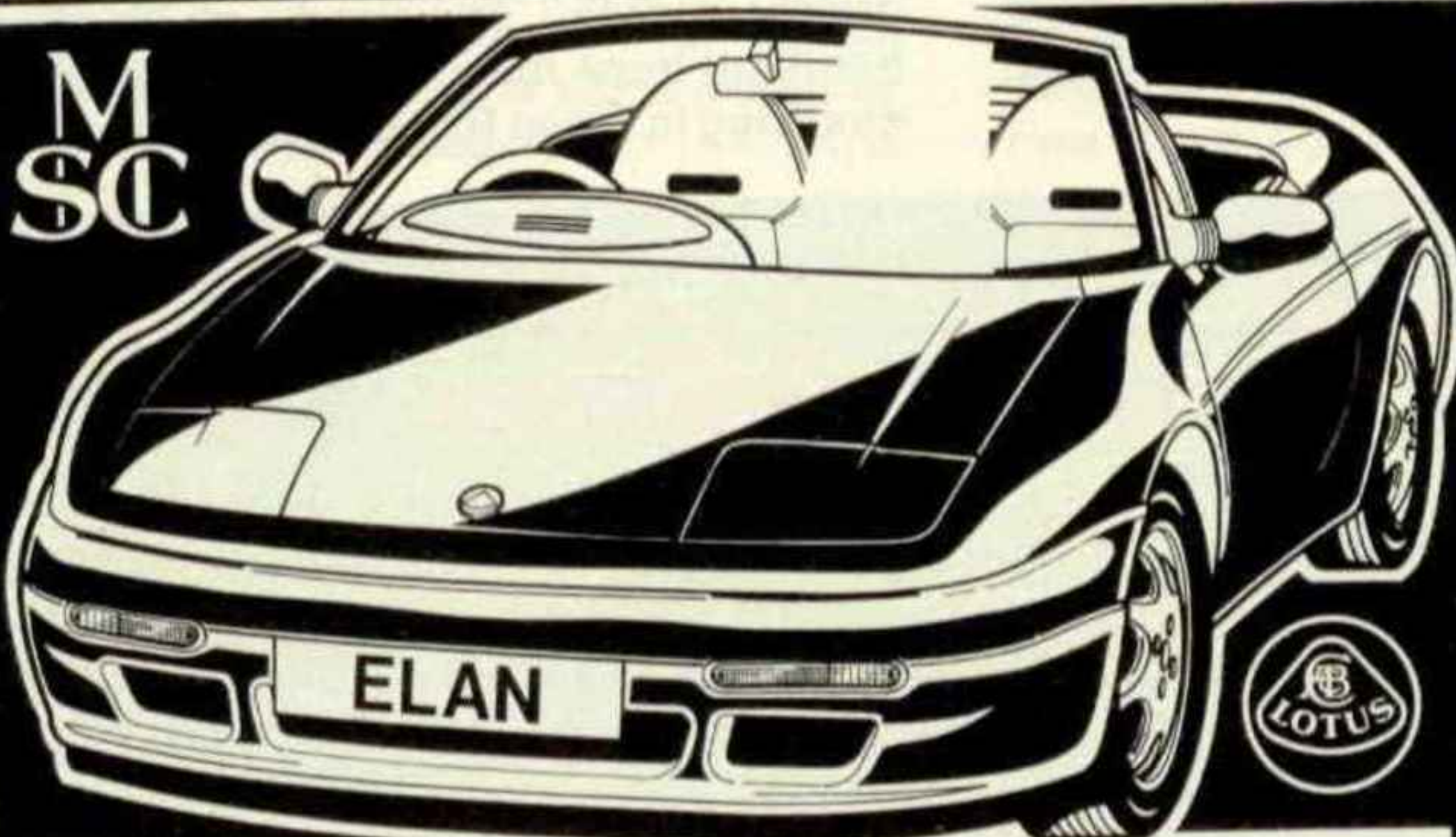
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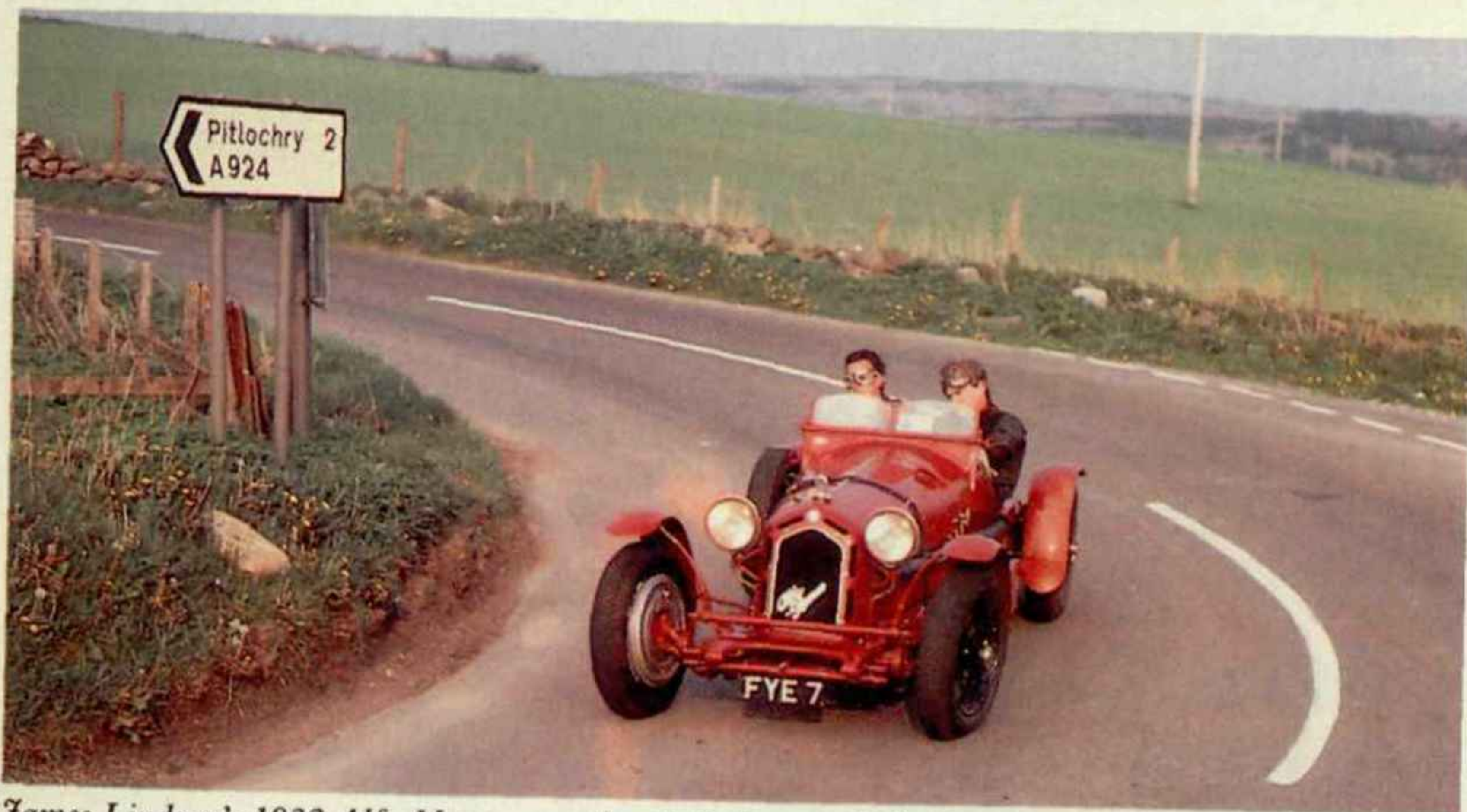


John Candlish's 1952 C-type Jaguar.

THE EC

From the 10th to the 12th of May some 41 superb historic sporting cars thundered their way through the Scottish Highlands on the Ecurie Ecosse Historic Motor Tour.

The event is organised with a very pronounced emphasis on the word fun, and the participants certainly seemed to have plenty of that, for what could make a more magnificent sight (or noise) than a convoy of GTOs, GT40s, Jaguars, Aston Martins, Alfa Romeos and Bentleys snaking their way along the shoreline of Loch Leven, or blasting through the Cairnwell Pass? Speed was of secondary importance, but for all that no-one could have been accused of hanging around, each car being driven as it was designed to be driven: rapidly. The roads of Northern Scotland must make for some of the best motoring in Great Britain with challenging



James Lindsay's 1932 Alfa Monza rounds a hairpin near Pitlochry.



Michael Wheatley's 1965 GT40 heading through Glen Speane.



The public showing a keen interest at the Moorings Hotel, Banavie.

COSSE

corners, stunning scenery and relatively few caravans, and the route for this tour was well chosen.

It started in St Andrews and travelled via Kenmore and Inveraray to Oban on the first evening. For the second day there was a quick (very quick for a couple of front runners) run to Fort William for lunch, and then on to Grantown-on-Spey, Ballater, and Pitlochry for the second evening. The final day ran from Pitlochry via the circuits of Camperdown and back to St. Andrews Old Course Hotel.

There was an enthusiastic public interest, with the road sides dotted with photographers and all the chairs moved to the roadside out of many a village pub, and there was plenty of opportunity for the public to view the cars at stops along the way. Much fun was had by all. CSR-W



Richard Colton's 1960 250 SWB Ferrari.



Peter Agg in a 1964 lightweight E-type Jaguar.



Richard Williams driving a 1957 Aston Martin DBR2 between Kirkmichael and Pitlochry.

Future Past and 20 Years of Range Rover

Torino '90, the 63 Salone Internazionale Della'Automobile, was dismissed even by the country's national press as a pretty dull occasion. Yet there were some sparks of interest for those with the sporting strength to overcome the Fiat world press conference gathering. From Britain there was the Special Vehicle Engineering (SVE) development of the first production turbocharged Fiesta (RS in Britain, plain turbo in LHD Europe) and a potent display from Worthing-based IAD who generated much of the excitement that the Italian design houses notably lacked this season.

The turbocharged Fiesta is not simply the transplant of an Escort RS turbo CVH engine into smaller brother. Fundamental changes include the use of EEC IV electronic engine injection and ignition management with the later XR2i/XR3i cylinder head. Additionally a cramped engine bay and road response considerations prompted the use of a Garret T25 turbo in place of the larger Escort TO3 unit. The result is a slightly more powerful 1.6 litres in bhp and lb ft terms: 133 horsepower at 5500 rpm and 134 lb ft of torque by 2400 rpm. In reality there is hardly any "peak" torque reading, the figure much the same at 2000 as it is at 5000 rpm, providing notably accessible performance.

Temporarily (until the autumn advent of a new Escort line and performance derivatives) the Fiesta RS turbo will be quicker than its bigger brother, taking just a claimed 7.7 seconds to reach 60 mph from standstill and having a maximum claimed speed of 130 mph.

In response to severe criticism in some areas of the specialist press of the XR2i (on which the turbocharged RS model is based), SVE have tackled some fundamental front end chassis engineering tasks. These include fitment of a slightly faster rack and pinion (3.8 turns lock to lock in place of 4.2) and replacement hardware to impose geometry and castor that allows considerably more feedback to the driver. This was achieved with replacement rack and front suspension ball joints, but the newcomer also features a rear anti-roll bar (20mm diameter) and rear springs uprated by 21% over a standard XR2i. Armstrong gas-filled shock absorbers replace the XR2i units front and rear, that Yorkshire company now owned by Monroe in America.

Cosmetically the XR2i link has been denied by the adoption of three spoke 5.5 x 14 alloy wheels (carrying 185/55 VR 14 rubber developed by Uniroyal and others specifically for this model), bonnet vents and fashionably green inlays to replace the blue piping of an XR2i.

SVE had also developed an enlarged rear wing which helped stability considerably with little influence on the aerodynamic Cd value but this was del-



Ford's new road burner — the turbocharged Fiesta which is due to be launched in Britain this summer.

eted at such a late stage that it was featured on press handout pictures. Production vehicles will instead feature an XR2i rear spoiler, while those with sharp eyes will also detect another abandoned programme in the alloy wheel centres; modest dimples survive as testimony to the original intent of using wheels featuring fake cross-drilled discs.

More about this fast Fiesta when our road test people drive it, planned for late June when prices (circa £12,000) are announced.

International Automotive Design (IAD) is a fascinating British enterprise that now has 1300 employees straddling the obvious world automotive design-conscious countries, plus those developing parts of the globe which are hungry for new ideas: China, Korea, India and Eastern Europe, including the USSR.

It is the creation of, amongst others, John Shute, a former Vauxhall employee and is now best known for its Volvo, Ford of America and Mazda consultative work.

IAD eye-catchers at Turin were of the concept vehicle kind: a two-seater Venus labelled supercar using some Lotus components and a sleek MPV (Multi Purpose Vehicle, the class originally defined by Renault Espace) which rested on American Ford Escort running gear.

My primary interest in IAD was fuelled by a visit to Worthing in 1989 and their role in the MX-5 from Mazda, in recognition of which the Turin stand bore a blue example of the two-seater. IAD had three separate consultancy roles in assisting the task of making the MX-5 a reality. In January 1985 Mazda commissioned them to design and build a concept sports car of character. By September of that year it had been assessed by Mazda's North American Design Centre and largely approved with enthusiasm, so that IAD

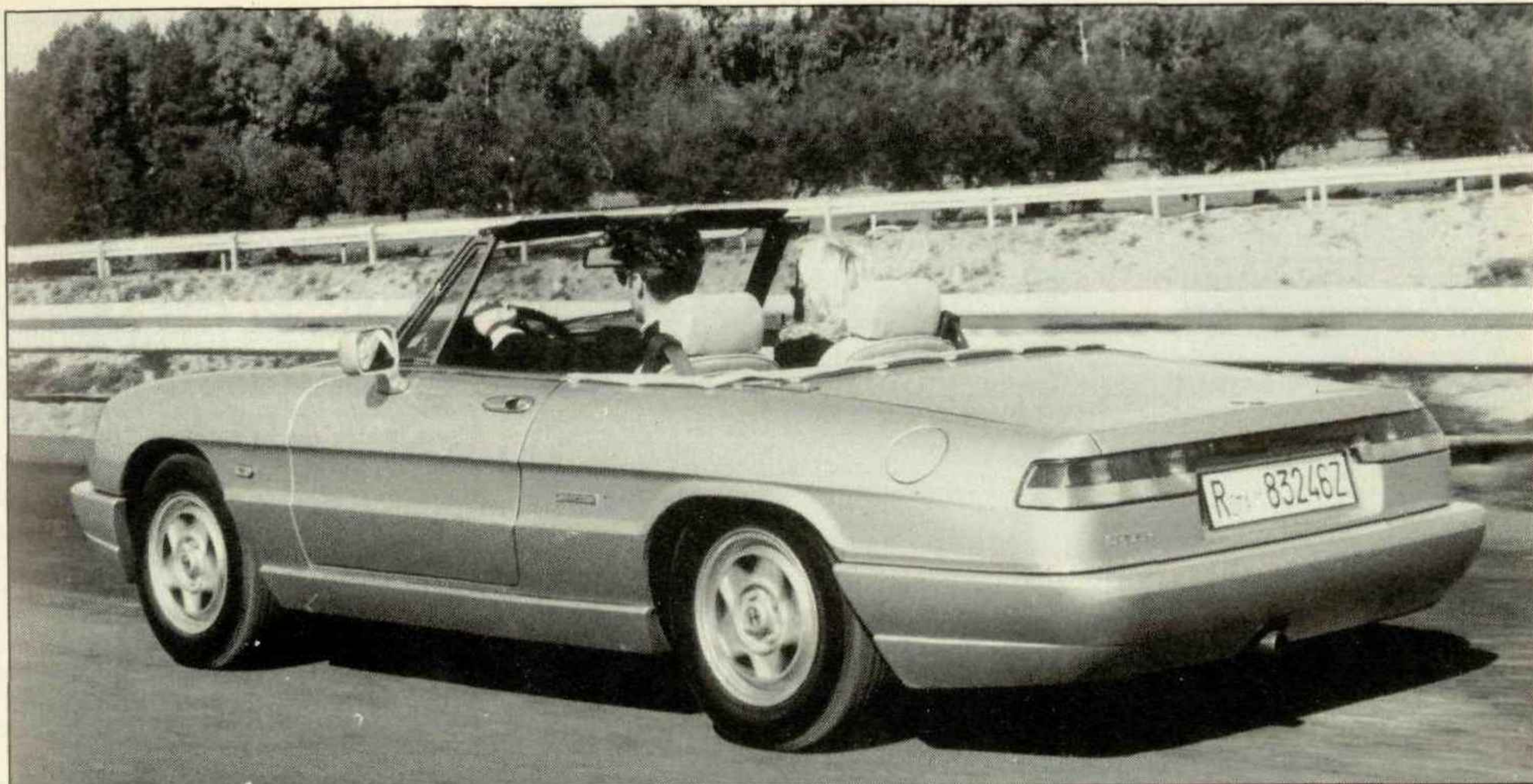
received an order to execute five complete running vehicles, plus nine body shells for further evaluation. Again the verdict was favourable, not surprising as IAD staff had put their heart into creating a plausible British character for the MX-5 by bringing in Elans and MGs from the Sixties.

Finally the Spring of 1987 saw IAD engineers off to Hiroshima to "assist the Mazda design team in putting the vehicle into production" in official IAD words. Whilst I applaud the recognition that IAD have achieved internationally — and envy John Shute his retention of private control over such a significant enterprise — I was sad that the customer for IAD expertise was Japanese rather than British.

The same remark applies to the MX-5. Is this not the affordable sports car that Great Britain Plc should be building to rectify our Imbalance of Payments? Is the MX-5 not the affordable sports car Lotus told us they were going to build, before May 1990-ordered Elans became 20,000 rarities for delivery in 1992? The Rover board are pondering a front-drive MG roadster even as I write, meanwhile Mazda receive the profitable rewards of having already sold "more than 40,000" MX-5s. Let us hope that any forthcoming MG will not be in the "too little, too late" mould.

In Turin the Italians showed they had no intention of abandoning their sports heritage with the revamped "Alfa-Spider" convertible available for journalists to drive. As WPK is to drive this intended limited edition import into the UK (still in LHD, but you can get RHD from Spider stalwarts Bell & Colvill), and the monstrous SZ, I will only say that the Spider looks a lot better in its old age than the MGB managed. There is also a 137 bhp/16v version of the boxer motor Alfa 33 saloon arriving shortly in Britain.

To show that Italian design enterprise



Svelte cruiser — Alfa Romeo's revised Spider which will be imported into the UK as a limited edition.



Can the same studio that designed the lovely Alfa Romeo 164 really have produced this ugly duckling?

was not dead and that it could be channelled into extremely low drag coefficients for a popular road car, Pininfarina constructed the CNR E2. Utilising transverse Fiat 1372cc front-wheel drive running gear, the slippery four-door managed to slip beneath the target 0.20 Cd. More

importantly it returned some astonishing performance capabilities for 1.4 litres developing just 78 bhp — a 127 mph maximum and a quoted 51.4 mpg at 75 mph.

I did not like the bland appearance of the Pininfarina car, but I am convinced



Now out of her teens, the Range Rover still looks as young and fresh as ever.

that the Earth is not manufacturing oil at a rate that assures the longer term future of anything but the most parsimonious petrol engines. Apparently, Fiat agree with me, because they are offering the Panda at enormous extra cost with electrical motivation; power that is still manacled by hefty batteries.

Brought up on electric vehicles during an earlier working life I am depressed at the apparent lack of progress in the past 20 years on that front, so I will acknowledge a 20 year success story: Range Rover. Introduced at £1998 in 1970 as a 2-door plus loading aperture machine of unparalleled comfort and cross country agility, the Range Rover's 20th birthday sees it in fine commercial health. Now there are variants (some too long in arriving) that encompass the choice of 3.9 litre V8 or 2.5 litre VM Turbo Diesel (185 or 119 bhp), manual and notchy Rover 5-speed or ZF 4-speed automatic, a standard 4-doors and the option of electronic anti-lock braking that is suitable for offroad demands. The ABS system is by commercial vehicle specialists WABCO in Midland Britain and is standard on the £31,949 Vogue SE (optional elsewhere in the range); all Range Rovers now carry four wheel ventilated disc brakes. I drove one of the plush 5-speed manual models on a Sussex treasure hunt organised to celebrate the model's two decades in production, an event further enlivened by some mild forest miles in dryly rutted conditions. There is still a unique character to the Range Rover that makes it a hit in such diverse markets as America and Italy (diesel only). I can only say that I can fully understand anyone falling for its charms, especially as a distinguished tow car that can double as a VIP lounge at windy race circuits. JW



MLC at the wheel of a 911 Carrera 2 which has been prepared for Porsche's Carrera Cup.

Beyond Measure

There are people in this world who think that real Porsches have air-cooled engines at the back, and sometimes there's a feeling that the Zuffenhausen company's top management agrees. This year Porsche's own 'one make' championship switches from the 944 Turbo model to the 911 Carrera 2, and the chance to drive the new cars at Hockenheim before the season began was a reminder of the delights of *pur sang* Porsche motoring.

With a little more power and a lot less weight, the racing versions recapture the classic elements of the best loved 911s of years gone by, the original 2-litre 911s and the 2.7-litre 911 Carrera RS being the leading examples. Comparison with the Carrera RS, built in 1973, is interesting. That car, a collector's prize nowadays, weighed 980 kg and developed 210 bhp; the Carrera Cup car has been lightened drastically to 1120 kg but develops 265 bhp. The modern example has a power to weight ratio of 236 bhp per tonne, against 214 bhp per tonne for the RS, and a level of performance that would leave the RS struggling . . . only a short way behind along the straights, but far behind around a circuit.

The 911 Cup car reaches high standards of performance despite the retention of ABS braking and full three-way catalytic equipment, developments that certainly existed 17 years ago but were only of marginal interest. Technically the latest model from the Weissach team is quite advanced, but luxurious it is not!

It's amazing how much louder the 911 becomes when all the soundproofing has been taken out. Mechanical whirrings and chatterings flood through the wall from the rear engine compartment, and even the coil-sprung suspensions make a definitive noise when the car is rolling along the pits lane. Small stones clatter against the underbody (it's years since road debris

could be heard) and with a wheel off the road peppering can become deafening!

As for the engine, the main difference is the removal of the air cleaner and filter. Not much, you'd think, but the real symphony of the boxer engine comes through in stereo, just as it did many years ago before a more sophisticated clientele asked for quiet, please. The hardening of the engine note, and the quickening of response as the engine steps on to the cam are reminders of another age when Porsches were often driven to their limits, as laws allowed. The company has built 50 race-spec 911s and sold 40 to customers in Germany, Switzerland, Austria, even Italy and Sweden, but the 10-race series is concentrated in Germany in its first year (France and South Africa will continue their series with the 944 Turbos for another season).

There were some familiar names in the list of 40 for the first race at Zolder on April 1, young men like Andy Bovensiepen, Rolf Goering and Peter Zbinden — some not even born when the 911 was introduced — but mostly they're unknowns who hope to make their name, as did Roland Asch whose second 944 Turbo Cup title earned him a works-assisted drive in a Mercedes 190E 2.5-16.

If you read between the lines, it could be true that the 944 Turbo model will be phased out in August, and that Porsche's single four-cylinder model will be a 230 bhp 944s with cosmetic body changes. It made no sense, therefore, to continue with the Turbo Cup series, but there was every reason to continue the successful one-make championship with the modernised 911 Carrera 2.

Altogether 150 orders were received for the 40 customer cars which have been sold for DM 123,000 apiece, ready for the track; for comparison, the standard Carrera 2 costs DM 103,500. Deposits of DM 25,000 will be returned to customers after

the eighth race, and Porsche has retained 10 cars, three which will appear regularly for guest drivers. Porsche's most renowned engineer, Herbert Linge, is in charge of the series assisted by Roland Kussmaul, responsible for development (his association with the 964 goes right back to the Gruppe B study in 1983), and Jost Capito who co-ordinates the series.

The engine is easily dealt with. Although Porsche guarantees 250 bhp from the emission controlled, 3,600cc engine the average in production is 255-258 bhp. "We take the best of those" explains Kussmaul, "and really we just remove the filters, which are quite heavy, the power steering pumps and tunes them carefully. Each one is checked on the dynamometer and they give between 268 and 272 horsepower".

Porsche pioneered the technique of controlling emissions with all-metal catalysers and ran them successfully on the Turbo Cup cars last year, then equipping the latest 964 Turbo with the ceramic-free devices. Johnson Matthey, the British specialist manufacturer, is a partner in this development and is a subsidiary sponsor of the Carrera Cup series. Other suppliers include Bosch, Shell, Bilstein, Pirelli, Recaro, Emitec, and Pagid brake materials . . . Blaupunkt is a major sponsor but clearly not a supplier!

It had been intended to equip the cars with 'short' ratios between second and fifth, but tests at the Nürburgring indicate that the cars would be undergeared, badly so for the Avus-rennen where the third round is held in May. The transmission remains absolutely standard, including gear ratios, final drive and 40 per cent differential lock, but Sachs sintered metal clutch faces are specified.

All the seating has been removed, all the trim is gone and so is the underbody and bulkhead soundproofing; or rather, bare bodies were taken straight from the production line in Works 5 and trucked to Wilfred Matter's workshop in Bruchsal, where the steel roll cage was installed. They were returned to Zuffenhausen where mechanical elements were installed, plus the single Recaro seat for the driver, and final preparation was carried out at Weissach (the 944 Turbos went through virtually the same processes, but were finished off in the customer department at Zuffenhausen). Altogether 230 kg is removed from the 911's weight, reduced from 1350 kg to 1120kg (with an empty fuel tank), and that's about the weight of three male adults. Apart from the obvious and visible measures, weight has also been cut by installing old-fashioned window winders instead of electric motors, simplifying the heating system and removing the fan ("it still has a heater, but not so complicated"), and by fitting an aluminium front lid. The engine cover remains standard, even to the electrically operated rear wings which are seen to rise as the cars head for the first corner.

Underneath the car the modifications are more serious. Power assistance is no

longer required for the high geared rack-and-pinion steering, the more powerful brake system is taken from the 964 Turbo with four-piston calipers and cross-drilled discs (the servo is retained, being an integral part of the ABS system), and the springing and roll resistance have been greatly stiffened.

Carefully tuned Bilstein gas dampers are fitted, and these have metal-to-metal couplings at the top. Harder rubbers are used throughout the suspensions, the four road springs are shorter, and about three times heavier than standard (there are no torsion bars nowadays on the modern 911s). Aluminium roll bars were tested but found not to be strong enough, so steel bars are now used increasing the roll stiffness about two-and-a-half times. The front bars have five points of adjustment, the rear bars three.

The suspensions are lowered by 50mm, and the cars run on special Speedline alloy wheels looking like those on the 959, and 964 production cars. They're 17 inches in diameter with 8J rims at the front, 9.5J rims at the rear, and run on specially made Pirelli slick tyres, or grooved for wet races. For the record (and in years to come this article may be referred to many times!) the tyre sizes are 245/620-17 at the front and 265/630-17 at the rear.

No claims have been made for the performance of the racing versions but it's bound to be even more impressive than the road going Carrera 2. It would be surprising if the claimed 0-100 km/h (62.1mph) time of 5.7 sec wasn't reduced to a reliable 5.0 sec, and if the maximum speed wasn't nearer to 170 mph than the standard 161 mph. The 911's Cd figure of 0.32 is likely to have been improved by fitting snug, aerodynamic rearview mirrors and by lowering the car, in spite of the fitment of 1-inch wider front wheels. Going back to the 911 2.7 Carrera RS for the moment, tests indicated a 0-60 mph time of 5.5 seconds and a maximum of 150 mph.

Through the corners there'd be no comparison between the two models. The ducktail 2.7 was a very sporty car indeed in its time, but it had handling limitations which needed to be respected. In standard form it arrived on 6-inch front/7-inch rear Fuchs alloy rims and Pirelli Cinturato tyres, and up to a point it held on very well . . . once over the limit though, the rear engine quickly transferred itself to the leading aspect of travel.

There is the main difference. Until the Carrera 2 came along last October it was supposed that the four-wheel drive technology of the 959 and Carrera 4 was the principal reason for the Porsche's new-found road behaviour. The Carrera 2 proved convincingly that the latest chassis, coupled with suspension improvements and tyre developments, have transformed the *inherent* stability of the six-cylinder family beyond measure.

Increasing familiarity and confidence around the Hockenheim short circuit

didn't reveal any flaws. The 911 Cup car understeered a little in the many slow turns in the stadium and behind the pits, and the rear tyres edged outwards in the faster turns onto the main straight, and at the end of it. It became rather wiggly near the limit but not once did the 911 feel as though it would turn around and bite the driver (a Swiss journalist spun five times in his 20 allocated minutes, but seemed to have been very imprudent!).

The gearchange is now remote, and very high quality, contributing to the pleasure of driving the Cup car. The brake system was surprisingly powerful (we're not used to having a servo in a track car), and it took a while to realise that we'd never lock the wheels, not with ABS. Like the real racers we had to learn to brake *into* the corners, as late as we dared, because the wheels wouldn't lock and the car wouldn't become dangerously unstable.

All the same, it *felt* much better driven in the approved style, braked in a straight line and powered into the corners. The 40 racers won't worry about points for style, so long as they're first into the turns!

Here is today's ultimate Porsche 911, a superbly sporting machine with fine manners and a terrific smile-factor. It's yet another classic from the Zuffenhausen firm.

MLC

Brief specification

Porsche 911 Carrera Cup model: Two-door type 911/964 body shell with aluminium front lid. Single Recaro seat,

no passenger seating, trim or soundproofing. Weight reduced to 1120 kg including Matter steel roll cage, and fire extinguisher.

Suspension: heavy duty steel springs, fully adjustable competition steel anti-roll bars, lowered by 50mm and with Bilstein gas dampers. **Brakes:** from 911/964 Turbo, internally ventilated and cross-drilled. Four-piston calipers, servo and Bosch ABS. Steering, high ratio rack without servo.

Engine: standard Carrera 2 flat-six, 3600cc, with three-way metal catalytic converter. The engine has twin-plug ignition and a compression ratio of 11.3: 1. With filters removed and optimised settings the Cup car engine develops a min of 265 bhp at 6700 rpm.

Transmission: standard 5-speed manual gearbox and ratios, with 40% limited slip differential.

Wheels: Speedline forged alloy, 8J x 17 front and 9½J x 17 rear. Control tyres, Pirelli slick or grooved, 245/620-17 front and 265/630-17 rear.

1990 programme

April 1, Zolder, Belgium; April 22, Nürburgring; May 6, Avus, Berlin; June 16/17, Nürburgring; July 1, Norisring; August 5, Diepholz; August 19, Nürburgring; September 16, Singen; October 14, Hockenheim.

* One more round to be notified.



The 3.6-litre, 265 bhp powerplant.



The spartan interior devoid of all comforts.



All the principal sponsors of the Porsche Carrera Cup are displayed on the car.

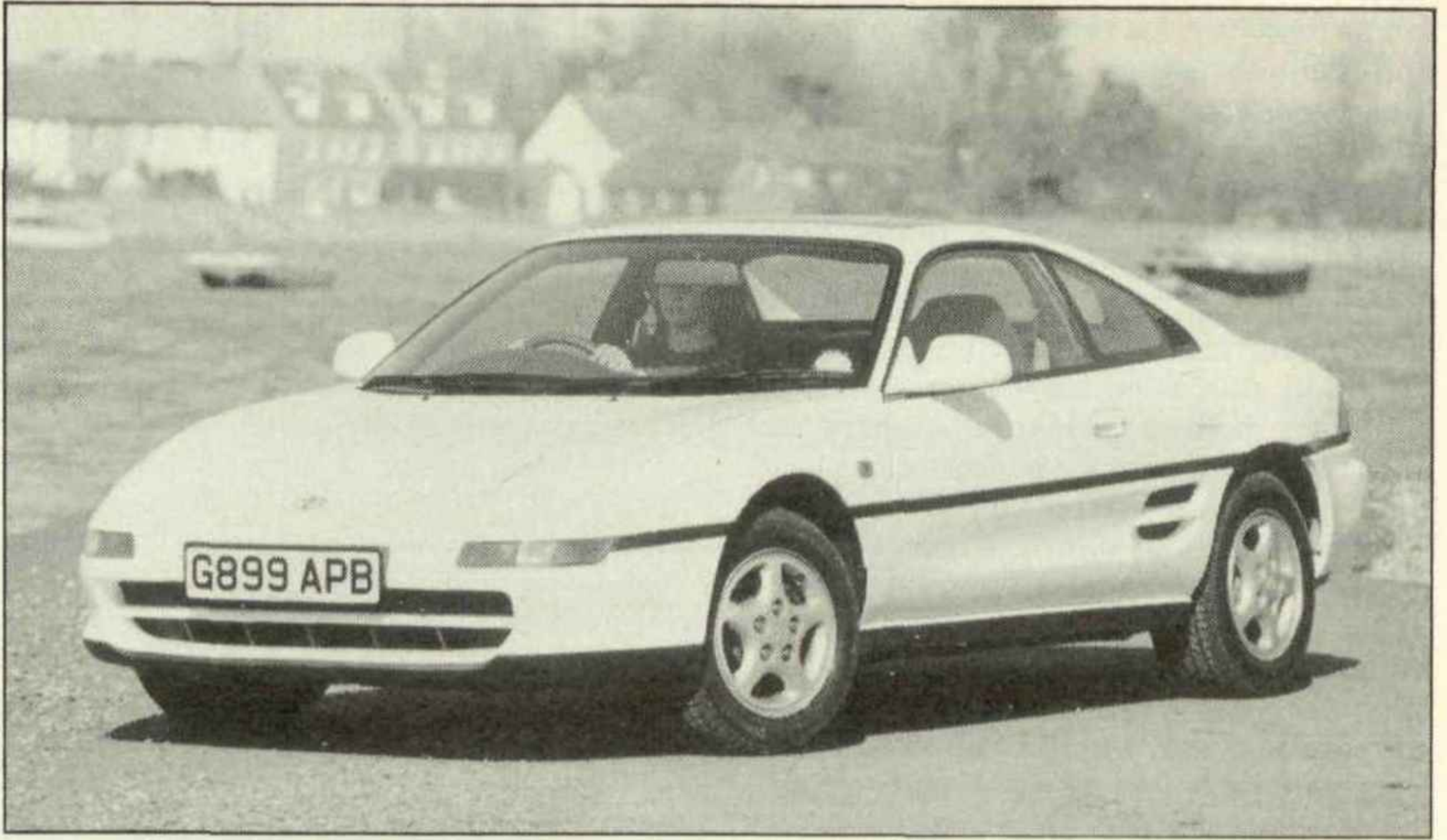
More equipment, less charisma; we have seen the process a dozen times and more. Mass manufacturer comes up with a sporting car that catches on in the USA and Europe. All is fine until said provider of fashionable speed decides to replace the favourite. Since the Japanese went for maximum export profits with the sports coupés and convertibles that Europe was too lazy to develop, it is the Japanese who seem prone to forgetting the original appeal of their machinery. Attempting to please the world via a "more of everything" formula, it is easy to fall into the Pacific or (ultimate horror) the mid-Atlantic compromise, ie: the bloated "Z-cars" that followed the sensational 240Z in escalating the 260/280/300 series?

Now Toyota are promoting new versions of both the multi-million selling Celica coupés and the MR2 (152,951 sold between 1984-88). They appear to be trapped by following the "Bigger is Better" route in a 2-seater. Britain is the second biggest export market for the mid-engined Toyota MR2 ("midship runabout 2-seater") outside the USA. Toyota GB is extremely conscious of the debt it owes to the 13,580 UK MR2 owners created since 1985. Toyota engineers visited Britain in the heat of 1989 with two prototypes to fine tune suspension and steering. The result has been a car which is slightly more responsive to the unassisted rack and pinion steering than the standard American specification, but which fails to match the personal involvement of its forerunner.

The United Kingdom is to receive four new versions of the sportiest Toyota, all compensating for the extra size and equipment levels with an engine size that has grown from the 1.6 litres to a choice of 2-litre fours. The cheapest MR2 attacks the £14,429 Mazda MX-5 almost head on, but only on the most expensive model is there an attempt at fresh air motoring. Toyota GB Deputy Director Trevor Taylor stated: "There are no plans for a completely convertible version of the MR2."

Priced at £14,000.68 the base model is unique to Britain and identified by its lack of a rear spoiler and the use of the ex-Carina 3S-FE 16v DOHC four cylinders. There is a standard catalytic convertor demanding lead free fuel only. It yields 119 bhp at 5600 rpm and an accessible 130 lb ft of torque at 4400 rpm. This comparatively low speed engine follows a similar performance to the 7700 rpm action of the first MR2, but without such direct driver appeal. Toyota claims 124 mph and 0-60 mph in 9.3 seconds. The engine can be ordered with a slick 5-speed manual gearbox, or (a first for a mid-engine car in Europe?) a four-speed automatic that is likely to account for just 10 per cent of an estimated 3400 annual sales volume. Cost of the automatic amounts to £14,735.72.

All other MR2 derivatives carry the tag "GT" in their nomenclature, which signifies a much more sporting 16v of Celica GT ancestry. Coded as 3S-GE it retains the essential dimensions of 1998cc



The entry level MR2, sans spoiler and powered by the 16-valve Carina unit.

Just the Ticket

obtained from a square 86mm bore and stroke. Peak power of 158 bhp at 6600 rpm and 140 lb ft on 4800 rpm can be obtained on leaded or unleaded fuels as no catalytic convertor is fitted. This unit stretches audibly but vigorously for a 7100 rpm redline passing 60 mph in second gear. Claimed performance extends to a 137 mph maximum (as for an Elan SE) while Toyota expects 0-60 mph to be reached in 7.6 seconds.

Mechanical changes aim at lower cabin stress and more even weight distribution. Specific moves include reinforcement to "the cylinder block sidewalls" and the use of fluid-filled engine mountings. I cannot recall a mid-engine car that has such low cockpit noise levels.

The appearance of a new car must be subjectively judged, but there was some "Baby Ferrari" press and public comment during and after the Yorkshire launch, so there is not the controversy that was stirred by the Celica's 1990 clothes. The aerodynamic drag factor value of 0.31 Cd is about what you would expect of a two-seater for 1990, but the combination of a mid-engine and motorway side-winds is still notable in providing gentle wander-

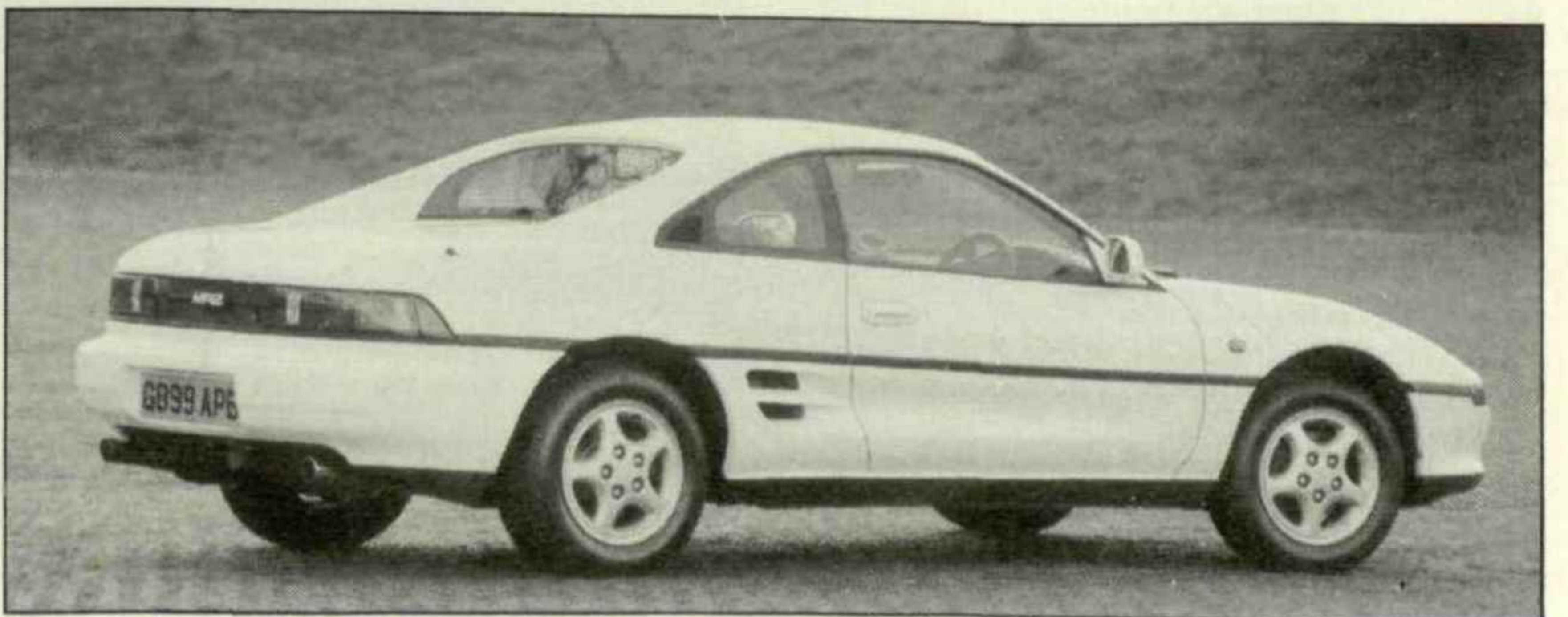
ings from an intended path.

In the showroom a new MR2 has more appeal than any obvious competitor, because it is so well finished and lists a great deal of standard equipment, including a standard seven speaker stereo system of good quality. All MR2s provide central locking, electric windows and anti-theft systems to cover both radio and the complete vehicle.

Externally, the twin exhausts are also shared, but the cheaper models do not carry either the back spoiler or the auxiliary driving lights of the GT range. All Toyotas carry a 3 year/60,000 mile warranty, backed up by RAC membership.

Dimensionally, the new body adds up to an extra 9 inches in length over the original MR2. The newcomer is also broad at 66.9 inches versus a length of 164.5 inches. It rides at an overall height of 48.8 inches; the wheelbase is generous at 94.4 inches.

The 1990 MR2 is a meatier proposition than its predecessor and weighs from the cheapest car's 1265 kg/2783 lb to 1285kg/2827lb of a Targa top model, which retails for £16,650.50p. The £15,440.86 MR2 GT of 158 bhp with a tilt glass sunroof, is



To some the new MR2 is Ferrari-like, but that is overstating the case somewhat.

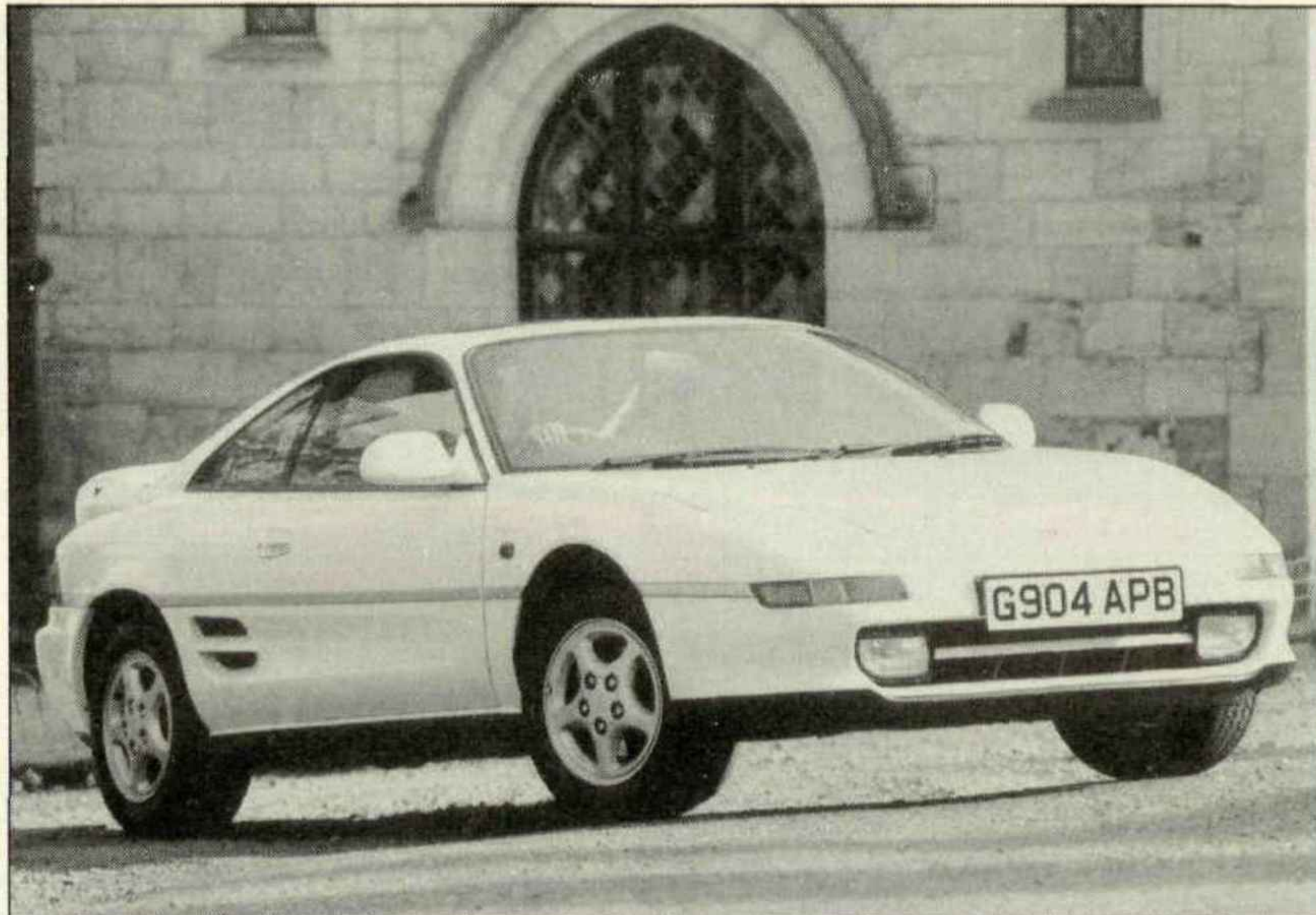
expected to account for a 40% majority of total sales.

The enlarged MR2 offers a 50 per cent bonus in boot space, that behind the engine downright accommodating by mid-engine standards, whilst the front "boot" is cluttered by a spare 6J steel wheel carrying a 185/60 radial. Fuel tank capacity is also up at 55 litres so you could expect a range of 356 miles at the Urban mean of 29.7 mpg from the less powerful MR2; or 338 miles extracted from the GT at an Urban 28.2 mpg.

The handling, ride and braking capabilities of the original MR2 were key selling points. Now the ingredients are updated rather than replaced. That means coil sprung struts at all four corners, which also wear ventilated disc brakes, the heavier rear end wearing the slightly larger diameters. No anti-lock braking system is offered, an omission that is based on the alleged skills of sports car drivers and cost considerations. Suspension changes contrived extra capacity for gas-filled dampers and ball joints for front and rear anti-roll bars, 17mm front and 18mm rear diameter. Rack and pinion steering remains. It is not the fastest system around — 3.7 turns lock-to-lock — but it is able to provide adequate feedback on road contours. Unfortunately it does not always state quickly enough that mid-engine cars do not like sideways travel, especially when provoked by a closed throttle at track speeds.

Which brings us to weight distribution. To even out the rearward weight bias, the gearbox was inched forward on both models, but there is still a bias; over 700 kg of total kerb weights resides in the tails of all models versus 560 kg in the nose of all but the automatic and "T-Bar" models, which carry another 5 kg forward.

Such weight allocation is reflected by unequal rim widths and tyres sizes. All the cars we drove were on Continental Super Contact covers, these measuring 195/60 front and 205/60 rears. The Japanese alloys, just like the interior, lack any sharp edges or obvious manufacturing flaws. They are 14 inch diameters with a 6JJ front rim width and a 7JJ rear ledge. The three spoke steering wheel offers a good view of comprehensive and clear instru-



The GT version is more powerful and sports some additions to the bodywork.

mentation. The handbrake opposes MX-5 practice and sits the same side as the driver: both are initially awkward but you acclimatise.

Aside from the leather seats of the Targa top model, the interior of all four MR2 derivatives offers the same rounded attributes in quality plastics. There does not seem to be a rough edge and the three quarter rear visibility through that extra side window is a welcome bonus over most mid-engine machinery.

None of the latest MR2s offers any resistance to driver commands, the gear-change quality notably good by rear gearbox standards. Unfortunately Toyota stopped short of providing an inspired engine note from a unit that yields a bustling 79 bhp per litre. Only BMW and Honda comfortably exceed these levels in normally aspirated engines, and neither the M3 nor the V-Tec Honda are common UK hardware as I write.

The cheapest 119 bhp manual MR2 and the GT share their chassis capabilities, but you get a very different impression at the wheel because of the entry level engine's wide torque band. It seemed happiest

between 3000 and 5500 rpm, and progress is adequate rather than uplifting.

By contrast the GT engine feels keen to cooperate between 3000 and 4500 rpm, taking on a tougher edge on ascending from 4500 to 7000 rpm. It has not the charisma you might expect of a 16v DOHC unit, particularly "tinny" on the over-run, but it performs in an impressive sweep of acceleration that suggests Toyota's performance claims are modest. At 4500 and 110 mph this two-seater is mechanically happy to cruise at noise levels more reminiscent of a Ford sports saloon.

Wheelspin is a low gear, sharp corner or poor surface rarity. My public road mileage gave me none of the worries that have been voiced elsewhere about MR2 handling on the race circuit limit; in fact I enjoyed the blend between absorbent ride, outstanding traction and accurately "weighted" brakes. A quick run in the first MR2, though, convinced me that the later car only offers a greater general benefit in return for a lower "Grin Factor."

For sheer enjoyment within its shapely leather seats, the "T-bar" MR2 was my choice. We stowed the two roof panels in a matter of minutes and were rewarded by sub zero temperatures and a touch of Yorkshire snow to remind us Southerners not to "act so daft." If there were any rattles and creaks, I did not detect them on this model. In fact the GT was a worse offender with its sunroof propped open.

The Targa Top MR2 shows that a mid-engine car be practical fun, offering most of the thrills of the open Elan with a better finish and the "easy to live with" thoughtfulness of so many Japanese products.

Those qualities are not enough to overcome the emotional involvement and pleasures of the best in convertible two-seaters for this writer, but it could be "just the ticket" for somebody who wanted a fair dash of speed without the full wind-in-the-hair factor.

JW



The Targa Top MR2 is the closest to fresh air motoring without the disadvantages.



The Courier certainly has distinctive lines, but its lightweight appearance belies its sharp performance.

Elle Va? Mais Oui!

Just outside Arundel and not a million miles from Bexhill, the birthplace of Elva Engineering Co. famous for its sports racing cars of the Fifties and Sixties, you will find a small firm by the name of Elva Racing Components Ltd. It is run by Roger Dunbar, secretary of the Elva Owners Club, and it was born of his enthusiasm for this characterful marque. Judging by the care with which his staff were putting the finishing touches to the Elva Courier I had gone down there to see, the whole company thrives on that same enthusiasm.

Roger founded the Elva Owners Club in 1979, and the company he now runs was started in order to satisfy the increasing demand for information and parts. It is very much a specialist company and resolved not to be diverted away from dealing exclusively with Elva cars. It is one of the pleasures of what one might call the vintage and classic car scene that small businesses like this exist, not for the making of a fast buck, but because of an enthusiasm and respect for the cars in which they deal.

The majority of the work is with the Elva Mk7 sports racer, and a considerable amount of business comes from the States where there is a keen Elva following, and

so it was rather unusual for them to be preparing an Elva Courier for a customer in Switzerland. That customer was Mr Hilton Johnson, who interestingly enough last had a car featured in *MOTOR SPORT* in 1948 when WB tested his supercharged six-cylinder Citroën. Mr Johnson wanted a car that could be used on the road as well as for racing, but one that was a little less valuable than his Bentley. It was at the suggestion of a friend that he first looked into the possibility of getting an Elva.

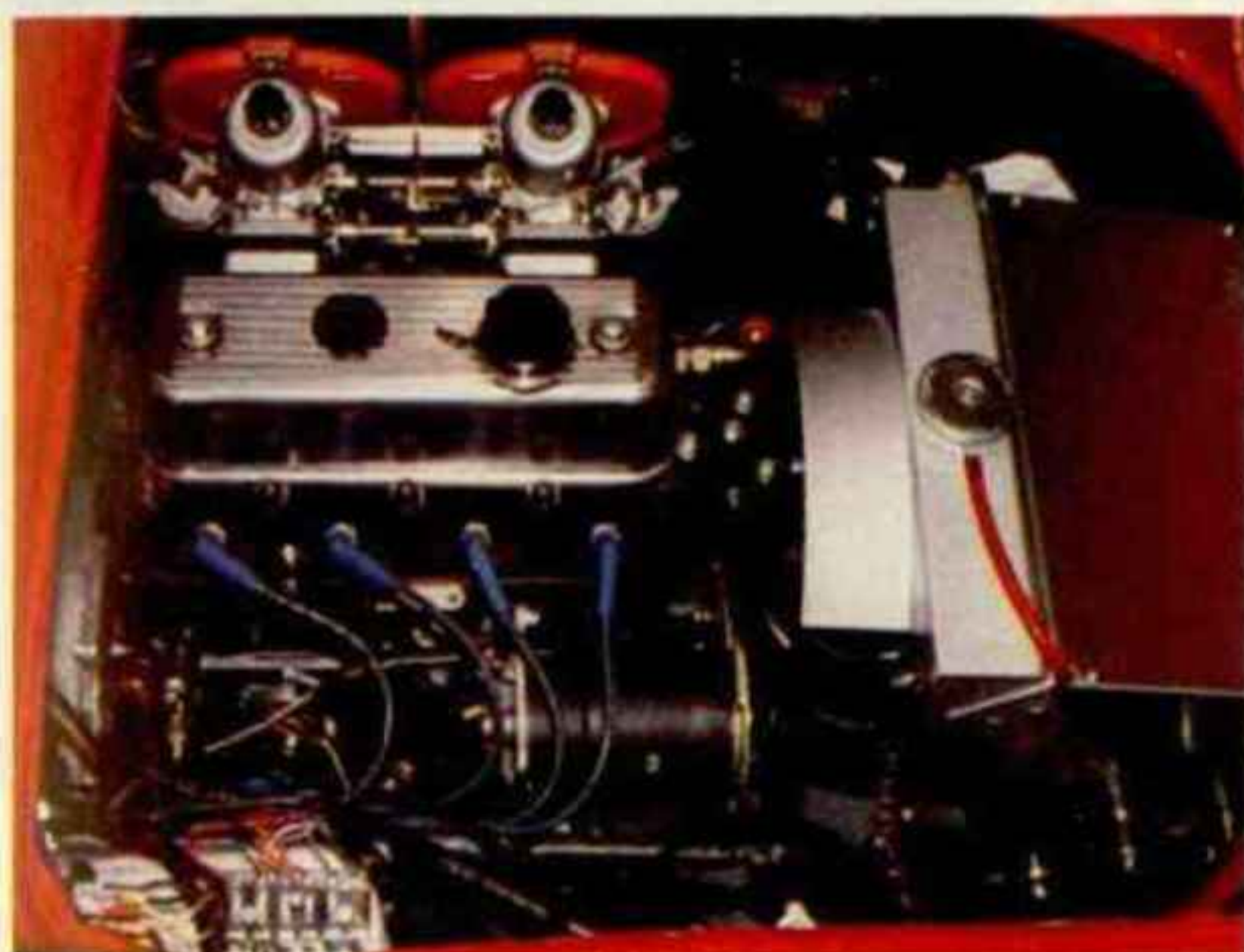
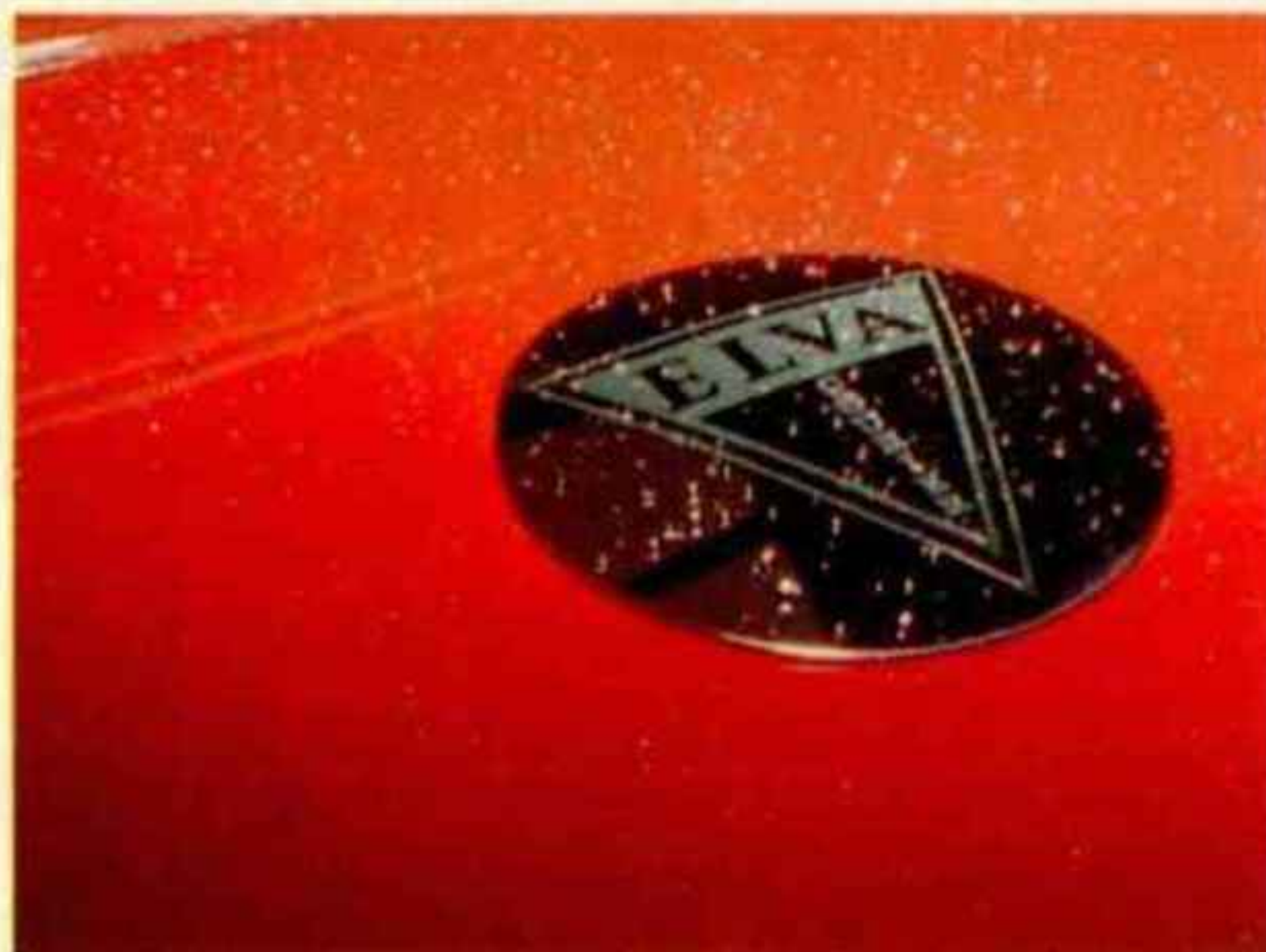
Roger managed to find a Courier that was in a rather dilapidated state after it had sat in a garage for ten years 'awaiting restoration'. The condition was no matter since a rebuild was necessary anyway while all the major components were sound. It was then stripped to the chassis, a more difficult task than it sounds due to the fibreglass bodywork being bonded to the chassis rails.

The chassis itself is a clever piece of design and bears witness to the fact that Elva was primarily a racing car manufacturer. It is a ladder-type frame, curving inwards at the middle, and is built up of 2¼" 14-gauge steel tubing. The result is a stiff frame, especially for such a light car, and a combination of this with the care-

fully thought out plan of weight distribution gave the Courier some very useful roadholding characteristics.

The engine is set far back in the chassis, and is also set quite low; the fuel tank normally sits above the rear suspension and with the driver in place the car has close to a 50/50 weight distribution. The fuel tank in Mr Johnson's car has been modified, and was one of several aspects of this particular car where a compromise has been reached between a modified racer and a manageable road car. The tank above the suspension was removed, and a fifteen gallon tank was placed in the boot. This would give the car a sensible touring range for journeys to and from the race meetings. On an event like the Coppa D'Italia, where there might be up to 150 miles between fill-up points, and a couple of hillclimbs in between, a five gallon tank would have been totally impractical.

The standard engine in a late Mk1 Courier was a 1600 cc MGA unit. The engine in this car retains the original MGA block but has been otherwise modified to race specification by Mansell McCarthy Motorsport Ltd. It produces 125 bhp, which is quite modest for a race specification unit when 140-150 bhp is possible, but again the road suitability of the car has had to be taken into consideration. The engine has been kept more manageable, with an even spread of power, by fitting a compara-



*Top left: The cockpit is comfortable but tricky to get into.
 Left: The beautifully neat engine bay with 125 bhp MGA engine.
 Above: The Elva Courier emblem.
 Top right: The small steering wheel can make the instruments difficult to see.
 Right: Special 15 gallon tank rather reduces boot capacity.*

tively mild rally camshaft. The flywheel has been lightened, but not to the extent that the engine is lumpy on tickover, and the twin plate clutch is quite progressive. A Kenlowe fan has been fitted and the radiator has been boxed in to improve the cooling. The standard car would often overheat because the airflow would pass around the radiator rather than through it. The engine bay has been superbly laid out so that everything is accessible, and yet is neatly tucked away. Other race modifications include a close ratio gearbox and alloy wheels, but very little has been done to the chassis or suspension.

The Courier was conceived by Frank Nichols, the founder of Elva Engineering in 1956, as a car that could be used for anything from shopping to driving to and from and competing in race meetings. As such the chassis and suspension can cope with considerably more power than the standard MGA unit produced. A roll bar has been fitted and this naturally stiffens the chassis a little.

This car still has all the attributes for which they were praised when Frank Nichols first put them into production. "The Elva Courier is an attractive sports car of moderate cost. Propelled by the 1600 cc MGA engine, its light weight and clean shape ensure a brilliant performance. It handles well, and has many practical features, which renders it an ideal machine for the fast tourist who wishes to indulge in a little competition work on the side." The suspension in fact comprises of a double wishbone coil spring/damper arrangement at the front, and a rigid rear axle with parallel radius arms and Panhard rod at the rear. The positive steering employs a Morris Minor rack and pinion.

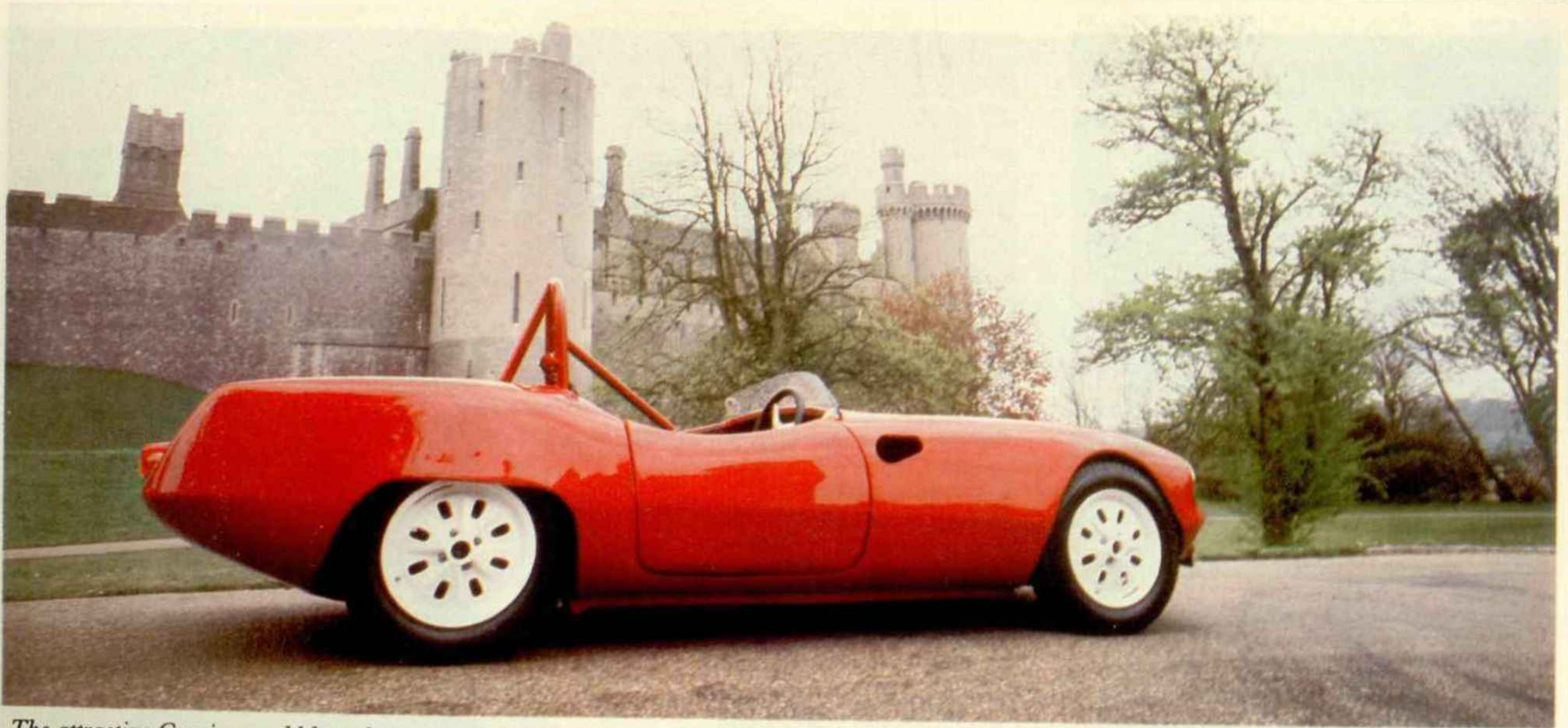
This vision of a racing-cum-road car is exactly what Mr Johnson had in mind and so the Courier would seem perfectly suited to the job. He intends to race the car in the

FIA Trophy competing in class T7 for 1300-2000 cc GT prototype cars. With a standard windscreen the car could be run as a GT, and in fact he is up against greater competition in the prototype class, but he feels that there is also greater variety and that one is in amongst more interesting cars. Jokingly he added, "a friend of mine

has a Birdcage Maserati. I know that going into a corner I have the edge over him because his car is worth over a million pounds!" He intends to drive the car to and from race meetings starting with a meeting at Monza, and the furthest he will have to drive to will be Czechoslovakia. The passenger seat can be taken out and a



The outline of Arundel Castle rather complemented the square rear and rounded front of the Elva Courier.



The attractive Courier would have been more graceful with a rounded wheel arch.

much smaller fold-up one (as a token seat to pass scrutineering) can be put in its place, thus allowing a little more room for luggage. Tools will easily fit in the side panels inside the boot, and with a spare wheel and jack in front of the petrol tank, the car is ready for touring and racing.

Climbing in and out proved to be quite difficult because of the small door and the roll bar and the large transmission tunnel makes the driving position rather strange. As a racing car, however, it is a rather civilised machine having fitted carpets and very comfortable bucket seats. The dashboard has a strangely positioned speedometer and rev counter; both seem to be obscured by the steering wheel, which is probably a little smaller than the original one. Mr Johnson would be wise to turn the rev counter in order to see the vital 5-7000 rpm segment of the dial.

The exhaust gave out a typically MG note, the newly built engine sounding crisp and tight but also quite heavily baffled — the engine might sound a little less restrained with the open pipe Mr Johnson will be fitting at the less fussy circuits. Even with the baffles, however, there is certainly

plenty of power; when fully laden the bhp per ton is still approximately 180.

The rev limit once the engine is fully run in will be approximately 7000 rpm, and so this little Elva will certainly prove to be quite quick, the top speed working out at approximately 125 mph. The handling was also very impressive, without noticeable roll, oversteer or understeer. It felt very neutral and controllable and the steering was astonishingly precise. The firm ride had us darting about the road on uneven country lanes but that would prove to be no problem on a smooth circuit. In fact the set-up of the suspension felt just right, as soon as the car went into a corner it became rock steady, and the steering would move the front end about with the precision of a single-seater racer. All this added up to very accurate cornering and a wonderfully even spread of power as one accelerated away from the apex. Taking the engine up to a conservative 5000 rpm one could just begin to feel the serious power coming in, but it would pull with increasing strength from 2000 rpm.

Giving a gutsy kick in the back, the low bonnet would lift sharply, and with the wind sweeping over the tiny windscreen

and the exhaust barking in our left ear we tore off into the distance.

All in all this nippy little car may well prove to be a bit of a giant killer. Its combination of even power, good handling and precise steering make it very manageable.

The lightweight fibreglass body was finished in a nice shade of brick red. Stepping back from the car to study its lines, the looks slowly begin to grow on you. With a rounded rear wheel arch, though, I think there would be a considerable improvement, but it is certainly a pretty sports car and seemed to catch the eye of many a tourist at Arundel Castle.

Above all it is good to see a car designed for truly enjoyable amateur competition. Not so valuable that you are afraid to use it and not so highly tuned that you cannot drive it on the road. It is a car of enjoyable character and as Roger Dunbar said, "it was conceived and built by a company who built race cars; you can drive it on the road but if it bumps a bit, and if it is a bit noisy, well that is what race cars are like."

We would like to thank Roger Dunbar, Elva Racing Components Ltd and Mr Hilton Johnson.
CSR-W.



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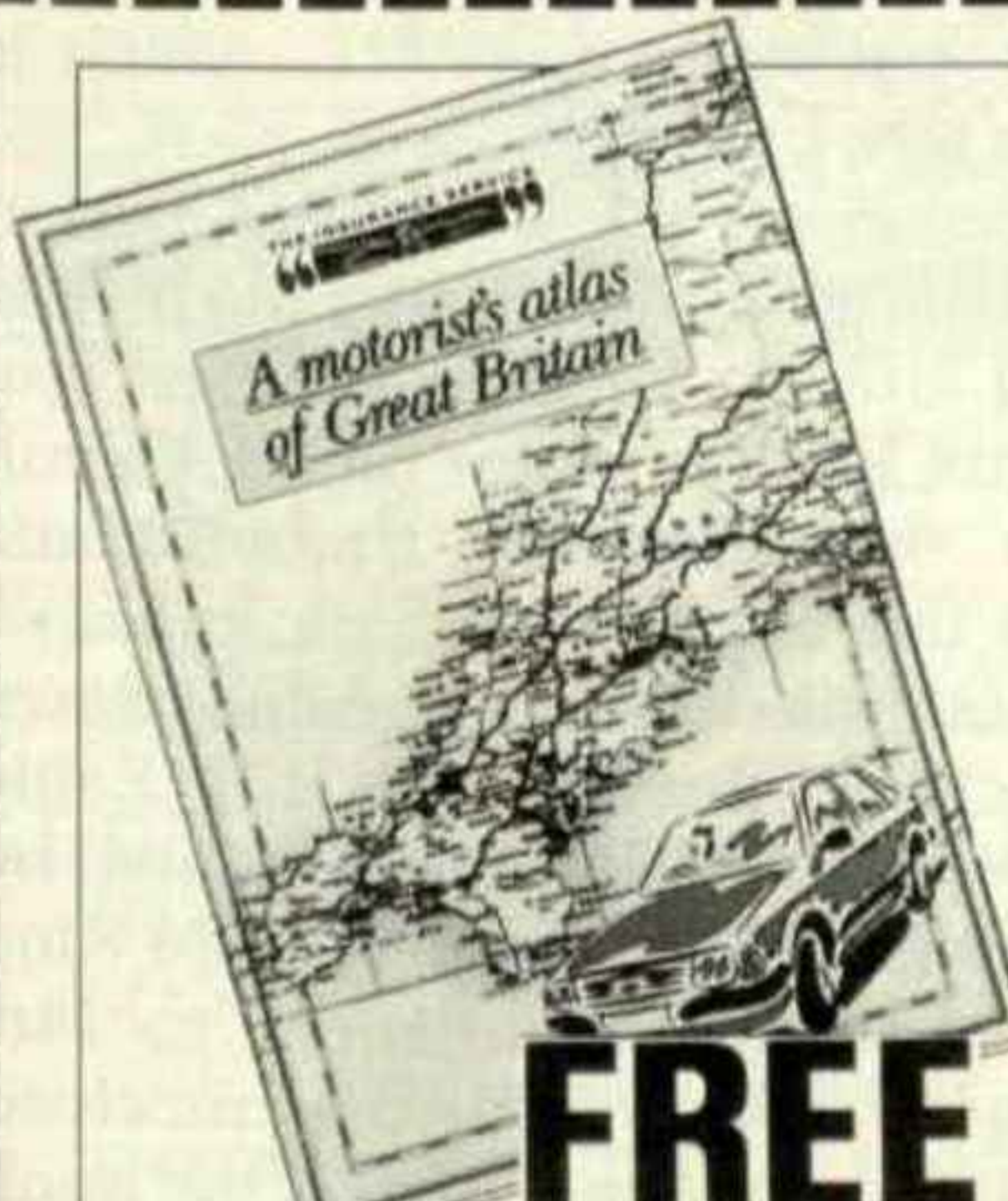
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by Alex Gabbard. 256 pp. 14" x 10 1/4".
GT Foulis & Co. Ltd., Sparkford, Yeovil,
Somerset BA22 7JJ. £29.95

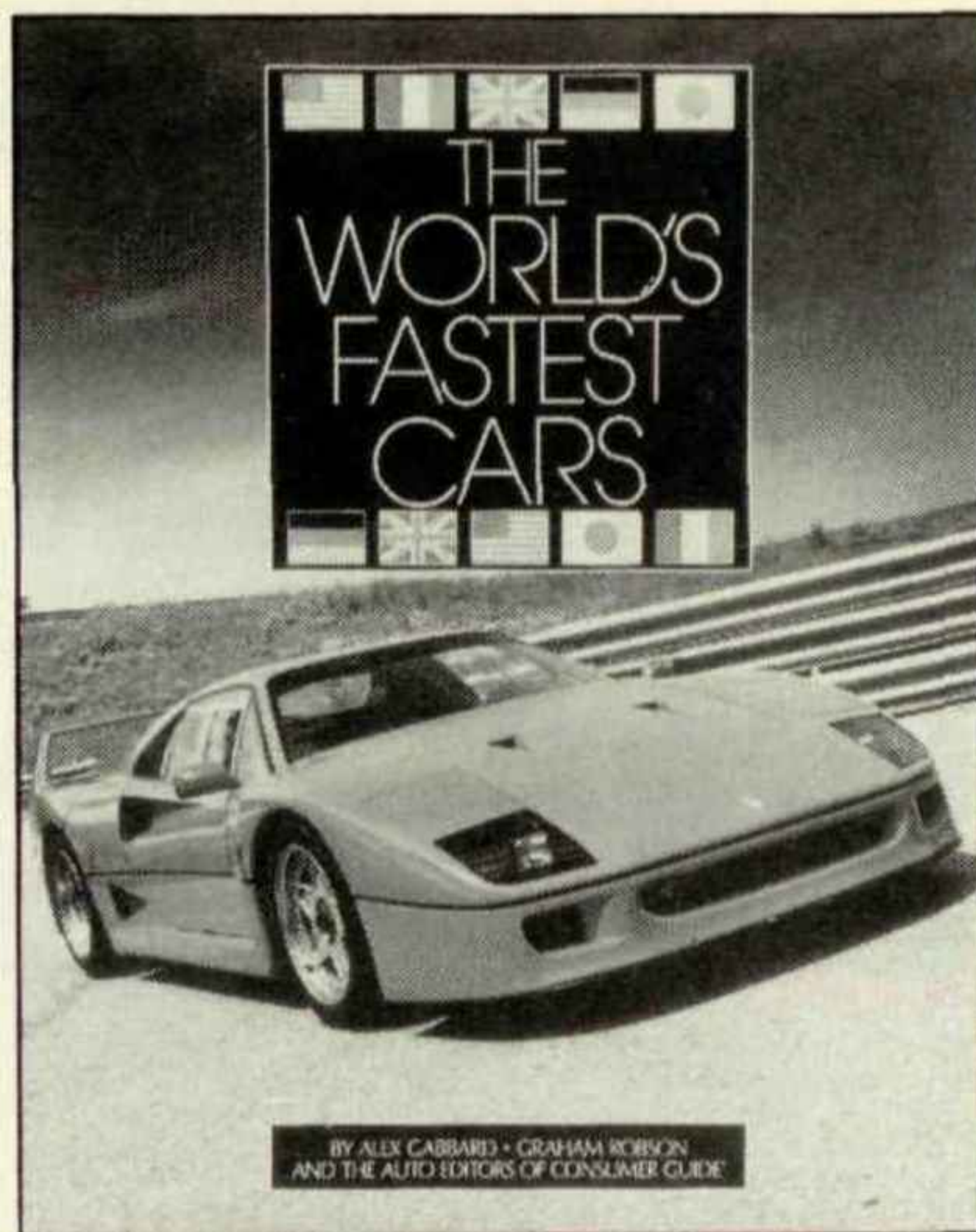
If there are any vacant spaces on the coffee tables of affluent classic car buffs, this big book might well grace them. You know the format — 313 colour plates, big pages, exotic cars. The subject is topical, for indecently fast superautos are very much the wealthy drivers' dream in today's world. The contents cover road-burners from the Honda Acura NS-X and the better known Aston Martin Virage to half a dozen of the quickest Porsches. The huge pages enable very large colour pictures of these exotic motor cars to be displayed. Alas, many of them are bisected, running over two pages, which sadly undermines the effect. But the text is briskly in keeping with the ego of those who own and control 140/180 mph cars and there are specification, performance and price comparisons to hold the interest. The quality, like that of these costly cars, is high. **WB**

Cosworth

by Graham Robson. 288 pp. 9 1/2" x 6 3/4".
Patrick Stephens Ltd., Denington Estate,
Wellingborough, Northants. NN8 2RQ.
£17.50.

This is an important book! It unravels the complex Cosworth story, of how Mike Costin and Keith Duckworth formed and brought to enormous success the Cosworth company of engine builders and other projects, with a client list ranging from Ford and GM to Mercedes-Benz, a one-man tuning establishment which became a multi-national business.

It is the story of Keith Duckworth and his associates, right up to the time of his retirement as owner of two helicopters, a Ford Sierra RS Cosworth and a fine house. It is indeed a *tour-de-force* by Robson-the-industrious. Essentially an engineer's book, it tells an absorbing story that motor racing persons needed to be told. I am not in favour of taking large chunks of a book and quoting them in a review, probably to an author's disadvantage when the book goes on sale. So let part of the Foreword to *Cosworth*, by Walter Hayes, CBE, suffice to whet your appetite: "History is best," he writes, "when it is biography and Graham Robson has chosen to let Keith Duckworth and his colleagues and allies speak for themselves. It seems a very appropriate thing to do. For their achievements have already done that." Robson himself explains that his purpose was to answer questions like "Why did Keith Duckworth discard aero-engine work for motor sport? Why did he link up with Mike? Why did he move from London to Northampton? Why did he dabble with transmissions, helicopters and motorcycle engines? Why did he sell out in 1980? Why did he walk away from the business in 1988?"



That's the scope of the book. I like the way in which boxes deal with items outside the immediate scope of the text, one devoted to "The Thoughts of Chairman Duckworth", how so many technical queries are answered, how the Cosworth engines from 1960 are illustrated with small inserted pictures in the appendix dealing with their specification differences — Cosworth did not only build the highly successful Ford-Cosworth F1 power-packs but high performance saloon car engines, from Ford 105E onwards, used in many makes of road cars. I like the excellent pick of a vast quantity of good pictures, recalling great racing occasions and personalities, with the late Colin Chapman happily amongst them. The appendices show that DFV-Cosworth engines achieved 154 F1 championship victories, with the DFV adding another, between 1967 and 1983, and that these engines were used in at least 46 "makes" of F1 racing cars.

The publisher's blurb says Robson is available for interview. I will spare him that, but had I interviewed him I would have asked him how ever does he do it? — indefatigable after writing 70 motoring books. **WB**

Every year, along comes the *Triple-M Yearbook* to delight, even enthral, MG enthusiasts. The 1989 edition is fully up to this claim, with 73 pages, 11 1/4" x 8", between soft covers, telling of MG happenings last year and with articles on some ambitious record-breaking at Millbrook banked track, about Geoff Radford's LS Magna, dealer Barry Bone's experiences along the years, and much more besides, on K-type Magnettes, Vintage Register events etc. The illustrations, some in colour, are good and the Editor, Guy Harris, is to be congratulated — incidentally, his surname reminds me of how closely the late "Flem" Harris was associated with sporting MG matters before the war The book costs a modest £5 (£6 overseas) post-free, from Malcolm Green, Knowle House, Hooke Road, E. Horsley, Leatherhead, Surrey KT24 5DY. **WB**

Grand Prix, World Formula One Championship 1989/90.

by Nigel Roebuck. 160 pp. 11 1/2" x 8 3/8"
Published by Garry Sparke & Associates,
Australia. Distributed in the UK by
Motor Racing Publications, Unit 6,
The Pilton Estate, 46 Pitlake, Croydon,
Surrey CR0 3RY. £15.95

When it comes to producing attractive and well printed books, the Australians can show everybody a thing or two. Of these, then, it is Garry Sparke & Associates who are foremost amongst them.

This is the latest edition which is the fifth in the series and it is well up to par with the rest. British journalist Nigel Roebuck has provided the words and British lensman John Townsend the photographs, and whilst the former provides an incisive and informative narrative to the 1989 season, it has to be the photographs and the way they are presented which are the reason for buying the book.

Nothing really new is learnt. The preliminary chapters deal with a seasonal review from the standpoint of the major teams, Alain Prost and the rigours of pre-qualifying, but the rest is a race-by-race resumé. The book is nothing like as technical as *Autocourse*, but then it does not intend to be. Roebuck's easy going style not given the space to go too far into detail.

With all 160 pages being colour, the book is good value at £15.95 and shows what can be done when a publisher allows a designer to present the material in an attractive and imaginative way. **WPK**

Of much appeal to those whose interest is with the older aeroplanes and racing cars is "Hawker — One of Aviation's Greatest Names" by LK Blackmore. It is the biography of Harry Hawker, the determined Australian who became a great test pilot at Brooklands and elsewhere and raced Sunbeam and AC cars at the Brooklands Track. Much of the book's authenticity derives from help given to the author by Hawker's nephew Bob Chamberlain, the man who re-created the big Napier "Samson", and because Blackmore has been able to quote from Mrs Hawker's own book, published in 1922, which is now a very rare volume.

Lew Blackmore gives a fine period account of Hawker's early life, his arrival in England looking for work, his test and racing flights, and his motor racing, culminating in his ill-fated trans-Atlantic attempt in the Sopwith Atlantic biplane. Hawker and his navigator came down halfway across, due to the R-R Eagle engine overheating. They were rescued by a ship without radio, resulting in HM King George V sending condolences to Mrs Muriel Hawker. After rescue they received a heroes' welcome home. All this the book fascinatingly describes and illustrates. The account gains from the reproduction of columns from the 1919 edition of *The Times* and I am glad to see that the author gives the correct assumption for Hawker's

death in the crash, on a test flight at Hendon, of the 166 mph Nieuport Goshawk he was to fly in the 1921 Aerial Derby, backed by reproduction of the official accident report (which is printed in full) which for some reason was unavailable for 50 years. This dispells the idea that Hawker was taken ill in the air, as I was able to do in *Aeroplane Monthly* some time ago

Rare pictures add lustre to this book, including some of the fearsome motorcycles Hawker and his friends built and raced in Australia and two of the aero-engined Mercedes which he built for himself and in which Muriel Hawker was rushed to London by her brother, Capt. Peaty (himself a Brooklands driver) to meet her husband after his disastrous ditching of the 350 hp Sunbeam in which Hawker went through the Railway-straight fence, the fully streamlined AC he raced, etc. A few minor errors have crept in here. Only those who have read Mrs Hawker's book will find this new one at all repetitive — and quotes from her story evoke wonderful pictures of motoring long ago. Even in those days girls went out secretly with boys in motor cars, in Muriel's case in Harry's Gregoire, later used on their honeymoon with a gas-bag to dispell attention from the petrol-rationers, and in his fast 27/80 hp Austro-Daimler. Incidentally, there is a picture of the latter in a ditch at Brooklands and maybe the

Brooklands Museum researchers can tell us exactly where it left the road, as I do not recall a bend at this place . . . The story of how Hawker met Muriel after she had run out of petrol in Richmond Park in 1915 and Hawker came to the rescue with his Gregoire is a fine "period piece"

So, a complete and excellent biography of a very famous pilot and racing motorist, which also outlines contemporary and subsequent Sopwith/Hawker company history. The Foreword was written by Sir Thomas Sopwith, CBE, just before he died, aged 101. Copies of the book are obtainable for 26 Australian dollars, plus postage, from Hawker Pacific Pty Ltd., 4-8 Harley Crescent, Condell Park, NSW 2200. WB

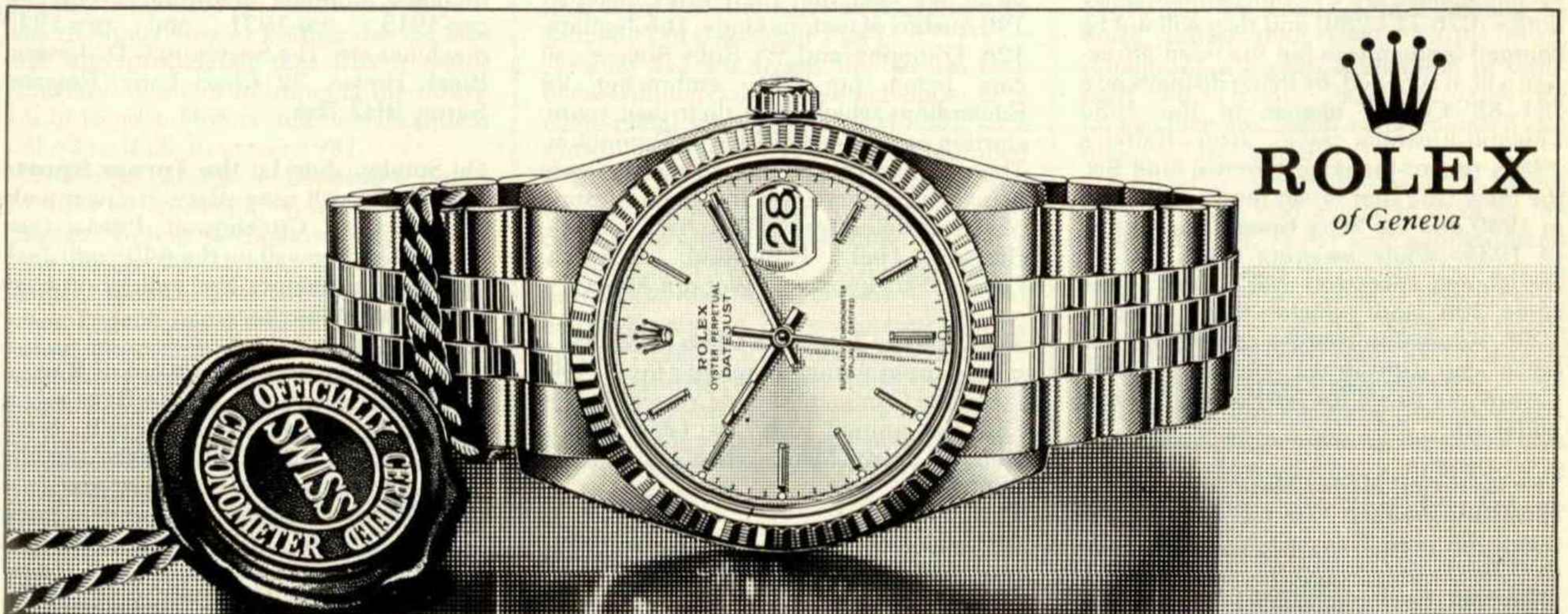
Shire Publications of Princes Risborough have now published some 30 motoring titles in their inexpensive "Shire Album" series. It includes one-make surveys, of which the latest is No. 244, "The Humber" by motoring encyclopedian Nick Georgano. It is a neat pocket history of the make for those who do not want to spend £14.95 on the recent full history of Humber from Alan Sutton. Priced at only £1.75, Shire have managed to include 51 pictures and a colour cover; the racing, military and Rootes Humbers are covered, down to the time when you could scarcely tell a Humber from a Hillman. Good value! In Album No. 242 David Fletcher,

the Tank Museum Librarian, deals with "Staff Cars" comprehensively, these military vehicles including Ford, Vauxhall, Sunbeam, Daimler, Rolls-Royce, Austin, Hillman, Trojan, Humber etc. Rare half-tracks get a place, as well as staff cars of other countries. I thought the Fletcher accuracy had slipped when I saw that the A7 pictured is a GE Cup Model and not the Military Seven with provision for running tow-ropes round its hub-caps. But apparently one of these sports-bodied A7s was tried by the Army. As the author observes: ". . . it must have been a very popular vehicle to test." The only slip seems to be saying the Trojan was driven by chains, whereas it had *one* duplex chain. Good value again, also priced at £1.75. WB

Of interest to French readers, **Le Tour de Corse Automobile 1956-1986** by Maurice Louche is a magnificent tribute to the island event.

Consisting of 350 pages, the book is a comprehensive run down of the rally since its inauguration in 1956, although some preliminary photographs show Albert Guyot in a Bignan Sport competing in the 1921 Corsican GP. After a resumé of each year's event, including an appendix covering 1987, 1988 and 1989, there is a 32 page colour section spanning these years.

Priced in France at 450 F it is expensive, but for the hardened enthusiast, it is money well spent. WPK



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That **Gilbern sports cars** have not been forgotten is evident from the GOC's preparations for its 21st anniversary this year, with a National Day at the Museum of Wales, St. Fagan's, Cardiff on September 23rd.

If you are not going to Le Mans and have an affinity with Singer cars, note that the **Singer National Day** is over the weekend of 16th/17th June, based at Hatfield House, Hertfordshire. The Singer OC has recently enrolled 35 more members with cars from Junior to Vogue and Gazelle. The man to contact about the rally is Tim Hely and the Secretary of this very keen Club is Peter Hart, 27 Rivershill, Watton-at-Stone, Hertford, Herts. SG14 3SD.

The Yorkshire Historic CC's annual rally takes place at Calder Holmes Park, Hebden Bridge, West Yorkshire on August 5th, and is open to vehicles made up to the end of 1955. Pre-rally, a 30 mile road run from Halifax is planned, which is not compulsory. Last year more than 350 vehicles took part, led by an 1897 De Dion tricycle. Entry forms from: Automobilia, Old Town, Hebden Bridge, W. Yorks. HX7 8RY.

At Old Warden Aerodrome, Biggleswade, Bedfordshire on June 3rd, the **Shuttleworth Trust** has a fixture with a difference, ie a fly-in and display by aeroplanes powered by DH Gipsy engines. All such machines are welcome with advance notice (076 727 288) and they will not be charged landing fees but the main attraction will, it is hoped, be flying displays by a DH 88 Comet, winner of the 1934 England-Australia race, Jean Batten's 1930s record-breaking Percival Gull Six, the Mew Gull that broke the Cape record in 1939 and the Miles Speed Hawk racer of 1935. While awaiting these historic aeroplanes, spectators will be able to see some 200 land vehicles made prior to 1956. Admission charges range from £10 for a car with driver and up to four passengers to £2 for OAPs and children under 16.

The National Motor Museum's annual cavalcade on June 17th will have a novel theme this year. This parade that precedes the Classic and Restoration Show at Beaulieu will be for pre-1961 British cars which come into the "rarities and survivors" category, with John Willis commenting on them. To be eligible, cars must be of a make or model of which but a few were built or have survived. Jenolite are the sponsors and the contact is Mike Lucas, NMM, Beaulieu, Hampshire SO42 7ZN.

Another event which will be held at **Beaulieu**, also on June 17th, will be a Pride of Ownership competition for pre-1971 cars. Divided into classes, winners of each will win four new tyres, those who come second three tyres and so on, sponsorship being by Vintage Tyre Supplies. Entries to

the Museum's Events Department, tel. 0590 612345, fax: 0590 612624.

Two significant rallies to be organised by the **Historic Rally Car Register** are the 19th Targa Rusticana and the Rally Britannia. The first is scheduled for October 13th/14th as a traditional Welsh night rally, the HRCR road rally in this country, and is under John Brown's care. Fifty provisional entries had come in by April and many famous names and cars such as AH Sprites, Jowett Javelins, period MGs, Healey Silverstone, Alpine A110, even an Anglia, A40 and a Lancia Flaminia have been nominated. The fee is likely to be around £85 per car and places can be booked for an advance of £10. The other rally, dated for September 1st, starts from Bath as a 24 hour rally finishing at Harrogate and probably including hillclimb courses and circuits. Envisaged as a full category one event counting for the FIA Rally Championship, entries will be coordinated by the Classic Marathon office.

The **Vauxhall OC's National Rally** will take place at Tatton Park, Nutsford on June 2nd/3rd. The Secretary is Ron Shier, 41 Oxleys Cottages, Haynes West End, Bedford, MK45 3QT.

May 27th will see around 1260 classic cars starting from seven points, to converge on Donington Park, in the **5th Norwich Union RAC Classic Car Run**. Stupendous! We hear that the entries included 190 Austins of various kinds, 166 Jaguars, 126 Triumphs and 93 Rolls-Royces, all cars being pre-1971, embracing 26 Edwardians which have their own route, starting as well as finishing at Donington. There should just be time to make a note to watch, so here are the main starting places, at times from 7.30 to 8 am — Bath, Bocket Hall, Harewood, Norwich, Oxford, Stockport and Woburn Abbey.

The **Citroën Traction Club** of GB has a good programme planned for 1990, including Continental and Cotswold tours and the annual rally, at Glastonbury. Details from: Mike Wheals on 0256 896876.

On July 1st not *quite* all the surviving pre-war A7s in this country will converge on the NMM at Beaulieu for the National Rally. Which reminds us that 15 clubs and 11 associate clubs look after the interest of owners of these popular cars, in this country alone, under the umbrella of the A7 Clubs' Association (Sec. R. Olive, Lorient, The Ridge, Cold Ash, Newbury, Berks. RG16 9HZ) which issues an irresistible magazine. The 750 MC started it all and has broad interests; it too issues a good magazine. It recently suffered the loss of Dave Bradley, its capable Secretary from 1969 to 1990; the temporary replacement is M Hogarth, Acaneada, Aston Tirrold, Didcot, Oxon.

Apart from the long established **STD**

Register rally to Sunbeam's birthplace in Wolverhampton (July 1st) the **Star Register** is assembling there this year with its own vehicles made in this Midlands town.

The **Crossley Register** holds its Crossley National Weekend on July 14/15th, at Combermere Abbey, home of the Crossley family, by kind permission of Lady Lindsay. Details from the Register, at 244 Odessa Road, Forest Gate, London E7.

The Alfa Romeo OC has its **Northern Alfa Day** at Nostell Prior, W. Yorkshire, on July 8th and invites all Alfa owners to join in, also members of the Lancia OC and owners of Fiat X19s. Gates open at 11am.

The **Pembroke VCC** will commence this year's vintage car show at 10am on July 22nd, at Scolton Manor, near Haverfordwest, Dyfed. Entry forms from M Lewis, 2 Castle View, Simpson Cross, Haverfordwest SA62 6EN (Camrose 710688).

The Sunbeam MCC, to whose magazine I am indebted for information about motorcycle racing at the Crystal Palace circuit, was founded in 1924 and after a rally for Sunbeam machines in Richmond Park it became a general makes club. Major Hole, who was a leading rider at the Palace is now its President, Lt. Col. Ayers its Chairman, and it holds important events for pre-1915, pre-1931 and pre-1940 machines etc. The Secretary is D. Jordan, Bleak House, 72 Chart Lane, Reigate, Surrey RH2 7EA.

On Sunday, July 1st the **Turner Sports Car Rally** will take place at Gwernvale Manor Hotel, Crickhowell, Powys (just west of Crickhowell on the A40) with Jack Turner, the designer and builder of these cars, in attendance.

The 21st Lynwood Rally in aid of **Ben** — the Motor and Allied Trades Benevolent Fund will be held at Sunninghill, Ascot on Saturday, June 30th. There are the usual classes for pre- and post-war cars and Concours awards will be presented by BBC TV's *Top Gear* presenter William Woollard. Entry forms and details from: Paul Finn, BEN, Lynwood, Sunninghill, Ascot, Berks. SL5 0AJ. Tel.: 0990 20191.

VSCC Second Silverstone. After the VSCC Donington Park race meeting on May 26th/27th comes the second 1990 VSCC race meeting at Silverstone, the Hawthorn Memorial Trophy Meeting, on June 16th, with the usual supporting races, including the Boulogne and Bill Phillips Trophy races, a 10 lap scratch race for A7 Ulsters, etc. Racing starts at approx. 1300 hours. Points will be scored towards the VSCC valuable Drivers' Challenge Trophy and the MOTOR SPORT Brooklands Memorial Trophy. **WB**

Woolf 'Babe' Barnato was a betting man. If there was anything that he found hard to resist (apart, apparently, from a well turned ankle!), it was a wager.

Apart from being probably the most naturally gifted racing driver of his generation, he was a millionaire and as such employed other people to create and manage his wealth. Despite his personal love and knowledge of fast cars, the people who surrounded him as financial advisors knew next to nothing about the motor industry, thus his famous rescue of the ailing Cricklewood-based Bentley Motors, by personally putting together a rescue package with his own money — albeit offering shareholders only 5% of the declared share value, was ill-starred from the very beginning — and apparently based more on his love of the thoroughbred marque, than any financial realities.

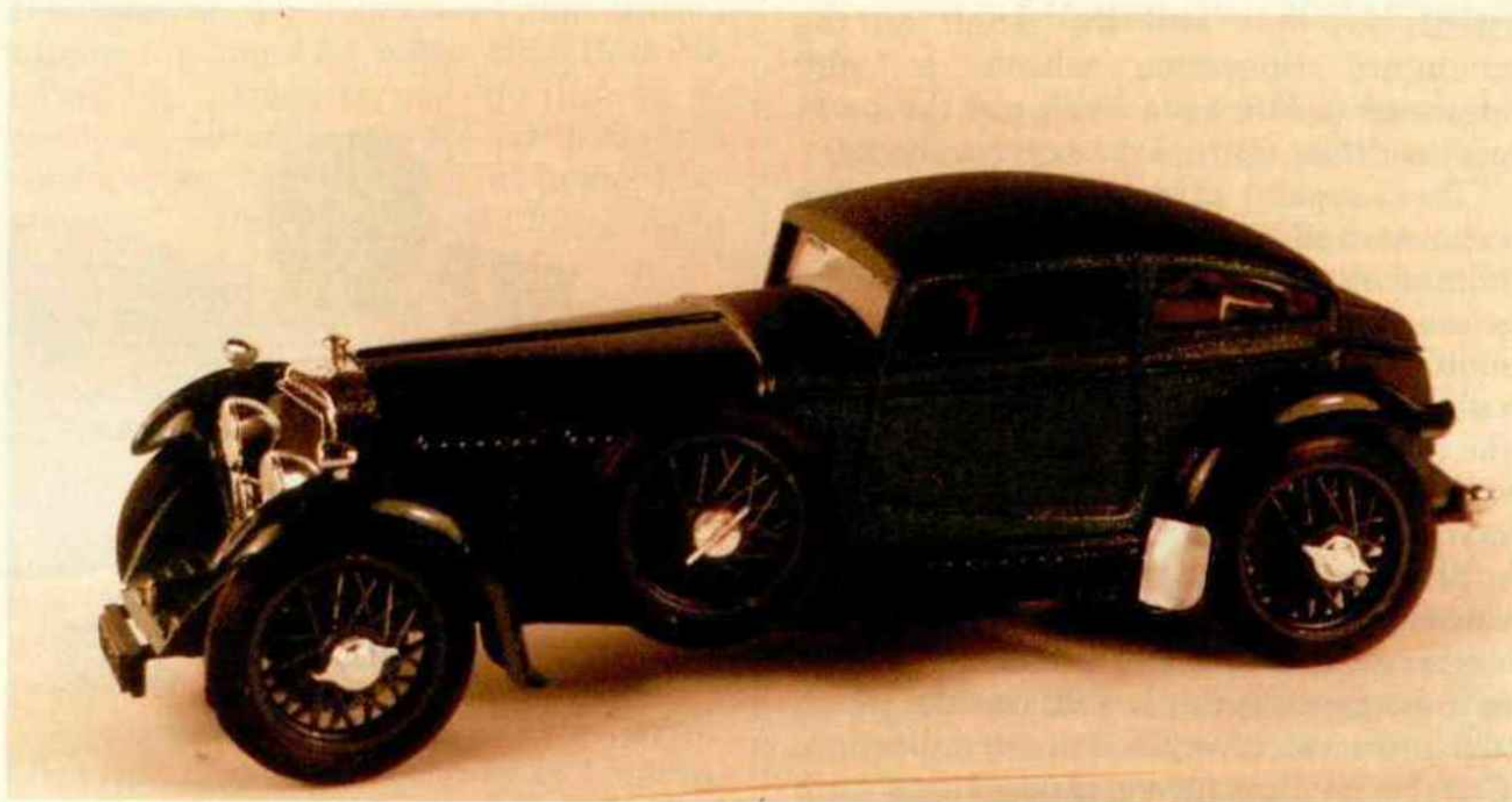
By 1929, despite the shaky commercial state of the concern, Bentley had enjoyed numerous racing successes throughout Europe, including four wins at Le Mans — two of them with the major shareholder at the wheel. Something new was needed to attract the public's attention to the virtues of the empire's finest sporting motor car.

After his win at the Sarthe in 1929, Barnato had decided to have a special saloon-bodied car constructed for his personal use, using a long-frame speed-six chassis (No.HM2855) and a 6½-litre engine (No.HM2863). Paradoxically, it was the huge cost of putting the 6½-litre unit into production that was a major contributory factor in bringing the downfall of Bentley Motors and its subsequent sell-off to Rolls-Royce in 1931.

The new car was a handsome beast. 2½-tons all up weight, with striking black Gurney Nutting streamlined coachwork, to a design by Barnato himself, cream leather interior and sideways-on rear seats. Legend has it that these were positioned thus for less than honourable reasons! It seems more likely, however, that it was the only way to achieve comfortable headroom under the low rear roofline.

During the new car's shakedown run to the South of France in May 1930, the idea was mooted that it would be a splendid idea to race the only means of quick and stylish transport from the Riviera to the North of France available in those days — the Blue Train (remember that this was in the days before scheduled air transport). The news-hungry press seized upon the idea and thus the celebrated wager took place on the return journey.

It was never actually much of a contest in the end — and 'Babe' was to admit as much in later years. The car won the race by a comfortable margin, managing to cross the channel and report to the RAC club in London in 21 hours 30 minutes — four minutes before *le Train Bleu* pulled into Calais Station — but it made for good copy and the tale has since passed into the folklore of the Cricklewood Bentleys. Bar-



The Barnato Bentley in its more familiar 'modern' green guise.

Small Wonders

nato subsequently sold the car to Lord Brougham and it had a chequered history in private hands, ultimately languishing in the Midlands for fifteen years after the war as a derelict, before being bought and restored by BDC President Hugh Harben. At this stage the running gear was updated, the bodywork painted BRG and a Webasto sun-roof installed. It was in this final form that the car was auctioned by Sotheby's in December 1984.

As far as I am aware, the car has only been commercially modelled once, as a white-metal kit by Western Models, so a recent release of two nicely detailed 1/43rd scale versions of this characterful vehicle, by the Italian Brumm die-cast concern, is especially welcome.

Retailing at £7.65, you can have either the original black 1930 version — as raced across France, or a representation of its current British Racing Green livery.

Both models capture the feel and line of the original and are fine value for money, so it is rather churlish to point out the shortcomings. However, the first version sports bright chrome wire wheels —

whereas black would be more accurate (the importer, Harry Lewin of Modeltime tells me that the production release will have satin-chrome wheels, so that's half way there!).

Also, the Italians have gone to some trouble to recreate the fabric finish of the Gurney Nutting bodywork on the latter BRG version, but it seems that the roof above the waistline should actually be black rather than BRG. Easily fixed, though, by a careful application of semi-matt black paint. Excellent value for money then and highly recommended and now available in the shops.

Another recent release which is bound to be popular and available through the same importer, is the first budget-priced die-cast release by the French 1/43rd scale model manufacturer AMR — (disguised as MR Models) — of the 1989 Le Mans winning Sauber-Mercedes. This is a striking model and very well moulded — so well in fact, that I initially thought it was resin based. It includes all the detail that one could demand from a built model at this price — £16.20. The shape is right, the



The winning car at Le Mans last year, the Sauber-Mercedes of Mass, Reuter and Dickens.

decals are fine and the detail on the miniature Speedline wheels is very impressive. MR have even got the neon yellow driver mirrors the correct shade!

Two small grumbles though, the exhaust outlets through the side of the bodywork are a little crude and will need some attention with a fine brush and some matt black and gunmetal paint and the rear wing post is a solid casting, instead of the two support plates seen on the full size version, done this way no doubt for ease of manufacture and robustness.

There are also plans for a limited edition release of the other two Sauber finishers in the race (Nos. 61 & 62) at a later date, but in the meantime this is a fine model which will find a welcome place in any collection. One hopes that future productions from MR are up to the same standard.

Whilst on the subject of Group C racers, this is just a note to point out that fans of the many variants and colourways of the ubiquitous Porsche 962 are very well served in the larger 1/24th scale at the moment. The battle seems to be waging between the Japanese manufacturers, Tamiya — who for many years have virtually cornered this particular scale niche in the car modelling market — and now a growing challenge coming from Hasegawa Models.

Newly on offer are the Omron 962 driven by Schuppan, Elgh and Matsumoto in the Japanese championship and the Advan car driven by Dickens and Kunimitsu — both from Hasegawa at £8.99. The latter is particularly interesting, as it represents the evolution of the car with the central wing



Last year's Ferrari 639 which is now available in 1/14th scale from Nathan's Studio.

support at the rear instead of the standard factory wing configuration.

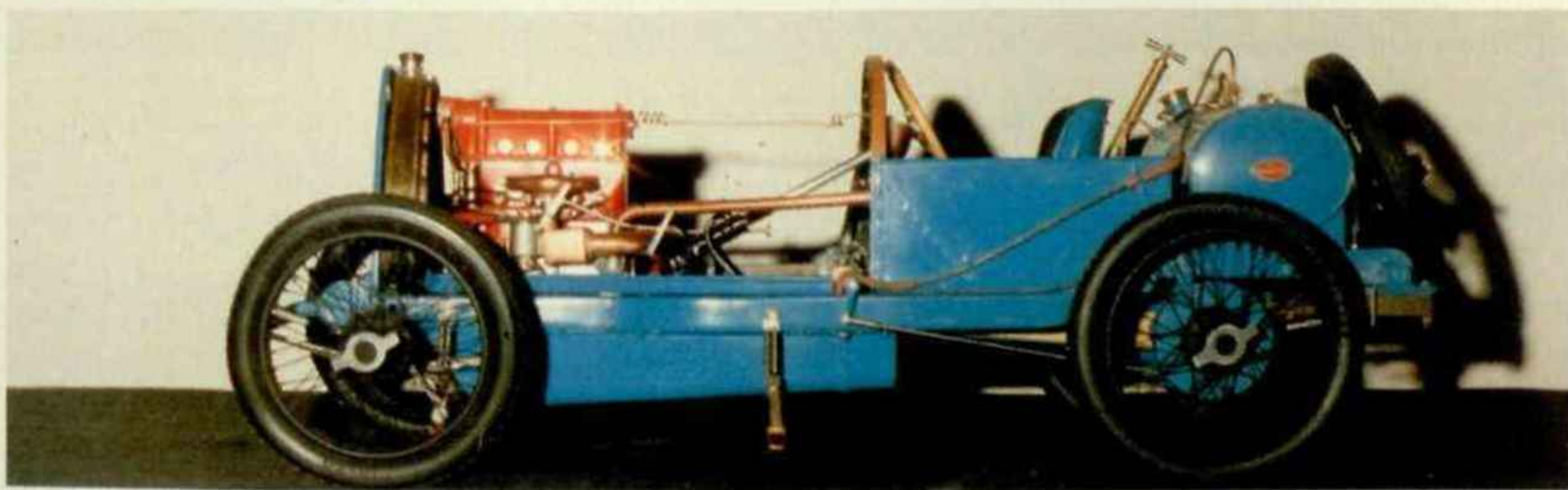
Tamiya have struck back with their version of the Okada/Dickens FROM A car — another Japan championship chassis — and unusually undercutting the Hasegawa versions on price — coming in at £7.99. This has been achieved by using the ploy of omitting engine detail on the kit, thus saving the expensive tooling and moulding costs.

All the kits are good value and are to the usual high standard of these manufacturers, although the colour of the body moulding of the FROM A kit is too light

and needs to be a slightly 'dirtier' yellow and the Hasegawa models will need extensive painting of the bodywork to blend in with the decals supplied to match the coachwork decorations of the original cars. Recommended.

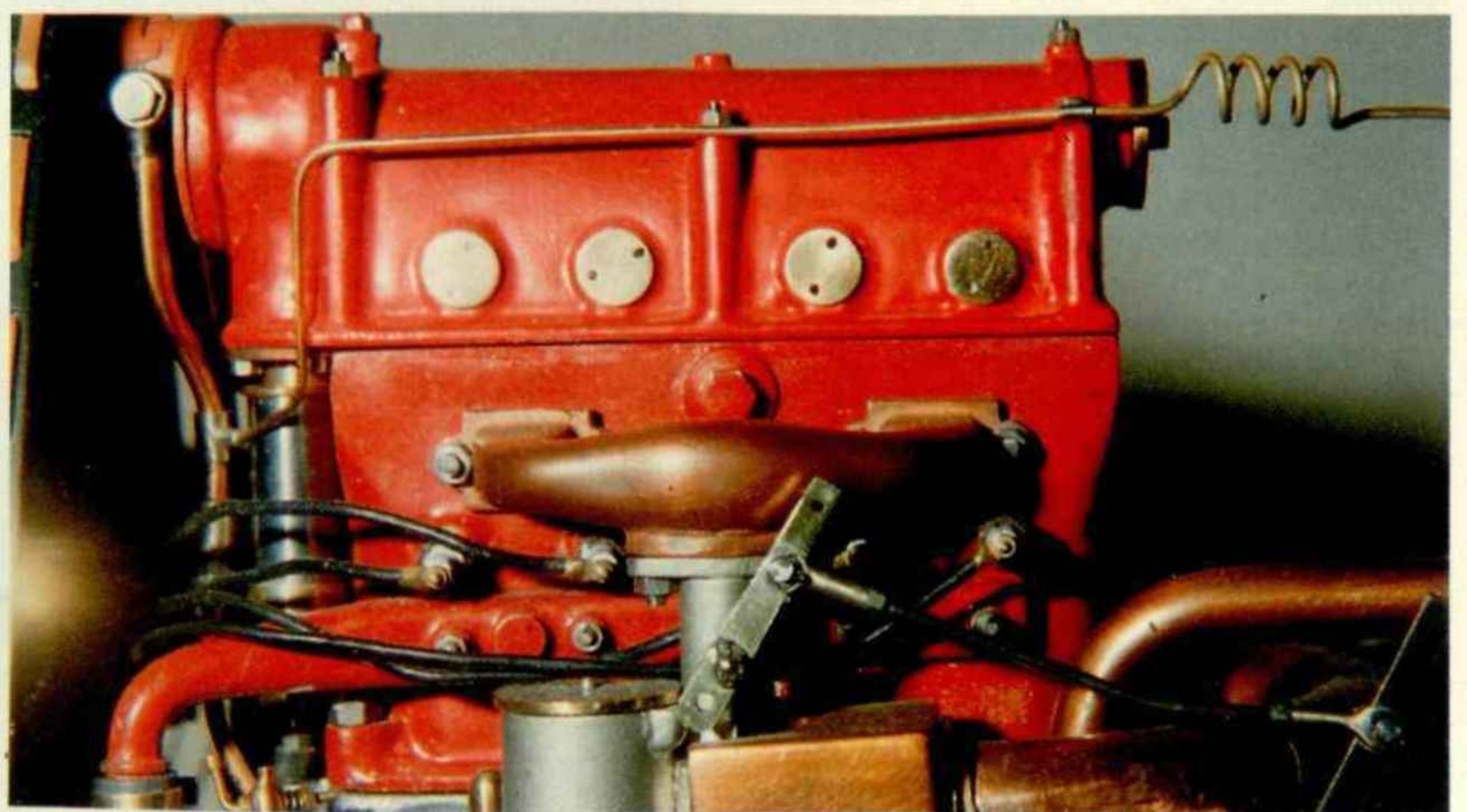
Finally Nathan Beehl, the Bedfordshire-based Ferrari model specialist, has shown us the latest in super-detailed large scale miniatures available through his retail outlet at Pulloxhill — Nathan's Studio (0525-718508). MG Models of Firenze are producing limited numbers of a handbuilt 1/14th scale model of the 1989 Formula 1 Ferrari 639. The photograph cannot do full justice to work of this quality, but it would certainly be a 'stand-out' for the collection of any wealthy Ferrari buff — weighing in at a mere £550 (inc VAT!). Over 12" long, this miniature is exquisitely detailed and finished, right down to a carbonfibre effect rear aerofoil, Koni decals on the tiny shocks and the individually crafted Arexons seat harnesses. Superb — and working on the basis that you get what you pay for — it could be called good value for money!

IB



The 1/6th scale Brescia Bugatti is truly a work of art.

Along the years John Stubbs has made some outstanding car models, such as a chain-drive 1908 GP Mercedes and a 1913 GP Mercedes, to quite large scales and very painstakingly detailed. He now tells us that, prompted by a plea WB made over 40 years ago for bigger model cars, he has completed a one sixth full-size model of a 1920 racing Brescia Bugatti, encouraged perhaps because he once owned the real thing, after much help from George Lutz, who was riding mechanic to Baccoli in one of the team cars, and the late Hugh Conway, etc. The model is just over 18" in length and all its appropriate nuts are castellated and split-pinned, all joints correctly fitted with clevis-pins, washers and split-pins. Stubbs says the research took more time than building this fine model Bugatti, in which every conceivable detail has been painstakingly reproduced. WB



The engine of John Stubbs' Brescia Bugatti has been meticulously constructed.

Avus Revival?

Sir,
Now that the Berlin wall has fallen, may we hope that the legendary pre-war race track at Avus will be conserved? It is an astonishing sight as one travels eastward along the Berliner-Ring Autobahn to see a slip road leading onto a near-vertical cobbled banking.

The last time I went past it appeared reasonably intact and was merely fenced off from the motorway. Hostile *Volkspolizei* patrols then made stopping or photographing impossible.

May we hope that this piece of international heritage will one day be used again?

Dr. S. Cembrowicz,
Bristol

Salmson Days

Sir,
You will probably hardly remember me, but you wrote a splendid article in *MOTOR SPORT* on some of the cars I have owned. I think we particularly talked about the Le Mans Alfa Romeo — ex-Lord Howe — with which I had won the Pomeroy Trophy and the LSR Sunbeam "Tiger" which took me 12 years to rebuild and make it go and then in 1965 won the VSCC Itala, Vintage Seaman and Boulogne races.

Your article in the April issue on the 1920 MCC Exeter to Lands End I found so nostalgic that even at my age (88) I thought I would put pen to paper and tell you about my experiences in the London-Exeter and London-Lands End in 1924 and 1925.

In the London-Exeter trial of 1924 I was only 19, but allowed to use the family 8-18 hp Talbot. It was a nice little car but too heavy and underpowered. I managed to climb, however, all the hills — I cannot remember their names — before and after a very good breakfast at Dellows Café in Exeter, without making any mistakes. I think we would have won a Gold medal had my observer not gone to sleep on the way home near Staines so I was disqualified for being 12 minutes ahead of time!

The London-Lands End, Easter 1925 is far more vivid in my memory. On this occasion — thanks to a godparent — I had my first car of my own, a double-cam 1100cc Salmson Grand Prix model. This was a splendid little car, but unfortunately only had "splash" lubrication — causing dire results on the timed section of Porlock Hill! It was too steep for second gear, which meant over-revving in first to succeed.

Near the finish I heard the ominous sound of a big end packing up, but we finished the timed section on time. I should have retired there and then to save further damage, but as my parents had taken a cottage at Porthcurno, close to Lands End, I was determined to carry on. With the engine knocking badly we still had Beggars Roost and the dreaded Blue

Hill Mile to surmount and this was, I suppose, some 120 miles after Porlock. Incredibly, having to use the throttle as gently as possible, we got up these two fearful hills and checked in at Lands End to time — claiming and getting a Gold medal!

I see in your table of finishers in the 1925 Lands End Trial that there were three Salmsons, two of which won Gold medals, so I must have been one of them.

When I telephoned Salmson in Knightsbridge, they duly offered to bring the car back from Penzance by train and rebuild the engine at their expense — having advertised their success in the motoring press!

I wonder if I am now the oldest person alive who competed in the 1924 London-Exeter and 1925 London-Lands End? I have been an avid reader of *MOTOR SPORT* ever since those days.

Ralph Millais,
Winchelsea, Sussex

Flash in the Pan?

Sir,
I wonder if anyone is able to throw any light on the Fox-Kleinauto? The car, not mentioned in Stones' Specifications, was in production around 1920 and, I understand, won at least one major race in Germany in the hands of George Morrison. Morrison's signature appears on the prospectus.

The size of the workforce suggests that this was more than just a flash in the pan outfit.

Robin Morgan-Giles,
Porthmadog, Gwynedd

Alternative Solutions?

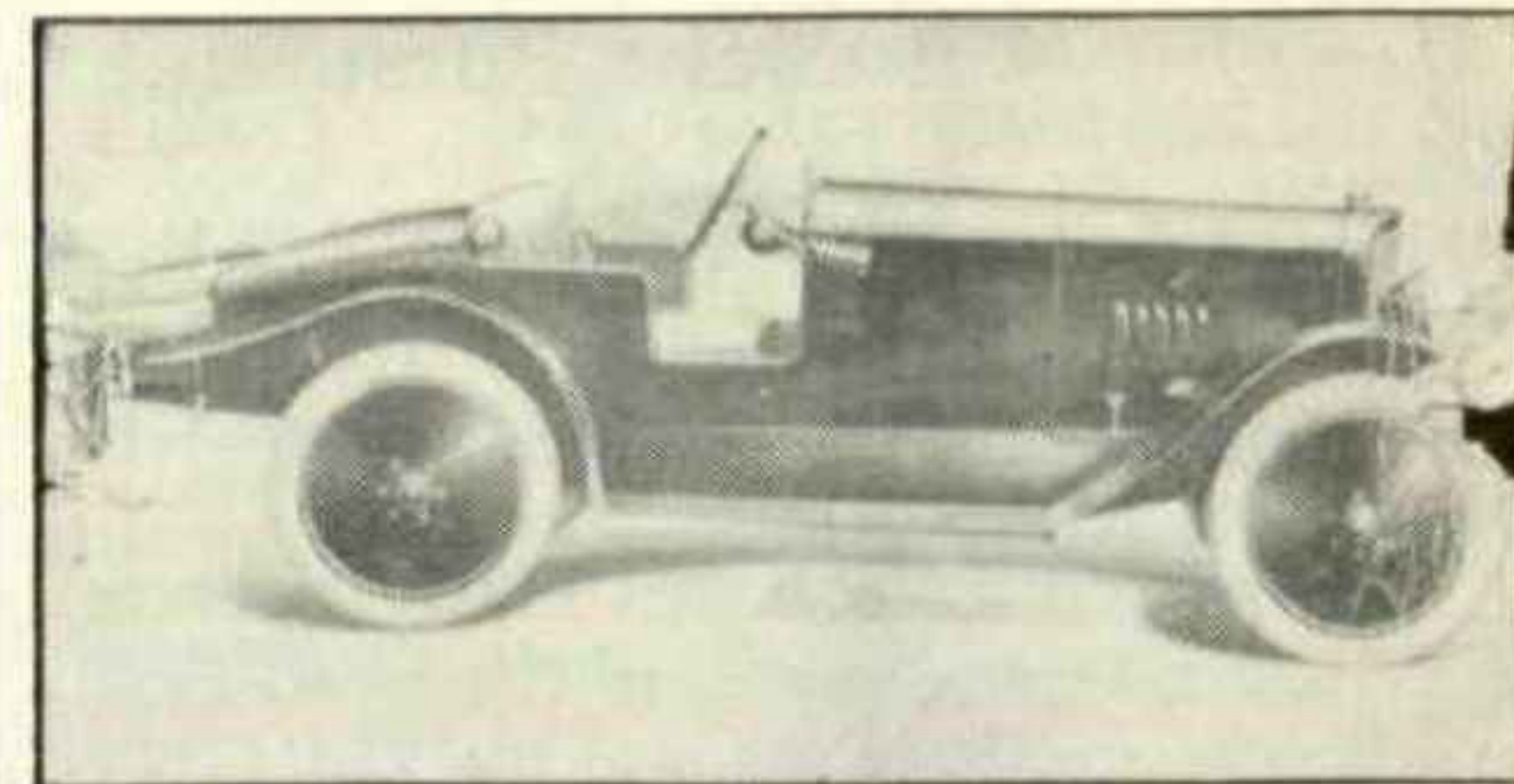
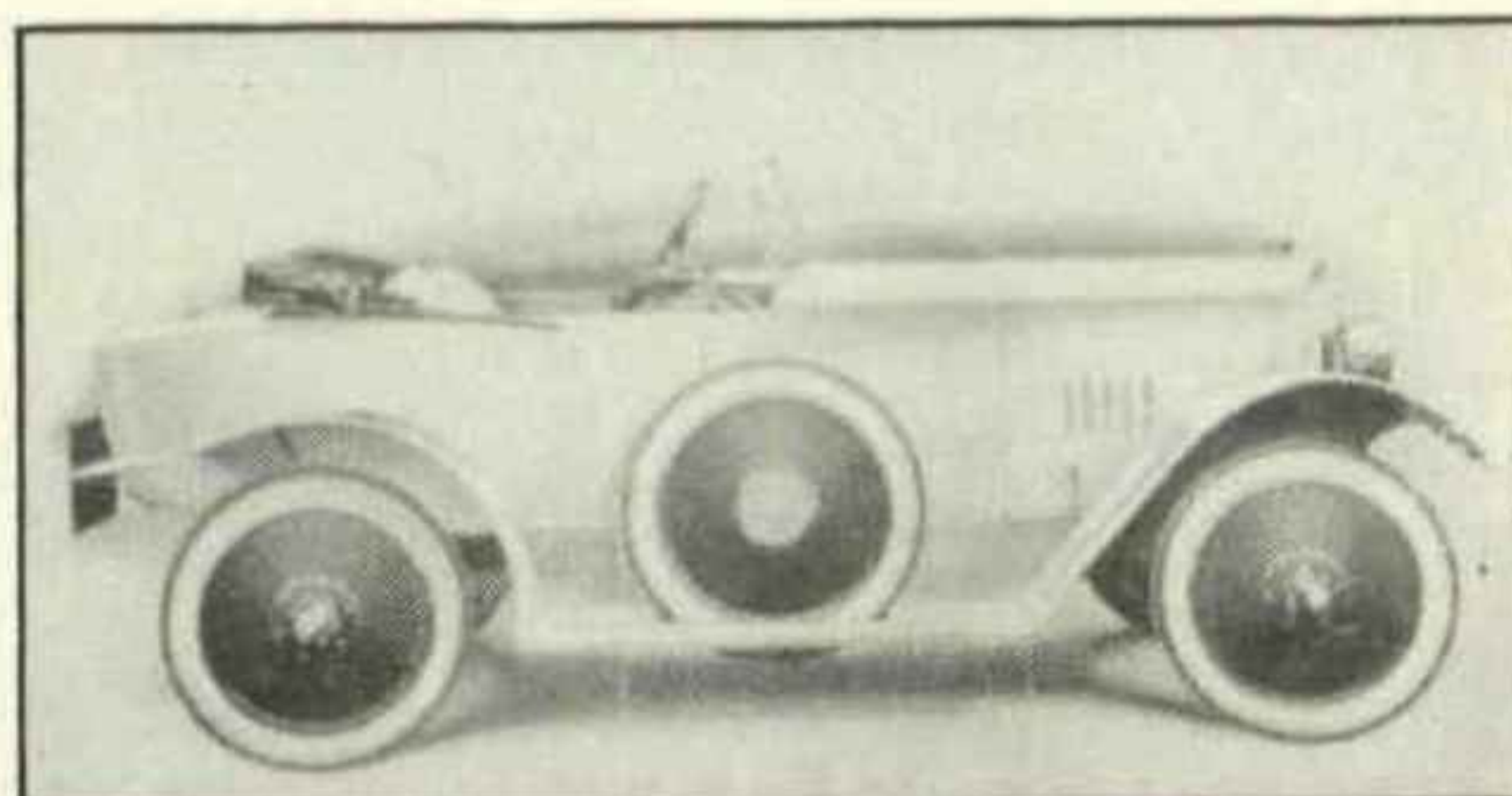
Sir,
Whilst playing with my son and his model racing cars this morning, and making myself late for work in the process, he came up with the question: "Is the winner of a race the first car to cross the line (by that he means the most forward part of the car to cross the finish line), is it the first complete car to cross the line or is it the first driver to cross the line." My answer to which was that it was the first car.

This resulted in a debate on the merits of the alternative solutions after which he decided it had to be the first driver. I tried to argue that when cars had stopped prior to the line drivers pushed their cars across the line. This did not satisfy him as he argued the driver would still be with the car when it crossed the line and that the finish was when both the driver and car crossed the line. On reflection he may have a point. In these days of safety first and high technology, could the future mean dispensing with drivers altogether with the cars controlled by remote control? I hope not, that would be some Orwellian nightmare.

I blame the National Curriculum for this as it encourages children to ask questions and discuss problems, it also makes them argumentative little sods. In my day it would have been a case of accepting what Dad said or it would be a 'clip round the ear' and no jam on your bread for a week.

If possible could you please help in resolving this argument. In the meantime I will attempt to sidetrack him with Thomas the Tank Engine.

David Dewsnap,
Salford



Two examples of the Fox Kleinauto, a tourer on the left and a sports model on the right.



A group photograph of the personnel at the Fox Kleinauto factory.

Cobra Memorabilia

Sir

I was very interested to read the article on Graham — son of Michael — Turner in April's *MOTOR SPORT* and in particular to see the reproduction of his painting of Phil Hill driving the Cobra at the 1964 Targa Florio.

I enclose a photograph of the painting that Michael Turner did of the Hill Cobra at the same event, which is signed and dated '1964', so it would appear that Graham was celebrating a 25th anniversary of his father's (and Hill's) achievement, if my magnifying glass serves me correctly on the more recent painting's date.

The 'original' shows a different location during the event, with a GTO in the background, and I believe that this painting was printed (in reduced size!) as a Christmas card with a worldwide distribution the same year.

I was lucky enough to be offered the original painting in 1974, though I tendered it as a (tiny!) down payment against an original Daytona Cobra Coupé that was owned by the same person who possessed the Targa Florio Cobra, in 1979, who lived in Arizona. (Incidentally, some 15 years after the event, the Targa Florio Cobra was still totally original, having only covered the Sicilian mileage from new, and I imagine that this is possibly still the case, eleven years later!)

I therefore sent the painting out to Phoenix, but unfortunately the deal over the Daytona Cobra fell through (it is still the one model that has escaped me within the Cobra marque, and the one that I would most like to add to the collection!),



Michael Turner's version of one of the Cobras in the 1964 Targa Florio.

and the painting returned to grace the office wall once again, where it has remained ever since.

Finally, it is interesting to note that Graham's painting has the village of Cerda as its background, which is almost identical to that shown in Geoff Goddard's famous photograph of Hill and Cobra, depicted in Georgano's *Encyclopaedia of Motorsport* on page 502. In the photo-

graph, however, Hill is fighting the Cobra further through the bend, whilst Graham has based his action a few seconds earlier — much nearer his father's angle in fact.

In any event, the original ('64) painting is the one piece of Cobra memorabilia that I treasure above everything else!

R. Leach,
Hertford Heath, Herts.

Porsche Pursuance

Sir,

I was delighted to see your profiles on the Porsche RS 3.0 and the RSR 2.8 in the April issue as I have been researching their histories for several years.

I happen to believe that these cars are the Seventies equivalent of the SWB Ferrari Berlinetta (RS 3.0) and the 250 GTO (RSRs). In my opinion, it is more accurate to describe the RS 3.0 as a civilised version of the RSR 2.8 than an uprated RS 2.7. One or two points, though, arose from the articles which need clarifying:

RSRs — both 2.8 and 3.0

It was not the twin-plug heads and four-bearing racing cams which were responsible for the increase in power of the RSR over the RS. This was primarily due to the uprated compression ratio, (10.3: 1) and the large competition Bosch fuel injection pump used together with enlarged ports and valves. Twin-plug heads only gave an extra 5 bhp. They were primarily employed to promote even more burning of the mixture.

Regarding the production numbers of the RS 3.0 and RSR: the factory, in a press release of November, 1974, gave the



An Elva Courier on the left and a lightweight TVR Grantura on the right.

number of 109 cars for both the RS and RSR 3.0s. In fact they produced 48 RS 3.0s and went on to build extra RSR 3.0s due to demand. I have discovered 51 of these cars existing today though there may be one or two to surface.

A special series of 15 RSR 3.0s were built at the end of 1973 with RS 3.0 bodywork for the International Race of Champions' series in America whilst four more of the chassis run became the 2.14-litre turbo-engined racing prototypes of 1974.

John Starkey
Meriden, Coventry

Dual Request

Sir,

I wonder whether your readers can help me trace the history of the two cars in the enclosed picture. The Elva Courier has the registration 841 UMX, the TVR Grantura is a lightweight version with the registration 760 WAR. Both cars seem to have a race history in the early Sixties.

Klaus Witzig,
Mindelheim, W. Germany

Opinions expressed are those of correspondent and not necessarily those of *MOTOR SPORT*.

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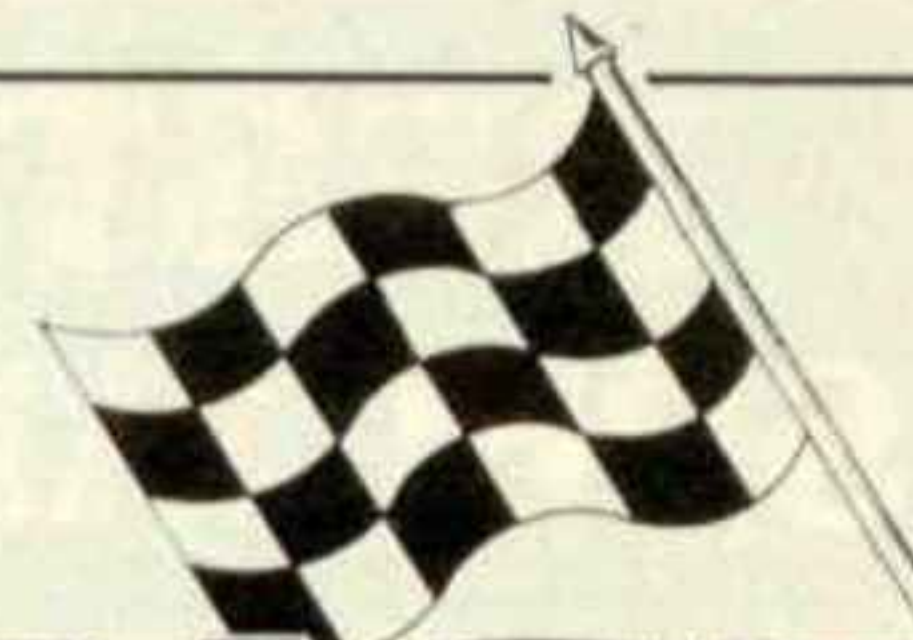
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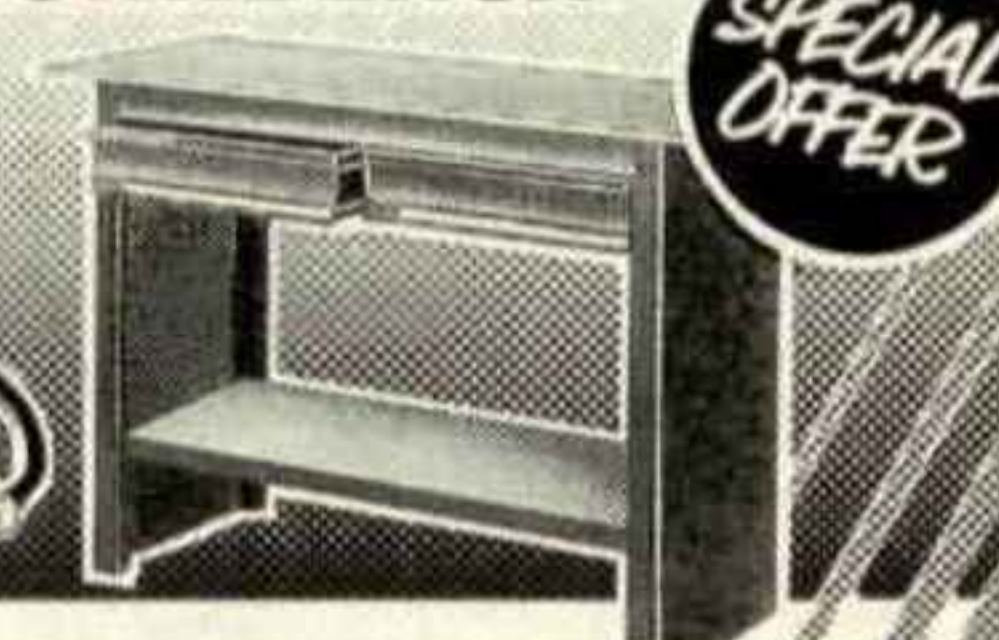
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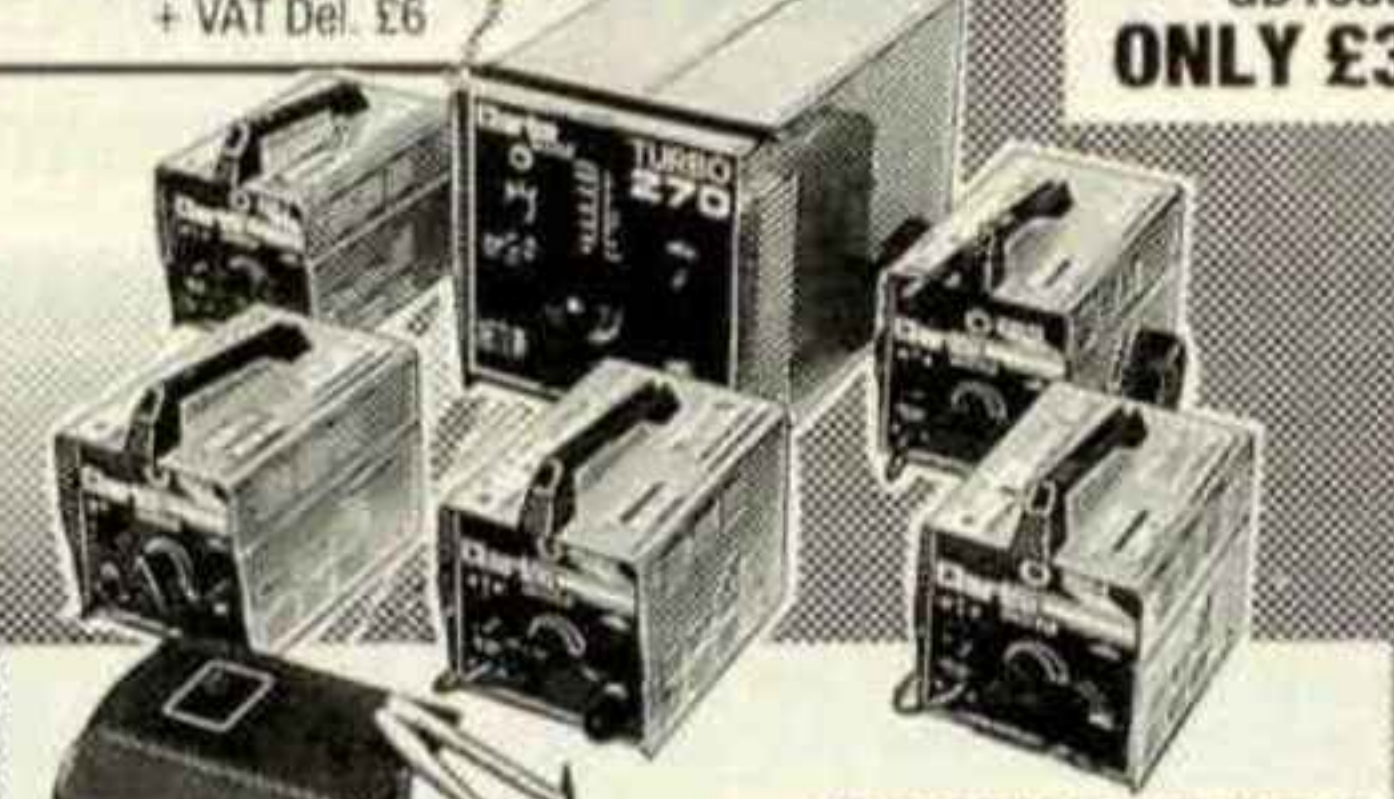
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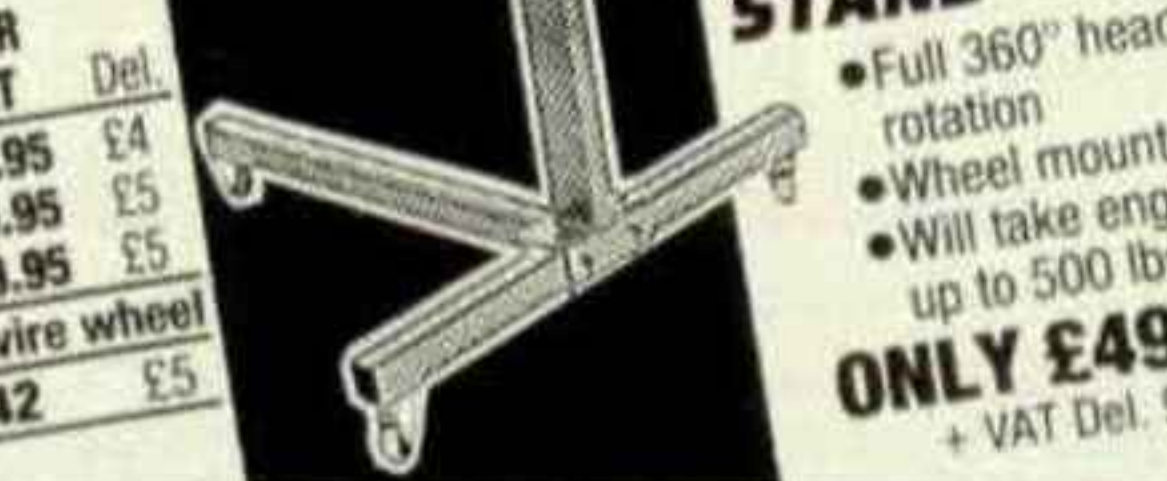
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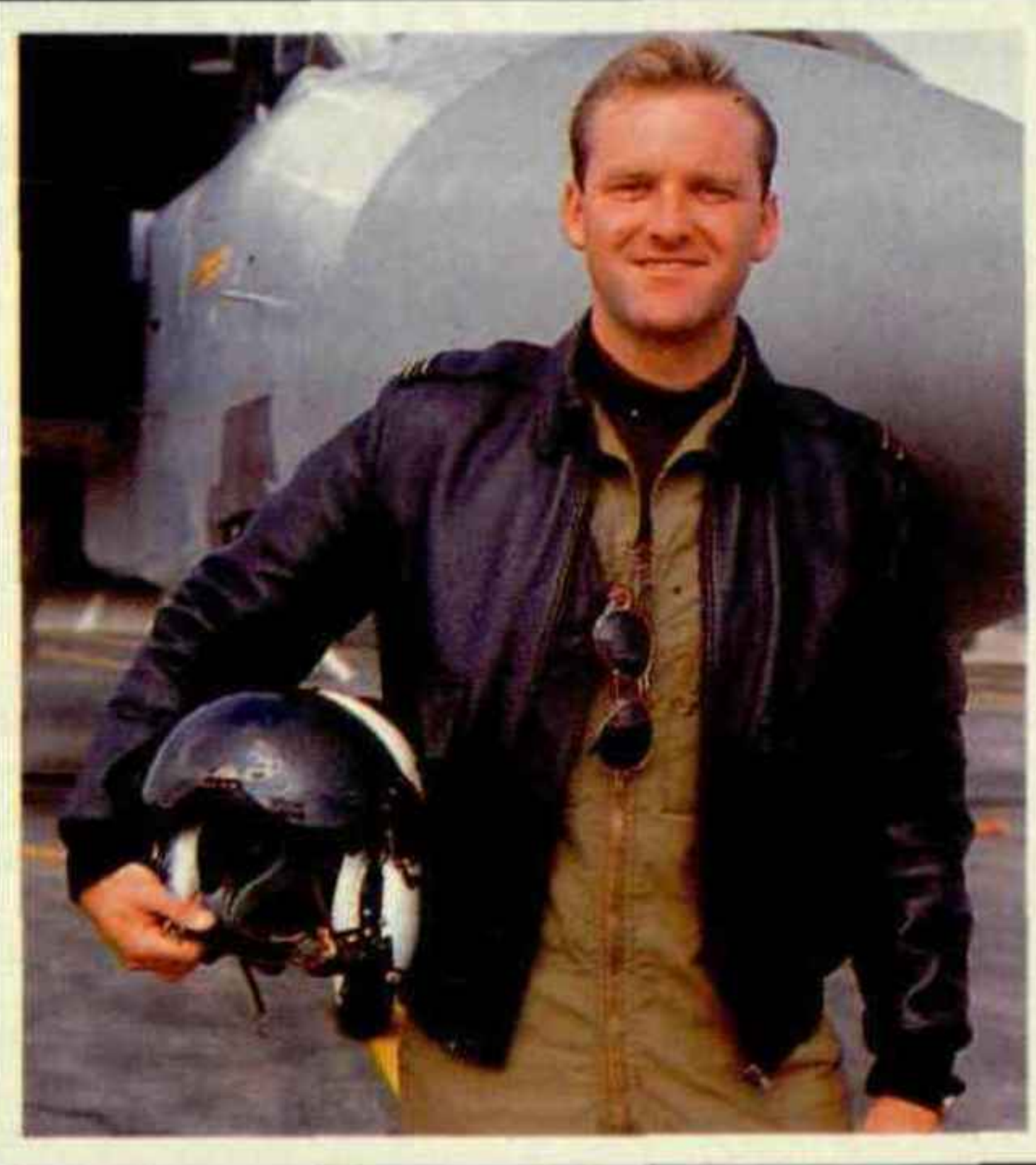
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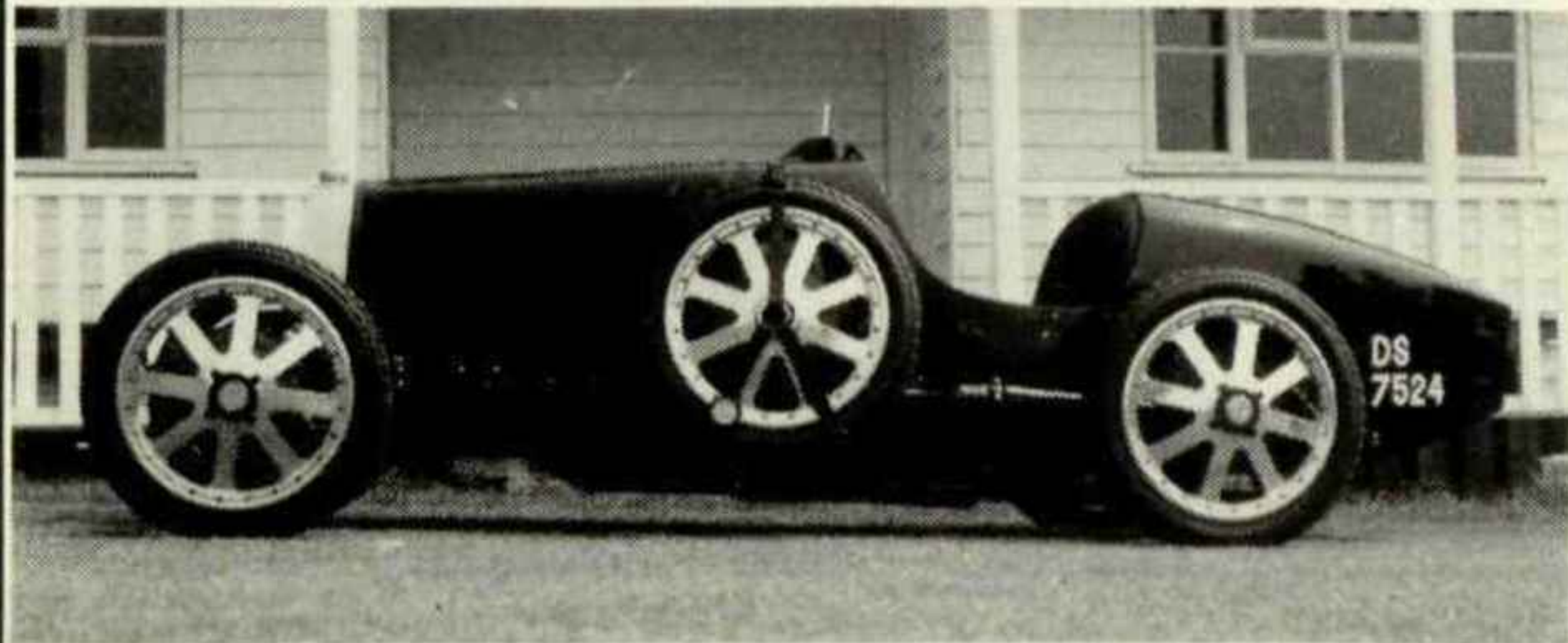


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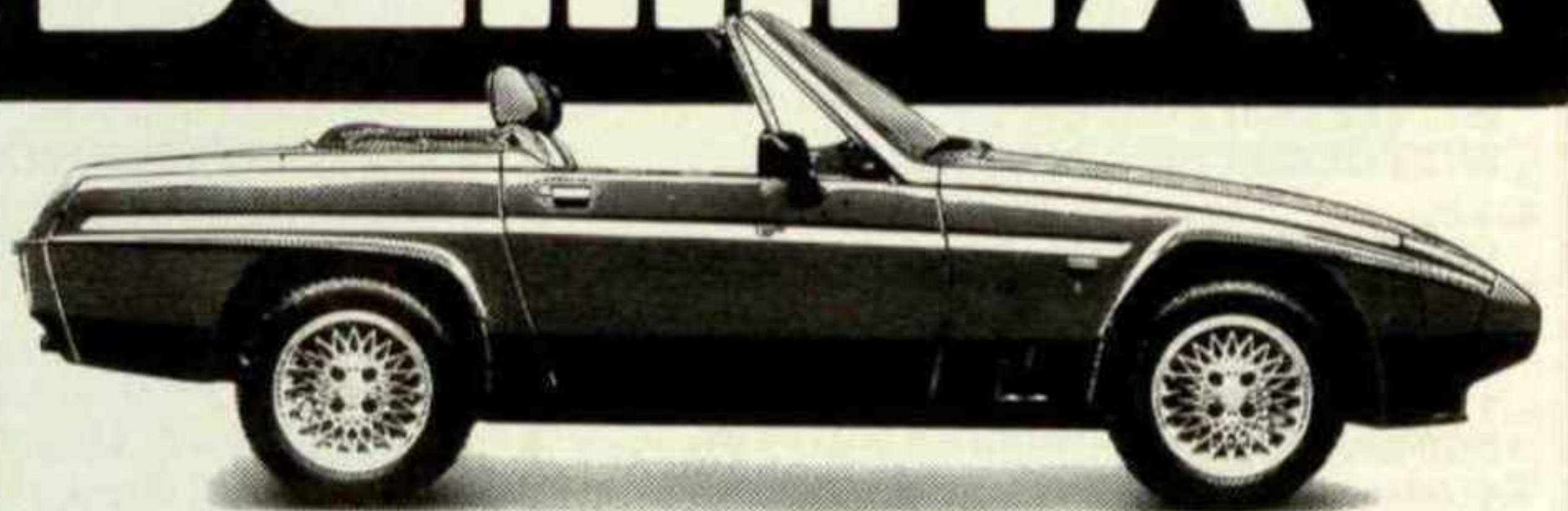
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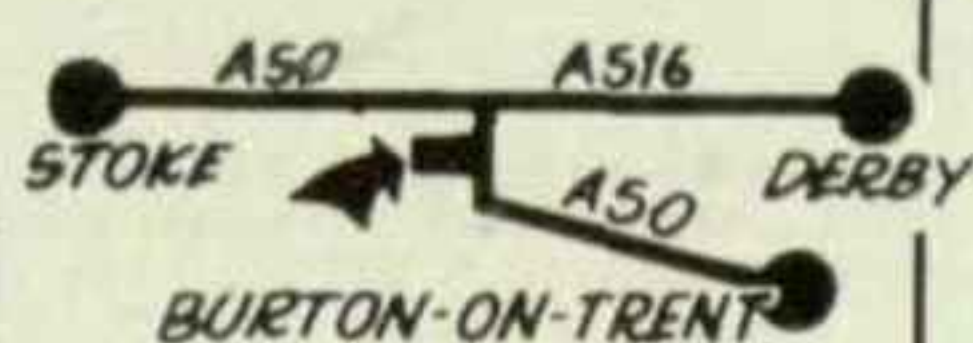
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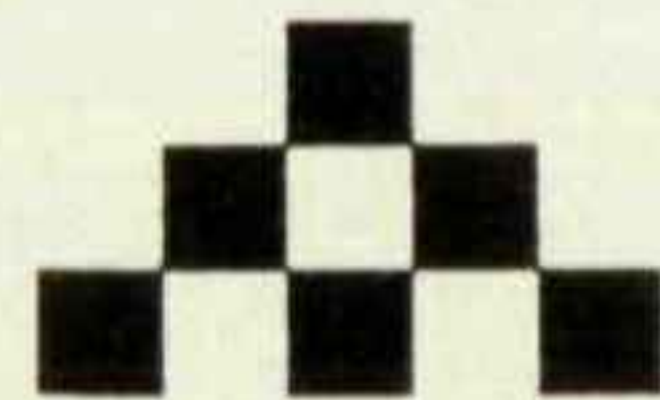
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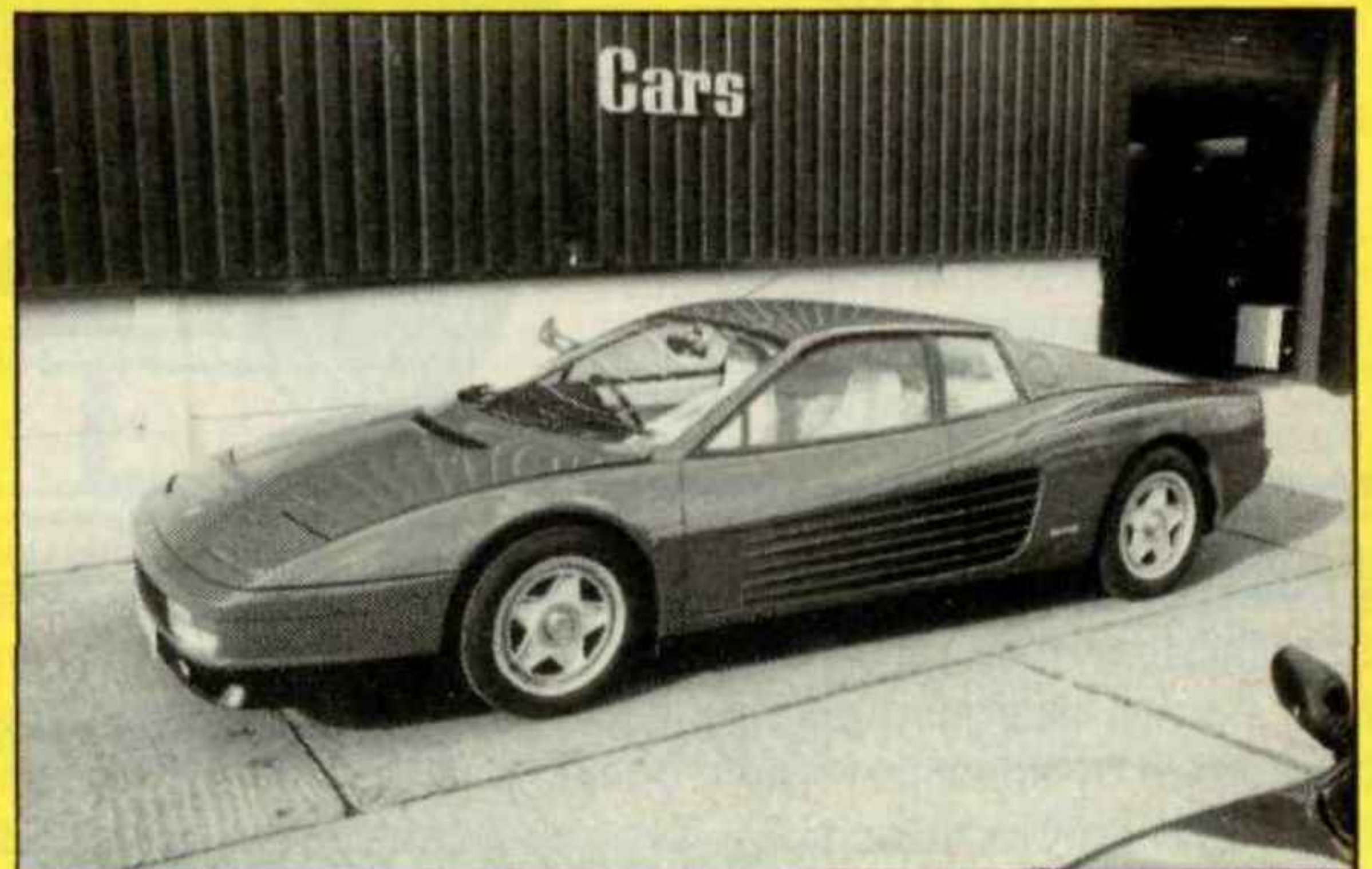
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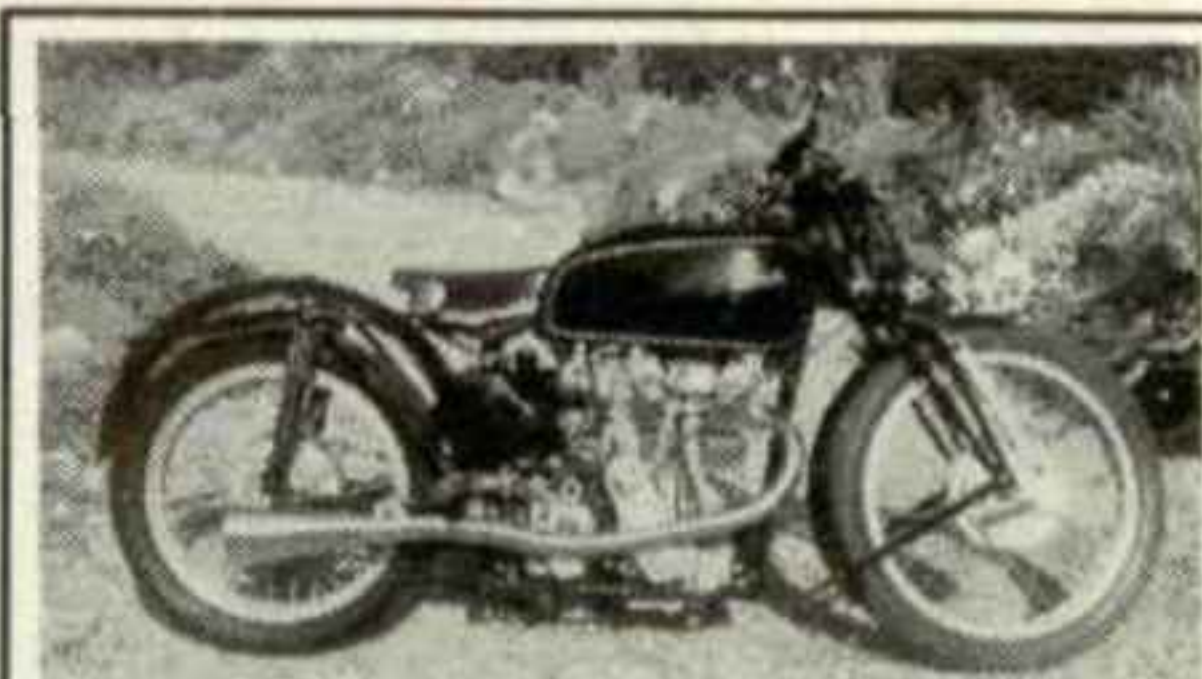
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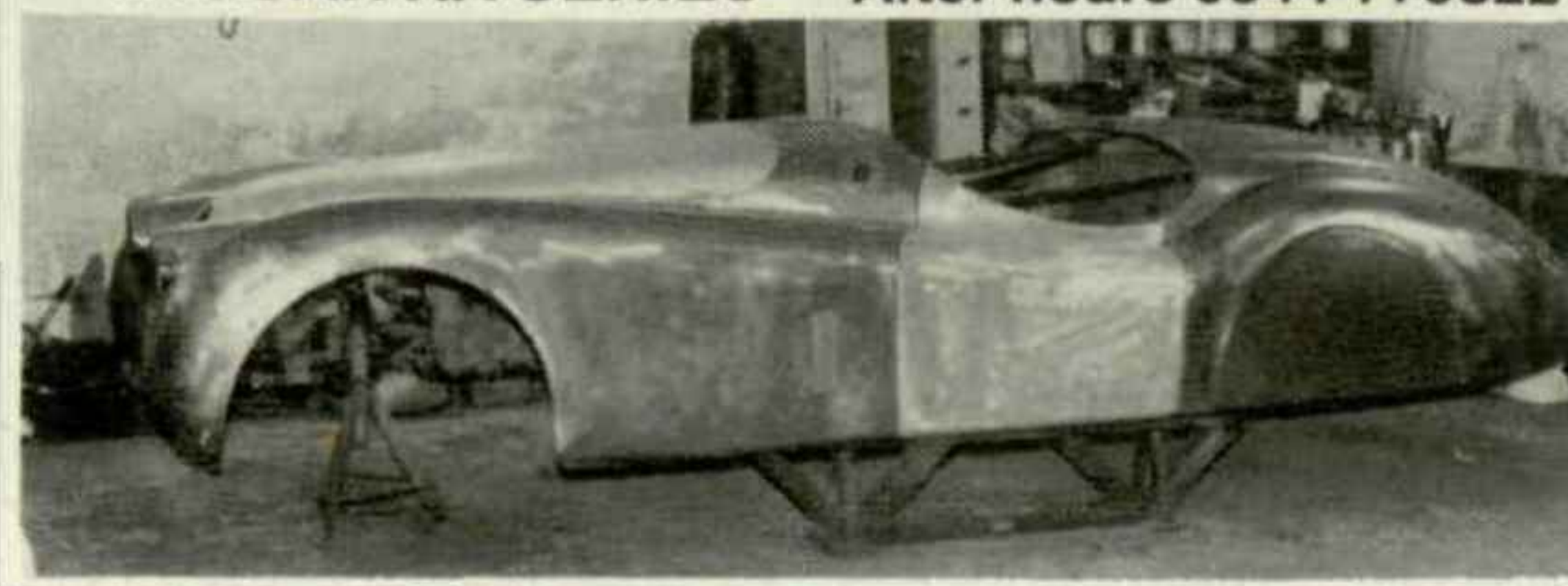
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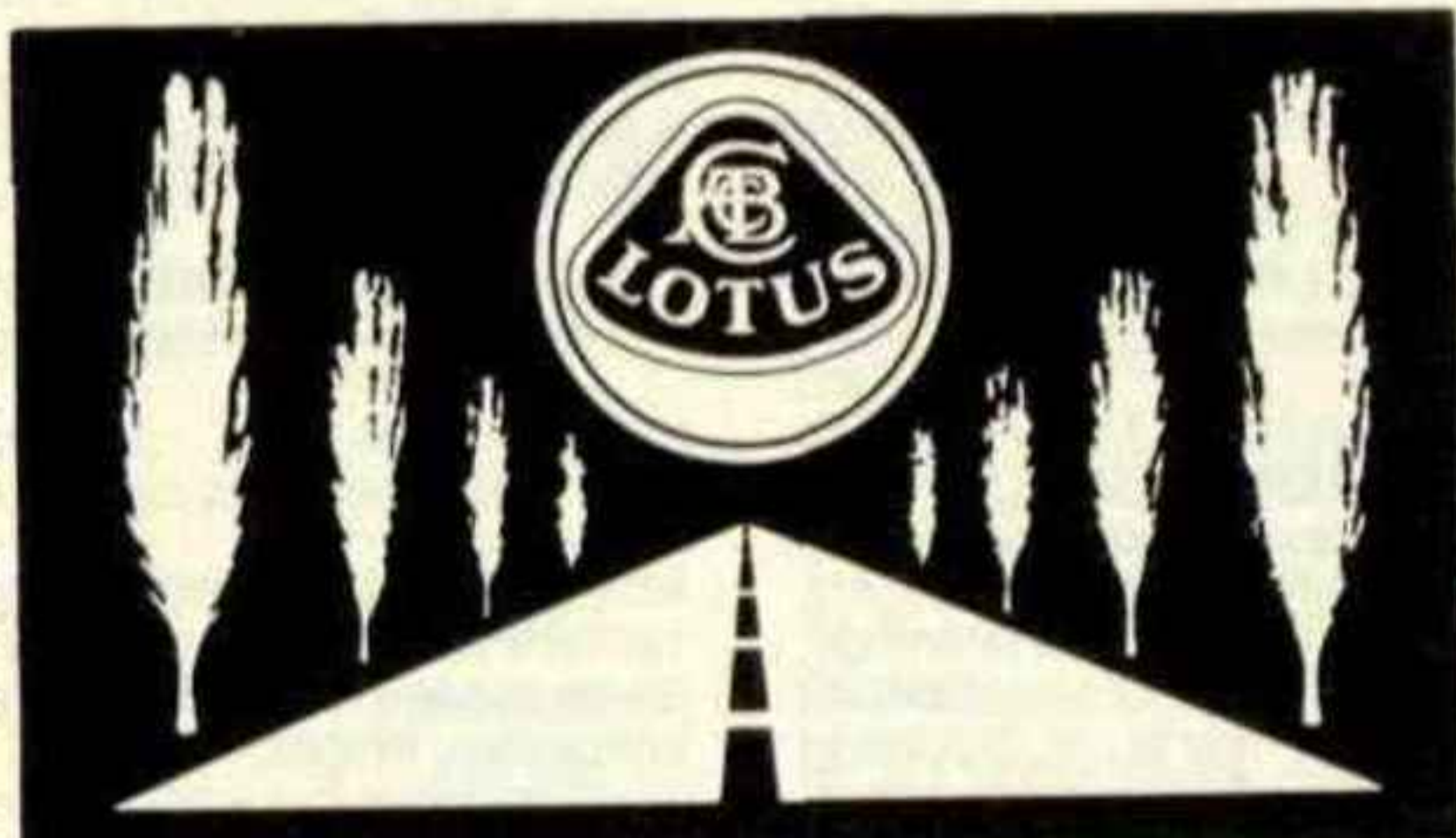
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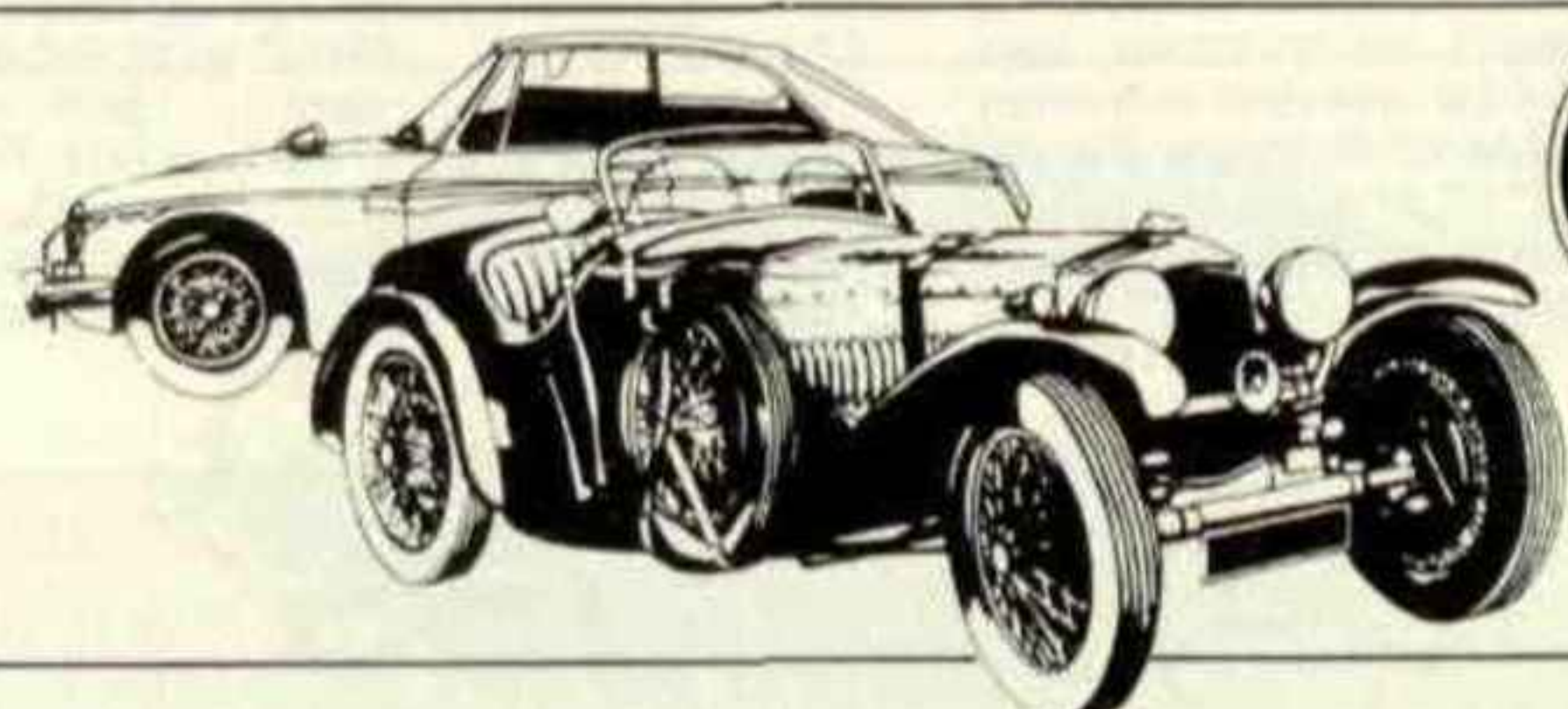


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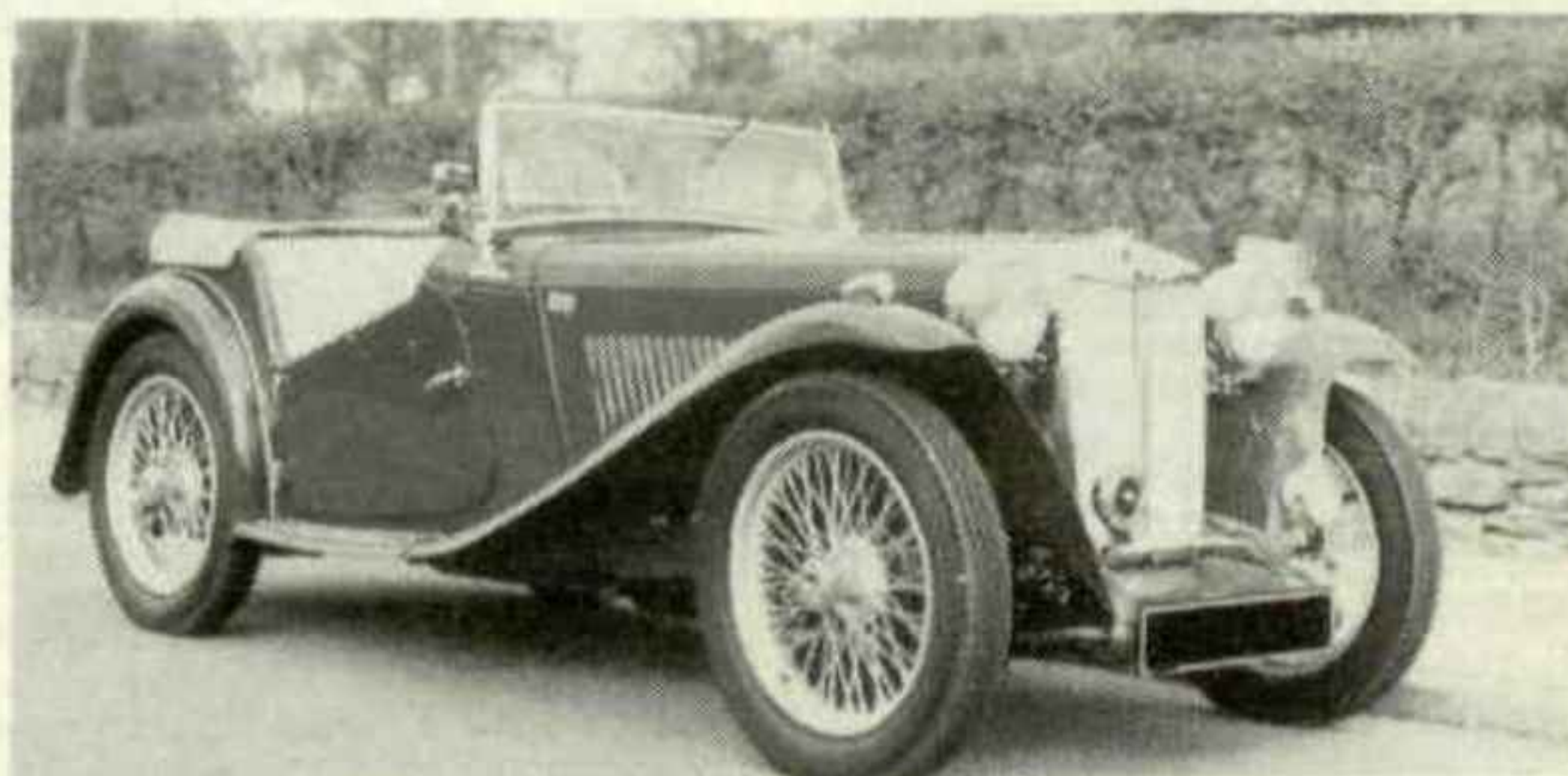
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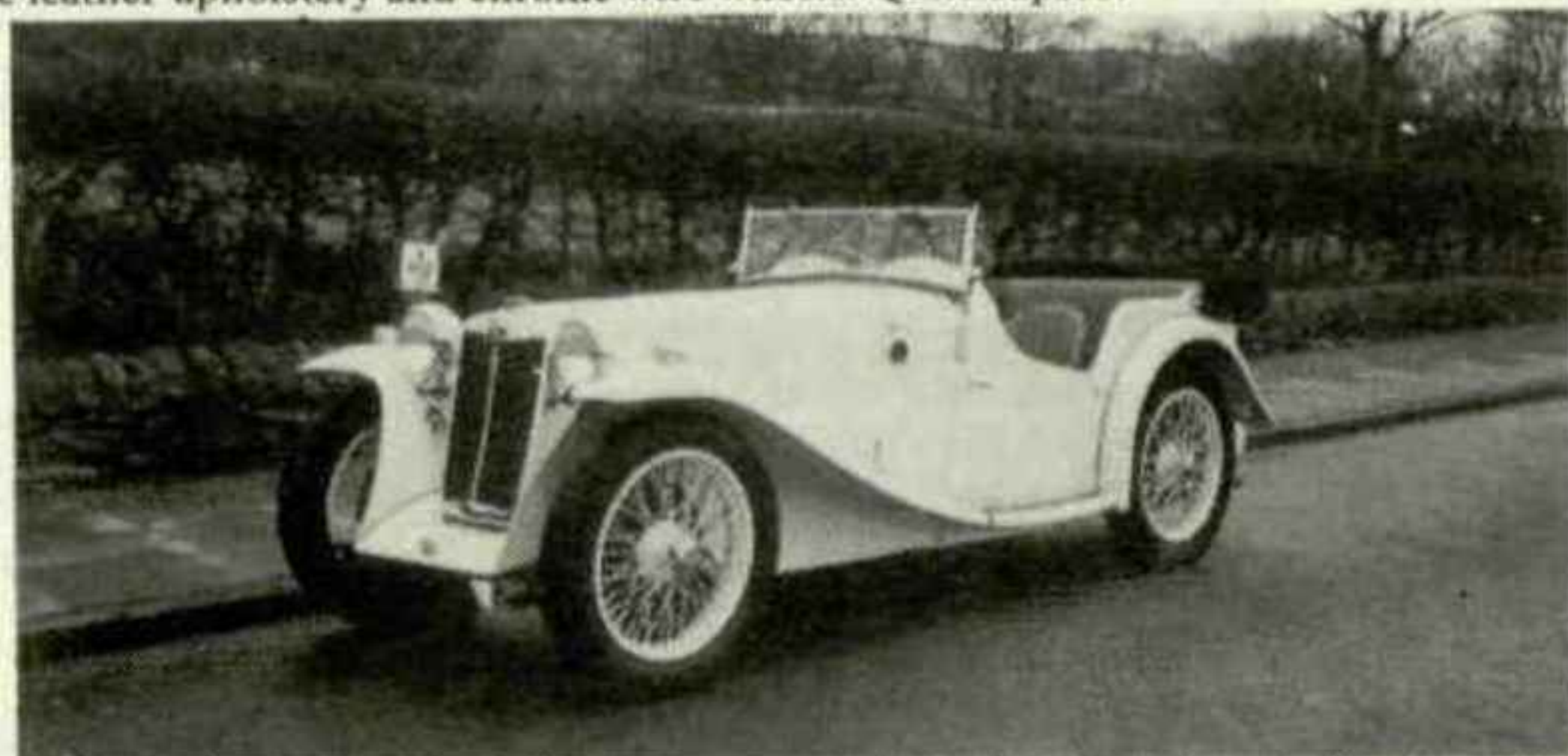
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SIERRA XR 4x4, 1986, black, £2,000 worth of turbo and extras fitted by Turbo Technics, immaculate condition, full MoT, £7,500 o.n.o. Brentwood (0277) 374361. (CC08413)

FERRARI 328 GTS, 1986, red with magnolia, rear spoiler, red carpets, recent £3,000 service at Maranellos, FSH, mint condition, offers. (0425) 273682 or 0860 274455 mobile. (ACC)

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HEALEY 100/4 BN1, 1954, complete car for restoration, good panels, heritage details match, £8,950 o.n.o. Telephone 051423 1102 evenings. (963622)

FORD MUSTANG FASTBACK 289 GT, 1965, Wimbledon white, red pony interior, 4-speed manual, truly superb in all respects, used by Ford USA as publicity vehicle, £14,500. 081-529 2158 (Trade). (228353)

BENTLEY S1, 1957, blue, grey/walnut interior, 66,861 miles, brakes need attention, buyer collects, £12,000. Malvern 561469. (ACC)

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WANTED — continued

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LOTUS ELAN DROPHEAD or Lotus 7 Series, two wanted, please help in my search. (0695) 421405. (231031)

STANLEY STEAM CAR wanted, one requiring work considered, could offer 2 vintage vehicles in exchange or purchase for cash. 081-650 3993. Beckenham. (962065)

PHOTOGRAPHS WANTED. Motor Racing Photographs Wanted 1899-1959. High prices paid for singles, albums and collections. Jarrots, Town Hall Tenterden, Kent. TN30 6AN. Tel. 05806 4322 - Office. 023383 535 evenings, weekends. (958322)

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MISCELLANEOUS

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MOTORING & AERONAUTICAL Collector's Auction, entries invited. Saturday 30th June, Telford Hall, 95 Horseferry Road, London SW1. Illustrated catalogues £3.50 (£6.00 overseas). Onslow's Auctioneers, Metrostore, Townmead Road, London SW6 2RZ. 01-793 0240. 1499

LEASE FOR SALE on 4,500 sq.ft. building standing in one acre, non-industrial estate, planning permission given for car restoration and car museum, good access to A55 expressway, close to busy North Wales coastal towns. Telephone 0844 212271 after 6.30pm. (963530)

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WANTED — AUTOSPORT magazines for 1953 to 1956, 50p per copy paid, or would purchase bound volumes. Nottingham 332814. (963602)

ROAD & TRACK, 01/73 to 06/88, some missing. Car, 07/71 to 12/88. Motor Sport, 09/72 to 12/88; offers. Telephone Richard Sales on 071-407 8844 (daytime). (963598)

MISCELLANEOUS — cont

MOTORSPORT, January 1954/December 1980 (3 missing), January 1984/June 1987, offers. (0272) 620640. (CC19428)

FOR SALE — FERRARI Sales Brochures: Dino 308 GT4; 365 GT 4/2 + 2; Dino 246 GT. All mint. Telephone David Mason on 0325-352171. (963265)

1984 PIRELLI CALENDAR, mint, boxed, offers. Telephone David Mason on 0325-352172. (963265)

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AUTOCOURSES, 1959 £120, 1961/62 £80, 1977/78 £80. Automobile Year No.6, £90. BRDC Silver Jubilee Book, £75. Light Motor Cars & Voiturettes, Knight, 1902, £40. Very early motoring magazines in excellent condition: 'Motoring News', 1913 to 1921, £18 each. Also Motor Boat, £7 each. D. Sykes, 20 Neville Road, Dublin 6, Ireland. Telephone (0001) 876049 evenings. (963505)

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URGENTLY REQUIRED — Car brochures from 1945-80, Porsche, Alfa Romeo, Volvo of specific interest. I can travel nationwide to view. Milligan, 22 Hamsterley Close, Gorse Covert, Warrington WA3 6UF. 0925-826891. (963405)

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MISCELLANEOUS — cont

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MOTORSPORT, bound, 1962-1984, 1981, loose 1986, immaculate, £100 or offers. Cambridge 0223 332789 evenings. (CC)

EVENTS

MOTORING & AERONAUTICAL Posters and Collector's Items, Auctions 24th April and 30th June, entries invited. Illustrated catalogues £3.50 (£6.00 overseas). Onslow's Auctioneers, Metrostore, Townmead Road, London SW6 2RZ. 01-793 0240. (961499)

AUTOSUNDAY, 1ST JULY, 1990, Bracknell. Largest ever display of Classic Cars, Trade Stands, 150 Auto Jumble Stalls plus family entertainment all day. Further details from J. Strugnell: 0344 50078 (daytime). (187952)

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DONCASTER RACECOURSE AUTOJUMBLE and Collector's Vehicle Mart, Saturday 14th July 10am to 5pm, 200 stalls, selling, spares, mascots, tools, literature. Stall details telephone 0302 539709. (963358)

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CAR CLUBS

AUSTIN HEALEY CLUB — For owners and enthusiasts of all Healey, Austin Healey and Jensen Healey cars. National and centre magazines, technical advice, spares, own insurance scheme. For further details write to Mrs. M.S. Marks, 171 Coldharbour Road, Bristol BS6 7SX. (PP)

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THE BRITISH AUTOMOBILE RACING CLUB organises circuit racing, hill climbs and sprints, the Beaujolais Challenge in France and other social events, and has six active centres. For membership information contact: The British Automobile Racing Club, Thruxton Circuit, Andover, Hants SP11 8PN. Tel. 0264 772607/772696/772697. (958806)

THE BMW DRIVERS CLUB is dedicated to helping owners who run their cars out of tax paid income (not as a perk on the firm) to save money. Ask for free sample magazine and facts pack. Tel: 0362 694459. Fax: 0362 695522.

JAGUAR CAR CLUB — the small friendly Club for sporting Jaguar owners. Secretary 23 Worcester Road, Malvern WR14 4QY. Tel: 0684 564939. (961956)

MASERATI CLUB. Founded 1971. Factory and R.A.C. recognised. Quarterly magazine (best Club magazine winner) and newsletter. Regalia, accessories etc. Michael Miles, The Paddock, Abbots Ann, Andover SP11 7NT (0264 710 312). (962066)

FERRARI OWNERS' CLUB exists for owners and previous owners. The club concentrates on all motoring activities, sport, concours, tours

and social. Membership brochure available from Ken Bradshaw, Secretary, 231 Station Road, Balsall Common. Tel. No. 0676 34862/32756. Fax 0676 34873. (961108)

MG CAR CLUB. 13 registers cover all models 1923 to date. All activities local, social to full race, RAC MSA affiliation, 12 centres cover the UK, 70 associated centres around the world, two insurance schemes solely dedicated to members. Award winning monthly magazine. Contact MG Car Club, PO Box 251, Abingdon, Oxon OX14 3FA. Telephone Abingdon (0235) 555552. (957924)

MORGAN SPORTS CAR CLUB. Ownership not necessary, social and competitive events, centre throughout UK and overseas, spare parts for the older model, monthly magazine, sweatshirts, badges, umbrellas etc. SAE to: Mrs. C.L. Healey, 41 Cordwell Close (MS), Castle Donington, Derby DE7 2JL. P/P

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RELIANT SABRE AND SCIMITAR OWNERS CLUB. The ONLY club for owners of Reliant Sports Cars, from the earliest Reliant Sabre to the latest Scimitar SS1 and the Middlebridge Scimitar. Benefits include regular newsletters and colour magazine, full of news, views, technical advice and assistance. P.O. Box 67, Northampton NN2 6EE. Tel. 0604 791148. (958967)

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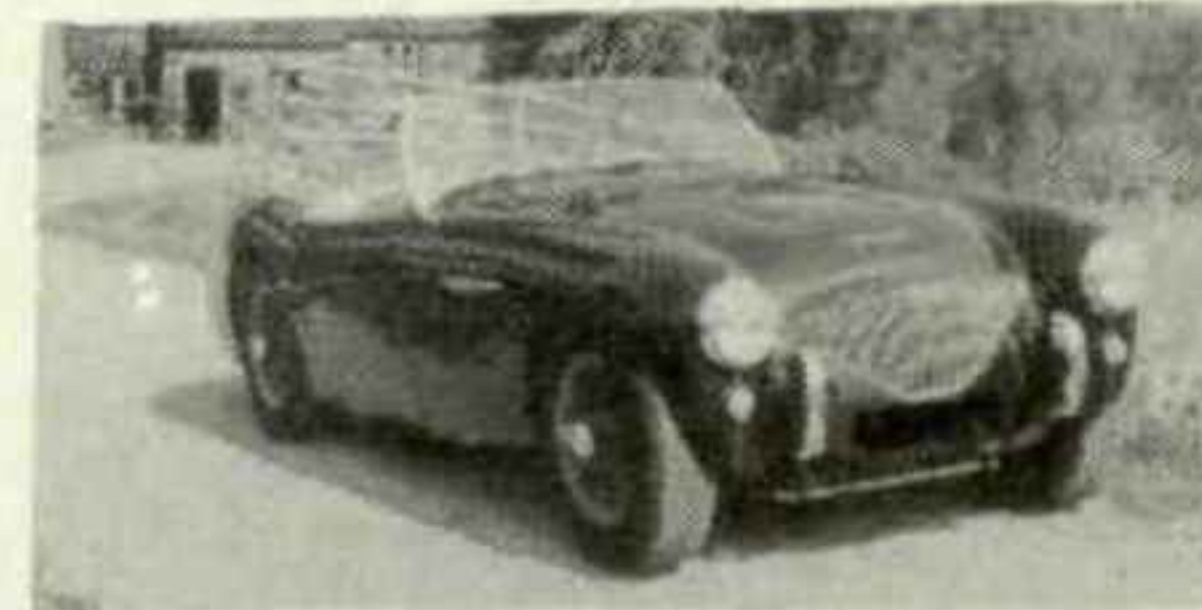
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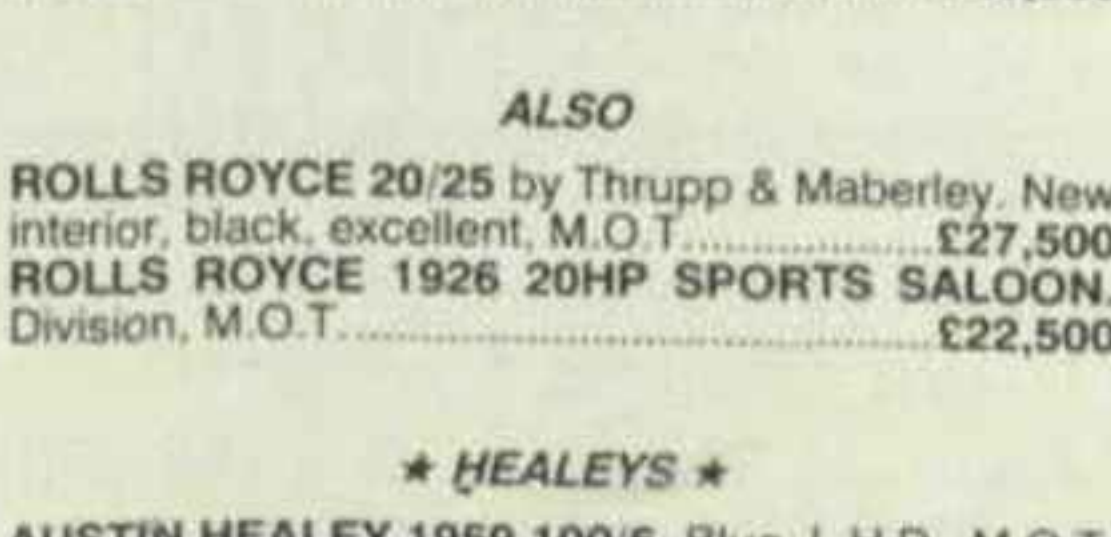
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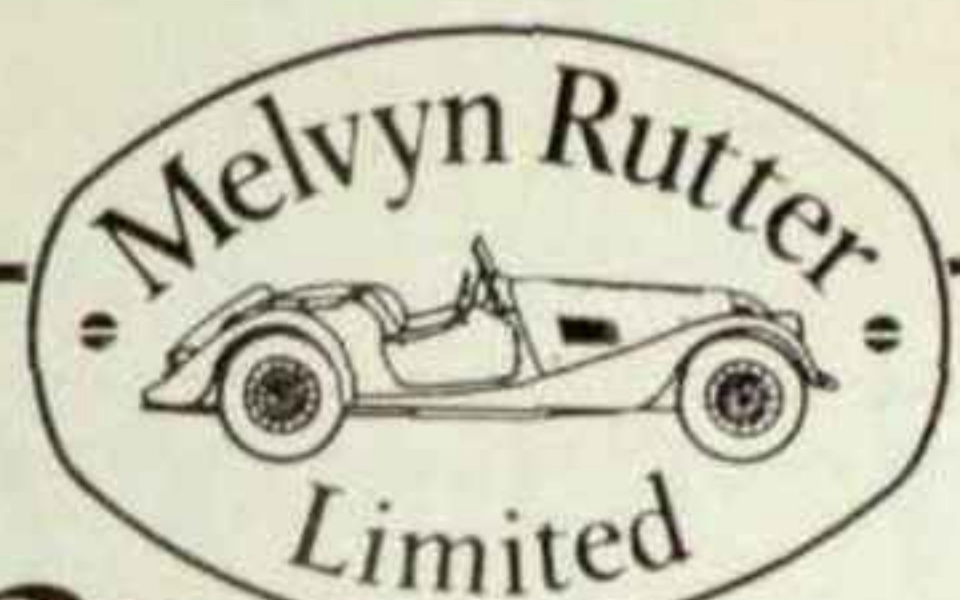
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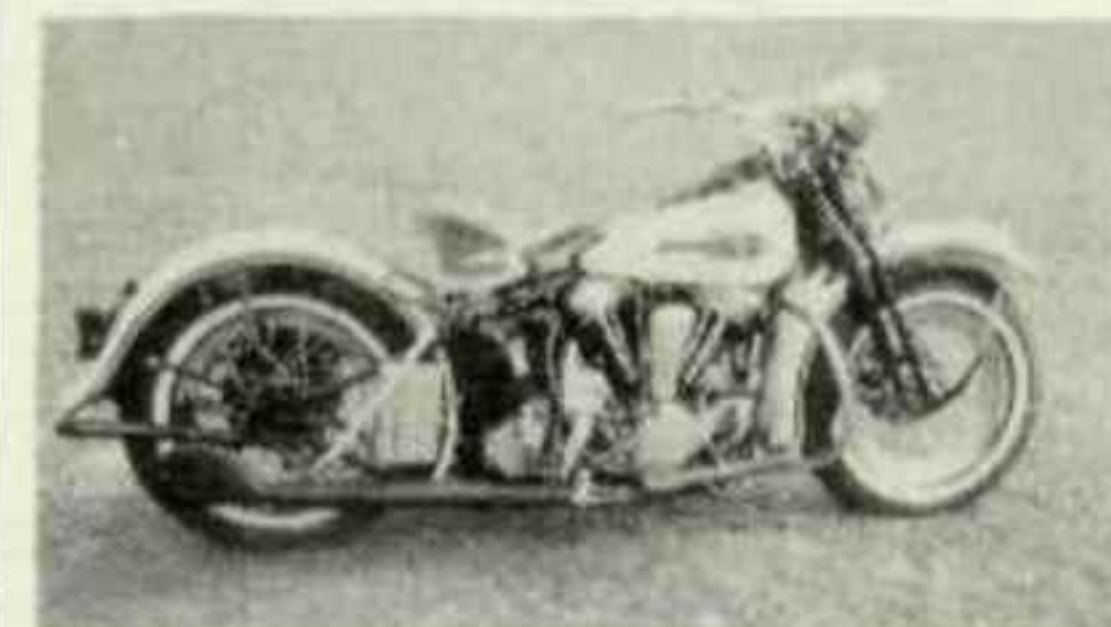
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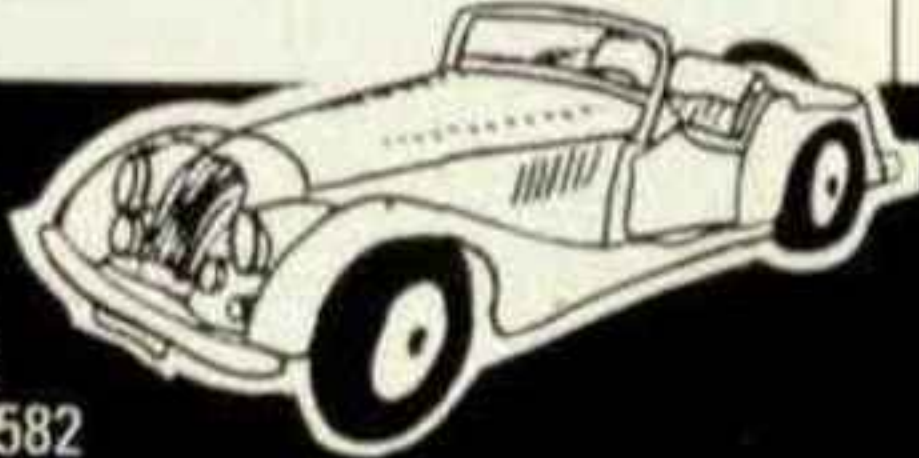
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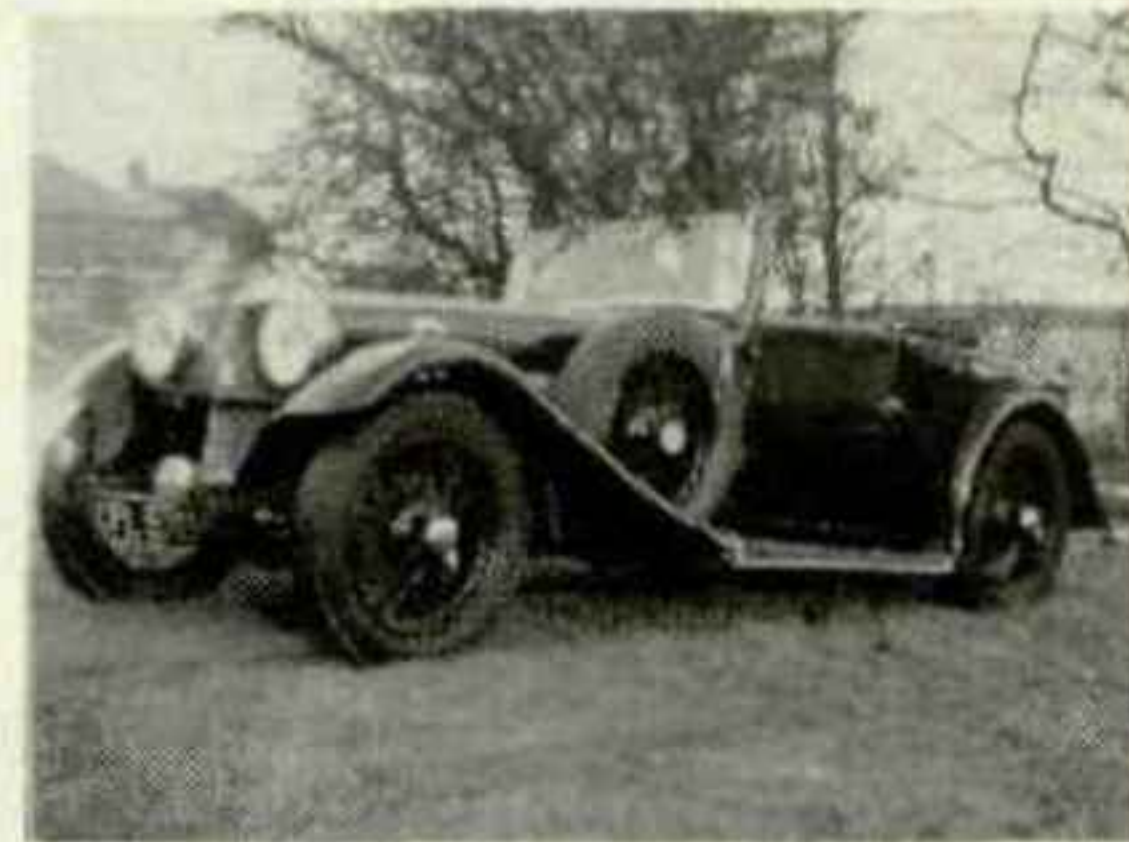
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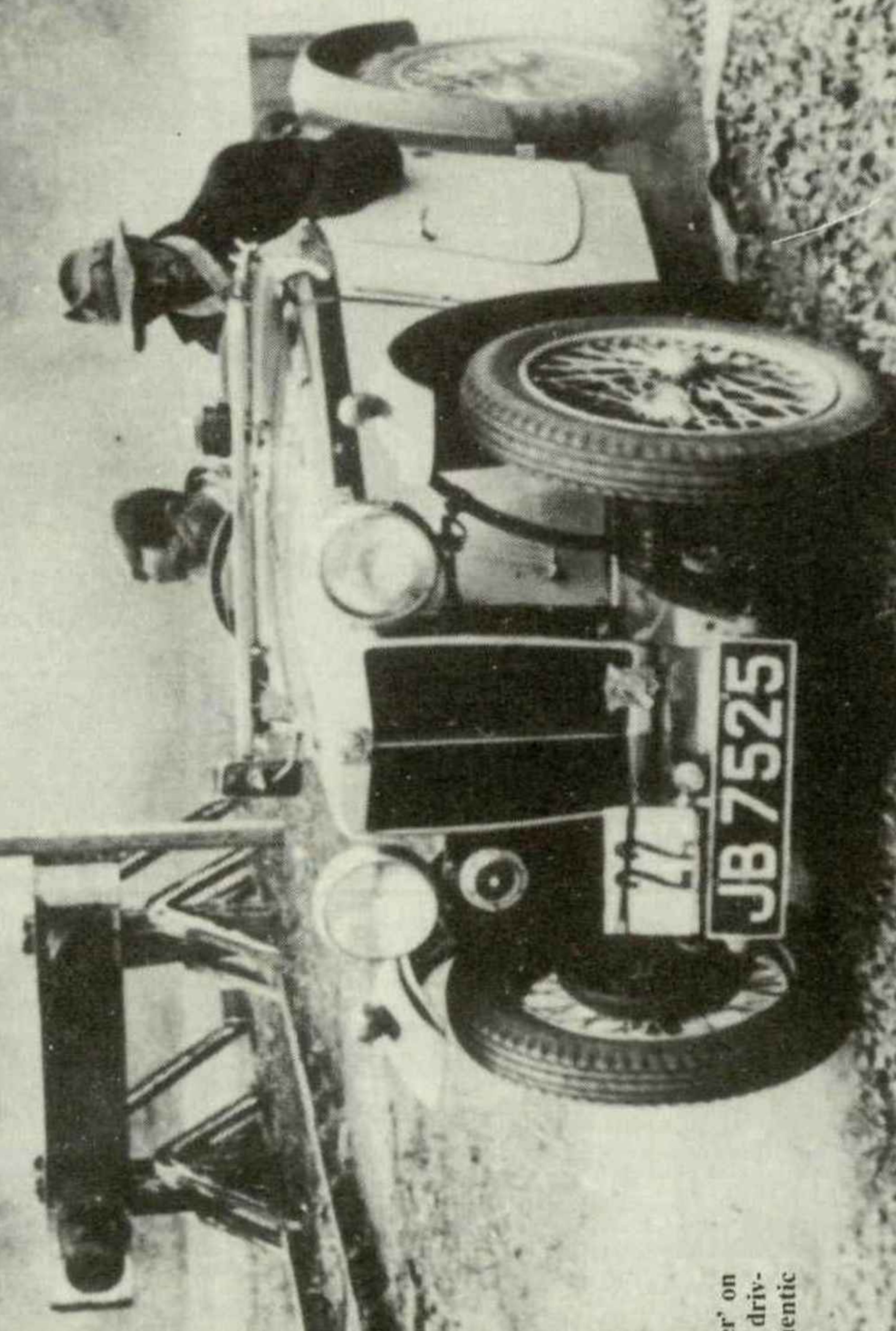
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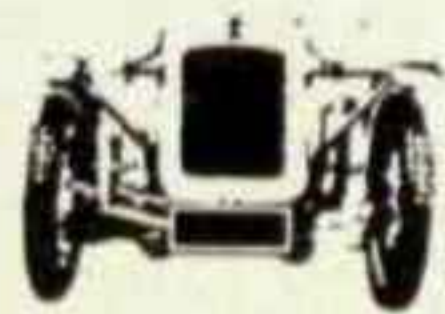
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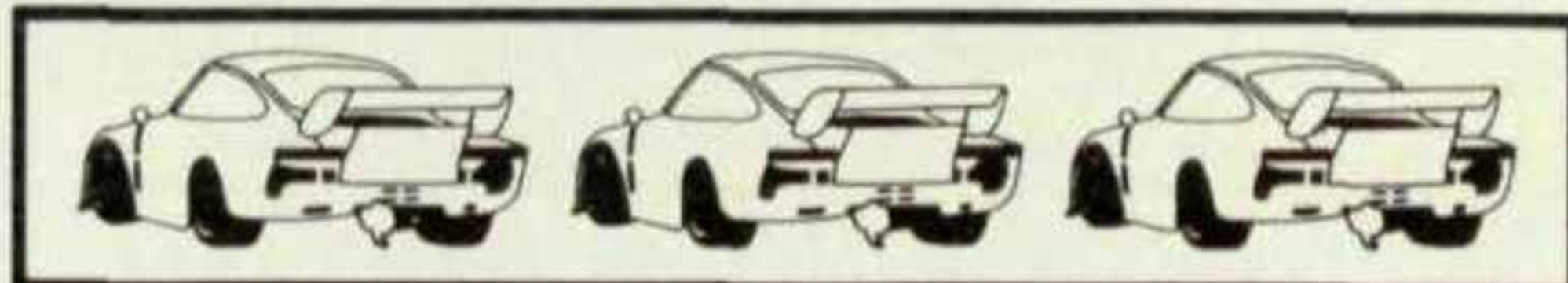
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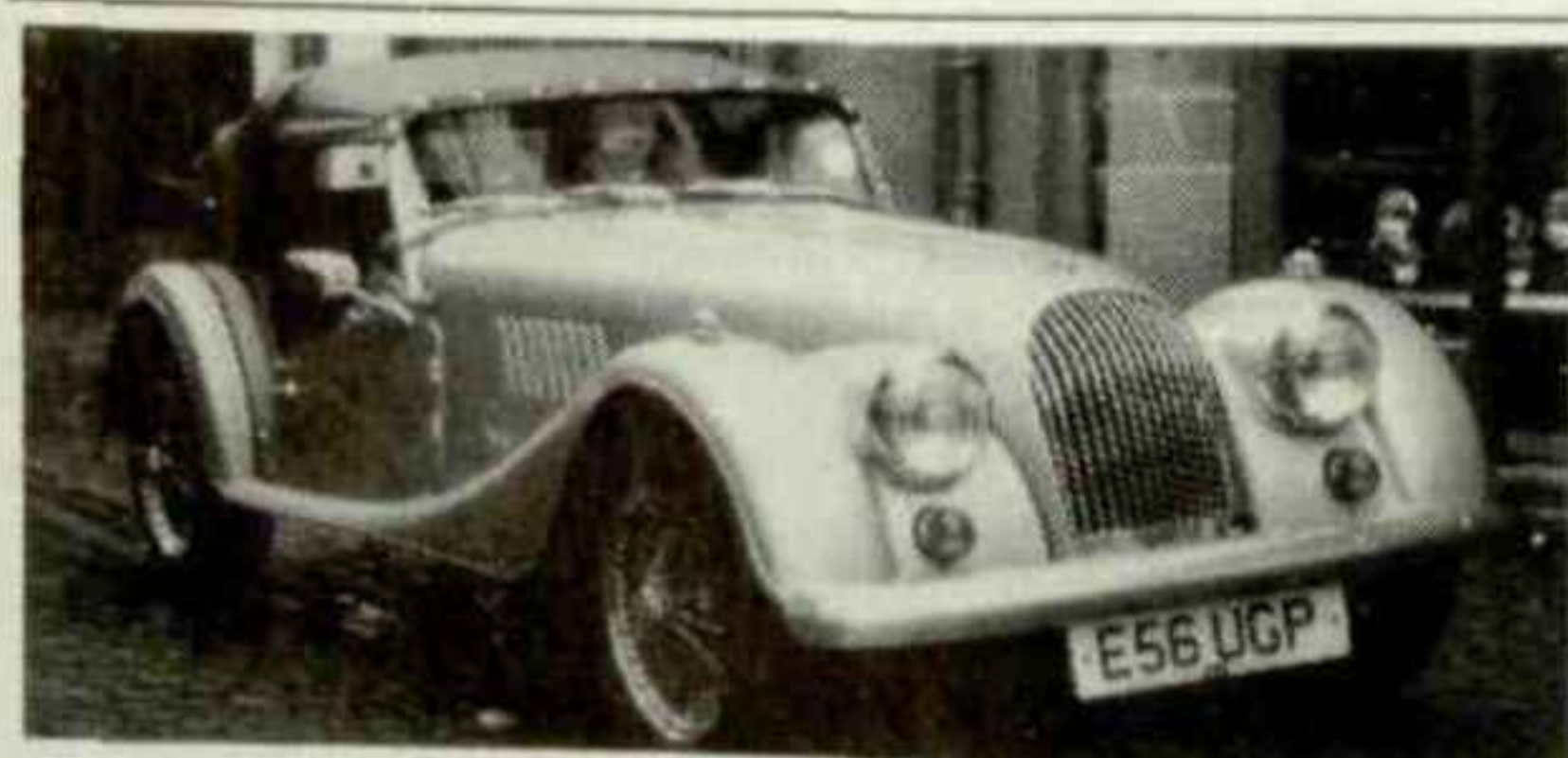
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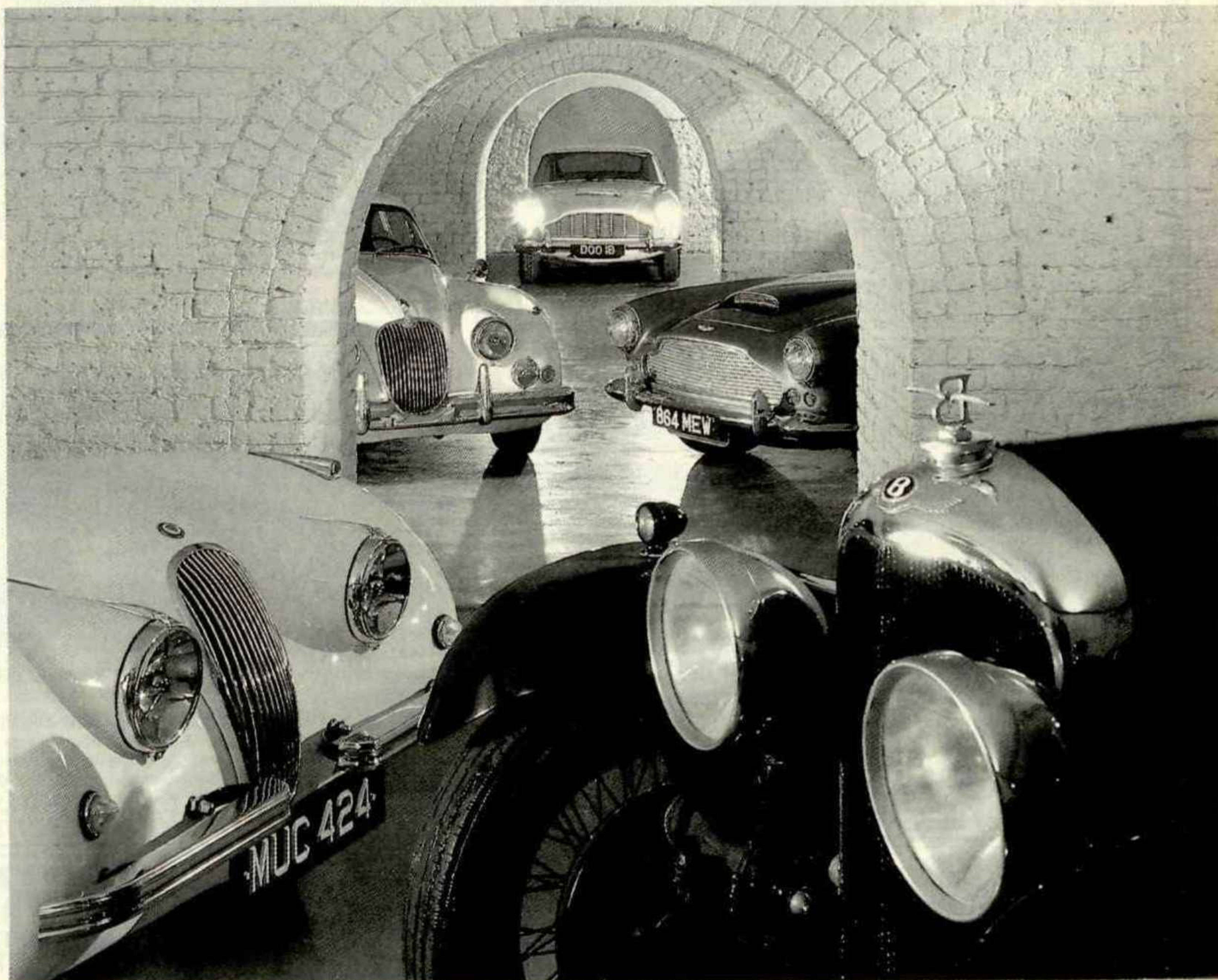


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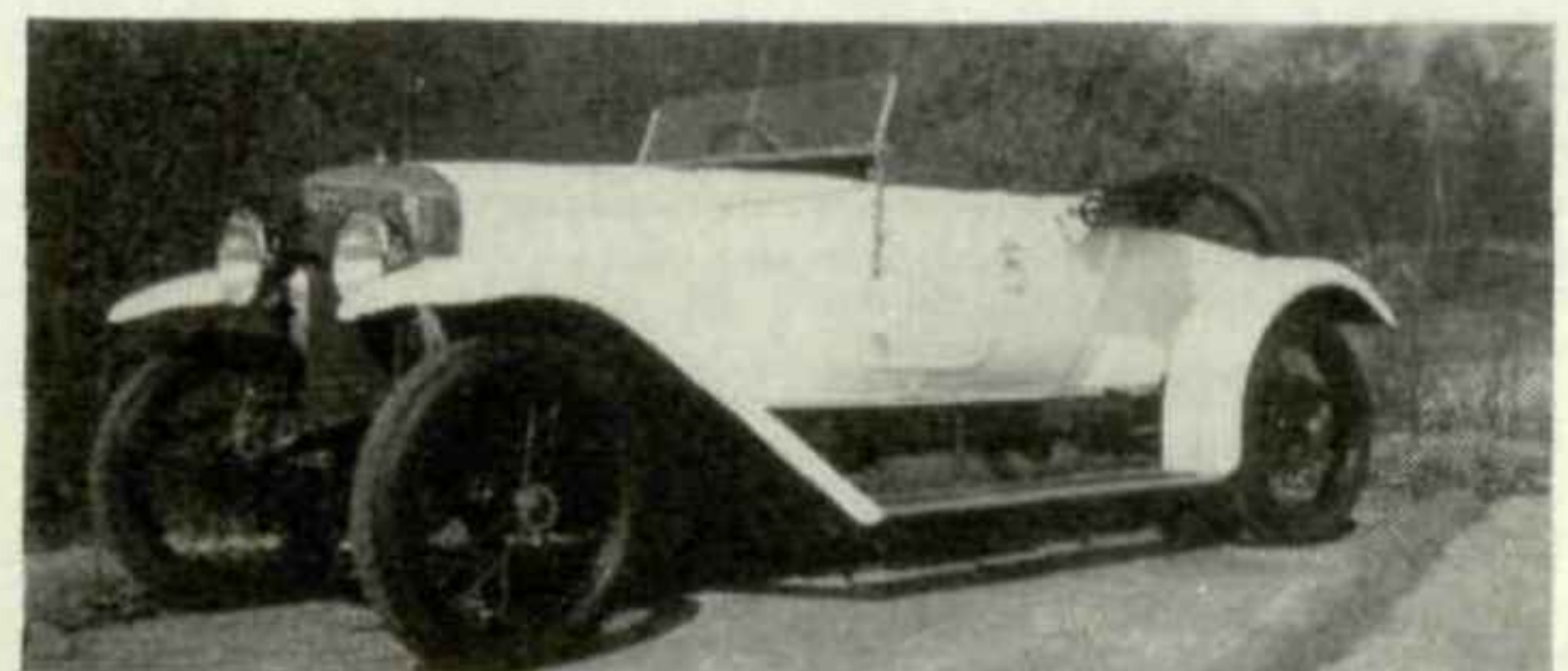
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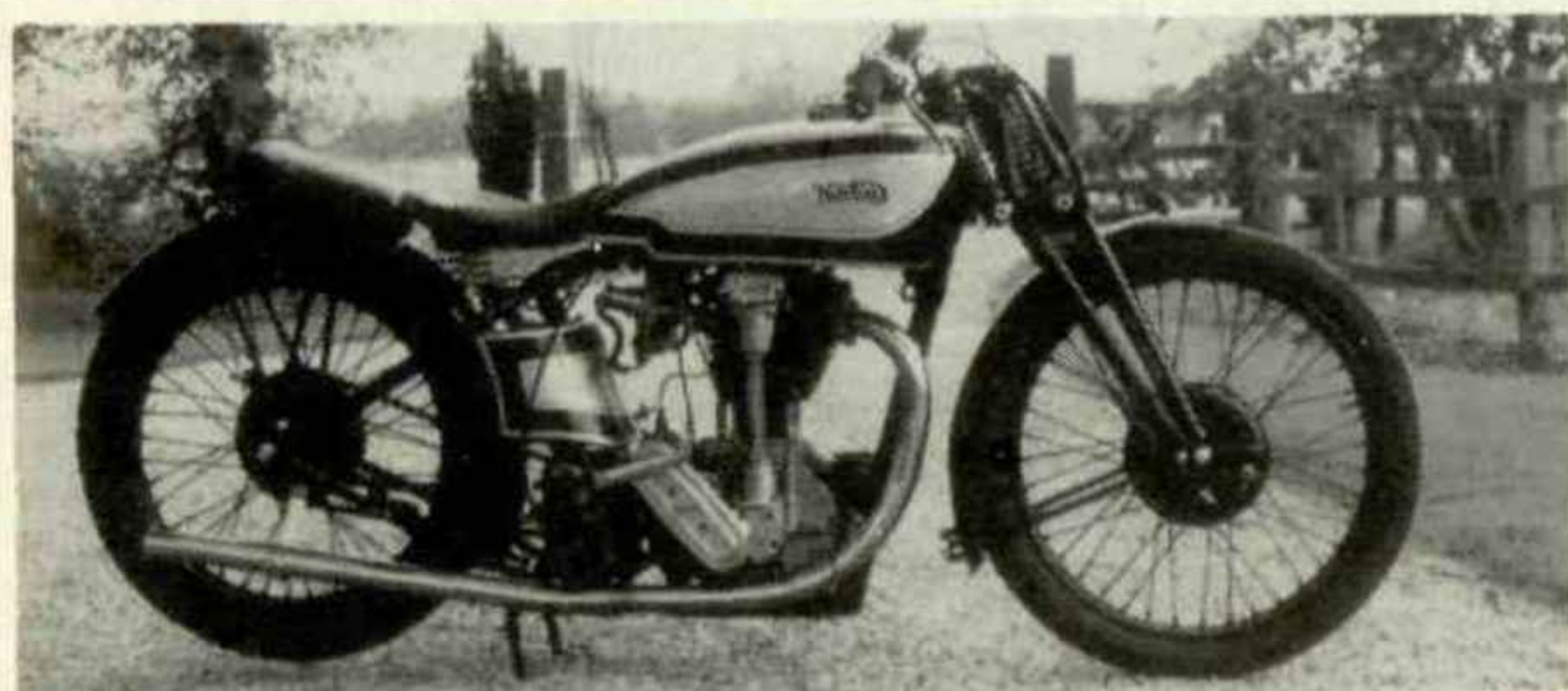
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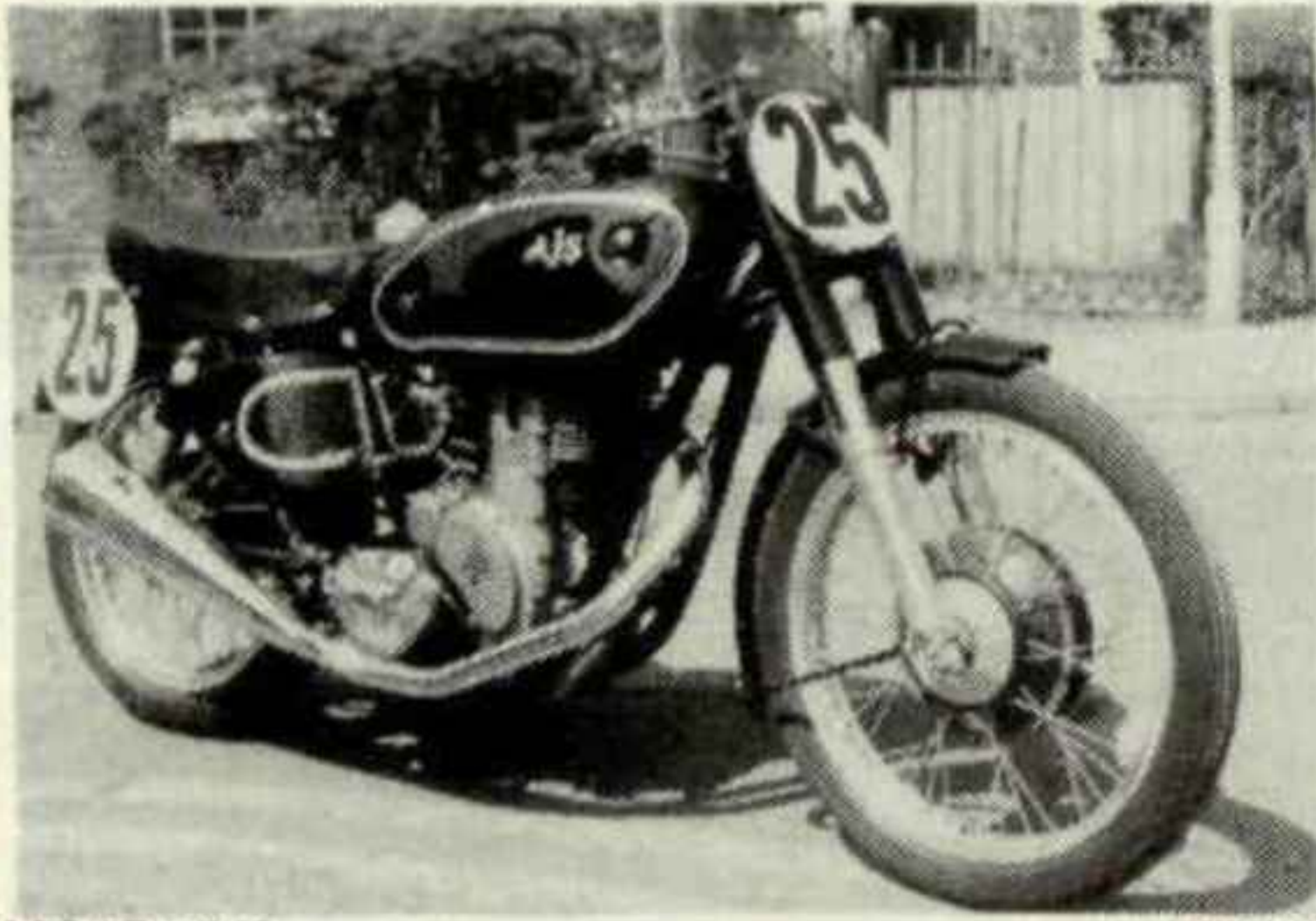
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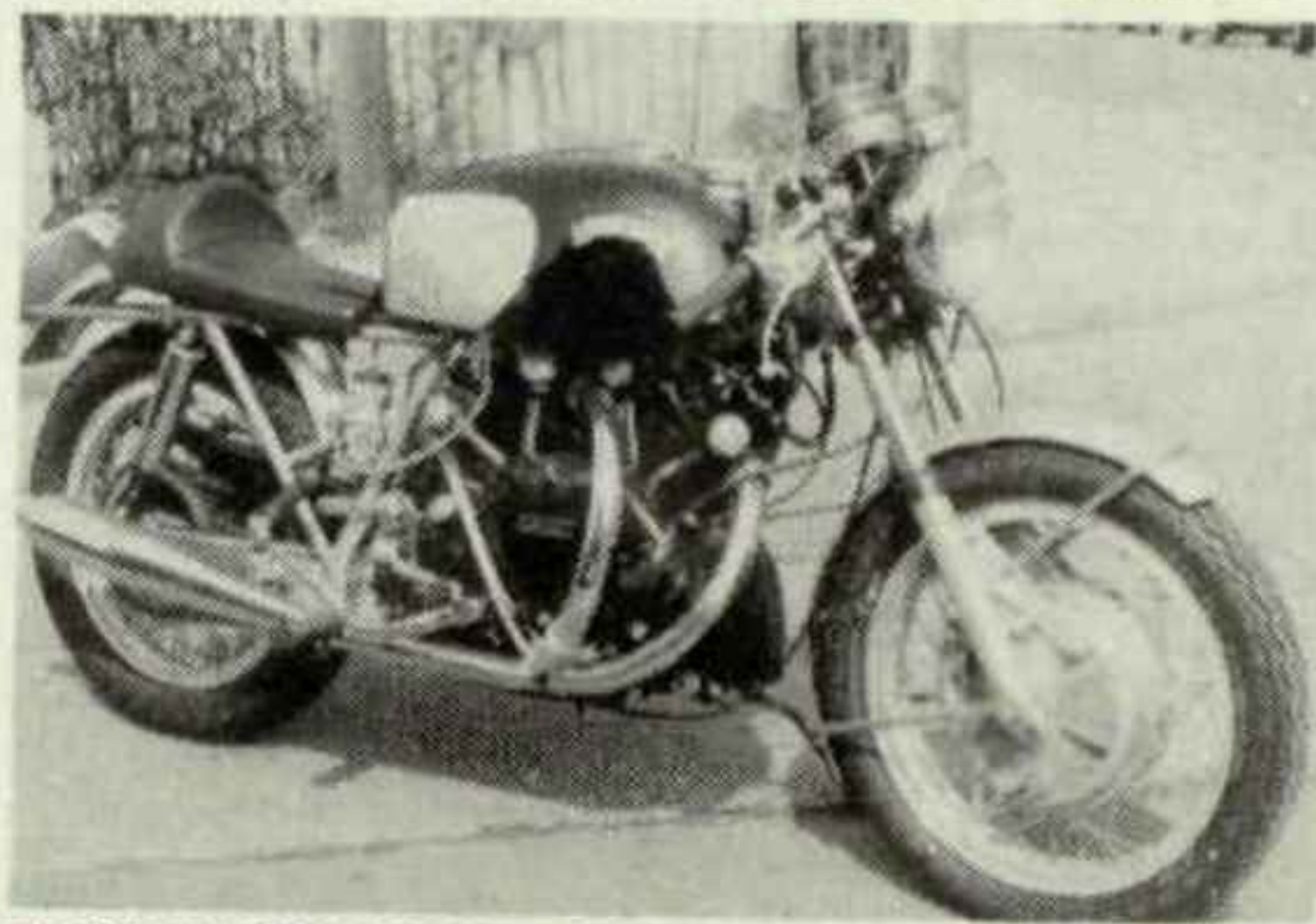
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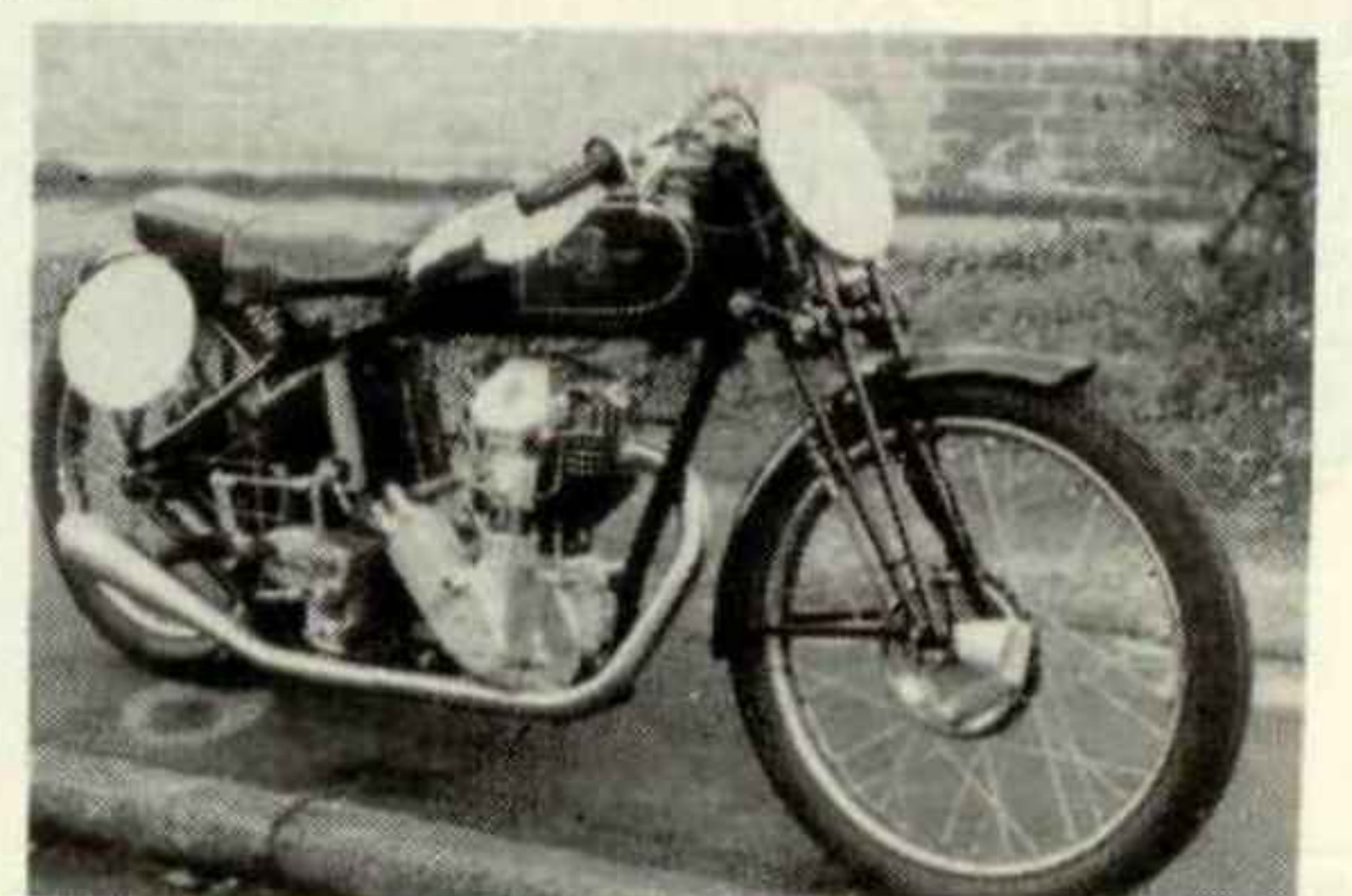
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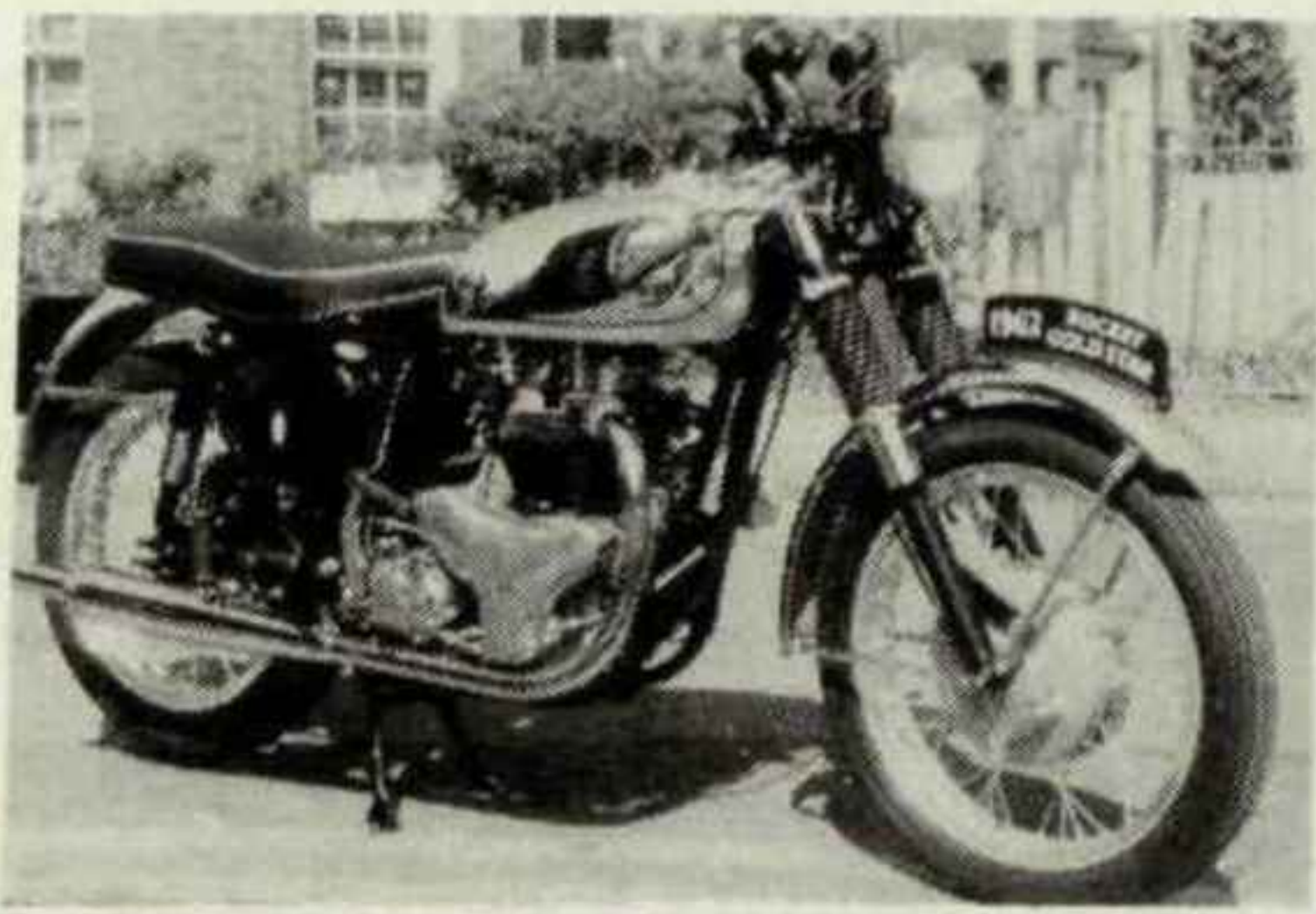
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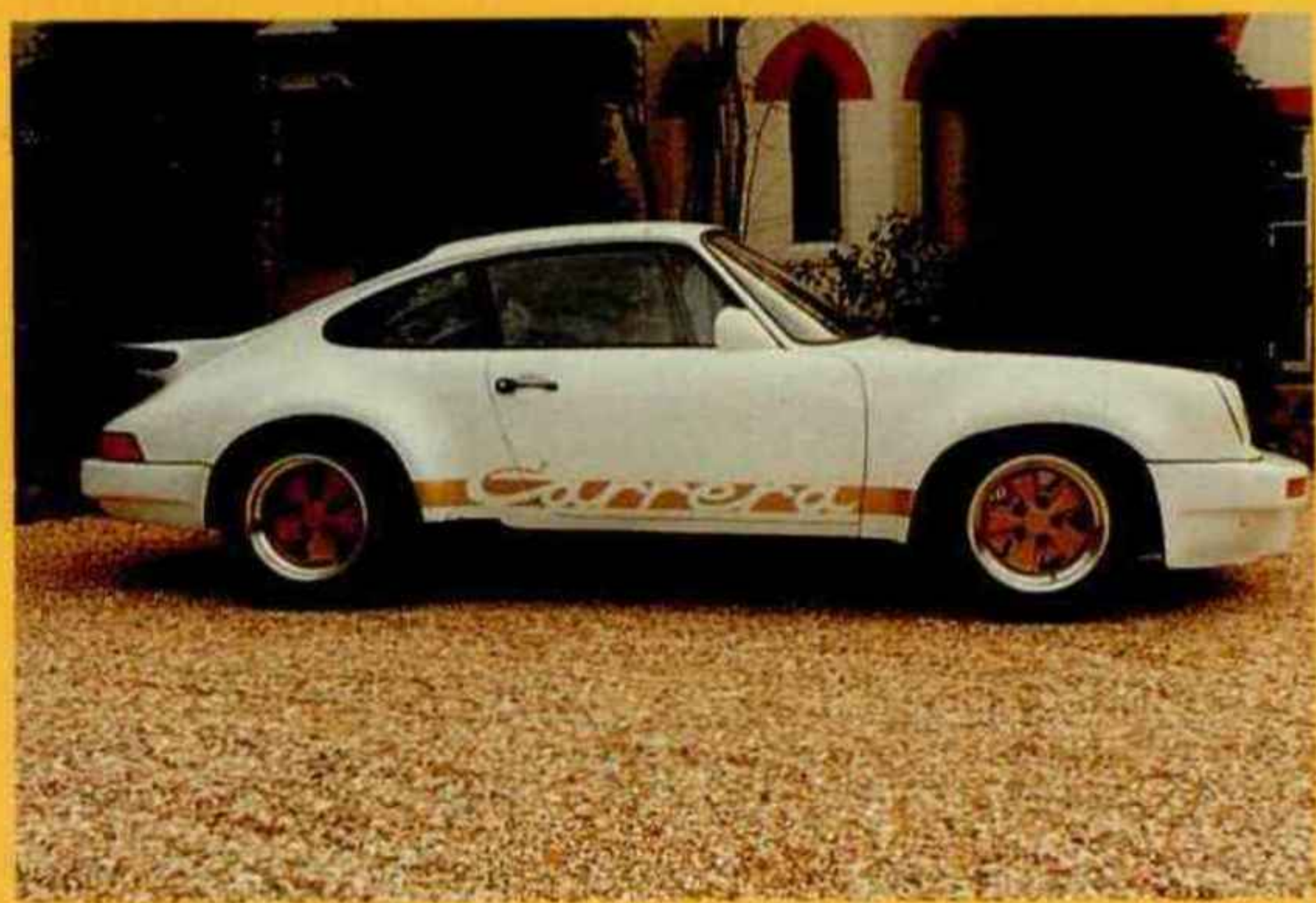
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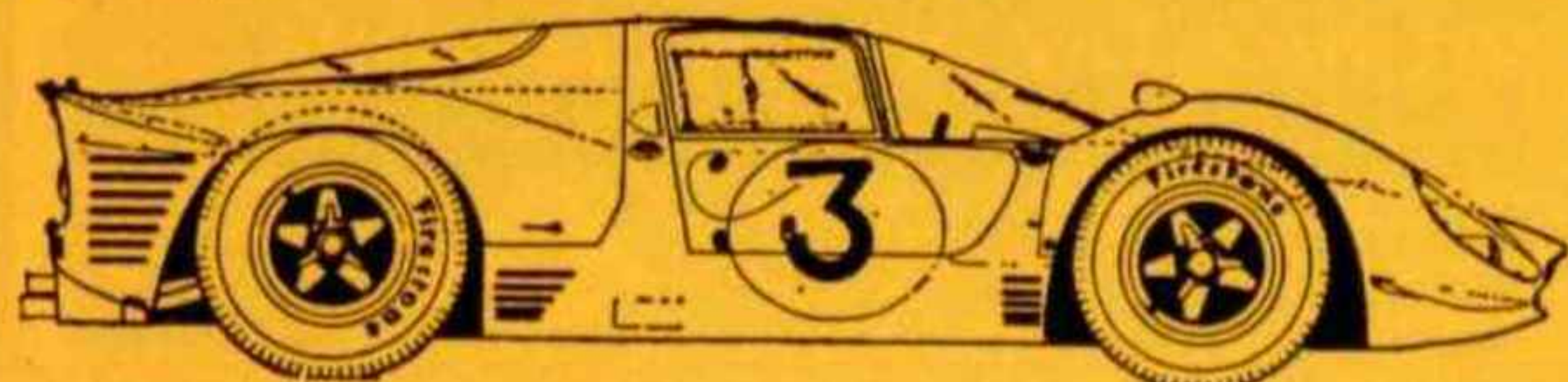
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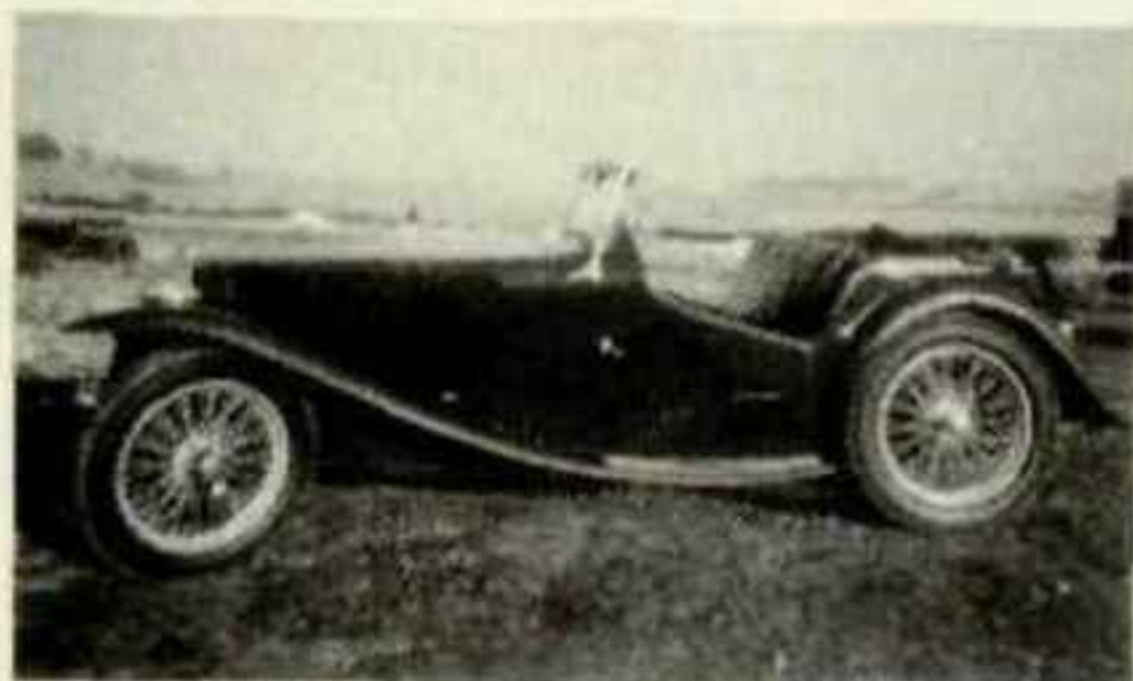
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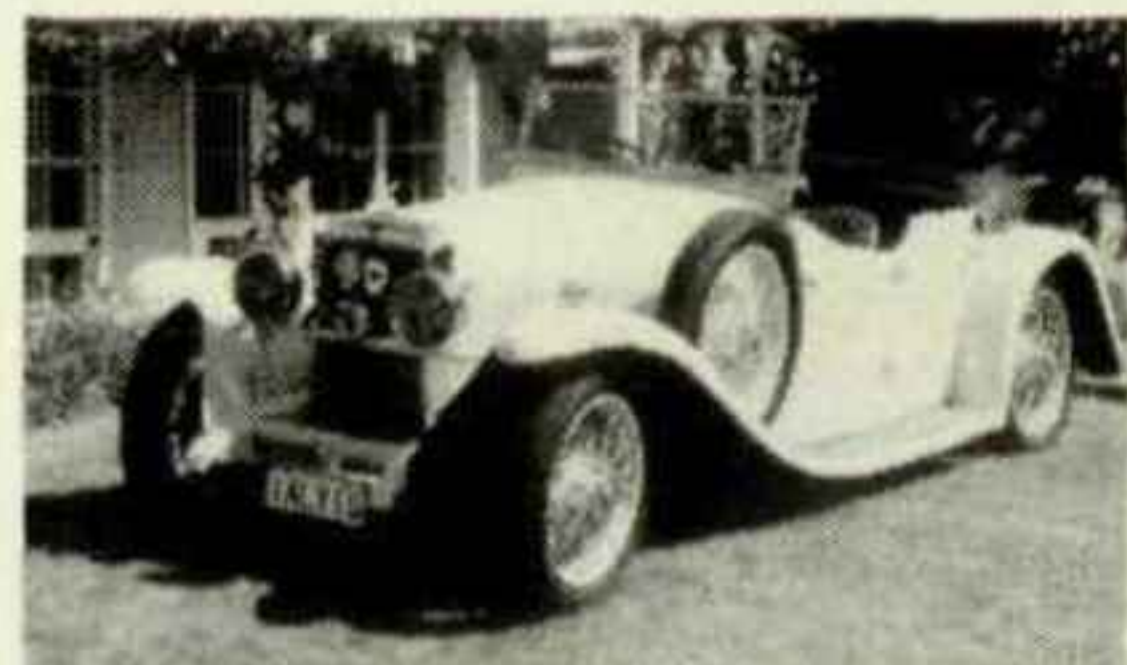
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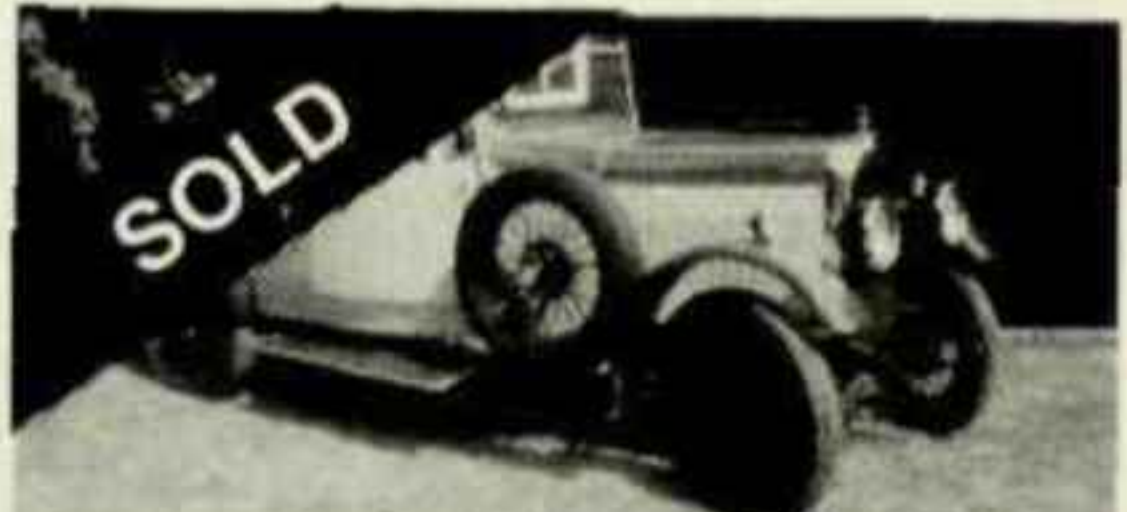
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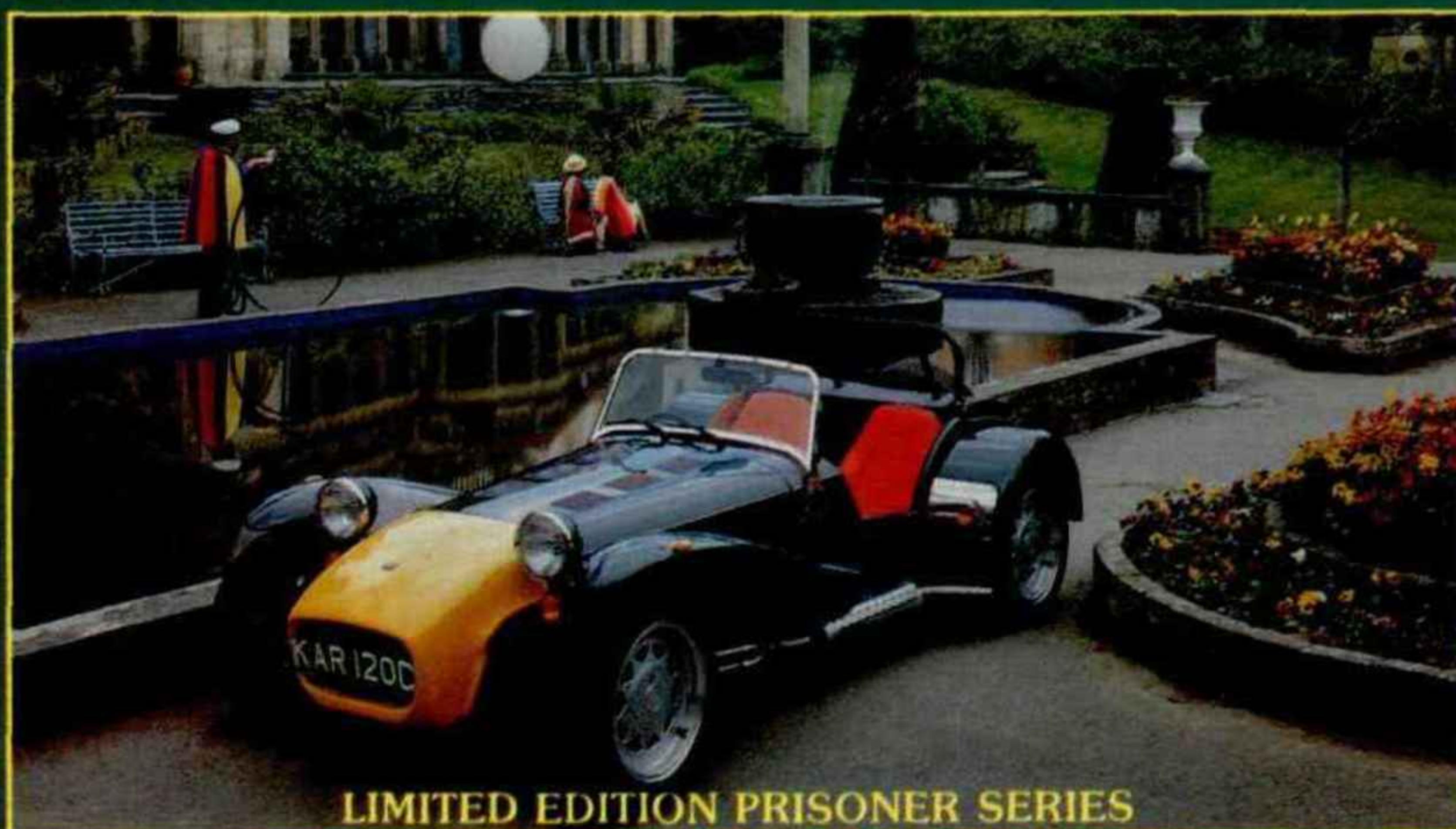
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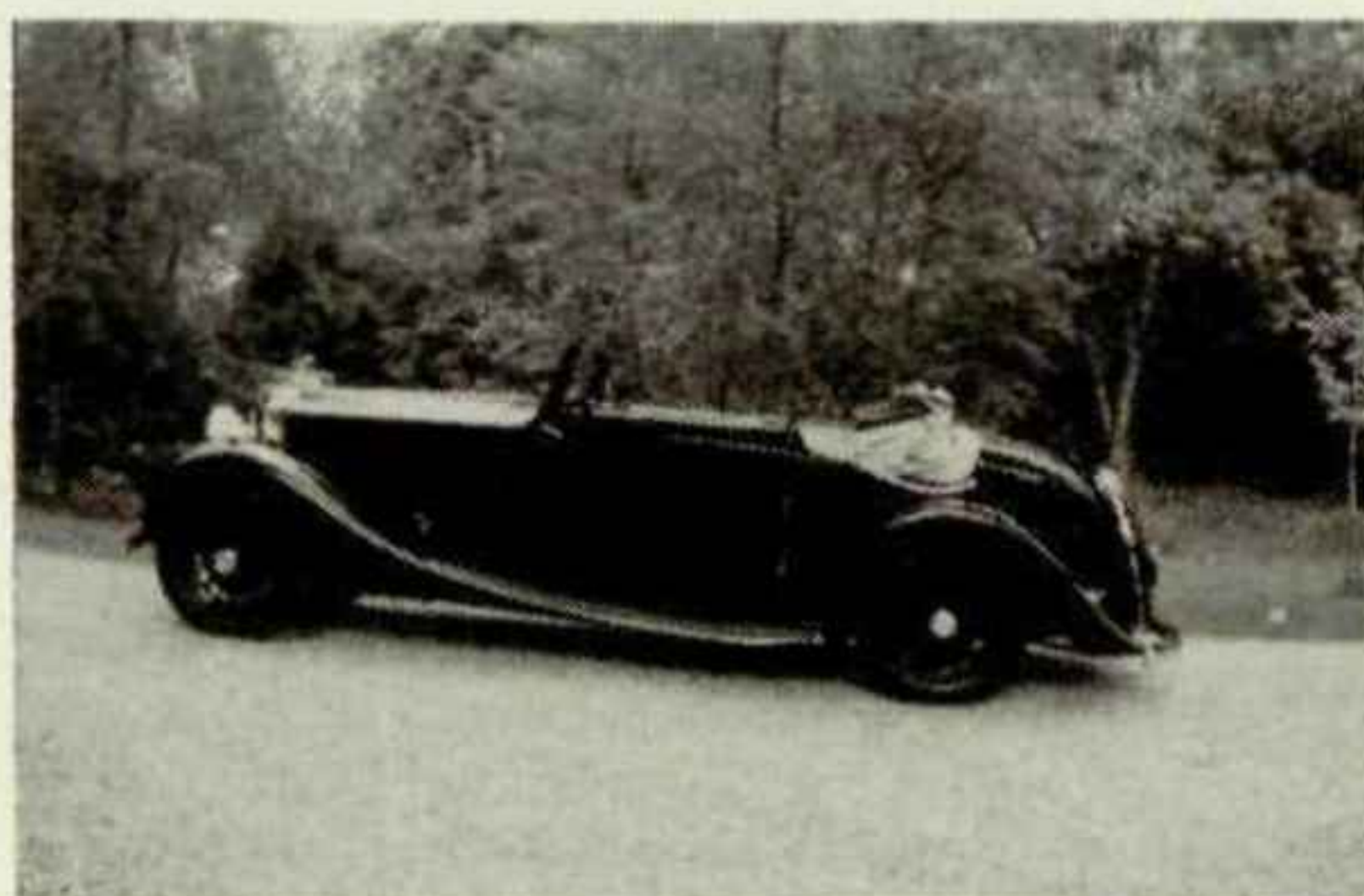
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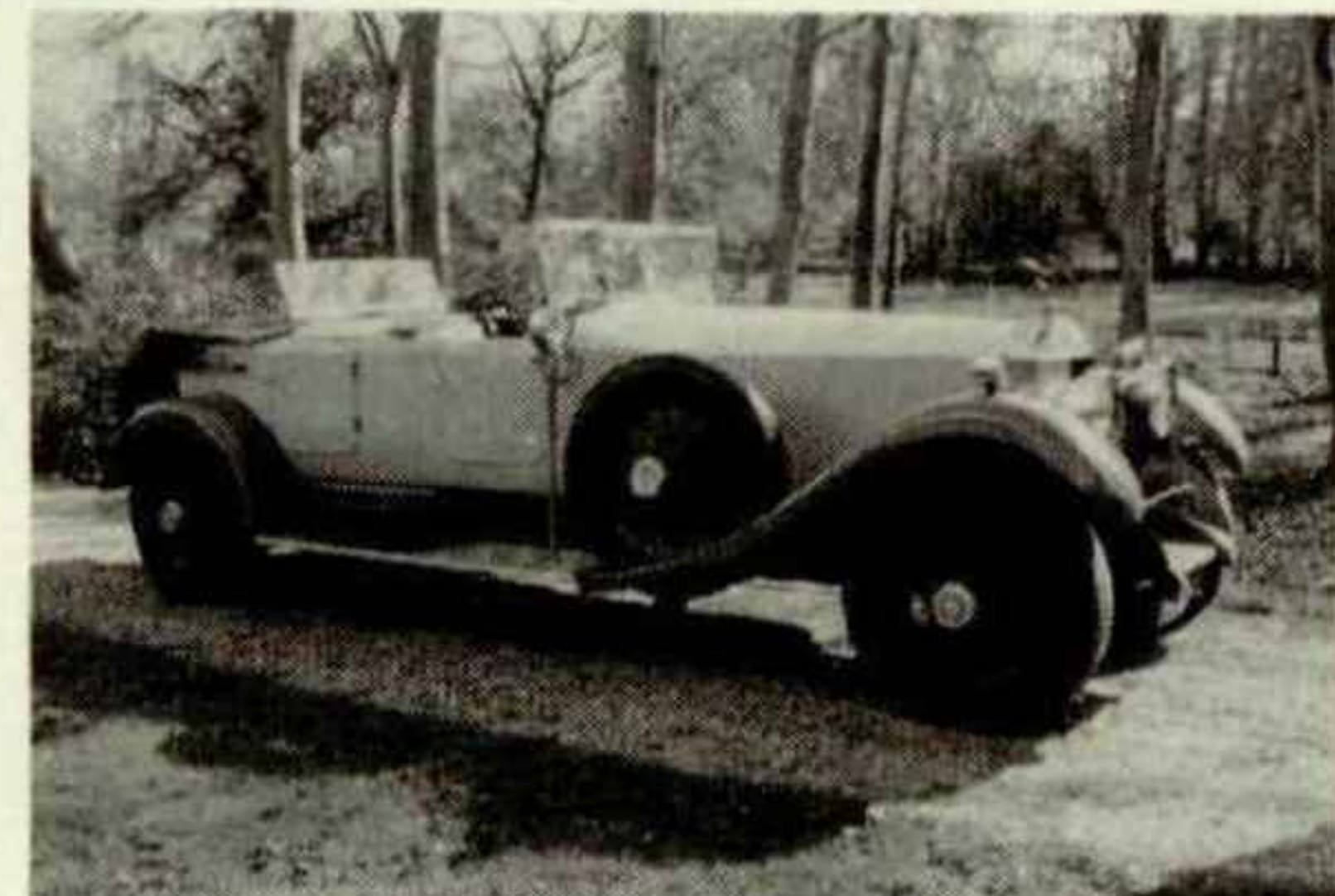
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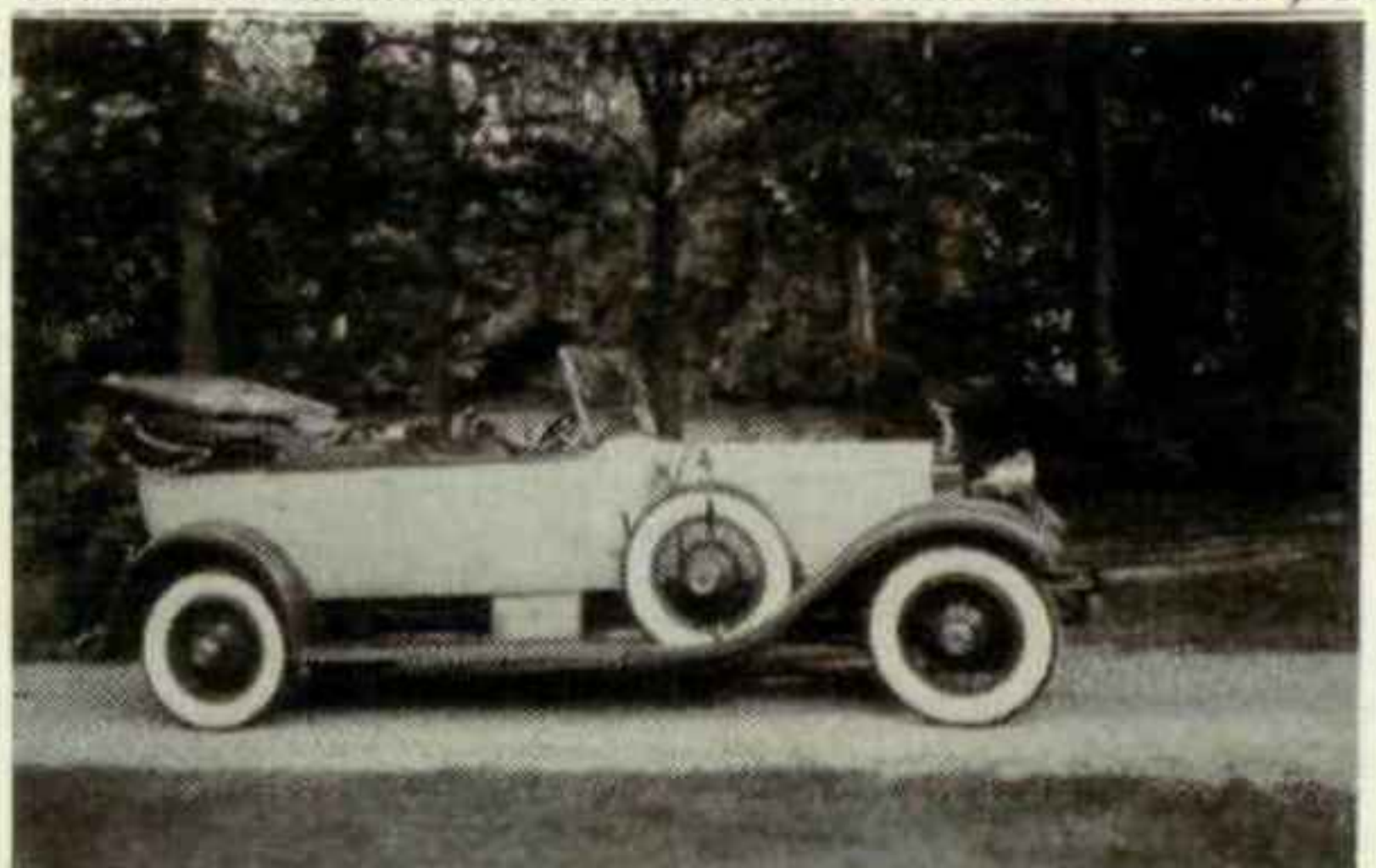
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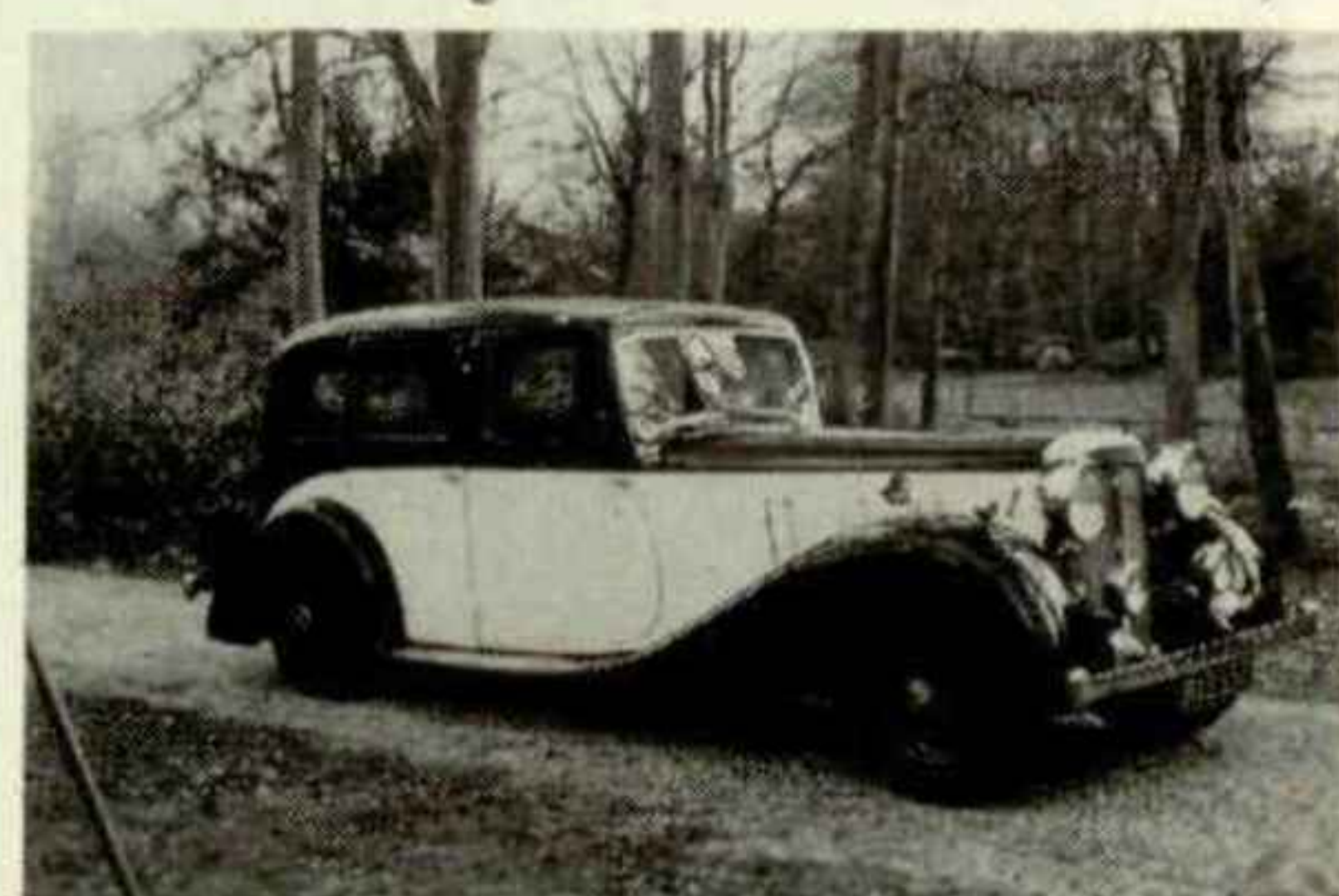
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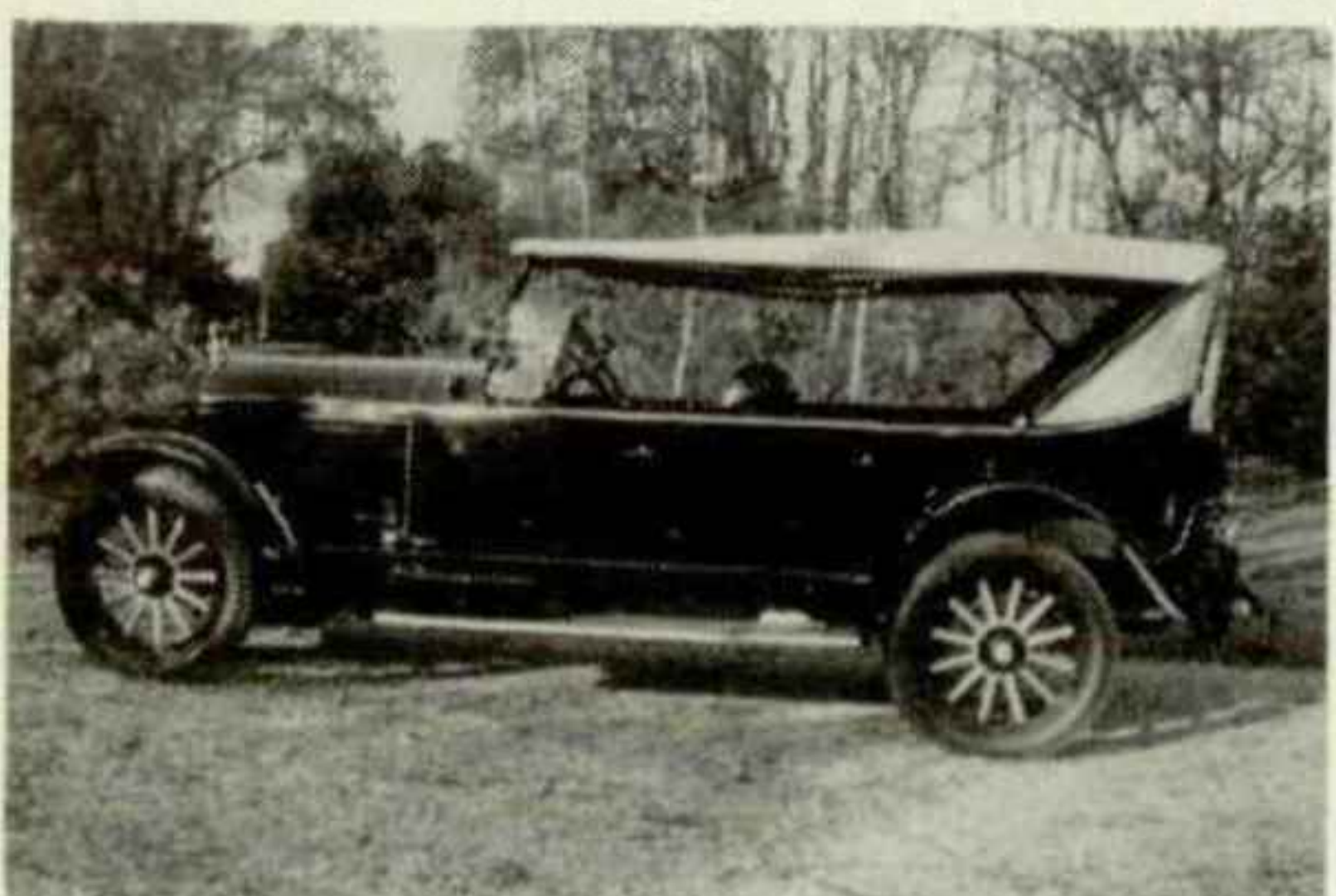
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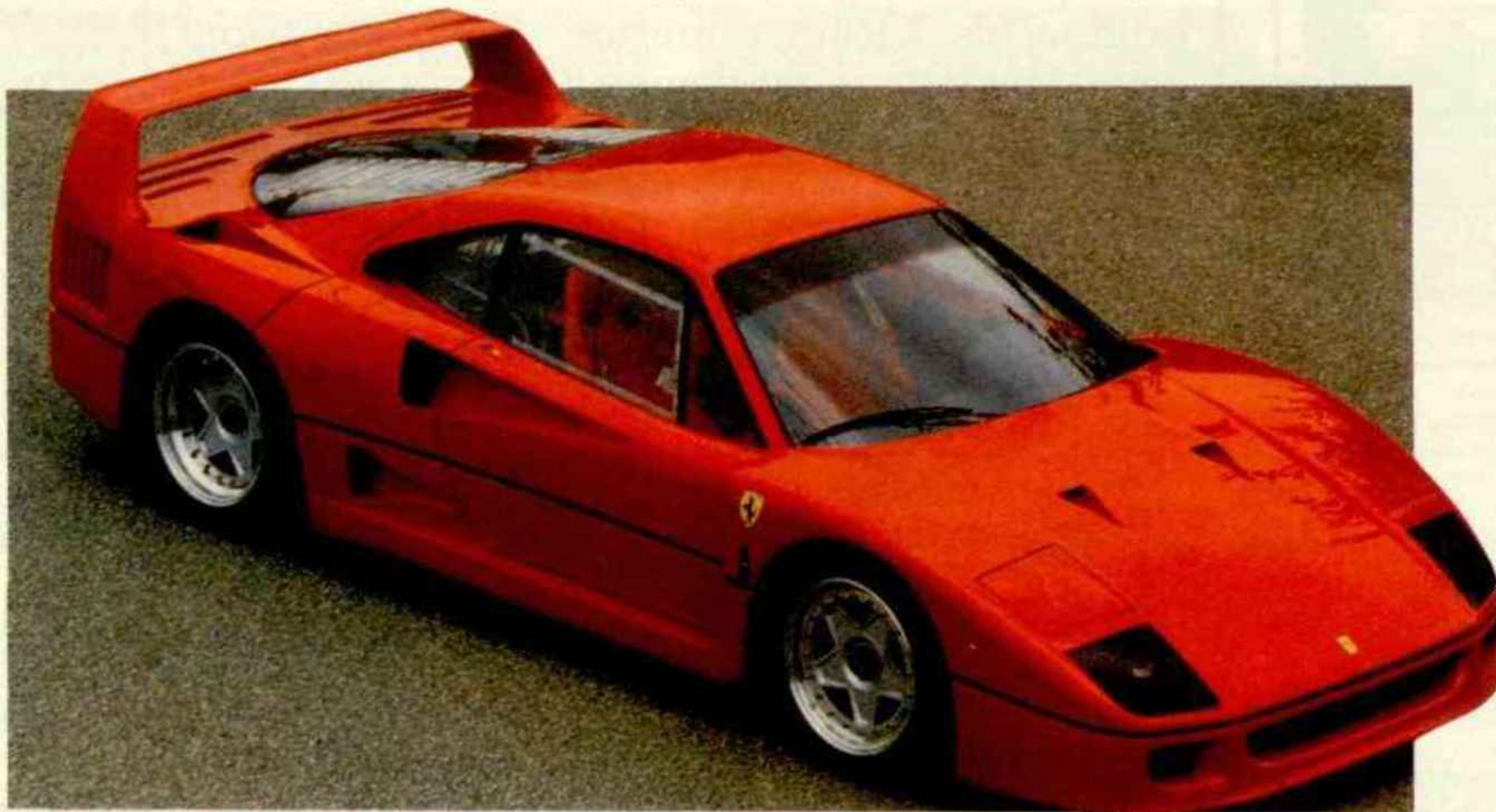
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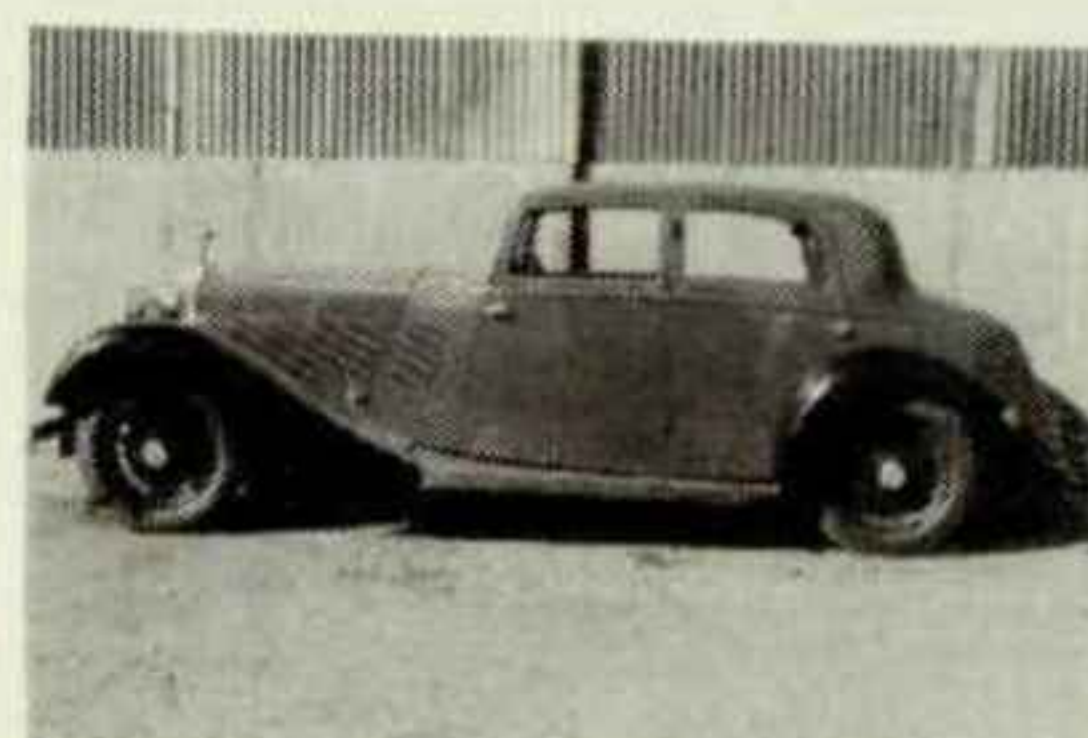
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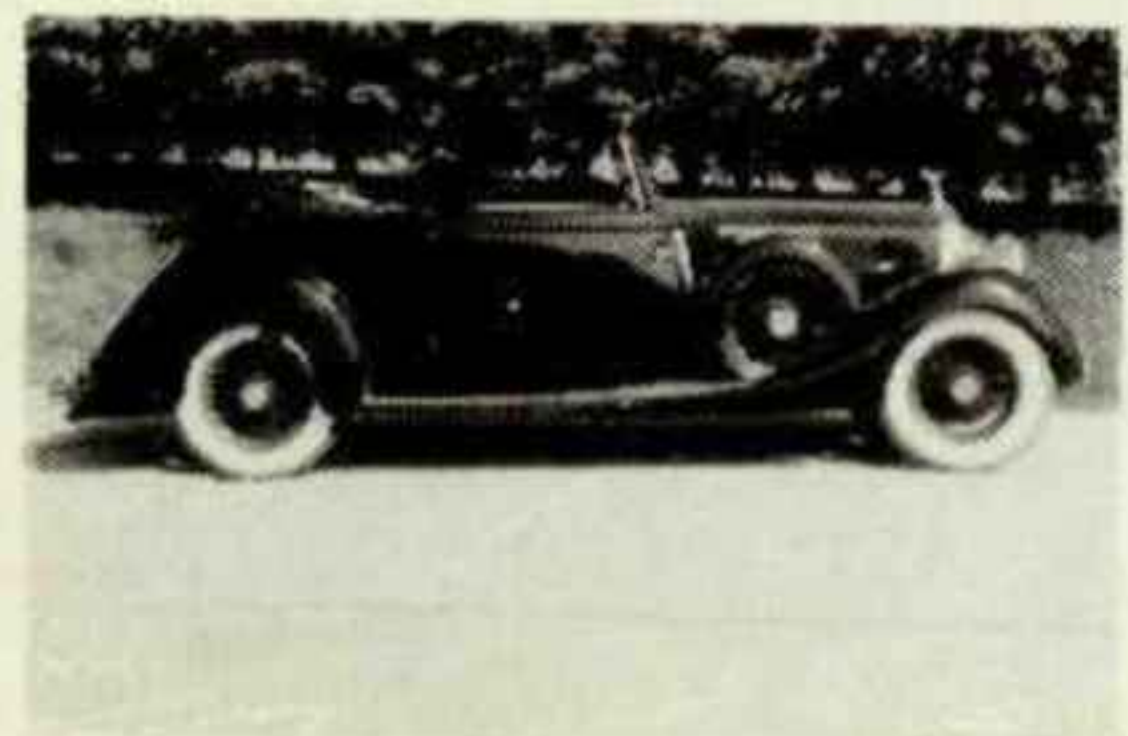
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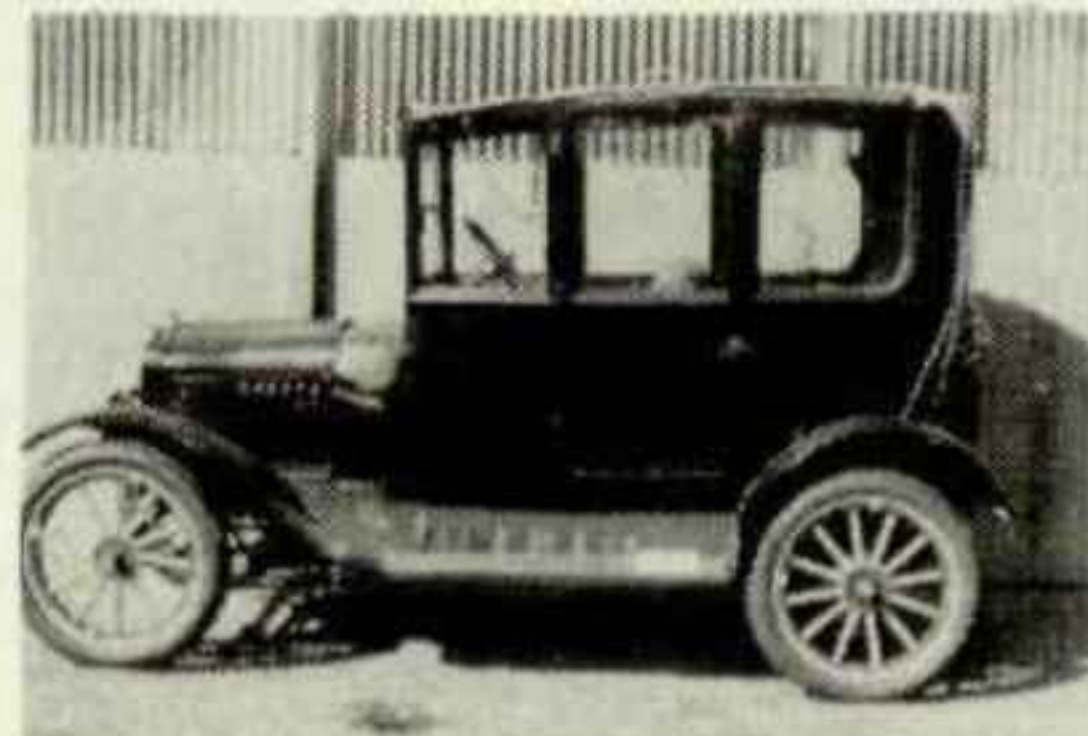
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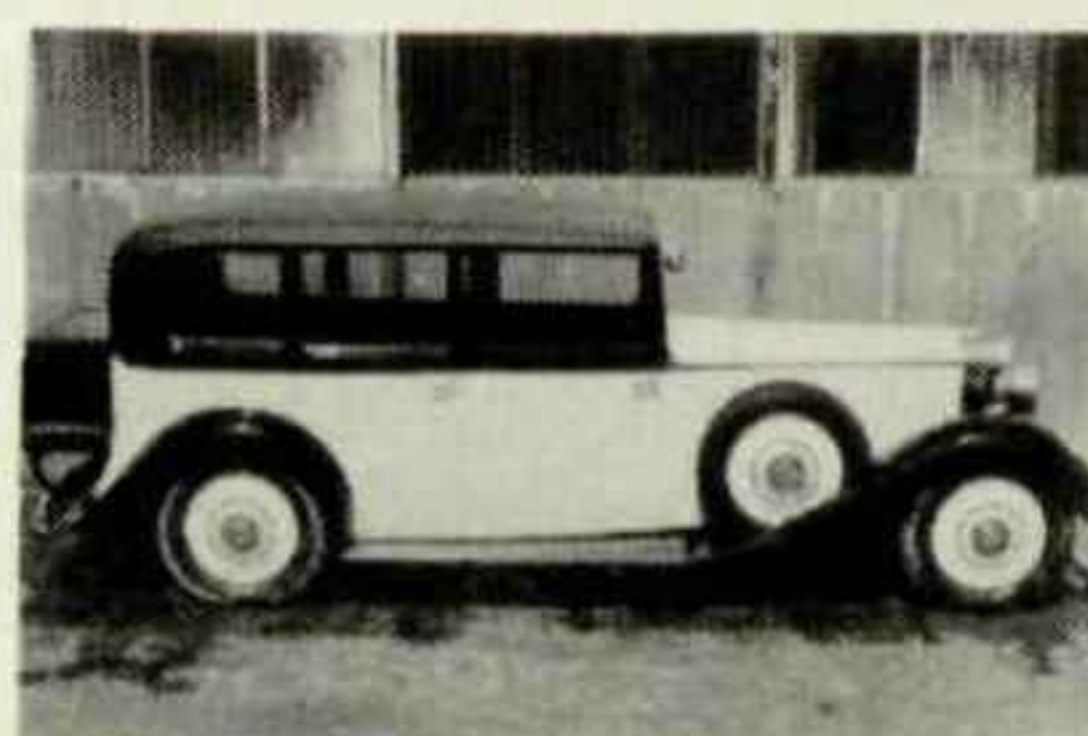
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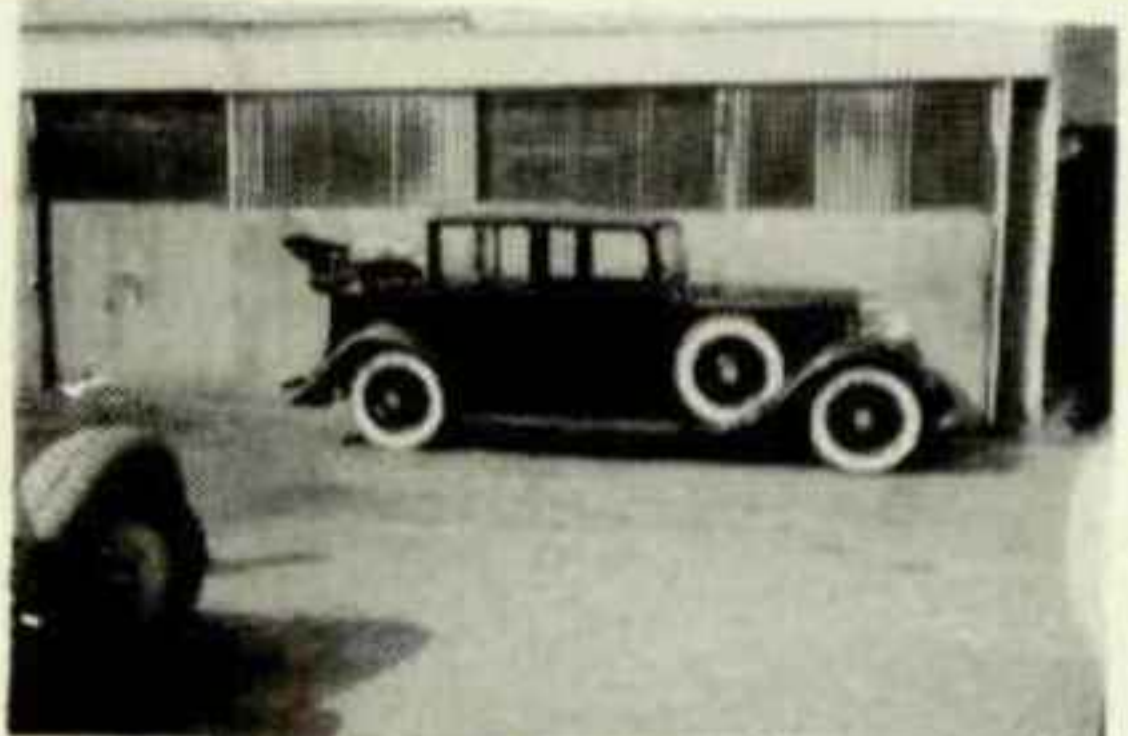
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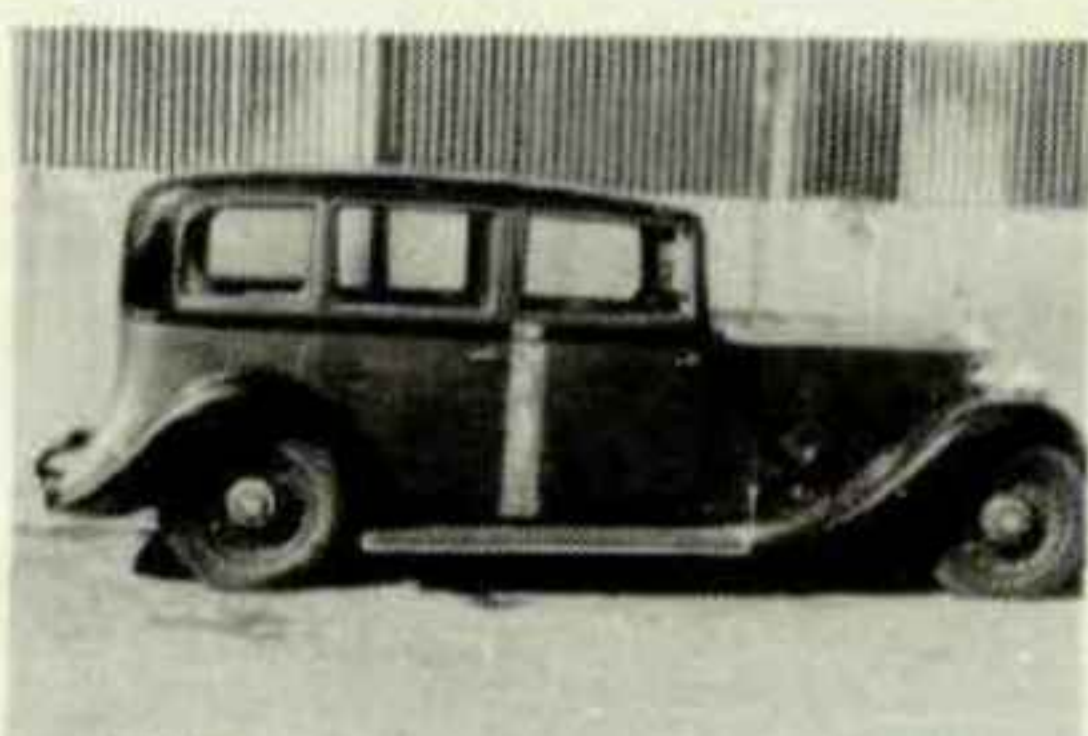
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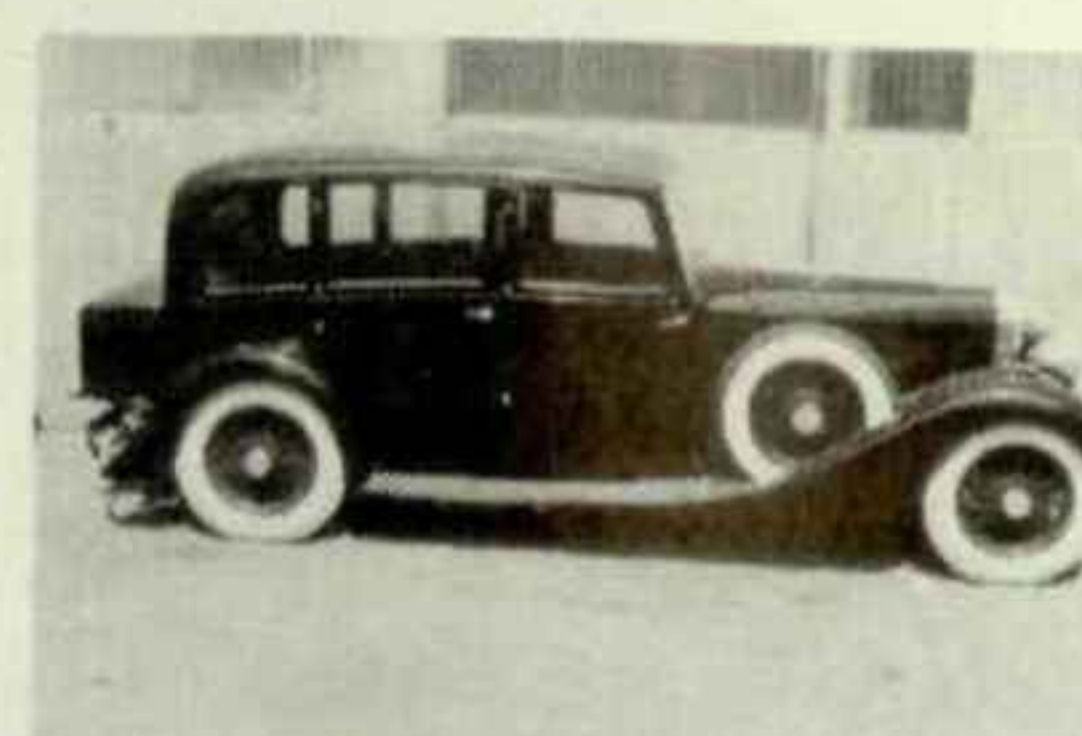
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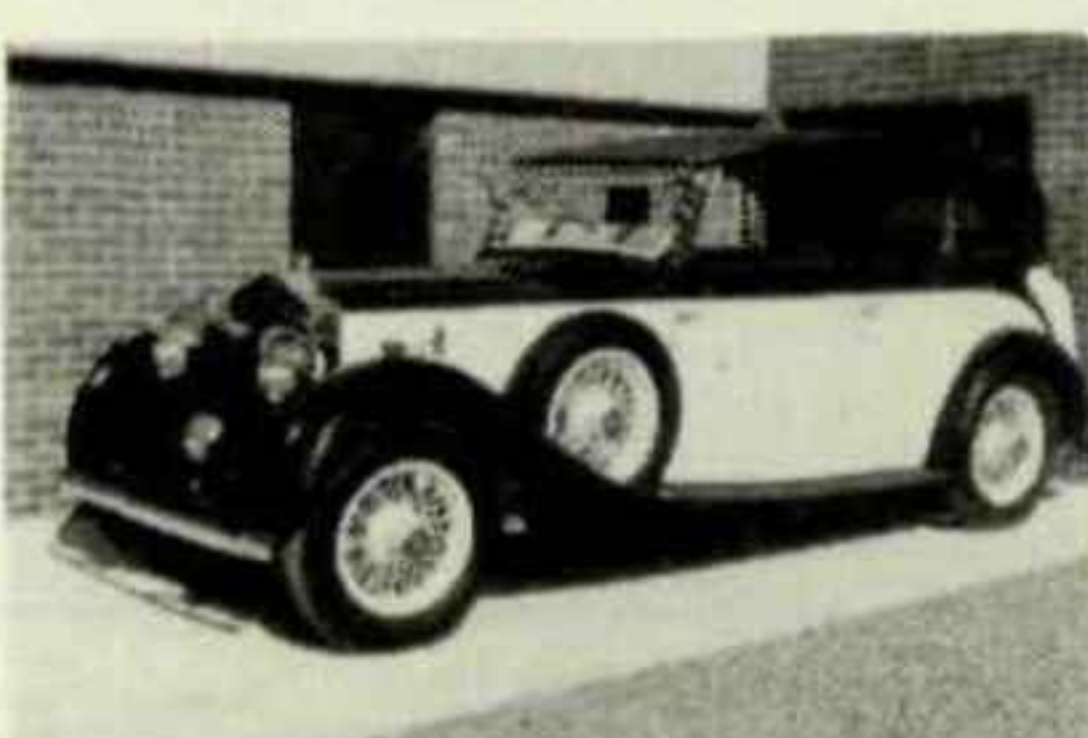
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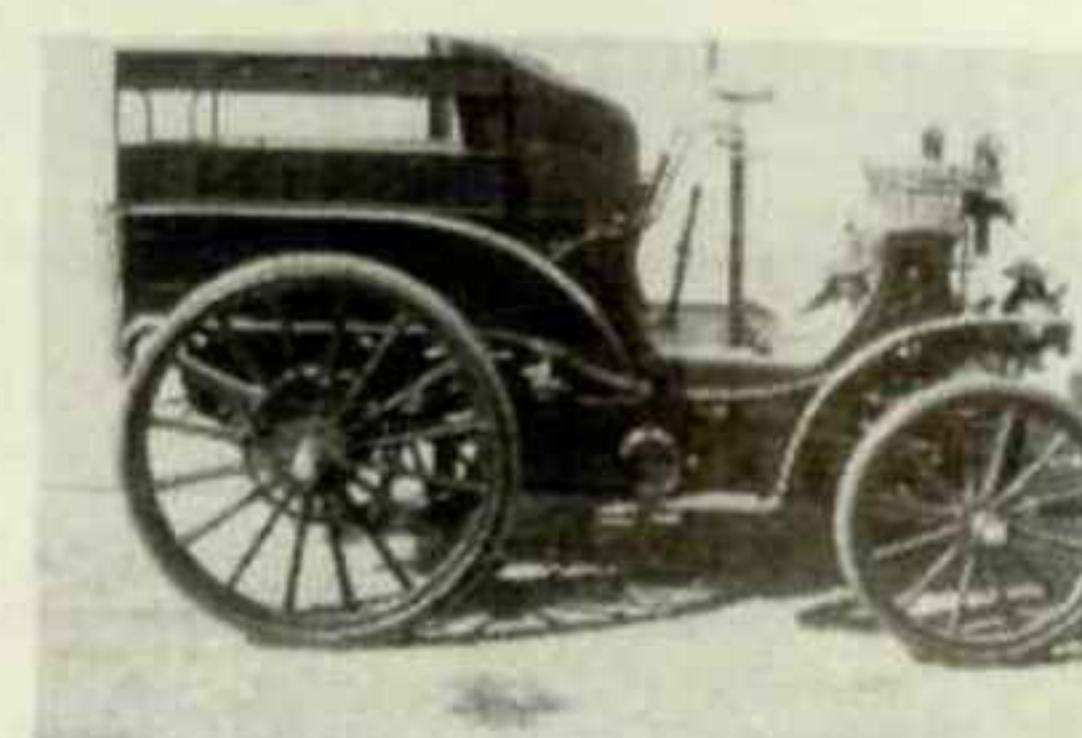
1950 Bentley Mk6 Saloon.....£8,750



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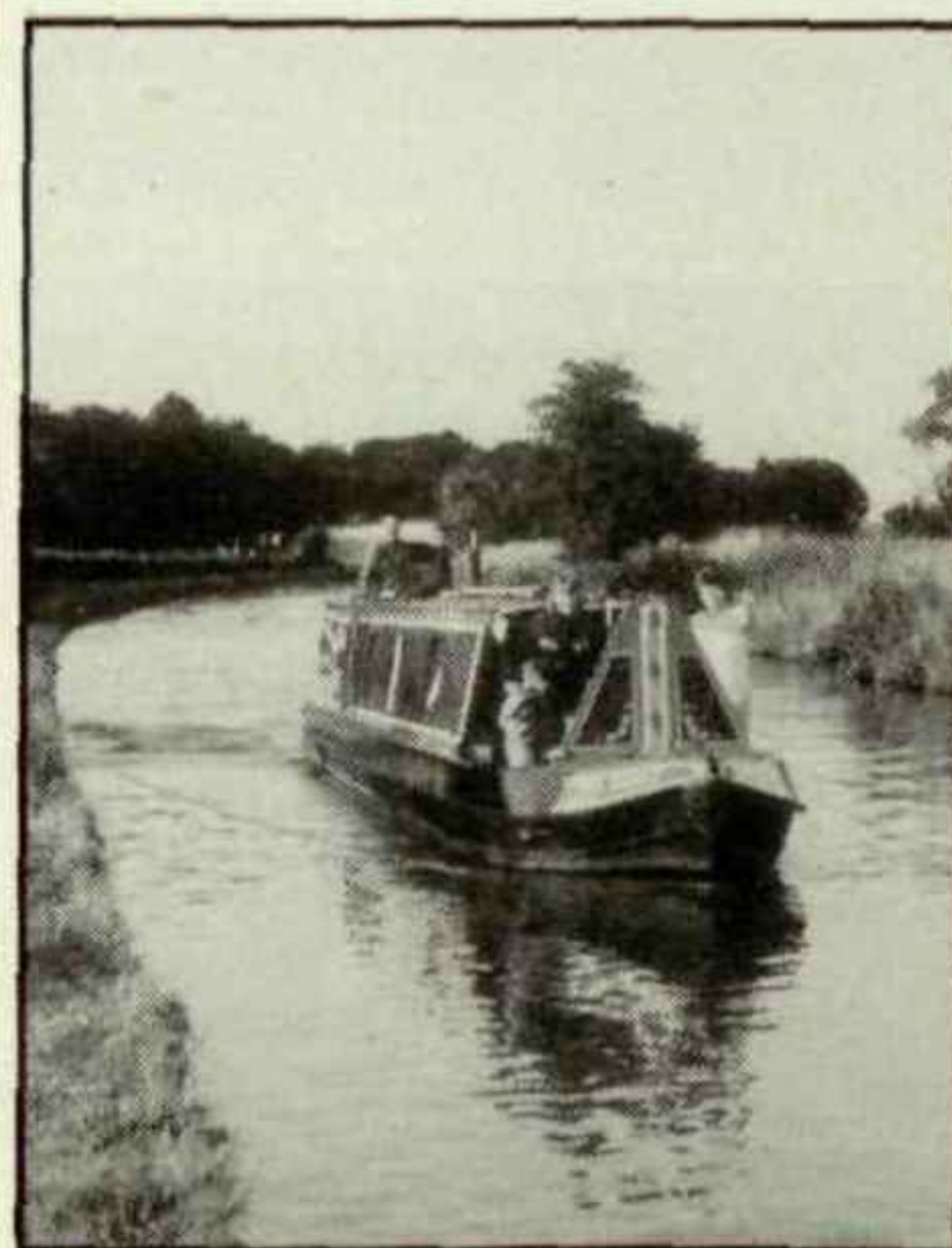
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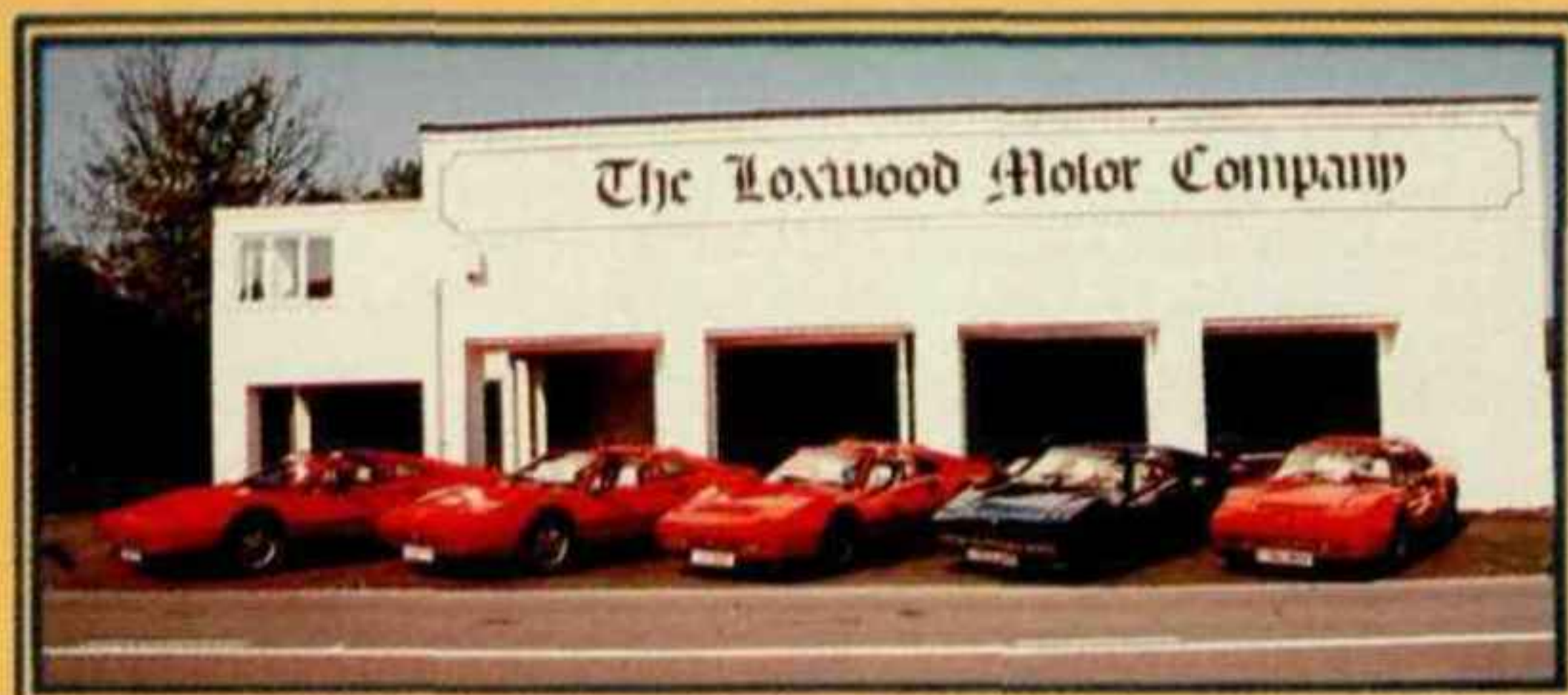
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This motor car is now for sale and any prospective purchasers are welcome not only to look around our premises and see where the work was completed but to talk to the men actually did the job. Readers wanting information on any of the cars for sale or our restoration facilities should contact in the first instance, either Piers Leigh or David Royle.

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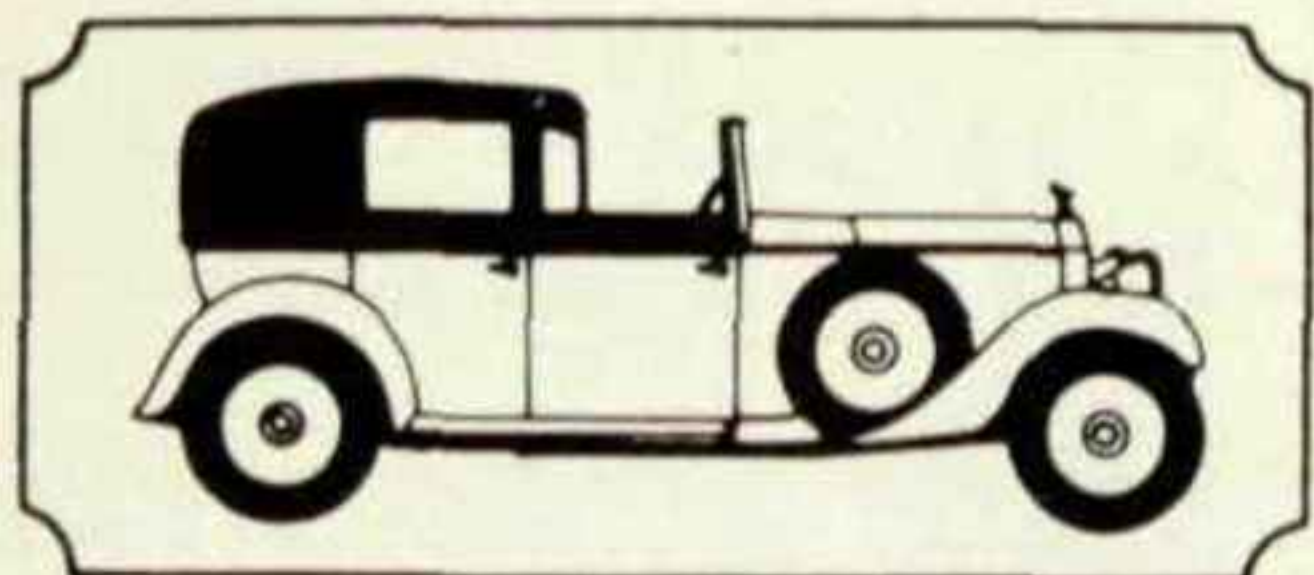
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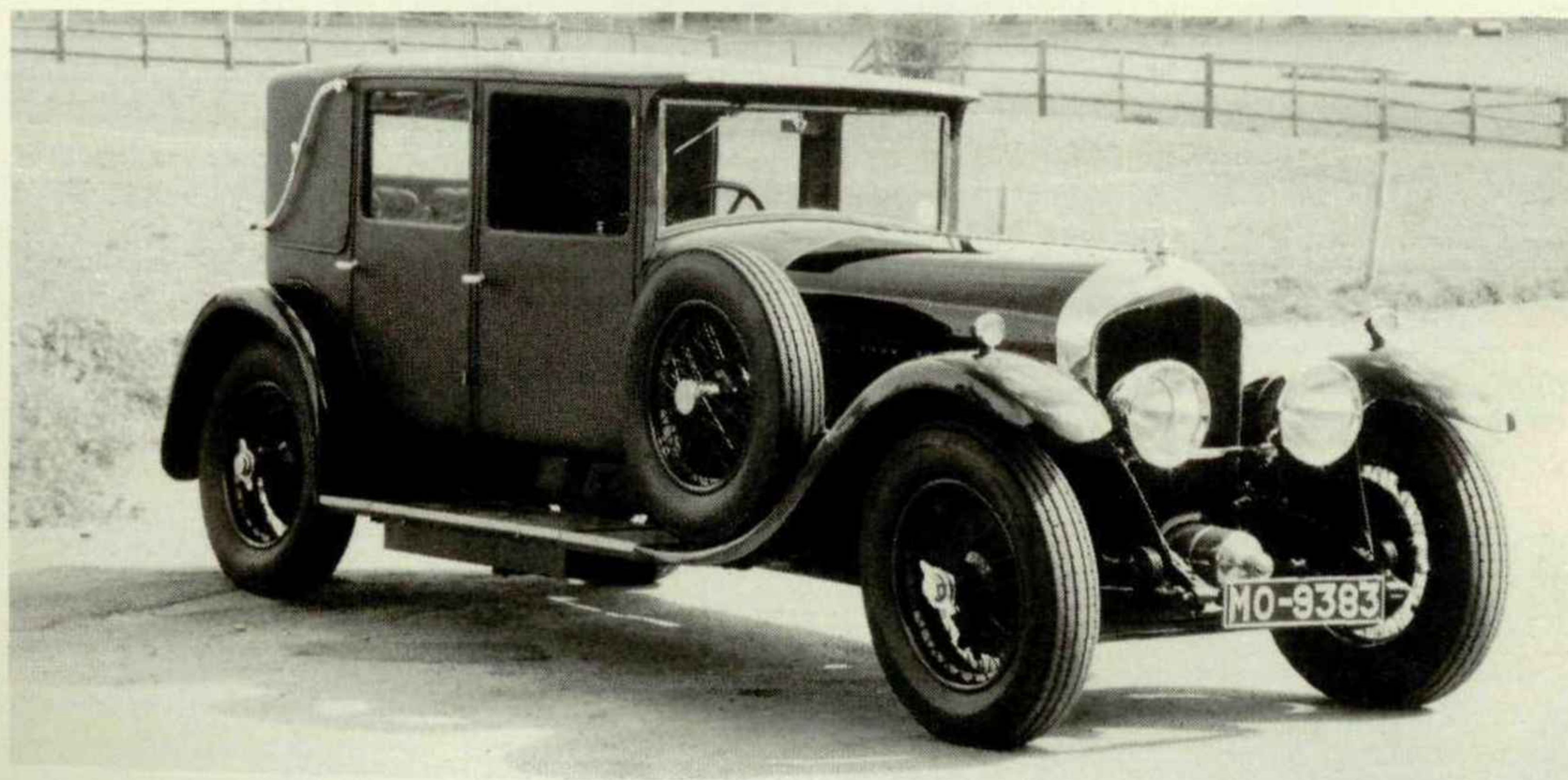
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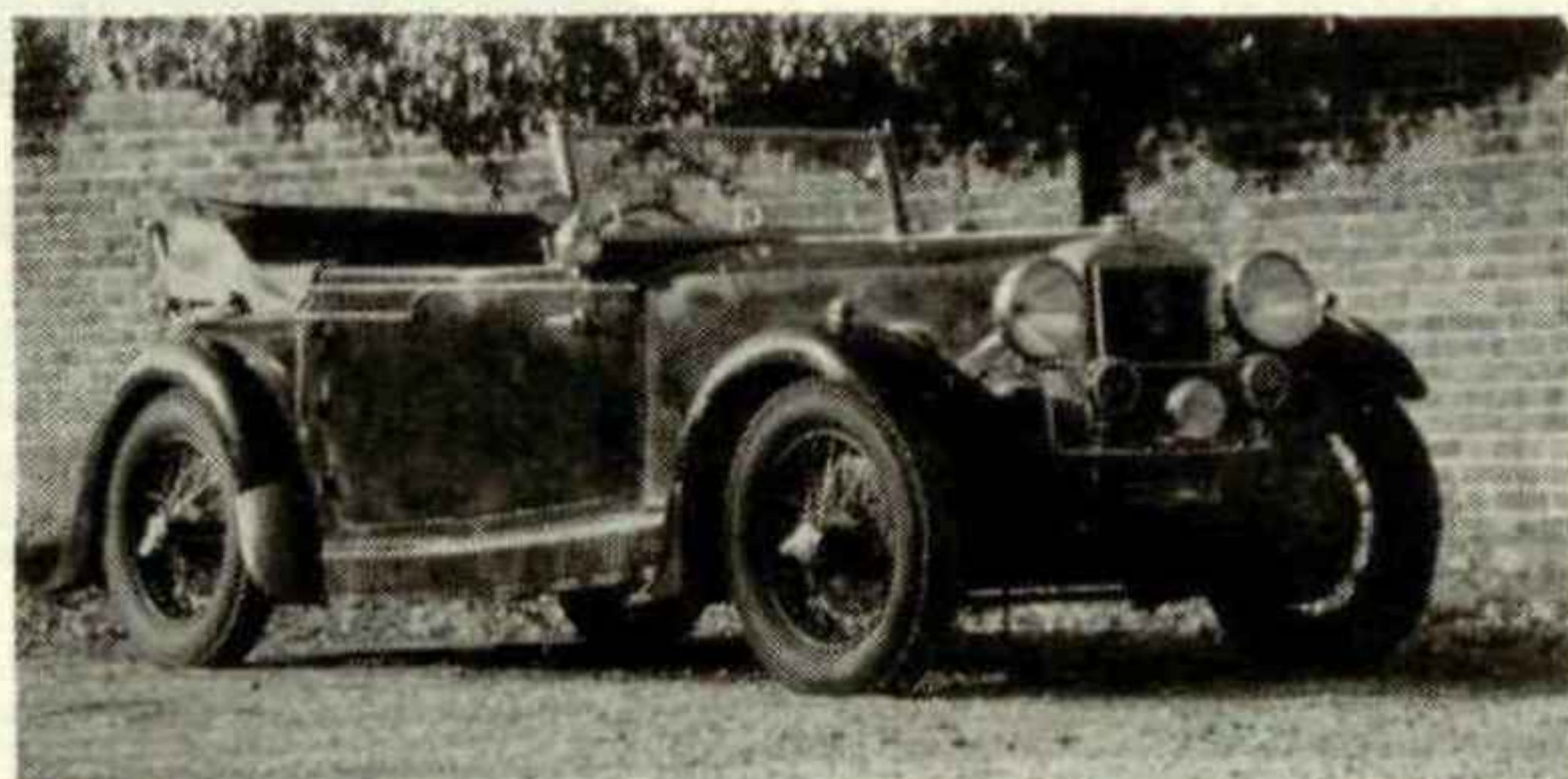
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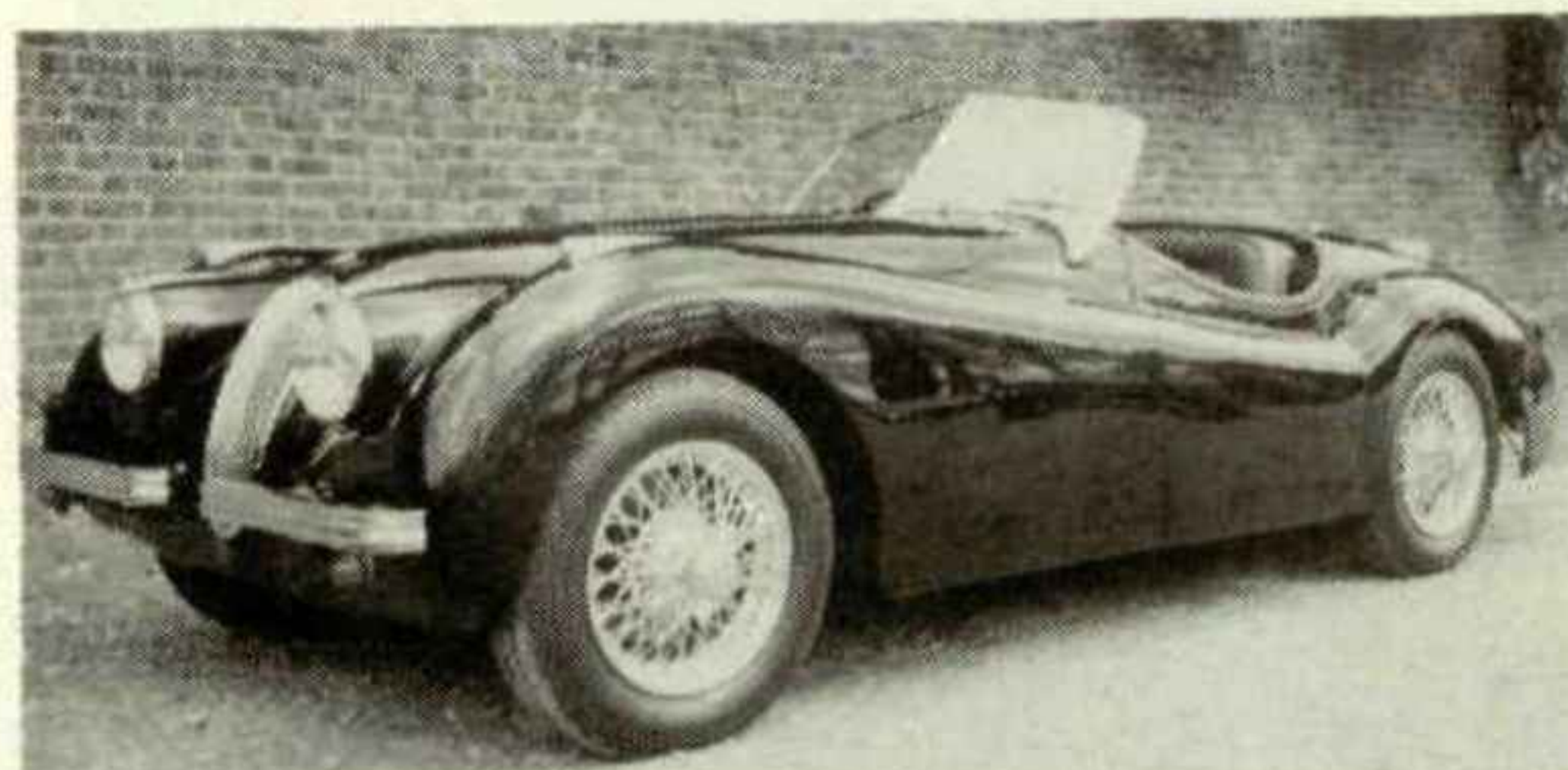
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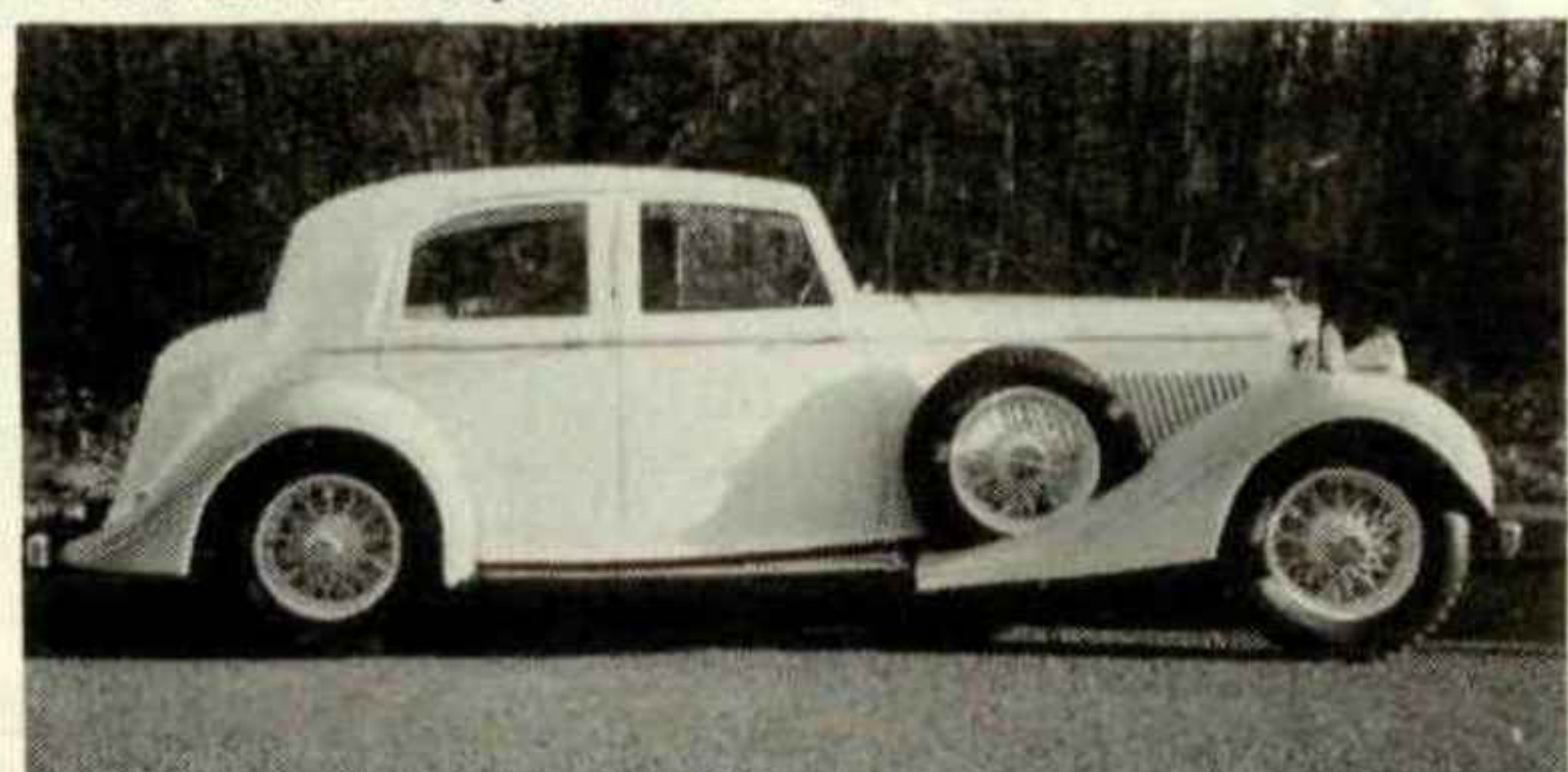
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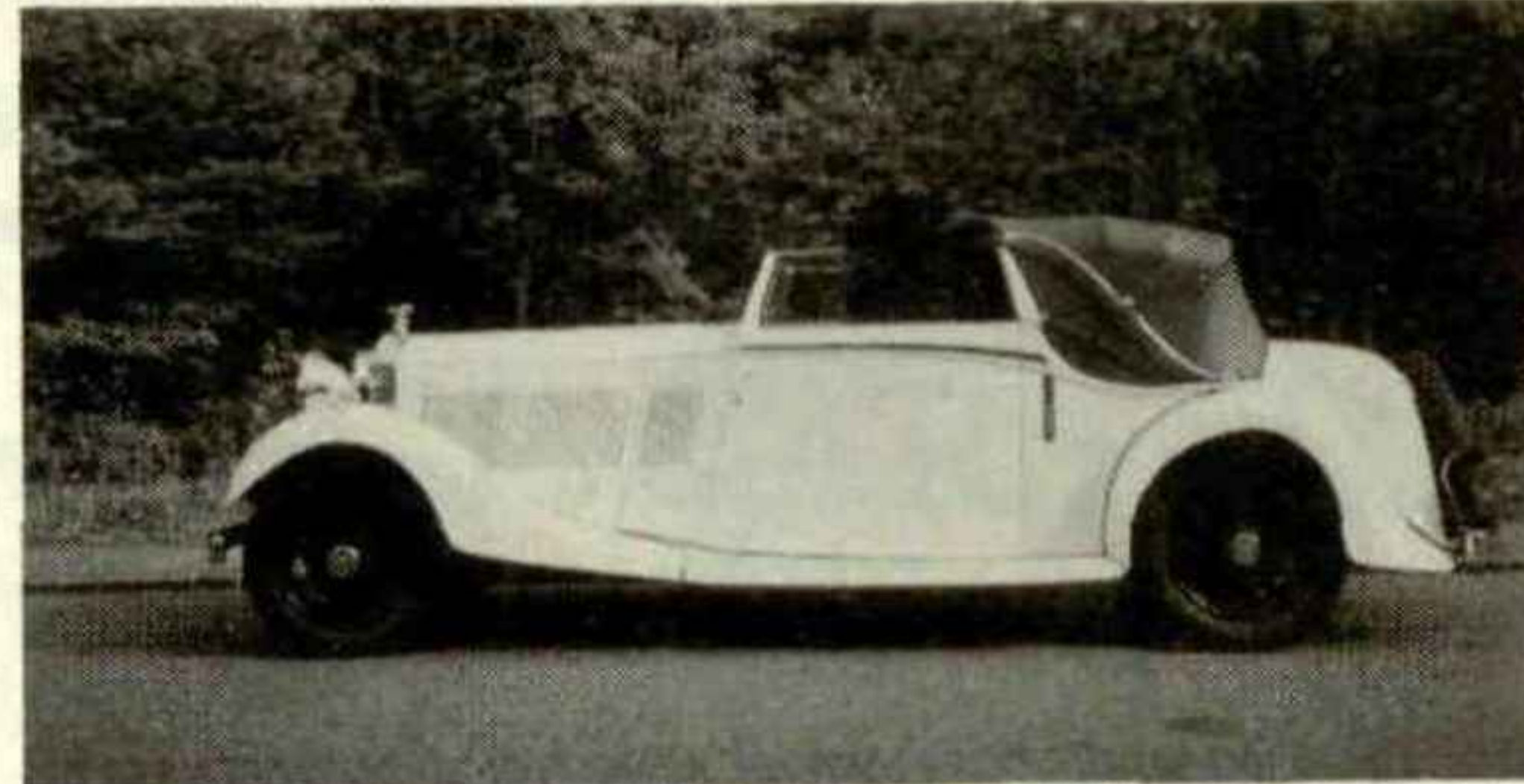
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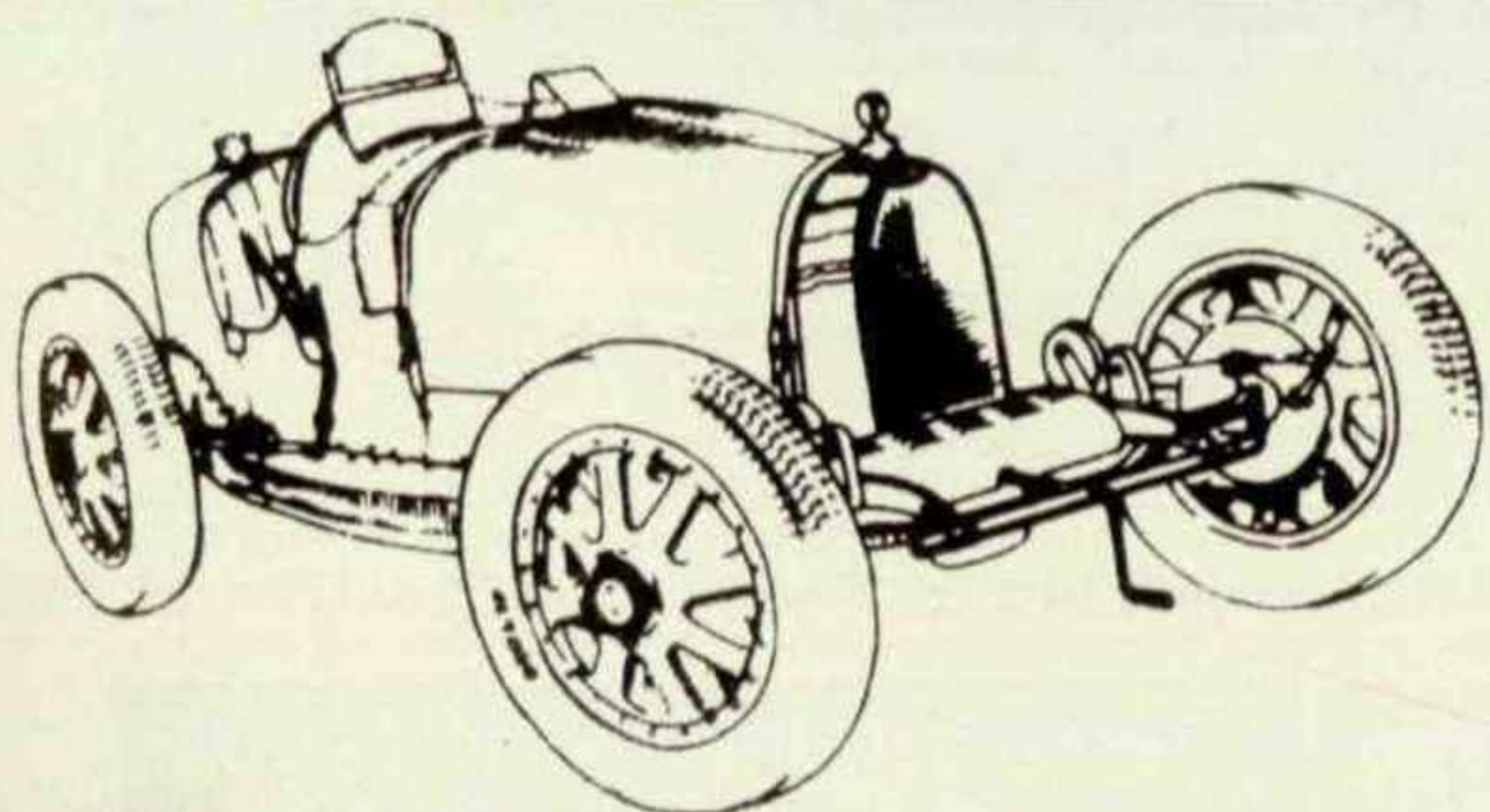
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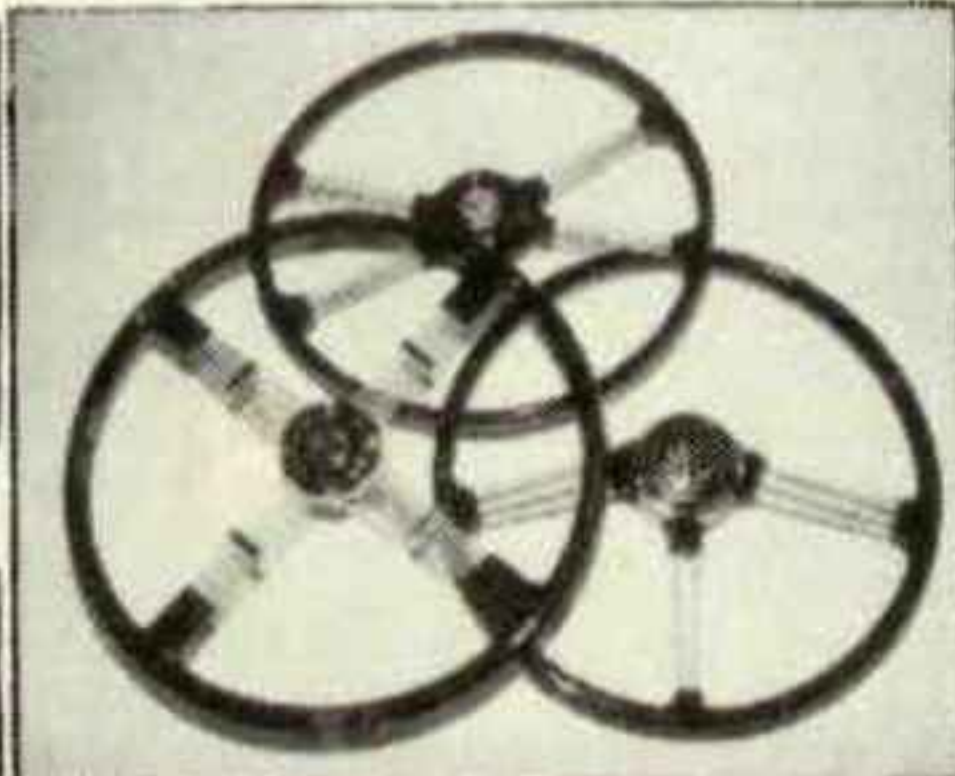
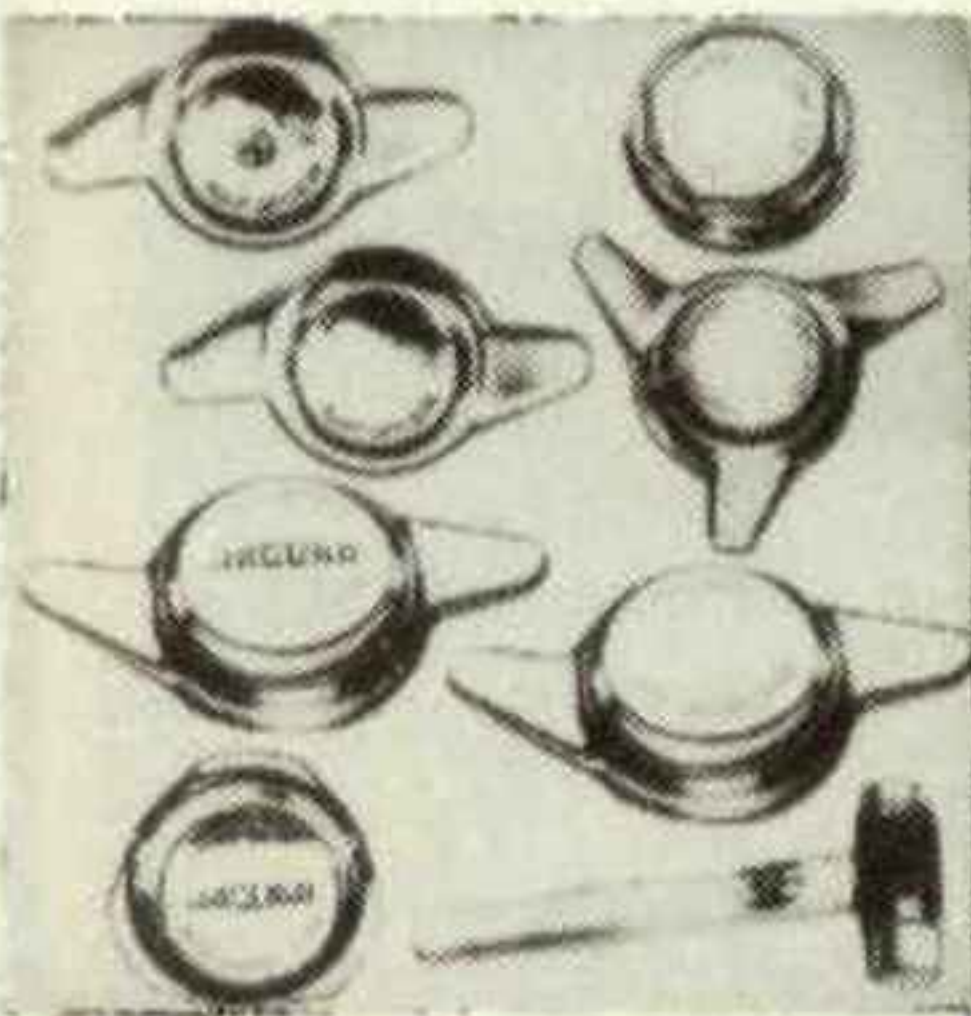
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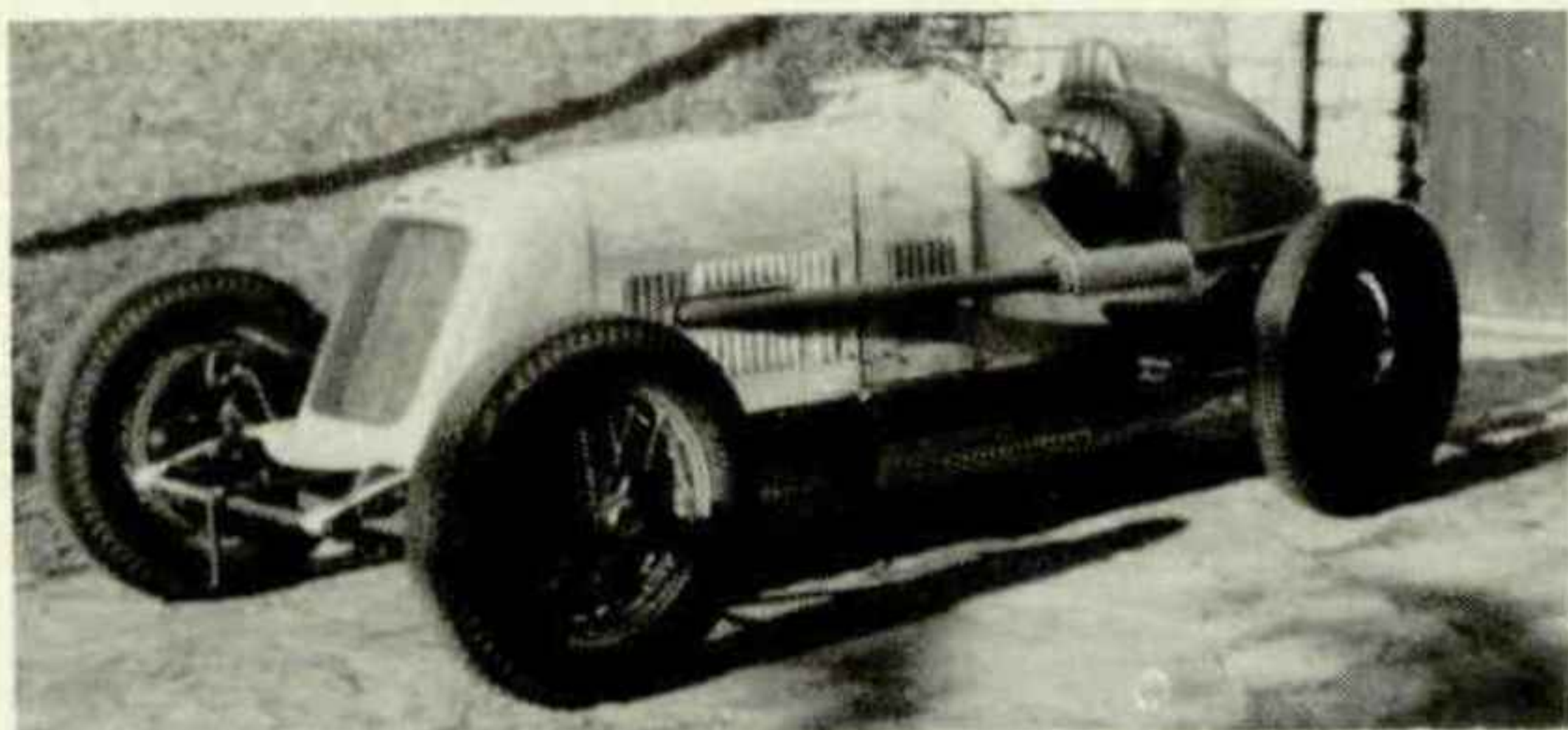
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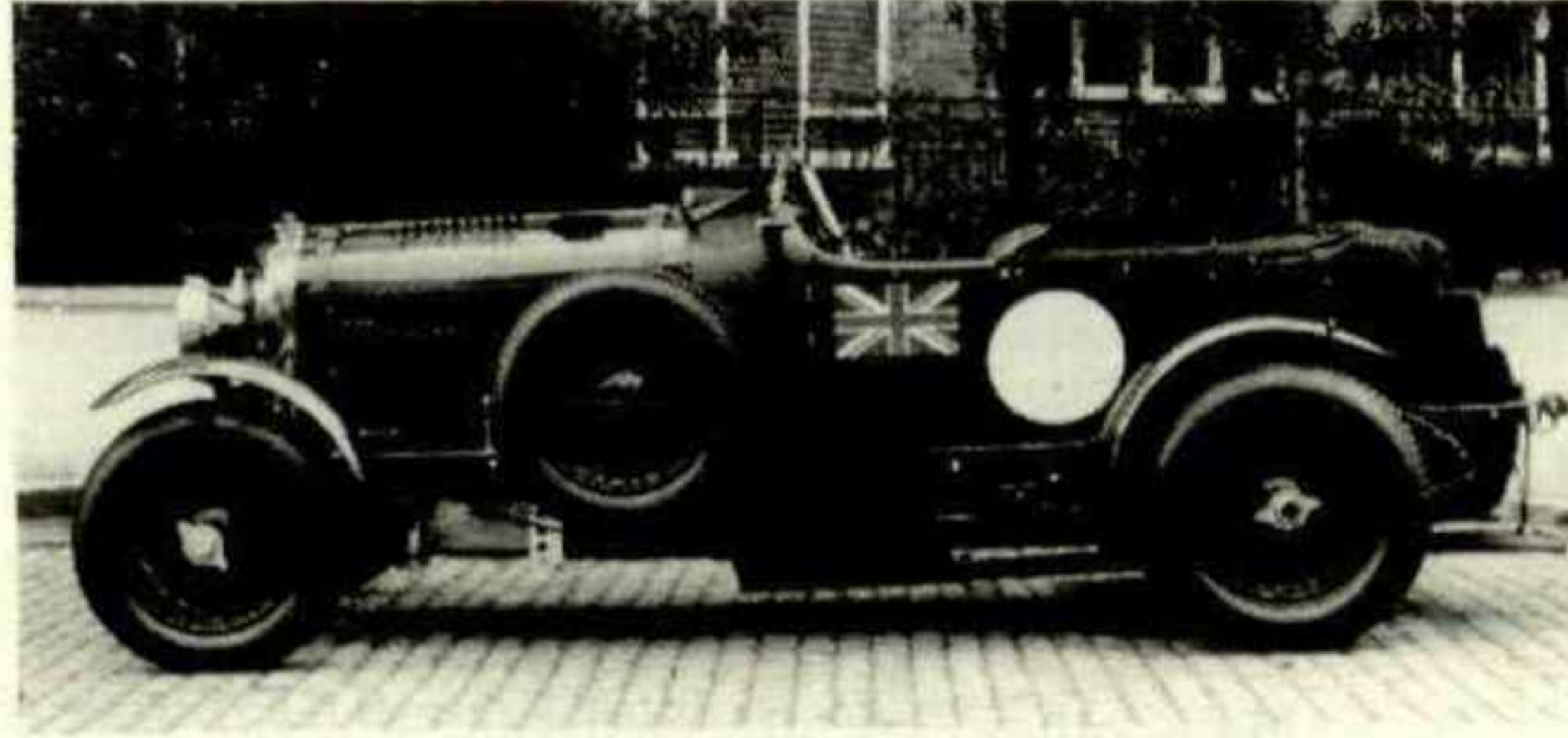
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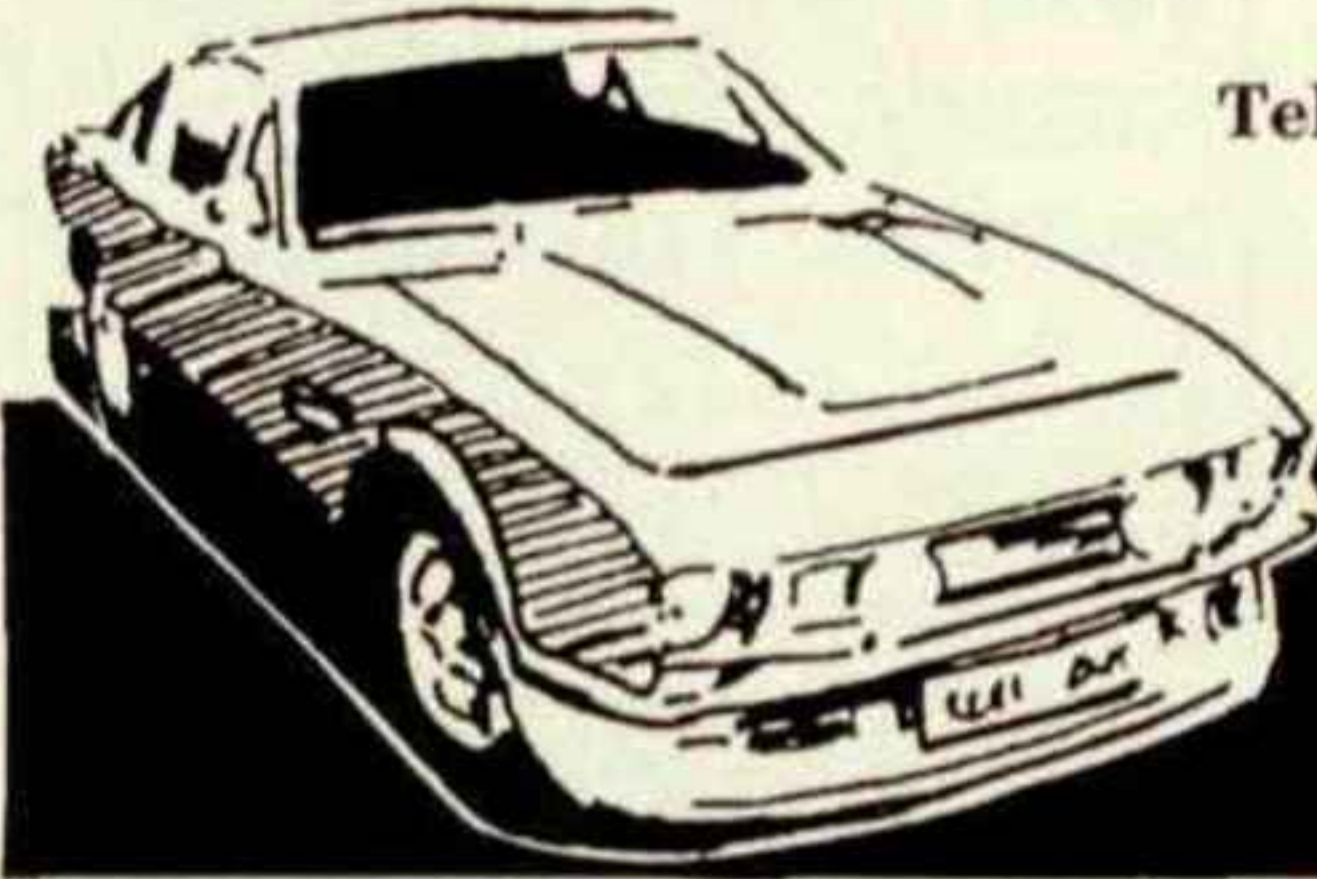
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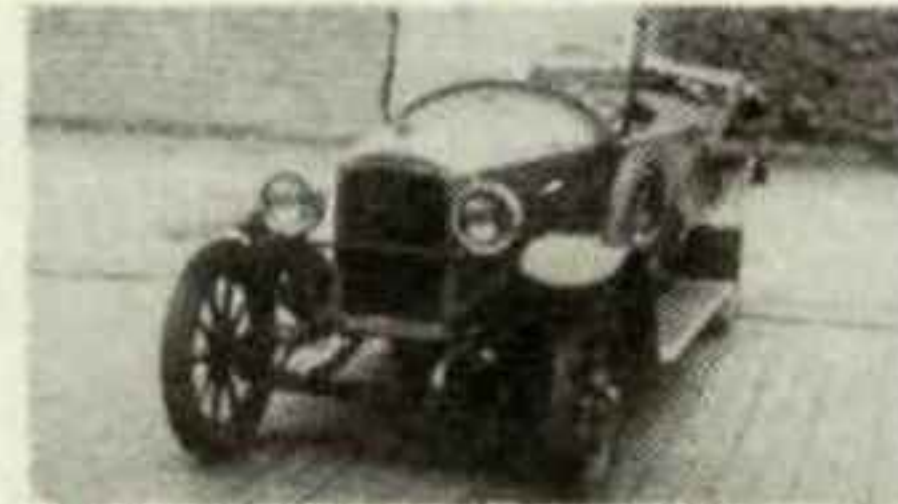


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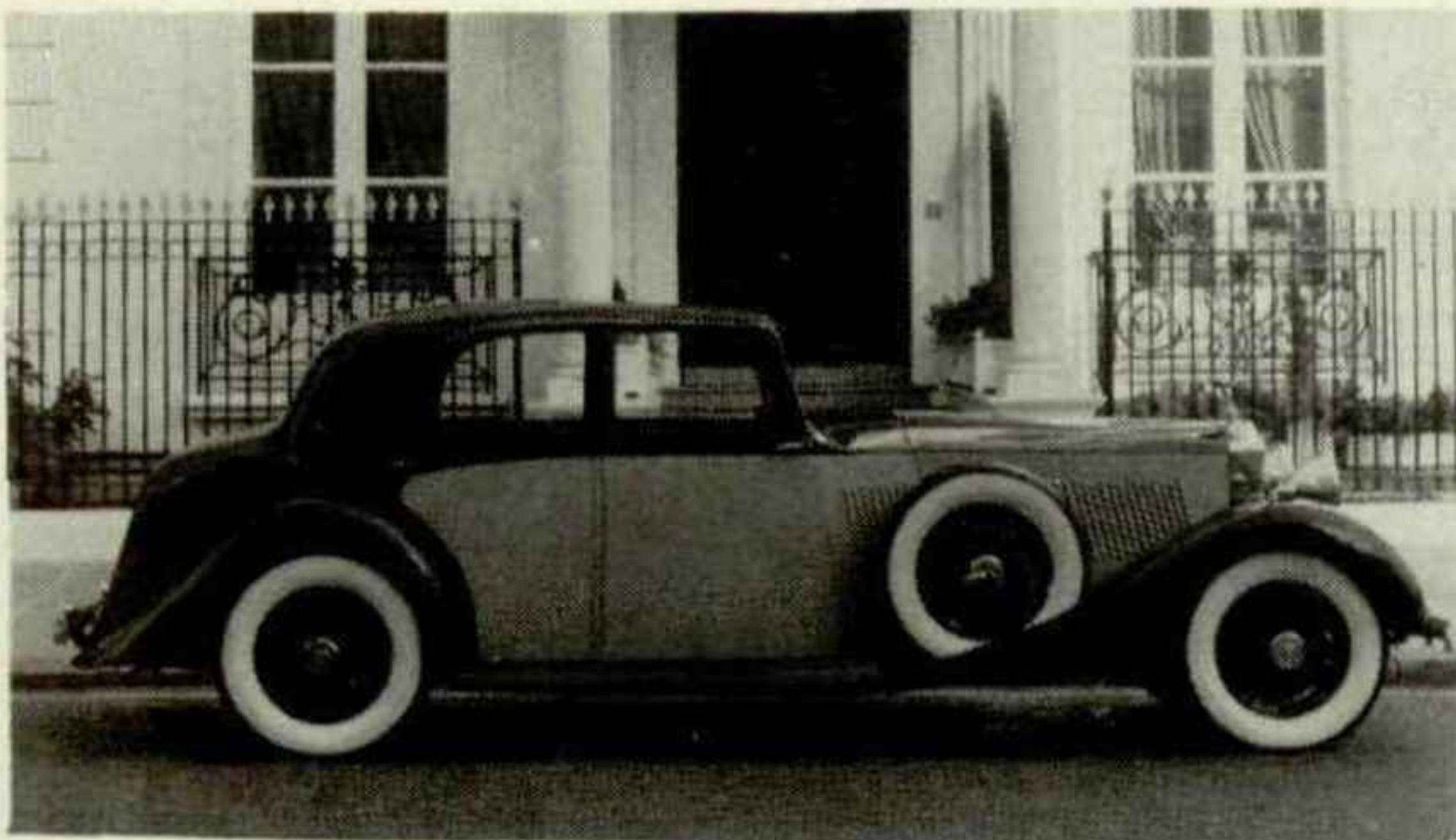
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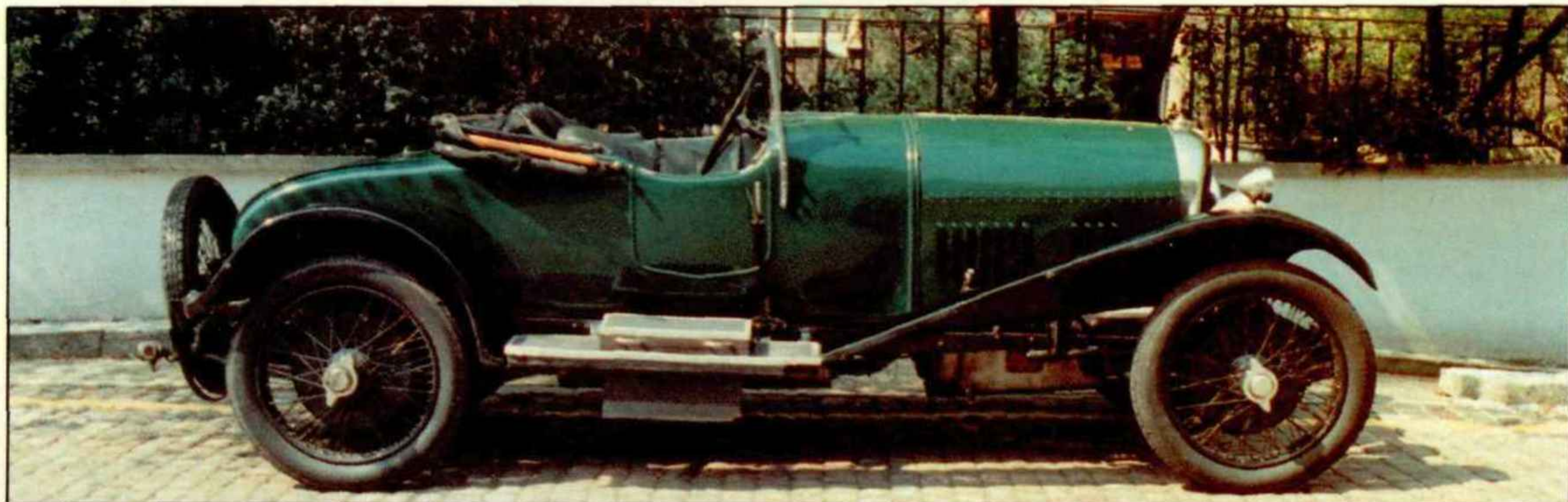
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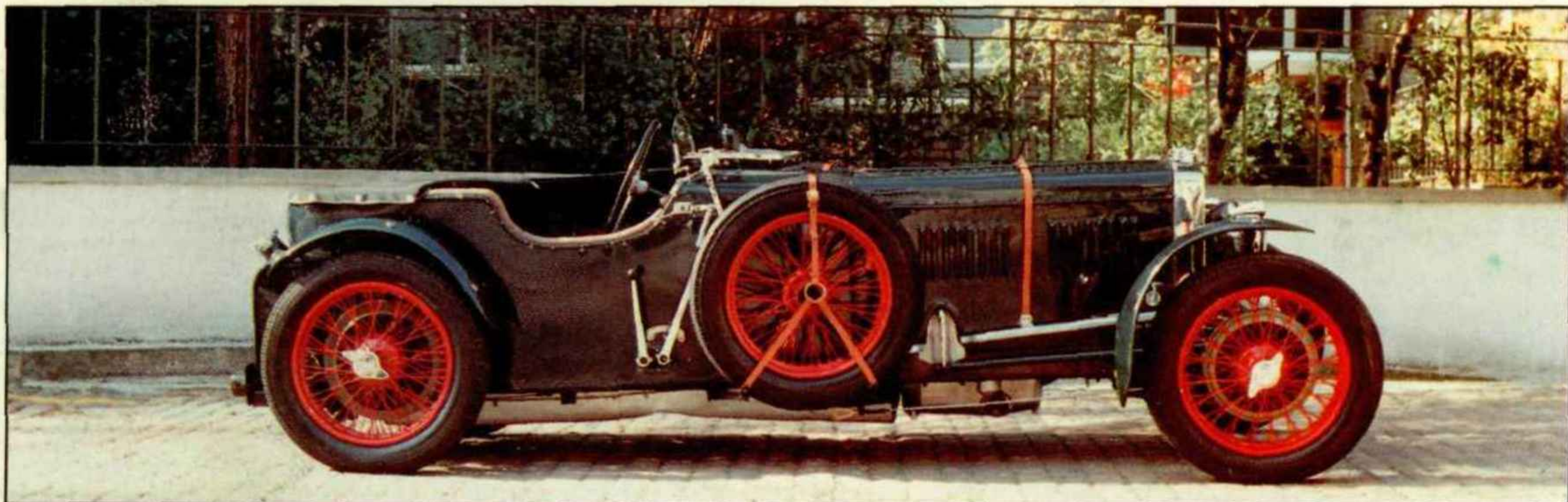
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1926 Bentley 3 Litre 2-seater with dicky by Vanden Plas



1934 Frazer Nash TT Replica



1934 Rolls Royce 20/25 3 position drophead by Gurney Nutting

CARS IN STOCK

1962 AC Bristol
1964 Aston Martin DB5 Convertible
1966 Aston Martin DB6 Volante
1926 Bentley 3 Litre 2-seater by Vanden Plas
1934 Bentley 3½ two-seater by James Young
1936 Bentley 4½ Mulliner All Weather Tourer Ex-Woolf Barnato
1936 Bentley 4½ by Van Vooren
1960 Bentley S2 Continental Convertible
1924 Bugatti Brescia Modifice

1934 Frazer Nash TT Replica
1963 Ferrari 250 GT/Lusso
1937 Lagonda LG45 DHC
1937 Lagonda LG45 Rapide Style Tourer
1935 Lagonda M45 Open Tourer
1935 Lagonda M45 Rapide Fox + Nichols LM copy
1930 Lagonda 16/80
1939 Lagonda V12 DHC
1939 Lagonda LG6 DHC
1954 Mercedes 300 SL Gullwing

1933 MG K3 Single Seater GP Car
1933 MG K3 Supercharged Roadster
1923 Rolls Royce 20 HP Maharajah shooting car
1930 Rolls Royce Phantom II Continental Park Ward
1933 Rolls Royce 20/25 3 position drophead by Gurney Nutting
1934 Rolls Royce 20/25 4-door Sports Saloon by Park Ward
1939 Rolls Royce Phantom III Sports Saloon
1937 Rolls Royce Phantom III Limousine by Rippon
1933 Rolls Royce 20/25 Sedan Coupe by Gurney Nutting

Please write or telephone for illustrated stock list.

Also available: 1989/90 Coys Car Value Guide, for further information please telephone 071-823 7624.

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