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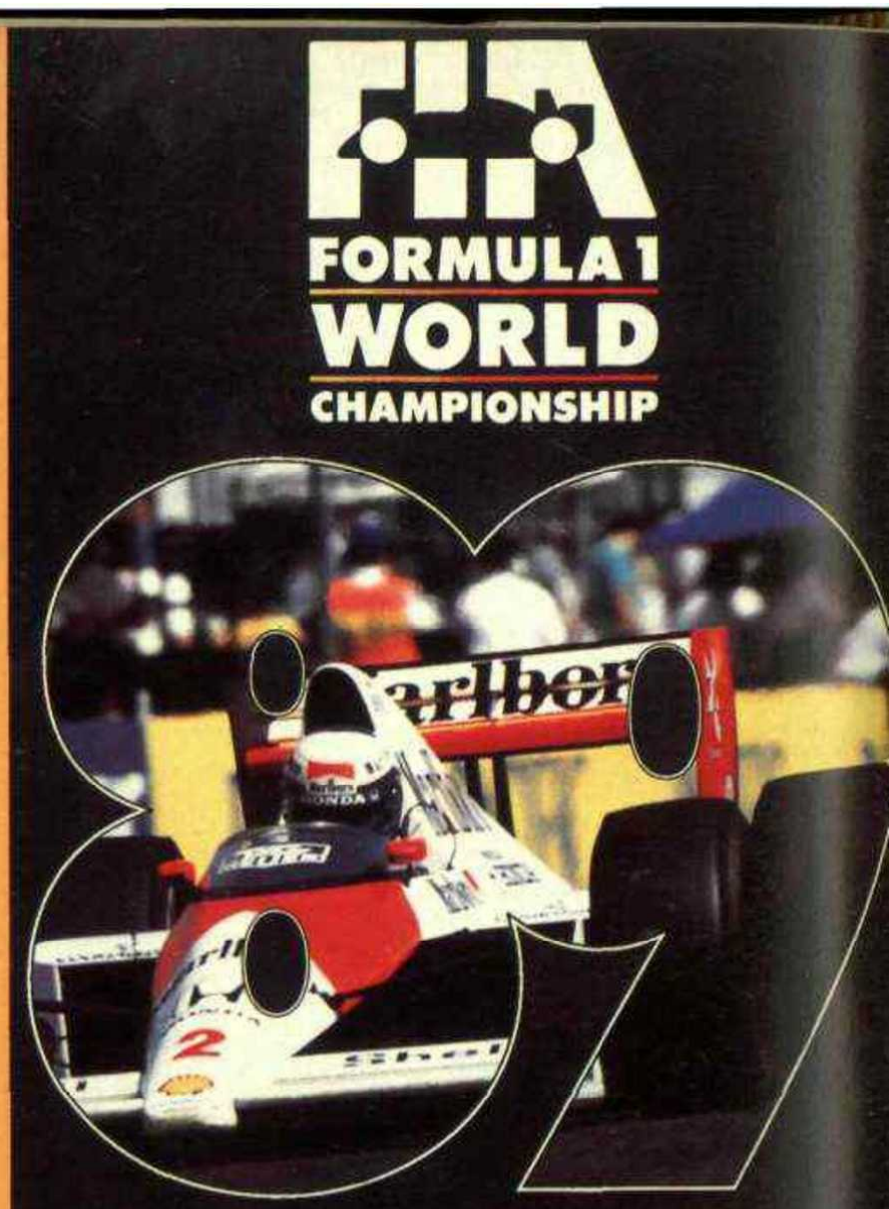
F1 CHAMPIONSHIP: Dramatic finale

TRACK TEST: Champion Golf GTi

ROAD TEST: Hottest Peugeot 205 GTi

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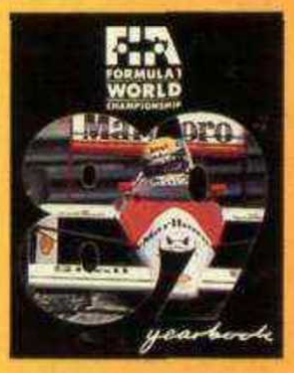


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MOTOR SPORT

The Magazine that gave its name to The Sport

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Roger Jones' championship-winning Golf GTi is the subject of this month's track test. Jeremy Walton has been putting it through its paces to see just what makes it so superior to its class rivals.

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The editor, on his 37th trip, was a guest in R.E. Dale's 1900 steam-powered Gardner Serpollet, just one of 450 cars which entered the London-Brighton run.
All photos by LAT Photographic Limited, Standard House, Bonhill Street, London EC2A 4DA, except where indicated.

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The Peugeot 205 GTI 1.9 is already highly regarded, wouldn't turbocharging the little devil ruin it? Turbo Technics think not, so William Kimberley has been along to find out.



1294
VETERAN TO CLASSIC
The annual parade of veteran cars has recently taken place. WB was on the trip aboard a steam-powered contraption and gives us his view of the popular event. A visit to Colwyn Bay and the first part of the Bill Little story are some other delights WB has laid out at his stall.

1300
BOOK REVIEWS
Christmas and books go hand in hand. This month a wide range of topics are covered from Grand Prix racing to a pictorial treatise on the Citroën 2CV. WPK has also booted the children away from the computer to play a whizzo computer game.

1306
LETTERS
The Marcel Renault Memorial has been spotted by a couple of eagle-eyed readers, indignation at plastic bodied vintage cars and the continuing saga of originality are just some subjects that have concerned rearders over the month.

MATTERS OF MOMENT

Petrol!

The great oil-barons have made vast fortunes out of refining crude oil into consumer fuels. Recently they have been treating vehicle-owners, one of their prolific outlets, rather shabbily. Not only have petrol prices been fluctuating, but the withdrawal of readily-available 2-star — 5-star went long ago — is not acceptable to the users of the older cars.

It would seem that in the commendable desire to introduce lead-free petrol alongside leaded 4-star without increasing the number of pumps, 2-star is being phased out. Vintage-vehicle owners are concerned that unleaded fuel will damage valve-seats and valves and alarmed that leaded 4-star will cause overheating and boiling of the petrol. The latter fear is a little irrational, remembering that when 2-star was freely available the only argument against running low-compression engines on 4-star was that this put a few extra pennies into the pockets of the oil companies — nothing more! Now, however, many experts and non-experts are expressing varying views on the burning of unleaded fuel in the older vehicles. We just hope that some of them will get it right . . .

Conservationists, indeed all of us, must be heartened that so many modern cars can be run on unleaded petrol — the number runs into many hundreds, with other models able to do so after conversion. Only naughty cars such as Rover Vitesse, Turbo Bristol, Dacia, De Tomaso, Ferrari, Lamborghini, some Lancias, Lotus Exal, Maserati and a few others demand a lead content. Let it not be said that it is the rich who contaminate us! All credit to Ford, Mercedes-Benz, Vauxhall and others whose entire range of cars are now in the lead-free league.

But spare a thought for those who devised the knock-additive tetra-ethyl lead, hailed as a great breakthrough in the 1920s and developed by the late F. Rodwell Banks, CB, OBE, as fuels for the Rolls-Royce racing engines in the Supermarine Schneider Trophy seaplanes that earned much prestige for Great Britain, and led to the war-time R-R Merlin engines. Never forget that: The Battle of Waterloo may have been won on the playing-fields of Eton.

But the Battle of Britain was decided over Calshott Water . . .

Whatever non-leaded fuel does or does not do to ancient engines and however high petrol prices go, thank St. Christopher that the panic about the world running out of crude oil has evaporated, a myth circulated even in 1920. Even so, one shudders at the massive gallonage lost when oil-tankers sink (more pollution!) and might wish for other means of carrying such an essential commodity. Like the 1200-mile pipe-line opened between Kirkuk and Haifa nearly 55 years ago and first forecast, not in the newspapers but in C.G. Grey's outspoken weekly *The Aeroplane*, on which WB to some extent based MOTOR SPORT when he became its Editor in 1945, and which today continues as a more-documentary-type aviation monthly . . . But as C.G.G. observed: "The great pipe-line itself is going to need quite a lot of expensive protection, or any desert Arab with a hacksaw and a box of matches, or a stick of dynamite, will be able to hamper supplies for our motor-cars and aeroplanes or, at any rate, send up the price of petrol."

The petroleum world has changed in other ways, from cans to roadside pumps, from sooty fuels to today's clean pink-free petrols. Presumably motorists still have their favourite brands, even though the days are gone when National Benzole meant a benzole, Cleveland Discol a cooling alcohol content.

Petrol may be expensive compared to the shilling (5p) at which a gallon of regular retailed in 1920, but fortunately today's power-units are remarkably thrifty. We hear that Stuart Bladon has gone into the "Guinness Book of Records" with an RAC-observed high (or low?) Economy-record of 112.01 mpg, driving a Lucas-Diesel Systems' Citroën AXD on ten gallons of oil up and down the M11 — just the place where you shouldn't run dry . . . **WB**



When a gallon in Britain cost about 1/6d (7½p).

NEXT MONTH

Now that the season is beginning to wind down as far as circuit racing is concerned, we can begin to take stock of the various championships. Both Formula 1 and Formula 3000 will be examined while MLC takes time off to investigate the Aston Martin Protech team and WB resumes the Bill Little story. Main story, though, will be GP's report on the RAC Rally which this year promises to be the best yet.

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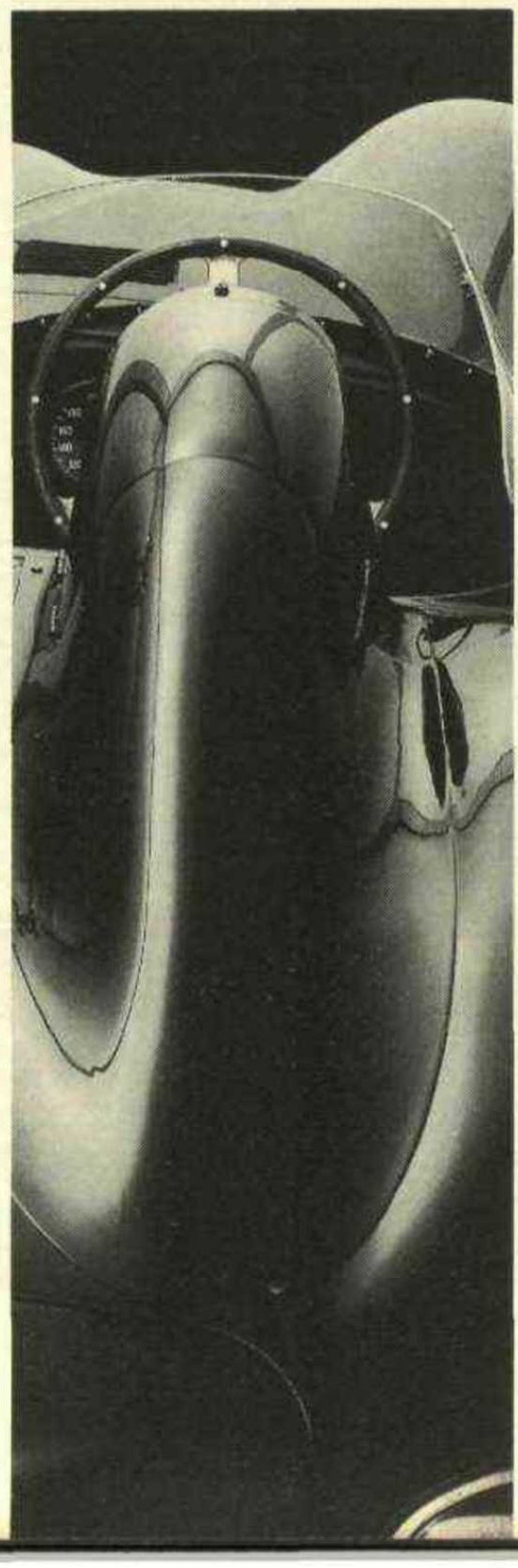
Devoted to fine collectors cars of all types, our February sale has already attracted some interesting cars.

If you would like further information on our February 10th or April 9th sale, please telephone Robert Brooks, James Knight or Mark Beattie on 01-228 8000.

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AROUND AND ABOUT

Surprising news in Sanremo was that Kankkunen and Pirronen would be leaving Toyota to rejoin Lancia for 1990. After their first year with Lancia in 1987, the two Finns were so disillusioned with the team that they wasted no time leaving at the end of the year to go back to Toyota, with whom they had started so successfully in 1985 before joining first Peugeot and then the Italian team. Their very first event for Lancia, as reigning World Champions, was the Monte Carlo Rally, and Kankkunen's comment after being told to throw away certain victory by slowing down to let Biasion win, was "What a welcome to a new team for a World Champion"! Now a little older, wiser, and perhaps more accustomed to the devious intrigue and surface showmanship of World Championship rallying, he has perhaps accepted the business side of the sport, unfortunate though it may be.



Juha Kankkunen, double World Champion, is rejoining Lancia in 1990.

Joining the Toyota team will be Mikael Ericsson and Claes Billstam, the pair who became hot property after winning both the Argentina and the 1000 Lakes Rallies this year. Also moving are Markku Alen and Ilkka Kivimaki, breaking a long run of rallying Italian cars, both Fiat and Lancia. They will be joining Subaru, a team which, like its Japanese rivals, will be operating from Europe, based at Prodrive in England, the outfit currently preparing (and hiring) BMWs.

Equally surprising was the unsubstantiated story that Walter Rohrl would be returning to rallying and joining Mitsubishi. We do know, however, that the Bavarian driver has tired of racing in the USA and is keen to quit the circuits and return to rallying. His dedication and fanaticism have made him unpopular with other drivers, but the fact remains that he is an extremely polished driver, even in terrain (such as Africa) which he openly dislikes. He has come a long way since startling everyone by his spirited driving of a private Capri in Germany's Olympia Rally of 1972 and, despite his long lay-off, he certainly has the calibre to take another world title. **GP.**

A last minute withdrawal by a major sponsor has meant that David Sutton Motorsport has been forced to withdraw its entry for the Lombard RAC Rally. Stig Blomqvist and co-driver Benny Melander, who were due to drive Sutton's Ford Cosworth, will be missing their first RAC since 1985. There will be only one official works Ford entry, that of the Q8 sponsored car of Franco Cunico/Max Sghedoni. Other privately entered Ford drivers include Jimmy and Colin McRae, Russell Brookes, Mark Lovell and Gwyndaf Evans.

The Duke of Richmond and Gordon

The Duke of Richmond and Gordon, renowned for his active role in motor racing, died on November 2 at the the age of 85.

Freddie Richmond, as his many friends knew him, was a celebrated racing driver, gaining a Premier award in the JCC High Speed Trial as the Earl of March in 1929 and winning the Brooklands 500 Miles race with Sammy Davis as a member of the Austin team in 1930. In 1931 he formed his own team of MG Midgets with whom he won the Brooklands Double Twelve race.

He later became involved in the organisational side of motor-sport and also developed interests in the motor trade, his name being associated with a number of March special-bodied sportscars.

Freddie eventually settled on the 1200 acre Goodwood estate, near Chichester which he rehabilitated for use as a motor racing circuit after the war. It did not take long for it to become the venue for important Formula One and sportscar races including the prestigious Tourist Trophy. Safety reasons, however, prompted him to call a halt to hosting race meetings in 1966.

The Duke was also the longest serving Vice-President of the Royal Automobile Club and founder member of the Guild of Motoring Writers, his writing career extending back to the 1930s. **SS**

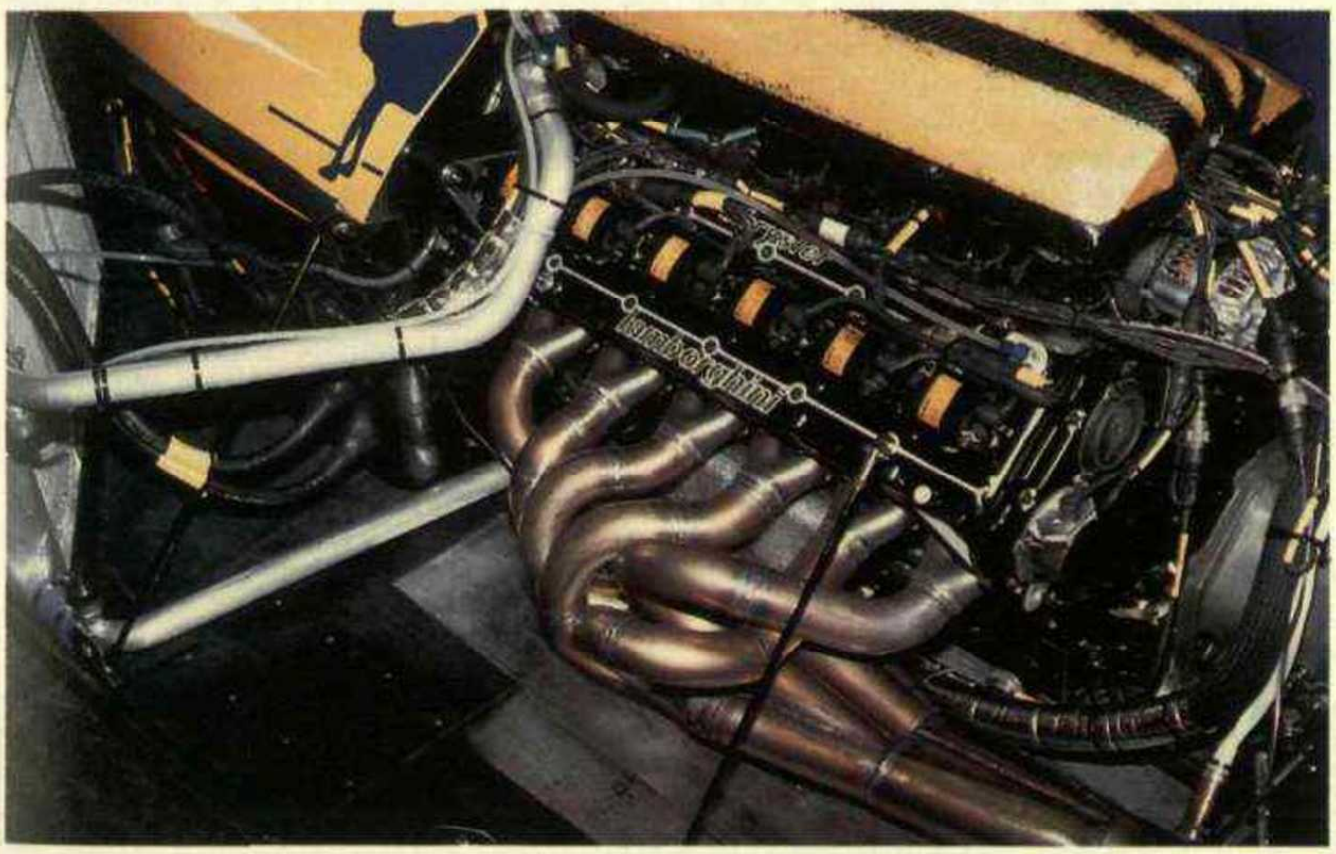
DECEMBER FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
Nov 25	**Commissao Organizadora GP Macau**	**Macau**	**Macau Grand Prix (Formula Three)**	**INT**
Nov 26	BHLRC	Brands Hatch, Dartford, Kent	Race Meeting	R
Nov 26	**BRDA**	**Cadwell Park, Louth, Lincolnshire**	**Rallycross Grand Prix**	**INT**
Dec 2-3	**RACMSA**	**Brands Hatch, Dartford, Kent**	**Rallycross Grand Prix**	**INT**
Dec 3	**Suzuka Motorsport Club**	**Suzuka, Japan**	**F3 Championship**	**INT**
Dec 10	BHLRC	Brands Hatch, Dartford, Kent	Race Meeting	R
Dec 10	Enterprise/AC/Lydden IMRC	Lydden Circuit, Dover, Kent	Race Meeting	R
Dec 16/17	BRDA/Enterprise AC	Brands Hatch, Dartford, Kent	Race Meeting	R

AROUND AND ABOUT





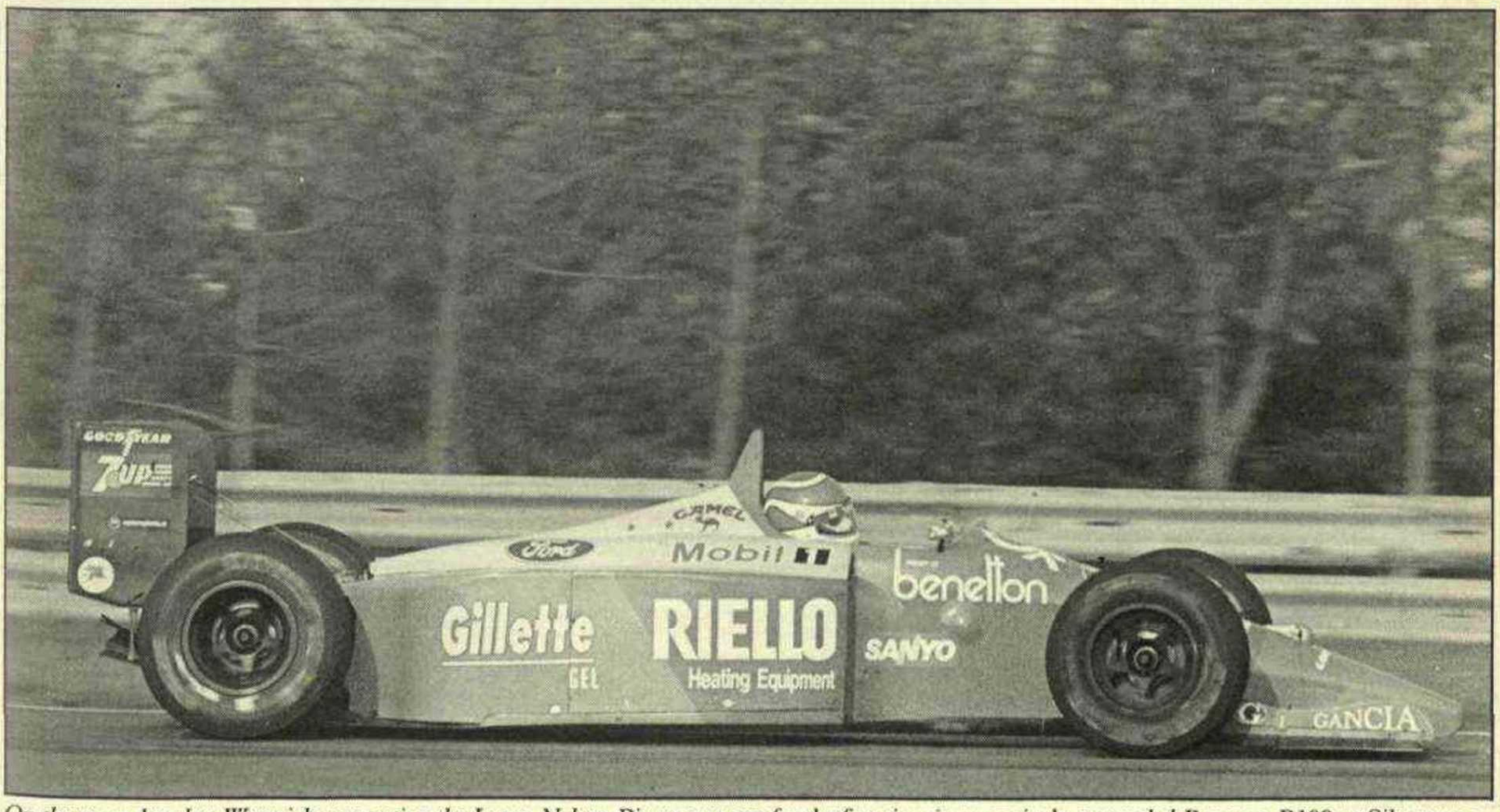
Derek Warwick has had his first test of a Lamborghini-engined Lotus. During a foggy session at Snetteron Warwick was able to complete only a few laps in a modified 101, but in that short time was able to express his satisfaction with the smoothness of the Italian unit. The car was fitted with the longitudinal gearbox, but the 102 is being designed to accept a new transverse box.

While Michele Alboreto is the confirmed number one driver at Arrows, the number two position remains open. Bertrand Gachot and Gregor Foitek are the two fancied front runners, but Chief Executive Officer Jackie Oliver is unwilling to reach an early decision.

Oliver's time at present is taken up with high finance following the news that the Japanese company Footwork is buying into the team. It has been confirmed that Oliver's position will remain unchanged as will that of Alan Rees, who remains responsible for the management of the team as well as financial director. Since Ross Brawn has left for pastures new, John Wickham's role is likely to be that of project manager.

Following the end of season drama revolving around Ayrton Senna, the Brazilian has gone back home to consider his future.

In a sordid tit for tat, Ferrari has refused permission for Gerhard Berger to join McLaren in response to the Woking team's petulance in forbidding Alain Prost joining the Scuderia until his contract expires at the end of the year.



On the same day that Warwick was testing the Lotus, Nelson Piquet was out for the first time in an actively-suspended Benetton B189 at Silverstone.

A Flash in Japan

Would Benetton unwittingly have played a role in influencing the outcome of the World Championship?

That was one of the intriguing questions spewed out of the volcano that was the 1989 Japanese Grand Prix, an event that capped one of the most acrimonious and controversial seasons motorsport's supposedly glittering prize has had to endure.

Cut away, for a moment, anything to do with Honda Marlboro McLaren and its warring drivers. Divorce yourself, too, from arguing over the culpability for that inglorious clash at the end of lap 47. Think, instead, of the one external influence that might have affected the situation and saved F1 from further unseemly polemics.

As the two McLarens enacted their impromptu mating dance, Sandro Nannini was the best part of a minute adrift, not exactly nursing his Benetton B189, but certainly not asking of it as much as he had during the early stages, when he had sprinted past Nigel Mansell's Ferrari off the line and then settled into a steady if fruitless chase of its sister in Gerhard Berger's hands.

Sandro, in fact, never saw Senna as he approached the chicane. All he saw was Prost's stricken MP4/5. Senna was away up the road, pit-bound with tattered nose fins.

As he completed his 47th lap, Sandro was 35 seconds behind the Brazilian. The latter, he was all too aware, had been way ahead of him throughout the race, and he had no way of knowing he had tangled with Prost, so that was nothing to get unduly worked up about. Good; he was up to second on Prost's demise, that was all he thought. What he didn't know, because nobody at Benetton spotted it, or thought it worth telling him, was that Senna's car was damaged and that he would thus have to pit.

Ayrton duly did that at the end of his 40th lap, which he had spent slithering round in a car that understeered like mad as its front wings fell off altogether. He collected a new nose in a very slick stop, and was then out again, apparently going as hard as ever. The official gap was 16.9s in his favour as he came to a halt in the pit road, but as they came round to finish lap 49, with the Benetton in the lead, Sandro had converted that into a 4.68s advantage. However, the Italian would not be relayed that information until the end of the following lap, when he saw it on its pit board.

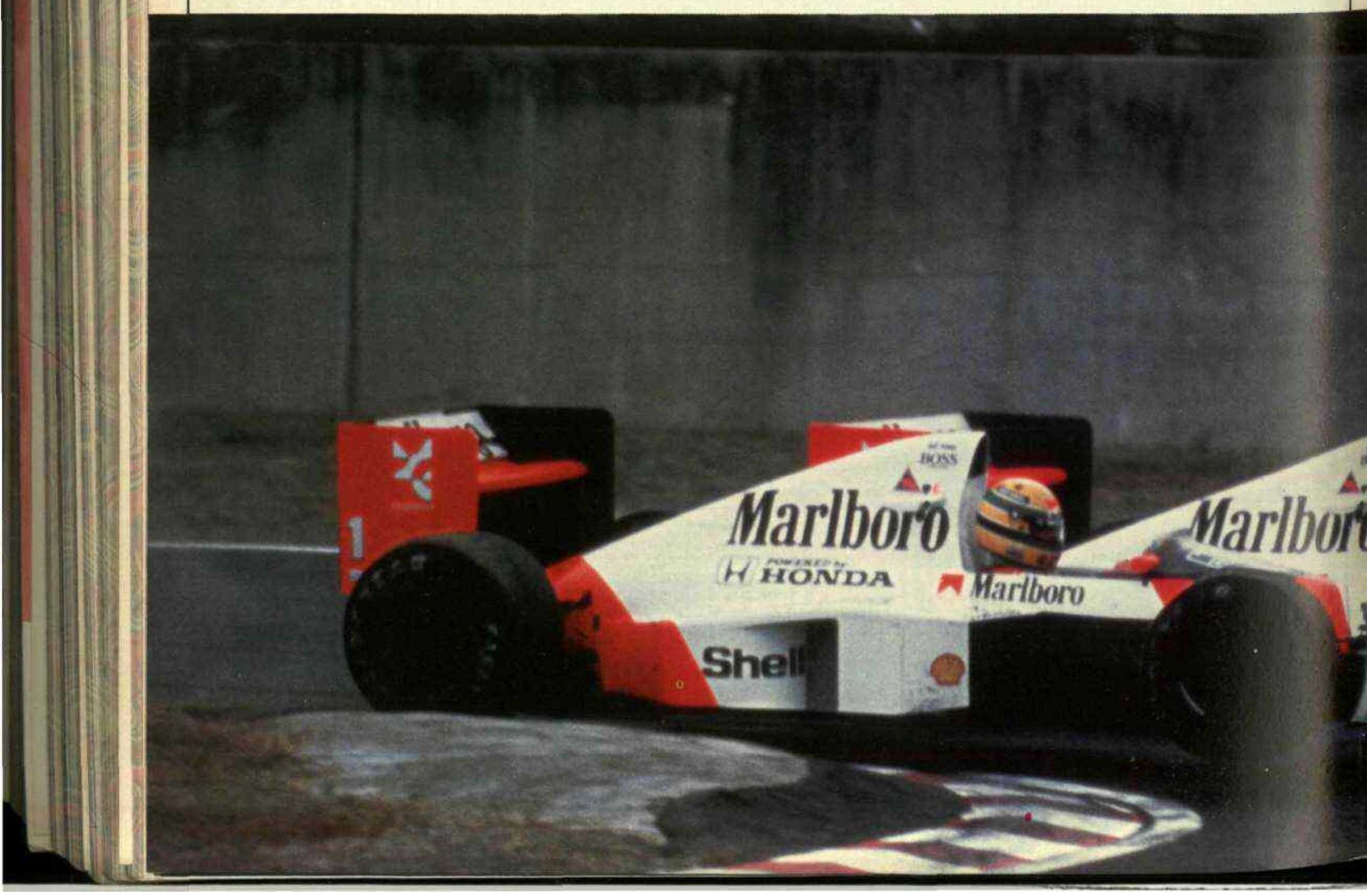
By then it was way out of date, as a glance in his mirrors revealed. The Big Bad Wolf was already breathing hard on his door, having successfully blown down Alain Prost's. Just one little piggy sat between the Brazilian and his 21st victory, and his jaws were heavily salivated.

Sandro knew his lead was doomed the moment he caught the flash of red and white in his mirrors. In the time it had taken Benetton to signal him of his lap 49 advantage, Senna had gobbled it up. He was then a mere 0.661s adrift.

Why, you had to ask, hadn't Benetton used its pit-to-car radio? Why not tell Nannini much, much earlier that Senna and Prost had tangled? Why did nobody on Benetton's pit wall relay the information that he had damaged his front wings and must surely pit?

Nannini had rolled off his pace by a massive five seconds a lap as lap 47 approached, easily settled in third place and under no threat. Four more points would be

The crunch — the reverberations of which rebounded arond the world to the detriment of the sport.



just reward for a big stride forward in qualifying and a sensible, attacking race.

You didn't need to be Einstein to work out that Senna's job might have been a lot more difficult had Sandro picked up the pace again and been in a better position to fight for his sudden lead.

The Italian certainly thought so. "Had I known earlier I'm sure I could have held him off," he asserted. "We didn't want to risk getting him over-excited," said team manager Gordon Message in a comment that appeared to place little faith in his driver's ability to cope with pressure.

In fact, Nannini did hold Senna off for the best part of lap 51, only to have him come barrelling aggressively down the inside into the chicane. We'd all seen where that had got him before, but Sandro capitulated and gave him just enough room. In doing so he had to stay out wide and lock his left front Goodyear for a long, long time, but Senna wasn't going to be denied his right. The other guy would find the room somewhere. And if he didn't . . . tough.

Sandro did find the room, just, and duly finished second, just over a couple of seconds behind. Ruthless precision is something you can admire. Leaving a guy less than sufficient racing room isn't. It makes you wonder how Senna would fare in a more competitive environment. Maybe NASCAR, Cart or sprintcar racing, for example. I'd go a long way to watch that, come to think of it . . .

The point is, had Nannini been in a better position to cling on to his lead, to take those nine Japanese points by crossing the line first, the World Championship would have been settled and that would be that.

Oh, but it wouldn't have gone to Ayrton Senna, would it? and that would never do. After all, he thinks of nothing else, eats, sleeps and breathes it, where other mere mortals simply race for it and live less esoteric lives away from it.

In Suzuka, the stewards screwed up. Let's be clear on that. Let's also be clear that Senna drove with the sort of gusto and never-say-die determination that made everybody love Villeneuve. Remember Zandvoort '79, or Silverstone '81? But let's also remember that he had precious few two-car accidents, whereas Senna has now had full-blown incidents with the other three top F1 pilots. Berger in Rio; Mansell in Estoril; Prost in Suzuka. Coincidence? Or is the rest of the world out of step?

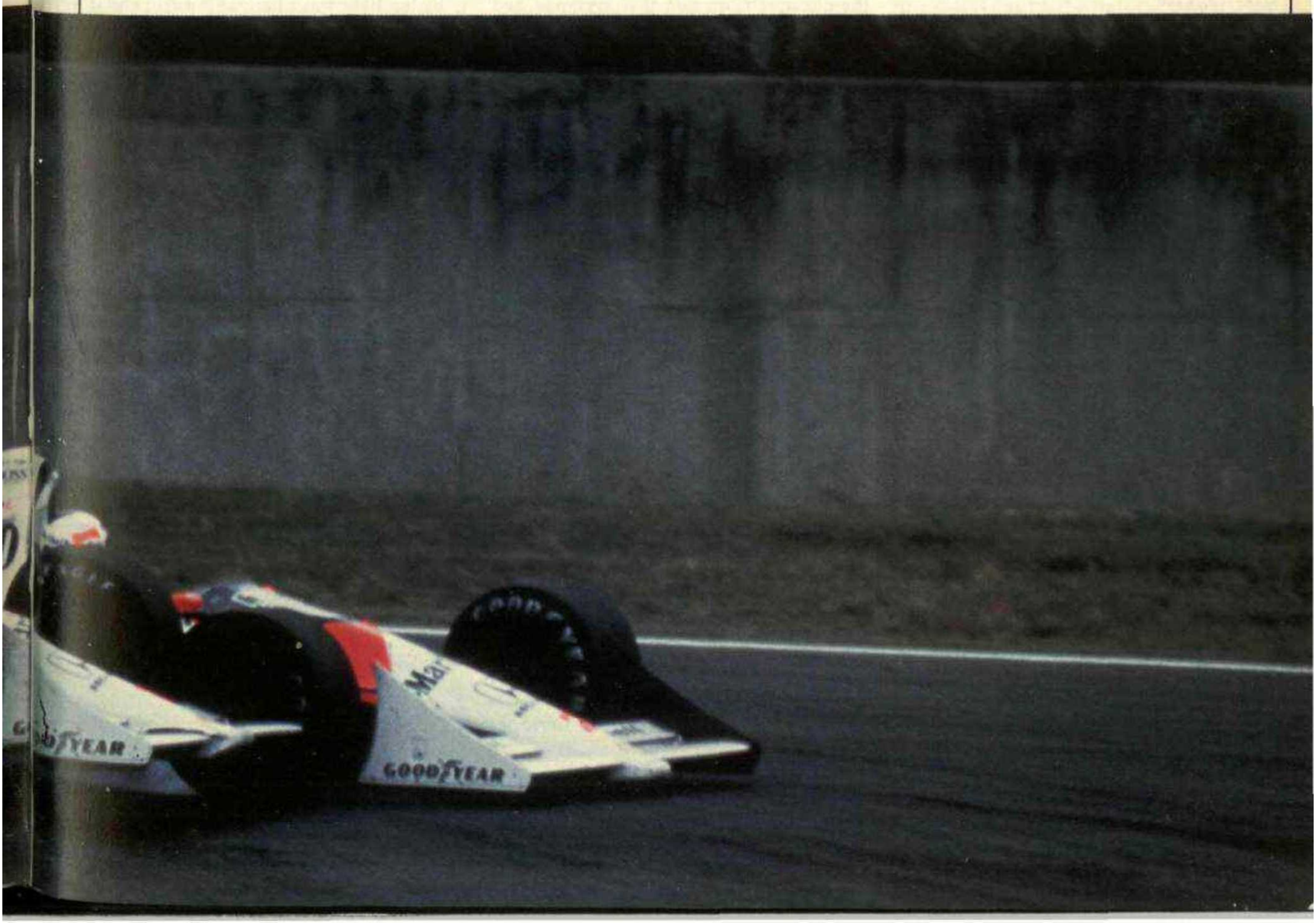
In Japan he broke the rules, plain and simple, regardless of the rights and wrongs of the overtaking incident.

After his car had been pushed clear of the track, and into the escape road, he then signalled frantically for a second push, which allowed him to restart his dead engine and resume the race. That is not legal. His car was no longer in a dangerous area, so that counts as outside assistance. Whether he missed the chicane or not is irrelevant. The latter was the sole point on which the stewards chose to exclude him, however.

As you can imagine, that went down like a lead balloon with Honda, McLaren and Senna. On the face of it, of course, the former two parties should have been satisfied anyway, since if Senna's chances of remaining in the title hunt had thus been negated, Alain Prost was nevertheless the new World Champion. After all, we've been told often enough this year that there is no favouritism, even if Alain is off to Ferrari.

Senna, however, couldn't accept the result. Couldn't accept that he had broken the rules. Wouldn't accept that his championship crown had gone to Prost. And so McLaren lodged an appeal. It cited other occasions – without naming them – when other drivers had missed chicanes this year without being penalised. Rather ingenuously the urbane Creighton Brown explained how it was McLaren's job to try to win every race, that that was why it was appealing, not because it wished to prolong one of its driver's chances of the title at the expense of the other.

"We think there is a possibility that Ayrton's disqualification is not consistent with some of the things that have happened





Alessandro Nannini pilots his Benetton to his maiden victory.

during the rest of the year," he said.

Consistent? Since when has F1 been consistent? One driver is fined $50,000 and banned for a race for missing what amounted to three black flags. Another then ignores eight black flags and is fined a mere $20,000 . . .

Further down the pit lane, Benetton was being cautious about its success, almost as if it daren't believe it. "I wish I had won it a different way," said Nannini of his maiden F1 success. *Chez* Minardi, however, the happiness was overflowing in an endearingly Italianate manner as the Faenza team watched its former driver mount the top slot of the rostrum.

In other areas, the cynical were asking what would happen if McLaren won its appeal. By the rules, were that to happen, there seemed little to prevent the immediate reinstatement of Senna as victor, even though he had been push started illegally. More than an hour after the event, by then too late to do so, neither Benetton nor Williams had lodged the protests they had threatened as Senna prepared to take the laurels.

"Why should we have done that?" a Benetton representative demanded to know. It was difficult to fault his logic when he added; "The stewards have made their decision and he's excluded. We're hardly going to protest our own success now, are we?"

Yet the feeling nevertheless persisted that a loophole had been left unplugged . . . And Prost? What of the man at the very epicentre of this motorsport earthquake?

The Frenchman had largely been written out of pre-race equations. After his lacklustre performances in Portugal and Spain he was simply expected to rely on fate and the actions of others to win or lose him the title. To keep Senna out he had to win either in Suzuka or Adelaide, but few expected that. Most expected the returned Mansell, in aggressive mode and just itching to embarrass Senna and McLaren on Honda's home ground, to pose the greatest threat to the Brazilian. Prost, however, had something up his sleeve. Qualifying, as it nearly always does these days, surrendered itself entirely to Senna's lavish attentions. On Friday he set times on Goodyear's C compound race tyres few others dare dream of on their qualifying Es, and then went faster still when he donned a set of the latter. An oil leak on his spare car, equipped with the same modified Specification Five V10 as Senna's, prevented Prost getting a run on qualifiers that day.

Then on Saturday Ayrton wove his magic yet again with a sensational 1m 38.041s on qualifiers. It was so far ahead of anyone else that the rest might as well not have bothered.

Prost, however, was content with second fastest time after a reasonable run on Saturday, and freely admitted that the pole was much less important to him than a slot on the front row. So long as he started alongside Senna, he might just have a chance.

This year there was no drama with Senna stalling on the line, but it was Prost who made the superior getaway and who strode away in the early laps. Driving as he did in his twenties, the Frenchman pulled out 4.9s by lap 11, moving so far ahead of his astonished team-mate that he was actually out of his immediate sight. For the first 10 laps none of Ayrton's laps was faster than Alain's.

It was exactly the sort of denouement to the championship tale that everyone had harboured as a secret hope they dared not voice, and when they began to come across traffic and Senna began to slice into Prost's margin, it became a gripping thriller.

Strangely, however, it was Prost who generally seemed to handle the traffic better for once, exploiting to the full the lower downforce set-up that had helped him to the fastest time in the morning warm-up. Senna had more wing, which made him faster into and through the corners, but on the straights Prost's advantage would prove telling.

Even their scheduled tyre stops didn't affect the outcome unduly. Prost's took 7.86s at the end of lap 21, Senna's 9.89s two laps later. In their aftermath, the gap stabilised momentarily at 4.673s, in Prost's favour.

The beauty of Senna's character as a race driver is that he never accepts second best. Bit by bit he kept chipping away at Prost, making a tenth here, a couple more there. Up front, Alain felt confident he had the situation under control, but by lap 31 Senna's persistance had shaved the gap dramatically, to 1.756s. To prove his point, Prost opened it back out to 2.9 by lap 37, but then came Senna's flurry of fast laps, culminating in his fastest on lap 38.

By lap 40 he was a bare 0.42s adrift and it looked for all the world as if the 1989 World Championship was going to be settled, after all, in a glorious battle between the two that would go right down to the chequered flag. It was going to be Hockenheim all over again, but this time without the late drama. If Prost won, he would clinch his third title in the best possible way, by proving he could still beat Senna. If Senna won, he had proved once and for all that he was top dog.

Prost had the gap out to 1.059s on lap 43, and then it began to slide down again. Going into the chicane two laps later Prost was

A collision with Nakajima saw Sala knocked out of the race on the first lap.



into the chicane two laps later Prost was having to compromise his line, pinching it in tight to be sure Senna had no gap to slip into.

Two laps later still he felt Senna was far enough behind to take his normal line, and that was when Ayrton thought he saw his chance. It was more than obvious to him that the chicane represented his one realistic opportunity to pass, and leaving his braking later than ever he slammed up alongside Prost, just as Alain realised his error and prematurely began to slam the door. Contact then became inevitable, and to onlookers' astonishment the Great Battle evaporated frustratingly into an undignified tangle, both Honda V10s stilled. Prost stepped out immediately; a curious move in the circumstances. Senna stayed in his car, was momentarily pulled back to disentangle his car from Prost's, and then called for and received his illegal push-start. How he must now wish he had turned his wheels right when first he was pushed towards the escape road, as then he could legitimately have stayed on the track and benefited from the assistance.

Prost walked back, convinced he was World Champion. It was a view shared by FISA President Jean-Marie Balestre, who delighted in showing the press his opinion of events on the post-race video.

"I knew if I won the start it would come to this," said Prost reflectively. "I was sure I was going to win or have an accident, because I knew he wanted to win absolutely. He can't accept that somebody might resist one of his overtaking manoeuvres."

He explained how tired he was of making room for his "team-mate", of being the one to avoid the almost inevitable contact. How at Monza during testing, even, he had been passed as if they had been racing.

"This time I said before the race that if this happens I would not open the door."

Senna, tearful, emotional, shunning Prost's post-race apology that either should have been involved, hissed: "Somebody who was there closed the door. I was the moral winner." He could not bring himself to mention his team-mate's name.



As before Nakajima performed well on his home circuit but retired with engine failure.

And so the Japanese Grand Prix passed acrimoniously into history. That history was barely interested in anyone else. It cared little that Riccardo Patrese and Thierry Boutsen raced each other to the flag in the reliable if under-paced Williams FW13s, or that Nelson Piquet made it home fourth despite a red light that warned him for most of the race that his oil pressure was in a precarious state. It paid little heed to Martin Brundle's charge to fifth on soft compound Pirellis, except to note his aggression when Prost tried to lap him, and barely noticed that the final point fell to Derek Warwick. That in particular was a shame, since the Briton drove a brilliant race from 25th on the grid. After an awful qualifying he simply took off all his downforce and raced his way to a well-earned point, that suggested his 1990 season might well reap all the rewards for which he is overdue.

Neither of the Ferraris finished, Berger succumbing to the loss of fourth gear after two morning over-revs had taken the edge off his V12. Mansell was afflictd by the slow gearchange problem that he encountered at Monza, and eventually retired when his V12 blew out all its oil and then broke. Neither, in any case, had been in the McLarens' class at Suzuka.

Gugelmin rode his bronco March to seventh as team-mate Capelli broke his front suspension, and Cheever, who ran more downforce than Warwick and was slower as a result, was eighth. Caffi and de Cesaris struggled throughout on Pirelli's hardest compound, which was all the Dallaras would tolerate, for ninth and tenth.

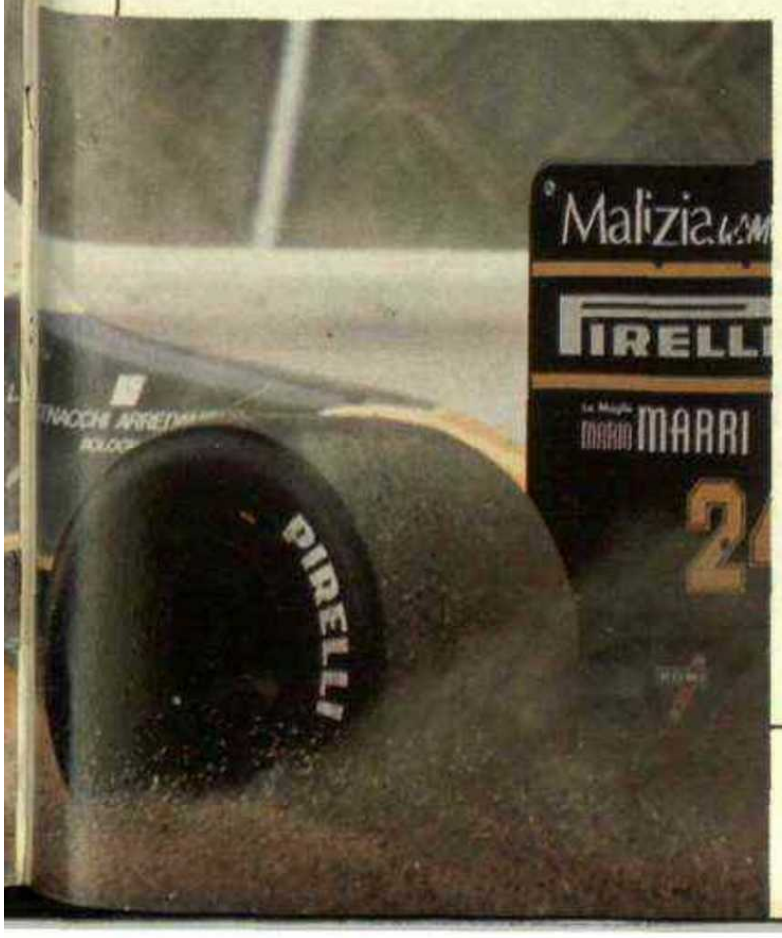
The Minardis were first-lap retirements through transmission failure (Paolo Barilla, deputising for the rib-sore Martini) and a collision with Nakajima (Sala), while Palmer's last race for Tyrrell brought fuel leaks in both his race and spare cars.

There was hope for Benetton in the manner in which Emanuele Pirro hauled himself from 22nd on the grid to eighth in his B189, which ran a development version of the Ford V8. He tapped the impressive Jean Alesi into a half-spin before later hitting de Cesaris and ending his race in a gravel bed. Jean retired minus fifth gear.

Other contenders for the final point were also out of luck. Philippe Alliot again bolstered Larrousse hopes by qualifying well and running seventh until his Chrysler-Lamborghini V12 broke, Nakajima was mighty on his home ground but ultimately succumbed to Judd breakage, and Modena was stranded with electrical failure.

History noted in passing that Bernd Schneider performed wonders to qualify the Zakspeed, even if it expired with early driveshaft failure, and would do well to remember Nicola Larini's brilliance in qualifying the Osella tenth before brake balance problems dashed his race hopes.

Ultimately, though, only two things mattered as the first victory for the Ford V8 – in Honda's backyard – was overlooked: the intoxicating tension of the Prost/Senna duel, and the acrimony that its conclusion sparked. A sport? Not for a long while, old boy. Not for a long while. **DJT**



Results JAPANESE GRAND PRIX

STARTING GRID

↑

2
A. Prost
(McLaren-Honda V10)
1min 39.771secs

1
A. Senna
(McLaren-Honda V10)
1min 38.041secs

27
N. Mansell
(Ferrari V12)
1min 40.406secs

28
G. Berger
(Ferrari V12)
1min 40.187secs

19
A. Nannini
(Benetton-Cos V8)
1min 41.103secs

6
R. Patrese
(Williams-Renault V10)
1min 40.936secs

30
P. Alliot
(Lola-Lamborghini V12)
1min 41.336secs

5
T. Boutsen
(Williams-Renault V10)
1min 41.324secs

17
N. Larini
(Osella-Cos V8)
1min 41.519secs

8
S. Modena
(Brabham-Judd V8)
1min 41.458secs

12
S. Nakajima
(Lotus-Judd V8)
1min 41.988secs

11
N. Piquet
(Lotus-Judd V8)
1min 41.802secs

24
L. Sala
(Minardi-Cos V8)
1min 42.283secs

7
M. Brundle
(Brabham-Judd V8)
1min 42.182secs

22
A. de Cesaris
(BMS Dallara-Cos V8)
1min 42.581secs

21
A. Caffi
(BMS Dallara-Cos V8)
1min 42.488secs

4
J. Alesi
(Tyrrell-Cos V8)
1min 42.709secs

16
I. Capelli
(March-Judd V8)
1min 42.672secs

15
M. Gugelmin
(March-Judd V8)
1min 42.880secs

23
P. Barilla
(Minardi-Cos V8)
1min 42.780secs

20
E. Pirro
(Benetton-Cos V8)
1min 43.063secs

34
B. Schneider
(Zakspeed-Yamaha V8)
1min 42.892secs

10
E. Cheever
(Arrows-Cos V8)
1min 43.511secs

26
O. Grouillard
(Ligier-Cos V8)
1min 43.379secs

3
J. Palmer
(Tyrrell-Cos V8)
1min 43.757secs

9
D. Warwick
(Arrows-Cos V8)
1min 43.599secs

1989 WORLD CHAMPIONSHIP

DRIVERS

Alain Prost	(81) 76
Ayrton Senna	60
Nigel Mansell	38
Riccardo Patrese	36
Thierry Boutsen	28
Alessandro Nannini	26
Gerhard Berger	21
Nelson Piquet	12
Jean Alesi	8
Derek Warwick	7
Michele Alboreto	6
Eddie Cheever	6
Stefan Johansson	6
Johnny Herbert	5
Stefano Modena	4
Alessandro Caffi	4
Mauricio Gugelmin	4
Andrea de Cesaris	4
Martin Brundle	4
Pierluigi Martini	4
Christian Danner	3
René Arnoux	2
Jonathan Palmer	2
Gabriele Tarquini	1
Olivier Grouillard	1
Luis Perez-Sala	1
Philippe Alliot	1

MANUFACTURERS

McLaren-Honda	141
Williams-Renault	64
Ferrari	59
Benetton-Cosworth	31
Tyrrell-Cosworth	16
Arrows-Cosworth	13
Lotus-Judd	12
Dallara-Cosworth	8
Brabham-Judd	8
Onyx-Cosworth	6
Minardi-Cosworth	5
March-Judd	4
Rial-Cosworth	3
Ligier-Cosworth	3
AGS-Cosworth	1
Lola-Lamborghini	1

LAP TIMES

No	Driver	Car	Tyres	Pre-Qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap	(on lap)
1	A. Senna	McLaren MP4/5	G		*1.39.493*	*1.38.041*	1.43.025	
2	A. Prost	McLaren MP4/5	G		1.40.875	1.39.771	1.43.506	(43)
3	J. Palmer	Tyrrell 018	G		1.43.955	1.43.757	1.49.910	(4)
4	J. Alesi	Tyrrell 018	G		1.43.306	1.42.709	1.46.674	(34)
5	T. Boutsen	Williams FW13	G		1.42.943	1.41.324	1.45.115	(37)
6	R. Patrese	Williams FW13	G		1.42.397	1.40.936	1.45.335	(26)
7	M. Brundle	Brabham BT58	P		1.44.236	1.42.182	1.46.194	(46)
8	S. Modena	Brabham BT58	P		1.42.909	1.41.458	1.48.609	(31)
9	D. Warwick	Arrows A11	G		1.44.288	1.43.599	1.47.069	(32)
10	E. Cheever	Arrows A11	G		1.44.501	1.43.511	1.47.920	(27)
11	N. Piquet	Lotus 101	G		1.43.386	1.41.802	1.46.420	(33)
12	S. Nakajima	Lotus 101	G		1.43.370	1.41.988	1.47.338	(30)
15	M. Gugelmin	March CG891	G		1.44.805	1.42.880	1.47.976	(43)
16	I. Capelli	March CG891	G		1.43.851	1.42.672	1.47.465	(25)
17	N. Larini	Osella FA1-M	P	1.43.035	1.42.483	1.41.519	1.49.479	(19)
18	P. Ghinzani	Osella FA1-M	P	1.44.313				
19	A. Nannini	Benetton B189	G		1.41.601	1.41.103	1.44.919	(28)
20	E. Pirro	Benetton B189	G		1.43.217	1.43.063	1.45.049	(25)
21	A. Caffi	BMS Dallara F189	P		1.43.171	1.42.488	1.49.322	(29)
22	A. de Cesaris	BMS Dallara F189	P		1.43.904	1.42.581	1.46.225	(35)
23	P. Barilla	Minardi M189	P		1.46.096	1.42.780		
24	L. Sala	Minardi M189	P		1.43.107	1.42.283		
25	R. Arnoux	Ligier JS33	G		1.44.221	1.44.030		
26	O. Grouillard	Ligier JS33	G		1.45.801	1.43.379	1.48.145	(22)
27	N. Mansell	Ferrari F1/89	G		1.40.608	1.40.406	1.45.077	(32)
28	G. Berger	Ferrari F1/89	G		1.41.253	1.40.187	1.44.189	(26)
29	M. Alboreto	Lola L89	G	1.44.075	1.44.063	1.44.101		
30	P. Alliot	Lola L89	G	1.43.089	1.43.534	1.41.336	1.45.353	(25)
31	R. Moreno	Coloni C3	P	1.44.498				
33	O. Larrauri	EuroBrun ER189	P	1.45.446				
34	B. Schneider	Zakspeed ZK891	P	1.44.053	1.44.323	1.42.892	2.11.970	(1)
35	A. Suzuki	Zakspeed ZK891	P	1.44.780				
36	S. Johansson	Onyx ORE-1	G	1.44.582				
37	J.J. Lehto	Onyx ORE-1	G	1.45.787				
38	P.H. Raphanel	Rial ARC2	G		2.11.328	1.47.160		
39	B. Gachot	Rial ARC2	G		1.50.883	1.47.295		
40	G. Tarquini	AGS JH24	G	1.46.705				
41	Y. Dalmas	AGS JH24	G	1.48.306				

RESULTS

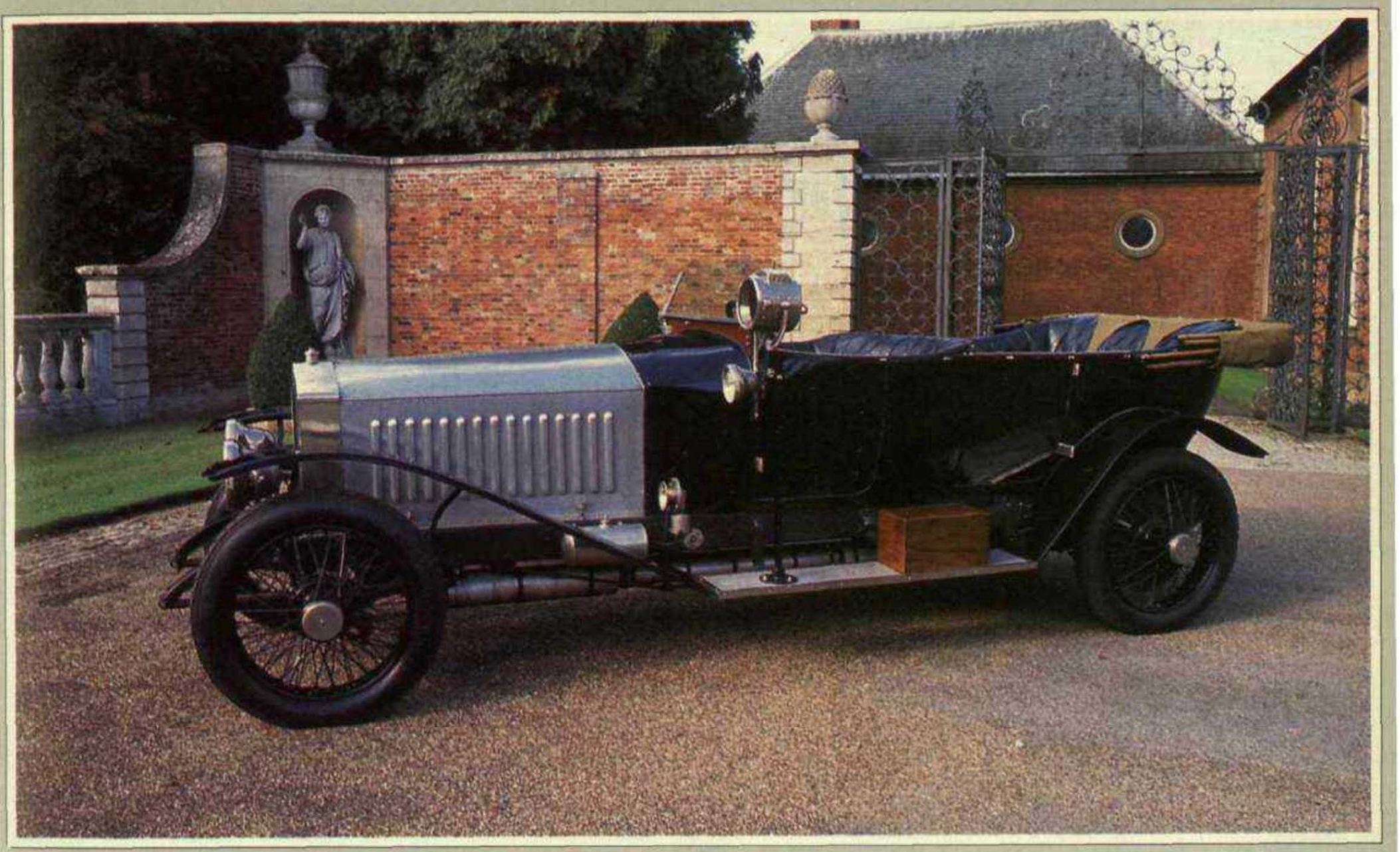
Japanese Grand Prix, Suzuka, October 22
53 laps of 5.859km circuit (310.527km/192.952 miles)

Pos	Driver	Nat.	Car/Engine	Time
1st	Alessandro Nannini	(I)	Benetton B189-Cosworth V8 EXP	1h 35m 06.277s
2nd	Riccardo Patrese	(I)	Williams FW13-Renault V10	1h 35m 18.181s
3rd	Thierry Boutsen	(B)	Williams FW13-Renault V10	1h 35m 19.723s
4th	Nelson Piquet	(BRA)	Lotus 101-Judd V8	1h 36m 50.502s
5th	Martin Brundle	(GB)	Brabham BT58-Judd V8	1 lap behind
6th	Derek Warwick	(GB)	Arrows A11-Cosworth V8 DFR	1 lap behind
7th	Mauricio Gugelmin	(BRA)	March CG891-Judd V8	1 lap behind
8th	Eddie Cheever	(USA)	Arrows A11-Cosworth V8	1 lap behind
9th	Alessandro Caffi	(I)	BMS Dallara F189-Cosworth V8 DFR	1 lap behind
10th	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	2 laps behind
11th	Alain Prost	(F)	McLaren MP4/5-Honda V10	retired on lap 46
12th	Stefano Modena	(I)	Brabham BT58-Judd V8	retired on lap 46
13th	Nigel Mansell	(GB)	Ferrari F1/89-Ferrari V12	retired on lap 43
14th	Saturo Nakajima	(J)	Lotus 101-Judd V8	retired on lap 41
15th	Jean Alesi	(F)	Tyrrell 018-Cosworth V8 DFR	retired on lap 37
16th	Philippe Alliot	(F)	Lola L89-Lamborghini V12	retired on lap 36
17th	Gerhard Berger	(AUT)	Ferrari F1/89-Ferrari V12	retired on lap 34
18th	Emanuele Pirro	(I)	Benetton B189-Cosworth V8 EXP	retired on lap 33
19th	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	retired on lap 31
20th	Ivan Capelli	(I)	March CG891-Cosworth V8 DFR	retired on lap 27
21st	Nicola Larini	(I)	Osella FA1-M-Cosworth V8 DFR	retired on lap 21
22nd	Jonathan Palmer	(GB)	Tyrrell 018-Cosworth V8 DFR	retired on lap 20
23rd	Bernd Schneider	(D)	Zakspeed ZK891-Yamaha V8	retired on lap 1
NC	Luis Perez-Sala	(E)	Minardi M189-Cosworth V8 DFR	retired on lap 1
NC	Paolo Barilla	(I)	Minardi M189-Cosworth V8 DFR	retired on lap 1
DSQ	Ayrton Senna	(BRA)	McLaren MP4/5-Honda V10	

Fastest Lap: Alain Prost (McLaren MP4/5-Honda V10) 1min 43.506secs on lap 43; 203.779 kph (126.622 mph)

Winner's Average Speed: 195.907 kph (121.731 mph). **Conditions:** Mild, overcast.

DNQ	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	1.44.030
DNQ	Michele Alboreto	(I)	Lola L89-Lamborghini V12	1.44.063
DNQ	Pierre-Henri Raphanel	(F)	Rial ARC2-Cosworth V8 DFR	1.47.160
DNQ	Bertrand Gachot	(B)	Rial ARC2-Cosworth V8 DFR	1.47.295
DNPQ	Piercarlo Ghinzani	(I)	Osella FA1-M-Cosworth V8 DFR	1.44.313
DNPQ	Roberto Moreno	(BRA)	Coloni C3-Cosworth V8 DFR	1.44.498
DNPQ	Stefan Johansson	(S)	Onyx ORE-1 Cosworth V8 DFR	1.44.582
DNPQ	Aguri Suzuki	(J)	Zakspeed ZK891-Yamaha V8	1.44.780
DNPQ	Oscar Larrauri	(ARG)	EuroBrun ER189-Cosworth V8 DFR	1.45.446
DNPQ	JJ Lehto	(FIN)	Onyx ORE-1-Cosworth V8 DFR	1.45.787
DNPQ	Gabriele Tarquini	(I)	AGS JH24-Cosworth V8 DFR	1.46.705
DNPQ	Yannick Dalmas	(F)	AGS JH24-Cosworth V8 DFR	1.48.306



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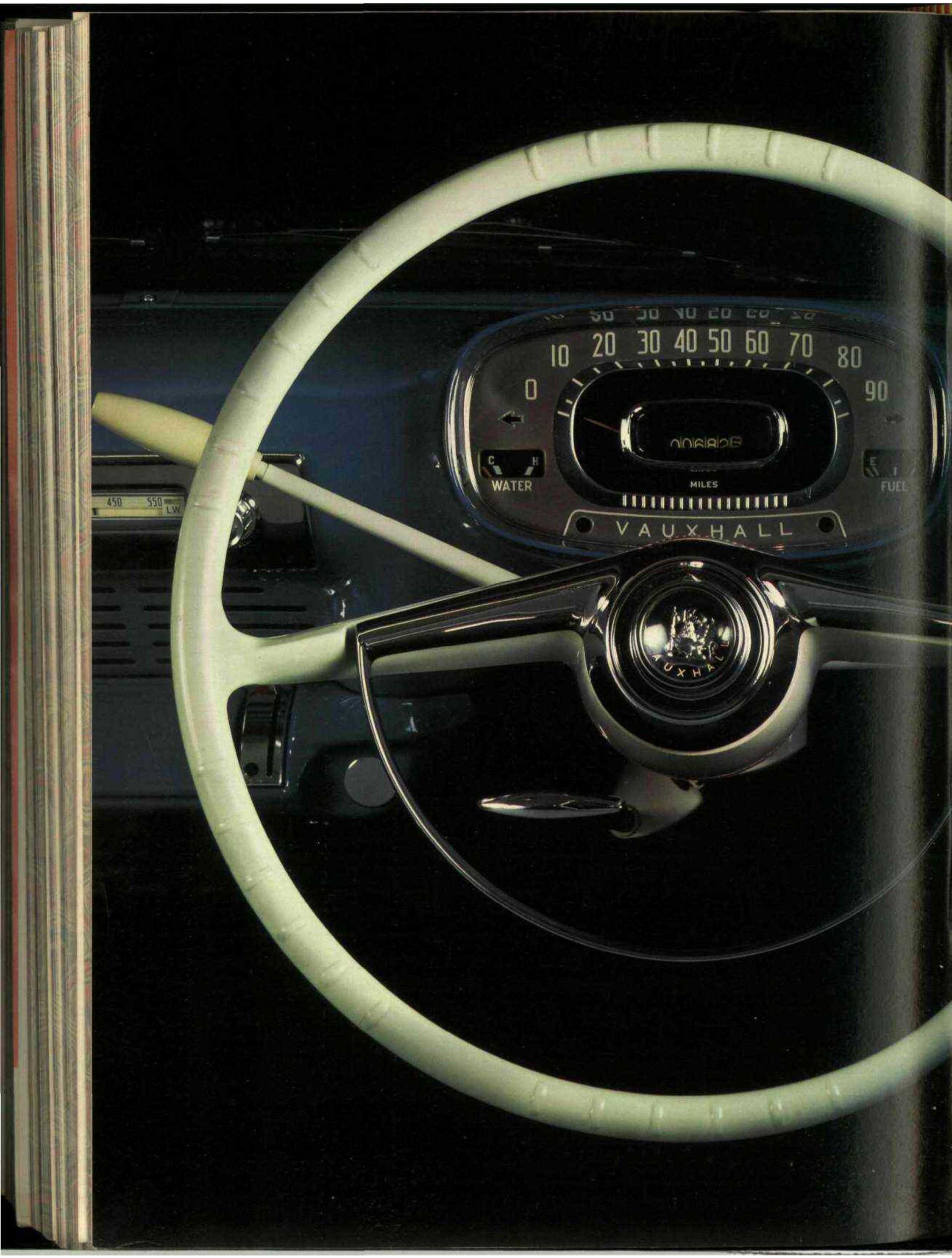
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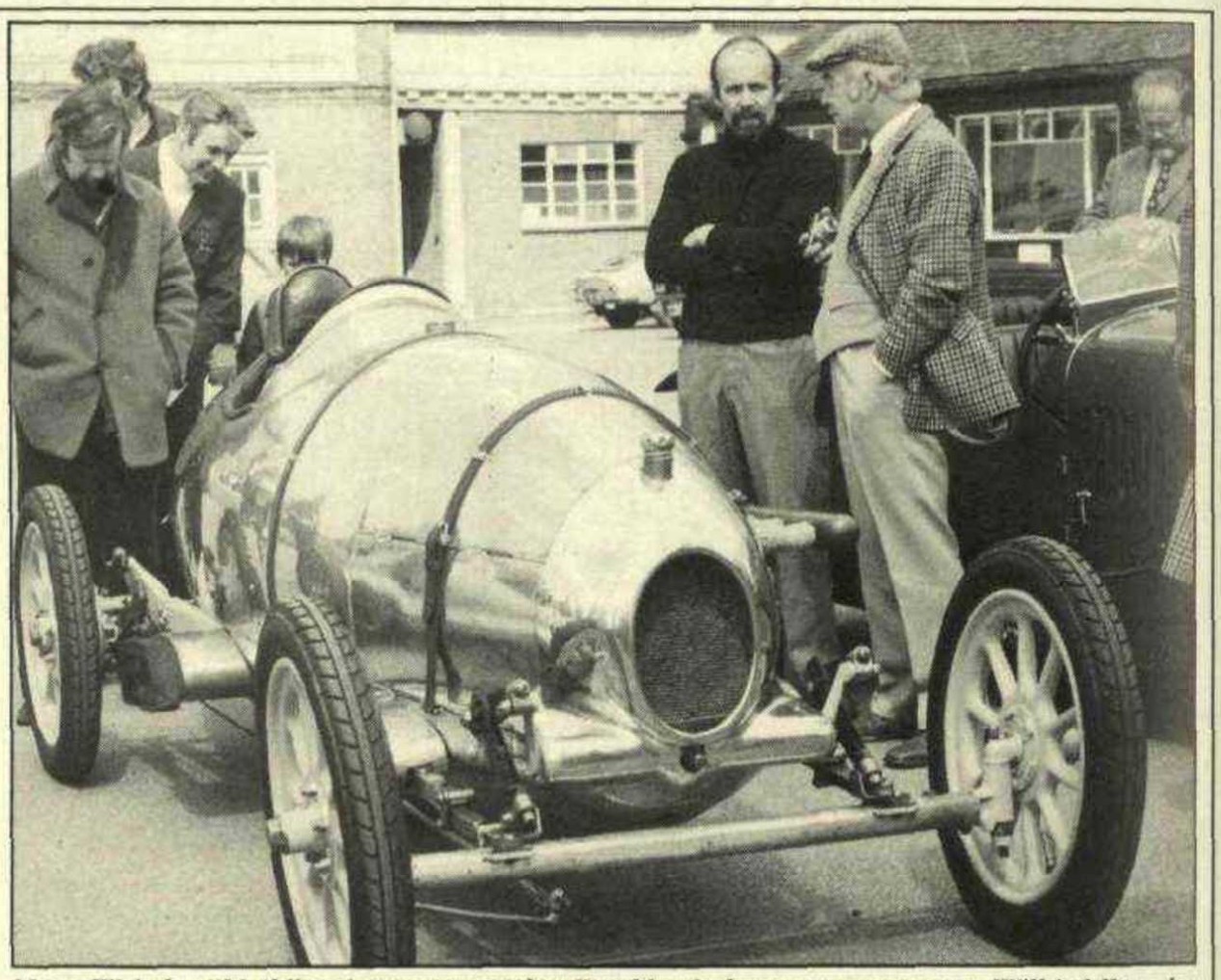
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CHANGING OIL

LETTER TO READERS



Not a Wolseley "Moth" racing car as raced at Brooklands, but a very exact copy. Will it follow the way of Nigel Musselwhite's MG Midget?

How Many More?

Dear Reader

The letter from Nigel Musselwhite in last month's issue of MOTOR SPORT, about the copy of the MG Ex120 record breaking car that he made in 1973, was most welcome, encouraging more openess and honesty in the old car world. I well recall appearing with the little single-seater MG, which he called a Replica but which I called a fake. Was it really sixteen years ago?

We agreed to differ on the description of the car, for in my book a replica is "another one by the original artist" and a fake is "something that is not what it purports to be". An MG Midget from the overhead camshaft days it undoubtedly was.

He explained his reasons for building the car, for his own enjoyment and satisfaction, and he certainly had a lot of fun with it. "But", I said, "What happens if you sell it, or if you die? The next owner might not be so open and honest as you." I have been saying the same thing to enthusiasts who have built fakes, from Grand Prix cars to Austin Sevens.

I hope that Nigel Musselwhite's letter will encourage more people to be honest and fair when it comes to making fake famous old cars. They may be well-intentioned copies of famous cars, but they are not real in an historical sense, and calling them "replicas" does not make them any more real.

When I read about the number Ex120 on certain parts of the car being pattern numbering, also used on D, J, L and P type MGs, I had to smile. It reminded me of a man who was constructing an old car recently and was claiming an identity for what was a home-made fake, on the grounds of finding nuts stamped 8. In the short run of racing cars of the type made by the original manufacturer, there had been a run of eight or nine cars, so he was claiming to have restored number 8. I often wondered if he realised that UNF and UNC nuts are marked with an identifying symbol that looks very much like an 8!

Many years ago a chain-gang Frazer Nash "bitza" was constructed and given a very original looking body, in fact so original looking that when the car appeared complete with the registration numbers from a 1925 car, there were those who were prepared to believe that it was the 1925 car rebuilt. Equally there were those who knew it had only recently been constructed and had no right whatsoever to the 1925 number. Eventually it was "sold abroad" and out of sight, out of mind, so the embarrassment to many people was eliminated.

Many years later it returned to the UK and was advertised for sale as possibly being the oldest known Frazer Nash. The trader who was selling it had a very high price on it, even for the time, but when challenged about its origin, well-documented in the Frazer Nash Section of the VSCC, he gave that well-worn trader's reply, "it was bought in good faith". He then went on to explain that as he had paid "Replica price" for it, he would let it go "to the Trade" (another well-worn phrase) for a much lower figure.

This was the first time I had heard the phrase "Replica price" and it caused a friend of mine to ask if the trader would have taken "Replica money" for it! It was never explained what "the Trade" did with it when they bought it off their fellow trader, knowing it was not what it was pretending to be. Did they break it up, sell it as a genuine fake, "pass it on to the Trade", or merely push it out onto the open market? There was another trader a little while back who was giving an interview to a journalist and upholding his facade of "Honest Joe Dealer". He said he never sold bad cars; if he found he was lumbered with one he "passed it on to the Trade".

The Frazer Nash in question surfaced again recently in a private owner's hands and had been re-registered with a non-descript period registration number, so the car is no longer pretending to be something it is not; but what happened to the original famous registration number?

Building fake cars has been going on for over 40 years to my certain knowledge, so some of the cars are now getting very old. To the dealers "old is valuable" and so they put the price up "as high as the market will stand", to use more Trade patter. Many of these fake cars have not been seen for a long while, like Nigel Musselwhite's MG Midget, so how many more are going to surface at auction sales? The descriptions in the glossy catalogues will be very carefully worded so that they do not infringe the Trade Descriptions Act, and the cars will hopefully sell for unreal prices. Phrases like "to the best of our knowledge", "it is reported that . . .", "this car is said to be . . .", "the owner states . . .", "this car is of the type...", "VSCC accepted..." and so on *ad infinitem* and *ad nauseum*. While there are buyers about, you cannot keep a good Motor Trader down.

Such cars as SS 100 Jaguar, MG K3 Magnette, Frazer Nash Le Mans Replica, "Competition" Delahaye, BMW 328, Le Mans V12 Lagonda, T.T. Lagonda, racing Riley, racing Amilcar, various Maserati models, even more various Bugatti models, Le Mans Bentley and so on, have all been built and "gone to ground". The list is endless. Is the time ripe for some of them to start reappearing, especially now that the real cars have had "bench-marks" established for them by the auction world? If a real "Masbugalfa" has been shown to be worth £1M (jargon for one million pounds) then a nicely built fake must be a snip at £500,000. It only cost £100,000 to build, so we'll make some more. "Because the market needs them, old boy."

Yours, **DSJ.**



Thierry Boutsen chalked up his second Grand Prix win in atrociously wet conditions in Australia.

Insanity Rules

"When I retired, they should have stopped it. Nothing more could have happened that could have affected the championship, so there was no further point in risking people's lives."

If Ayrton Senna sounded a little arrogant after his spectacular exit from Adelaide's rain-soaked streets, his suggestion had the thread of logic that was missing from the officials' viewpoint of the race.

After he'd three-wheeled his way back to the sanctuary of the pits, Senna had called Ron Dennis and his waterlogged men together to discuss his future. The championship lost, he even hinted at possible retirement.

"I will go back to Brazil now," he told the media, "to think over everything that has happened. One option is that I may not come back."

What was this? Hadn't he been outlining his steely resolve to pursue to the bitter end his battle with FISA, not three days earlier?

The emotional Brazilian had been under massive pressure from the moment the Japanese GP had begun. It had got worse when Prost had beaten him off the line, and gone into overdrive the instant he and his 'team-mate' tangled on lap 47. With FISA's outburst the week prior the Australian GP was anything but restful for him. FISA might have declared the Frenchman World Champion, but Senna believed implicitly that he would win the Suzuka appeal, and tried to prepare for his final shot in Adelaide against that background of acrimony.

The Thursday before the race his feelings were laid bare as he addressed the world's motorsport media, and the intensity of his impassioned appeal for help in his fight provided a highly illuminating insight into F1's most complex character.

It would have taken a cynical man indeed to reject his sincerity, and he made a very strong impression that went a long way towards softening his image as an Iceman. The pressure, it seemed, was lifted temporarily, until a nasty little incident on Friday afternoon when his ego was threatened by Prost pipping him for the overnight pole.

To those who saw the moment between them, it was apparent that Prost had overtaken a slow-moving Berger at the end of his quick lap, as Senna came storming up behind both. Prost then braked hard and moved as far off line as possible to give Senna uninterrupted passage, but Ayrton saw it differently. He saw it as something that made him lift for a split second, and a likely 1m 16.9s lap became 1m 17.712s, slower than Prost's 1m 17.403s. It took a long time for Ron Dennis to unruffle his feathers as Ayrton threatened to report Prost to the stewards for allegedly passing Berger under a yellow flag.

"He's mad," said Prost curtly, which comment simply added fuel to the fire of his remark the previous day: "Ayrton's trouble is that because he believes in God, he doesn't think he can be killed."

But despite all that, Senna was yet again in scintillating form to take the pole – his 42nd – on Saturday, and when the rains came on Sunday he was one of very few drivers determined to start. The organisers laid on an acclimatisation session for the F1 pilots, and when Mansell and Nannini had big accidents, the mood darkened. Boutsen, Patrese, Piquet, Berger and Prost led a faction seeking to have the race delayed, in the hope of giving the conditions time to improve. Prost, predictably, took the brunt of any criticism that was going, but was in fact one of several drivers involved.

"I don't care what people think of what I'm doing," said Piquet. "Look, my car is brilliant in the wet, but I'm so far back on the grid I just know I'm going to become involved in a shunt. Mine, or someone else's. I'm telling you, the conditions out there are the worst I've ever encountered."

What made them so bad was that the streets of Adelaide don't drain well, while the concrete walls that line them simply trap the spray thrown up by each car. Aquaplaning was rife, visibility nil.

"I was just a passenger when I hit that puddle this morning," said Mansell, who was equally adamant that the race should, at the least, be delayed. Patrese and Piquet toured the circuit in a road car with former

Alain Prost's last race for McLaren lasted but one lap as he dived into the pits after struggling in Senna's wake.



F1 racer Tim Schenken, who was Clerk of the Course, and official starter Roland Bruynseraede, but after a small delay everyone was duly strapped in. Resistance, it seemed, had crumbled. Senna was already in his McLaren, outwardly calm, ready to race. Ken Tyrrell had obliged Jean Alesi to get into the Tyrrell. The Australian GP was going to happen, come what may.

And yet . . . "Even if I was fighting for the championship I would take this decision," said Prost, after he had, as planned, pulled into the pits in protest after one lap. The Frenchman had led Senna off the line before the Brazilian elbowed by – "the usual manoeuvre" – but had expected company in the pits. Berger had also intended to stop, but carried on after all. Clearly ashamed of himself afterwards, he said: "I don't know what's wrong with us. We're hopeless. Me, Riccardo, Thierry. One minute we're in the car, then we're out. Then in again. Alain was in and out. Why did he get out? Why did I get in?"

The Austrian was also scathing about that first start, the worst in recent F1 history. Why it went ahead is anybody's guess, but half the field were out of position, Mansell, Piquet and Berger weren't even in their cars at the 30s signal, and Cheever was still coming round to his grid position when the lights went green. Both he and Mansell had to pass the chase car containing Prof Sid Watkins and driver Frank Gardner.

"Bloody ridiculous," growled the Prof. "We couldn't see a damned thing."

When JJ Lehto dumped his Onyx on that lap and blocked the track, the race was red flagged. Prost and Piquet did another lap with Schenken and Bruynseraede, but this time Tim wasn't shifting. There would be no delay. That was it for Prost, even though McLaren had hopefully pushed his MP4/5 to the end of the pit road ready for him. Thus ended his final race with McLaren, and his last event of the decade.

That left Senna alone on the front row, but even the Brazilian had a negative view of the conditions. "If I hadn't had a chance of the championship, I too would not have raced," he disclosed. For once he and Prost were united in respect for the other's decision. Each, in his own way, was being brave.

And so the race went ahead. Senna, predictably, blasted into the distance, after a few anxious moments in which Pierluigi Martini ran side by side with him. The little Italian was in sparkling qualifying form to place his Minardi third on the grid, beaten only by the McLarens, but as Senna stretched the legs of his Honda horses, Piero slipped back to hold up the duelling Williams of Boutsen and Patrese, and Nannini's Benetton.

The wet was made for Senna. By the end of that first lap his uncanny car control had already taken him eight seconds clear of Martini and his pursuers, and by the time the Williams drivers had slithered past the Pirelli-shod M189 on lap three the deficit was 23 seconds. As far as FISA was concerned, the championship was already Prost's, but if by a miracle Senna's Suzuka appeal was upheld and he won Adelaide, there might be an even greater controversy on the horizon. Unless the race failed to go beyond half distance, in which case Senna would only get half points . . .

That the track was almost undriveable became apparent very early. René Arnoux spun out of his last GP after a light tap from Cheever (and later presented his driving colleagues with leather-bound, personally signed books as he bade *adieu*). Alesi, who started from the pit lane after his engine refused to fire, was another spinner. Larini's engine had refused to start on the grid too, but perhaps luckily for him he never did get going.

While Nannini survived the conditions to come second Cheever's efforts in his last Grand Prix came to nought.



Both Nigel Mansell and Derek Warwick succumbed to the wet conditions both spinning out of the race.



On lap seven Alliot nipped Berger in the hairpin at the end of Dequetteville Terrace, and as the Ferrari lost its nosewings the Lola spun and Gerhard rode over its right front wheel. It was the same spot in which he'd tangled with Arnoux in 1988. For Alliot it was the end of his Larrousse career, for Berger the end of his days with the Prancing Horse. In qualifying he had been upset to suffer gearbox failure in his race car and find he wasn't allowed use of the spare, "because it has a development engine, which I'm not supposed to know about. Some way to find out about it, eh?" Worse, he was sorry he hadn't backed Prost more.

As he did in Canada, Derek Warwick was charging in his last race for Arrows. Though he'd only qualified 20th he was up to a stunning seventh on lap eight when his engine cut momentarily before chiming in again and powering him into the same wall he'd struck on the first day of qualifying.

De Cesaris had done well to qualify ninth ahead of team-mate Caffi, but though both ran well initially their Dallaras were a handful on their Pirellis, just as they had been in qualifying when both were mystified by Martini's performance. Andrea had three big spins before he was finally unable to restart, while Alex backed his BMS189 into a wall and limped painfully away on lap 14.

That lap saw Ivan Capelli's hopes die with a punctured radiator, and the March driver would be one of the very few who quit because of a mechanical cause, rather than through accident.

Lap 14, too, was the one on which Ayrton Senna came to grief. The Brazilian had continued to extend his lead over Boutsen, and by lap 10 he was more than a minute ahead. Then came a massive spin on lap 11, in which the McLaren revolved two and a half times before coming to rest half off the track but virtually facing the right way. Senna kept the Honda V10 running, kept everything off the wall, and calmly rejoined without losing any more than seven seconds of his lead. Like the spin he'd had in the acclimatisation session, recovery from it was a masterly piece of driving. But then, as he came to lap Piquet on lap 14, he simply drove straight into the back of Brundle's Brabham, with which his fellow countryman was dicing.

"The first I saw of Martin was when my left front wheel came off and I realised I'd hit him," said Ayrton. It was one of racing's luckiest escapes. Had he hit Brundle's right rear wheel and gone over the back of the Brabham, Piquet would almost certainly have ploughed into the wreckage.

It was exactly the sort of accident Prost had predicted, exactly why he had been so angry that the organisers let the race start. The Frenchman was roundly criticised by many at Silverstone last year, and again in Adelaide, but he, remember, was the one over whose rear wheel Didier Pironi rode at Hockenheim in 1982 . . .

As Ayrton suggested, that would have been an apposite point at which to end the farce, but greater forces were at work behind the scenes, and on it went.

On lap 10 it was Mansell's turn for a big 360, but amazingly he gathered it all together. His demise wasn't far off, however. Going into the same corner on lap 18 he missed his turn-in point in the ball of spray and had to spin the F1/89 to make the corner. It went backwards into the tyre wall, and the Briton was out yet again Down Under.

If drivers of the calibre of Senna and Mansell could make mistakes, it was a graphic indication of how bad things were, but that didn't budge the organisers. The game of Russian Roulette went on, and the trigger's hammer nearly struck a live bullet two laps later.

This time the gun was aimed at Piquet's head, proving both his own and Prost's pre-event warnings chillingly accurate.

As he sped down to the braking area at the end of Dequetteville, Nelson had Martini on his left and was aiming to outbrake the Minardi. While concentrating on that move he just didn't see Ghinzani's Osella, which the Italian was dutifully keeping well to the right, in the ball of spray ahead. The Lotus ran right into it, scooping it up so that its rear wheels slithered right up the 101's cockpit. One even struck Nelson's head, leaving a rubber scorchmark on his helmet.

The Osella was thrown left across the track, and the Lotus spun backwards down the escape road, minus its left front wheel. As it did so, it just missed involving he Minardi.

By nothing short of a miracle, neither Piquet nor a bruised Ghinzani was hurt, but if the Lotus hadn't been braking it could have been a very different story.

And still the race went on.

Just how bad was it out there? Brundle's comments indicated just how frightening it was. "Just before Ayrton hit me I'd had a bloody great spin flat in sixth on the straight. The thing just got up on a puddle



Emanuele Pirro (left) held up Boutsen long enough for Benetton team-mate Nannini to catch up, but it was ultimately to no avail. Pierluigi Martini (below) qualified very well but was let down in the race by his Pirellis.



and-round it went, twice. A complete double 360. Luckily I came out facing the right way and didn't hit anything. After that I was taking the straight in fifth, because our biggest fear in the wet is spinning and ending up broadside to oncoming cars."

The evidence from his rearward facing television camera showed just how little visibility there was. One moment the Brabham was chased only by its own roostertail; the next a sharklike McLaren loomed out of the mist and took a bite out of its gearbox.

When Olivier Grouillard's enthusiastic chase of Emanuele Pirro got the better of the Frenchman on lap 23, and he dumped his Ligier hard into the wall and came to rest partially blocking the track, it seemed at last that the farce must be ended, but amazingly enough it continued. Cheever picked up debris from the JS33 under his left-hand sidepod, and though the American was driving smoothly in his last GP in the immediate future, he later lost it on lap 43 and was unable to restart. Yet another victim had fallen.

Eddie, in fact, was the race's final retirement, but one of its most exciting contenders had been Lehto, who fell foul of a similar problem to Warwick's on lap 28. The Finn had made it through pre-qualifying at the expense of Onyx team-mate Stefan Johansson, had qualified well on his first visit to Adelaide, and was driving beautifully on his first wet outing in an F1 car. He and Nakajima kept one another company, swapping places as they carved through the field. JJ was an excellent fifth, still in sight of the Lotus, when his engine fluffed. Make no mistake, this is one of tomorrow's stars.

If interest in Adelaide centred mainly on the incredible number of incidents, Nakajima was a major talking point. What got into him in Australia? Only 23rd on the grid after a lacklustre qualifying in the dry, he was simply magic in the wet. Okay, back home at Suzuka and Fuji during the formative part of his career rain was a common condition, but in Adelaide he was an absolute ace. If he never betters his performance there, he will have something to be thoroughly proud of.

By lap four he'd moved up to 16th. Pirro then lost out to the Japanese as he chased Lehto, spinning briefly on lap nine, and by lap 11 Satoru was 10th. Thereafter he continued to move steadily up, lapping smoothly. His only error came with a first-lap spin, and by lap 24 he had displaced Cheever for fourth, but the deficit to Patrese looked insurmountable at 35s.

The Italian had an adventurous race. On lap 10 he squeezed past Boutsen, only to drop back two corners later when he speared off into the mud. He survived another spin, which dropped him behind Nannini and Mansell, and thereafter concentrated on finishing third, since that would bring him the points he was so desperate to score to move ahead of Mansell for third in the championship. By lap 41 Nakajap was only 23s adrift, and as he set several fastest laps the Camel yellow Lotus began to creep up on the Canon Williams. By lap 50, by which time it was crystal clear the organisers were going to let the race run to the two hour mark, the gap was only 15s and closing all the time. Mesmerised, observers watched Nakajima drive his heart out, and by lap 67 the gap was down to a tantalising 1.707s. Patrese, however, had been lucky passing Stefano Modena, who was soldiering on with appalling lack of grip in his Pirelli-shod Brabham. Satoru was not so fortunate, and next time round the advantage had grown to 4.672s. That was pretty much where it stayed until the end,



Thierry Boutsen holds aloft the winner's trophy for the second time this year.

as Riccardo dipped below the 1m 40s mark just to make sure, but Nakajima's drive was the most revealing of the race.

Boutsen, however, was a real star. Having disposed of Patrese's challenge he assumed the lead from the tricycling Senna on lap 14 and thereafter controlled the event. Less of a fighter than the other topliners, perhaps, he was in his element as he was able to concentrate on maintaining his rhythm and honing his style, and the sheer consistency of his drive was astonishing. For lap after lap he reeled off laps in the 1m 40s, the time usually varying only by tenths, and he never looked like making a mistake all afternoon.

He had a minor drama when trying to lap Pirro early on, as the Benetton driver inadvertently baulked him to the point where team-mate Nannini reduced a 9.4s deficit to 1.4, but once past and having indulged in a little tension-relieving arm waving, Thierry picked up his pace again and Nannini began to fall back. The Benetton had again qualified well with Ford's development V8, but its standard race unit was the package wasn't a match for the Williams-Renault's torquey flexibility.

Boutsen thus raced home to the second win of his career, and one that was thoroughly deserved, while Pirro survived for fifth from the gripless Martini, the struggling Gugelmin and Modena. But the fifth Australian GP raised many more questions than it answered. And very soon now F1 is going to have to address the entire question of racing in the rain.

It must also address commercial interests. Berger, still blazing, was trenchant. "FISA should stop speaking about safety and start talking about business. It can only be interested in money if it sanctioned an event in these conditions. It proves that disqualifying Senna from Suzuka was a political decision.

"It was 100 times more dangerous what we did here than what he did in Japan, and there was no comparison with Spa. It was unbelievably bad." Not finished, he added: "And whoever was responsible for that first start should get the electric chair."

"There is a difference between being brave and being stupid," said Piquet. "This is a dangerous sport and it doesn't need to be made any more dangerous."

"I cannot understand the sense of these people going out in these conditions," said Prost.

Organiser Mal Hemmerling took a more pragmatic view when questioned about the commercial interests. "The drivers don't know what the commercial considerations are, so why should they worry them?" he enquired ingenuously. It was the sort of remark that typified the thinking behind the Australian GP going ahead.

In this instance, there were not only commercial but political pressures, however, for South Australian premier John Bannen has used the GP as a vote-catching and industrial development selling tool and was due to face elections shortly afterwards. For the event to have been cancelled would have been a major black eye. As it was, it was a wash-out that might just have served him little benefit.

It's easy to stand by in such situations and say 'the drivers can always drive slowly'. I did so myself at one stage. Yet the major accidents proved the wisdom of cancellation. If you disagree, how would you feel if, in its immediate aftermath, you were reading with frustration the obituaries of Ayrton Senna and Nelson Piquet? No driver willingly wants to give up the chance to race, but they must be seen as the best judges of such situations.

It is not dramatising the situation to say both Brazilians were very, very lucky. So, come to think of it, was F1. **DJT**

VOX POP

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

FISA Fiasco!

Sir,
The FISA officials, including Bernie Ecclestone, must count themselves extremely fortunate that they do not have any dead or seriously injured Grand Prix drivers on their consciences after the Australian Grand Prix. The decision to force the drivers to take their cars out on a circuit running with water could only have been made by those who could watch the proceedings safely within their offices and mobile homes.

Grand Prix racing is a dangerous occupation and those who take part in it are fully aware of the risks and are well rewarded for doing so. It seems to me, however, a total contradiction that FISA, which has been making a fool of itself all season by its imposition of varying penalties on drivers for dangerous tactics, should send drivers out in such conditions. The incidents where both Senna and Piquet ploughed into the back of slower cars showed that visibility was zero and the stream of vehicles spinning off should have forced a halt to the race until conditions improved. Congratulations to Prost for having the courage to refuse to take part when the race was restarted. Perhaps if a few more drivers had followed him the officials would have been forced to back down.

Readers of MOTOR SPORT do not need any reminding that the administration of motorsport by FISA and its autocratic president is an absolute farce. There will be no improvement until there has been a complete reform of the way in which the sport is run. At the moment Grand Prix racing seems to be operated firstly for the benefit of the officials, secondly for the sponsors and thirdly for the media. The feelings or concerns of drivers and spectators do not seem to figure large in the minds of the officials.

It is refreshing to see that McLaren are to challenge FISA in the civil courts over the penalties imposed on Senna. Whatever the merits of that particular case, I hope that McLaren can rock the boat sufficiently to crack the complacency and arrogance surrounding FISA. I hope also that other teams will temporarily forget their rivalries and support McLaren in its efforts. This will be the best opportunity yet to achieve a more healthy balance of power in the sport.

With the season now finished, efforts can be made to carry out much needed reforms before the circus goes to Phoenix in March.
NICHOLAS SERPELL,
Liskeard, Cornwall

Profuse Apologies!

Sir,
As my letter you published on the incident between Mansell and Senna was written immediately after I had seen the television coverage and before Nigel Mansell's press conference, I accept unreservedly his statement that he neither saw the flag nor was informed of it, to his knowledge, over the radio link . . . I had no right to assume knowledge which I did not have.
JOHN CLEGG,
Manchester.

The Unpopular Brazilian

Sir,
Long, long ago, back in the mists of time, two things would be certain. Ayrton Senna would have been banned for life or would be dead.

The heart of the problem lies in Senna's excellence in qualifying. Last year he was so rarely challenged that all he had to do was terrorize the back markers, with no threat to himself. All he ever does is blast away from pole and lead from to finish. This year people have actually tried (dared) to try and overtake him, leading to the predictable events of both cars together off the track at a standstill.

A few years ago that would not have been the case. Senna would have sustained at least a broken arm. It is as if he takes his safety for granted, knowing that whatever he does he will not be injured. When he has his big accident, hopefully he will come through it a changed person, like Mansell did after Suzuka. For it is a sad fact that Senna is due for one; I only hope he takes no one with him.

Ron Dennis is a culprit as well. He screamed and fumed and kicked up a fuss, and used his sizeable influence to get his way with Mansell. He even pretended that he didn't hate Mansell. He even pretended that he had the best interests at heart.

"He knew what he was doing. He got what he deserved. He should spend more time reading the rule book," said Dennis. And then ate his words when he saw Senna knowing what he was doing, getting what he deserved, and showing a flagrant ignorance of the rules.

At long last Senna's actions seem to have caught up with him. Hopefully this is the last time he ever resorts to the darker side of his nature.
STEVEN BAXTER,
Cheam, Surrey

Sir,
Ayrton Senna proved conclusively in Japan that he can never be considered a 'Great' of Formula One alongside such names as Jack Brabham, Jim Clark, Ronnie Peterson and Gilles Villeneuve etc.

He may well be devastatingly fast, but he achieves this by driving like a dangerous lunatic with no regard for his own or fellow drivers' safety, and with nil sense of sportsmanship in contrast to his team-mate Alain Prost, a worthy winner of his third World Championship.

Despite its many critics and its autocratic manner, I believe the FIA was right to impose the penalties announced on Senna. I can only hope that he will respond with some sign of maturity and accept the decision without any further tantrums.

He is not helped by Ron Dennis who also "cannot accept not to win" but who claims to enjoy his racing. He comes across as a humourless and spoilt child.

If this is the image Honda wishes to promote and be associated with, I for one will never purchase any of its products. Surely its purpose would be better served by contructing its own cars and team as it has done previously.
S. YONOFF,
Southampton, Hants.

Sir,
With regard to the comments by Ayrton Senna regarding his 6 month suspended ban, I feel that further action should be taken against him.

He has been found guilty of dangerous driving and for him to state "I will drive here (in Australia) the way I've driven all my life," can only be taken as a show of total contempt for the rules and regulations of Formula One and a blatant disregard for the safety of all other drivers.

The 6 month suspended ban will hardly have any effect on Senna as it will only cover the Austrlian race and the first two races of next season. It would have been better to ban him from Australia.
DAVE GRIFFITHS,
Manchester

A Voice in the Wilderness

Sir,
I enjoyed your articles in the MOTOR SPORT October issue . . . being a fervent Senna fan, it was good to hear him praised for a change.

Prost has demeaned himself with all his carping over unfair treatment. Look how many times Senna has had bad luck with his car's mechanics! And yes, he has done the occasional inexplicably stupid thing. I think the rot set in when Senna drove so well at Silverstone last year through all that rain, when Prost lost face with the French for not being macho enough.

I was worried about the Japanese GP thinking things had got so bad that there would be a concerted effort between Mansell and Prost to get Senna off the track. Well, we all know what happened! Look at the tape and you will see Prost jump the start, and not for the first time.

Prost this year is champion by default, and not for brilliant driving!
DIANA SLATER,
Iver, Bucks.

RESULTS Australian Grand Prix

STARTING GRID

1
A. Senna
(McLaren-Honda V10)
1min 16.665secs

2
A. Prost
(McLaren-Honda V10)
1min 17.403secs

23
P. Martini
(Minardi-Cos V8)
1min 17.623secs

19
A. Nannini
(Benetton-Cos V8)
1min 17.762secs

5
T. Boutsen
(Williams-Renault V10)
1min 17.791secs

6
R. Patrese
(Williams-Renault V10)
1min 17.827secs

27
N. Mansell
(Ferrari V12)
1min 18.313

8
S. Modena
(Brabham-Judd V8)
1min 18.750secs

22
A. de Cesaris
(BMS Dallara-Cos V8)
1min 18.828secs

21
A. Caffi
(BMS Dallara-Cos V8)
1min 18.857secs

17
N. Larini
(Osella-Cos V8)
1min 19.110secs

7
M. Brundle
(Brabham-Judd V8)
1min 19.136secs

20
E. Pirro
(Benetton-Cos V8)
1min 19.217secs

28
G. Berger
(Ferrari V12)
1min 19.238secs

4
J. Alesi
(Tyrrell-Cos V8)
1min 19.259secs

16
I. Capelli
(March-Judd V8)
1min 19.269secs

37
JJ Lehto
(Onyx-Cos V8)
1min 19.309secs

11
N. Piquet
(Lotus-Judd V8)
1min 19.392secs

30
P. Alliot
(Lola-Lamborghini V12)
1min 19.568secs

9
D. Warwick
(Arrows-Cos V8)
1min 19.599secs

18
P. Ghinzani
(Osella-Cos V8)
1min 19.691secs

10
E. Cheever
(Arrows-Cos V8)
1min 19.922secs

12
S. Nakajima
(Lotus-Judd V8)
1min 20.066secs

26
O. Grouillard
(Ligier-Cos V8)
1min 20.073secs

15
M. Gugelmin
(March-Judd V8)
1min 20.191secs

25
R. Arnoux
(Ligier-Cos V8)
1min 20.391secs

1989 WORLD CHAMPIONSHIP

DRIVERS

Alain Prost	(81) 76
Ayrton Senna	60
Riccardo Patrese	40
Nigel Mansell	38
Thierry Boutsen	37
Alessandro Nannini	32
Gerhard Berger	21
Nelson Piquet	12
Jean Alesi	8
Derek Warwick	7
Michele Alboreto	6
Eddie Cheever	6
Stefan Johansson	6
Johnny Herbert	5
Pierluigi Martini	5
Stefano Modena	4
Alessandro Caffi	4
Mauricio Gugelmin	4
Andrea de Cesaris	4
Martin Brundle	4
Christian Danner	3
Saturo Nakajima	3
René Arnoux	2
Jonathan Palmer	2
Emanuele Pirro	2
Gabriele Tarquini	1
Olivier Grouillard	1
Luis Perez-Sala	1
Philippe Alliot	1

MANUFACTURERS

McLaren-Honda	141
Williams-Renault	77
Ferrari	59
Benetton-Cosworth	39
Tyrrell-Cosworth	16
Lotus-Judd	15
Arrows-Cosworth	13
Dallara-Cosworth	8
Brabham-Judd	8
Onyx-Cosworth	6
Minardi-Cosworth	6
March-Judd	4
Rial-Cosworth	3
Ligier-Cosworth	3
AGS-Cosworth	1
Lola-Lamborghini	1

LAP TIMES

No	Driver	Car	Tyres	Pre-Qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap	(on lap)
1	A. Senna	McLaren MP4/5	G		*1.17.712*	*1.16.665*	1.41.159	(6)
2	A. Prost	McLaren MP4/5	G		1.17.403	1.17.624		
3	J. Palmer	Tyrrell 018	G		1.20.428	1.20.451		
4	J. Alesi	Tyrrell 018	G		1.19.363	1.19.259	1.44.900	(5)
5	T. Boutsen	Williams FW13	G		1.17.791	1.18.586	1.40.380	(54)
6	R. Patrese	Williams FW13	G		1.18.636	1.17.827	1.38.685	(59)
7	M. Brundle	Brabham BT58	P		1.19.136	1.19.428	1.48.366	(9)
8	S. Modena	Brabham BT58	P		1.18.750	1.20.076	1.48.171	(56)
9	D. Warwick	Arrows A11	G		1.19.599	1.19.622	1.45.700	(6)
10	E. Cheever	Arrows A11	G		1.19.922	1.21.206	1.44.305	(22)
11	N. Piquet	Lotus 101	G		1.19.392	1.20.622	1.44.277	(19)
12	S. Nakajima	Lotus 101	G		1.20.066	1.20.333	1.38.480	(64)
15	M. Gugelmin	March CG891	G		1.20.191	1.20.260	1.44.734	(62)
16	I. Capelli	March CG891	G		1.19.269	1.19.294	1.48.521	(9)
17	N. Larini	Osella FA1-M	P	1.18.379	1.19.305	1.19.110		
18	P. Ghinzani	Osella FA1-M	P	1.19.153	1.19.691	1.20.718	1.51.975	(16)
19	A. Nannini	Benetton B189	G		1.18.271	1.17.762	1.40.336	(59)
20	E. Pirro	Benetton B189	G		1.19.710	1.19.217	1.43.144	(49)
21	A. Caffi	BMS Dallara F189	P		1.18.857	1.18.899	1.47.255	(11)
22	A. de Cesaris	BMS Dallara F189	P		1.18.828	1.19.487	1.47.525	(10)
23	P. Martini	Minardi M189	P		1.18.043	1.17.623	1.46.189	(57)
24	L. Sala	Minardi M189	P		1.20.633	1.20.866		
25	R. Arnoux	Ligier JS33	G		1.20.872	1.20.391	1.50.375	(3)
26	O. Grouillard	Ligier JS33	G		1.21.882	1.20.073	1.46.973	(19)
27	N. Mansell	Ferrari F1/89	G		1.19.525	1.18.313	1.42.406	(16)
28	G. Berger	Ferrari F1/89	G		1.19.238	1.20.615	1.46.911	(6)
29	M. Alboreto	Lola L89	G	1.20.129				
30	P. Alliot	Lola L89	G	1.18.523	1.19.568	1.19.579	1.49.251	(6)
31	R. Moreno	Coloni C3	P	1.20.183				
32	E. Bertaggia	Coloni C3	P	1.24.081				
33	O. Larrauri	EuroBrun ER189	P	1.20.750				
34	B. Schneider	Zakspeed ZK891	P	1.20.179				
35	A. Suzuki	Zakspeed ZK891	P	1.21.012				
36	S. Johansson	Onyx ORE-1	G	1.19.539				
37	J.J. Lehto	Onyx ORE-1	G	1.19.442	1.20.767	1.19.309	142.509	(26)
38	P.H. Raphanel	Rial ARC2	G		1.22.305	1.22.391		
39	B. Gachot	Rial ARC2	G		1.22.267	1.24.913		
40	G. Tarquini	AGS JH24	G	1.21.600				
41	Y. Dalmas	AGS JH24	G	1.21.022				

RESULTS
Australian Grand Prix, Adelaide, November 5
70 laps of 2.34 miles (264.000 km/164.400 miles)

Pos	Driver	Nat.	Car/Engine	Time
1st	Thierry Boutsen	(B)	Williams FW13-Renault V10	2h 0m 17.421s
2nd	Alessandro Nannini	(I)	Benetton B189-Cosworth V8 EXP	2h 0m 46.079s
3rd	Riccardo Patrese	(I)	Williams FW13-Renault V10	2h 0m 55.104s
4th	Saturo Nakajima	(J)	Lotus 101-Judd V8	2h 0m 59.752s
5th	Emanuele Pirro	(I)	Benetton B189-Cosworth V8 EXP	2 laps behind
6th	Pierluigi Martini	(I)	Minardi M189-Cosworth V8 DFR	3 laps behind
7th	Mauricio Gugelmin	(BRA)	March CG891-Judd V8	4 laps behind
8th	Stefano Modena	(I)	Brabham BT58-Judd V8	6 laps behind
9th	Eddie Cheever	(USA)	Arrows A11-Cosworth V8	retired on lap 43
10th	JJ Lehto	(FIN)	Onyx ORE-1-Cosworth V8 DFR	retired on lap 28
11th	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	retired on lap 23
12th	Nelson Piquet	(BRA)	Lotus 101-Judd V8	retired on lap 20
13th	Piercarlo Ghinzani	(I)	Osella FA1-M-Cosworth V8 DFR	retired on lap 19
14th	Nigel Mansell	(GB)	Ferrari F1/89-Ferrari V12	retired on lap 18
15th	Ayrton Senna	(BRA)	McLaren MP4/C-Honda V10	retired on lap 14
16th	Alessandro Caffi	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap 14
17th	Ivan Capelli	(I)	March CG891-Cosworth V8 DFR	retired on lap 14
18th	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap 13
19th	Martin Brundle	(GB)	Brabham BT58-Judd V8	retired on lap 13
20th	Derek Warwick	(GB)	Arrows A11-Cosworth V8	retired on lap 8
21st	Philippe Alliot	(F)	Lola L189-Lamborghini V12	retired on lap 7
22nd	Gerhard Berger	(AUT)	Ferrari F1/89-Ferrari V12	retired on lap 7
23rd	Jean Alesi	(F)	Tyrrell 018-Cosworth V8 DFR	retired on lap 6
24th	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	retired on lap 5
DNS	Nicola Larini	(I)	Osella FA1-M-Cosworth V8 DFR	
DNS	Alain Prost	(F)	McLaren MP4/5-Honda V10	

Fastest Lap: Saturo Nakajima (Lotus 101-Judd V8) 1min 38.480 secs on lap 64; 138.180 km (85.862 mph)
Winner's Average Speed: 131.981 kph (82.009 mph). **Conditions:** Pouring rain.

DNQ	Jonathan Palmer	(GB)	Tyrrell 018-Cosworth V8 DFR	1m 20.428s
DNQ	Luis Perez-Sala	(E)	Minardi M189-Cosworth V8 DFR	1m 20.633s
DNQ	Bertrand Gachot	(B)	Rial ARC2-Cosworth V8 DFR	1m 22.267s
DNQ	Pierre-Henri Raphanel	(F)	Rial ARC2-Cosworth V8 DFR	1m 22.305s
DNPQ	Stefan Johansson	(S)	Onyx ORE-1 Cosworth V8 DFR	1m 19.539s
DNPQ	Michele Alboreto	(I)	Lola L89-Lamborghini V12	1m 20.129s
DNPQ	Bernd Schneider	(D)	Zakspeed ZK891-Yamaha V8	1m 20.179s
DNPQ	Roberto Moreno	(BRA)	Coloni C3-Cosworth V8 DFR	1m 20.183s
DNPQ	Oscar Larrauri	(ARG)	EuroBrun ER189-Cosworth V8 DFR	1m 20.750s
DNPQ	Aguri Suzuki	(J)	Zakspeed ZK891-Yamaha V8	1m 21.012s
DNPQ	Yannick Dalmas	(F)	AGS JH24-Cosworth V8 DFR	1m 21.022s
DNPQ	Gabriele Tarquini	(I)	AGS JH24-Cosworth V8 DFR	1m 21.600s
DNPQ	Enrico Bertaggia	(I)	Coloni C3-Cosworth V8 DFR	1m 24.081s

FOR THE BENEFIT OF THE OPPOSITION, THIS IS WHAT THE FRONT LOOKS LIKE.



It's been a truly memorable motorsport year for Vauxhall.

Our picture shows Louise Aitken-Walker on her way to becoming 2.0 litre Class A British Rally Champion of 1989. Many congratulations Louise.

And many congratulations also to another Vauxhall driver, John Cleland, who after a near perfect year was recently crowned the 1989 British Touring Car Champion.

And what, may you ask, is the secret of their success? We'd like to think they'd tell you the Astra GTE 16v had something to do with it.

After all, its 150 bhp multi-valve engine has been acknowledged by Autocar and Motor as "clearly the decade's best."

So all in all, it seems the Astra GTE 16v is the 2.0 litre car to beat in motorsport.

Not bad for a car in its first full season.

THE ASTRA GTE 16v.

VAUXHALL. ONCE DRIVEN, FOREVER SMITTEN.

VAUXHALL IS BACKED BY THE WORLDWIDE RESOURCES OF GENERAL MOTORS. JOHN CLELAND IS 1989 BRITISH TOURING CAR CHAMPION SUBJECT TO RATIFICATION BY THE R.A.C.M.S.A. VAUXHALL ASTRA GTE 16V IS £13,259.41. PRICE INCLUDES CAR TAX AND VAT. DELIVERY AND NUMBER PLATES EXTRA. ALL NEW VAUXHALL ASTRAS CAN RUN ON UNLEADED OR ORDINARY FUEL.

COTTON ON . . .

Peace in our time?

In twelve months from now, Group C sports car racing will have ended. Turbocharged Jaguars, Mercedes, Nissans and Toyotas will become museum pieces and most of the Porsches will go into honourable retirement, save for those that are found new homes in the IMSA or Japanese series. No more will engineers engage in an endless pursuit of the balance between power and economy, no longer will the drivers have to nurse their cars through the last sector of the race, counting down the precious litres in the final laps.

We should look forward to the 1990 season as something to treasure, as a culmination of all the efforts mounted over the years by Jaguar, Porsche, Mercedes, Nissan, Mazda and Toyota. The finest showcase of all is, or should be, the ACO's 24 Hours of Le Mans, an event that was withdrawn from this year's World Championship, but stands a good chance of being restored in 1990. The importance of the event was suggested, once again, by Howard Marsden, the erudite director of Nissan's World Championship programme, who said very aptly in Mexico: "Le Mans as you know is the big objective for all the Japanese teams and we are going to make a simply enormous effort . . . I think that the 1990 Le Mans will go down as a classic of all time."

The name of 'Le Mans' crops up in every conversation. It is, to the Japanese, the most important race in the annual calendar, the reason why they support the World Championship in full. It is a major event in the British sporting calendar too, next only to the RAC Rally and the British Grand Prix, as it must be, since it entices more than 50,000 sports car fans across the English Channel each year in June.

The future of the 24 Hours of Le Mans should be settled by the end of November, one hopes with a lasting position within the World Championship. In October the ACO expressed pleasure that the race had been given a weekend, June 16/17 in the 1990 calendar but noted that many problems remained to be resolved. Talks would take place and the result would be announced, at the latest, on November 14.

On the appointed day an interim release was issued, stating that talks were still proceeding on the basis of a draft proposal being prepared by the ACO, and that must be a very hopeful sign indeed. It is safe to assume that the draft won't include anything that is abhorrent to the organisers, loss of 'sovereignty' being the worst evil of all!

Prior to the deadline the official book of the 1989 event was published, and warning shots were fired in the preface by Raymond Gouloumes, president of the ACO, and in the introduction by Henry de Lilmaine, president of the club's sporting commission, making it seem unlikely that a reasonable compromise could be reached.

Wrote Gouloumes: "With the passage of time Le Mans has turned into a social, cultural and economic event. It is absolutely essential to protect this heritage as the 'Le Mans 24 Hour race' belongs to everybody who has forged it . . . it is part of French heritage. We will bring all the necessary firmness and determination to bear to ensure that private interests do not predominate over those of the majority . . . a myth can neither be killed nor bought."

Similar thoughts were expresssed by M. de Kilmaine, who wrote that "the event is unique in itself, and has a completely different character to other motor car meetings to which it can neither be compared nor assimilated . . . all those who are passionate follwers of Le Mans hope that the people who hold the destinies of motor sports in their hands will listen to this message, and put the defence of motor sport above their financial interests."

Strong and eloquent words, leaving little doubt about the resolve of the Automobile Club de l'Quest. Unless it changed its stance, there seemed to be no chance of FISA coming to terms with the organisers of the great event. The crux of the matter was not only financial, not only to do with television rights, but concerned basically the question of whose event it is to organise.

When an irresistable force meets an unyielding object, the result in this age of pragmatism is more likely to be a compromise than a disaster. This year's race was withdrawn from the World Championship at a month's notice, and we all felt very disappointed; the Japanese felt particularly at odds with the warring French because they'd been persuaded to form teams for the entire championship, and although this was good for the series, it hd come about as a result of a calendar built on quicksand.

It seemed to make no difference at all to this year's 24 Hours that it was outside the championship. The entry list was full of quality teams and 230,000 spectaotrs attended over five days. Next year the event could be great again, even outside the championship, unless FISA choose to send all the works teams to Madrid, or Montreal, on the same weekend. But in 1991, the inescapable figures of the calendar 13 months hence, the ACO would be very sorely troubled indeed and the 24 Hours could go into a sharp decline unless a new formula is devised, perhaps a Grand Touring category as we have discussed before in MOTOR SPORT.

Both the ACO and FISA got themselves onto a hook, FISA because it really could lose the support of the Japanese manufacturers, and it must be a delicate business to wriggle off it. The sporting authority in Paris may well be justified in puffing its chest and ordering some race organisers to heel, if that's the manner in which it wants to conduct its relationships, but it can't do so with the ACO, and in the end the financial demands of today's FISA were the straw that broke the ACO's back.

Heaven knows, over the years, how British teams have suffered at the hands of the ACO . . . big entry fees in days gone by, pitifully inadequate prize funds, a rule book that could keep a lawyer in work for a month, disgracefully inadequate pits with the village's main sewers providing the 'air conditioning', larded with a sometimes unhelpful, even hostile attitude from the organisers. Twenty years ago the British supporters of the race would have welcomed a bit of new-brooming, but now we're not so sure. Gradually, through the last two decades, the ACO's attitude has thawed out and is nowadays quite welcoming, even though odd irritations still mar the occasion. June 1990 should be positively the last time the inconvenient pit-bunkers are used, and on Monday the 18th the workmen will move in to tear the fabric away (and with it, one of FISA's strongest arguments against the event).

Without knowing the final outcome of the negotiations, we feel encouraged by the ACO's release to give a cautious welcome to the new spirit of co-operation. Our doubts about the suitability of 3½-litre racing cars for racing the 24-hour distance remain as strong as ever. We wish we could see an evolution of today's cars, though with inlet restrictors instead of fuel consumption limits, but we know now that that cannot be.

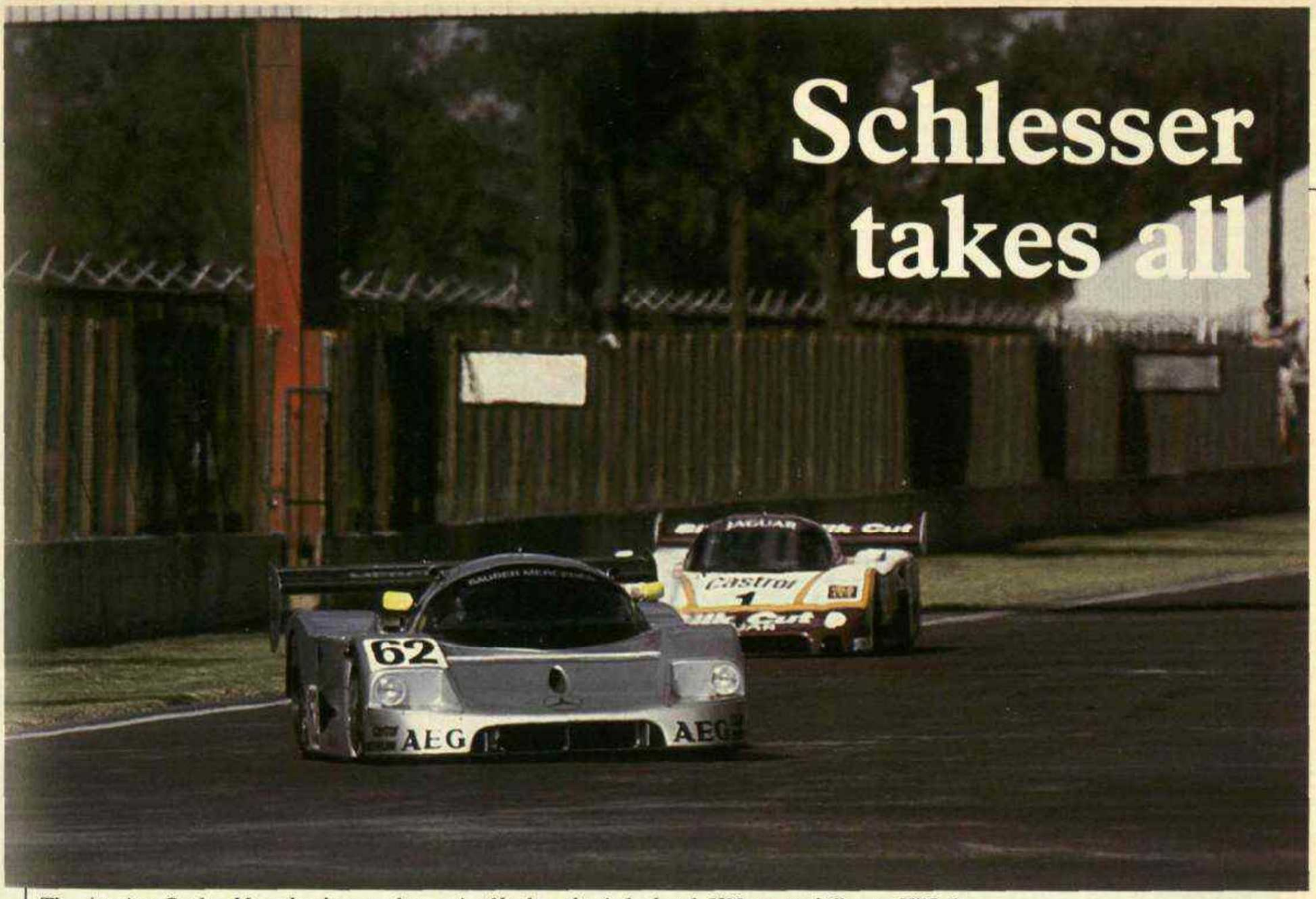
It was imperative for FISA to recognise and accommodate the special needs of the ACO's famous race, an event which could never be treated in the same way as the nomadic 'sprints' which have had their history stripped away by the rulers in Paris and Chessington.

Silverstone, which once prided itself on being "the home of British motor racing", is a living example of what happens when commercial interests tear at the entrails. Up go the stalag compounds, up go the ticket prices to mortgage levels, and away go the true followers of the sport, replaced by corporate glad-handers for whom the expense is no object (so long as someone else is footing the bill).

Funnily enough, the applause rippled all the way from London to Derby when Silberstone's Group C race was awarded to Donington, but nobody would be laughing if the ACO's weekend in June was awarded in perpuity to Dijon, perhaps the most hideous revenge that M. Balestre could wreak on the 24-Hours.

MLC

Schlesser takes all



The victorious Sauber-Mercedes shows a clean pair of heels to the sixth placed, V12 powered, Jaguar XJR-9.

Even Mauro Baldi had to admit it. Jean-Louis Schlesser deserved to win the 1989 World Championship for sports car drivers with a record of five wins in eight races, plus a second at Dijon and a third at Brands Hatch. His team, Sauber Mercedes, had a near perfect record of 19 starts (including Le Mans) and 17 finishes, and Mercedes' team director Jochen Neerpasch didn't mind admitting "it was our fault, absolutely" that Schlesser ran out of fuel on the last lap at Spa, making him wait another five weeks to take the championship in Mexico.

"And don't forget," said Schlesser, "Mauro drove with me at Suzuka because his leg hadn't recovered from his accident at Daytona." Fair comment, since the season began with 20 points apiece, and reasonable of Baldi to say that Schlesser is a worthy champion. He became one in the space of a second as Kenny Acheson lost control of Baldi's car and crashed, almost at the feet of Neerpasch and Peter Sauber, driving as hard as he knew how.

Simply, Baldi had to win the race outright to sneak the title from Schlesser, "and our strategy was to go for it," remarked Acheson afterwards. It was an unfortunate way for the Ulsterman to close the season but he did appreciate the consolation of Juan Manuel Fangio, who was on hand to congratulate the new champion and commiserate with the losers. "You had no choice," said the sport's greatest legend, well chosen words.

Last year Schlesser was obsessed with pole positions, but now Jochen Mass has talked him round. Setting the car up nicely for the race is the important thing to do, so Baldi collected five 'poles' in the season to Schlesser's one (or two, if you include the non-championship Le Mans event). Baldi may feel that he's the quicker driver, but overall Schlesser and Mass have been the more consistent pairing.

To close the argument, Baldi was on pole position in Mexico but Schlesser passed him on the opening lap and pulled away, eventually to win the race outright.

It has been a remarkably successful year for Sauber Mercedes with seven world championship victories, a triumphant outing at Le Mans and only one defeat, at Dijon, where the tyres weren't quite right for the hot and abrasive track.

Opposition from Jaguar faded away — the British team wheeled out the V12 powered XJR-9 model for the final round, a signal of despair since the 7-litre engines lost around 150 bhp and were disadvantaged against the turbocharged Mercedes, Porsches, Nissan and Toyota — and the Japanese makes were not yet ready to win races.

So, Mercedes had to beat the Porsches, something that Jaguar had learned to do in 1987 and 1988, and in particular Reinhold Joest's team which was supported officially by the factory and claimed the runner-up position in the Team's Championship. Bob Wollek and Frank Jelinski were the winners at Dijon in the Joest team's famous number 7, but their race in Mexico was over before it began; Wollek couldn't start his engine on the dummy grid, had a push-start and was disqualified automatically, responding to the black flag after five laps. Showing the strength of Joest's team these days, Frank Jelinski switched to number 8, started by Henry Pescarolo, and they finished a strong third.

"Win or bust", one of the oldest adages in motoring folklore, was the only motto for Baldi and Acheson, and the Ulsterman was just as keen to win as his Italian team-mate. He'd been told, unofficially, that this might be his last race for Mercedes and that two young Germans may replace him next season, tutored by Mass.

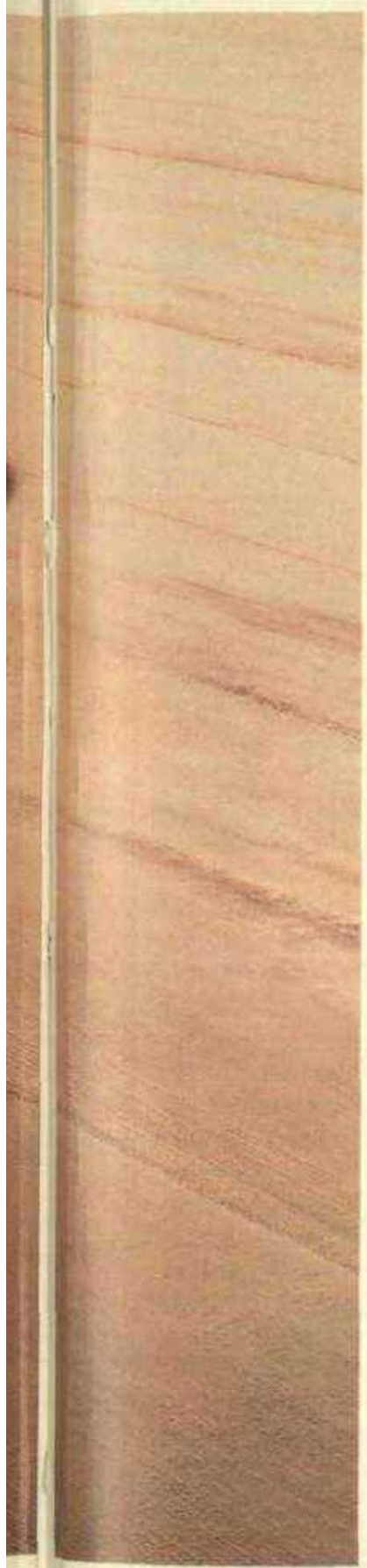
Baldi started from pole position, having qualified just 0.1 sec quicker than Schlesser at 1 min 22.571 sec, but Schlesser took charge of the race straight away. Baldi fell back six seconds, and race leader Schlesser must have cheered silently when the pace car came out between him and Baldi, after Bruno Giacomelli had crashed the Mussato Lancia. Under existing rules he should have gained nearly a lap, but next year's rule was partially applied by the organisers; Baldi was waved past, and was able to close up on Schlesser, but Dumfries and Bailey were not so, the Japanese cars lost a lap on the restart. Next season the more sensible IMSA rule will apply, and every competitor will be waved past until the leader is following the pace car.

As the pace picked up, Baldi was again in Schlesser's wake, and again he fell back by 6.5 seconds before the refuelling stops. The Italian complained that his tyres weren't gripping very well but Schlesser retorted "neither are mine, nobody's tyres are work-

RJA·434



Mercedes-Benz present their latest range of multi-valve performance cars



Quite a quartet. And they've more in common than you may imagine. Such as the twin-cam, crossflow, four-valves-per-cylinder technology now available in the six-cylinder 3.0-litre engine nestling in the nose of the 300E-24 saloon, the 300TE-24 estate and the 300CE-24 coupé.

You'll find the multi-valve engine sitting amidships in the C9-88 Group C Mercedes-Benz that won the World Sports Car Championship and Le Mans this year, and there's no denying that this V8 has a notch or two more power. But do you really need more than 231 bhp and an acceleration potential of 0-60 mph in less than 7.5 seconds (300E/300CE manufacturer's figures) to tackle Knightsbridge, the M62, or the swoops and curves of Wales?

WORLD SPORTS CAR
CHAMPIONS 1989

A More Refined Engine

By doubling the number of valves per cylinder in their potent series-topping six-cylinder engine, Mercedes-Benz engineers have optimised its efficiency. And, by introducing automatic adjustment of the camshaft timing, they've eliminated a common weakness of multi-valve engines – a narrow band of high power available only at the top of the rev range. It is a particular strength of these engines that very high torque is available almost from idling revs. The engine also incorporates the latest generation electro/mechanical fuel injection. All of which means, in plain language: more power that's more accessible, a cleaner exhaust, smoother idling, greater refinement.

Refreshed 200E-300E Body Styling

In fact, the latest, expanded, 200E-300E series is pretty lively all round. There's an extensive colour range and new, colour-coordinated protective side panels. The seats have been completely redesigned to improve lateral support without limiting movement, and the fabrics are more luxurious. All models in the series are now also offered with a Sportline performance option for those who like their driving to be a little more yeasty.

Lower, firmer suspension, more direct steering, and wider wheels and tyres, all contribute to tauter handling and roadholding. For the truly sporting-minded there's the option of a close ratio manual gearbox and there's a new five-speed automatic available with the 300CE-24 coupé.

The Sportline option can inject a little brio into the interior, too. There are Sportline seats front and rear that embrace driver and passengers more securely, and the package is rounded off with a smaller, leather-covered steering wheel and gearchange.

The more powerful, freer-breathing, multi-valve engines come in the quartet of body styles shown here. However, if comfort and convenience matter to you as much as performance, Mercedes-Benz recommend that you limit your choice to the three on the left. (The Group C car is a little cramped, and all-round vision is scarcely panoramic.)

Engineered Like No Other Car In The World.

Despite a spin in the pits, Harald Huysman and Oscar Larrauri brought their 962C into second place.



ing well here."

If Schlesser gained the upper hand in the first stint, Acheson seemed to turn the tables on Mass in the next. Mass was four seconds ahead after the pit stops — although Oscar Larrauri led in Walter Brun's Porsche, having gone longer on his first tank of fuel — but Acheson caught him quickly in the horseshoe-shaped, banked Peralta turn and passed him on the startline, with divine intervention from a slower C2 car.

Three laps later, with the pit stops over and done with, Acheson was the race leader too . . . but not for long. Mass skirmished with Fermin Velez in Hugh Chamberlain's Spice-Cosworth (up to fourth place overall, since he hadn't yet stopped), and damaged a front wheel rim. Acheson wasn't aware of this but felt continuing pressure, and went as fast as possible each time through the Peralta, a turn that resembles Monza's Parabolica but is narrower, bumpier and infinitely more dangerous.

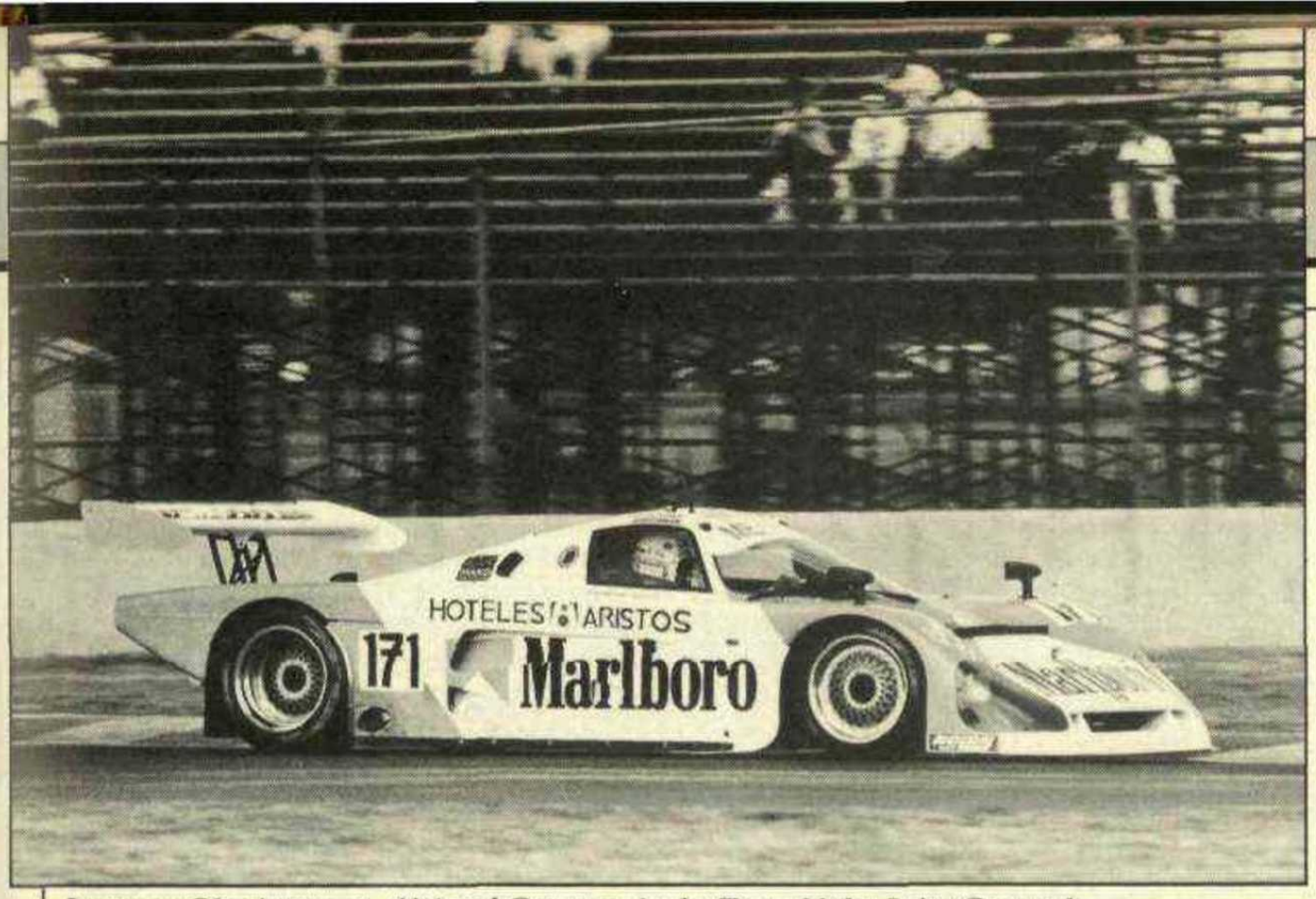
"I knew Jochen wouldn't pass me there," said Acheson, "but I didn't want to give him the chance to pass me on the straight. My tyres went off quite quickly but that's not my excuse, I was aware of it happening. I think I got a bit close to Tim Lee-Davey's Porsche, a bit off line, and suddenly the car was getting away from me. I'm so sorry for Mauro . . . we had the chance to make him the World Champion today."

Schlesser and Baldi were sitting together in Mercedes' rest room in the paddock, and didn't know about the accident until the door opened and Olivetti's Rolando Argentero approached Schlesser and congratulated him. Poor Acheson was still explaining things to Peter Sauber when Baldi rushed through the pit to see what was left of his car, shrugged and turned away. "I'm sorry for Kenny, I can understand how he feels," said Baldi matter-of-factly. "Now I'll congratulate Jean-Louis, he deserves to be the champion."

There was still nearly two hours of racing out there, and Mass was having a torrid time with his steering pulling left and a front tyre overheating. In the middle shift Harald Huysman, Frank Jelinski and Tiff Needell lurked just out of Mass' sight, matching his times, and when the Mercedes went to the pits for the second time Needell seized the lead for six proud laps, Richard Lloyd's Porsche leading a World Championship race for the first time since June 1987. Sadly the changeover from Needell back to Derek Bell was rather difficult, and the RLR Porsche team had to settle for fourth place a lap down.

Three-wheeling in an effort to catch up, the Nissan could only claim 12th place after an electrical problem slowed the car.





Last ever C2 winner was Aloi and Contreras in the Team Mako Spice-Cosworth.

Huysman, the personable Norwegian who takes Hydro Aluminium sponsorship to the Brun Porsche, didn't impress the team very much when he came to the pits too fast and spun through 150 degrees. "I was too fast . . . thank God I didn't hit anyone," said Huysman, an admission that impressed the stewards to the extent that they only fined him $5,000! It took him perhaps 20 seconds to get the 962C pointing the right way before it could be refuelled, and eventually Larrauri drove to second place 36 seconds behind Schlesser, who was really not bothered at that stage.

Pescarolo and Jelinski were third, another half-minute behind, a nice result for the Frenchman who joined the team only at Le Mans to replace Claude Ballot-Lena (on Sunday morning at the Sarthe the four-times winner looked unusually tired: "I drove all night. It was only at midnight that I found that Claude and Jean-Louis couldn't see in the dark!"). There are still some fast kilometres left in the veteran Frenchman, and it was pleasing to see him given the chance in Mexico.

Fifth and sixth were the two Jaguar XJR-9 V12s, tied together like twins all weekend and 14.5 seconds apart at the finish. It was essential to have a forced induction engine to compete properly at 6,920 feet above sea level, yet the TWR operated Jaguar team had left the XJR-11 V6 at home. There were various reasons why . . . "we have so much development work to do, we couldn't spare the cars for a fortnight . . . they aren't reliable enough . . . Jaguar asked us to give the V12s one more outing . . .". All these statements are credible, especially since Jan Lammers performed another of his astounding qualifying laps and put his car fifth on the grid.

Next year Eddie Cheever will be back in the Jaguar team, replacing Patrick Tambay, and it's expected that the turbo cars will be on Goodyear tyres. Every man in the team is committed to the idea that 1990 will produce successes, that '89 will be a bad dream, and the Mercedes people still expect Jaguar to be leading opponents in future.

In the Aston Martin, now with the V8 engine capacity raised to 6.3 litres, David Leslie had a hectic duel with Walter Brun for the seventh place but the turbo Porsche won it, by a single second. Manual Reuter and Franz Konrad claimed ninth for the Kremer Porsche team after a couple of spins, and Thorkild Thyrring and Eliseo Salazar were tenth in the Spice Cosworth 3½-litre.

Apart from the Mazda 767 finishing 13th, and winning the GTP class as usual without opposition, the Japanese teams didn't have such a good race. Johnny Dumfries went down from third with lack of tyre grip, and midway through, John Watson was at the wheel of the Toyota when it was savaged by the other works Spice driven by Bernardo Jourdain, the Mexican CART driver. Jourdain's car retired immediately, the Toyota later, when its driveshaft broke as a result of bent suspension.

The Nissan driven by Julian Bailey and Mark Blundell went a lap down after the pace car incident, but might still have finished fifth but for an electrical problem reducing the fuel pressure, and eventually it finished 12th. Just before the end the Nissan hesitated badly coming onto the main straight, and Andy Wallace amazed and impressed everyone by driving his Jaguar out from under its gearbox, taking to the narrow strip of grass and getting through, without lifting off the throttle. Wallace gains in confidence and stature each time he races for the Silk Cut team, and since Lammers was unwell on race day, the Oxford driver carried the flag, finishing fifth and recording the team's fastest lap of 1 min 27.83 sec. Since, however, Schlesser established a new sports car lap record at 1 min 25.12 sec, and the race lasted for 109 laps, it's quite easy to see why the Jaguars were lapped twice.

Mexico was also the last-ever race for C2 cars, FISA having decreed that the class should be outlawed a year early due to lack of interest . . . had all the races this year been as good as the last one perhaps C2 would have lasted through 1990, as only one car dropped out for mechanical reasons and 20 seconds covered the first three finishers.

The C2 honours went to Team Mako and its Spice-Cosworth driven by Mexicans Giovanni Alio and Andres Contreras, who kept 4.5 seconds between themselves and the American Essex Racing Spice Buick 4½-litre driven by Carlos Guerrero and Aurelio Lopez, two more Mexicans. The huge partisan crowd was so excited about this contest that they probably didn't give a second thought to the worthy new world champion, Jean-Louis Schlesser, whose celebrations lasted well into the next morning. **MLC**

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP
Round 7, Trofeo Hermanas Rodriguez, 480 km, October 29

RACE RESULT

1st	Schlesser/Mass	5.0t Sauber-Mercedes C9	C1	2hr 51m 17.986s
2nd	Huysman/Larrauri	3.0t Porsche 962	C1	2hr 51m 54.429s
3rd	Jelinski/Pescarolo	3.0t Porsche 962	C1	2hr 52m 24.095s
4th	Bell/Needell	3.0t Porsche 962 GTI	C1	108 laps
5th	Wallace/Ferté	7.0 Jaguar XJR9	C1	108 laps
6th	Lammers/Tambay	7.0 Jaguar XJR9	C1	108 laps
7th	Pareja/Brun	3.0t Porsche 962	C1	107 laps
8th	Leslie/Redman	6.3 Aston Martin AMR1	C1	107 laps
9th	Reuter/Konrad	3.0t Porsche 962	C1	106 laps
10th	Thyrring/Salazar	3.5 Spice-Cosworth SE89C1	C1	106 laps
11th	Davey/Toledano	3.0t Porsche 962	C1	106 laps
12th	Bailey/Blundell	3.5t Nissan R89V	C1	106 laps
13th	Kennedy/Dieudonné	1.3r Mazda 767B	GTP	105 laps
14th	Adams/Velez	3.5 Spice-Cosworth SE89C1	C1	105 laps
15th	Almeras/Almeras	3.0t Porsche 962	C1	103 laps
16th	Aloi/Contreras	3.3 Spice-Cosworth SE88C	C2	103 laps
17th	Guerrero/Lopez	4.5 Spice-Buick SE88P	C2	103 laps
18th	Randaccio/Barberio	3.3 Tiga-Cosworth GC289	C2	103 laps
19th	Piper/Iacobelli	3.3 ADA-Cosworth 02	C2	102 laps
20th	Thuner/Messaoudi	3.3 Spice-Cosworth SE88C	C2	102 laps
21st	de Henning/Hodgetts	3.3 Spice-Cosworth SE87C	C2	100 laps
22nd	Nurminen/Hidalgo	3.3 Tiga-Cosworth GC289	C2	100 laps
23rd	Lopez/Bovy	1.8t Spice-Hart SE86C	C2	96 laps

No other finishers

Fastest laps: Schlesser, 1min 25.120secs; 186.978 kph (116.18 mph)
Final championship positions: Drivers: 1, Schlesser 115 (127); 2, Mass 107; 3, Baldi 102 (110); 4, Acheson 97 (105).
Overall-teams: 1, Sauber-Mercedes 155; 2, Joest Racing 84; 3, Repsol Brun Motorsport 66; 4, Silk Cut Jaguar 57; 5, Nissan Motorsport 37.
C2 Drivers: 1= Adams and Velez 107; 3, James Shead 80; 4, Robbie Stirling 70.
C2 Teams: 1, Chamberlain Engineering 120; 2, Team Mako 100; 3, PC Automotive 61.

On Top Down Under

It is never easy for an organising group to enter the World Championship for the first time, no matter how many times their event has been held outside the series. When an event jumps straight into the world series in only its second year, the difficulties can be enormous. Experience counts for a great deal, and it says much for the abilities of the organisers of the 10th qualifier of the 1989 World Rally Championship that their event was an immediate success. Australia Rally, take a bow!

For many years Australia's best known rally was the Southern Cross, held in New South Wales in the forests around Port Macquarie. It attracted competitors from Europe and elsewhere (Andrew Cowan and Rauno Aaltonen are both past winners) but never succeeded in becoming a qualifier for the World Championship and was finally held for the last time in 1980. There were, and still are, other rallies in Australia, but it was left to a completely new organising group, led by former competitor Garry Connelly, to launch an entirely new event with the object of seeking inclusion in the world series.

Not content to confine their planning to Australia, and with the support of the Western Australia government and the Commonwealth Bank, they visited various events in Europe to look, listen and learn. The brain-picking sessions paid off. Combined with their own competitive experience and organising skill, the knowledge thus acquired enabled them to produce an excellent rally, and when Ingvar Carlsson emerged the winner of the first Rally Australia in 1988 he was very surprised that it had turned out so well. World Championship status followed, and in mid-September this year it attracted the works teams of Toyota, GM Europe, Mazda, Lancia, Mitsubishi and Subaru, and even Alan Oreille from France in search of Group N points in his Renault 5 GT Turbo.

Toyota had two Celica GT4s for Kankkunen and Eriksson, whilst Lancia had two Deltas for Alén and Fiorio, another two being driven by Recalde and Wittmann. Carlsson, Millen and Ray Wilson drove 4wd Mazda 323 Turbos, and Shinozuka and Dunkerton Mitsubishi Galant VR4s. Malcolm Wilson had a Vauxhall Astra, Haider an identical Opel Kadett, and Peter Bourne drove a Subaru RX Turbo. Among the other runners were "Tchine" from Monaco in an Audi Coupe, Stohl from Austria in an Audi 90, Al Hajri from the UAE in a Sierra Cosworth and local man Carr in an early model Lancia Delta.

The 1103 mile route was divided into four legs, the first being a very short affair of 13 miles from Freemantle to Perth via a spectator stage. The second leg contained 12 special stages totalling 148 miles, the third 12 stages totalling 115 miles and the fourth seven stages totalling 75 miles. The whole ran from Thursday evening to Sunday afternoon, and there was a rest stop at Perth during each of the three nights.

All the special stages were on dirt roads, surfaced with very small gravel chips loose enough not to provide much adhesion whether they were wet or dry, but not in sufficient depth to prevent mud coming up when it rained.

The opening spectator stage was quite unrepresentative of what was to come, but this was no criticism of the rally, for such stages are the same everywhere. The one-mile stage around a floodlit stadium entertained the crowd, but it was not rallying at all. That started the next day, when Kankkunen beat Carlsson by eleven seconds over the 12.6 miles of the first forest stage. A Toyota and a Mazda were beating the Lancias!

Throughout the morning Kankkunen extended his lead in a superb display of polished, trouble-free driving. His team-mate Eriksson was behind him until wastegate failure slowed him on one stage, but he soon made this up to bring the pair of Toyotas to the front again.

The Lancia drivers were complaining of lack of grip, the stage surfaces being unlike anything they had encountered before. Various tyre types and suspension settings were used, but they could not knock the two Toyotas from their perch. Alén bounced off a tree after a hydraulic leak left him short of brakes, whilst Fiorio was having what was probably his first experience of a Delta short of grip.

Among the two-wheel drive cars, Wilson's Astra was the most surprising, the Cumbrian beating much of the 4wd opposition and getting up to fifth place despite having to stop to have the gear cluster replaced. Carlsson's hopes of repeating his 1988 success were dashed when his Mazda's engine failed, whilst Millen found that his car understeered so badly that he was unable to get it around some of the tighter corners without resorting to reverse gear. Recalde went out with a broken prop shaft, Dunkerton stopped when all his oil was pumped out through a crack in the pipe leading to the pressure gauge and "Tchine" ended his rally when his Audi's engine blew up. Wittmann also went out when he hit a tree stump and ripped out a front suspension.

Eriksson had a scare at the end of the first leg when, after service just short of the control, his engine would not start. The crew pushed it to the clock, losing a minute on the road and 30 seconds for not having the engine running, only to be told that they could not push it in the closed park. With a bit of inertia, they got it rolling, entered the park and left it just inside the entrance. By this time Alén was second, Fiorio third and Eriksson down in fourth. Wilson was a splendid fifth in his Astra.

In the morning, Eriksson avoided further penalty by taking his car out of the closed park on the starter motor. The problem was explained in different ways by different people, but it was nevertheless quickly put right and the Swede soon got up to third place. Wilson needed a gearbox change, which involved the risk of road penalty, but the job was done in less than 21 minutes and no road time was lost at all. A splendid piece of roadside workmanship! Wilson had his work cut out to stay ahead of Millen, but a puncture allowed the New Zealander to get ahead. Meanwhile, Alén was striving to stay ahead of Eriksson, but alternator failure left him without lights in the evening and he was down in third place again, behind the two Toyotas.

The final leg was relatively short, and there seemed little chance that Alén would catch Eriksson, although the latter got a scare when the car started to run on three cylinders, a problem traced to no more than a dislodged plug lead. An unhappy man on the last day was Al Hajri, whose Sierra's differential failed.

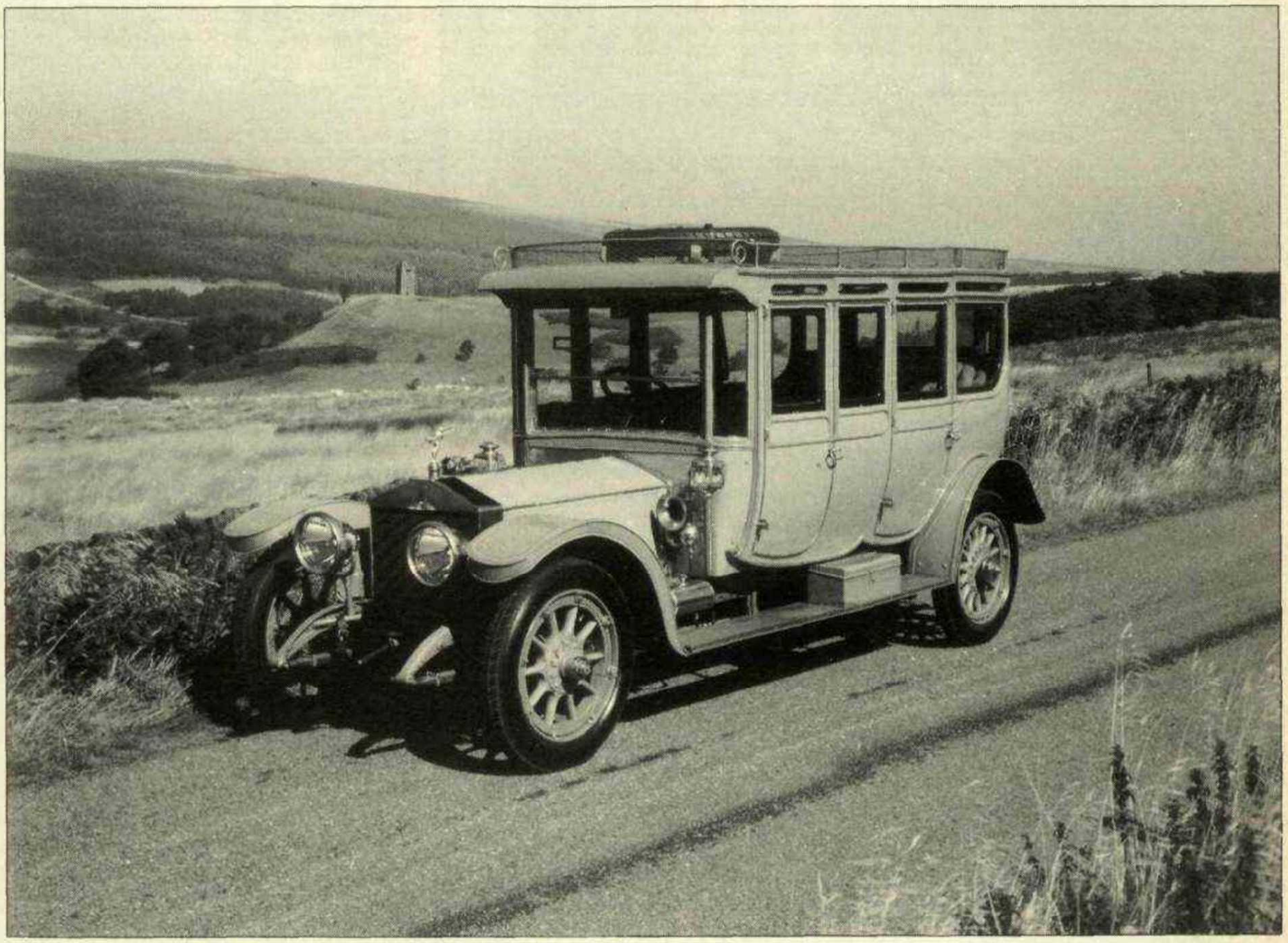
By contrast, the Toyota people were over the moon at getting their Celica GT4s into first and second places, the first time they have won against stiff opposition since they began using the 4wd car. Another delighted finisher was Wilson, who proclaimed afterwards that he owed it all to his fast-working service crews. GP

WORLD RALLY CHAMPIONSHIP
Round 10 for Drivers & Round 8 for Makes
Australia Rally, September 14-17, 1989

1st	Juha Kankkunen (SF)/Juha Piironen (SF)	Toyota Celica GT4	A	5h 03m 09s
2nd	Kenneth Eriksson (S)/Staffan Parmander (S)	Toyota Celica GT4	A	5h 33m 16s
3rd	Markku Alén (SF)/Ilkka Kivimäki (SF)	Lancia Delta Integrale	A	5h 34m 22s
4th	Alessandro Fiorio (I)/Luigi Pirollo (I)	Lancia Delta Integrale	A	5h 37m 10s
5th	Rod Millen (NZ)/Tony Sircombe (NZ)	Mazda 323 Turbo 4wd	A	5h 52m 22s
6th	Malcolm Wilson (GB)/Ian Grindrod (GB)	Vauxhall Astra GTE	A	5h 53m 00s
7th	Keniro Shinozuka (J)/Frec Gocentas (AUS)	Mitsubishi Galant VR4	A	6h 09m 11s
8th	Wayne Bell (AUS)/David Boddy (AUS)	Mazda 323 Turbo 4wd	A	6h 11m 01s
9th	Ed Ordynski (AUS)/Lyndon Wilson (AUS)	Mitsubishi Galant VR4	A	6h 11m 42s
10th	Peter Bourne (NZ)/Rodger Freeth (NZ)	Subaru RX Turbo	A	6h 15m 19s

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SANREMO RALLY



Miki Biasion clinched his second World Championship with success on home soil.

It has been some years since the relentless advance of tarmac in the mountains overlooking the Riviera of the Flowers eventually 'destroyed' all the decent dirt roads which were used in the Sanremo Rally. Formerly a compact event, all of which was within easy reach of Sanremo itself, it then became extended when the organisers, after trying an all-tarmac route, went further afield in search of dirt roads.

They even went as far as San Marino, close to the Adriatic Coast, and produced a rally which spanned virtually the entire width of northern Italy. It hasn't been quite as far since, but it still goes as far as Tuscany, where the popularity of the excellent dirt roads is somewhat tarnished by the need to use long, tedious motorway sections in order to get there and to return.

Last year it extended northwards to Turin, a surprising move in view of the many problems caused by previous visits to that city, and one which was disastrously unpopular yet again. One would have expected the organisers to have learned from past mistakes, particularly as an amalgamation with the Sestriere Rally (organised by the Turin club) as long ago as February, 1971 brought many difficulties, not the least of which was a certain conflict between the two sets of organisers.

For 1989 the rally was back in its East-West format, starting at Sanremo and venturing as far eastwards as Tuscany before returning four days later. A useless prologue on the day before the real start was a 'superspecial stage' (a total misnomer coined by FISA for this type of superfluous nonsense upon which it now insists) consisting of a 1,500 yard track artificially set up in a field and marked by flags and ribbons. The first four real stages of the rally, in traditional Rallye dei Fiori territory, were on tarmac, after which came groups of dirt road stages, totalling nineteen, before the return to Sanremo via a tarmac 'superspecial' at Genoa, followed by a final group of nine tarmac stages held at night.

Apart from its route, the Sanremo Rally has changed very little in character since it became a mixed tarmac-dirt event, yet this year it was one of the most tense and exciting for many years. Just as the 1000 Lakes Rally produced a number of surprises, so did the Italian event, and onlookers were amazed when Toyota forged ahead of Lancia. Spanish driver Carlos Sainz led for most of the rally, only losing out to Massimo Biasion right at the end after his throttle pedal spring stopped working and he had to lift the pedal with his foot. This cost him considerable time over the 15 miles of Special Stage 29, and at the end of the 33rd and final stage Biasion was ahead by just 25 seconds, whilst Alessandro Fiorio had also inched ahead to finish just five seconds behind the leader.

It was indeed a remarkably close finish, the closest for a long time, and there could not have been anyone prepared to make a firm bet on any of those three leading drivers, even when there was just one stage to go. Sainz and his co-driver Luis Moya put up a splendid performance, and only by the slenderest of chances did they fail to achieve what some believe to be almost as difficult as beating the Finns in Finland - outstripping Lancia in Italy. This is not to deny Biasion and Fiorio their accolades, for they too drove remarkably well. Indeed, it must be some time since they were subjected to such pressure for so long.

Lancia's entries for Sanremo consisted of two cars for Biasion and Didier Auriol, whilst two others were entered by the Jolly Club for Fiorio and Dario Cerrato. The two works-entered cars were using the new 16-valve engines; the other two were not. Group N Lancia Delta Integrales were driven by Pascal Gaban, Giovanni del Zoppo and Gustavo Trelles, the latter having a 16-valve engine.

Toyota's three 4wd Celica Turbos were driven by Sainz, Juha Kankkunen and Patrick Snijers. A little further down the field, among the Priority Two drivers, were Marc Duez in a BMW backed by the Belgian petrol company Fina, Gregoire de Mevius in a Gp N Mazda 323, Alain Oreille in a Gp N Renault 5 GT, Andrea Zanussi in a Peugeot 405 and Armin Schwarz in an Audi 200.

As it does everywhere, the weather can play a big part in the Sanremo Rally, on tarmac and dirt roads alike. High winds can give roads a complete covering of leaves, whilst in the mountains heavy rain can bring down mud, stones and tree branches, and even cause streams to run across or even along the roads. In bad weather, or even after it, total reliance on pace notes to drive at 100% can sometimes be a risky business indeed.

The results of the opening 'Mickey Mouse' stage were merely academic, for the leaders were all within just a few seconds of each other, but for De Mevius the twisty, ribbon-lined track was a nightmare. His petrol pump stopped working properly, and the engine coughed and spluttered all the way around, only just managing to push through enough fuel to enable him to coax the car along in bottom gear. He collected maximum penalty for the stage, five minutes. Sainz went through the flags and continued with ribbons streaming from his roof antenna, whilst several others, Del Zoppo in particular, finished the stage as if they had been to a wedding rather than a rally

After the first group of four tarmac stages, the three Lancias of Auriol, Biasion and Fiorio were leading in that order, separated by 14 seconds. Sainz was fourth, 40 seconds behind the leader. Gaban had broken his gearbox, Cerrato had been off the road and Schwarz had rolled.

During the long motorway section eastwards, suspensions were changed for the dirt roads to come, the first of which saw the end of Auriol when he took off slightly sideways on a jump, landed with his left

Continued on page 1266

WORLD RALLY CHAMPIONSHIP
Round 11 for Drivers & Round 9 for Makes
Sanremo Rally, October 8 to 12, 1989

1st	Massimo Biasion (I)/Tiziano Siviero (I)	Lancia Delta HF Integrale 16v	A	6h 48m 30s
2nd	Alessandro Fiorio (I)/Luigi Pirollo (I)	Lancia Delta HF Integrale	A	6h 48m 35s
3rd	Carlos Sainz (E)/Luis Moya (E)	Toyota Celica Turbo GT4	A	6h 48m 55s
4th	Dario Cerrato (I)/Giuseppe Cerri (I)	Lancia Delta HF Integrale	A	6h 54m 31s
5th	Juha Kankkunen (SF)/Juha Piironen (SF)	Toyota Celica Turbo GT4	A	6h 57m 40s
6th	Patrick Snijers (B)/Dany Colebunders (B)	Toyota Celica Turbo GT4	A	7h 10m 15s
7th	Marc Duez (B)/Alain Lopes (B)	BMW M3	A	7h 14m 07s
8th	Paolo Alessandrini (I)/Alessandro Alessandrini (I)	Lancia Delta HF Integrale	A	7h 17m 58s
9th	Alain Oreille (F)/Gilles Thimonier (F)	Renault 5 GT	N	7h 33m 32s
10th	Gregoire de Mevius (B)/Willy Lux (B)	Mazda 323 4wd	N	7h 34m 16s

106 starters: 34 finishers.

THE CHEQUERED FLAG



1939 LAGONDA V12 Four Place Torpedo Tourer

A rare opportunity to acquire a unique Post Vintage Thoroughbred Sporting Car
The V12 Lagonda was undoubtedly one of the finest cars available in England in the late Thirties. With it's W.O. Bentley designed engine and Le Mans winning chassis these cars are much sought after by collectors today. This one off, Four Place Torpedo Body on this particular example was obviously styled after the famous Andre DuBonnet Tulipwood Hispano Suiza of the middle Twenties. Built in the late Forties to the highest standards, each piece of wood is brass riveted to its neighbour to form this stunning work of art which today is still in the most beautiful original condition.



1975 HILL GH1 #1

EX GRAHAM HILL, ROLF STOMMELEN AND TONY BRISE

This is the car that Graham Hill developed and used to enter in his last Grand Prix in Monaco in 1975. Afterwards it was driven by Rolf Stommelen to 7th position in the South African G.P. and then was handed to the most promising young F1 discovery of 1975, Tony Brise, who achieved a 7th in Holland, 7th in France and 15th in the British G.P. Unfortunately, at the end of November 1975 both Graham Hill and Tony Brise were killed in an aeroplane accident so the Embassy-Hill team now could not develop this most promising start they had made in F1 racing. Today, this historic car is still finished in the exact Embassy Hill livery that it last competed in. Complete with a Cosworth DFV display motor installed, this represents a very important milestone in mid seventies F1 competition that is a fabulous investment and also could be a very competitive vintage racer.

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1987 CORVETTE Roadster Auto. Blue $25,000
1964 CORVETTE Coupe. Blue $39,500
1966 SUNBEAM Tiger. Blue $30,000
1961 MORGAN Plus 4 (TR engine). Green $13,500
1984 MORGAN Plus 8. Red $32,500
1972 LOTUS Europa Twin Cam. Lime green $16,500
1966 LOTUS Elan S2 Coupe. Restored. beige $22,500
1972 LOTUS Europa. Black $13,500
1957 CHEVY Belair Conv. White $39,500
1975 PORSCHE 911 Carrera Targa. Orange $25,000
1981 RENAULT 5 Turbo I. Black $22,500
1984 RENAULT 5 Turbo II. Red $19,500
1961 ALFA Spider 2000. Bronze $12,500
1965 ALFA Spider 2600. Red $19,500
1983 AURORA Cobra, factory built. Red $24,500
1971 LAMBORGHINI Espada II. Bronze $36,000
1971 LAMBORGHINI Espada II. White $52,500
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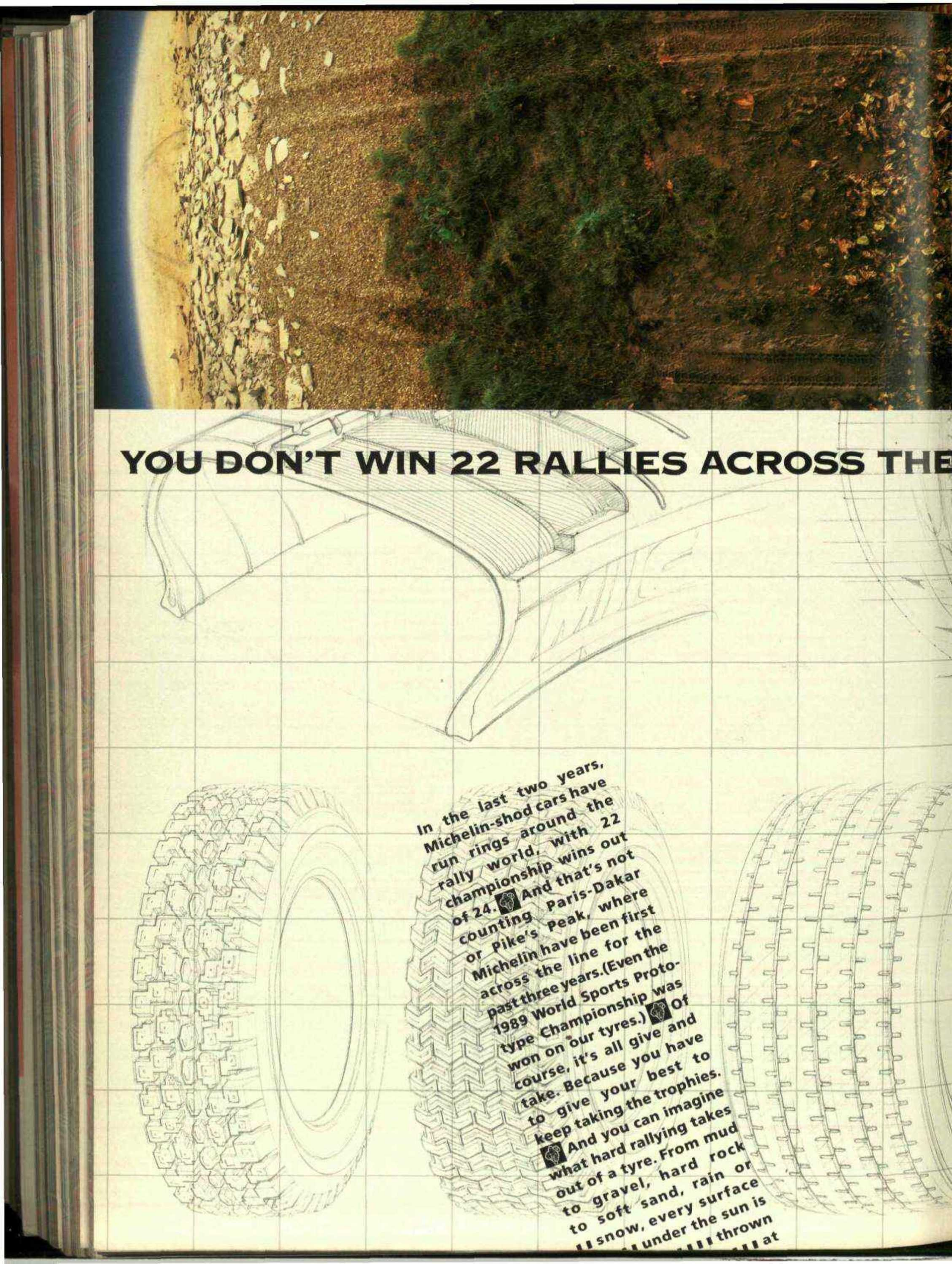
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SANREMO RALLY

Continued from page 1262

wheels on the edge of the ditch, slipped into it and rolled. Neither driver nor co-driver was hurt, but the car was destroyed. On the same stage, Biasion punctured, whilst later he had his turbocharger changed.

Rain came later, causing the stage surfaces to become very slimy, but the weather did not deter spectators who turned out in thousands to line the roads. At one point, Duez went off the road slightly and hit a photographer, but he was not badly hurt and Duez continued.

On stage 20 the situation changed when Sainz finally got ahead of Fiorio to take the lead. By this time, the roads were much drier, and at the end of the second leg Sainz had increased his lead over Fiorio to 1m 2s. Biasion was another 42s behind, followed by Kankkunen.

The return journey towards Sanremo, punctuated by further suspension changes, came the final night of nine tarmac stages, one of them containing just three miles of dirt. It was during this night that Sainz had his throttle pedal stick down, allowing Biasion and Fiorio to gain ground. Indeed, the situation after stage 29 was very tense indeed; Sainz and Biasion shared the lead, just 16s ahead of Fiorio. In the final four stages, Biasion inched ahead, finally winning by just five seconds from his team-mate, with Sainz another 20 seconds behind.



Carlos Sainz added to his reputation with a fighting third place in his Toyota.

During that night the suspense among the three leaders and both their teams was so great that no-one was smiling, or even talking very much. Faces were serious, drawn and sweaty, and at service points each of the six competitors remained in his car, checking times and making sure that he was ready for total concentration on the next stage. It was indeed a close finish, and although Lancia finally took first and second places, Toyota must be feeling very encouraged after demonstrating, not for the first time, that they have a car capable of matching the Lancias.

The Italian team had already clinched the makes section of the World Championship, and this win by Biasion made certain that he would keep his title of World Champion. It is nevertheless a great pity that the team decided to withdraw from November's RAC Rally, particularly as this was done after entries closed, giving the drivers (Mikael Ericsson for instance) no chance to seek alternative cars.

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A Tale of Two Teams

By some curious coincidence two invitations arrived at the office from two new rally teams formed with a view to competing on the RAC Rally. Both were using foreign cars, and both had the support and blessing of the importer, but there the similarity ends.

Martin Kernahan is the senior buyer and used car manager for Kernahan's Garages, an Austin Rover/Seat dealer. Ten years of club racing, mainly in the ubiquitous RS2000 Escort, had whetted his appetite enough to raise his sights to have a shot at the RAC Rally. Typical, in fact, of many clubmen who make up the bulk of the entrants.

Rather than go the easy route, however, Kernahan decided to initiate a project which would hopefully bring him technical assistance as well as be different enough to attract sponsorship.

Although they have been rallied before, albeit when under Fiat ownership, Seat is not exactly a marque that leaps to mind when deciding on a rally weapon. Kernahan, however, thought otherwise, no doubt influenced by the fact that he works for a Seat dealership.

The result is a Group A rally car, developing 105 bhp from its 1461cc engine, a machine constructed by Kernahan and his buddies at "Kernahan Motorsport". No parts have been made specifically for this car by Spain yet, but there are bits that have carried over from the old 1500 GLX Group B car.

The aim of the small team is to finish the RAC Rally. At the moment the car does not develop enough power to challenge the Vauxhall Nova GTEs, which are much faster, but Kernahan is relying on the car's reliability to beat the Ladas, Skodas, Peugeots and Corollas.

Although help has been obtained from Seat UK and advice and information from the competitions department of Seat Spain, the whole project remains very much an amateur affair which is in complete contrast to the Group N Daihatsu GTti team.

This is a project which has been initiated in Japan, with the British concessionaires given a budget and Andy Dawson contracted to prepare and run the car with a professional driver.

The project, which like the Seat has been set up specifically for the RAC, began on July 31 when an early production car was delivered to Dawson Auto Developments at Silverstone. Dawson takes up the story:

"It was stripped to a bodyshell, seam welded for security and a roll cage was welded in that had been especially homologated since it was lighter and stronger than the full FIA cage.

"We then started on the engine development where our biggest problem was that the standard computer wasn't modifiable. In order to alter the fuelling (you can only alter the fuelling and ignition on a Group N car), we had to make fairly large modifications to the engine management computer.

"We re-routed the brake pipes and the gearbox was stripped and rebuilt, struts were made and we put our own springs on. Things were going so well, and we were so pleased with the UK bits and pieces, that we had not even had reason to try the stuff sent over from Japan.

"The suspension was one of the first parts of the car to be fully sorted. We used the Audi Sport rally as a test competitive test session and the only problem we encountered on our run to fourth in class was a bolt which had pulled out of the suspension. When we looked at the two other cars we had subsequently received after this early production one, we found that this part of the suspension had been made considerably heftier. It was obviously an early design fault which had ironed out."

As can be judged Daihatsu and Andy Dawson are taking the task very seriously indeed. There is a budget supplied from Japan and it is to the Japanese masters that any explanations have to be made.

A few laps at the RARDE test ground at Bagshot Heath as passenger to Terry Kaby, who is contracted to drive the turbocharged 993cc, 99+ bhp machine, was enough to convince me that this little car should cause a few surprises in the RAC. It will be competing in the 1600cc to 2000cc N3 class against such cars as the Vauxhall Astra GTE 16v, VW Golf GTI 16v, the MG Maestro and the 205 and 309 GTI Peugeots and so will have its work cut out.

Although both teams are working at different ends of the scale, both have their own targets, their own yardsticks and both will also be using the event to decide on their future for next year. **WPK**



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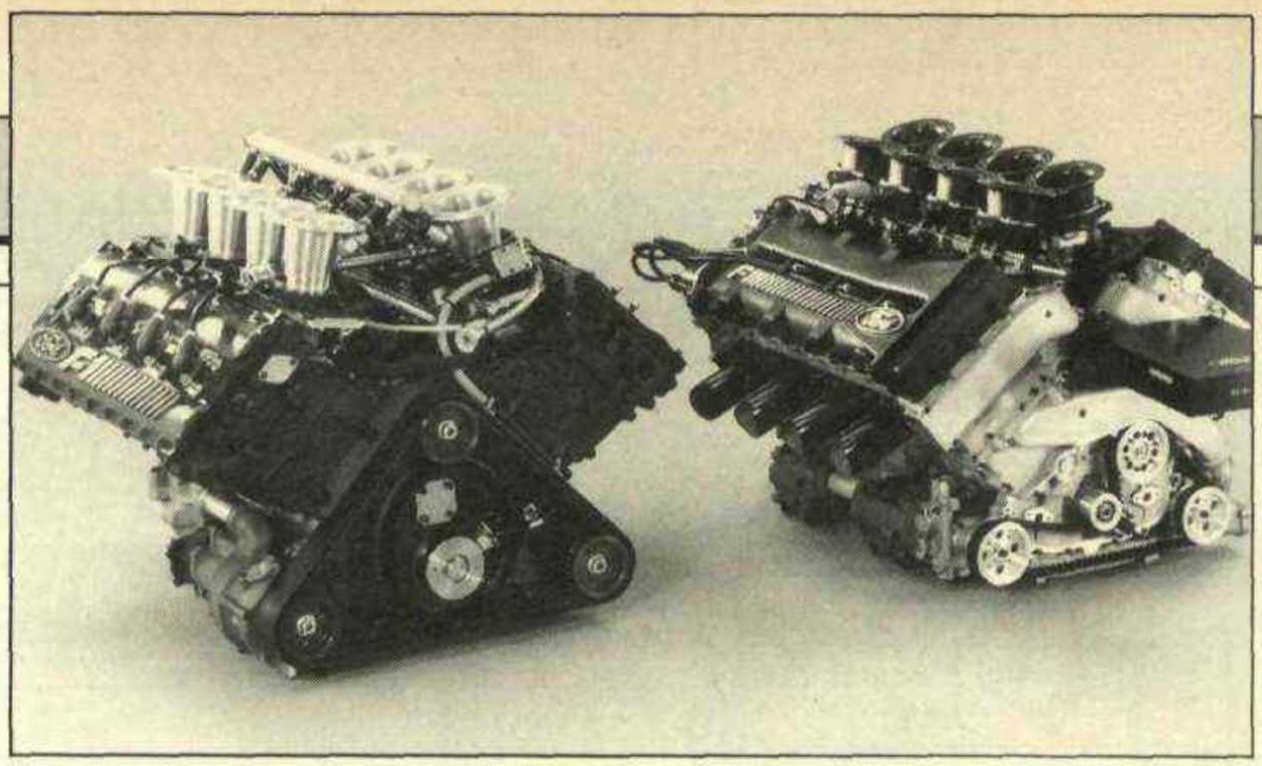
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Cosworth's latest F1 engine (right) gained much from the lessons learnt with the DFR (left).

Back to the Future

Ford-financed Cosworth-built three-litre engines dominated Formula One racing in the decade before the arrival of the turbos, finally winning an unprecendented 155 Grands Prix. This year the same alliance has produced a brand new power-unit for the 3.5-litre formula. Few details have escaped from the veil of secrecy which pervades racing at the top level, but David Delison Hebb gleaned the philosophy behind the Ford V8 from Cosworth's chief designer.

Surprisingly for an engine designer Geoff Goddard orders the factors determining the competitiveness of today's Grand Prix cars as follows: (i) tyres; (ii) chassis; (iii) driver; (iv) engine. Of these, only chassis considerations influence engine design significantly.

Chassis designers want the smallest, lightest engine possi le. However, they also want as much power as possi le. Engine designers, therefore, are faced with trying to reconcile the conflicting demands of compactness and power. How successfully they resolve this dilemma is determined y their intelligence, their experience, and the resources at their command. The Cosworth Ford design team is amply supplied with the first two, and Ford has the financial muscle to compete with any company in the world, though it is unclear whether it is prepared to match Honda's enormous technical commitment.

Work on the new V8 egan with an analytical assessment y the Cosworth design team of the reathing capacity (and therefore potential power) of various layouts. Engineers developed a mathematical model to calculate the power of hypothetical 8-, 10-, and 12-cylinder engines.

These studies suggested that a 12-cylinder engine should rev higher than the others and, therefore, had t greatest power potential. However, fri on and pumping losses are relatively gi ater with more cylinders; consequently, the theoretical power advantage of a twelve appeared to e marginal. By Cosworth's calculations, only a out 20hp would separate 8-, 10-, and 12-cylinder engines designed to the same standard; differences in size and weight would e more significant.

The W12 layout was quickly eliminated y Cosworth on the grounds of excessive width. A V12 had more appeal since it would e narrow, ut it would also e long and heavy. A V10 would e shorter and lighter than a V12, ut not as much so as a V8. However, an orthodox 90° V8 would e prohi itively wide.

With years of experience uilding V8s, Cosworth naturally was attracted to this configuration, especially when the engineers realised that y using an included angle of only 75° the width pro lem a 90° engine could e overcome.

Narrow-angle V8s are not all that unusual. In the past others, Lancia in particular, have uilt engines with included angles of 22° or less. And in the 1950s Fiat made a 2-litre 70° V8. An included angle of 75° still provides enough room etween the cylinder anks for inlet tracts of the right size and shape. Both Yamaha and Judd reached the same conclusion, producing V8s of 75° and 76° respectively.

Two additional features attracted Cosworth to the V8: weight and fuel consumption. A V8 should e lighter than 10- or 12-cylinder engines uilt to similar standards. Mechanical and pumping losses should also e less, there y producing etter fuel consumption. A light engine makes for a lighter car and more rapid acceleration, and every additional gallon of petrol adds more than 6 l which have to e accelerated and raked throughout a race. The extra weight of engine and fuel also results in more wear on tyres — the most influential factor, remem er, in Goddard's list of factors influencing the competitiveness of a racing car.

Weight was a primary concern, ut Cosworth has not sought lightness y using exotic materials: some car on-fi re is used for the injection trumpets and the cam covers are cast in magnesium alloy, ut in general the use of super-lightweight materials is minimal. Instead, the accent is on simplicity, a word that crops up again and again in conversations with Cosworth officials. Complex solutions are eschewed ecause they tend to weigh more, reduce relia ility, and cost more.

For example, when asked if Cosworth had considered the possi ility of using varia le-lift and timing cams or varia le-length inlet trumpets, Goddard replied that while such mechanisms might ring small improvements to the power curve of the engine, the additional weight and complexity did not make them worthwhile. Given the competition, one must wonder whether Cosworth can afford to pass up even marginal power increments in the name of simplicity, ut this an issue that can only e settled y racing.

Engine design proper did not get under way until May 12, 1988, ut the project moved ahead with astonishing rapidity considering the small num er of people involved. Goddard completed the overall layout drawings y June 1 and then set his select team of six to detail particular engine groups or components. One drew up the crankshaft assem ly, another the pumps, while a third, Stewart Grove, was entrusted with the detail design of the cylinder head.

According to Cosworth chief, Keith Duckworth, head of design is "the most important part of an engine as far as power output is concerned". The more fuel/air mixture that can e rought in, urned quickly and completely, and expelled efficiently, the more power an engine will produce. The starting point of cylinder head design is the com ustion cham er and

intake system. The shape of the inlet tracts and the amount of the valve opening area will determine the size of charge that can be brought into the chamber. For years Cosworth has been synonymous with four-valve narrow-angle pent-roof chambers. Over the last twenty years, the valve-included angle of atmospheric engines designed by Cosworth has diminished from 40° in FVA to 32° for the DFV, and down to 22.5° in the DFY. Goddard would not reveal the angle used on the new V8, but indicated that further reductions brought diminishing returns. From this it would seem that the angle is probably between 22° and 32°.

His comments on another aspect of valve design were more forthcoming. When quizzed about the merits of five valves per cylinder, he replied that Cosworth had examined such layouts. He agreed that they had some attractions, but pointed out that they had negative features as well, adding, "it's what people don't tell you that matters as much as what they do." Goddard would say little except that five valves were not used, and that it is possible to gain from a four-valve design without the additional complexity.

In comparison to its radical early years, Cosworth appears to have become a conservative firm. Innovations are actively examined, but they must provide proof positive before the firm's engineers will adopt them. An example of this attitude came when we discussed the combustion requirements of the new Ford engine, which operates at a 12:1 compression ratio.

While Goddard was loath to talk about such elementary details as the size of the bore, outward dimensions indicate very generous bores, similar to the 100mm ones used on the GAA 3.4 V6 of a few years ago. When asked whether more than one spark-plug would be needed to achieve rapid and complete ignition in the short time available in such a very high-revving large-bore engine, Goddard got up and pointed to a cutaway drawing of the GAA. The cylinder head of that engine was designed to take three spark-plugs, as the casting reveals, but lengthy development tests showed that only one plug was necessary.

Rejection of the latest fashion is evident in the camshaft drive of the new engine, which takes its power from the front of the crankshaft, rather than from the rear like the Judd and 2.65-litre Indy engine designed by Ilmor Engineering (ex-Cosworth people).

Taking the power from the rear, so its advocates claim, has the advantage of reducing the destructive shock loads fed into the camshaft drive system. The crankshaft flexes less at this point because the mass of the flywheel (found at the rear) dampens torsional variations from which all crankshafts suffer. Goddard accepts the theory but is not convinced that the deflections are great enough to disturb a properly supported crankshaft and well-designed drive system.

Moreover, as he points out, taking the drive off the rear adds to the engine's size at the very place where chassis designers want it to be as small as possible for aerodynamic reasons. Putting the camshaft drive at the front allows the gearbox to be placed snugly against the engine; it also makes maintenance of the camshaft drive system easier.

In the past Cosworth had designed engines to use shafts, belts, gears and chains to drive the camshafts. Each can be made to work, if designed properly. The 1.5-litre turbo (the last Formula One engine designed by Cosworth) could rev to 14,000 rpm without the chain-drive system malfunctioning. It used to be thought that chains would fail at very high rpm because the small sprocket required to achieve a 2:1 reduction would induce a variable, jerky movement to the drive. However, Cosworth has found that if the drive is not taken directly from the crankshaft but from a 2:1 reduction gear, the problem is eliminated.

In its favour, a chain-drive system has several attractions. It is light, it is simple, and it is economical: one can see why Cosworth might be attracted to it for the new engine. Late-model DFVs and DFYs used a gear-drive system dependent on ingenious quill shafts to take up torisional variations and shock loads. It worked well but required many parts, much machining, careful assembly, and was costly.

Economy has always been a watchword at Cosworth, but not false economy. A cursory trip around the factory leaves one in no doubt that large amounts of money are spent on machine tools and equipment — where it matters. Even the most brilliant design is worthless if it cannot be made accurately, assembled properly, and at an acceptable cost.

Manufacturing ability is Cosworth's forte, its "special ingredient" if you like. This capacity made Cosworth the foremost manufacturer of racing engines. The Heenan and Froude dynamometers at Cosworth are calibrated frequently to an accuracy of plus or minus 1%, and the accuracy of design and manufacturing tools is calculated to seven decimal points. Without such facilities, no firm should consider competing with Honda or Renault.

All major castings of the new Ford engine are also done in-house using a special technique developed and patented by Cosworth. Casting is usually accomplished by pouring molten metal from a cauldron into a sand mould. Two problems may arise: the molten metal can cool and solidify unevenly; or its surface can be exposed to air allowing oxidization to occur; when the metal is poured, this metal oxide goes into the mould, creating bubbles which weaken the casting.

Until the late-1970s, Cosworth farmed-out casting work which was done by traditional methods. The quality of the castings received from suppliers was inconsistent: some displayed poor dimensional control; in particular, small water passages in four-valve heads did not match design criteria, others were weak due to porosity from oxidized metal. When raced these castings cracked or failed catastrophically.

In Cosworth's new process, the molten metal is contained in an airless vessel (an inert gas such as Argon fills the void), and is then drawn from the centre of the vessel to avoid any impurities which sink to the bottom. It is then pumped at constant temperature up into the bottom of the mould so that any part of the metal exposed to air is eventually pushed out the top. As a result the cast component is solid and strong as designed. Tolerances from true position are also held to an astonishing minimum: 0.2mm for combustion chambers; 0.3mm for ports within the heads.



True to form, Cosworth opted for a V8 rather than a V10 or V12 configuration.

A tale of t



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Ford

This casting process contributes significantly to the small size and light weight of the Ford engine. Water passages can be less than 2.5mm wide and major walls only 3.5mm thick. This means very large bores can be placed close together but still with enough room for coolant to flow easily around the cylinders. For the same reason, valve seats and spark-plug bosses may reside in close proximity without fear of cracking from thermal fatigue.

Perhaps the most obvious feature of the Ford V8 is its small size compared to the DFR. This is because the new engine was designed to benefit from the Cosworth casting process, and because it was designed as a tight 3.5-litre motor, whereas, in Goddard's words, "the DFV (and its descendant the DFR) is a 3-litre engine in a 4-litre package". The new motor can more easily be reduced to 2.65 litres if desired, for CART racing, than increased in size.

Cosworth continues to use traditional metals such as a very pure LM25 for major castings. In the past the firm has been criticised, rightly or wrongly, for not speedily adopting the latest super-materials. The new Formula One engine does use some special alloys developed by Ford Scientific in America. A range of new high-strength single-crystal steels and lighter aluminium alloys (some containing lithium) are becoming available. Moreover, the strength weight ratios of traditional materials can be increased substantially when the metals are reinforced with silicon carbide whiskers. The following figures give some indication of possible improvements available:

Material	Strength	Stiffness	Weight
Aluminium	75,000 lbs/sq.in	10M lbs/sq in	.10 lbs/ci
A1/Sil/Carb	220,000	30M	.10 lbs/ci
Titanium	150,000	16M	.16 lbs/ci
Ti/Sil/Carb	230,000	32M	.14 lbs/ci

Whether Cosworth-Ford has taken full advantage of such new, improved materials has not been revealed. In the past its ability to machine or manufacture exotic materials reliably has largely determined their use. Titanium alloy valves have reached that stage and are probably used in the new engine, but one wonders whether newer materials, such as metal matrix composites, are used for parts such as connecting rods.

Honda's R&D Chief, Kawamoto, is on record as saying that he does not expect exotic materials to play a crucial part initially in the development of engines under this formula. However, the pressure of competition may precipitate early adoption. One would also like to know how much production engineering considerations have influenced the selection of materials and design choices made by Cosworth. If production of a series of racing engines (such as with the DFV) was envisioned from the start, rather than just a few engines for one team, then it is possible that special materials might not have been used even though they may offer some performance advantages.

Though Ford may have assisted Cosworth in the selection of materials, the main contribution of the American company (other than money) has been in the development of an integrated, computer-controlled ignition and fuel-injection system for the new engine. Ford has the necessary computer facilities and long experience in this area of design, which has become crucial to the development of efficient, economical racing engines.

To have an engine running, let along meeting its design targets, after only six months is a major accomplishment, and Cosworth has achieved this without throwing men and money at the project. Compared to Honda or Renault, the Cosworth design team is tiny and so has had to work long and hard; every member put in on average 60-65 hours every week, without a penny of overtime promised or expected.

At first the new engine was run for hundreds of hours on the test beds, but good results there are one thing, carrying them over to the race track is another. Early road testing in the new Benetton F189, revealed a crankshaft defect which has since been cured. Reliability clearly is a major concern and much has been achieved as is evident in the finishing record of Nannini's Ford powered car.

Company officials will say little about the engine or its performance. Basic dimensions are: length, 595mm (23.4in); width, 591mm (23.3in); height, 521mm (20.5in). Weight is undisclosed; all Goddard would say is that it is less than the 140kg of the DFR. It probably weighs less than any competing engine (except possibly the Judd), but even so, its advantage over the Honda and Renault engines does not appear to be very great — about 10-12kg, if published figures are accurate.

Without doubt the Cosworth engineers have made a compact motor. It is approximately 6in shorter than the Subaru, 5in shorter than the Lamborghini and 4in shorter than the Renault, but only 1in shorter than the Honda. On width the comparison is less favourable. As one might expect it is considerably narrower than the Subaru (nearly 6in) and about as wide as the 80° Lamborghini V12, but still over an inch wider than its main competition the Honda and Renault V10s and the Ferrari V12.

But weight and size are only partial measures of an engine's effectiveness: if it is to succeed, it must be competitive in terms of power and reliability.

Before the racing season began we were treated to a succession of claims and rumours about engine power. At that time Cosworth though there would be very little difference in power between the major new engines — a spread of about 20hp — and that its V8 would beat the others on torque. The old DFR developed slightly less than 600hp, according to Goddard, thus it would seem an expensive exercise in futility if the new engine did not produce at least 10% more power initially. Honda expected its V10 to match the 650hp produced by last year's 1.5-litre turbo.

Lap times suggest that Honda has met its target. The V10 has more power than any competing engine, and is reliable and abstemious as well. The Renault V10, the Ferrari V12 and the Ford V8 are running second and seem to have similar power. Has Cosworth underestimated the opposition or failed to anticipate the speed with which the others are developing their new engines?

Honda is now racing the third, if not fourth, major version of its V10, and has revealed the existence of a new V12 to be raced in 1991. Under the last formula, the Cosworth-Ford alliance was surprised by the speed with which rivals developed their turbocharged engines; it took almost two years of hard development work to draw even. If only for the sake of exciting racing, one hopes that the new Ford can be developed quickly.

Already it has become clear that the competition is formidable, far more so than when the DFV was introduced; matching the record of its illustrious predecessor will certainly prove a challenge. **DDH**



At long last the right-hand drive version of the Mercedes-Benz 500SL is coming to Britain, but the waiting list stretches for years.

Winter Collection

Jeremy Walton drives some of the more significant cars to appear from the Autumnal debuts and looks at the static presentation of the Lotus Elan at Hethel

Any month that allows the privileges of driving the magnificent Mercedes 500 SL in RHD and the "85% new" Porsche 911 Carrera 2 is likely to be savoured for years to come. When the month also includes Rover motoring in the form of Discovery and the latest 200 Honda collaboration series, plus a new edition of the popular (10,000 orders, in advance) Ford Fiesta XR2 and a chance to view the apparent heresy of a front drive Lotus Elan, then it at least deserves recalling in print.

Initially, Mercedes-Benz United Kingdom at Milton Keynes will sell only the 326 bhp 500 SL at £58,045. The 32v V8 will be followed by similarly restricted supplies of the six cylinder in 190 bhp guise at £42,130 or with 4v per cyl in the 300 SL-24 at £46,270 for 231 bhp. Claimed maximums are 138, 143 and an electronically limited 155 mph.

Obtaining a RHD vehicle is particularly tough as only 1200 SL coupes a year are destined for the UK. Currently British Mercedes dealers are told not to take orders — a situation that also applies to the mid-engined Honda NS-X and Ferrari 348, whilst 911 Carrera 4 lists also stretch into years.

The SL specification was reported in detail in April and June on earlier LHD outings, so I will just recap on some primary features that contributed to a pleasurable two days in company with a RHD example in hard and soft top form.

Obvious quality and civilisation are the key attributes to the 5000 SL. There is nothing particularly startling about the front engine, rear drive layout, but every detail is so thoroughly executed that the lengthy waiting lists and eye-watering prices become comprehensible. The grey paint of the test cars and their "machined from a solid steel billet" is at its best in hardtop form, for the interior of the complex automatic power hood is not so finely lined and detailed as some cheaper convertibles; there are stray rods and hoops that look crude in comparison with the rest of the car.

However the automatic hood, up or down, works well on a one button command and there is the reassurance of the swift, G-sensitive, roll over bar. We drove one day on the Franco-Swiss borders with the hood down — and paid with a week-long head cold — and that activity highlighted the important absence of an anti-buffeting "net" which is usually secured via the roll-over hoop. Such breezy motoring, occasionally mildly exercising the muscular V8 to a lazy 100 mph and 3500 rpm, also emphasised what a successful job Mercedes made of body strength versus the comparatively floppy Jaguar V12 convertible.

The cabin is particularly biased to making a stranger feel in command, rapidly. The steering and seat have electrical assistance to adjust in every useful plane, and the seats are specialised cocoons that also carry the seat belts.

Driven towards the edge of D40 Dunlop SP 225/55 ZR 16 adhesion, the Mercedes remained an obedient servant, brakes remaining solid in action and complemented by informative power steering. Acceleration between corners is definitely worthy of the "vivid" adjective, the automatic transmission conquering 0-60 mph in some six seconds. Until we drove the Porsche Tiptronic (see next item) this was the most cooperative automatic we had encountered for harder motoring, and the gear change quality still ranks far above the industry average.

Of course there are things wrong with these hefty automobiles (nearly 3900 lbs in 500 S1 guise), but as a durable blend between urbane manners, restrained style and sporting zeal the 500 SL remains the standard by which others will be judged.

For MOTOR SPORT readers, I would suspect the £41,504.94p Porsche 911 Carrera 2 is an even more important sporting standard bearer. Porsche do not pander to the informal Mercedes-BMW maximum speed restriction of 155 mph, so the "new" 911 is allowed to reach an unfettered 161 mph (slightly beyond the 6600 rpm redline), whilst the notably deepened and quieted flat-six soars to the highest American speed limit of 65 in second gear, passing 0-62.5 mph in a scant 5.7 seconds.

The Carrera 2 carries important advances over the previous 231 bhp/3.2 litre 911s in superior aerodynamics, electronically effective ABS anti-lock braking and the 3.6 litre/250 bhp version of the fabled flat-six now ignites courtesy of twin spark plus per cylinder; a four valve per cylinder head remains on the "competition only" shelf for future increases. Passed over from competition to (heavily modified) street use is the automatic Tiptronic transmission, but this is not the 5-speed PDK (Porsche Double Clutch) unit of 962 in Group C or Audi in Group B, but a 4-speed, planetary gear unit with torque convertor and computer management.

We drove both manual 5-speed and Tiptronic Carrera 2 models in Germany and could draw two immediate conclusions: the manual, now with a lighter gearchange

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New Lotus Elan? The right idea?

When it was leaked that the new Lotus Elan — now priced at £17,850 without a turbo and £19,850 in turbo trim — was to be front drive, there were plenty of Jeremiahs to forecast sales damnation. Despite a full scale motor show launch at Motorfair and a comfortably escalating order book for production that begins to reach the showrooms early in 1990, the press (and some very senior Lotus personnel) did not look likely to drive the car until the January press driving launch.

We attended the static launch at Hethel with the overseas press for the 1990 Elan, and its turbocharged brother, Elan SE. That Lotus were staging such a week long preview, with the prospect of their first overseas press driving launch to follow, underlines the importance of a £36 million investment. One placed in a two seater that is only planned to reach 3000 a year in annual production.

Largest capital outlay has been £500,000 in multi-talented machine tools, but by far the biggest gamble is in a novel approach to the problems of powerful front driven cars. If the usually painfully honest Lotus engineers are to be believed, their "compliance raft" system divorces steering and handling taks in an otherwise conventional double arm/coaxial spring damper layout to the point at which front drive is elevated to the higher realms of driving pleasure. Other key chassis engineering points are the sheer structural strength of both separate steel backbone and the composite body and the unusually thorough multi link layout of the rear suspension (including anti-roll bars that have drop-link attachments in best formula car fashion), all of which suggests that a 4-WD version was part of the design philosophy.

All sorts of durability test statistics were brandished. I was most impressed by three engineers, under the leadership of ex-Caterham Seven engineer Clive Roberts, taking a well used prototype to Snetterton and unofficially duplicating a 24 hour race with fine reliability and lap times that would have qualified toward the front of the 6-hour relay event.

At this stage Motor Sport will provide an outline technical specification and leave further comment until a chance to drive a potentially revolutionary system is realised. That will be in "full production form, with no excuses," according to the ever ebullient Lotus Cars Chief Executive, Michael Kimberley.

SPECIFICATION: 1990 LOTUS ELANS

Engine: Isuzu-Lotus DOHC four cylinder, 16v, cast iron block, 10:1 cr alloy head, electronic fuel injection. Capacity 1589cc (bore × stroke = 80 × 79mm). Max power, 130 bhp @ 7200 rpm; peak torque, 105 lb ft @ 4200 rpm. Also available with IHI turbocharger, intercooling, 8.23:1 cr and 9.4 psi max boost to give: 165 bhp @ 6600 rpm, 148.5 lb ft torque on 4200 rpm.

Transmission: Transverse engine, front drive Isuzu transaxle with 5 forward ratios. Final drive: 3.833:1 allows 20.89 mph per 1000 rpm.

Body: Bonded, rivetted and bolted glass reinforced plastics and steel composites. Single VARI-Lotus moulding floorpan. Welded steel outriggers.

Front suspension: Unequal length wishbones, coaxial spring/damper units, turbular anti-roll bar with drop link attachment and patented cast aluminium "compliance raft" upright/subframe units.

Rear suspension: IRS by upper link and wide based lower wishbones. Coaxial spring/damper units, solid anti-roll bar with drop link attachments.

Steering: Rack and pinion, 2.9 turns lock-to-lock. Power-assisted on Turbo, along with air conditioning.

Wheels/tyres: Lotus cast alloy design: 6.5 × 15 Michelin MXX 205/50 15 + space saver spare on both Elans, but ZR for turbo, VR otherwise.

Brakes: Both share Ventilated front discs of 10 inch diameter, plus 7.3 inch solid rear discs; no servo.

Dimensions: Length, 149.7 inches; wheelbase, 88.6 in; width, 74.3 in (inc mirrors); height, 48.4 in (hood raised, when aerodynamic drag factor is 0.34 Cd). Track, 58.5 in (front and rear).

Kerb weight: 2249 lbs split: front, 66%; rear, 34%.

Performance:	Turbo	Injection
0-60 mph	6.7 secs	7.6 secs
0.25 mile	15.4 secs	16.1 secs
Max Speed	137 mph	122 mph
Urban mpg	26.2	25.9
Mpg @ 75 mph	31.8	35.2
Price:	£19,850	£17,850

action that loses no precision, still gives a sporting driver unique satisfaction and ultimate control; the Tiptronic is the best suited to sporting needs that we have ever encountered.

As in a Jaguar "J-handle" there are two automatic transmission gates. The ZF unit with Bosch-Porsche electronics shifts quietly amongst a conventional "PRND321" gate, or via "N" or "D" you can slip across to a simple "+M−" parallel. Even in the straight automatic mode it is an exceptional cooperative transmission, one that adapts to your driving style electronically to shift gearchange points, according to your prevailing driving pattern. Each gear can also be locked into place and retained, so what is the attraction of the second gate?

Simply that you flip (that is what the "Tip" section of the name means in German) forward for higher ratios and back for lower, swift selections made in the straightline logic that motorcyclists will find particularly attractive. Admitting that future developments were likely to include extra forward ratios, Weissach senior engineer Paul Henning coincidentally highlighted the Tiptronic's biggest failing in sports operation. Even with a 3.6 litre unit developing 228 lb ft of torque at 4800 rpm, there are largish gaps in the 4-speed ratios. In fast German *autobahn* useage you note that the 3-4 change often accounts for more than 1200 rpm; for the first time in a 911, I found a need for extra uphill speed in the wet and could not get exactly the response



The durable shape of the 911 lives on in the model's latest guise, the Carrera 2.





In the Discovery (above left) Land Rover has an important challenger for the increasingly omnipotent Japanese four-wheel drive vehicles. The new XR2i (above right) falls somewhat short of expectations.

that a manual model delivered on the same stretch. A minor niggle is that the electronics of Tiptronic are teutonically correct in protecting first gear, or any other shift where there might be a danger of over-revving. Normally, this simply means an engine-saving upward shift of the usual stunning excellence at the inspiring 6600 redline, but when you are trying to get 1st to engage whilst entering a junction, you are better off in a manual selection on the auto gate, rather than trying to persuade mulish Tiptronic that it really is safe to change down now.

The subject of 911 handling has attracted plenty of past attention, but now the "white knuckle factor" has been considerably reduced. Even in sodden German conditions the Tiptronic example could be braked to the apex of a corner without the rear taking over proceedings, whilst the manual example tackled a streaming wet A-class downhill sector, full of sweeping third and fourth gear curves, with Bridgestone RE 71 security. Even the T-junction at the bottom of the hill failed to upset this Carrera 2, for ABS acts on any tendency for the comparatively lightly laden front end to lock its wheels: of the 2970 lb (high, by 911 standards) kerb weight, 61% is concentrated aft.

Our only serious reservations about the handling today concern the rather dead feel of the accurate rack and pinion (not so bad in the 4x4 example, which has more weight over the front axle), and the sheer amount of understeer that has to be overcome before neutrality and final oversteer can be prompted. There are other disappointing niggles outside the handling, such as the poor cockpit layout, the ease with which the small screen mists without air conditioning and a rocky, nervous, ride below 35 mph, but nothing seriously to inhibit purchase.

We have had an influx of British designs in the £40,000 area of late, such as 264 bhp Chargecooled Esprit, 204 bhp Panther Solo, and (beyond £45,000) the 6-litre Jaguar Sport XJR-S. Does the 911 in traditional rear drive — albeit wrapped in the same 0.32 Cd body as the almost unobtainable £47,699 Carrera 4×4 — match up to the latest British models, never mind the pending arrival of a £30,000 twin turbo Nissan 300 ZX? I think it does: the quality, practicality and sheer pleasure does the job with unique character carefully conserved. I would not be surprised to hear of a few more 911 regulars setting up new repeat order buying records: anyone out there beyond a full dozen?

The 1989 Rover offerings could not have been more different, £8775 to £10,940 buying one of the 214/216 co-operative Honda hatchbacks, or £15,750 the Land Rover Discovery in petrol (3.5 litre V8) or Turbo Diesel (2.5 litre inline 4) trim. Whilst the 5-door saloons were unremarkably competent, whether engined by Honda 1.6 litre or 1.4 litre Rover K16, the Discovery was exactly as its name implied, a complete revelation.

Destined to compete in the Soviet Union Camel trophy of 1990, I chose the 2495cc TDi for a ramble around Northamptonshire and some illicit offroad activity. The bright blue plastics of the cabin were a bit disconcerting, but there is nothing to match the "Captain on the Bridge" driving position which — like so many basic construction aspects — is shared with the £20-£30,000 Range Rover.

The slightly long stroke (90.47 × 97mm) intercooled and injected diesel runs readily to 3500 rpm, developing maximum torque of 195 lb ft at just 1800 rpm. Peak power of the Rover developed and manufactured unit is at 4000 rpm and 111.3 bhp. That is enough to provide 92 mph and 0-60 mph in less than 17 seconds, perfectly sufficient to keep up with current traffic streams, and accompanied by a gratifying 30.5 Urban mpg. Contrast this with 13 Urban mpg for the 102 mph V8, and you may follow why I favour Turbo diesel in this case!

On the road the Discovery gains speeds with imposing ease and corners with more roll than most recent Range Rovers. Offroad it clambers easily over broken surfaces without jarring the driver in the manner of so many Japanese offroad machines. Against that obvious capability, the low cost Range Rover has a lengthy options list and I cannot see many being delivered without the £900 "Special Value Pack" which covers items like electric front window operation, central locking, roller blind luggage cover and double sun roof panels.

The Discovery always feels capable of ascending the next obstacle, and I thoroughly enjoyed my hour in its company. If I had another £5750 in my personal estate cum 4×4 budget, the Discovery would be a natural choice.

Finally, on the driving side, was the £9,995 Fiesta XR2i. As the initial implies, this was the fuel injected 110 bhp (or 104 bhp with an extra cost catalyst for the truly green amongst us) successor to the enormously popular XR2 of 96 bhp. Ford say we can expect 119 mph, 28.5 Urban mpg and 0-60 mph in 9 seconds and independent tests have proved these predictions at least accurate.

Initial impressions must be dominated by how much you like the rather dated "body kit" appearance, but within, the fit and finish are above average for a current mass producer. The crescent patterned instruments, including a 140 mph speedometer and 7000 rpm tachometer (redlined at 6500), are models of clarity. Standard equipment embraces central locking, electric front windows and a sun roof, but alloy wheels are a £200 extra, along with the historically contradictory current Ford policy of making one pay £130 for black paint.

As you would expect, it is a delightfully simple car to drive. An Escort length wheelbase and generous track contribute to fail-safe handling that also benefits from stiffened suspension — especially at the rear, where spring rates are increased 36%. Unfortunately the gearing of the rack and pinion steering is not altered, remaining at a rather ponderous 4.2 turns lock-to-lock to ease the Fiesta into a supermarket parking bay with minimal effort.

Performance between the 2800 rpm torque peak and 5000 rpm is exemplary in supplying encouraging journey times and disproportionate pleasure to the price tag. Beyond 5500 rpm the dreaded Ford CVH resonances seem to excite every body panel and the performance/pleasure balance fades; you have to have a very pressing reason to want to drive it regularly in the 6000 rpm peak power band. The ventilated front disc brakes and drum rears are certainly capable of containing the performance supplied, but I was not convinced about the £400 option of mechanical-hydraulic anti-lock braking. It just acts too slowly to impress, or maybe we have all been spoilt by messrs Bosch und Teves with their electronic wizardry? **JW**



The M5 is hardly a head turner, even with the optional rear spoiler, but it is the aim of BMW Motorsport to keep the model as low key as possible.

Setting a New Standard

The M3 may have captured the imagination of enthusiasts the world over through its racing exploits, but in the new M5 BMW Motorsport is staking a claim to an altogether higher plane . . .

As with the older M5, the new version remains dramatically understated. In fact, it tries to blend into the scenery so much that it is highly unlikely that anyone will recognise it for what it is and that it's not a normal 5 series car. It does have a front spoiler, rear apron, side skirts and an optional rear spoiler, but they are so low key as to be almost invisible. This accords with the stated aim of Thomas Ammerschlager of BMW Motorsport that it's up to the car to prove itself for what it is rather than be adorned with cosmetic bits. In other words be dynamite as a discreet mistress rather than a disappointment as an overdressed tart.

Naturally the engine has been the subject of a great deal of attention with the target being an improved performance, better torque curve, better throttle response, reduced noise, all with a view to emissions control. Even though its origins are rooted in the M1, it has undergone such a variety of modifications over the years so that it is now almost a completely new powertrain. In its latest guise it comes with a catalytic convetor and yet the power output of 315 bhp at 6900 rpm is significantly up on the 286 bhp at 6500 rpm of its non-catalyst predecessor. The torque peak has also increased to 266 lb ft at 4750 rpm from 246 lb ft at 4500 rpm in the earlier M5.

A number of reasons account for this improvement including an increase in the engine stroke from 84mm to 86mm thereby bringing the cubic capacity to 3535cc, making it the largest 6-cylinder engine ever built by BMW. The camshafts are new and the crankshaft has been stiffened and balanced with 12 counterweights while the flywheel has been carefully balanced. The compression ratio has also been increased from 9.8: 1 to 10.0: 1.

Volumetric efficiency has been increased with the installation of a new, flow-optimised air filter, a hot-wire air mass meter, and intake ducts and trumpets developed on a racing engine. The inlet tract in the manifold has an additional throttle butterfly, electronically controlled, which varies the inlet tract according to the engine speed and load.

A new generation Digital Motor Electronic brain controls all aspects of the engine's behaviour and offers a whole host of benefits including the facility to self-diagnose itself for any faults.

Although the Motorsport engineers deny that there was much that could be done to improve the 5-series production car, they have altered the suspension. To allow for the M5's greater weight, the shock absorbers have been modified so that it now has a 50/50 front/rear weight distribution. The whole car has been lowered by 20mm which, with the other aerodynamic modifications, ensures that the drag coeffiency remains at a respectable 0.32 despite the use of wider 235/45 ZR 17 tyres on 8J x 17 rims and optional 255/40 ZR 17 tyres on 9J x 17 rims on the rear.

It is the wheels which are the easiest way of differentiating the new M5. Not only do they look different, they also fulfill a purpose, being so designed as to cool the brakes as they revolve.

The diameter of the anti-roll bars has been increased, the installation of an automatic self-levelling system, more direct and communicative steering and uprated brakes are all other modifications from the standard 535i.

On the road, all these changes, and some others that space dictates are omitted, ensure that the M5 becomes one of the most exciting, yet civilised, cars to drive. Its performance seems to belie its staid exterior. A stunning 0-60 mph time of 6.3 seconds puts the car into the supercar league, but the performance does not stop there, for it just goes on and on. The top speed is electronically controlled so as not to exceed 155 mph, but on its way to there, it will pass almost every other make of car with the exception of just a few exotic, and very expensive, supercars.

Impressive though the grunt of the vehicle is, it is not sheer speed which delights most, but the way the chassis and suspension can cope with that power. The grip is unbelievable as was proven to me on a very wet test drive around Munich. Unless you are being very stupid, it is virtually impossible to put a wheel out of line despite some my efforts to the contrary just to see where the limits were. If anything the tendency is to understeer through a corner, those 320 horses always pushing the car in a longitudinal direction rather than laterally. The only complaint that could be made was that on some of the rougher roads, there was a slight tendency to tramline.

While the handling remains excellent, it is not at the expense of ride, which remains superb, even on the roughest of roads, and it is here, as well as on cross-country A roads, that the car comes into its own. Unable to prove itself on the motorway, where traffic

flow is the dictator of speed, other roads show up its superiority over all other cars. We could not turn off the *autobahn* quick enough to savour the delights of cross-country motoring in this car.

The gearchange is precise and the ratios beautifully correct, the steering is nicely weighted and it is totally devoid of wind noise. It is also very manouevrable for urban conditions. Although this is a car that few others will outperform, it must not be overlooked that this is a four-door family saloon and not a sports car. This means that there is room for a family of four (the two back seats are divided by a central console which is aother stowage area) and it has the capacity to accept the luggage accordingly.

The interior is according to taste, and can be ordered to taste. Everything is readily available to the driver and laid out in one of the best dashboards around.

With a price tag likely to be in excess of £40,000 when right-hand drive models finally reach this country in February, it is going to be out of reach to a large proportion of the population, but its dull looks will not appeal to everyone.

This is a pity for not only is it one of the best cars to have left the Munich factory, but to have left any factory anywhere at any time, whether as the fastest production four-door saloon, as BMW claims, or as anything else. The only problem now facing the BMW engineers is just how the hell do they follow it up, for they have now set themselves a standard which will be a hard act to follow.

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The sun shone on John Cleland in 1989 as he chalked up 11 class victories in the 13 round series to become Esso British Touring Car champion.

That's Entertainment

Due to the vagaries of the scoring system the 1989 Esso British Touring Car Champion, John Cleland, has had things perhaps easier than any of the previous British saloon title winners. This is not to undermine the excellent, professional job that Cleland did in guiding his 16 valve Vauxhall Astra GTE to Class C victories in 11 of the 13 rounds comprising the championship, but his only opposition took the form of a couple of VW Golfs which were a good 30 bhp down on power and his own team-mates who were driving strictly to team orders. The two rounds that Cleland didn't win - due to a puncture and a wheel hub failure - were picked up by his team-mate Louise Aitken-Walker, a name more usually associated with rallying.

The scoring system - which awards equal points for each of the four classes - will probably be changed for next year when we should see the outright winner of the races taking the title. Which, most agree, makes a lot more sense. It is with the Class A cars - the phenomenally powerful Group A Sierra Cosworths - that most of the real interest lies. Upping the standard engine's 200bhp to something well in excess of 500bhp in Group A trim - in effect putting near F1 power levels into what was intended to be a road car - makes for wonderfully spectacular viewing. There is far too much power on tap for the chassis to adequately handle and consequently the drivers' skills are constantly visible.

However, had the new scoring system been adopted this year we would currently be in that odious position of not knowing exactly who the champion was until the appeal courts had sat. It will not be until January that we know for certain whether Andy Rouse or Robb Gravett has won the Class A category of the series. The uncertainty centres around Rouse's disqualification from rounds seven and eight at Silverstone and Brands Hatch in July for alleged turbocharger discrepancies. If Rouse's appeal is upheld, he will be crowned the class champion for the second successive year, after a season in which he took his Kaliber Ford Sierra Cosworth RS500 across the line first on six occasions.

Six victories is a little less dominant than Rouse's 1988 score of nine and the main reason for this has been Robb Gravett and the new-for-this-year Trakstar team. Setting up as the only domestic runners to have a Yokohama tyre contract, it is the Japanese rubber which has on several occasions looked to have given Trakstar the "unfair advantage" over the mainly Pirelli-shod competition and Gravett usually won when Rouse didn't, taking a total of four wins on the road. There is more to it than just tyres though. Starting out the season with Australian Dick Johnson engines, development was then taken up by the Essex-based Mountune company. Continuous work here has seen the units almost on a par with the Rouse Engineering equivalents, while Gravett's contribution to the success should not be understated. In only his second season of Group A his speed has been blinding on occasions and some of his battles with Rouse, the acknowledged master of the touring car game, have been memorable. Unfortunately their rivalry ended on a somewhat sour note after they came together at the final round, Gravett spinning and Rouse going on to win, protests subsequently flying back and forth. Should Rouse's appeal be turned down, then Gravett will be the Class A champion.

Of the three races not accounted for by Rouse and Gravett between them, two were taken by the Rouse customer Labatts Sierras, with Tim Harvey's round 12 victory at Donington adding to the Laurence Bristow/Tiff Needell shared victory in the two-driver race at the same venue earlier in the season. After a patchy first half to the year when his car only occasionally seemed to be fully on par with the big two, Harvey really came on strong as the season drew to a close. Still on the way up, Harvey's immediate future probably now lies in the Group C World Sports Car arena. Considering his relative lack of experience at this level, Bristow's speed has been impressive, never very far behind Harvey and occasionally in front.

The only other Sierra that could have been considered a threat at any time was Dave Brodie's. Returning to the championship at the end of last year some time after his previous exploits in a Colt Starion,

British Touring Car Championship

Brodie and his engineering partner Ken Brittan, had made their RS500 sufficiently competitive by the third round to win at Thruxton. The means by which they had done this then came under scrutiny and Brodie was subsequently disqualified from this and the round five Thruxton race - which he had led convincingly until a tyre blew - for allegedly using illegal fuel. This decision too has gone to the appeal courts, but if this is not upheld, then Tim Harvey can add a second victory to his official '89 tally. Significantly only Brodie crossed the line first using Dunlop rubber, all other wins being shared between Yokohama and Pirelli.

Dunlop did, however, have another competitive runner in the shape of former double champion Chris Hodgetts who was a contender for victory in the early rounds, but a lack of both budget and power from his Brooklyn RS500 blunted his challenge thereafter. All the indications were that, given the right equipment, Hodgetts would have been doing his share of winning. He made a one-off appearance at the final round in the JQF team's car, qualifying it higher than anyone else had managed to, on the second row, before finishing a good fifth. The lack of outright pace from this car did much to damage the reputation of its erstwhile driver Gerrit van Kouwen,



After a mixed year in BMWs in 1988, Mike Smith made the transition to Sierra Cosworths quite successfully.

and the former Formula Ford Festival and F3 race winner and the team had parted acrimoniously before the year had ended, the team itself then going into liquidation. In all, an unhappy conclusion to a season in which much was expected, given the personnel and the budget involved.

Putting on a good show despite a paltry budget, Karl Jones in the Duckhams Sierra run by the Lee Asquith team was frequently wild in trying to compensate for the car's deficiencies. The Welshman's car con-

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British Touring Car Championship





It was not always the Sierra Cosworths which were at the heart of the action (above), while try as they might, the Golfs (above right) gave away too much bhp to be on a par with the Astras.

trol needs to be seen to be believed. The few good placings that he achieved were all that Jones could reasonably have expected, but his season ended on a high note when he started the final round from pole position following a wet practice session. Yet more confirmation of how well he could go.

Class B for cars of up to 2.5 litres was the exclusive property of the BMW M3. If it was not for some spectacular in-team dicing between Prodrive's James Weaver and Frank Sytner early in the season, Weaver would probably have won the championship outright. As it was, he was Class B victor 11 times from 13, albeit without competition from a team orders-obeying Sytner in the season's second half. Alternating between this and a low budget Indycar season in the States, Weaver was predictably super-quick in the M3, but not sufficiently so as to be able to put a big distance between himself and Sytner in the early season races. As a consequence,



The start of every race presented an exciting blend of colour and noise.

Frank was close enough to try some pretty marginal manoeuvres — notably at Silverstone and Thruxton in rounds two and three when the pair made contact on countless occasions.

The privateer M3s were inevitably some distance behind the Prodrive machines, but John Llewellyn, Ian Forrest, Godfrey Hall and, occasionally, John Clark, proved remarkably evenly-matched.

The baby class — Class D for cars of up to 1600cc — was won by Phil Dowsett's Toyota Corolla GT-16, but from the Grand Prix meeting on, this combination met its match in the form of the more modern Honda Civic Si of Ray Armes.

Next year the championship is due to become a two-class series, with the Class A cars — which continue unchanged — being backed up by a new 2-litre class introduced by the RACMSA. This was designed to encourage a greater diversity of manufacturer support, though at the moment only BMW and Vauxhall have given a firm public commitment to it. Lacking manufacturer variety it may have done, but no-one could criticise this year's series on the grounds of lack of entertainment. **MPH**



Due to inter-team rivalry, James Weaver was unable to scoop the champion's crown for BMW.

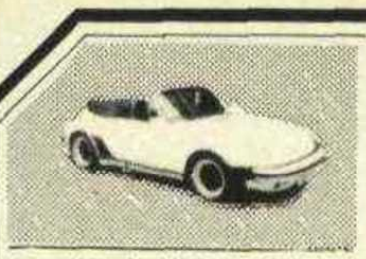
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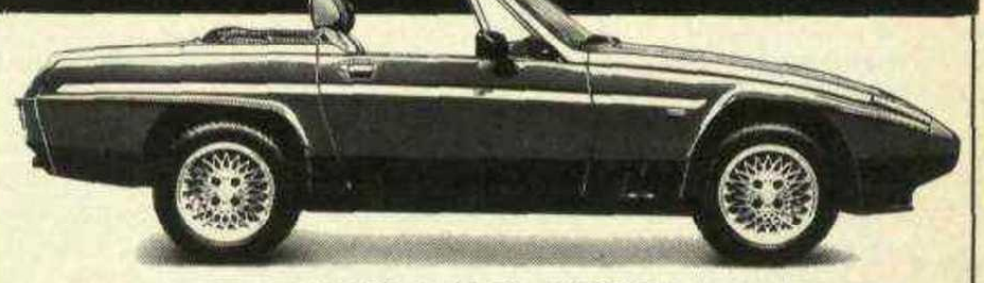


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Champion Golf

The epitome of the "hot hatchback" classes has won the 1989 UniRoyal Production Saloon Car Championship. Prepared by Britain's best known Audi-VW specialists, GTi Engineering of Silverstone, the 16v Golf GTI of Silver Shield franchise holder Roger Jones won its class in 12 of 14 qualifying rounds and is the subject of our track test this month.

Since there are two production racing championships in Britain and they are set to go different regulatory ways in 1990, it was a significant championship win for Volkswagen, especially as the Astra GTE 16v has proved dominant in the more liberally tuned Group A category. The General Motors Astra/Kadett is obviously set to make a considerable impact on production racing, when a team with the credentials of GTi Engineering begins to support the Vauxhall cause.

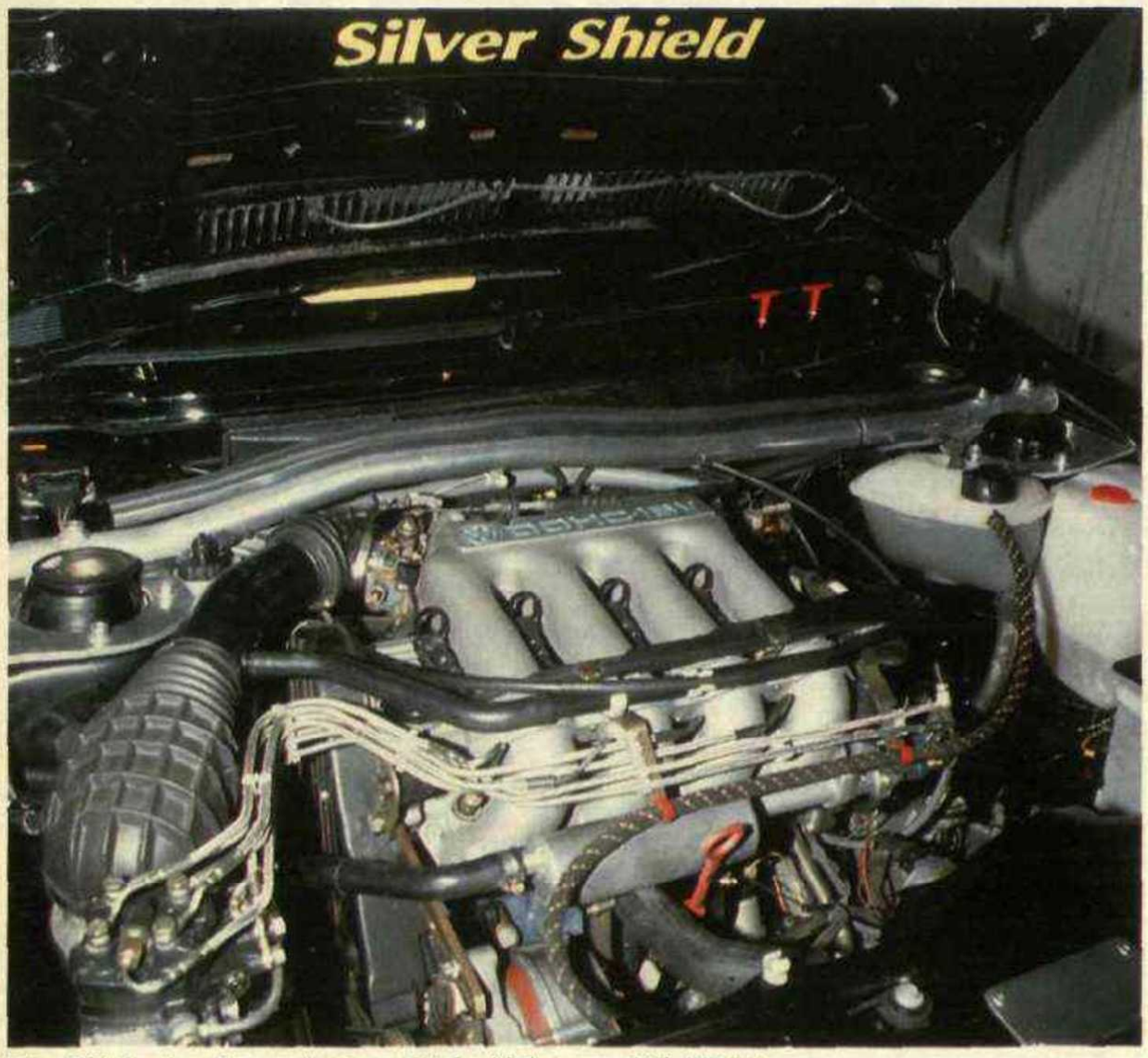
Winning national and international titles is important to support the credibility of the Golf in the showroom, where it generates plenty of profitable United Kingdom business. Since 1977, when the 8v Golf GTi officially and unofficially began to trickle into Britain, 80,246 examples have been sold up to the end of August 1989. About 10% of those were the convertible – which remains in "Mk I" clothes – and rather more, some 9490, of the 16v GTI, the most expensive UK Golf which was introduced in 1986.

To support these significant sales rates, the British arm of Volkswagen Motorsport, and its Product Manager Nigel Walker, ensured that the 16v Golf was sold to **bona fide** racing teams at a reduced cost, reflecting an absence of luxury items like the sunroof and power steering, forming the basis of a saloon that will be built from bare metal.

The car will be rebuilt to the millimetric precision of an RAC Production Car Specification Sheet that has to be produced for comparison purposes at scrutineering. That sounds rather grand, but the form tends to be riddled with simple typing and communication errors that can generate disqualifications. Both the team and the RAC scrutineer must know the foibles of human error in an increasingly professional branch of motor sport.

For example, the drawings of the intake plenum chamber for the Golf 16v, revised shortly after the model arrived on the British market (just 220 were registered in 1986) appear to have been transposed on the RAC sheet. An important move from 235mm to 256mm increased front disc brake diameters for 1989 model year Golf 16v models also failed to be correctly amended on the form for much of the racing season. By contrast the production running change to an even lower suspension ride height, one supported by six coils of the springs in place of seven, was noted, as was the alternative of a washable gauze air filter element to the original paper element.

On such fine points the effectiveness of a production racing car is decided, but you still need a remarkable balance between preparation, on-circuit team skills and a driver who will probably have extensive



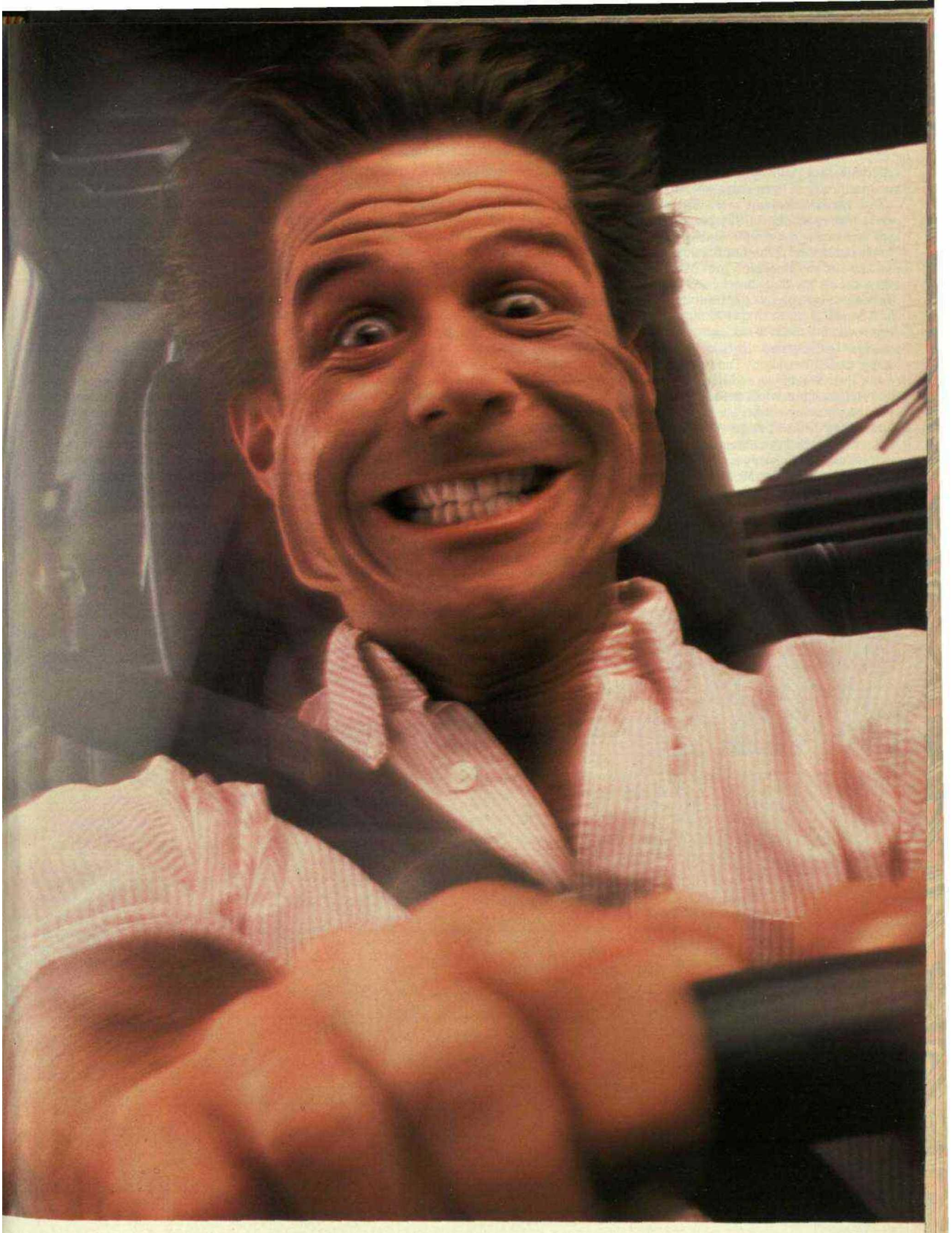
The GTi Engineering engine is credited with between 165-170 bhp.

GTi Engineering was formed with motor racing as a backdrop ten years ago, since when it has developed into something altogether different. It was partly for this reason that Roger Abbey-Taylor, who as Managing Director minds the shop for founder Richard Lloyd, decided that the challenge of returning to its roots would be a good shot in the arm.

1977 was the start of three successful years which saw Lloyd win a hat-trick of British Saloon Car Championship class wins in his Golf GTI helping put himself and the car on the map. While Lloyd broadened his horizons by going into sportscar racing on the formation of Richard Lloyd Racing, GTi Engineering was left to plough its own course.

With a reputation now well established on the track, the company turned its attention to tuning and preparing Audis and Volkswagens, not for the track but for the road. It was not long before its attention to detail and the thoroughness of the work brought it to the notice of the British importer and with it the recognition, in 1982, of being an official conversion specialist.

At present both Volkswagen's 8 and 16-valve engines have been developed by the company, the state of tune dependent on the finance. The Plus Pac is the low cost conversion which nevertheless boosts the top end performance by between 10-20% on both engines, while the RE2000, the most comprehensive conversion, increases both power and torque dramatically. This is achieved by installing a specially machined cylinder block with 82.0mm bore, heavy duty crankshaft bearings, a heavily re-worked cylinder head, a modified distributor and modified injection system. On the 8-valve 36% more power is produced to reach 152 bhp at 5500 rpm while the 16-valve attains 170 bhp at 6000 rpm. **WPK**



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GTi ENGINEERING

experience, not just in general racing terms, but specifically in front-drive saloons.

Key human elements were former GP motorcycle racer Martin Sharpe, who manages the team at the circuit, and 41 year old "Jones the driver", who has finished in the top three of the Renault 5 and MG Metro one-make series. Thus he accrued the kind of close racing experience of front-drive that contributed so much to a 1988 record of 12 class wins in Golf GTIs and runner-up position in the two British production racing championships. Tending the car from Silver Shield were Simon Porter and Paul Hetherington while field support from GTi Engineering comes in the form of engineering director, Roger Abbey-Taylor.

The result of all these human endeavours is a 16v Golf recognisably true to its production roots but seconds a lap more suitable for circuit duties. Power is one ingredient that is officially underplayed by GTi Engineering, but the standard 139 bhp at 6100 rpm is certainly augmented, along with a vast improvement in mid-range torque in favour of ultimate bhp.

Roger Abbey-Taylor says "We do not quote the power and torque figures for this engine, but you can take it that the side exhaust is functional, adding 5-7 bhp in our Zandvoort experience. On average, we say there is another 15 bhp at the flywheel."

In action at speeds up to 130 mph on Silverstone GP circuit, or a maximum of 115 mph on the twisty Silverstone 'national' modification to the original club layout, I can simply report that it consumed racing turbo Metros in a straight line. The GTi Engineering choice of two engines was credited with 165 to 170 bhp by insiders. It is not the quickest production racing GTI around in a straight line, but the power spread and unusual, adaptable suspension with Bridgestone RE 71 tyres and Roger Jones guidance are more important than the last 5 bhp.

What can be "unusual" about production saloon car suspension? Against all the low riding rivals around them GTi elected to run almost standard suspension ride heights. The team consensus appeared to be: "Volkswagen spent millions on developing that strut front end and torsion bar, trailing arm rear. Who are we to say they are wrong? Besides, it is not unknown for a saloon car to be bumped over kerbs, so you need some effective suspension travel." What the GTi equipe naturally omit is that bump stop rubber settings, a choice of Leda or Bilstein shock absorbers and the ability to fine tune the system's presentation of 6J x 14 inch alloy and 185/60 R Bridgestone to tarmac, do allow a winning edge to appear. As stated, I tried the car twice, and can confirm that its stable behaviour around the GP circuit allowed me to average 87.9 mph versus a likely qualifying pace of 90 mph.

When I tried the same GTI, 10 days later, it had an alternative engine (better mid-range) and was ready for the shorter Silverstone layout, Brands Hatch and the like. The suspension had a deliberate bias toward twitchy, nervous response. The GTI had lost its straight stability and would turn into a corner with minimal effort, prompted by a released throttle as much as the steering.

The point about saloon car kerb utilisation was also forcefully made. The national Silverstone layout has a section of tight third and second gear twists from what used to be Club straight out towards the



bridge and thence back to a reinstated Woodcote chicane. On a very slippery day Roger Jones was above the 1m 30s mark that divides an average time from the 1m 29.2s record. He then reappeared, modified his line to brush two wheels clean over one obstructive protrusion, and returned 1m 29.4 seconds.

I was allowed to try the same technique and, providing you had the rhythm correctly assessed, the Golf just exaggerated its normal rear wheel airborne stance into such a light cornering weight on the unladen wheels that they literally glided over the kerb. Driven thus, long travel suspension absorbed any minimal impact without the slightest disturbance to line or the driver's heartbeat.

I am not advocating the four-wheel flights through Russell complex that clip one leading Honda CRX competitor's Snetterton times beneath those of a 290 bhp Cosworth Sierra. I am highlighting the point that there is a little more finesse to saloon car racing driver and suspension technique than may be suspected from pictorial study of the frequently high flying contestants.

Both GTi preparation and the people connected with this 16v are quietly professional, so the garish black and yellow colour scheme comes as a shock. Swaddled in Luke harness and OMP seating, surrounded by Spec Fab roll cage and clasping an Italvolanti steering wheel, the view ahead is dominated by largely standard instrumentation (including 90% functional computer) and the loss of the upper windscreen to an advertising banner.

The transmission is standard and the gear change quality is rubbery, but cooperative. "We do have to keep an eye on the clutch for wear", say the team. I was told to use no more than 7400 rpm and found that three auxiliary guages for water temperature, oil pressure and temperature, read exactly as predicted.

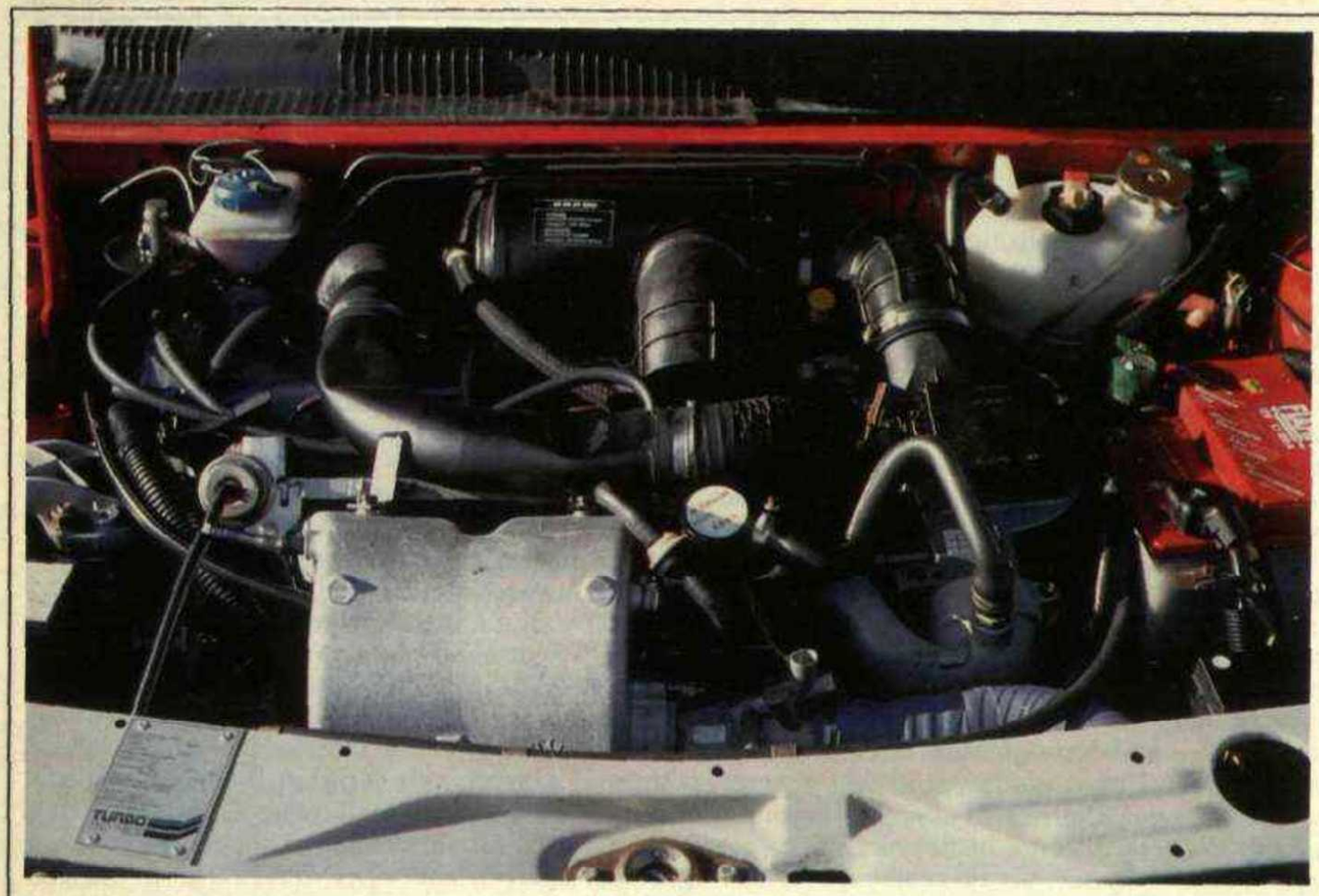
The exhaust is naturally snappier than the standard car, adding to the impression of acceleration in a car that weighs 900 kg rather than a showroom 960 kg. Another attribute is the solid feedback of both car and engine. I borrowed a standard Golf 16v over a weekend and the big difference is in the feeling of unending power, for there is little of the usual 3000-4500 rpm weakness and yet it will climb on beyond 6000 rpm with gusto. In fact maximum speed on the shorter circuit came up at 7000 rpm in fourth with an eagerness to continue gathering engine rpm.

Obviously the GP circuit gave most rein to the latter ability, registering some 6500 rpm and equivalent to some 132 mph on the Hangar straight, and only 2 mph less on the run from Abbey to the Woodcote bridge complex. The latter section is a truly severe test of both braking and 60 mph cornering power in a front-drive machine. For second gear and a wide arc are prescribed on the turn in after that 130 mph section: too much throttle and you simply get wheel spin, understeer and more understeer.

The brakes, derived from the units found on the middleweight Passat, are a match for the track performance. I would recommend owners of older road cars to follow suit.

Just like its showroom sisters, the competition GTI is hard to criticise for more than details. I would have liked more feedback through the steering and the cost of campaigning a 14 race season at £50,000 is daunting, even if that includes purchase of a competition specification GTI. But a winning formula, racing or showroom, is never cheap. **JW**





The Garrett T25 turbocharger and ancilliary equipment fill up the already cramped engine bay.

Some Like it Hot . . .

Volkswagen's Golf GTI started the trend a dozen years ago and Peugeot cannily carved out for itself a niche in a sub-strata, which hitherto did not exist, with its 205 GTI 1.6, at a time when the company was down on its knees with indifferent sales. As this model caught the imagination, so the competition began to catch up, many manufacturers casting a greedy eye on this new market segment. The response from the rejuvenated French manufacturer was a 1.9-litre version of the model, announced in 1986 and which to date remains one of the best "hot" hatchbacks available.

It is thus all the more intriguing, if not to say mysterious, that it has been the subject of some special attention from one of Britain's foremost turbocharging specialists.

Turbo Technics of Northampton has now been established for eight years and in that short time has created an enviable reputation. Geoff Kershaw, its founder and Managing Director, has a blue chip engineering background having spent time at Rolls-Royce and Napier, but it was his spell at Garrett AiResearch, one of the principal manufacturers of turbochargers, that was the most beneficial. Not only did it bring him to prominence as one of the masters of turbocharger technology in this country, but it also forged a bond with Garrett that was to sustain his fledgling company in the early days. Even today, Turbo Technics is the only company officially allowed to tailor Garrett's normally sealed units to suit its own requirements.

Although the first conversion was on a Metro, it is Ford products which brought the company's first success and which today accounts for over half its conversions, with turbocharger kits for the Fiesta XR2 and Sierra 4x4 at present being the most in demand.

Other manufacturers have not been overlooked, however, with Volkswagen Golfs, Vauxhall Astras and even Jaguars subjected to the "TT" treatment. Of most interest, though, is the Peugeot conversion, for if there ever was a model that would seem to benefit less from more horsepower, it would be the 1.9 205 GTI.

Engineering

The eight-valve all-alloy 1905cc engine provides the platform for the operation. Before its appearance in the 205, the powerplant, codenamed XU9 JA, had been seen in various other Peugeots and Citroens, though in more detuned state, but for the GTI the French engineers were given their head. Even in standard form, this belt-driven overhead camshaft unit produces 130 bhp at 6000 rpm and a peak torque of 121 lb ft at 4750 rpm. The addition of the Garrett water-cooled T25 turbo boosts those figures to 175 bhp at 5000 rpm and the peak torque to 182 lb ft at a low 3000 rpm. What this means in practice is that there is greater power on tap throughout the range, but that those front driveshafts will be taking a real hammering with brutal driving.

The T25 is one of the smaller turbochargers in the range and can be found on a number of other smaller engines. Its advantage is that by being small turbo lag is countered and the power it produces is more readily on tap.

An innocent looking switch, marked "high" and "low" instantly alters the boost setting. The lower setting is 0.3 bar but flicking the switch to "high" produces a pressure of 0.65 bar, which is just over 9 psi. To cope with all this extra load, the light and compact engine has had to be slightly modified, with, for example, the compression ratio being raised from 9.6: 1 to 8.6: 1 by milling the piston crowns, the electronic control unit being re-mapped and the oil cooler being uprated. Additionally an oil supply is fed to the turbo from the engine through an Aeroquip pipe before returning to the sump where a baffle is fitted to prevent oil surge. To cope with the increased torque, the clutch has of necessity become heavy duty. The Bosch LE2 Jetronic fuel injection system, however, remains as on the production car but with an additional injector mounted in the throttle body.

Turbo Technics Peugeot 205 GTi 1.9

On the Road

Despite a top speed of 131 mph (against the 132 mph claimed) this car is at its best around town and on A and B roads, if only for the reason that the unvarying buzz of the engine becomes wearisome after a while. This is partly accounted for by the close ratio gearbox, with shorter final drive ratio and a longer fifth gear, which was introduced at the same time as the 1.9 engine to capitalise on the flexible unit.

Pressed to the 7000 rpm red line, gear-changes are at 44 mph in first, 69 mph in second, 93 mph in third and 118 in fourth, but it is this latter gear which acquires a significance of its own and brings the car into the supercar league. In fact the car is at its worst below 7 mph up to which speed it refuses to run smoothly along, acting more like an angry kangaroo, unless the clutch is dipped.

It takes just 4.5 seconds to reach 60 mph from 40 mph in fourth and just one tenth of a second less to reach 70 mph from 50 mph. While the talk of tenths of seconds might appear academic, the figures can be put into perspective when compared to other cars which command respect. For instance those for the Audi quattro, which is no slouch at 135 mph, are 8.0 seconds and 6.4 for the 40 to 60 mph and 50 to 70 mph respectively while those of the Alfa Romeo 164, the subject of last month's road test, were 7.6 and 7.9 seconds respectively.

Playing with the boost button can create a lot of fun although it is ultimately ruinous of the tyres. Because it is such a small car, the impression made when accelerating remains more indelible than with other more exotic and faster accelerating cars. With the throttle floored, the tyres scrabbling for grip and the engine note rising, it is as if the car is about to reach Mach 1. That is on the "low" boost. On "high", the road ahead quickly narrows down to a point in the distance and you feel as if you are aboard the Starship Enterprise and entering a time warp speed when the stars and all the surrounding objects become nothing but a blur. Impressive though 0-60 mph in 6.7 seconds is, it is a time achieved by some other cars, but with nothing like the Peugeot's heady sensation.

The car on test was fitted with an optional handling pack costing £140 plus VAT. While the rear dampers were uprated from those fitted to the 1.6 on the production 1.9 litre, the springs had remained the same, common to both models. The handling pack therefore comprises of new, stiffer rate springs on the front while those at the rear are reset. The effect is to lower the car by half an inch and tauten the handling, but the ride, always the worst aspect on the car, especially on poor road surfaces, is further worsened.

The brakes, disc all round, ventilated at the front, are good, and the steering, without power assistance, is nicely weighted, especially on the move when its feedback is as precise as could be wished for. Aggressive acceleration does result in a tussle with the steering wheel, as is bound to happen with so much power in a light, front-wheel driven car, but it is never uncontrollable.

Understeer is the basic handling characteristic, but the tail can be made to wander out when entering a fast corner with too much lock. On a trailing throttle through a fast bend there is just the slightest tendency towards understeer.

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ROAD TEST Turbo Technics Peugeot 205 GTi 1.9

For anything less than hooligan-style driving the car's overiding handling characteristic is safely neutral.

Accommodation

Although up to the standards of the class, this is the area where the Peugeot is let down when one takes into account the £14,500 asked for it with the conversion. Although the driving position is good, the seats themselves are thinly padded and can become uncomfortable. Everything is there, including electric windows, although the switches are too low for convenience, and driver-side only central locking, but the predominantly black trim and the whole aspect of the car once inside lacks the feel of a good quality car.

Externally there is little to differentiate it from its more pedestrian (!) brother. Two small Turbo Technics logos adorn the flanks to the rear of the front wheels while a badge is attached to the rear hatch, but otherwise there is little to give the game away — no skirts, aerofoil, front air dam, special wheels. The car aims to surprise and doesn't wish to announce its intentions.

Conclusion

Priced at around £14,500 there is no doubt that the Turbo Technics Peugeot is an expensive car which places it amongst rivals which the manufacturer had originally aimed to undercut. It is £1000 more expensive than the 16-valve Golf and £1200 more than the 16-valve Astra, with a length of 157.00 and 157.4 inches respectively against the 145.9 of the Peugeot.

I doubt, though, whether that worries Turbo Technics unduly. It is aiming at the customer who has already been seduced by the undoubted charms of the little Peugeot, but who might want the ultimate performance. To do Turbo Technics and the Peugeot an injustice, it is the same idea as BMW's in the early Seventies when the ultimate 2002 model was the "Turbo", offered for the person who loved the 2002 so much, was unwilling to change models, but who wanted even more performance. Since the 205 GTI 1.9 is the top of the range model, Turbo Technics is fulfilling a demand for those customers wishing for that something special. For £2550 plus VAT, the cost of a conversion on the 1.9, or £1960 plus VAT for a 1.6-litre conversion, the customer will be extremely satisfied in his quest for a higher speed and an engine with even greater torque for a relatively modest outlay.

If ever the phrase "it takes your breath away" was applicable to a Peugeot product, it should be to the Peugeot 205 GTI 1.9, for it is a dynamic little car. That such a great car can be made any better without spoiling it unduly takes some believing, but Turbo Technics seems to have achieved just that. The whole car is about performance in every sense. It has superb acceleration, a very healthy top speed, tremendous torque, handles superbly and the steering is well weighted. If I had a Peugeot 205 GTI, I would be sorely tempted. **WPK**

Model: 205 GTi 1.9.
Conversion: Turbo Technics Ltd., Northampton, NN4 0EE.
Type: Three-door sports hatch.
Engine: Transverse, 1905cc, four cylinders in line. Garrett T25 turbocharger, with inter-cooler, with water-cooled centre housing and integral wastegate pressure control. Maximum boost to 0.65 bar. Turbo Technics two stage boost system incorporated. Compression ratio lowered to 8.6:1.
Lubrication: Larger 10 row oil cooler.
Clutch: Uprated assembly.
Ignition: Standard high-energy electronic ignition retained with a modified advance characteristic incorporating a vacuum advance/pressure retard capsule. Wide heat-range spark plugs employed.
Performance: 0-60 mph : 6.7sec.
Standing start ¼ mile : 15.6sec.
Top Speed: 131 mph.
Economy: 20.7 mpg.
Price (as tested): Approx. £14,500.



Only the small logo at the rear discloses the fact that this is a turbocharged car.

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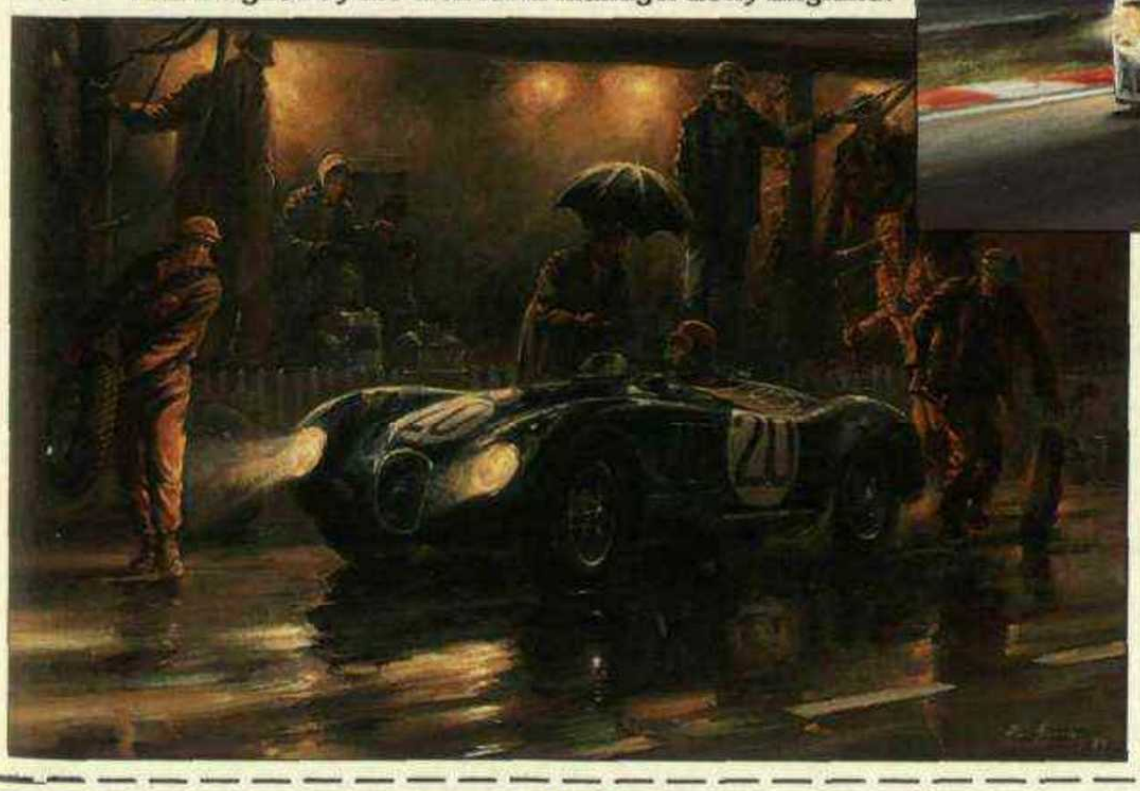
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AUTOGLASS



A friendly wave between entrants as Gray's 1904 Mercedes passes Jaques' 1904 Panhard Levassor.

Steaming to Brighton

This isn't about a former journey on the LB & SC railway, but how I did my 37th "active" Veteran Car Run on Bob Dale's 1900 Gardner-Serpollet. It was my first on a steam-car, although I have been on Foden steam-waggons in two Commercial Vehicle Runs. This year 380 pre-1905 cars started on November 5th in welcome "greenhouse" weather, and by courtesy of Mr Dale I was among them. The Dale family are steam enthusiasts and used as their base Kew Bridge Engine Trust Museum, with its famous working beam-engine, fed with other engines from a Lancashire boiler – this fascinating London "backwater" is open every day, from 11 to 5, except for Christmas week, and is well worth a visit.

When the 1900 5 hp (nominal) Gardner-Serpollet arrived from Lincolnshire, trailed behind a Range Rover, I was able to acquaint myself with the mysteries of steam. Leon Serpollet was a pioneer, who by 1902 had taken the LSR to 75.06 mph at Nice, with one of his steam cars. From 1899 he had adopted petrol car trends, eschewing slide valves for poppets and using normal pistons instead of those with crossheads and guides. He was financed by the American Frank Gardner from 1900 but their efforts were perhaps just too late. Production from the Paris works ended in 1907 and an effort to make the cars in Italy ended one year afterwards. Yet Serpollet had made a very effective product, as I was to discover the next day . . .

Mr Dale's light blue car (D-5633) is a double-phaeton, with the traditional boat-shaped prow, complete with "ship's rail". Steered by a small wheel on a vertical column, it has half-elliptic suspension and runs on 875 x 105 Dunlop Cord tyres. It has the expected single-acting, flat-four cylinder engine beneath the floor, fed from a liquid-fired rear-mounted 16-jet burner heating a flash boiler. I am not sure that I fully comprehend the controls, but we will try! Protruding from the steering pillar are two levers, a Serpollet speciality, controlling the eccentrically driven pumps feeding water to the boiler and fuel to the burners. Press-down grips free these levers from their ratchets. The driver has to play a delicate duet with these two levers, to maintain a proper head of steam.

Forward of the steering wheel is a steam pressure gauge, supplemented by a modern one mounted outboard at the rear of the body and read by mirror. A vertical tube by the column acts as a regulator, or safety valve. Steam pressure is normally 200 to 400 lb/sq.in., but rises to 800 lb. at times. Brass dials on the dashboard – there is no bonnet – comprise a Stewart No.7 speedometer on the right, driven from the n/s front wheel, matched on the left by a clock. Between these are smaller dials indicating temperature of the steam coils and burner fuel feed pressure, the latter maintained by a pump convenient for the driver's right hand. Small accelerator, warning bell and brake pedals occupy the floor. Inboard of a normal right hand brake is a long lever that builds up steam for starting; to reverse, the engine rotates backward. At the steering column's base, there is a control for the donkey-pump, a jolly little red knob rising in its tube to show that the pump is working. Domestic stop-cocks behind the front passenger's legs turn off water and burner feeds. There may be a few more controls I have overlooked! It was the late Kent Karslake, highly experienced in driving all manner of veteran cars, who wrote: "I have myself never attempted to drive a steamer"; which I endorse as a very wise decision!

Fortunately Mr Dale's son-in-law, who drove us to Brighton, is an expert, who never pulled us up abruptly, gave his passsengers any bad moments or lost steam pressure. The Serpollet's rear suspension is harsh, so pot-holes are best avoided, but the ride generally is smooth. The loud exhaust beat as the Serpollet accelerates woud please avid vintage-car folk. The pick up is surprisingly quick and none of the hills troubled the car. Steam rises around the seats, the smell rendolent of my model boat days, and shouts from onlookers who think the Serpollet is on fire simply mean that flames are blowing back from the burners, never apparent to the car's occupants and quite acceptable . . .

That morning in Hyde Park the burners were roaring contentedly as the carriage lamps, mirror and two-pane, brass-bound windscreen were fitted, the wicker umbrella-basket being already in place. No

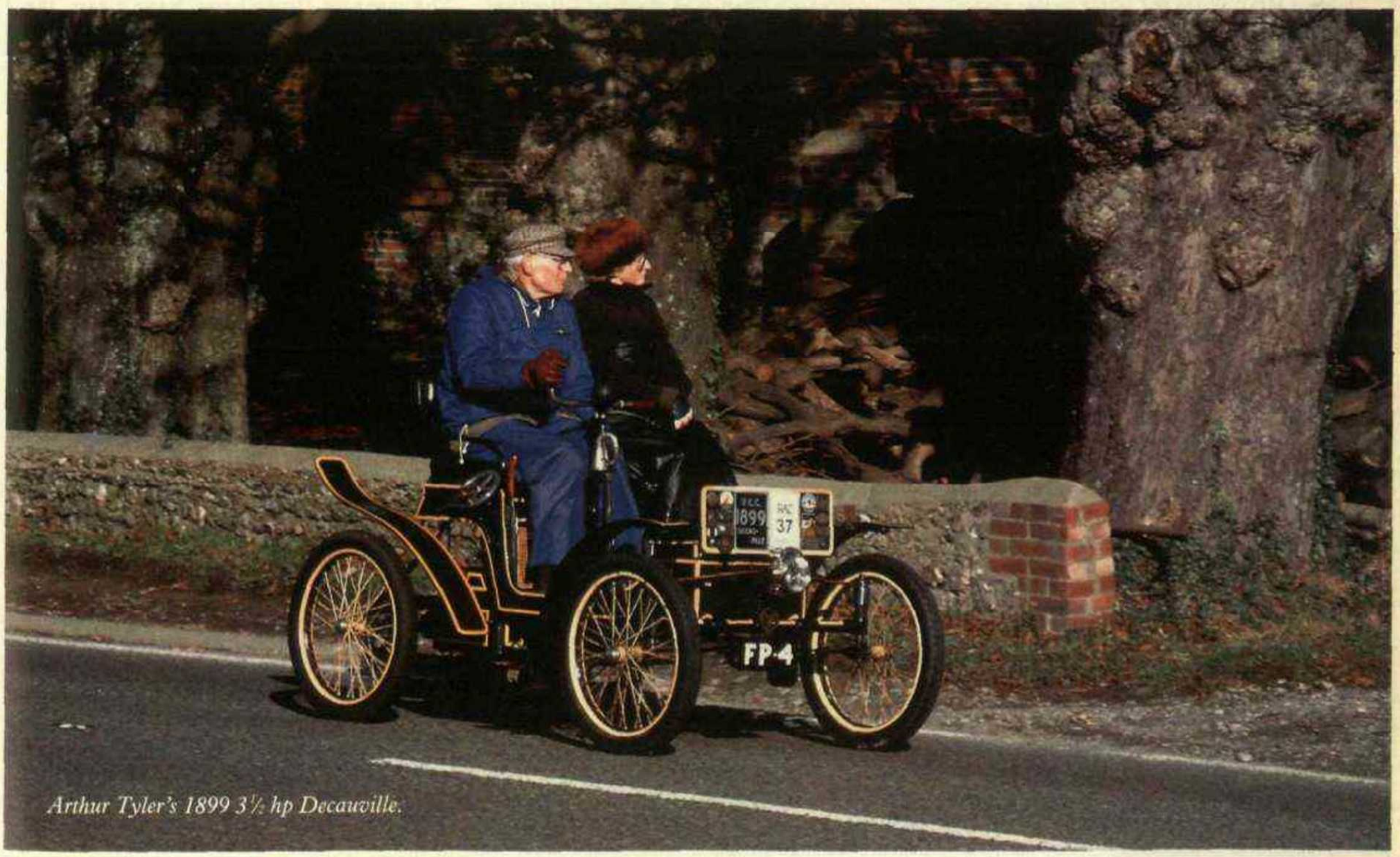
more attention was required to get away, once the engine was warm.

Originally a condenser was fitted, but as this caused oil to pollute the steam, and its pipes soon sooted-up and corroded, a water tank has been substituted. This may have increased water consumption but we only stopped twice to replenish it, from jerrycans carried in the Nissan Patrol support car, the first time in Redhill, when a detached steam-pipe was also quickly replaced. It was a run that has converted me into a firm Serpollet supporter! It occupied less than four hours, an overall average of about 15 mph, using perhaps 35 gallons of water and some eight gallons of burner fuel. I am indebted to Mr Dale, and to Roger Collings who prompted it, for another very interesting "Brighton experience".

Not surprisingly, it was Collings who got in first, the now almost immortal Sixty Mercedes co-driven by the great-grandson of Baron de Caters, who drove just such a Mercedes in the 1903 GB race and of whom Charles Jarrott wrote: "A personal and intimate friend, a true sportsman, and the very best of fellows would perhaps sum up shortly his characteristics". While the Serpollet was stationary in Redhill, Lord Montagu went by very fast on the 1903 GB Napier, ex-Transport Minister Paul Channon his passenger, finishing this time and taking Pyecombe hill on top speed. Following him at a more sedate pace was the Guild of Motoring Writers' President, Lord Stratchcarron, in his snug Georges-Richard brougham. It was no less than 45 minutes after Collings and de Caters that the next veteran arrived – Jane Hutton-Stott in the Lanchester, aided by ex-GP driver Innes Ireland. HRH Prince Michael of Kent, whose participation and interest in all forms of motoring sport does so much good, was on the RAC's 1901 15 hp Mors. Third in was Nick Mason's 1901 Panhard, followed by Mrs Moor (1901 Progress), and Mrs Schieffllin (1900 Panhard) from the USA – not that this is a race, whatever the masses of keen onlookers may think! The Brighton Run is unique and the 1989 event was as enjoyable as ever, if you were an early number and ahead of the traffic jams. **WB**



Presinger's 1893 Benz, one of the oldest entries, makes its stately way to Brighton.



Arthur Tyler's 1899 3½ hp Decauville.



It has been many years since Colwyn Bay hosted a speed-trial but the view remains the same.

Links with the Past

Writing about what motoring was like when war broke out in 1939 reminds me that at this time H L Benn was a reader, his interests being an A7 Special (CA 6698) formed from a 1924 Chummy, and a Bugatti. He ran the A7 at Prescott, as Austin enthusiasts continue to do. The car was kept at Benn's Motors in Mold, N.Wales, and just as war broke out another person of my acquaintance, a Mr W Lambert, joined this Welsh garage as Benn's partner, driving up from London in a 1916 Morris Cowley Tourer he had fitted with twin SUs, giving it a top speed of some 60 mph.

I was a MOTOR SPORT letter writer myself in 1933, which is how I met Lambert, who was with the Hampstead Cylinder Reboring Co. A skilled engineer, when he moved to Mold he took his lathe and tools with him. In the years before the war he used to service cars for a Mr J D Aylward, whose hobby, after giving up active participation in sailing with the Royal Corinthean Yacht Club, was going for long runs in a T40 Bugatti, and later in his International Aston Martin (OD 9546). When he had the Bugatti, Aylward took an active interest in the Bugatti OC and he kindly befriended me, as a motor-mad youngster.

We had some splendid runs in these two cars, which Lambert kept in pristine order, one of them to unearth the 5-litre chain driven Bugatti "Black Bess", then derelict in Derby. (Later, I interviewed Ivy Cummings, who used to drive it, along with many other cars like her Akela GN, in 1920s speed trials, while, now married, she calmly bathed her baby . . .) After these long runs, Aylward and I would relive the highlights over dinner at the National Liberal Club. That was how I met Lambert, who apart from his souped-up Morris had built a fascinating Special. It had one of the extremely rare four cylinder, sixteen-valve Sunbeam single-ohc engines, installed in a chassis made up from MAB components.

Some historians ignore entirely these 1922 Type OV Coatalen-inspired power units and quite why they were produced is something of a mystery, which I discussed in MOTOR SPORT some years ago. Sunbeam were already making quite effective 16 hp and 24 hp sporting cars with push-rod, two valves per cylinder engines, which these multi-valve ohc power units, of the same 80 x 150mm. dimensions, were supposed to replace, in four and six cylinder 3-litre and 4½-litre cars. They had dual coil-ignition instead of a magneto, firing two plugs per cylinder. Y-type rockers actuated the valves.

Perhaps Coatalen wanted something even faster than his 24/70 Sunbeam with which to meet the forthcoming push-rod ohv OE 30/98 Vauxhall, or to combat increasing competition from the 3-litre Bentleys until he was able to dispatch the latter, at Le Mans in 1925, with his celebrated twin-cam 3-litre Sunbeam. One wonders how many Type OV-engined cars were made, apart from the experimental models; when I enquired about this engine in 1933, Wolverhampton knew nothing of it . . .

Lambert's motoring went back to the "hot-tube" days. He had found this rare Sunbeam engine in 1925, along with the chassis that had apparently been used by the Vivi Carburettor Co. for testing engines they intended to make. He united them and made a slim four-seater body with nearly 150 rivets in its bonnet (he liked rivets, using hundreds in the bonnet of the sv Aston Martin "Nigger II" that he meticulously rebuilt), a special radiator, a Brooklands exhaust system, and drove a dynamo from the nose of the camshaft, for electric lighting. Licensed in 1926, the car would do 75-80 mph after oiling-up plugs via the inlet-valve guides had been cured. The minor controls on the steering wheel boss came from the 1924 200 Mile Race Alvis used by Dunlop's for tyre testing.

Living in Wales, I decided that it would be fun to see if Benn's Motors has survived. Arriving in Mold, I was lucky. The first person I asked had known Benn from golfing days, knew about his cars, and directed me to the garage. In fact, the original is now Benn's Supermarket and the store used for bottled gas, to which business Benn had turned during the war, is now a launderette. The manager remembered Benn's cars, the A7 being tested up the nearby trials' tracks, but told me Benn, whose brother was a Leeds doctor, died many years ago. "Why", he said, "about two years ago we threw out all the garage papers, Bugatti and Austin catalogues among them, which today would be worth a tidy sum . . ."

Well, I had laid that ghost, and I went on in the Ford Sierra XR 4x4 over the once-dreaded Horseshoe Pass, the Welsh terrain changing on the far side to a flat pastoral landscape, bound for Colwyn Bay. Here, in the years immediately preceding the First World War, speed-trials were held. In 1913, on a narrow course squeezed between the railway and the promenade, Watson's single-seater 20 hp Vauxhall was the star performer. In 1914 FTD went to Hands' Talbot, over the ss kilo. and W O Bentley was there with his DFP. This was revived, over the promenade in 1922, Horn and Charpy putting up the best shows, in their Straker Squires before 1000 spectators. In 1924, J A Joyce's single-seater AC did nearly 82 mph over the ½-kilo from a 200-yard flying start, and in 1927, Raymond Mays made FTD in the 2-litre Targa Florio Mercedes, beating Basil Davenport's GN "Spider" by one fifth of a second by clocking 26.6 seconds (67.67 mph) for the standing start ½-mile. I felt I had to take a photograph . . .

WB

Motoring with Bill Little



The GN "Buttercup" in the spirit of the late Dick Caesar's CAPA racing.

Motoring with Bill Little

J E B (Bill) Little, a friend of Kenneth Neve's, is one of those enthusiasts who has owned a great variety of interesting cars. Although expressing some regrets that he was born too late to know vintage cars when they were at their best, he takes consolation from the fact that coming to driving-age in the mid-1930s, such cars were not worn out and could be bought for very much more sensible prices than those now prevailing. Enthusiasm for motoring was no doubt fostered by two very aged Renaults owned by a local doctor, and then going out in the family cars.

Little's father started motoring in 1923, with one of the new 12 hp Daimler tourers with the 1½-litre sleeve-valve engine — "Not one of their most successful models, it would boil on any sort of incline." It was replaced with a 16/40 hp Sunbeam, a much better proposition, in which young Bill and his sister would be packed with the luggage in the rear compartment on long holiday journeys. This tourer was followed by a Sunbeam saloon, which the boy regarded as rather pompous. This was kept until 1927, when Mr. Little Sr., had a brainstorm and invested in a vast Cadillac V8, after his wife had perhaps persuaded him not to buy a La Salle two-seater with a separate compartment for golf-clubs.

Little's father drove with more enthusiasm than skill; in an involvement with a Daimler Double-Six this ended up in a field and the Cadillac in a graveyard, uprooting two gravestones. It suffered only a punctured tyre and a bent running-board . . . A fast run from Fowey to London is remembered, Mr. Little crouched over the wheel of the Cadillac, which was capable of some 75 mph. After three years of this, sanity returned and another Sunbeam was obtained, Martin Walter of Folkestone making a close-coupled four-door saloon body for it. This took a long time to complete and young Bill used to go from his school in Dover with his father to see what progress had been made. By 1932 Mrs. Little decided to have a car of her own, an Austin 7, which was kept in a lock-up 500 yards from the family house. The boy was allowed by his understanding mother to fetch the A7, often four or five times a day, and naturally he chose the long way round, until a neighbour remarked to his father that he didn't know his son held a driving-licence . . . Incidentally, Mrs. Little changed her cars every 12 months and along the years had three Hillman Minx, two Fiats (a 508 and a 500), a Talbot Ten, a Rover Ten, and after the war two A7s and two A10s. A happy trick was to hold the back wheels of the Fiat 500 clear of the ground and drop them when the revs had got to around 3000, not very kind to the axle . . .

After two years and two broken door pillars (Mr. Little liked to slam doors shut!) the Martin Walter Sunbeam was exchanged for a standard Sunbeam two-door saloon, kept until 1936 — "the most successful cars in our family and I can't think why they were sometimes called 'bad cars that were well made'." After that came a "rather dreadful Dodge". Bill Little having left school and being old enough to drive, he badgered his father for a car of his own. This wasn't conceded to but his mother said she would buy him one, if a £5 car could be found, perhaps conscious that she would then get to drive her own once in a while! This first car was the inevitable A7 Chummy. As Bill says "It has always been my contention that this is the very best car with which to start one's motoring and even at present-day prices I still think pre-war A7s give the greatest amount of fun, added to which spares are still obtainable."

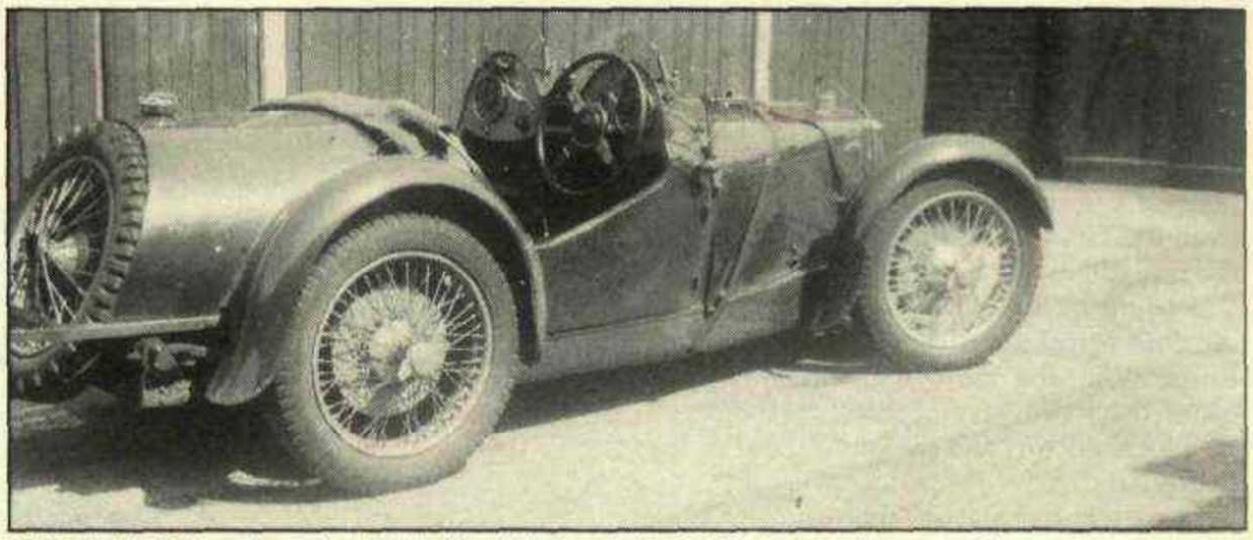
The A7, a 1923 model, was driven home from Hampstead, where it had been bought from a doctor, and as Bill had, and still has, a fascination for tailed bodies, the touring body was removed. The intention had been to find another car and fit the pointed-tail body from it to the Chummy chassis. A suitable car was found in Bromley, a 1922 Anzani-engined Eric Longdon with straight-through copper exhaust-pipe. The body exchange proving impossible, the A7 chassis was sold for 30/– and three months spent on rebuilding the new acquisition. Alas, no money remained for licensing it, so apart from a few moonlight trips — "it was most satisfactory, but appallingly noisy, with a complete absence of brakes" — that was it.

By the time he had finished his training and became a minimal wage-earner Bill looked around the London used-car dealers of these times — Vale Engineering, Guy Griffiths, both in Maida Vale, Vadum of Willesden, specialists in Salmsons where you could get a San Sebastian for £42, Bill Black's 30/98 emporium in Paddington, and B & G Motors of Camden Town. It was from

the last-named that a GE Brooklands-model A7 was bought, with a standard engine; another was available in full race trim but was too expensive. Bill found it rather cramped, being over six-foot tall and "with a passenger it was decidedly familiar", but proved a delightful little car, able to do about 60 mph. Next came a "push-pull" Salmson, the original engine of which Bill's school friend John Bobby had blown up. A replacement engine was found but the bearers were too wide and, having no file, they were rubbed on the garage floor until they fitted the frame! The car had an Amilcar tail, which may be why it appealed to Bill Little. It was a pretty little job, but every ten miles or so it was necessary to stop and replace at least one plug and it had a habit of distributing push-rods around the countryside.

Bobby bought a San Sebastian Salmson but Bill replaced his with another A7, a special with eight lamps on the front which had probably never worked and a body of lino on a plywood frame. Even so, it took its new owner on his longest drive to date, up to Leicester to visit John, who had discovered the Lancia Lambda, to which he remained faithful until after the war. After the A7 came an Anzani Frazer Nash from Guy Griffiths, the absence of a pointed tail solved by buying from Black a wrecked Vernon Derby minus its Ruby engine. This provided a steel body of the desired form for the 'Nash, which was sold eventually for the price Bill had paid for it. This led to a Tipo 509 Fiat, which in spite of its ohc engine would only go to about 45 mph, although it was so low-geared that it would climb almost any hill in top. One endearing feature was the starting handle which fitted into the frontal dynamo; when the teeth were worn it would fly out and savage the unfortunate who was cranking-up. Bill says that judging by the battered headlamps and n/s front mudguards often seen on these cars, this must have been a universal fault. But it did give some 40 mpg . . .

Attaining the age of 21 in 1935, Bill was helped by his parents to replace the wrecks that had long littered their front garden and buy a respectable car. Great Portland Street yielded up a 1934 Vale Special (SG 3999). His father insisted on an AA inspection but this merely required some paint on the front valance and the rev-counter connected. The Vale had every conceivable fitting, including 18" imitation brake drums concealing the 8" real ones! However, it also had non-standard Rudge knock-off wheels and Bill remembers it as the first car he had owned in which he stood a chance of getting to his destination and in a reasonable state of cleanliness. The snag was that the tiny sv Triumph engine and the rugged construction — it was said it took two men at Vale's to lift the front axle — killed any pretensions of performance. After nine months,



Bill Little's Triumph-engined Vale Special, bought in 1935; it proved pretty gutless.

being passed on a slight incline by an aged A7 was the last straw . . . It went back to Vale's in part-exchange for a 1926 2-litre OM (PH 4907).

By this time Vale Engineering had ceased to make cars but Bill Boucher who had taken it over was helping the amusing "Fatty" Semmence to build the Semmence Special — never a dull moment! Bill Little remembers Semmence making him an enormous fish-tail in the space of 30 minutes (price 7/6) and the stories of items that were put on the ends of unsuspecting customers' exhaust-pipes cannot be told here! The OM transaction included a repaint, which was done in the reddest red over all the grease, mud and filth already on the Cadogan body. Although a two-seater, six could be accommodated in some discomfort; the hood was also apt to collapse and engulf all of them. The OM is remembered as very well built, a joy to handle and effortless to drive. It was the first car with decent performance and character Bill had owned and it clearly whetted his appetite . . .

On another visit to Vale's he saw an unusual-looking Lea-Francis (JG 8288) and as Scott-Moncrieff used to say "a bargain was struck". Naturally it had a pointed-tail body, which Lord Avebury was supposed to have put on it for the 1933 LCC Relay Race at Brooklands. Otherwise, it was a normal Hyper Leaf with No.8 Cozette blower, Bill's first supercharged car. Hoodless, with two aero-screens, it was "most exhilarating and reasonably reliable", except when the screws of the blower vane housing fell out and jammed the blower, or when an oil-feed problem to this component resulted in a smoke-screen along the N. Circular Road that the Navy might have envied. Enthusiasm for fast motoring was stepped up by a visit to a BOC Chalfont hill-climb. Here Bill push-started Doreen Evans in her Q-type MG and saw Mervyn White's Tracta destroy the starter's "hockey-stick" with its spinning front wheels. From Bill Black he later acquired this Tracta as a "basket case" but a vital part of the FWD mechanism was missing, so he had to return it.

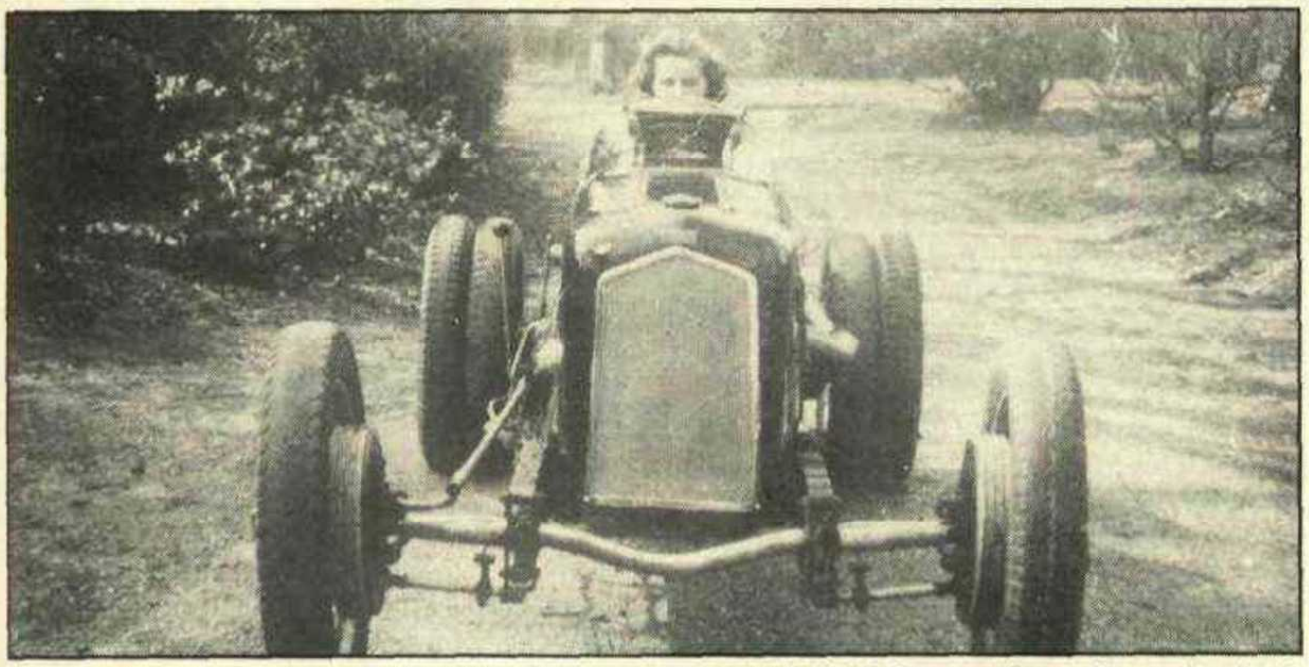
Next, a Brescia Bugatti (BXK 216) was bought from Ronald Read, with a non-original wide-track front axle. It was not a success, being unreliable and the twin mags mis-firing continually. It soon gave way to a 1924 2-litre T35A GP Modified Bugatti (BJO 882). When its miscellaneous plugs, one from Woolworth's, had been changed for a set of Bosch plugs it made the most wonderful sound Little had ever heard, an 8-cylinder Bug on full song. It gave its new owner a few memorable moments. As when he was doing a voluntary job in the Crystal Palace Press Office and was allowed on the circuit. His left trouser-leg got caught in the carden-shaft universal and was torn off; going home he stalled the engine in a S. London market and ribald were the calls as he got out to crank-up! The exhaust system did not survive a gate-stop and the girl friend had to nurse it for 20 miles, and all the bolts in the transmission torque-member sheared on a run to Brooklands. But, says Bill, "it was a wonderful car and gave me many hours of pleasure and very little trouble."

The long-suffering girl friend calling for better weather protection, the Bug was sold and a £65 4½-litre Bentley replaced it. It had a cut-about Harrington body and was disastrously thirsty (13-14 mpg), even with petrol at 1/6 a gallon — "On the credit side", he recalls, "the performance and brakes were good and the Avon Duo-tread tyres so durable that I never saw the second tread . . ."

Anyone who is having insurance difficulties with old cars may be amused to know that looking back to 20 years ago, Bill Little was on a series of 60-day cover notes because he changed his cars so frequently. Asked for an engineer's certificate for the first time for the GP Bugatti, he removed the brake drums in the hope of improving the anchorage, only to find unlined aluminium shoes which, as they had no rivet holes, suggested this was quite normal . . . The engineer declined a test run!

The thirsty Bentley was taken after three months to Bill Black, and Bill Little came away with a 5th Series Lancia Lambda, the Aston Martin "Razor Blade" and a big Amilcar saloon, the last presumably because Black needed the space. The "Razor Blade" was given the Amilcar front brakes (after

Motoring with Bill Little



Among the racing cars owned by Bill Little was the ex-R G J Nash Cozette-blown, Anzani-engined Frazer Nash "The Spook".

which the Amilcar was scrapped) and a GP Bugatti tail. The engine was run without being stripped but no harm was done and when war came the historic single-seater was sold for £17. Gerald Crozier had taken over Griffiths' premises and he found Little a T40 Bugatti, which gave little trouble apart from side-swiping three cars parked outside a church in Redhill, in a snowstorm, when the o/s brake cable jumped its pulley... Six months later "a revolting three-carburettor Alvis that would not go, would not stop, and looked frightful", was quickly taken back and replaced with a rather breathless Fiat Balilla (ARO 762). After a full engine overhaul the Fiat was lent to Bill's friend Anthony Howard Piper, naturally known as Peter, and in return he lent Little a Wolseley Hornet with a 16 hp Sunbeam engine, to use on his honeymoon — but the bride preferred to travel by train!

With the imminence of war two years later, Peter joined the RAF and one night in a pub bought the Fiat, an MG-C, the ex-Dick Nash "Spook" and at least two other cars, all for £50. In case the owners changed their minds he enlisted the help of some airmen to remove them the same night... A scruffy Triumph Southern Cross, after its seized engine had been freed, and a Hillman Aero Minx coupé gave war service, the latter an inadequate performer, with poor brakes. Then the "Spook" was bought from Peter for £50, a very wet tow behind the Balilla from Cambridge to Bill's new abode at Potters Bar being recalled. After dropping the sump and examining the bearings of the sprint car's Cozette-blown Anzani engine it was sometimes run up during the war for the joy of smelling burnt castor oil. London air-raids destroyed the Little family business and in 1944 Bill moved to a new task, in Bristol. The "Spook" was towed there but apart from fitting new instruments and dashboard, nothing more was done to it and it was sold eventually to BAC test-pilot Dick Northway. He blew the engine up when testing the car on Filton airfield and replaced it with a Mercury V8. "Where is it now?" Bill wonders. "Probably running about as a TT Replica."

To be continued next month

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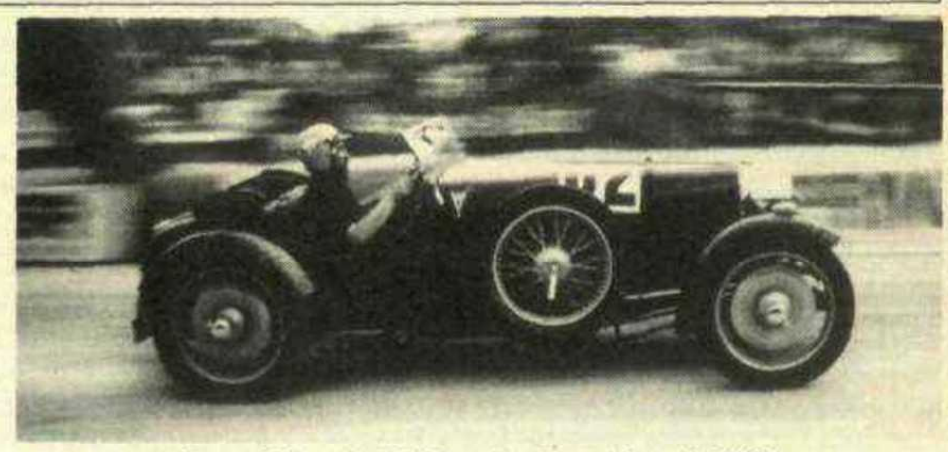
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BOOK REVIEWS

Donald Healey – My World Of Cars
by Peter Garnier with Brian Healey. 216 pp., 9½" x 6¼". PSL-Thorsons Publishing Group Ltd., Denington Estate, Wellingborough, Northants, NN8 2RQ. £14.95

There have been some excellent books about the history of Healey sports cars, including those by Brian Healey, which have included short introductions about the life of the great instigator of these well-known and respected cars. Now we have the late Donald Healey's own autobiography, concluded, after his death at the age of 89 last year, by Garnier and son Brian. Only the last two chapters had to be completed; all the rest of the book is Donald's own work. His life was a very full one and he clearly wanted to tell of it in his own terms – his RFC flying days, his competition successes gained in cars as diverse as ABC, Riley Redwing, Ariel Ten (Swift-engined), Fiat 509, Rover Ten, Triumph Super Seven, and then with the 4½-litre low-chassis Invictas, and all those Rileys and Triumphs, until Healey's own cars came into being.

As these competition successes ranged from gaining medals in MCC trials and minor Brooklands events to winning the Monte Carlo Rally outright, taking many Glacier Cups in pre-war Alpine Rallies, driving in the Mille Miglia, to taking records at over 200 mph at Utah with the streamlined Austin Healey 100-6 in the 1950s, there is much to tell! Moreover, Donald Healey deals also with the production of his famous cars and with the many famous personalities he met throughout a packed life which he clearly enjoyed to the full. All this is enhanced by the very clear pictures, most of them hitherto unpublished.

Peter Garnier was the right person to persuade Healey to write this book, for he has been not only a very accomplished motoring journalist but he co-drove in the works Austin-Healey rally team with Jack Sears. New facts and details emerge from this readable book. I was delighted, for instance, to find therein the true story of the up-to-now mythical straight-eight 2-litre Triumph Dolomite based on the then current, if ageing, Monza Alfa Romeo. Healey debunks any idea that Alfa Romeo objected to this apparent crib, to the extent that lawsuits were brought, and just as I was wondering why one-time personal assistant to Sir Henry Royce Swettenham was set the laborious task of draughting the Alfa engines, when drawings could have been obtained from Milan, Healey explains this, as he does the mistake made by Rolls-Royce that ruined one of the Dolomite crankshafts. He quotes power output of the engine etc, but is generous in recommending the MRP book by Langworth and Robson for a full description of this rare Triumph, of which so few were made, on an incredibly small budget of £5000.

That, I hope, sets the scene for this latest Healey history and will ensure that you read it. The family photographs make this a true personal autobiography, of a very exceptional man, who was so deservedly prominent in so many aspects of the sporting motoring game. **WB**

MG – The Magic of The Marque
by Mike Allison. 372 pp. 9½" x 8". Dalton Watson PLC, Russell Chambers, The Piazza, Covent Garden, London WC2E 8AA. £19.95

Mike Allison has done much of this before, that is, a largely pictorial, full history of MG cars from the bull-noses to the Longbridge-built cars, with comprehensive competition coverage of the famous racing and record breaking versions. Many of the pictures were in his book *The Magic of MG*, as he readily admits. But this larger volume permits more to be included and a fuller story of MG products, as distinct from a factory history.
There are factory interior shots, 24 pages of very detailed specifications, from 14/28 to GT V8, and lots of production figure breakdowns. We rather deplore the inclusion of advertisements in a £20 book, however. **WB**

Grand Prix Greats
by Nigel Roebuck. 192 pp. 10½" x 7½". Thorson Publishing Group, Wellingborough, Northants, NN8 2HQ. £7.99

We have long thought that a book about racing drivers, as distinct from the cars they race, should be written, and in recent times there have been some of these. In *Grand Prix Greats*, Roebuck covers 25 famous GP drivers. This is a paperback edition of his book that appeared in 1986 but it has been brought up to 1988.

The author covers the "greats" of recent times, going back in history by including his views of Alberto Ascari, Rosemeyer and Varzi. He looks at the characters of these drivers, what made them what they were and are. A bit "journalese" maybe, some of the opinions no doubt gathered from interviews at today's post-race Press briefings. But gripping stuff! **WB**

I am not supposed to talk about aeroplanes these days in these pages, but in case any readers served in Sunderland flying boats during the war, or have an affinity for them, I feel compelled to recommend the marvellously complete coverage of the subject by Chaz Bowyer in *The Short Sunderland*, published by Aston Publications Ltd, for £16.95. **WB**

Generation Turbo
by Bernard Asset and Johnny Rives. 160 pp. 12" x 8½". Available from Menoshire Limited, 49 Churchfield Road, Acton, London W3 6AY. £40.00

This 160 page French beauty, complete with slip case, is a photographic delight. The first 19 pages are basically text which will be lost on readers unable to translate it into English, but thereafter it becomes a well presented photograph album with captions in French and English.

Not printed in chronological order, the photographs are presented so as to complement each other on the page. Of the 120 full page colour plates, some are marvellous but some, to be honest, are unworthy of being reproduced at all.

Particular favourites include Patrick Depailler flying at Long Beach in his Alfa, Gilles Villeneuve locking up the brakes on his Ferrari and a character study of Colin Chapman and Mario Andretti, but the captions are a little disappointing.

Not only of interest to the Grand Prix enthusiast, it should please the photographers as well since the time, place, camera, film and shutter speed are all printed by each photograph. **WPK**

Cars are my life
by Prof. Dr.Ing. h.c. Ferry Porsche. 279 pp. 9¾" x 6¼". Patrick Stephens Ltd., Denington Estate, Wellingborough, Northants, NN8 2RQ. £19.95

There have been so many books about Porsche but this one, written with Günther Molter, is rather special, because it is Ferry Porsche's own life story — and who knows more about Porsche cars than the son of the famous Dr Ferdinand Porsche?

He saw the birth of the Volkswagen, and in this book tells of the cars his father was responsible for before the Nazi Peoples' Car was conceived and of how the Porsche came into being and was developed.

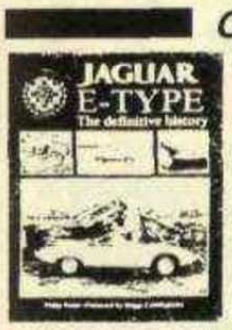
It is all there, the pre-war Auto Union racing-cars, Ferry Porsche's 1920 Christmas present of a miniature car propelled by a two-cylinder engine, Hitler's influence on German car production – Ferry Porsche drove Hitler to the station after the ceremony to proclaim the VW, in a convertible of this make in 1936 — and the arrival of the Cisitalia racing car etc. But naturally the Porsche gets the most coverage, by a man who even at 80 still attends the factory almost every working day. Some of the pictures come from Daimler-Benz archives but others are new to me. This is another book that all avid Porsche owners should acquire. **WB**

Continued on page 1304

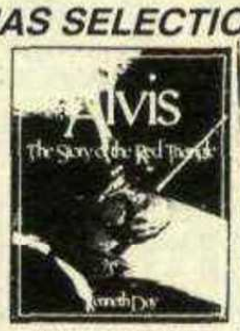
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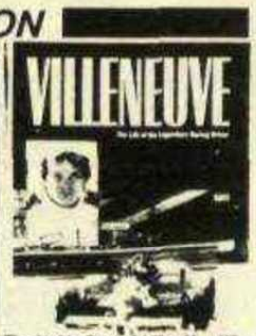
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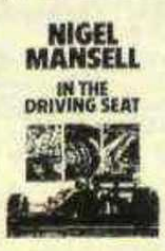


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MOTOR SPORT

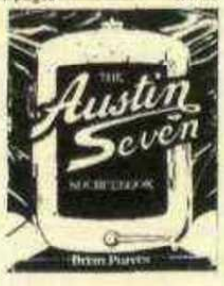
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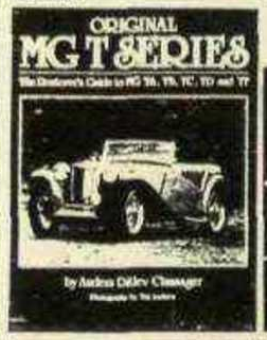


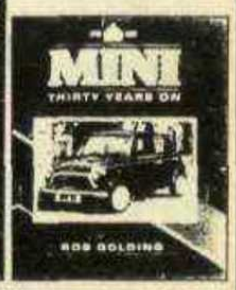
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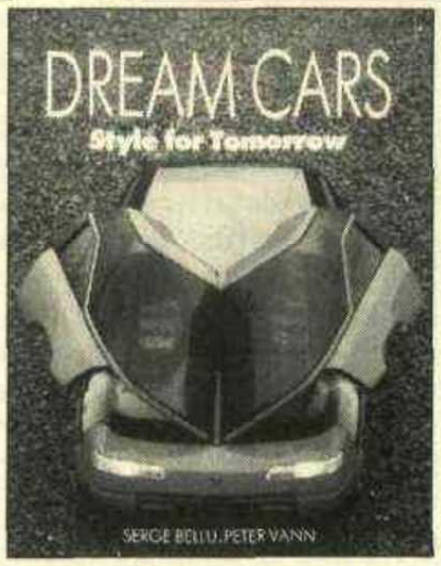
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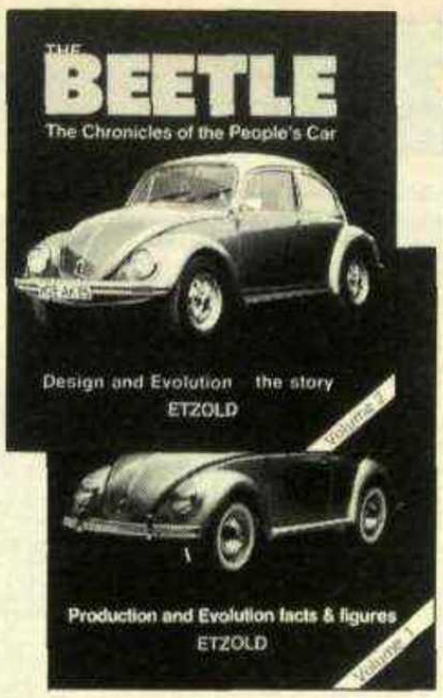
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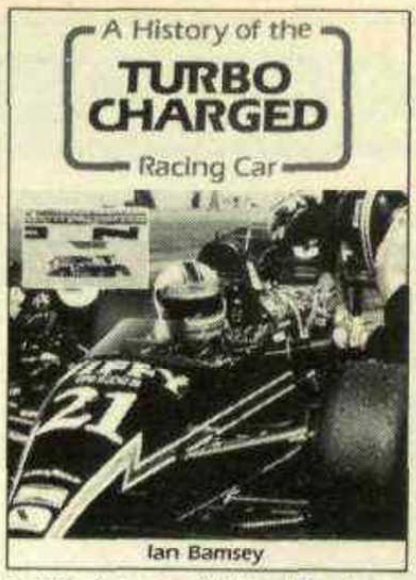
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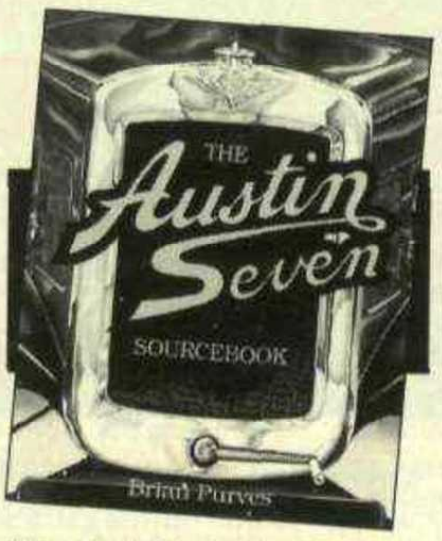


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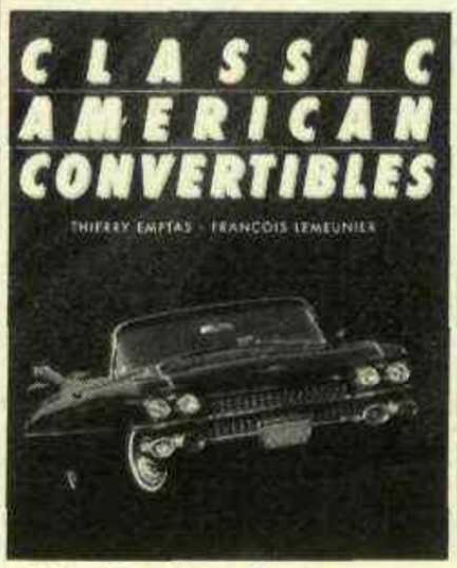
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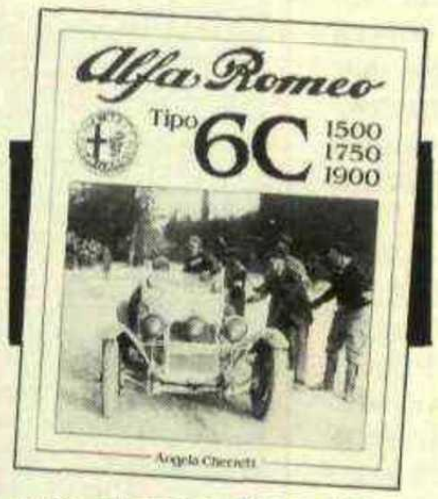
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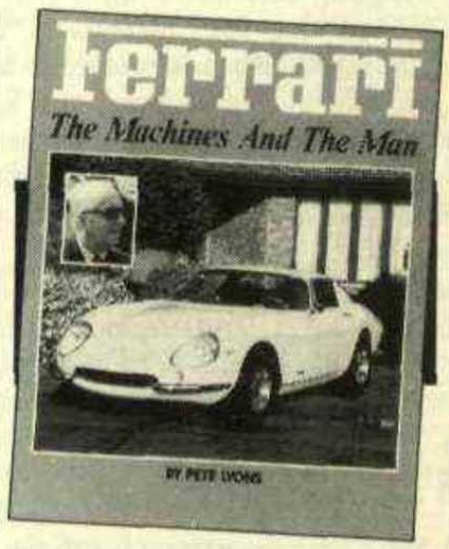
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BOOK REVIEWS

Continued from page 1300

Ferrari – The Machines and the Man
by Pete Lyons. 320pp. 11" x 8¼". GT Foulis & Co. Ltd., Sparkford, Yeovil, Somerset BA22 7JJ. £19.95

For those who collect everything, here is another book for those specialists in Ferrari literature. There have been so many previous titles dealing with Enzo Ferrari and his fabulous cars that I wonder if this big tome can tell us anything new? Without reading again the masses of other books about Ferrari, I doubt it.

American motoring writers have discovered Ferrari as Hemingway discovered the bull-fight. I would prefer that they concentrated on Duesenberg, Packard, Cadillac, Lincoln and suchlike, leaving European writers to European exotics. Almost all the Ferraris, colour illustrated in this book, have American owners and the text smacks a bit of journalese – "As a young man (Ferrari) the crude open-wheel shells he raced over brutal road courses influenced forever his sense of what an auto should be and the drama it should hold." "Listen to the 'ripping canvas' song of a timeless 250GTO under full throttle." "Feel the graceful 308GTB's seatbelt bite as you as you slice through a corner," and know that "Ferrari engine and chassis come courtesy of detailed essays by a man (Dean Batchelor) who has put the spur to scores of prancing horses." Etc.

But of the 400 pictures, 300 are in colour, some very large, and the book smells nice and costs not too much. So whatever it tells you or does not tell you that is in the Ferrari saga, it is another for Ferrari book collectors. **WB**

Grand Prix Sportique is offering a series of limited edition prints hand signed and numbered by the artist Alan Fearnley.

"Team Conquest" commemorates the Mercedes victory in the 1914 Grand Prix at Lyon. "The Birth of the Prancing Horse" commemorates Enzo Ferrari's victory at the Savio circuit at Ravenna in 1923. On a contemporary note are "Tribute to Enzo Ferrari" and "Silver Arrows" which commemorates the Ferrari team's 1-2 at Monza in 1988 and the Sauber-Mercedes team's 1-2-3 at Le Mans this year. Needless to say, all are quite superb.

Collins has published the 1990 editions of its road atlases to Britain. At £5.95 there is the 3.2 miles to the inch edition with easily comprehensible graphics plus 58 1 inch to 1 mile town plans.

For the person who wants even more detail, Collins has also published an enormous spiral bound 2¼ miles to 1 inch atlas.

Original MG T Series - The Restorer's Guide to MG TA, TB, TC, TD and TF
by Anders Clausager. 103 pp. 10" x 8". Bay View Books, 13a Bridgeland Street, Bideford, Devon, EX39 2QE. £14.95

Anders Clausager has good credentials in writing a book on these popular models since he is archivist for the British Motor Industry Heritage Trust. Since the book is a restorer's guide, there are page after colourful page of various models in minute detail interspersed with essential details of information as well as several interesting tables at the end of each chapter. Tim Andrews' photographs well illustrate the points being made in the text to make this book a must for any owner of a T series MG. **WPK**

Anyone who wants to investigate the full story of the Mustang, Ford's famous American sportscar, will need **The Complete Book of Mustang** from Foulis, a coffee-table tome (unless bookcases have been getting larger down the years?) It tells about these cars from the '40s to today, including the Shelby-Mustangs and the all-new 1979 model. The engineering, the ironies, the developments, divided into a chapter on each version, are backed up by over 500 illustrations, many of which are large colour-plates, in this 320 page offering from the well-known Yeovil publishing house. The price is £14.95. **WB**

The Osprey colour series of books are 128 page photographic essays on a wide variety of motoring topics. Three have recently been published on the **Porsche 911**, the **Cobra** and the **Citroën 2CV**, and it is this latter book which stands out head and shoulders above the rest. The author and photographer, David Jacobs, a photographer by profession, has taken time and care to get his subject right, while those of the other two books have compiled a frankly boring collection. The captions in all three are poor, but at least those in Jacobs' book are more relevant to the photograph.

Despite the attractive price at £7.95, avoid Cobra and Porsche 911 like the plague, but take a look at the Citroën 2CV. **WPK**

Computer Games



One of the best video games I have ever come across with regard to motor racing has recently been produced by Artronic Products Ltd. of 1-3 Haywra Crescent, Harrogate, HG1 5BG.

Called *Fast Lane* the game enables you to compete in the entire World Sports-Prototype Championship as a member of the Spice works team, the object being to win the C1 Drivers' championship. The difference about this game compared to others I have come across is that there are so many variables. You can choose to be one of four drivers: Gordon Spice, Ray Bellm, Wayne Taylor or Thorkild Thyrring; you must decide on the car's set-up before the race, such as deciding on the front and rear wing settings and the choice of tyres, and during the race, tyres, gearbox, body panels, and even engine, may necessitate calling into the pits. Night driving is part of each race so headlights have to be switched on, and at Le Mans, the race lasts 50 laps, an event I have not even managed to finish yet! For owners of the Atari ST and Amiga, it is a must for the kids (so that you can play it yourself) **WPK**

Club Notes and V-to-C Miscellany

The Jubilee **VSCC** Welsh Trial was quite an occasion and last month we gave the provisional results, which omitted to say that P Stringer's 1923 A7 tied with R Felton's 1923 Bugatti for best performance. Or that the Smatcher Trophy was won by D Lee's 1927 Salmson.

Southeby's handout on the above event included a list of all the winners in this **VSCC** Welsh Trial since 1939, and as this is a tough event for tough cars, it is of interest that, including ties, the redoubtable Harry Spence has won ten times with his 1930 Lea-Francis, Bugattis have scored top marks ten times, largely due to Hamish Moffatt's eight wins in his 1923 Brescia, A7s have eight wins, and 30/98s, six.

The **Gwynne 8 Register** knows of a dozen of these cars in the UK, with a further three incomplete, and eight more whose existence is unverified. Ian Walker, who has a 1923 Hip-bath Gwynne, would like to hear of any others - his address is 8 Baines Lane, Datchworth, Knebworth, Herts, SG3 6RA (0438 812041).

The Brooklands Museum is scheduled to open in April 1991 and the Trust administering to it will be launching an appeal for £7,000,000 next October – no comment!

The **Rolls-Royce EC** has a new Archive Room at its Palperspury HQ and a technical classroom adjoining the workshop. It now holds coachbuilders, records for Mulliner-Park Ward, H J Mulliner, the old Park Ward Company and Rippon Bros. Apply to the Hunt House.

Robin Smith, who is rebuilding the ex-Burton, ex-Margulies Talbot 105 which ran at Brooklands in 1939 lapping at 104.63 mph, recommends Auto-4 Ltd. of Southall, UB1 3AF for tyre valves, garage equipment, repair kits, etc. Phone Mr. Wager on 01-574 8144.

Some 55 three-wheelers attended the **Morgan Club's** Malvern weekend, including Malcolm Bull's Morgan van, with 112 members attending the AGM and 183 the dinner. The Secretary of this keen club is G. Higgleton, 6 Rookery Lane, Stoke Bruerne, Towcester, Northants NN12 7SJ.

Among the cars which members of the **VCC of GB** are restoring in this country are a 1903 2¼ Humber, 1903 10 hp De Dion Bouton, 1908 8 hp De Dion Bouton, 1904 7 hp Rambler and a 1915 T-Ford back from S. Africa in the mid-70s, while in that country a member is at work on a 1912 two-cylinder Valveless.



Arising from the photograph we published last month of Hitler at the 1938 Berlin Motor Show, F T Henry, who served an apprenticeship with the Austin Motor Company, sends an interesting item about Hitler on the Austin stand at the 1935 Berlin Show. With him were Lord Austin, next to the uniformed Fuehrer, Jacob Werlin, the German Transport Minister, taking notes, Major Huhnlein, Herr Adam, MD of Willys-Overland-Crossley and Austin Concessionaires for Germany, and Herr Schacht, the Finance Minister.

Hitler showed much interest in the primrose and black A7 Nippy on show, telling Lord Austin that his first car had been an A7 built under licence by BMW. Later that day Hitler announced his intention of building the KDF, or Volkswagen, peoples' car.

The "Margulies" 4.9-litre Indianapolis Ballot has found a new owner, who is restoring it to its former glory. It is the car which was run in a French hill-climb in 1927, after M. Ballot has used it as his road car for a time after its return from the American race. It is not one of those cars which ran at Brooklands in the early 1920s.

The 1990 **Bugatti OC** International Rally will be based in N. Wales but ending at Prescott between May 28 and June 3. The entry fee for both parts of the rally will be about £190. Details from Mrs Ward, Prescott Hill, Cheltenham, GL52 4RD.

In last month's Rhode look-back, the 1924 sports model was optimistically quoted as a 90 mph car. It was, in fact, a 70 mph car, the guaranteed maximum being 65 mph.

Please note that we published in the November issue an advertisement for the JCC for its spares day meeting on November 12. Unfortunately we wrongly printed that the meeting was organised by the JDC. We apologise for any inconvenience this may have caused.

The interest in old cars is global these days, and we hear that a well preserved Morris tourer, probably a Colonial model, was found in a shed in Kenya recently.

David Evans, Secretary and registrar of the **Star, Starling, Stuart and Briton Register** has moved to New Wood Lodge, Hyperion Road, Stourton, Stourbridge, West Midlands, DY7 6SB. Tel. 0384 374329. He has just issued a list of Star, Starling, Stuart and Briton cars, commercial vehicles, cycles and motorcycles known to exist at the present time, but would be pleased to receive information on any of the above makes should they not be included on the list.



The African Morris tourer.

LETTERS

The Marcel Renault Memorial

Sir,

I notice in the September MOTOR SPORT your query about the Marcel Renault Memorial in the piece on Owen John. Certainly it was still there in 1988, in a rather scruffy lay-by on the west side of the N10 between Poitiers and Ruffec. The lay-by has been created by the road having been straightened out, although it is still quite a distinct bend. It is easy to see how Renault came to grief as the road prior to it is straight and undulating, and if the lay-by represents the original curve then it would have been a slow corner on what is otherwise a very fast stretch of road.

MALCOLM JEAL
Devizes, Wiltshire

Sir,

You will be interested to know that the memorial to Marcel Renault remarked upon by Owen John in 1929 is still *in situ* and in fairly good order, although a bronze palm leaf has disappeared from it during the last two years.

According to Saint Loup, in his biography of Louis Renault, the monument was covered by a gravel heap in 1955 following re-alignment of the road. The original road now forms part of a long lay-by and the memorial is signposted. It may be found just north of Couhe, on the right hand side as you travel south from Poitiers on N10.

The wording is as follows: *"A la memoire de Marcel Renault mort accidentellement ici le 29(?) mai 1903. Course automobile PARIS-MADRID."*

DAVID KEEN
Harpenden, Herts

Plastic or Metal?

Sir,

I was saddened to read the letter from Tim Llewellyn whose great enthusiasm and splendid expertise in the field of vintage car racing I greatly admire. And as for your editorial comment that he made a valid argument for plastic bodies on vintage cars, words fail me . . .

Tim states correctly that there is no competitive advantage in a GRP bodyshell over one built by the conventional pre-war method of metal or metal-over-wood. It was never done prior to 1939 simply because there was no such material in existence. If we once give way to using modern materials when the originals are readily to hand then the whole concept of preservation and the use of preserved vehicles of every sort will become a bad joke and the fun which Tim values so highly, as do so many of us, will disappear. Who will be the first to try carbon-fibre brake drums?

If we are honest with ourselves the VSCC has let things slide for rather too long and only recently has decided to make a real effort and tighten things up in respect of what will be allowed into Club events. It will need some very hard work to get things back to where they should be as a stroll round the paddock will reveal. Have a look at the Sunbeam Tiger to see how it should be done and also note that this car still wins races despite its pre-war material make-up and pristine turnout. Let the young and impecunious enthusiast with his box of Riley parts take the Tiger as a model of the standard required on his more simple task and he will get the greatest satisfaction even if he does have to master some new trades on the way to his finished acceptable car.

It won't help the committee of the VSCC to reach their decisions and to enforce them if they have a plastic body enthusiast in their midst and another one acting as his PRO in MOTOR SPORT!

BRIAN MORGAN
Sutton Coldfield, W.Midlands

For Moffat Read Felton

Sir,

Hamish Moffat may well have been both a host and a competitor at the Brescia weekend as described in the September MOTOR SPORT, but the photo was miscaptioned. That was Rodney Felton's Type 13, not Moffat's.

Among the spectators in the background are Hugh Conway and Sandy Greene who came all the way from Wellesley, Mass., USA to see the fun.

R.W."BILL" LEITH, JR.
Dedham, Mass., USA

A Long Line Drawn

Sir,

I thank MOTOR SPORT for printing a review of any my book about my period with Connaught Engineering.

However, could I mention to the reviewer and to any interested readers of MOTOR SPORT that the title of the book is *To Draw A Long Line*. This can be seen in bold letters on the dust jacket, the spine of the book and the title page.

On page 962 of September MOTOR SPORT, the photograph of Bill Warham and myself is of interest because it shows the two senior members of Connaught Engineering Design Office, together for the first time since 1957, with a B Series Connaught, to the design of which they both contributed. The photograph was taken by Peter Wilson, a mutual friend and a great Connaught enthusiast.

C.E.JOHNSON
Woking,Surrey

The Plowman Axle

Sir,

Clifford England has provided in his letter (MOTOR SPORT October 1989) the reasons why the dural front axle was not used by Tom Plowman in the record breaking 30/98 Vauxhall. The only question left is where did this axle originate?

I was a seven year student in engineering at Vauxhall and one of the more interesting jobs that came through the apprentice school workshop in the late 1948/early 1949 period was the machining of this axle beam specially for Tom Plowman from a billet of dural. The majority of the work was carried out on a Genovoise universal jig borer and the overall dimensions were as per the standard beam with the exception of increasing the offset of the stub axle centreline above the spring pads no doubt to lower the front of the car. The cross section of the beam was not altered and with the more efficient hydraulic brakes combined with this greater offset no doubt caused both the front springs and the axle to wind up under breaking giving the effect described by Clifford England.

The apprentice school were also involved in making up parts to adapt the G type 25 hp brakes to the 30/98 stub axles and I do remember dural conrods also being machined. It does appear odd that these parts were made some four years before the record-breaking run at Monthlery and may indicate that Plowman did have general preparation problems.

I quite agree with your comment regarding the 30/98 Vauxhall being the finest vintage car. Apart from my high regards for the excellent training provided by Vauxhall, I owned for many years in Australia OE 274 and am presently erecting OE 221, alas around a replica chassis frame, but as the original was "T" boned by a 3-ton GMC army truck in 1943, there are no alternatives.

All the mechanical parts survived this accident and were first installed in a tubular chassis – the car at this time was known as "The drain pipe special" and in the Seventies incorporated into another non-original frame made from profile cut 23/60 side members. The tubular frame being earmarked by the late Jumbo Goddard for the basis of a Hispano aero-engined special.

My work is to resurrect 221 into its pre-1943 format, but as you say, it can never, nor will it ever, be presented during my ownership as being "absolutely genuine, old boy!"

JOHN L. DYMOND,
Melbourne, Australia

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

Originality!

Sir

Re your May (p.478) speculations about Bugatti Type 35 "T", 131 A, now at Coys with a price tag of £275,000 attached to it. It is odd that nobody has thought to consult Alan Crisp about this car, for he knew more about it in modern times than almost anybody else, having owned it for twenty years from approximately 1967-87, when he sold it to Bill Lake, who passed it on to Hamish Moffatt, etc.

I understood that major upper and ancillary parts of the 131A engine survived in chassis 4887; but the crankcase exploded by Colin Rayney was very definitely "worth salvaging" as it ended up welded and serviceable in the blown Type 35 of Nick Mason - making, of course, the classic 2 for 1 split by which the cleverer lights in the Bugatti Club have managed to "create" two cars from one original, and both "authenticated" as whatever they claim to be. (Not much else in the Mason car is factory-original Bugatti, I believe.)

Crosthwaite, circa 1966, put together LXV 332 for Alan Crisp, who never knew of the Campbell connection. It emerged from the sheds at Buxted with T51 replica alu wheels and an unmarked crankcase (I carefully looked for factory marks on it a decade ago) and with reputedly a real factory-original crankshaft assembly of T35 roller-bearing specification. Hence the Type 35 "T" nomenclature under which it now passes from hand to speculative hand.

After the car came into Hamish Moffatt's possession in 1988, he refined the conventional GP looks of it, so that it now appears very classically *Pur Sang*. The dance that went on around its engine is perhaps, more than anything, the one little non-historic touch which destroys LXV 332's pretentions to impeccable pedigree.

E. HALLUMS
London WC1

Genuine sausage?

Sir,

I was fascinated to read (MOTOR SPORT, November) an account of the rebuild of a type 35B Bugatti, discovered in Portugal, and would like to add some detail to the history of this car.

My great grandfather, something of an eccentric and an ardent motoring enthusiast, emigrated to Portugal in 1924. He became factory engineer to a long established wine firm and was responsible for installing the most up-to-date grape-pressing machinery available in those days.

In 1926 his desire to compete in local motoring events took hold. The factory was blessed with a small foundry and a well-equipped machine shop. Unable to afford a Bugatti, he set about building a type 35B replicar, assisted by two of the factory mechanics. The car, complete with a duplicate chassis number, was finished in 1928 and took part in the hill climb at Monte Puretto the same year. Nearing the top of the hill, my great grandfather apparently lost control and collided with one of the poles supporting the finishing banner. Narrowly missing the driver, the pole fell, smashing the windscreen and denting the bonnet.

After its disappointing debut, the car was returned to the factory. With the approach of the Spanish Civil War, my great grandfather sold the car to the factory manager, and returned to the UK where he died in 1937.

I seriously doubt, therefore, if the car which features in DSJ's article can justifiably be claimed to be an original Type 35B Bugatti.

The moral must be "Never judge a sausage by its skin!"

M. KEAN
Angus, Scotland
(An enthusiast for the genuine article)

The French Way

Sir

I feel that with the advent of 1992 and all that, it's time we took a hint from the French. They have an organisation called the VEC which is, I believe, a fairly direct equivalent to the VSCC. They have the usual big events, for example at Montlhéry not very long ago, but I think the best thing is the small-town racing spirit that flourishes there. To take an example of what happens all over France in the summer months, you could have gone to a pretty little medieaval village called Mortemart, near Limoges, and paid a few quid to get into the enclosure. The racing was held on a sprint track improvised around a series of bends in the village, a straight leading to a tiny hamlet, followed by a straw-bale chicane, leading to a tight bend, running from there straight uphill to the finish. There was an ingenious paddock system which ran around the back streets (along which you could walk, examine the cars and chat to the drivers)

It was an excellent circuit, with viewing enclosure all along the best bits, from the start to the finish. The field was superb; some were road cars, driven very civilly; a 427 Cobra and a Lancia Zagato. Others were out-and-out race-prepared and were driven as such; an Alfa Romeo GTA, the ubiquitous (for France) Alpine A110s, one of which, heavily modified (and extremely fast) won the whole event, two quick and well driven Martinis, a Porsche 356A, three Cooper S's, Lotus 11s and 23s, a battered but beautiful HWM-Jaguar, a boat-tailed 1950s Le Mans Constantin Peugeot and plenty of interesting little period single-seaters. It was really good, and informal, the epitome of DSJ's letter (Sept. issue). But this was nothing more than a normally sleepy village in the middle of nowhere.

Why can't people do this sort of thing in England? True, we have many more serviceable race tracks than the French, and the average English village dweller is probably too much of an old woman to let this go on, not being possessed of much Latin temperament. But who knows, maybe the Archers' Ambridge may, one summer, be invaded by the glorious noise of an unsilenced Alpine going for a "flyer" or similar. We can but hope.

MICHAEL JARDINE
Bengeo, Herts.

Cherished Numbers at Risk!

Sir,

I have read recently that the DVLC at Swansea will soon be arranging for the sale of "cherished numbers" through auction houses and established dealers. Many of these registration numbers may still "belong" to existing cars, which for major restoration, or other reasons, may not have been taxed for a number of years. I have accordingly written to the Centre about one of my cars whose rightful registration may be thus at risk. However I believe that it may be both prudent and cost effective if all the historic and one make clubs were to provide the DVLC with the registration numbers of all cars which they know to be extant.

About 20 years ago I visited my local taxation office and was allowed to peruse the file on my 1925 car, and fortunately made copious notes. On my return from 14 years in the United States I found that all the records had been destroyed. I would therefore appeal through your columnns for any information about ny 1931 Alfa Romeo GT with James Young 4-seater drophead coupe coachwork. The registration number is GY 7844. According to the VSCC Alfa Romeo section records the first three owners were J S Johnson, Captain Blake and L S Coddington. My (continuation) tax book shows more recent owners as G S West of Dartford, Max Williamson of Stroud and David Walder of Bristol, from whom I bought it.

I would be very grateful to any reader who can provide information concerning owners prior to 1955, or even as to the original colour, or any other details.

GORDON T. BEST
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DE LOREAN, October 1981, stainless steel, full leather, air con, all original, Euro/US spec, electric windows/mirror, auto, near mint 9,000 kms, £20k + for quick sale. 043871-7944. (960095

1972 SAAB 96, one owner, good condition, 73,000 miles, MoT certs, £1500. Downham Market 387623. (960102

1978 CHEVROLET CORVETTE, imported new and converted to righthand drive by Claremont Corvette, excellent silver paintwork, years test, manual gearbox, £14,000 o.n.o. 0642 244371 or 712480 (eves). (960274

XJS HE 5.3 AUTO, 1985. TWR suspension and wheels, 34,000 miles, FSH, cruise, beautiful black, £18,000. 0638 79306. (CC7048

SCIMITAR SS1 1600 TURBO, very good condition, 28,000 miles, balanced, blue-printed, inter-cooled Rooster turbo, white with soft/hardtop with sunroof, electric windows, Konis, fuel computer, £5,850. 0908 613717 evenings. (959129

JAGUAR V12 'E' TYPE SERIES III 1974, RHD, Roadster, manual, 2 owners, 54,000 recorded miles, Azure blue/black, faultless condition, factory hardtop, MoT to April 1990, £65,000. 043871-7944. (960095

AUSTIN MINI 850, two owners since 1962, with tax and MoT, a very original car with no modifications and in very good running order, £2,750. Tel: 0625 611211 (work), 02605 2300 (home). (960566

ASTON MARTIN DB6 1969, manual gearbox, 22,000 miles, two V.I.P. owners, Dubonnet with beige hide, factory and R.S. Williams service history, £120,000. Tel: 0932 62772. (CC7149

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ALFA ROMEO GTV6, gunmetal, looks and drives as new, 30,000 miles only, new NCT tyres, serious enquiries only, £7,500 o.n.o. 061-434 8037. (960303

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VOLVO 122S 1963, overdrive, very nice order throughout, extensively overhauled bodywork, family owned 10 years, MoT, registration 201 DCE, £2,950. Saffron Walden 22330. (960377

PORSCHE 356B, LHD, 1960 (T5), 1600 Super Coupe, California car, recent import, 'correct' Uk Reg. No., black, black hide interior, chrome wheels, original Blaupunkt radio, good condition, thorough overhaul by known 356 expert, only reason for sale — bought even older one! New shocks, steering, many new parts, great fun car with big investment potential, £14,500 o.n.o. 01-486 5654 (home). Tax & MoT to July 1990. (959110

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RS 2.7 PORSCHE CARRERA 1973, Chassis No. 9113600214, touring, RHD, £59,500. Contact: John Starkey on 0676 - 23018/23391. (960397T

BRABHAM FORMULA CARS wanted, any condition, or parts, top price paid. Call Canada 604255 2101 or Fax 604254 5432. (CC7236

GOLF GTi 5-door, 1988, F reg., Tornado red, 10,000 miles, with Blaupunkt, central locking, tints and V.A.G. warranty, unexpectedly must sell, £9,000. Tel: 0272 731883. (CC7235

FOR SALE — continued

ROLLS-ROYCE WRAITH LANDAULETTE by Barker (1939). Unique specification, actual car shown in 'Coachwork On Rolls-Royce' by Dalton (page 136). Chassis No. WEC10. Interesting history, for Auction in London, Tuesday 5th December. Details from 0704 36000 or Fax 0704 30554. (CC7132

ROCHDALE GT, late fifties car and never been registered, body looks tatty but sound Ford mechanicals, condition unknown, £1,250. Tel: 0568 84608 (Herefordshire). (960398

WESTFIELD ELEVEN, 2,600 miles from new, J.E. Motor Rover V8 on Dellortos + five speed and Atlas axle, very rapid car for road/competition, £7,000. Tel: 0568 84608 (Herefordshire). (960398

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MASERATI BORA 1978, 4.9, LHD, silver/black, no rust, perfect bodily and mechanically, one owner, stainless steel European exhaust. Chassis No. AM/117/49/1022 (one of last made), 19,000 miles, full engineers' report available, 12 months MoT, £100,000. 043871-7944. (960095

MORRIS MINOR 1000. One lady owner since 1962, engine rebuild 1989, very attractive car with nice service history, offers of £3,950. Wentworth Motor Company, Bournemouth 425606. (CC6798

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RS COSWORTH SIERRA SAPPHIRE, 1988 (F), metallic grey, 12,000 miles documented history, 3 year Ford Supercover, unmarked condition, £13,250. More details 01-485 0762. (CC7315

VOLKSWAGEN JETTA GT, February 1987, 1 owner, 51,000 miles, Atlas metallic grey, FSH, £4,950. Telephone Wrexham 355477. (CC7314

AUDI 80 GTE QUATTRO, February 1986, MoT January 1990, 48,000 miles, graphite, £5,600. Telephone Wrexham 355477. (CC7314

ALFA ROMEO GUILIETTE SPYDER, 1957, red, LHD, v.g.c., £12,000. Tel: 0273 694002. (7325

ALFA ROMEO DUETTO Boat-tail Spyder, 1750, 1969, red, LHD, needs a little attention to make excellent, £7,000. Tel: 0273 694002. (CC7325

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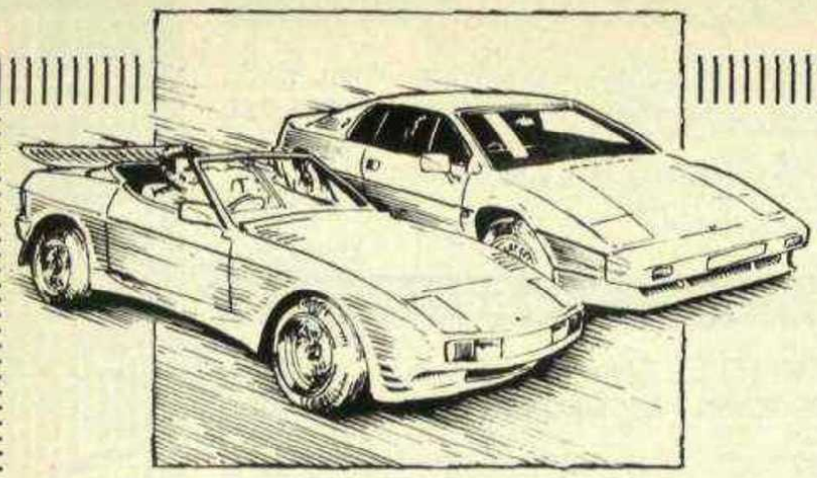
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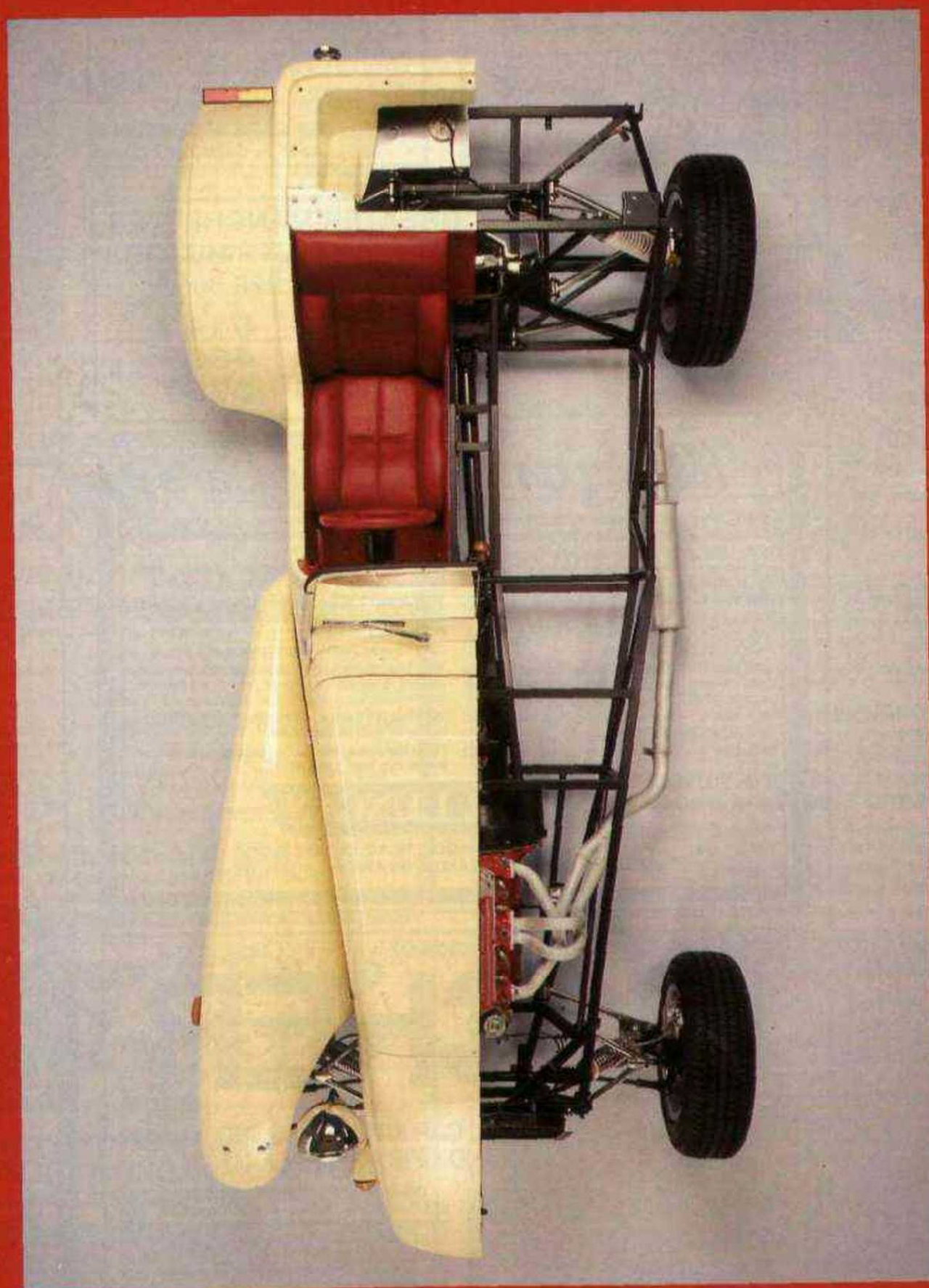
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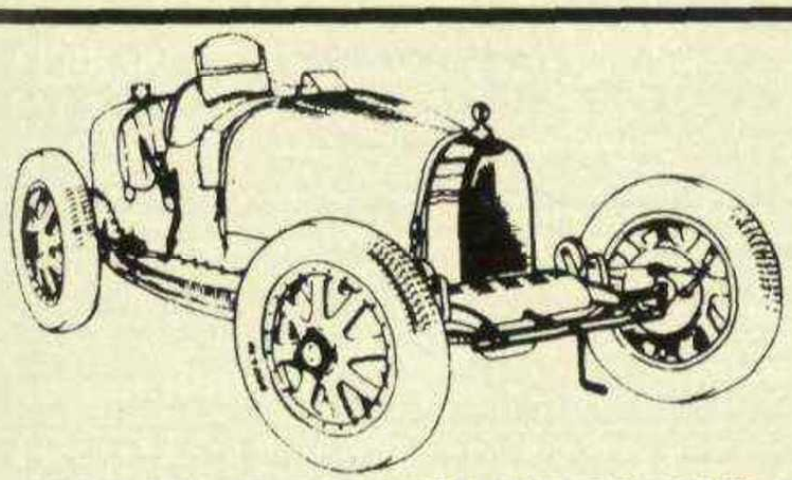
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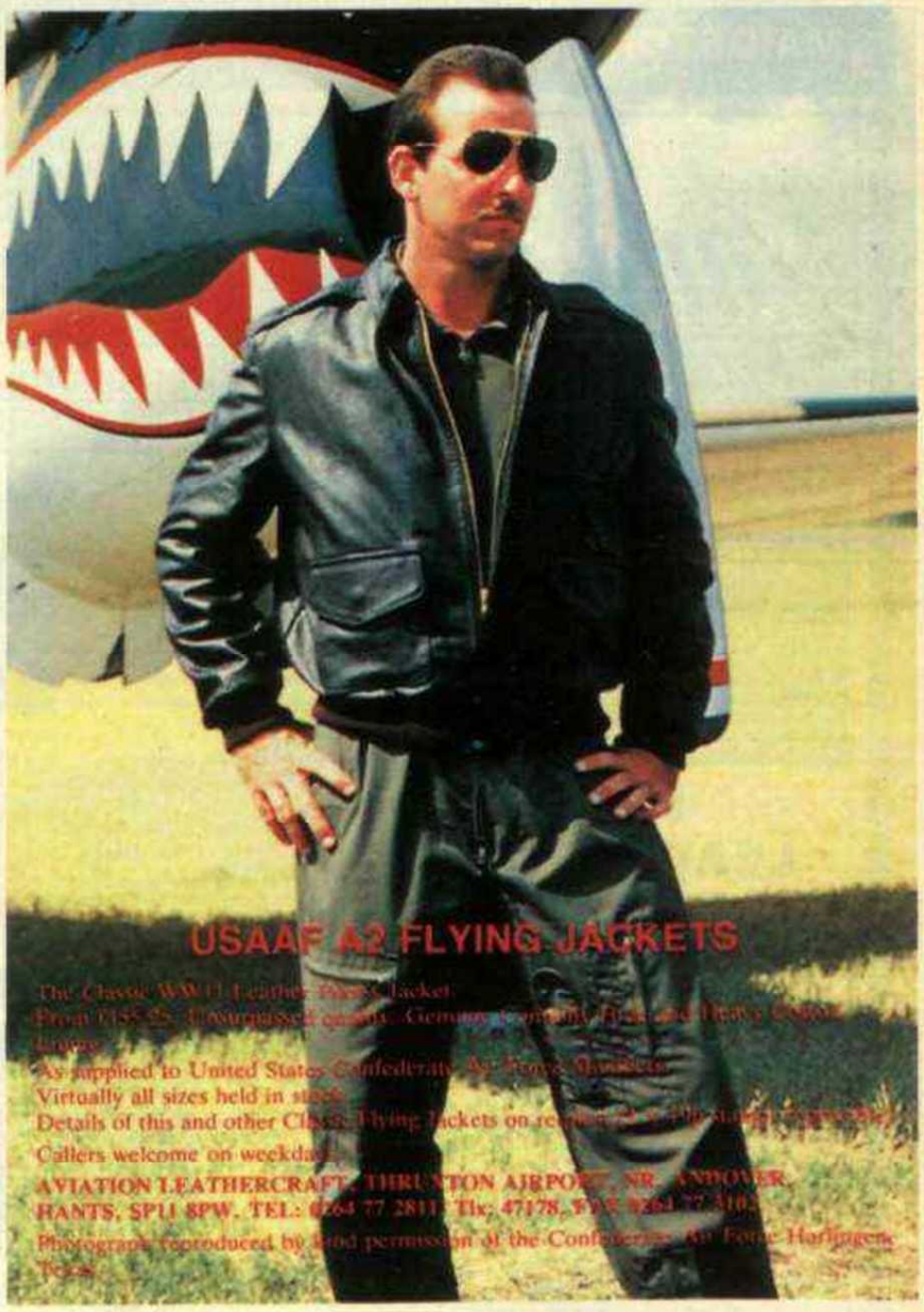
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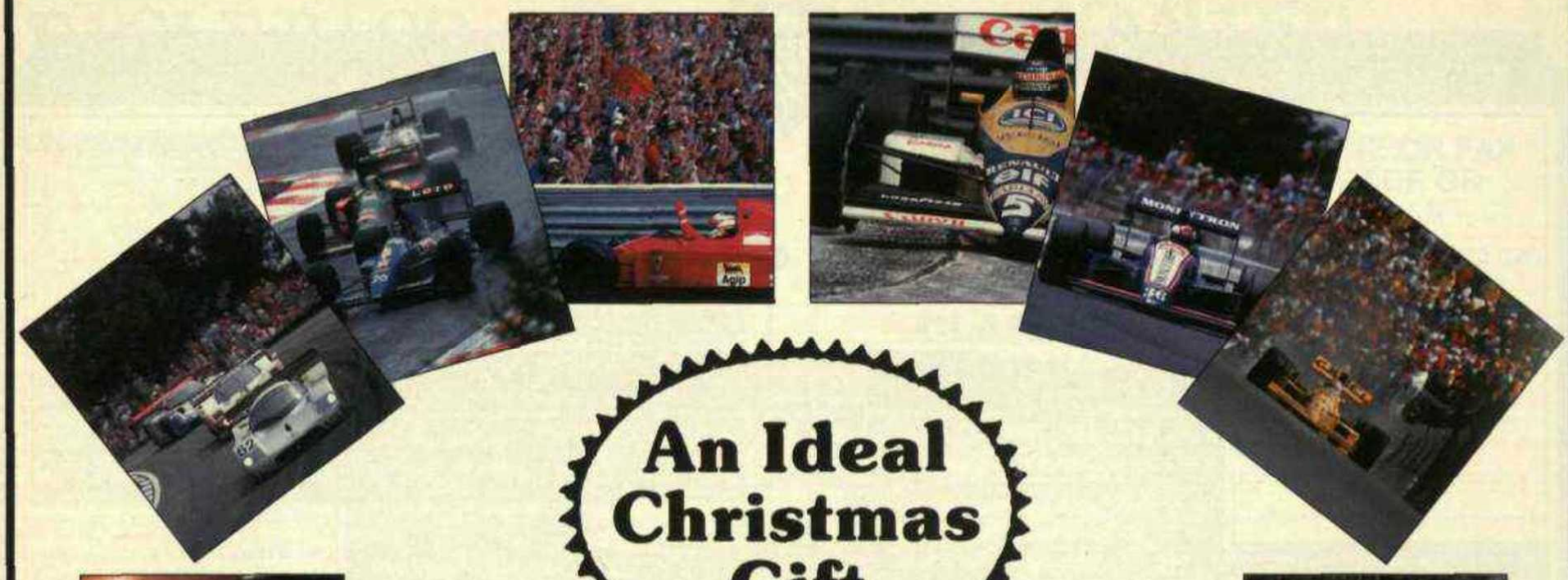
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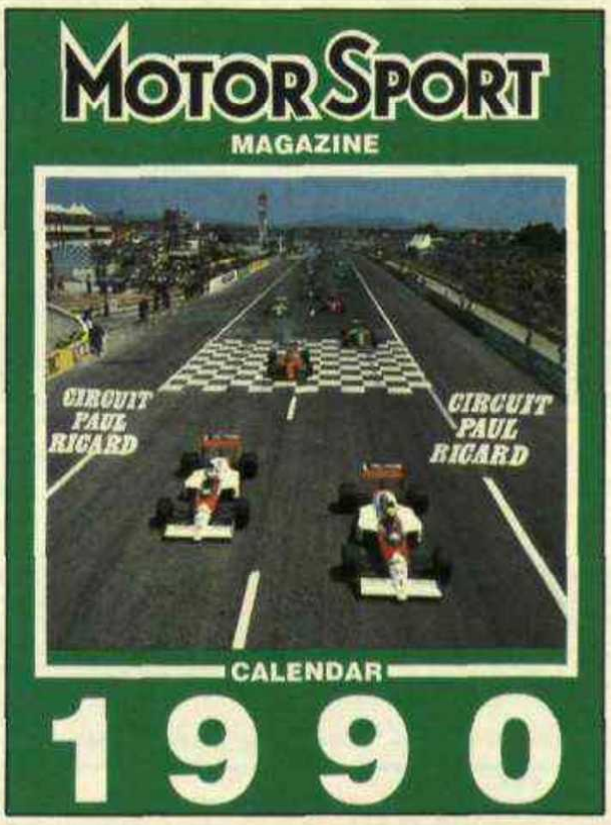
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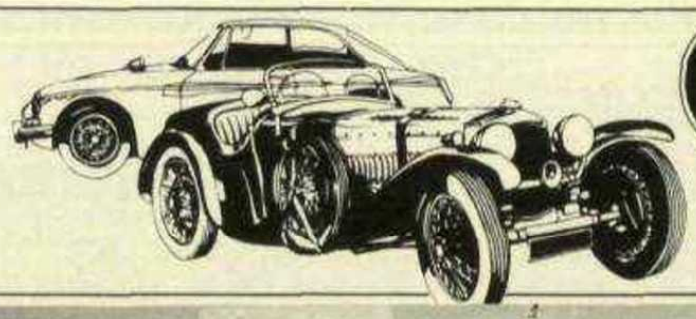
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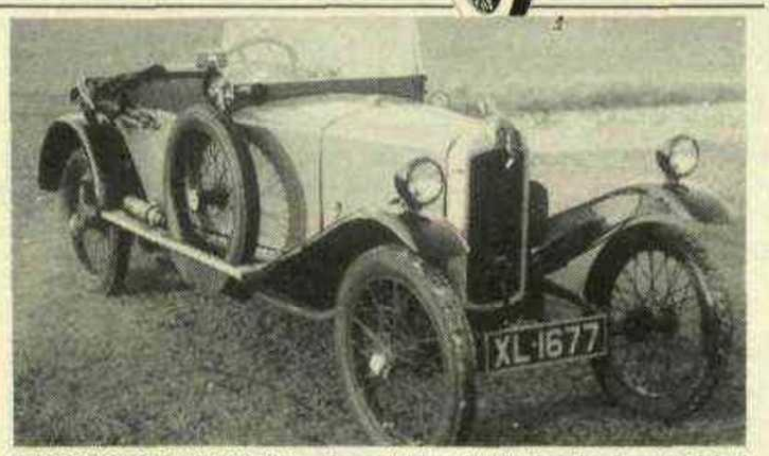
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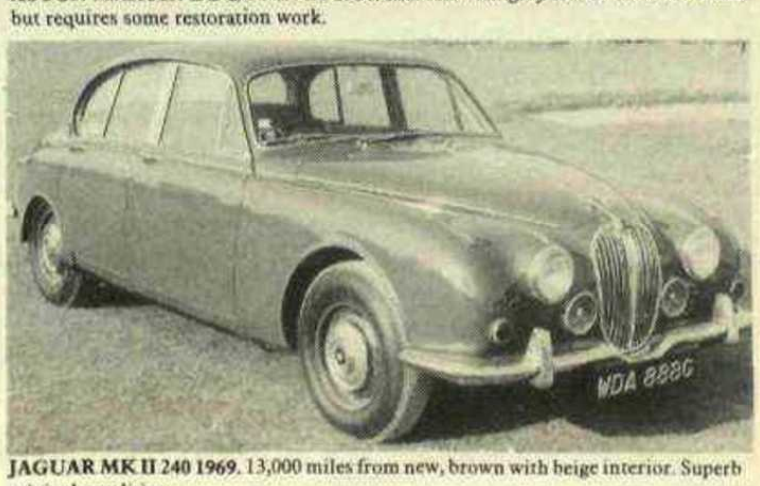
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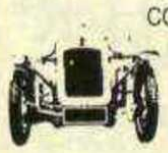
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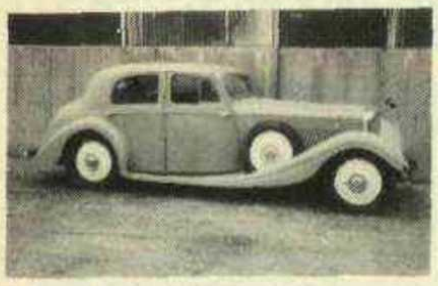
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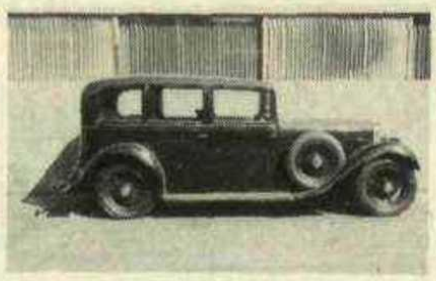
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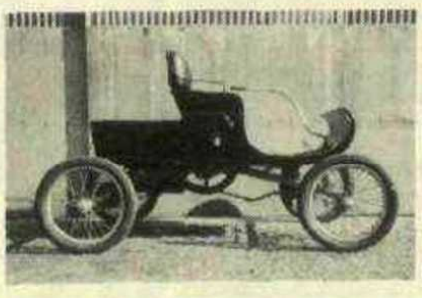
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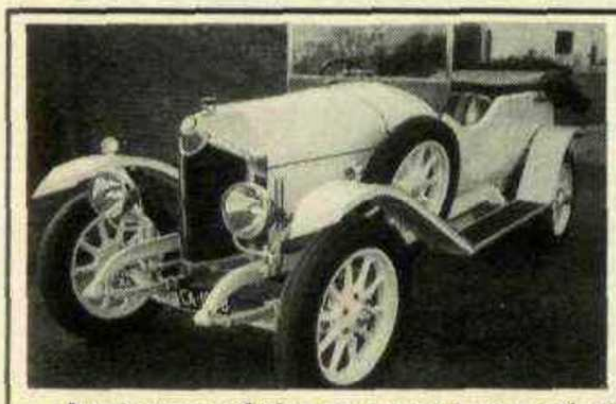
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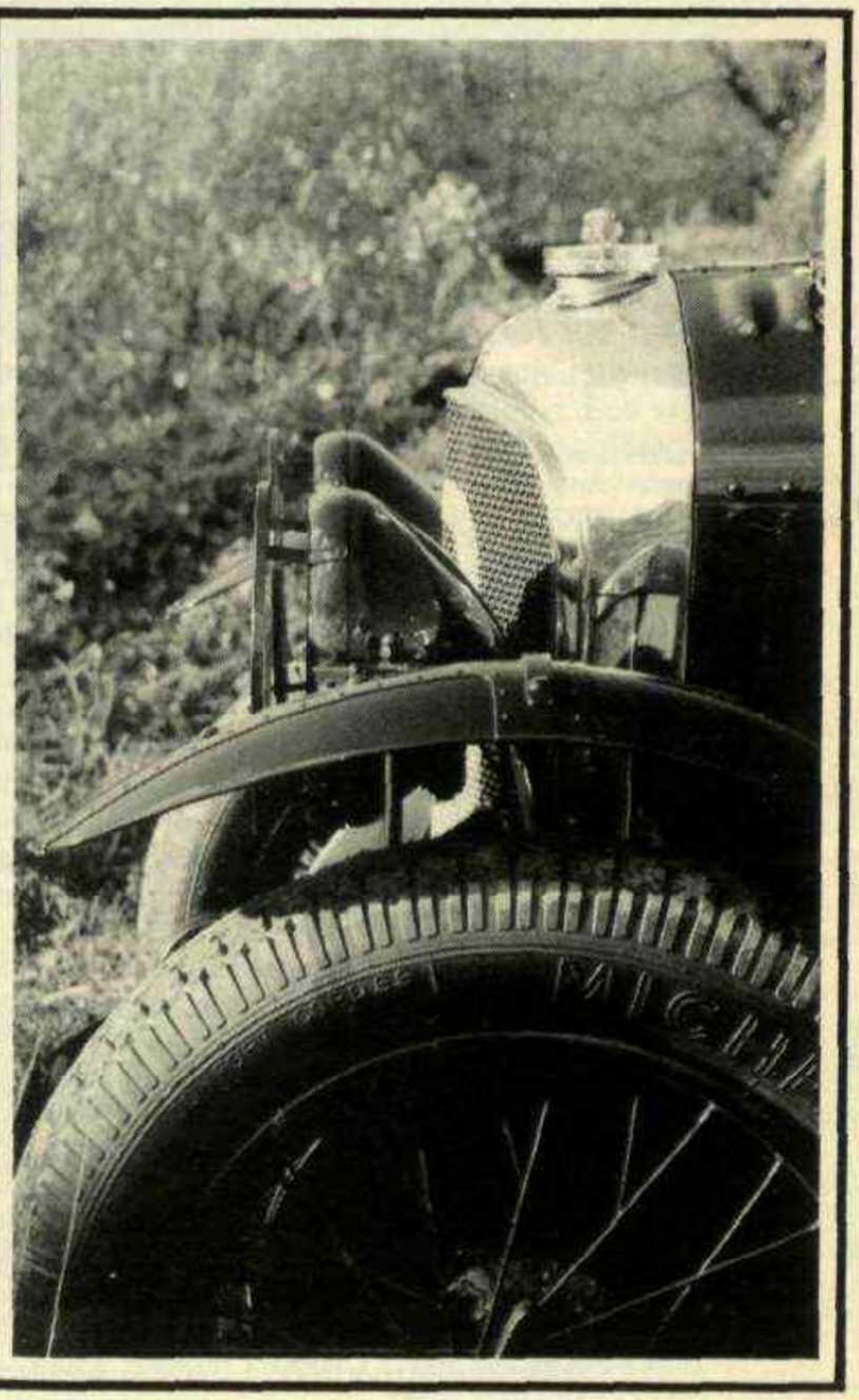


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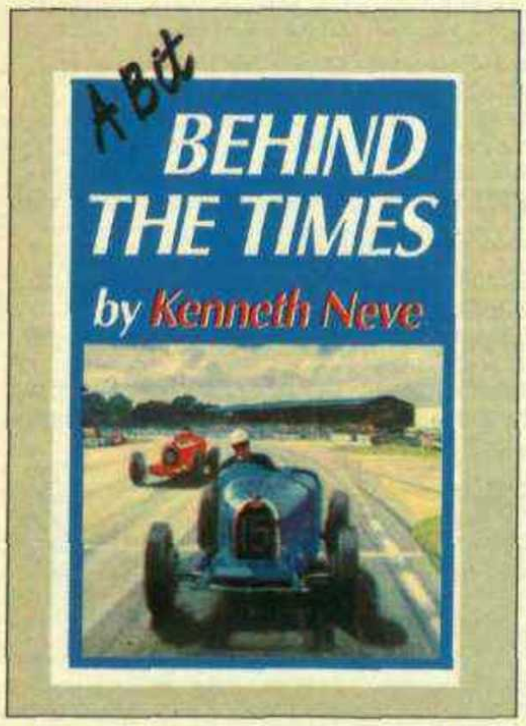
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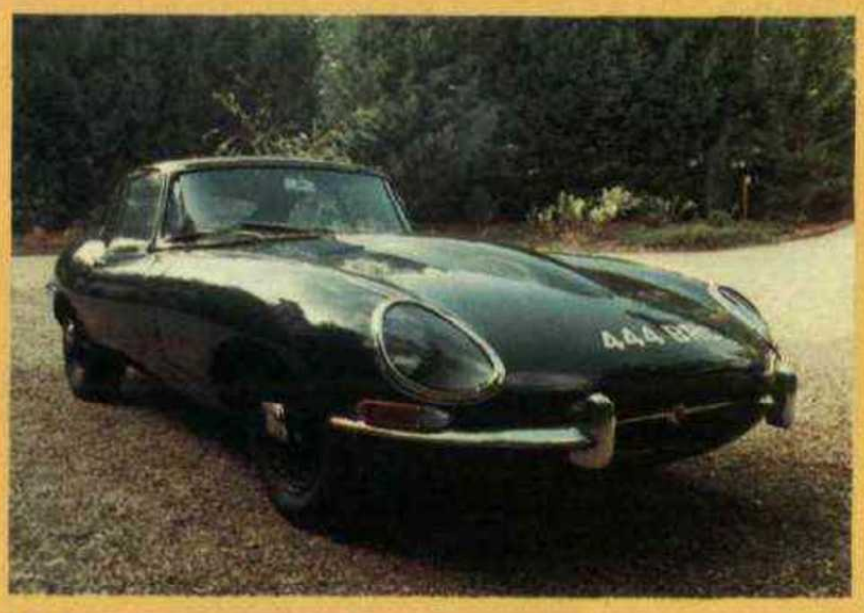
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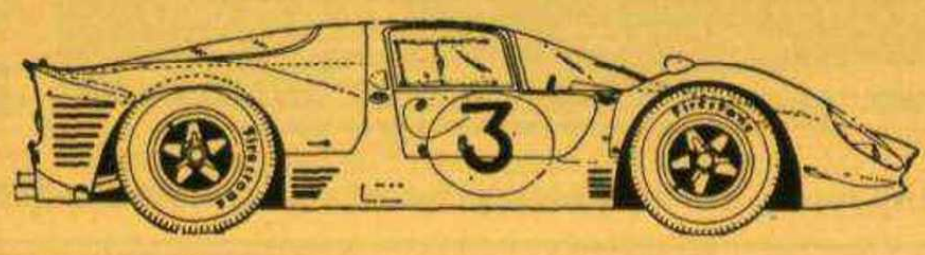
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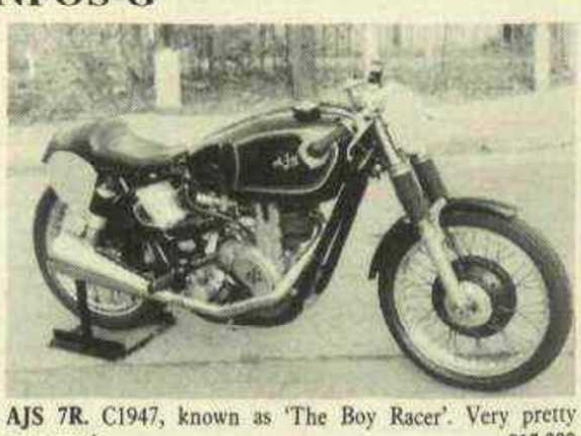
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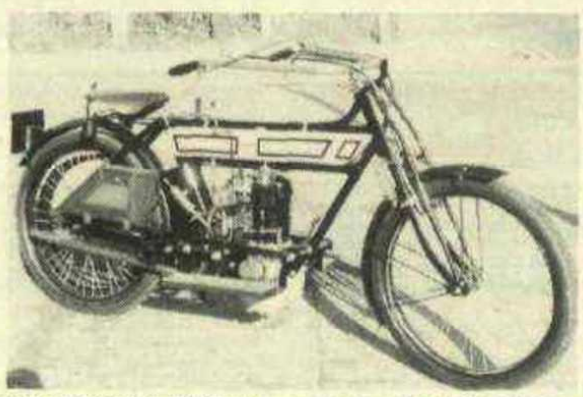
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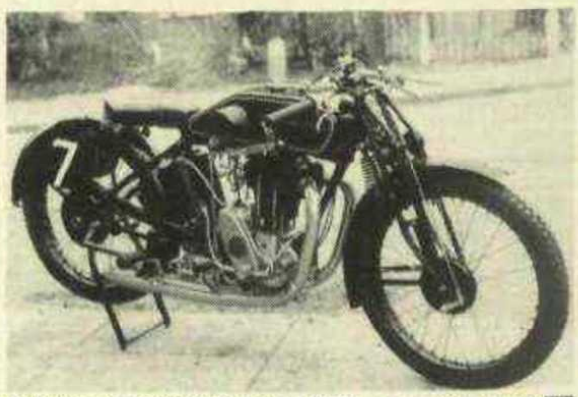
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1984 380 SL Convertible. Black, beige leather, rear seats, air, LHD..... £16,500
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1980 280C Coupé. White, air conditioning, c/locks, alloys, LHD..... £5,950
1983 300 GD Wagon (4 × 4) LWB. Air cond, 5-door, alloys, LHD..... £10,950
1984 300 TD. White, automatic, central locks, s/levelling, LHD £8,550
1983 300 TD. Manila beige, sunroof, central locking, extras, LHD £6,950
1981 300 D. Burgundy, factory air conditioned, c/locks, LHD..... £5,550
1985 200 D (W124). Ivory, automatic, power steering, c/locks, LHD..... £10,500
1983 200 D. White, sunroof, extras, LHD..... £4,950
1983 240 D. Green, manual, sunroof, r/stereo, self levelling, LHD £4,950
1978 6.9 Litre 450 SEL (LWB), black, magnolia leather, air, LHD £16,950
1958 300 Limousine. Black with magnolia, fully restored, LHD £25,500
1985 190. Red, tant intr, power steering, r/cassette, LHD..... £7,950
1986 190 D. White, grey interior, 5-speed g/box, sunroof, c/l, LHD..... £8,950
1984/5 190. Red, manual, sunroof, c/locks, r/cassette, LHD £7,950
1986 230 E. Silver, manual, e/sunroof, self levelling, c/locks, LHD..... £12,500
1986 230 E. Arctic white, manual, sunroof, A.B.S., c/locks, LHD..... £11,650
1983 230 E. White, automatic, sunroof, self levelling, r/cass, LHD £5,950
1985 500 SE. Silver, e/winds, sun, ABS, air, alloys, cruise, LHD £14,950
1975 450 SEL (LWB). Silver, blue leather, full extras, LHD £7,550
1980 300 TD (Diesel Estate). Red, automatic, sunroof, r/cass, LHD..... £4,950
1982 300 (TDT) Diesel Estate Turbo. Automatic, many extras, LHD £7,950

PORSCHE

1983 928 S. Arctic white, black leather, air, full extras, LHD..... £14,950
1984 944. Guards red, Targa top, air, alloys, e/winds, f/extras, LHD £9,950
1985 944 Automatic. Silver blue, air, e/seat, e/winds, alloys, LHD..... £13,950
1982 924. Silver grey, 5-speed, alloys, r/stereo, LHD £4,950
NEW 930 Turbo. Black leather, air, American specs, LHD..... £59,995
NEW 930 Turbo Cabriolet. Red, black leather, air, American specs, LHD..... £79,550
1981 911 SC Targa. M/green, brown leather, e/windows, extras, LHD £13,950
NEW 911 (Cabriolet). Blue with grey leather, f/extras, LHD..... £49,950
1977 911 Carrera 3 Litre (Special Edition). Stored for years, LHD £19,950
1988 911 Carrera Targe. White, black intr, alloys, spoilers, LHD..... £29,550

BMW

1988 BMW 730i. Md blue, blue velour, air, full full extras, LHD..... £18,500
1985 524 TD Turbo Diesel. Brown, tints, stereo, extras, LHD £6,950
1984 628 (CSi). M/light/green, beige intr, air, alloys, extr, LHD..... £9,950
1982 735i. Silver blue, A.B.S., sunroof, e/windows, alloys, LHD..... £5,550
1982 732i. Blue, beige velour, sunroof, e/windows, 2 mirrors, LHD £4,950
1985 320i. White, 4-door, sunroof, r/cass, spoilers, extras, LHD £5,950
1983 320i. Silver, grey int, sunroof, (late model), spoiler, LHD £5,550
1986 318i. Silver, blue int, sunroof, 1 owner, extras, LHD £7,950
1987 324 D (Diesel). 4-door, central locks, sunroof, extras, LHD £8,950

VARIOUS LEFT HAND DRIVE CARS

NEW Lamborghini Countach. 25th anniversary, red/magnolia, LHD..... £179,000
1988 Lamborghini Countach 5000 QV. 20,000 klms, red/tan, LHD £159,000
NEW Ferrari Testarossa. Red, black leather, 1,500 klms, LHD £149,000

1988 Ferrari 328 GTS. Red, black leather, delivery klms, air, LHD £89,950
2 NEW Alfa Romeo Spiders. Red & blue, 1.6 & 2 litre, extras, LHD £12,950
1976 Rolls Royce Shadow I. Silver, air, 25,000 klms, service, LHD £19,950
1987 Jaguar XJ6 (3.6). 1 owner, dark blue/beige leather, LHD £19,950
1986 Jaguar Van De Plas HE. Met/blue, full full extras, air, LHD £15,950
1988 Audi 90 2.3 Ltre (Quattro). 4 wheel drive, red, 1 owner, LHD £11,950
1989 Peugeot 309 XL Profile. Air conditioning, 1 owner, 5 drs, LHD..... £5,995
1987 Peugeot 205 GTi. Anthracite, sunroof, c/locks, r/cass, LHD £6,950
1987 Peugeot 205 XL. White, grey interior, 5 speed, LHD..... £3,950
1985 Peugeot 505 GR (Estate). Full air conditioning, LHD £5,850
1986 Audi 90 Gold Auto. Air/con, sunroof, c/locks, r/s cas, LHD..... £5,995
1987 VW Golf GLi (Cabriolet). White, colour coded, new hood, LHD £8,650
1983 VW Golf GLi (Cabriolet). Red, colour coded, alloys, LHD £4,950
1987 VW Golf 1.6 CL (Automatic). White, 1 owner, 5-door, LHD..... £5,950
1986 VW Golf GT. Anthracite, 1 owner, sunroof, s/history, LHD..... £5,950
1987 VW Golf (GT D) Turbo Diesel. Grey, alloys, LHD £6,995
1988 VW Golf (Bistro). White colour coded, one owner, LHD £5,959
1985 VW Passat GL Estate Turbo Diesel. Sunroof, LHD..... £5,750
1985 Volvo 240 Turbo Estate. M/black, alloys, r/cassette, LHD..... £5,950
1984 Honda Accord. 4-door, 5-speed, e/windows, e/sunroof, r/cassette, LHD..... £4,950
1988 Renault 5 (Turbo). Full spoilers, alloys, r/cassette, LHD..... £6,950
1987 Renault 5 GTL. 5-door hatchback, white, extras, LHD £4,950
1984 Renault 9 GTL. 5-door, factory air conditioning, LHD £3,750
1989/88 Fiat Panda 45. 1000 CL, one owner, 17,000 klms, LHD £4,550
1988 Ford Sierra 2.3 D CL (Diesel Estate). Central locking, LHD £7,950
1988 Ford Scorpio 2.4i GL. Silver, 5-door, e/winds, e/sun, LHD..... £7,950
1982 Ford Escort Ghia 1.6. Silver, 5-door, sunroof, c/locks, LHD £2,995
1985 Ford Sierra Diesel 2.3 GL. Sunroof, e/winds, PAS, LHD..... £4,950
1983 Mitsubishi L300. 9/11 seater, 1 owner, e/sunroof, LHD £6,500
1985 Nissan Pick Up. 4 seater with hard top, extras, LHD £3,950
1982 Nissan Bluebird 2.0 GL Diesel (Estate). Maroon, LHD £2,950
1988 Subaru DL (Estate). White, blue int, 5-speed, 1600cc, LHD..... £5,950
1984 Opel Corsa 3-door Hatchback. White, r/cassette, sunroof, LHD..... £2,950
1984 Corvette Stingray. Bronze, new model, Targa top, f/extras, LHD..... £11,950

4 × 4 FOUR WHEEL DRIVE CARS

1988 Range Rover Vogue EFi. White, automatic, air, f/extras, LHD £17,999
1986 Range Rover Vogue. Champagne, air con, alloys, e/winds, LHD £12,950
1985 Land Rover V8 110 Safari. 10 seater, p/steering, air, LHD £7,550
1985 Nissan Petrol Safari (7-seater). Air con, auto, f/extras, LHD..... £7,950
1983 Mercedes 300 GD (Diesel). One owner, air con, full extras, LHD £9,950
1989 Jeep Wranger. Manual, blue, hard top, power steering, LHD £11,950

RIGHT HAND DRIVE VEHICLES

1986 BMW 528i SE. Light bronze, auto, sun, alloys, e/w, r/c, c/l £8,950
1984 BMW 525 E. Silver blue, auto, sun, alloys, p/steering £4,950
1985 Ford Orion 1.6 GL. Met/blue, many extras..... £3,550
1986 Ford Sierra 1.6 GL. Red, many extras..... £4,450
1988 Golf GTi 1.8. Met/blue, 20,000 miles, f/s/history, BBS, 1 owner..... £8,550
1985 Citroen BX19 GT. Met/blue, 1 owner, 24,000 miles, f/s/history..... £3,995
NEW Alfa Romeo Spider 1.6 Sports Convertible. Met/blue £16,950

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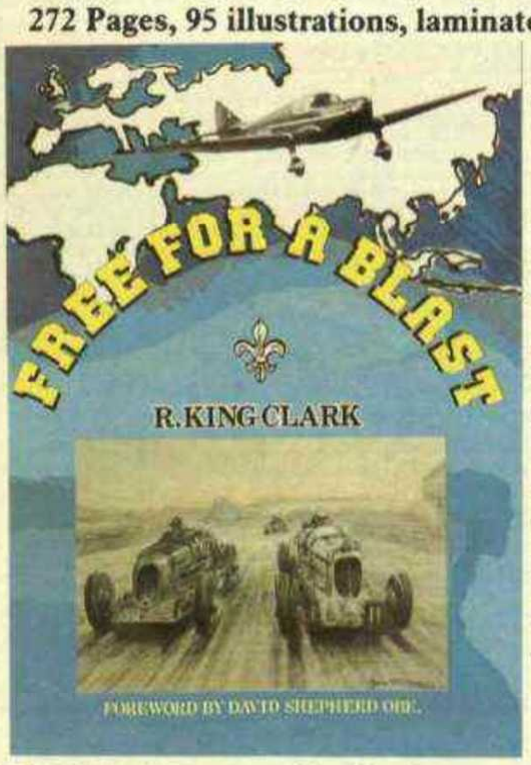
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1965 ASTON MARTIN DB5. RHD, green with beige interior. Superb condition, recently restored at Hexagon.

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1968 AC COBRA 427 MKIII TWIN-TURBO

REGISTRATION NO. COB 1 **Chassis No. COB 6131**

The 10-year reconstruction by Autokraft of Brooklands (manufacturers of the AC Cobra Mk4 & co-owners of AC Cars Ltd.) was completed in 1981. This car is totally unique in every aspect and, with its 700 b.h.p. 7 litre twin-turbocharged Ford V8 engine (completely docile for any type of road use), can justifiably claim to be the world's most powerful sportscar. It has been featured in many magazines and other media forms worldwide, and has been a 'star guest' at major shows and events on both sides of the Atlantic and Europe. The Shelby American Automobile Club have officially labelled 'COB 1' as 'The Ultimate Cobra' in their journal 'The Marque'.
Performance: 0-100 m.p.h. in 7.5 secs. Top Speed: 170+ m.p.h. Mileage: 2,400 from new.

'COB 1' has been in my ownership for 17 years. It will not be replaced & its like will never be seen again, though my involvement with all AC Cobras will, of course, continue. Offers for outright purchase (including the Registration Number) or exchanges considered.





1990 AC COBRA 302 MK4's

NOSTALGIA IS PROUD TO ANNOUNCE OUR RE-APPOINTMENT AS SOLE DISTRIBUTOR OF RIGHT-HAND DRIVE MK4 AC COBRAS FOR 1990 (L.H.D. ALSO SUPPLIED). These genuine new AC Cobras, handbuilt using the original '427' factory jigs and wooden 'bucks' etc, are probably the highest quality vehicles manufactured anywhere today. Only 40 in total of both left and right-hand drive cars will be produced next year for sale world-wide and their investment potential is already proven and guaranteed. **ALL AC COBRA MK4'S HAVE:** Ford 5 litre V8 HO Mustang engine; 5-speed manual g/box; all aluminium body with stainless steel inner panelling; finest Connolly hide & Wilton carpeting; full weather equipment; 0-100 mph (0-160 kph) in 13.0 secs. 140+ mph (225+ kph). SIMPLY THE BEST SPORTSCARS IN THE WORLD!
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AC COBRA 289 Mk 2 — RIGHT HAND DRIVE

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FERRARI TESTAROSSA June 1989 finished in Rosso Corsa with tan hide trim, 190 miles.
FERRARI 400i Saloon Automatic 1983 finished in Blue Chiaro with blue hide trim, one owner from new, full service history, 27,500 miles.
FERRARI MONDIAL Coupe 1984 finished in Silver with blue hide trim, two owners from new, full service history, 49,400 miles.
FERRARI 328 GTS 1989 finished in Rosso Corsa with tan hide trim, all extras, 197 miles.
FERRARI 328 GTS 1988 finished in Rosso Corsa with magnolia hide trim, all extras including radio/cassette and private registration number JIW 328, 1,142 miles.
FERRARI 308 GTS 1981 finished in Rosso Robena with tan hide trim, radio/cassette, alarm, full service history, two owners from new, 31,000 miles.

FERRARI 308 GTS 1980 finished in Silver with red hide trim, International Ferrari Owners Club Concours 1989 winner, full service history, 16,200 miles from new.
FERRARI 246 GT Dino 1974 finished in Light Azzur Blue metallic with tan hide trim, totally restored and concours winner, 25,300 miles from new.
FERRARI 246 GT Dino finished in Rosso Chiaro with black hide trim, good service history, fully restored by Ferrari specialist.
FERRARI 308 GTS QV 1983 finished in Rosso Corsa with black hide trim, full Koni body and suspension fitted including wide wheels and tyres, 24,000 miles from new, F.S.H.
JAGUAR 'E' type V12 Roadster finished in Signal Red, black hide trim, totally restored in our own workshop to concours standard.
JAGUAR 'E' type V12 Roadster finished in Royal Blue with grey hide trim, chrome wire wheels, full service history, 31,000 miles.
JAGUAR MK1 2.4 Saloon overdrive finished in Classic Grey with red hide trim, engine and gearbox re-built, interior re-trimmed, original chassis and bodywork, vehicle spent majority of life in rust free South Africa.

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TRIUMPH TR5 finished in Signal Red with black trim, totally restored-body off chassis using 905 new parts, chrome wire wheels, burr walnut dashboard.
TRIUMPH TR250 L.H.D. finished in Primrose Yellow with tan trim, original car having spent all it's life in rust free Texas.
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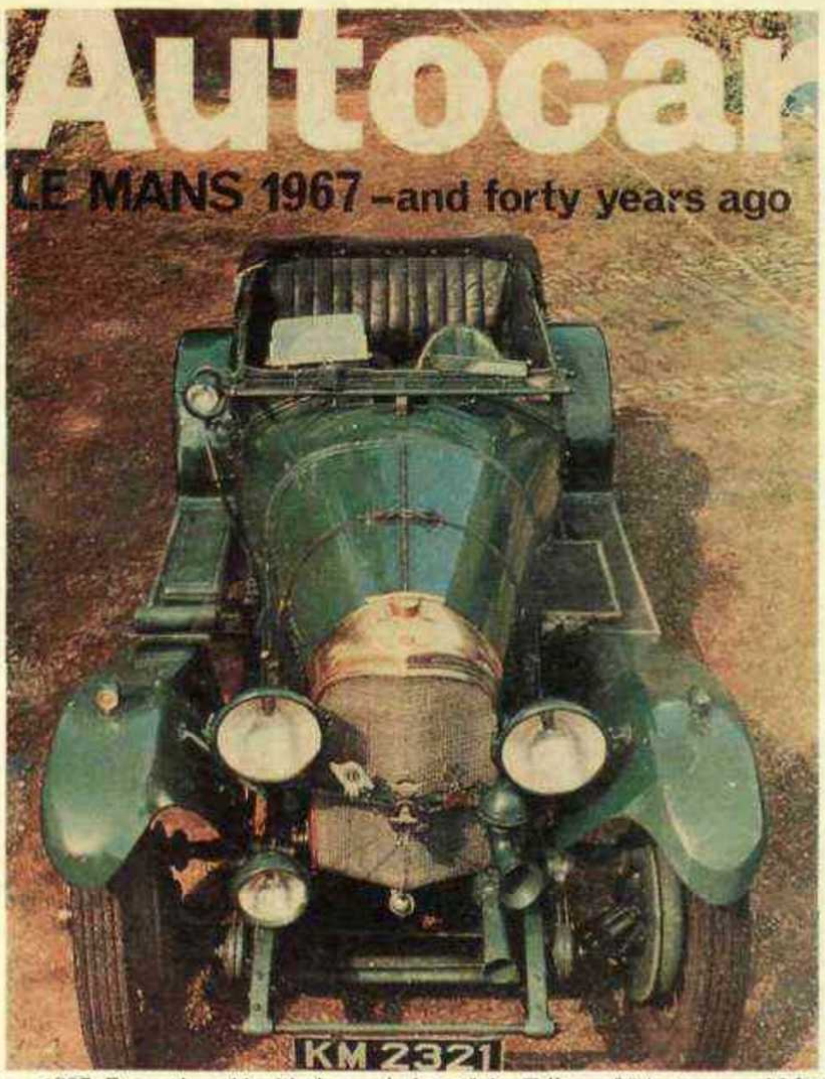
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The CLIVE GALLOP 3 litre BENTLEY RESERVE CAR for the 1926 LE MANS RACE

Also featured on dust cover of Georgano's "Complete Encyclopaedia of Motor Cars 1885-1963", "The Financial Times" 1986 Bollinger champagne trip, and back cover of "Bentley 1919-31" — the Autocar Special publication edited by Peter Garnier, who wrote of KM2321 "it seems to typify the Vintage Bentley".

Arguably the most original and unspoilt example, with superb patina. Many others are kind enough to declare it the best-looking 3 Litre of all.

SHORT CHASSIS **RED LABEL** **SPEED MODE**
Vanden Plas body no. 1255. **Chassis no. 1149** **Engine no. PH1468**

Supplied new March '26 to Capt. Clive Gallop, one of the original "Bentley Boys", who helped design and start the first 1919 engine, the first ever to drive a Bentley early one morning before W.O. arrived. Later became Racing Manager to Count Lou Zborowski, latterly managing Sir Henry "Tim" Birkin's Blower Bentley workshop in Welwyn.

1926 LE MANS SPECIFICATION BY THE WORKS (authenticated by a letter from Bentley Motors) includes:—

Big Tank — 18 gallons. Hand Pump for pressure-fed fuel supply. "Bentley Air" pressure gauge 0-5 p.s.i. Light thin front seats. Painted fold-flat windscreen. Light, quick-action 2-hoop Hoodframe. Body turnbuckles for securing spring clips of quick-fit hoodbag after first 20 laps. 11" Bosch Headlamps on special pillars, with original wire X-bracing. Triple 1926 domestic light switches for 24-hour race. Correct high-ratio 3.53 axle, with rebuilt 4-star differential.

(in the event he co-drove Thistlethwaite's 9 ft. car No. 9, which retired)

Despite its innocuous appearance, many members have observed (some 4½ owners to their chagrin) how well KM motors:—

"But there could be no dissent
That Hamish Morten's motor WENT."
(with acknowledgment to W.H. Charnock)

Many long-distance events — North of Scotland, Central and Southern France, all over New England, completed with absolute reliability, even through the depths of Haarlem, New York.

Assiduously maintained and work over last 3-15,000 miles includes:—

COMPLETE ENGINE REBUILD, with new semi-counterbalanced Crankshaft, 4 new Con-rods, 16 new valves, guides, new X-shaft gears. "Nearly-new" block with brass sideplates, removed 1948 from very low-mileage 1928 saloon — first rebore with new light Omega pistons. Raised compression. Lightened flywheel. Full-flow replaceable oil filter. Also:— A-type Gearbox stripped, rebuilt. Complete re-wire. 5 wheels rebuilt. Late-type lower-geared steering. New Shackle pins and bushes, with all Spring brackets, Hangers, built-up and re-machined. Total — repeat, total — Braking System overhaul, with many new parts inc. improved Perrot shafts, taking 2½ months and £2,500. Scintilla mags, Slopers. Excellent hood, two tonneaux. Original Bullseye sidelights.

Magnificent Instrument Panel with all correct original units, inc. Rev. Counter, Bentley air gauge, plus ex-Spitfire clock (1937-74 owner was wartime Merlin engine tester). Twin rear spares — B.T.R. "Gilt-Edged" tyres — very appropriate.

Aluminium body, green with green hide. New flat carpets in best Kensington Wilton, new leather map pockets, otherwise the entire 1926 interior — seats, leather and side carpeting — is TOTALLY ORIGINAL. Bonnet straps are ex-Army belts dated 1918. Whole car has tremendous charisma.

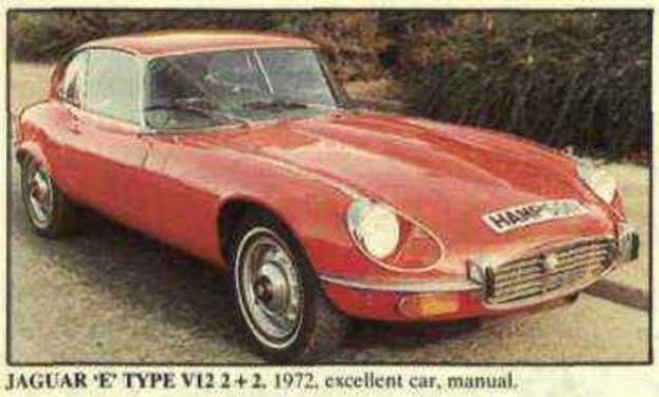
Owned for past 7½ years, with only two previous well-known owners from 1937 to 1982. Now FOR SALE, preferably to someone who will enjoy using it and resist the temptation to turn it into a concours entrant.

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JAGUAR 'E' TYPE V12 2+2. 1972, excellent car, manual.



ASTON MARTIN DB2/4 MkIII Coupé. 1958, virtually concours.



ASTON MARTIN DB4 VANTAGE. 1962, excellent condition.


JAGUAR 'E' TYPE 4.2 Roadster. 1969, manual.



FERRARI DINO. 1972 246GT. Extensively restored.



TRIUMPH STAG. 1975/76, choice of 3 (similar to above), manual & auto, excellent.



JAGUAR E-TYPE 4.2 2+2. 1967, manual.


JAGUAR E-TYPE 3.8 (similar to above), turquoise, 31,000 miles, totally as new.



JAGUAR E-TYPE V12 2+2. Turquoise, auto, superb car.



ROLLS ROYCE SILVER SHADOW SII. 1977, low mileage.



ROLLS ROYCE SILVER SHADOW CONVERTIBLE. M.P.W. 1970, 23,000 miles.



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ROLLS ROYCE SILVER SHADOW 2-door, 1967. One of limited number produced.



AUSTIN HEALEY 3000 MkII. LHD, excellent car.

DAX TOJEIRO. Red, Rover V8 engine.
DAIMLER DART. Black, 1960.
DAIMLER DOUBLE SIX Vanden Plas SI. 1973.
TRIUMPH TR4A IRS. Full concours rebuild
AUSTIN HEALEY 3000 MkII. L.H.D., 1963. Excellent.
JAGUAR XK150 DH. White, 1958, automatic.
JAGUAR 'E' TYPES. All models, 20 cars.
JAGUAR XK 150 3.8. F.H.C., 1960, green.
MERCEDES 230 SL. 1966, green, concours.

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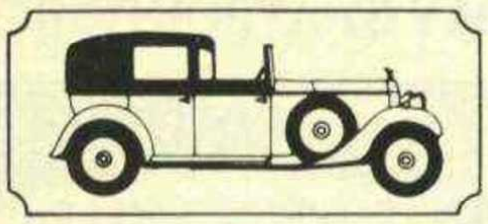
MERCEDES 600. 1968, six door limousine, ex 'Beatles'.
MERCEDES 250 SL. 1967, red, auto.
MGB ROADSTER. 1973, orange.
ASTON MARTIN DB6 MkI Volante. 1967, dark blue.
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TRIUMPH STAG. 1975, orange, auto.
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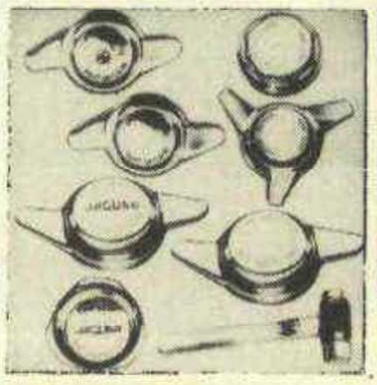
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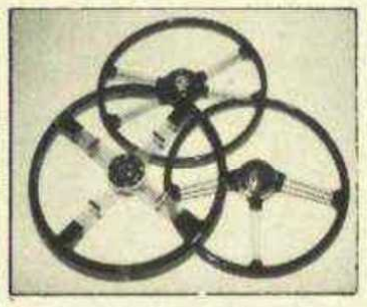
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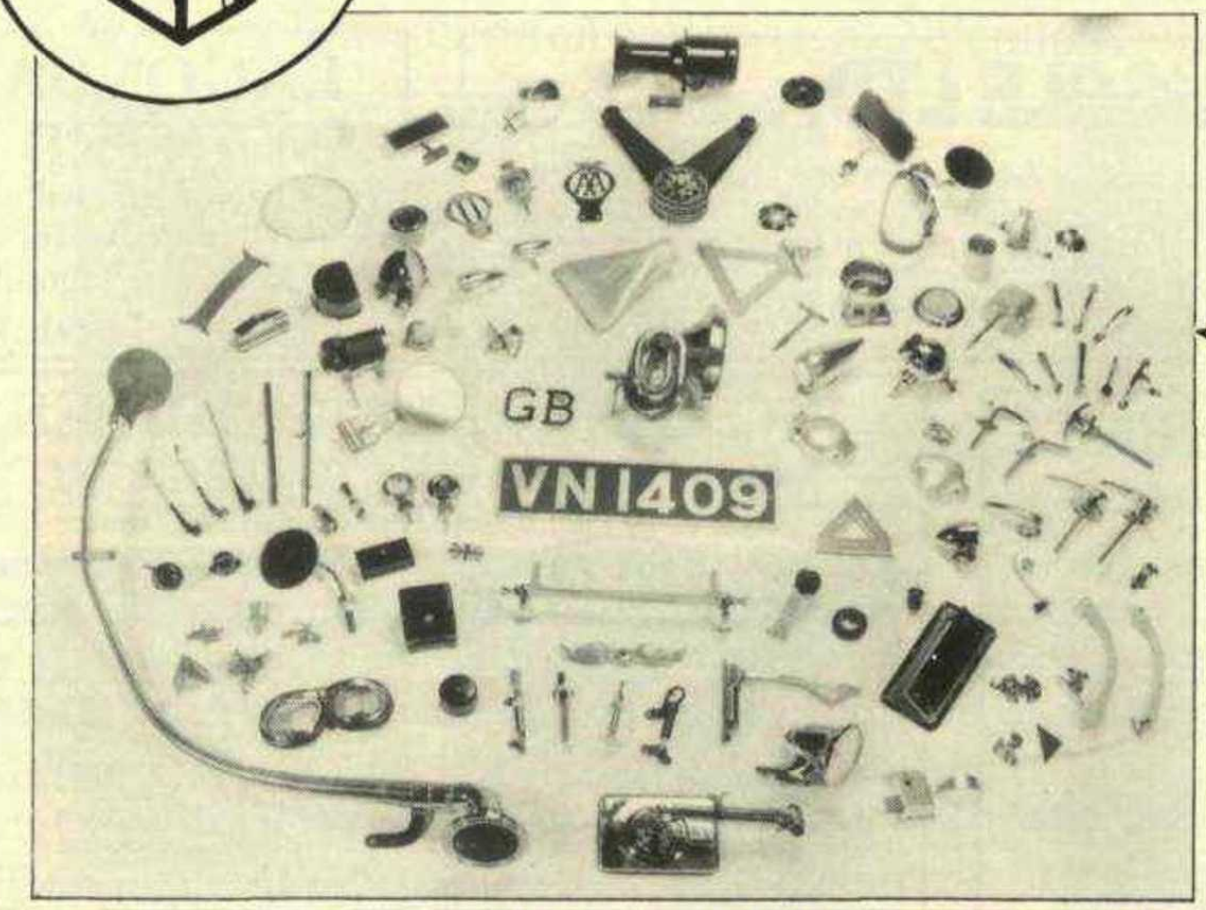


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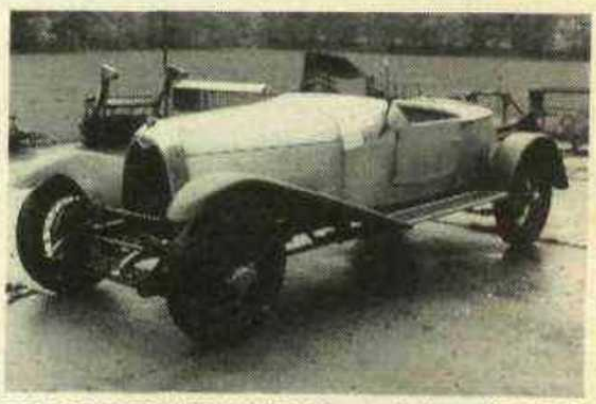
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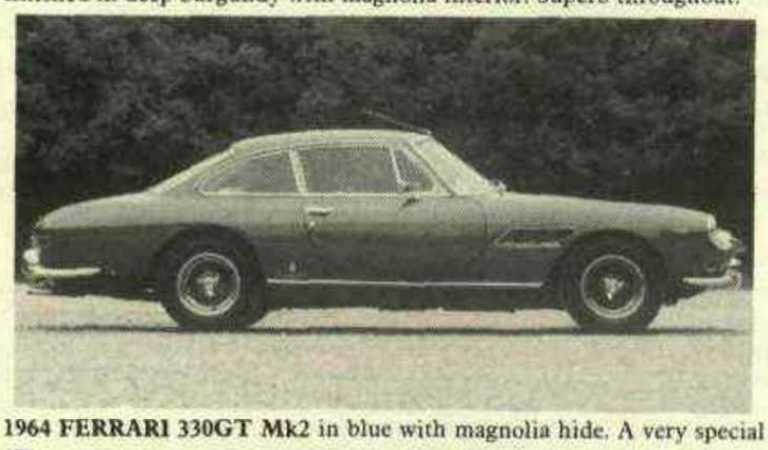
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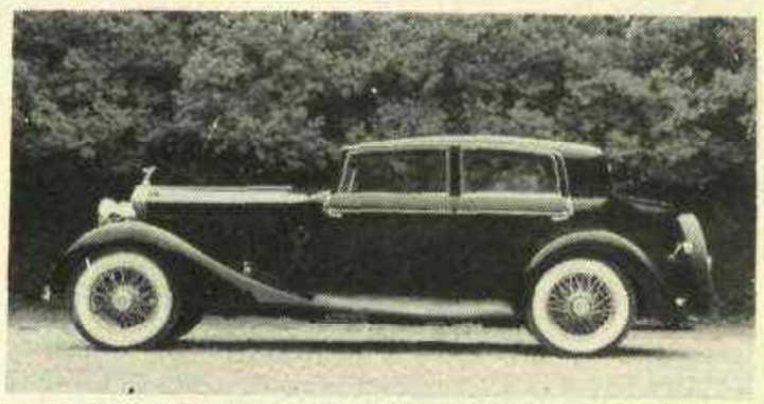
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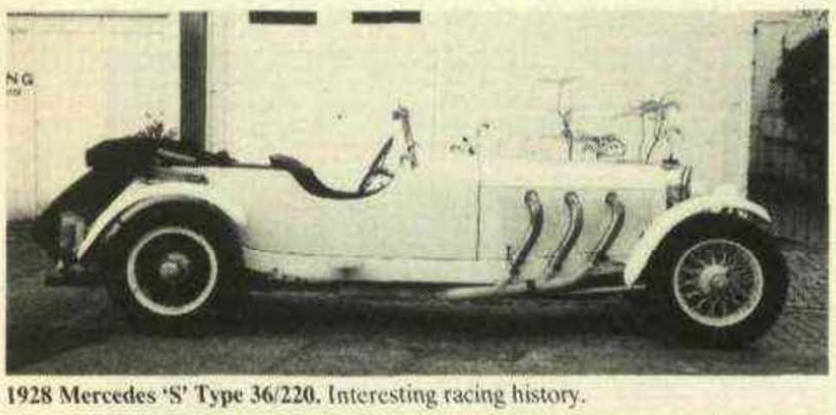
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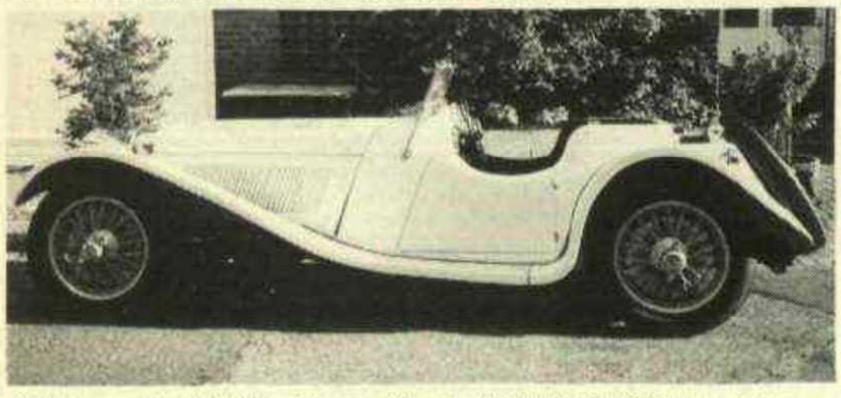
ESTABLISHED 1957



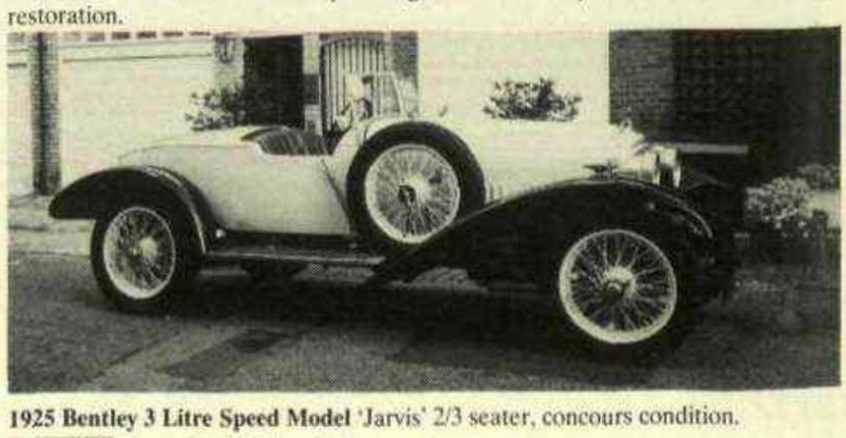
1928 Mercedes 'S' Type 36/220. Interesting racing history.



1932 Alfa Romeo 8C 2.6 litre Supercharged 'Le Mans' Style Tourer. Recent complete restoration.



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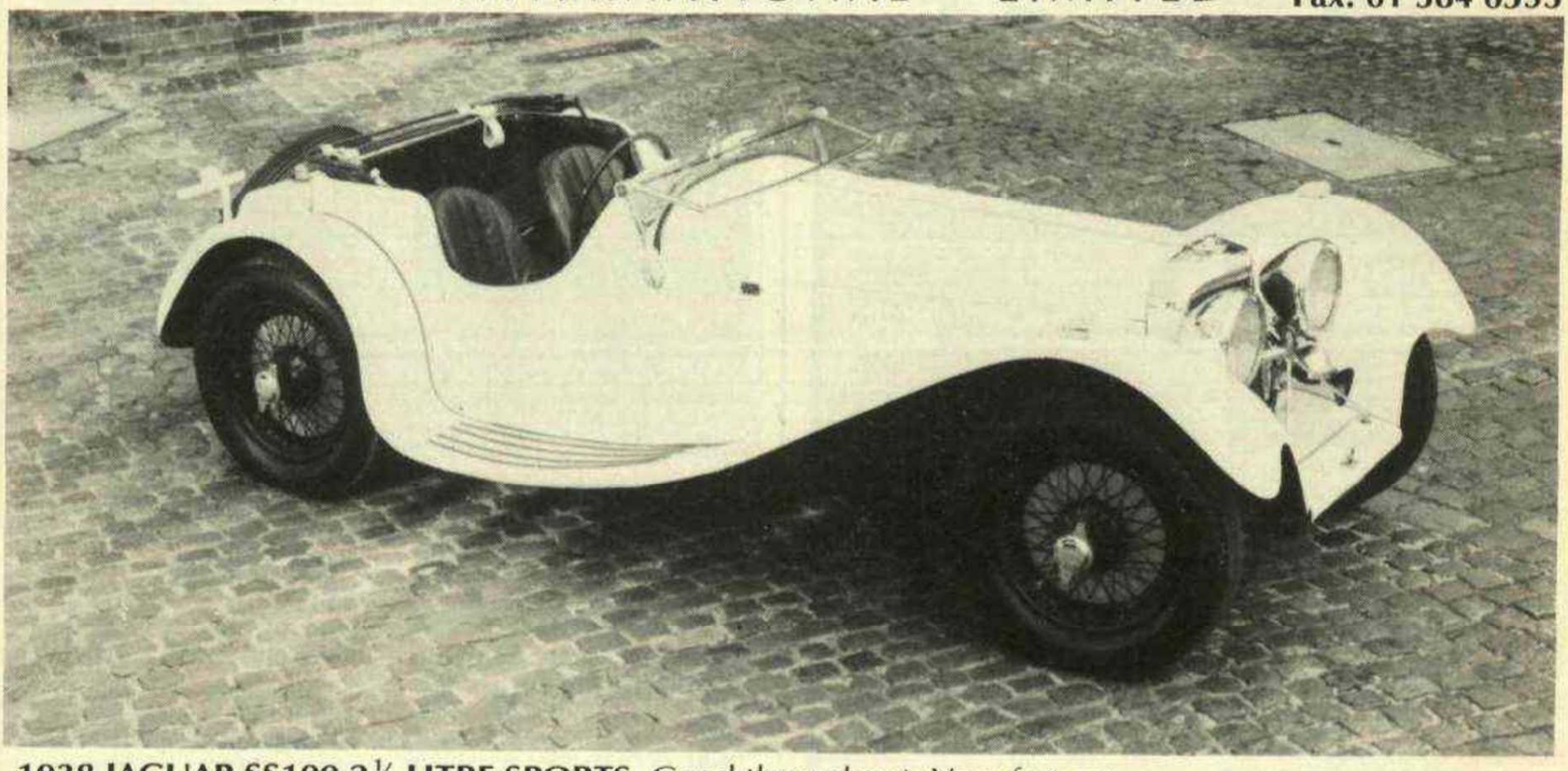
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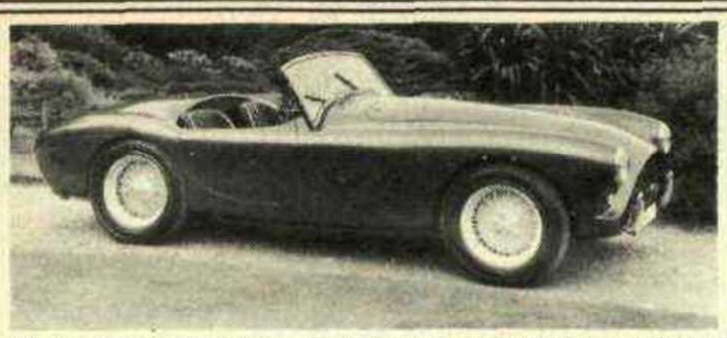
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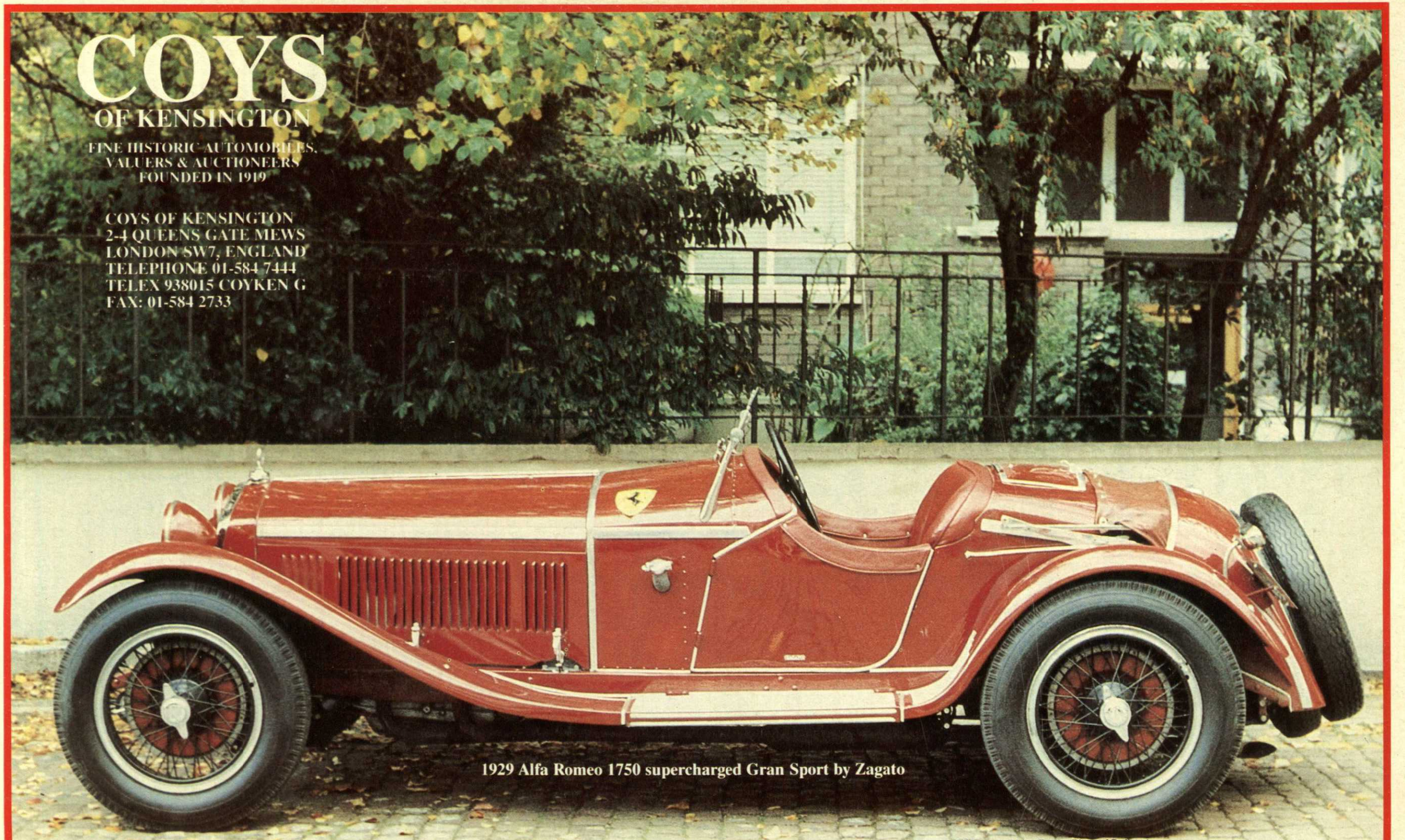
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