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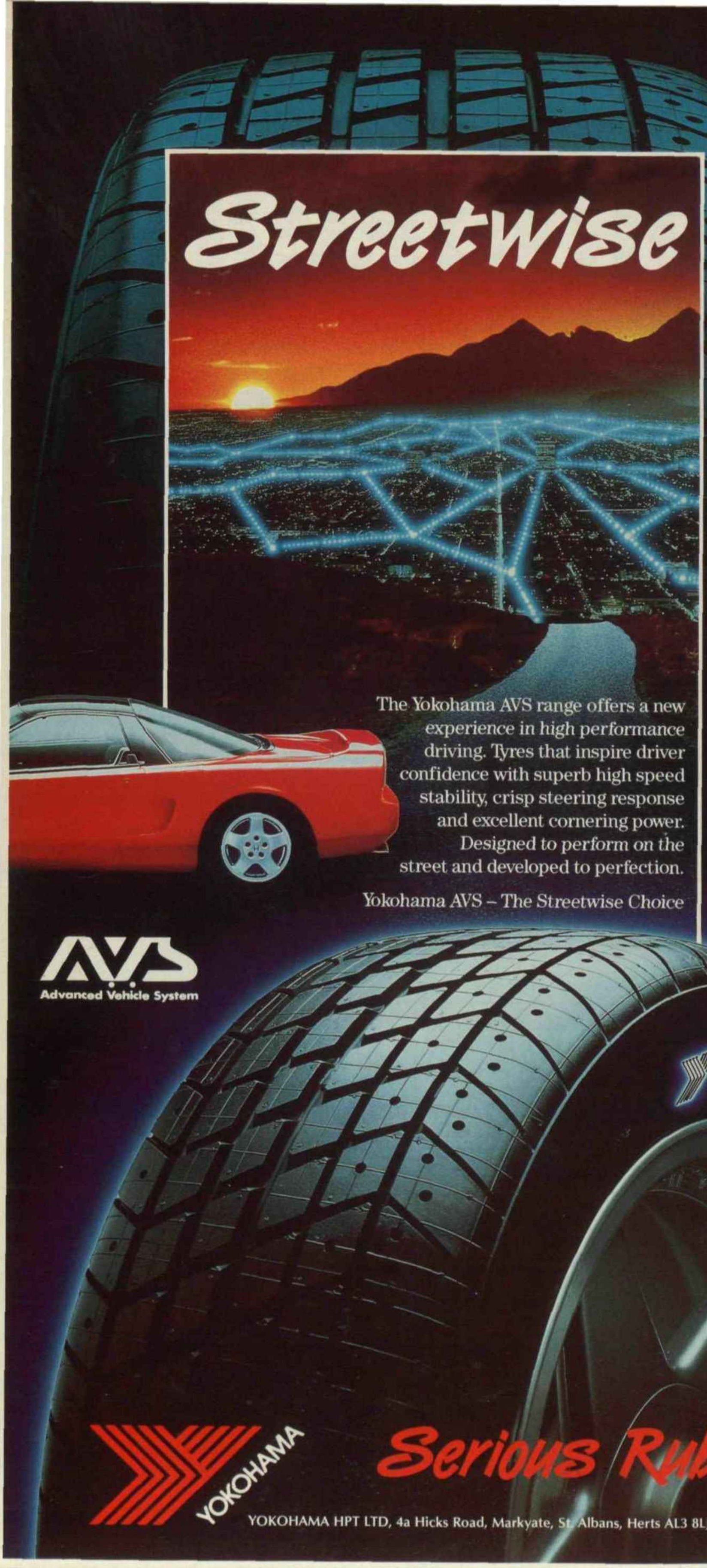


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MOTOR SPORT

INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

VOL LXVII No.6 JUNE 1991

SIXTY SEVENTH YEAR OF PUBLICATION
THE JULY ISSUE WILL BE PUBLISHED ON 28th JUNE

Editor: William Boddy

STANDARD HOUSE
BONHILL STREET
LONDON EC2 4DA

Telephone: 071 - 628 4741. Fax: 071 - 638 8497
Telex: 888602 MONEWS G

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FRONT COVER: *Senna's car storms away from the rest at Monaco, never to be headed on his record-breaking drive to victory, becoming the first man to win the first four World Championship races.*

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SURFACE MAIL: Home £21.00; Overseas £25.00
AIR MAIL: Eire and Europe £26.00; Australasia £46.00; Elsewhere (except USA) £43.00

Annual rates include postage. Subject to increases of postal rates and cover price. Net amount payable in sterling in London. If payment is made in a currency other than sterling please add £2.50 to sterling rate prior to conversion.

USA: (Airfreight) per annum $42.00. All enquiries to: MOTOR SPORT, Box 188, Berkeley Hts, New Jersey 07922, USA. Telephone (201) 665 - 7811.

MATTERS OF MOMENT

Motorsport Explosion!

Britain's New Car Industry is in a decline, due to the recession, despite Rover, Ford, Vauxhall and Jaguar having spent between them £98.6-million on advertising last year — with the multi-millions also spent on new model development, tooling-up, etc, how do car manufacturers ever make a profit? In contrast, the post-WW2 motor sport explosion has ensured that in this field there is a growing and very lucrative business, of considerable benefit to the British economy.

In the beginning motor racing was something of a closed shop, although curious onlookers gathered to see the strange speeding monsters rush past, (before the Wrights had flown their aeroplane remember, and that was in America) their ignorance resulting in the 1903 Paris-Madrid tragedy, with an alarmed French Government stopping the race at Bordeaux (winner, Gabriel (Mors) at 65.3 mph for 342 miles). Gradually, however, the new sport was accepted. Brooklands opened in 1907 and wealthy supporters competed there, in horse racing conditions. Between the wars the sport developed but, to adopt the famous BARC slogan, was largely for "The Right Crowd and No Crowding", with "breathers" between the big events at Weybridge and later at Donington Park. It was after WW2 that the motor sport explosion happened. The fun clubs became much bigger and some now have permanent headquarters, paid staff commercially run spares sources, and so on. The fixture lists are now enormous, and Formula One racing runs from March to November, with Senna and McLaren-Honda dominant to date.

This great expansion of interest in all aspects of the sport, including that associated with Veteran to Classic cars, has unfortunately vastly inflated the value of such desirable possessions, especially those with claims to historic interest and/or achievements. This has inevitably brought in its train the unscrupulous, and the ill-informed, a bad mix for the latter. Perhaps we may paraphrase a story which Peter Hull told at a recent Club dinner, about a driver who saw a notice outside a pub reading: "Come in for a glass of beer, a hot pie, and a few comforting words." He went in and was served by an attractive bar-maid with the beer and pie. "Wasn't there something else?" he asked. "Oh yes," was the reply, "don't eat the pie!" Those who set out to buy or bid for Historic cars might well be advised, "Don't buy the car," unless sure of its authenticity. Indeed, didn't two Jaguars with an identical chassis-number turn up for a 1950s sports/racing car event not so long ago?

The motor sport explosion has put unrealistic prices on almost all the desirable cars; one wonders why so many appear at auction sales when most of their owners must be very wealthy to own them, so why dispose of them? Would you want to get rid of a choice Jaguar, Ferrari, Aston Martin, Bugatti, Alfa Romeo or whatever, if you could still afford to run it? The consolation must be that motoring sport now comprises a thriving mini-industry, not so mini either, supplying racing cars, rally cars, historic cars, components, equipment, and all that goes with it, and even provides Britain with some good export business.

If the horrendous price of the better cars of all ages has put them beyond most peoples' reach, there is another consolation, that of getting a slice of motor sport by collecting motoring art, photographs, plugs, posters, mascots, badges and books, etc. Of course, the dealers have moved in here too, and prices have escalated — for instance, at the Monaco Auction last month, apart from the value placed on some very delectable cars, auctioneers expected to get bids of from 1,405,000 to 2,126,000 FF for 31 Gordon Crosby paintings — remember when *The Autocar* used to give away free prints of them? All of which reflects the fact that, whether you like it or not, motor sport, in this country and throughout the world, is now Big Business. WB

Historic Silverstone

Silverstone Circuits and sponsors of the meeting Christies are intending to build upon the success of the inaugural historic festival last year with another weekend of motor racing nostalgia.

New for the 27/28th July weekend is a two-part race for pre-1932 Le Mans cars which will feature two drivers per car and include a compulsory pit stop. The full works Roesch Talbot team from 1931 has been promised as has an equipe of SSK Mercedes.

Almost all the other races are also two-parters, one race on the Saturday followed by another on the Sunday, and will feature the Steigenberger International Supersports Cup for CanAm McLarens, Porsches, Lola T70s and Chevrons, the HGPCA pre '65 Grand Prix cars race, the pre '57 Grand Prix cars race and the Christie's Cup for pre-war sports cars. There is also a race for International Sports Prototypes and another for Historic Touring Cars.

Correction

We regret that in the feature "The Things they say. . . ." in last month's issue, we attributed a false reference to the ex-Mrs EM Thomas 328 BMW to Coys of Kensington, whereas the incorrect statement did not emanate from their auction catalogue, but from another source. Our apologies to Coys. WB

JUNE FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
25-26 May	BARC	Gurston Down, Broadchalke, Wilts	Hillclimb	N
25 May	500 MRC	Kirkiston, Cloughey, Belfast	Race Meeting	N
25 May	MGCC	Silverstone, Towcester, Northants	MGs	R
26-27 May	LIMRC	Lydden, Dover, Kent	Trucks, Inter Saloons	R
26 May	RAC MSA	*Donington, Castle Donington, Derby*	*Norwich Union RAC Classic*	N
27 May	VSCC	Donington, Castle Donington, Derby	Vintage racing	C
27 May	BRDC	Silverstone, Towcester, Northants	FF1600, F First	N
27 May	BRSCC	Castle Combe, Chippenham, Wilts	Rover 216 GTis, Mazda MX5s	R
27 May	**BARC**	**Thruxton, Andover, Hants**	**F3, BTCC**	**INT**
27 May	BRSCC	Mallory Park, Kirkby Mallory, Leics	TVR Tuscan Challenge	R
27 May	OPRC	Oulton Park, Tarporley, Cheshire	FF1600, MGs, BMWs	N
27 May	SRC	Snetterton, Norwich, Norfolk	FF1600	N
27 May	BRSCC	Brands Hatch, Fawkham, Kent	FF1600, MGs	R
30 May-2 June	**RSAC**	**Scotland**	**Scottish Rally**	**INT**
31 May-2 June	**Grand Prix du Canada**	**Montreal, Canada**	**Canadian Grand Prix**	**INT**
1-2 June	Midland AC	Shelsley Walsh, Hereford	Hillclimb	R
1-2 June	BRSCC	Knockhill, Dunfermline, Fife	Race Meeting	R
1-2 June	BHRC/HSCC	Brands Hatch, Fawkham, Kent	Historic Sports, Saloons, Historic 500	N
1 June	BRSCC	Oulton Park, Tarporley, Cheshire	Esso GpN Saloon Cars, FF1600, Porsches	N
1-6 June	**ATC of Greece**	**Athens, Greece**	**Acropolis Rally (WRC)**	**INT**
2 June	**Cirjesa**	**Jerez, Spain**	**F3000**	**INT**
2 June	**GO Racing Inc**	**Wisconsin State Fair Park Speedway**	**CART**	**INT**
2 June	BARC	Snetterton, Norwich, Norfolk	FF1600, FF2000	R
2 June	CPRC	Cadwell Park, Louth, Lincs	Forward, FF1600, First	N
2 June	JDC	Mallory Park, Kirkby Mallory, Leics	Jaguar and classic car racing	R
8 June	BARC	Lydden, Dover, Kent	Sprints-Saloons, sports	R
8-9 June	BARC	Harewood Hill, nr. Leeds, Yorks	Hillclimb	R
8-9 June	MGCC/JDC/DRC	Donington, Castle Donington, Derby	E-Type anniversary celebrations	R
8-9 June	BOC	Prescott, Cheltenham, Glos	Classic hillclimb	R
8-9 June	750 MC	*Pembrey, Llanelli, Dyfed*	*750 racing*	R
8-9 June	**BRDC**	**Silverstone, Towcester, Northants**	**BTCC, F3**	**INT**
9 June	BHLRC/BRDA	Cadwell Park, Louth, Lincs	Rallycross	R
9 June	**ECDA**	**Circuit Hippodrome de Touchelais, Savenas, France**	**Rallycross**	**INT**
9 June	BRSCC	Brands Hatch, Fawkham, Kent	Thundersaloons, Historics	N
9 June	BARC	Lydden, Dover, Kent	Saloons, sports, single-seaters	R
14-16 June	**BRSCC**	**Snetterton, Norwich, Norfolk**	**Esso 24-Hour Saloon Car Race**	**INT**
14-16 June	**Vitesse 2000**	**Autodromo Hermanos Rodriguez, Mexico City**	**Mexican Grand Prix**	**INT**
15 June	OPRC	Oulton Park, Tarporley, Cheshire	Anglo-Irish Car Races	N
15 June	BARC/BRDA	Pembrey, Llanelli, Dyfed	Rallycross	R
15 June	BRSCC	Castle Combe, Chippenham, Wilts	Ford Fiestas, Classic Sportscars	R
15 June	VSCC	Silverstone, Towcester, Northants	Vintage Car Races	R
16 June	**Detroit Grand Prix Inc**	**Detroit, Michigan**	**CART**	**INT**
16 June	**Co Kildare MC**	**Mondello Park, Dublin**	**Rallycross**	**INT**
16 June	BRSCC	Mallory Park, Kirkby Mallory, Leics	Alfa Romeos, Porsches, F3	R
16 June	BARC	Gurston Down, Broadchalke, Wilts	Hillclimb	N
16 June	**BARC**	**Thruxton, Andover, Hants**	**Formula Vauxhall Lotus**	**INT**
16 June	BHLRC	Lydden, Dover, Kent	Single-seaters, Multisports	R
22 June	500 MRC	Kirkistown, Cloughey, Belfast	Race Meeting	C
22 June	BARC	Oulton Park, Tarporley, Cheshire	Formula Renault, Clios, BMWs	N
22-23 June	**ASACO des 24 Heures du Mans**	**Le Mans, France**	**Le Mans 24 Hours (WSC)**	**INT**
23 June	750 MC	Snetterton, Norwich, Norfolk	Saloons, sports, single-seaters	N
23 June	MAC	Pembrey, Llanelli, Dyfed	Morgans, Porsches, Vintage Sports cars	R
23 June	**BARC**	**Brands Hatch, Fawkham, Kent**	**Formula Vauxhall Lotus**	**INT**
23-29 June	**Classic Marathon**	**London-Cortina, Italy**	**Pirelli Classic Marathon**	**INT**
23 June	**Ticketmaster, Auto Racing Division**	**Portland International Raceway**	**CART**	**INT**
23 June	**SAIM SpA**	**Mugello, Italy**	**F3000**	**INT**
23 June	BARC/LIMRC	Lydden, Dover, Kent	Pirelli Marathon Stage, single-seaters	R
23 June	**BRDC**	**Donington, Castle Donington, Derby**	**F3**	**INT**
28 June-3rd July	**Rally of New Zealand Ltd**	**Auckland, New Zealand**	**New Zealand Rally (WRC)**	**INT**
28-30 June	**AC Targa Florio**	**Ypres, Belgium**	**24 Hours d'Ypres Rally**	**INT**
29-30 June	**BHRC**	**Brands Hatch, Fawkham, Kent**	**BTCC, British F3000**	**INT**
29 June	**BRDC**	**Oulton Park, Tarporley, Cheshire**	**F3**	**INT**

Before going to a particular event, we strongly advise you to check with the organisers or circuit that the scheduled meeting is taking place

Countdown to the Big Race

Fears that this year's 24-Hours of Le Mans might be a non-event can be set aside, thanks to a late rally by Porsche customers that could put 16 or more 962Cs on the grid. As FISA prepared the final list in Paris it seemed that the entry might reach 40, a figure that would be welcomed by the Automobile Club de l'Ouest.

Jaguar and Mercedes are the principal teams, with several private Porsche teams, and Mazda, playing a strong supporting role. This year should be the last for the old breed of consumption-controlled cars, and one of them will almost certainly win.

Jean Todt, Peugeot's sporting director, makes it plain that his V10-engined cars won't go the distance but looks to next year when the 3.5-litre cars should predominate.

Le Mans has been run outside the World Championship since 1988.... the exile proved painful when FISA ordered the ACO to instal two chicanes on the Mulsanne Straight, and re-entry wasn't easy either as the organising club had to sign away its television rights, and other money-spinners besides.

The centre-piece of the circuit, the pits and paddock area, has changed almost out of recognition. In place of the cramped, smelly old pits built in 1956 we will see an extended, modern tower block of garages, hospitality suites and viewing galleries rising approximately 90 feet into the sky.

Tom Walkinshaw's Silk Cut Jaguar team won the big race in 1988 and again in 1990 with the V12-powered XJR Group C cars, and prepares to enter four cars on June 22/23. The main development is an increase from 7.0 to 7.4 litre capacity for the stock-block engines, through a wider bore and longer stroke, and the power could rise from a quoted 730 bhp last year to more than 750 bhp.

Jaguar's driver line-up will include Derek Warwick, Bob Wollek and Andy Wallace, Teo Fabi, Kenny Acheson and David Leslie, John Nielsen, Davy Jones and Raul Boesel, and Jeff Krosnoff, Mauro Martini and Michel Ferté. Pairings will be announced later but there is a possible predictability...

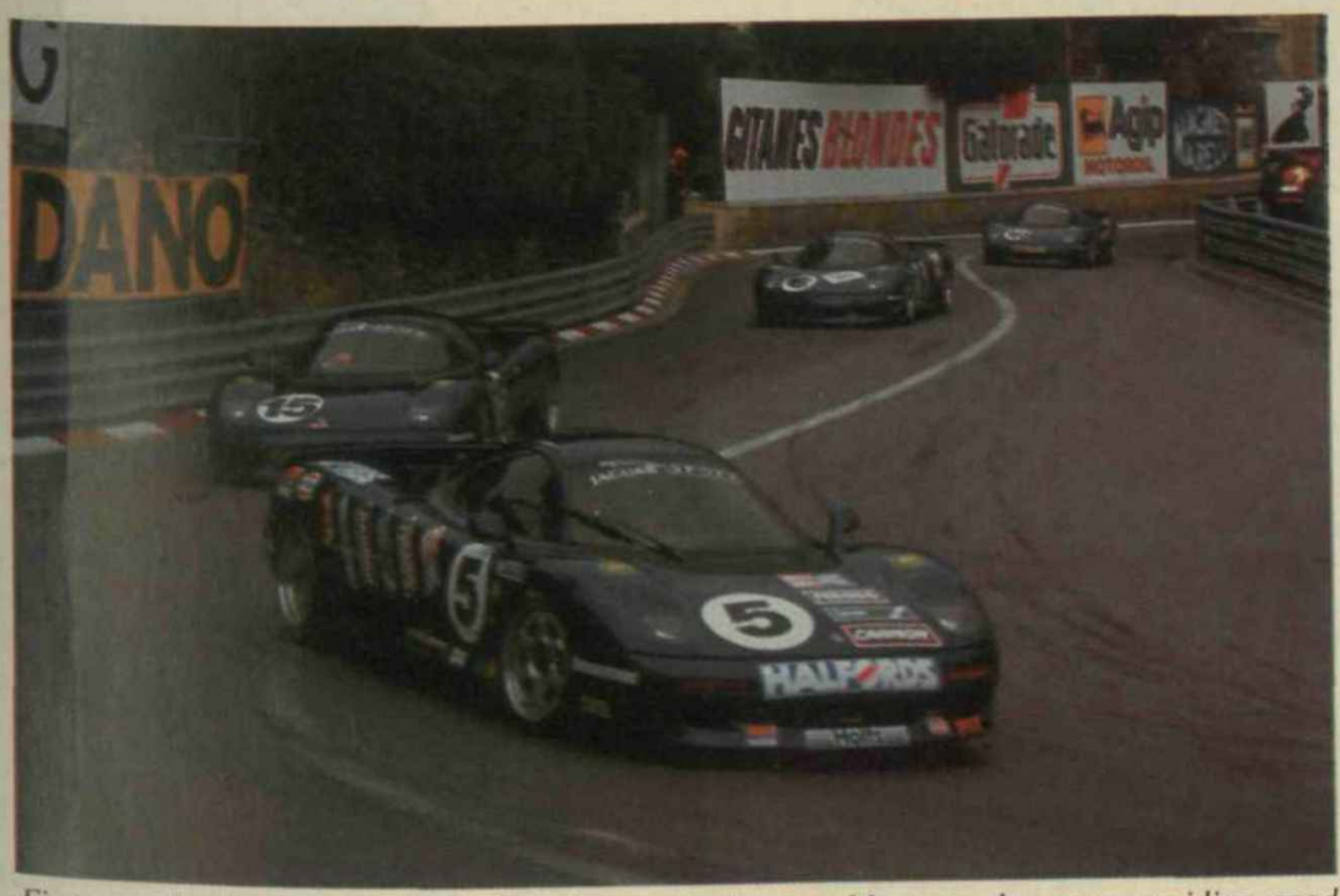
Bob Wollek is a surprising addition to the team, indicating a split with Joest Porsche. He is the Jaguar dealer in Strasbourg and offered his services to TWR once before, and the one-off arrangement means that Wollek has driven factory cars for Lancia, Porsche and Jaguar within the past six years.

He won the Daytona 24-Hours in February, and hopes that the recent tendency for Daytona winners to succeed at Le Mans will be continued. Walkinshaw, too, will hope that Wollek's presence can bring that sort of luck! The fourth car for Krosnoff and Martini is part of a TWR and Jaguar deal with the Suntec team in Japan, Suntec having taken delivery of an XJR-11 turbo for the Japanese Sportscar Championship.

The Sauber Mercedes team will put its main effort into a trio of C11s, looking to repeat the 1989 Le Mans victory. That 1-2-5 success was achieved with the C9 model, which was rather less complex than the C11, and the 24-hour test at Ricard earlier in the year did throw up a few problems with the C11. The championship winning car is a rather different proposition at 1000 kg, and the team's main concern is brake cooling.

Jean-Louis Schlesser and Jochen Mass lead the Mercedes team, with Michael Schumacher and Karl Wendlinger in the junior role visiting Le Mans for the first time (they hoped to drive the C291, but on recent form it just isn't ready for the 24-hour race).

Jonathan Palmer joins Mercedes for the race, along with Alain Ferté, Stanley Dickens, Kurt Thiim and Fritz Kreuzpointner, so four of Peter Sauber's nine drivers haven't taken part in the race before.



First round of the Jaguar XJR-15 series took place at Monaco, the cars providing good entertainment if not good racing.

Porsche 962C teams taking part include those of Walter Brun, the Kremer brothers, Antoine Salamin and Franz Konrad, all of whom are registered for the championship, and taking advantage of their entries will be Reinhold Joest, Vern Schuppan, the Alpha and Trust teams from Japan, Obermaier and the Almeras brothers.

At Le Mans, as everywhere else, the first ten places on the grid will be reserved for the new, normally aspirated machines and pole position is there for the taking.

There will be two Peugeots at the start for Keke Rosberg, Mauro Baldi, Philippe Alliot, Yannick Dalmas, Jean-Pierre Jabouille and Pierre-Henri Raphanel. There should be at least four privately owned Spices, one of them the Euro Racing entry from Holland and one, perhaps, with a Ferrari Dino engine from Martino Finotto's American IMSA team.

Chuck Graemiger's new SRG-Cosworth is expected to make its world debut with Pascal Fabre and Bernard Thuner on strength, entered by Fred Stalder's ROC organisations which has supported Le Mans for many years.

Last year the Sauber Mercedes team was missing from the line-up at Le Mans, for political reasons connected with the event being outside the World Championship.... this year the Nissan team is missing for political reasons connected with the event being inside the World Championship!

There will be regrets that this year's race is the last for the "unlimited" class cars and we still can't get the leading makes to the same grid, but still Le Mans remains the biggest and best sports car race of the year.

Marathon Plans

Some of rallying's biggest names will be on Tower Bridge on June 23rd for the start of the 4th Pirelli Classic Marathon. Walter Röhrl in a Lotus-Cortina and Sandro Munari (Alfa Romeo GTA) face names from a previous generation like John Sprinzel, an Alpine veteran in his Sebring-spec Sprite, and Stirling Moss who has built a Healey 3000 to aim for victory. He has recruited navigator Zoë Heritage, becoming famed for her prowess on regularity sections, in an effort to become the only man to win a Marathon Gold Cup as well as an Alpine Gold.

A Marathon first is the loose surface stage in Bavaria while ever more mountain sections include a night run over Coppa Dolomiti roads.

The Ladies cup is under siege from Anne Hall and Val Morley exchanging their Anglia for a Sunbeam Tiger.

First Time

On display for the first time on 22/23 June will be the John Young classic car collection, 30 sporting cars including a Maserati 250F, D-type, and Delage D8. The aim is to boost the restoration fund for Findon church, near Worthing. For information, phone 0903 830 447.


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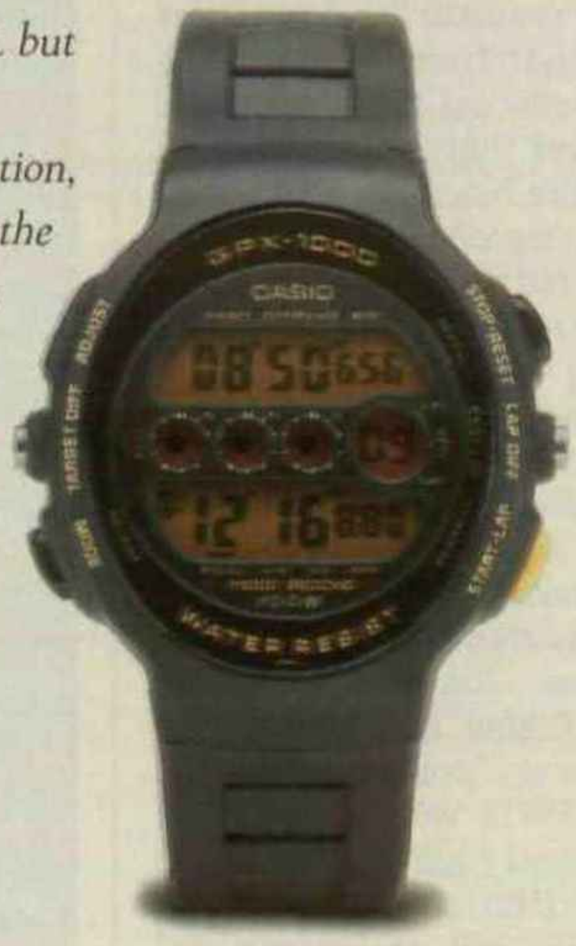
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AW503L/1AV Price Guide: £164.99



Despite his 55th pole position, Senna was unable to take the lead at the start and was forced to follow another car for the first time this year.

A Hat Trick

Imola, April 28

A vast crowd stayed in silence to watch Ayrton Senna as he reeled off the 61 laps of the splendid Autodromo 'Enzo and Dino Ferrari' at Imola to win the 11th Gran Premio di San Marino for McLaren-Honda. Apart from this being the third time he has won the Imola race, the significant point was that it was his third win this season in the brand new McLaren MP4/6 powered by the equally new Honda V12 engine, and at the time of writing there have only been three races. While other teams are suffering 'teething' troubles with new cars or new engines, McLaren-Honda came straight out and proceeded to win with the new designs.

For the Italians, and that means Ferrari enthusiasts, the whole meeting was a disaster and, in fact, there was only one occasion to cheer loudly. This was mid-way through Friday qualifying when Patrese held temporary 'pole position' time with his Williams FW14 with Renault V10 power. On the second runs Prost took the lead with 1.22.195 (Hurrah!), but then an embarrassed silence fell as Patrese did 1.21.957; admittedly he was a true Italian but his car was Anglo-French and painted in a motley mixture of blue, white and yellow. If it had been painted red it might have helped. Then Senna went out in the red and white McLaren-Honda V12 and 1.21.877 was enough to snatch pole-position for the time being. On Saturday the rains came and they stayed on and off for the next two days. Friday's times settled the grid line-up and the race itself was settled almost before it started on Sunday.

A look down the accompanying starting grid will indicate which teams got off to a good start at this first European Formula One race, and which were in trouble. Some of them could have improved their situation had the weather stayed fine and others might have done if they had not had to bring along brand-new and untested cars, all of which produced murmers of sympathy until you realized that the McLaren-Honda V12 was equally brand new when it won its first race in Phoenix, Arizona, on March 10th and won again in Brazil on March 24th. People say that McLaren-Honda 'keep moving the goal-posts' but I think they are in a different 'ball-game' at the moment.

As the twenty-six 'qualifiers' lined up on the grid on Sunday lunchtime the rain started and there was a mad scramble to change from 'slick' tyres to heavily treaded 'rain' tyres, and the Goodyear and Pirelli workers who had been hard at it all morning making sure all their teams were suitably supplied had to continue their efforts even more vigorously. At 10 minutes before 2pm when the start was due, the rain was falling so heavily that it was bouncing up off the tarmac and water was streaming across parts of the circuit on the steepest hills. Eventually the grid was cleared of people,

NON-QUALIFIED

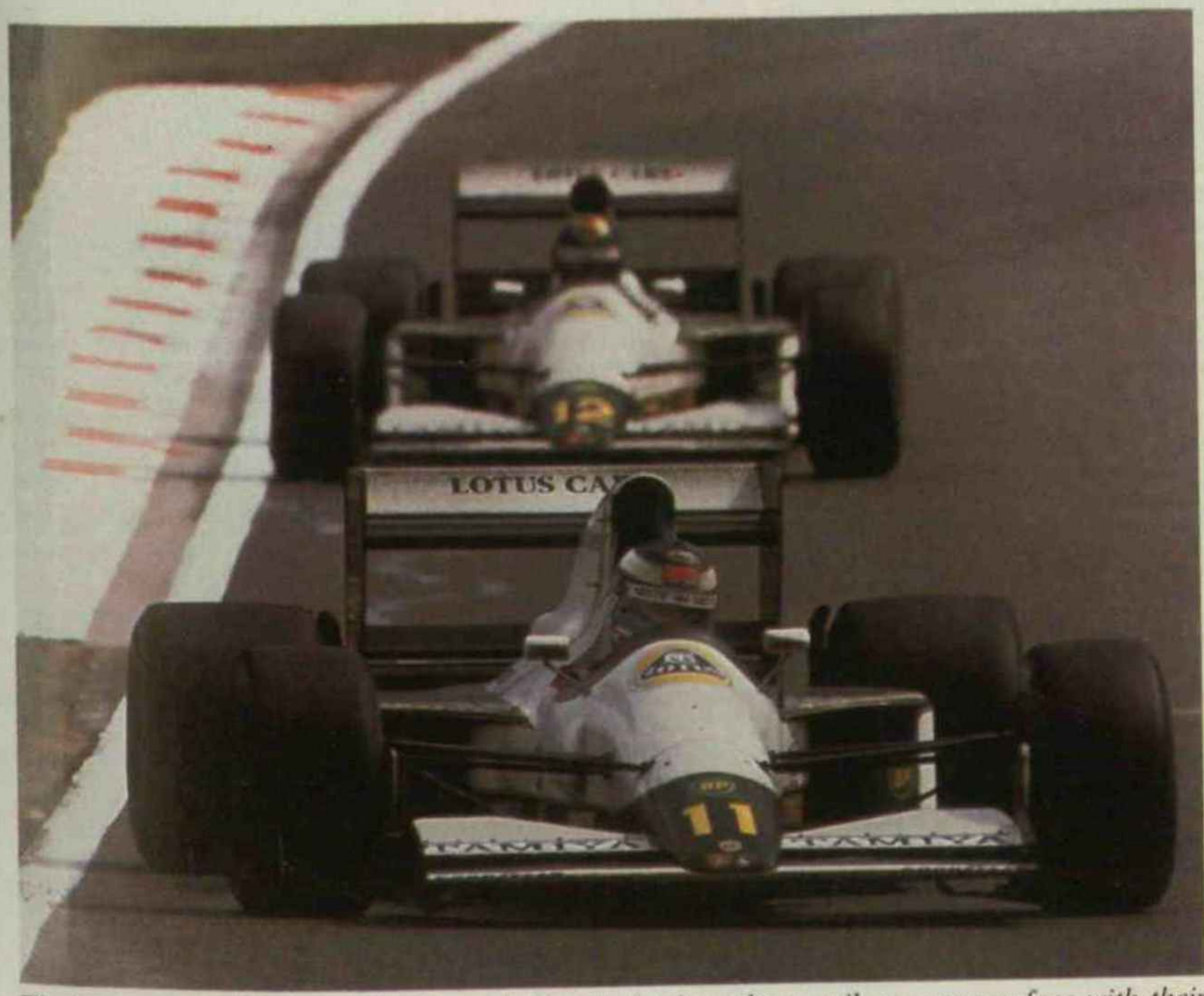
No	Driver	Nat.	Car/Engine	Tyres	Best Lap	Result
17	Gabriele Tarquini	I	AGS JH25-Cosworth V8 DFR	G	1 min 28.175s	DNQ
18	Fabrizio Barbazza	I	AGS JH25-Cosworth V8 DFR	G	1 min 29.665s	DNQ
10	Alessandro Caffi	I	Footwork A12-Porsche V12	G	1 min 30.280s	DNQ
9	Michele Alboreto	I	Footwork A11C-Porsche V12	G	1 min 30.762s	DNQ
21	Emanuele Pirro	I	Dallara BMS191-Judd GV V10	P	1 min 26.305s	DNPQ
14	Olivier Grouillard	F	Fomet FA1ME-Cosworth V8 DFR	G	1 min 26.789s	DNPQ
34	Nicola Larini	I	Lambo 2-Lamborghini V12	G	1 min 26.886s	DNPQ
31	Pedro Chaves	P	Coloni C4-Cosworth V8 DFR	G	1 min 31.239s	DNPQ

umbrellas, water-proof covers and tyre-warmers and all 26 engines were started and a fine sound they made. Eleven V12 engines, eight V10 engines and seven V8 engines with over 15,000 horse-power to share among the 26 drivers, though most of them would have settled for 150bhp under the prevailing conditions. Senna led them away on the 'parade lap' in which they are supposed to keep grid station. On the far side of the circuit, on the descent to Rivazza, the left side of the road was streaming with water and Senna had a few 'moments' negotiating the water. Prost arrived and promptly spun and sailed out of control across the wide open space on the inside of the circuit. Berger also slid off the track but the McLaren kept straight and tobogganed across the grass to rejoin the circuit and his place in the grid parade, while Prost's Ferrari slid backwards into the tyre barrier. Everyone else negotiated the stream and get back to the starting grid and the race started without Alain Prost.

Patrese made a lovely start from his second position and took the lead from Senna on the was to the first corner, with the other 23 starters obscured in a mass of spray, for though the rain had stopped falling everywhere was soaking wet and the 100,000 spectators were in a state of wet shock over the retirement of Prost before the race had even started. At the end of lap 1 Patrese had a nice lead over Senna, who looked as though he could bide his time over the situation as there was already no danger behind him. He was followed by Modena (Tyrrell-Honda), Berger (McLaren-Honda), Alesi (Ferrari) and Martini (Minardi-Ferrari) with no sign of Mansell or Piquet who are about the only two to challenge Senna on driving and racing. Mansell did not complete the first lap as he collided with Brundle's Brabham-Yamaha BT60Y on the last corner and the Williams came off second best, with a punctured left rear tyre and broken rear suspension. Brundle was able to limp round for another lap, with smashed nose-cone and broken steering, to regain the pits and have repairs carried out and rejoin the race, while Mansell walked back to the paddock ranting about 'the idiot' who ran into him, not knowing it was Martin Brundle!

Berger moved up into second place on lap 2, passing Stefano Modena, and then Alesi thought it was time that he got the Tyrrell-Honda V10, but he misjudged things and ended up in the sand trap, bogged down and out of the race. This was at the Tosa hairpin where there are more Ferrari enthusiasts to the square yard of hillside than you would think it possible to accommodate. A very sheepish Jean Alesi set off to walk back to the pits, admitting quite simply that he made a mistake, whereas his team leader arrived from the opposite end of the circuit full of excuses for his error, though even his own team members clearly did not believe any of them. The huge crowd was aghast. Barely four minutes had passed and there wasn't a Ferrari on the track, it was totally unreal. There were two Ferrari engines still running, in the Minardi cars of Martini and Morbidelli, and an Italian driver was leading the race, but few seemed to care. Those who had only paid to stand in the mud began to drift away and head for home, while those who had paid a lot of money for a grandstand seat decided to sit tight and try and get something back for their large outlay. At least the rain had stopped, and drivers were contemplating making pit stops to change over to 'slick' tyres. Gugelmin in the leading Leyton House-Ilmor V10 was the first to come in, and then Patrese came in and as he drove down the pit lane the Renault engine spluttered and stopped as he braked at the Williams pit. An electronic gizmo had failed and by the time Patrese got going again Senna had not only gone into the lead but had been in for a set of 'dry' Goodyears and was many laps ahead.

Patrese had never looked confident and comfortable during his nine laps in the lead, with Senna and Berger shadowing him with the two McLarens, but at least he



The Lotus twins Mika Hakkinen and Julian Bailey brought a smile to many a face with their performance in Italy.

STARTING GRID

1 **SENNA** McLaren MP4/6 1 min 21.877s (1) 1 min 43.633s (2)	6 **PATRESE** Williams FW14 1 min 21.957s (1) 1 min 42.455s (2)
27 ***PROST** Ferrari F1/91 1 min 22.195s (1) 1 min 42.429s (2)	5 **MANSELL** Williams FW14 1 min 22.366s (1) 1 min 41.878s (2)
2 **BERGER** McLaren MP4/6 1 min 22.567s (1) 1 min 40.322s (2)	4 **MODENA** Tyrrell 020 1 min 23.511s (1) 1 min 44.613s (2)
28 **ALESI** Ferrari F1/91 1 min 23.945s (1) 1 min 41.149s (2)	24 **MORBIDELLI** Minardi M191 1 min 24.762s (1) — (2)
23 **MARTINI** Minardi M191 1 min 24.807s (1) — (2)	3 **NAKAJIMA** Tyrrell 020 1 min 25.345s (1) 1 min 42.063s (2)
33 **de CESARIS** Jordan 191 1 min 25.491s (1) 1 min 44.118s (2)	32 **GACHOT** Jordan 191 1 min 25.531s (1) 1 min 44.897s (2)
19 **MORENO** Benetton B191 1 min 25.655s (1) 1 min 45.216s (2)	20 **PIQUET** Benetton B191 1 min 25.809s (1) 1 min 42.911s (2)
15 **GUGELMIN** Leyton House CG911 1 min 25.841s (1) — (2)	22 **LEHTO** Dallara BMX191 1 min 25.974s (1) 1 min 43.397s (2)
29 **BERNARD** Lola L91 1 min 25.983s (1) — (2)	7 **BRUNDLE** Brabham BT60Y 1 min 26.055s (1) — (2)
26 **COMAS** Ligier JS35 1 min 26.207s (1) 1 min 46.667s (2)	30 **SUZUKI** Lola L91 1 min 26.356s (1) — (2)
35 **VAN de POELE** Lambo 2 1 min 26.550s (1) 1 min 47.619s (2)	16 **CAPELLI** Leyton House CG911 1 min 26.602s (1) 1 min 52.949s (2)
8 **BLUNDELL** Brabham BT60Y 1 min 26.778s (1) 1 min 49.539s (2)	25 **BOUTSEN** Ligier JS35 1 min 26.998s (1) 1 min 44.125s (2)
11 **HAKKINEN** Lotus 102B 1 min 27.324s (1) 1 min 47.444s (2)	12 **BAILEY** Lotus 102B 1 min 27.976s (1) 1 min 45.931s (2)

*PROST did not start. Spun off track on Parade Lap.
(1) First Qualifying fine and dry.
(2) Second Qualifying very wet.



The Yamaha-powered Brabham BT60Y had an ignominious start at Imola, Brundle's charge from the back row being demolished after a first lap collision with Mansell.

was leading, something not many drivers do while Senna is around. For six laps the first four cars were Honda-powered, the two V12 McLarens with 1991 engines and the two Tyrrell with V10 engines from 1990, a sight that must have depressed the engine men from Ferrari, Renault, Cosworth, Ilmor, Judd, Lamborghini, Yamaha and Porsche. Nakajima's Tyrrell broke down on lap 16 and Modena's on lap 42, but in neither case was the Honda V10 to blame, other than by providing more power than the Tyrrell transmissions could cope with. With the race barely over halfway the two McLarens were a lap ahead of everyone else and it was pretty academic as to who filled the following places. Moreno held 3rd place from lap 42 to lap 54, in a new Benetton B191, but then its works Cosworth engine failed, while the other Benetton B191 of Piquet was hardly seen, the Brazilian spinning off the wet track on the second lap.

Consistent running by the slower cars was beginning to pay off in the championship points collecting and the prize money. Lehto, the Finn with the unpronounceable christian name, moved into 3rd place, bringing tears of joy to the faces of the Scuderia Italia as he got the chequered flag in the Dallara BMS 191, and a satisfied smile to the face of John Judd whose new V10 engine had performed well. His old V8 Judd engines in the two Lotus cars had done a good job as well, with Mika Hakkinen and Julian Bailey in fifth and sixth places, respectively. In fourth place was Pierluigi Martini in a Ferrari V12-powered Minardi car, but being painted white, yellow and black it was not surprising that it was overlooked in the general gloom that descended over the Autodromo Enzo and Dino Ferrari at Imola.

In the closing stages Senna had to pussyfoot a bit as his oil pressure warning light was flashing and for much of the race Berger's front brakes seemed to be troubling him. The McLaren-Honda V12 car may not have been perfect, but they were good enough to finish first and second, the only two cars to complete the full race distance.

Unluckiest man was undoubtedly Eric Van de Poele, the young Belgian driver of a Lambo 2-Lamborghini V12, making his race debut, having got through pre-qualifying for the first time. A few laps from the end, while in a firm fifth place, the Lambo fuel pump malfunctioned and the car stopped almost within sight of the finish. DSJ

NB Further details and reflections on the San Marino GP will be found in Formula One Scene.

RESULTS

San Marino GP, Imola, April 28
61 laps of 5.040 km circuit (307.440 km; 191.034 miles)

Pos	Driver	Nat.	Car/Engine	Tyres	Time	Best Race Lap	On Lap
1st	Ayrton Senna	BRA	McLaren MP4/6-Honda V12	G	1h 35m 14.750s	1m 27.168s	47
2nd	Gerhard Berger	AUT	McLaren MP4/6-Honda V12	G	1h 35m 16.425s	*1m 26.531s*	55
3rd	J.J. Lehto	FIN	Dallara BMS 191-Judd GV V10	P	1 lap behind	1m 29.091s	40
4th	Pierluigi Martini	I	Minardi M191-Ferrari V12	G	2 laps behind	1m 30.476s	33
5th	Mikka Hakkinen	FIN	Lotus 102B-Judd EV8	G	3 laps behind	1m 30.481s	56
6th	Julian Bailey	GB	Lotus 102B-Judd EV8	G	3 laps behind	1m 29.968s	58
7th	Thierry Boutsen	B	Ligier JS35-Lamborghini V12	G	3 laps behind	1m 29.368s	48
8th	Mark Blundell	GB	Brabham BT60Y-Yamaha V12	P	3 laps behind	1m 31.442s	53
9th	Eric Van de Poele	B	Lambo 2-Lamborghini V12	G	4 laps behind NR	1m 30.528s	50
10th	Erik Comas	F	Ligier JS35-Lamborghini V12	G	4 laps behind	1m 31.860s	42
11th	Martin Brundle	GB	Brabham BT60Y-Yamaha V12	P	4 laps behind	1m 30.115s	50
12th	Mauricio Gugelmin	BRA	Leyton House CG911-Ilmor V10	G	6 laps behind NR	1m 30.422s	46
13th	Roberto Moreno	BRA	Benetton B191-Cosworth V8 EXP	P	7 laps behind NR	1m 28.423s	44
14th	Stefano Modena	I	Tyrrell 020-Honda V10	P	retired on lap 42	1m 28.906s	40
15th	Andrea de Cesaris	I	Jordan 191-Cosworth V8 HB	G	retired on lap 38	1m 30.471s	28
16th	Bertrand Gachot	L	Jordan 191-Cosworth V8 HB	G	retired on lap 38	1m 33.534s	28
17th	Ivan Capelli	I	Leyton House CG911-Ilmor V10	G	retired on lap 25	1m 31.257s	24
18th	Eric Bernard	F	Lola L91-Cosworth V8 DFR	G	retired on lap 18	1m 33.555s	17
19th	Riccardo Patrese	I	Williams FW14-Renault V10	G	retired on lap 18	1m 28.776s	16
20th	Satoru Nakajima	J	Tyrrell 020-Honda V10	P	retired on lap 16	1m 44.827s	15
21st	Gianni Morbidelli	I	Minardi M191-Ferrari V12	G	retired on lap 11	1m 50.522s	10
22nd	Jean Alesi	F	Ferrari F1/91-Ferrari V12	G	retired on lap 3	1m 55.709s	2
23rd	Aguri Suzuki	J	Lola L91-Cosworth V8 DFR	G	retired on lap 3	2m 01.658s	2
24th	Nelson Piquet	BRA	Benetton B191-Cosworth V8 EXP	P	retired on lap 2	2m 21.555s	1
25th	Nigel Mansell	GB	Williams FW14-Renault V10	G	retired on lap 1	–	–
26th	Alain Prost	F	Ferrari F1/91-Ferrari V12	G	did not start	–	–

Winner's Average Speed: 193.671 kph; (120.341 mph) **Conditions: Very wet start, then dry**

Fastest Lap: Gerhard Berger (McLaren MP4/6-Honda V12) 1m 26.531s on lap 55; 209.682 kph (130.290 mph)

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The Autodromo di Imola has proved a happy venue for the start of the European season.

It is easy to forget that the San Marino Grand Prix is a relative newcomer to the World Champion Formula One season, and a lot of readers have probably forgotten how it came about. In the 1970s there was a feeling in Italian motor racing circles that Milan and the Monza Autodromo had held a monopoly on motor racing and the Italian Grand Prix for far too long. The Italian Grand Prix dates back to 1922, and most of the time it has been held at Monza. There was always plenty of motor racing all over Italy, for many years on public road circuits, in or near sizeable towns. A few special tracks were built, but none could rival the Autodromo di Monza. It had speed, grandeur, popularity and it was very close to Milan.

By the end of the 1970s the Autodromo di Imola, on the very edge of the town south-east of Bologna, had developed and improved until the controlling body felt justified in making a bid for the Italian Grand Prix to be held on their circuit. There had been racing on the Imola circuit for many years; I can remember going there as far back as 1956 for a sports car race, and in 1963 Jim Clark won a non-championship Formula One race, but there had never been an Italian Grand Prix. In 1979 a non-championship Formula One race was held in September, won by Niki Lauda in a Brabham-Alfa Romeo. The following year the Italian Grand Prix was moved to Imola, the 1979 event proving that the circuit was more than adequate for a full-blown World Championship event. It was the 51st Italian Grand Prix and was won by Nelson Piquet in a Brabham-Cosworth V8, from the Williams cars of Alan Jones and Carlos Reutemann.

Although it was a great success and everyone liked the Imola circuit it did not seem like an Italian Grand Prix and Italian enthusiasm was very mixed over the idea of alternating the major Italian race between Monza and Imola. A much more serious facet was the financial stability of the two circuits, the Grand Prix obviously being the big money earner that kept Monza solvent, and Imola, having spent a vast sum of money to bring the circuit up to the required standard, now needed the Grand Prix to remain solvent. Neither circuit could exist financially with the Italian Grand Prix on alternate years so there was a bit of an *impasse*.

Without making a lot of noise and fuss the Italian sporting and business world came up with a unique idea that solved all the problems. For all those who were keen to keep the Grand Prix at Monza there were an equal number who were keen to have it again at Imola, and on neither side were there dissenters. Monza was the spiritual home of the Italian Grand Prix, like the Grand National is to Aintree, and the Derby is to Epsom Downs. The Italians had their Aintree/Grand National syndrome, but they did not have a Derby, and anyway, the FIA rules only allowed one World Championship Grand Prix per country.

In an incredibly short space of time the problem was solved. A bit further on south east on the via Emilia there was a small Republic called San Marino, a tiny little piece of land that was self-governing like a little island, completely surrounded by Italy and happily getting along very nicely, even having its own Automobile Club and International plate RSM. What they had never had was a Grand Prix, nor even a circuit in their tiny republic, but they could always use the nearby Autodromo di Imola which had proved itself suitable for a World Championship event. Thus the Grand Prix of San Marino came into being and the first event was held on 3 May 1981. It has been held every year since then, always in the spring time, and everyone is happy.

The Italian Grand Prix returned to its rightful home at Monza and is held every year in the autumn, so Italy (and San Marino) are very happy with a Grand Prix at the start of the European season and one near the end. Surprisingly the rest of the world seems happy with the situation and the event at Imola is looked forward to keenly by the Formula One world.

The recent event was only the eleventh Gran Premio di San Marino, a short life compared with the French Grand Prix, the Belgian Grand Prix, the German Grand Prix, the Monaco Grand Prix and even the British Grand Prix, but it is so firmly entrenched on the calendar, and is such a happy meeting, even when it rains, that it seems as if it has always been with us.

Starting the European season the whole affair seemed much more serious than the two races already held, at Phoenix USA and Interlagos Brazil, and everyone who had been using "interim" cars on the other side of the Atlantic now had their 1991 cars ready, so that the pit lane garages held much of interest. With two victories in two races the McLaren MP4/6 with its new V12 engine did not appear to have too much

wrong with it straight off the drawing board. Three cars were in use, one each for Senna and Berger, and the T-car for Berger this weekend, unless circumstances were drastic.

Honda already have a number 2 version of their new engine, with even better low-down torque, but to the average spectator watching the red and white car going by, it looked very much like the 1990 car, the only real difference being in the higher pitch to the exhaust note compared with last year's V10 engine. The colour scheme, however, of Marlboro red and white is about the only thing that has remained unchanged on the MP4/6, though the design follows on from the successful formula of last year.

Those other teams who had their new cars in America and Brazil came back to Europe with mixed feelings; some were in chaos, like Ferrari, some like Williams were confident that their new car was basically alright, Tyrrell were well-pleased with their new relationship with Honda and the V10 engine, Jordan were highly delighted with their entry into the fast and furious world of Formula One, Leyton House were hoping the V10 Ilmor would soon get over its teething troubles and the Scuderia Italia were progressing happily with John Judd and his new V10 engine.

Among the smaller teams AGS and Larrousse were far from being confident about their future due to shortage of sponsorship money and the world of Lamborghini as used by the Modena Lambo team and Ligier left a lot to be desired.

Of the teams that had new cars at Imola the Footwork team were in the biggest trouble. They had completed the first of the new A12 cars, a totally new chassis designed around the Porsche V12 engine, well on time and were at Imola for initial testing the week before the race, while the second car was being completed. Disaster struck when the front aerofoil failed on a very fast left-hand bend and pitched the car into the barriers at high speed. Michele Alboreto, who had been in control, was very lucky to escape serious injury, but even so he needed a lot of stitches in his right leg and was badly bruised. The brand new car was a complete write-off, which set their programme back so badly that they never recovered.

The two A11C cars had to be put back into commission, while the second A12 was completed in the paddock garages. While Alboreto did as best as he could with an old car, Alessandro Caffi waited patiently for his new car to be finished. With the second day of practice a complete washout, with persistent rain, there was little hope of the team doing more than keep its head above the water. It was no surprise that neither driver qualified for the race.

The Fondmetal team did not even get through the pre-qualifying session first thing on Friday morning with their new car. Olivier Grouillard drove the new Fomet though it was far from ready for serious motoring, but the team were satisfied that some progress had been made.

The Brabham team were in much better spirits as they had two of the new BT60Y cars, with Yamaha V12 engines, designed as a complete package and one of the best looking cars of 1991. Both cars qualified for the race and both cars finished their first race, which is something to be pleased about in this high-pressure age of Formula One. Mark Blundell was 8th and Martin Brundle 11th, though the latter would have been much higher up had he not been run into by Nigel Mansell at the end of the opening lap. Repairs at the pits lost the Brabham driver over a lap, but to have both cars at the finish was some compensation, for not many teams could claim that, even with well-tried cars.

While the very pretty little Brabhams came quietly on the scene, a bit later than they had hoped, the new Benettons arrived with much trumpeting and dazzle. As is the world of Benetton clothing, the new Benetton B191 is pretty garish to behold and not a particularly attractive shape, though no doubt efficient aerodynamically. Their weekend was far from smooth as the new cars seemed beset by "teething troubles", a word that John Barnard seems to have picked up since leaving the McLaren team! If it wasn't the new Cosworth V8 engines giving trouble it was bits on the Benetton chassis, and as fast as one thing was put right another would go wrong. Altogether a frustrating debut for a new design, and the real embarrassment was

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for Moreno and Piquet to have to line up on the grid behind the Jordan cars of de Cesaris and Gachot, using the production HB version of the narrow-angle Cosworth V8 engines. Ford, who finance the Cosworth operation for the Benetton team, were beginning to wonder if they were backing the wrong team. In the race Piquet threw his car away into the sand trap on lap 2, and Moreno ran in midfield moving up as cars dropped out until he was in third place, only to fall by the wayside seven laps from the end. Altogether a rather inauspicious debut for the new Benetton B191, now three races behind the serious teams.

When Dr Harvey Postlethwaite introduced the Tyrrell 019 last year, it contained two major design features that not many people really understood, but they created a "design fashion" which has caught on this year. The first and most obvious one was the aerodynamics of the nose of the car in which the centre-line of the nose was raised up, allowing the air to pass underneath and impinge on a flat plate that extended forwards from under the cockpit, providing downforce. The front aerofoils were still low down and hung from the nose cone by angled struts making the front of the car looking as if it had "whiskers".

The other important feature was the front suspension that utilised a single shock-absorber/coil spring unit hidden within the monocoque above the driver's knees. Each front wheel was mounted on double wishbones and the uprights were connected to the coil spring unit by long push-rods that disappeared inside the monocoque and operated a swinging link which turned the movement of these push-rods through a right-angle to compress the spring unit. Now, this was the clever bit, for this swinging link was so mounted that it was free to move sideways depending on which pushrod was "pushing", thus allowing the whole "system of levers" to work freely. Personally, I am not quite sure that I understand the geometry or the theory behind the design, but it is still used on this year's Tyrrell 020, and has appeared on a number of new cars from other teams, as has the raised nose cone and front aerofoils "hanging down like whiskers". I am sure they all have good reasons for copying the Tyrrell layout, but the only thing that was obvious to me last year was the driving of Jean Alesi, who made good use of any advantage gained by the Tyrrell design features. This year he is in the Ferrari which seems to go fast whoever drives it and regardless of design features. That it does not go fast enough is only the fault of McLaren-Honda and Ayrton Senna!

This year's Tyrrell is powered by last year's Honda V10 engine, and the Tyrrell 020 is very much a front-runner, behind the McLaren and Ferrari and Williams cars. Look-alike treatment can be seen on the new Jordan, Benetton, Brabham and Footwork, while Patrick Head and Adrian Newey have allowed themselves just a tiny hint of "whiskers" on the front of the Williams FW14. We used to talk about "trend of



Powered by last year's Honda V10 engine, the Tyrell is very much a front runner.

design" in Formula One, but with the shortage of real innovators on the scene it is more a case of the "trend of fashion".

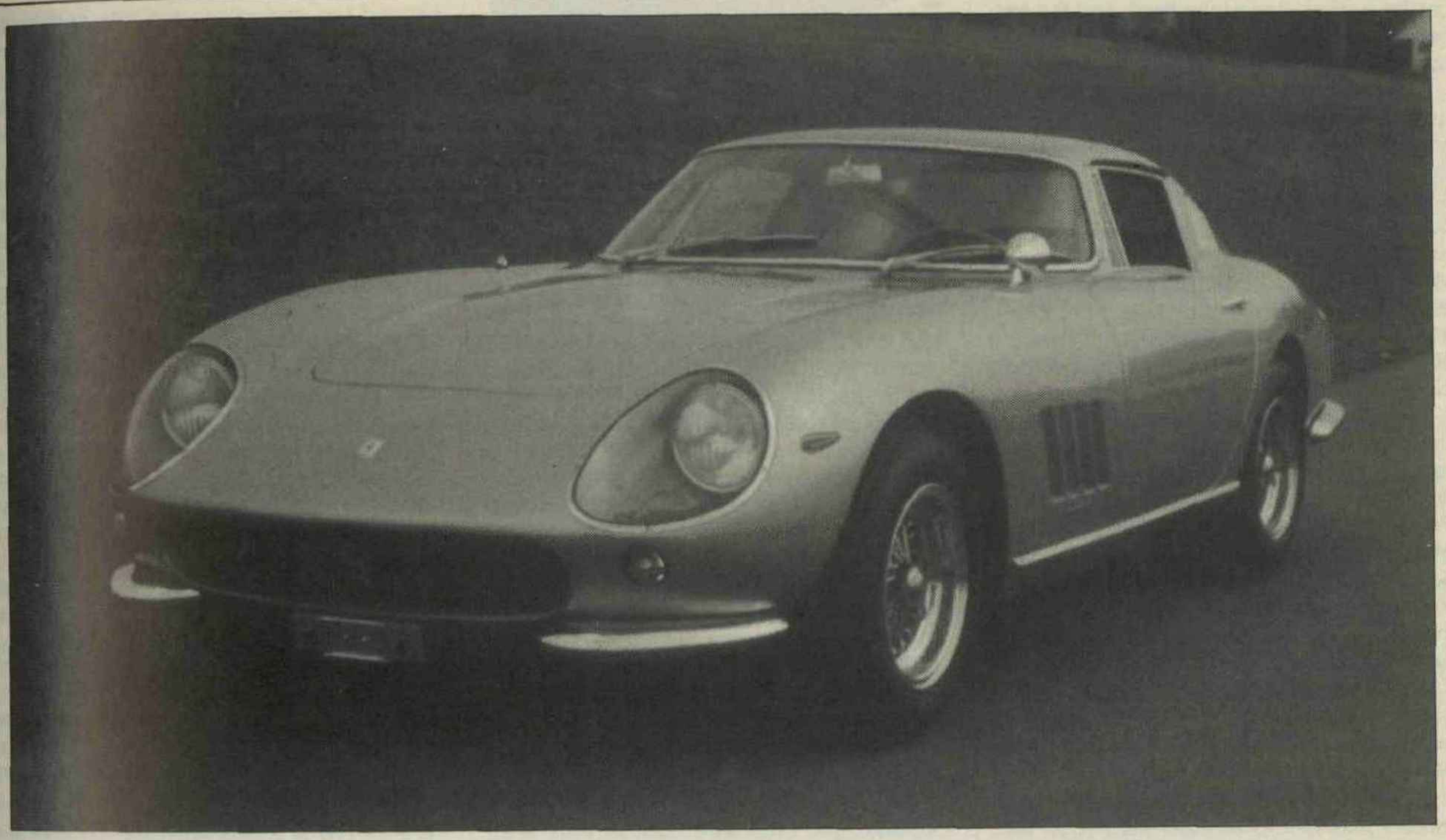
Until the weather broke at Imola, practice was getting very interesting, with lap times getting down to last year's pole position time, and Senna actually improving on it during the Friday morning testing. Berger, Prost, Patrese and Alesi were hard on his heels, but behind him needless to say. The really interesting thing was the speeds through the Longines timing speed trap on the way down to the Tosa hairpin. In the morning Senna's McLaren-Honda V12 clocked 203.454 mph (yes, Miles per Hour), Alesi's Ferrari V12 did 201.40 mph and Patrese's Williams-Renault V10 did 200.26 mph.

By any standards 200 mph is quick and few people can honestly claim to ever having been in a car going at that speed. When you look at a map of the Imola circuit you wonder where the straight is that allows such speeds. The previous long curve at Tamburello is taken at around 175 mph, which means there is a fair old amount of "grunt" coming from today's top Formula One engine. A lot of us have probably driven cars with impressive acceleration from 65 mph to 90 mph, but try to imagine even more acceleration as the Formula One cars go from 175 to 200 mph!

Slowest of the lot on Friday morning were the two Footwork-Porsche V12 cars, neither of them reaching anywhere near 180 mph, but that team was in deep trouble since the week before.

In the Friday qualifying session Senna changed his tactics a little with adjustments to things like aerodynamics and gear ratios, and sacrificed a bit of top speed for an improvement round the rest of the circuit. His maximum through the speed trap came down to 200.56 mph, but his lap time improved by nearly a second, and that is a lot by any standards. Eight drivers clocked over 200 mph, the order being Prost (201.53 mph) Berger (201.16 mph) Alesi (200.86 mph) Patrese (200.62 mph) Senna (200.56 mph) Martini (Minardi-Ferrari V12 — 200.32 mph) Mansell (200.26 mph) and Morbidelli (Minardi-Ferrari V12 — 200.02 mph). On lap times it was a very different story, for the list read Senna, Patrese, Prost, Mansell, Berger, Modena (Tyrrell-Honda V10 — 196.11 mph best speed), Alesi, Morbidelli, Martini. Clearly maximum speed is not everything at Imola, but it is interesting, and with the rain coming on Saturday the grid order was settled on Friday afternoon.

In the rain only Berger went over 170 mph and in the damp qualifying session Alesi was the fastest with 184.87 mph with Nakajima (Tyrrell V10) next at 180.59 mph. I was tempted to take the long walk away from the pit area down beyond the Tamburello curve to stand behind the wire netting and watch the cars go by at over 200 mph, but the rain put a stop to that idea. The first time I was aware of 200 mph on land was some 25 years ago when I was into Drag Racing and some top-line Americans came over to England to show what it was all about. There was an occasion when 201 mph was the top speed (at the end of a standing start quarter-mile), and I went down the finish line to see for myself at close quarters. It was something of a disappointment because my eyes and brain could not take in such speed adequately. By the time my eyes had focused on the car it had gone by and had its parachute out and was slowing rapidly. Instant 200 mph is something I personally cannot actually see with my eyes, but I can appreciate electronically. I am sure I could visually appreciate it at Indianapolis where you can see the



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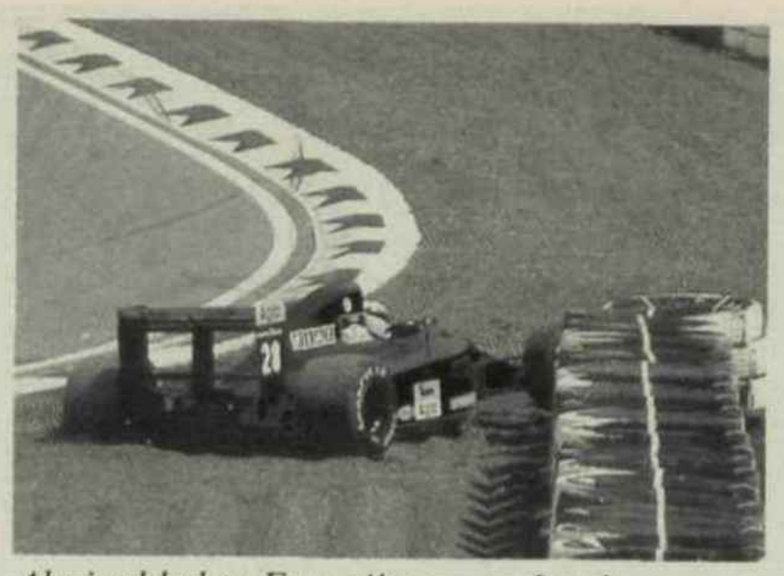
car for a whole lap of the track and the top cars never drop below 200 mph, but that is another world.

It would be nice if the television people used a bit of imagination and took a long sequence from a helicopter, showing their own Air Speed Indicator at something like 120 mph and filmed a McLaren or Ferrari coming up behind them and passing underneath at 200 mph and while still viewing the ASI at 120 mph the car disappeared in the middle distance. Mind you, the helicopter instrument would probably be calibrated in knots, which would confuse the issue!

As reported elsewhere, the actual race at Imola was a bit of a shambles due to the rain, but when I got home everybody wanted to know two things. (1) What was Prost up to? and (2) What happened to Mansell? When I tried to point out that Senna and the new 1991 McLaren-Honda V12 had won their third race on the trot, and that this time Gerhard Berger had really earned his money as the team Number Two, by coming home in a fine second place, and that nobody else was on the same lap as the McLarens at the finish, they said, "Yes, yes, we know that, but. . . ."

It was quite remarkable the number of people who saw Prost spinning across the grass on the television and when the car stopped, he got out and stood there. The reaction of competitive-minded viewers was he should have started running off to the pits to take over the spare car. When I pointed out that he had gone off the circuit a long way from the pits, the reaction was that the "racer instinct" should have made him start running even if commonsense later told him it was pointless, and anyway he was not to know whether the race was going to start on time or be delayed due to the rain. A lot of people recalled Derek Warwick at Monza last year, when his Lotus skated upside down on its crash-bars and when it stopped Derek ran back to the pits to get in the spare car, a pure "racer instinct". I have a feeling that there maybe a complicated rule in the FIA book about Formula One that says a driver cannot re-join a race in a different car, and officially when the cars leave the grid for the Parade Lap they are under starters orders, which effectively means the race has started. One of the troubles with FISA/FOCA/FIA management is that by the time I can get hold of a printed copy of the rules, they have been changed or rescinded. The only way to be in full control is to sit by a fax machine at one of the teams' headquarters, but that would make life rather dull.

Anyway, the viewers of TV seemed agreed that "Prost should have done something when his Ferrari came to rest." One or two suggested that it looked like a pre-planned affair by Prost to avoid driving in the rain in front of 100,000 Italians, but I thought that was a little uncharitable. Few people seemed to have noticed Berger's McLaren spearing off across the grass in a lovely straight line, to rejoin the circuit at the foot of the hill, back in his correct grid position. As he lost control on the water on



Alesi added to Ferrari's woe at Imola.

the track he had his car-to-pit radio switched on and said "Oops! I am going off the road." The McLaren pit crew held their breath. Then Berger came back on the radio to say, "I am back on the track. OK" and the team breathed a sigh of relief. There was not much they could have done as once the parade is under way the race has started officially and the drivers are out there on their own.

And Mansell? Well he was in fourth position on the starting grid, but did not get away brilliantly as the grid turned into a cloud of spray, and spent the opening lap unsure of his electric gearchange mechanism. Meanwhile his team-mate Riccardo Patrese, with the same type of transmission, was away in the lead and having no trouble at all. Going into the last three corners of the lap, which form a sort of chicane, Mansell had fallen a long way back down the field and was fumbling about with the steering wheel rocking lever that operates the contacts to pass messages down to the selectors on the gearbox and was going relatively slowly as he got neutral instead of a gear. He was now about midfield and Martin Brundle was coming up to pass him with the Brabham-Yamaha V12; not expecting to see Mansell's Williams-Renault V10 during the race, Brundle reasonably enough assumed that Mansell was in trouble and was heading for the pit lane, which you do at this point by keeping well to the right at reduced speed. As they approached the second left/right "jink" of the elongated chicane Mansell "found" a gear and promptly cut across in front of a very surprised Brundle!

The Brabham right front wheel hit the Williams left rear, deflating the Williams tyre, and spinning the Didcot machine neatly out of the way, but not before the Brabham nose cone was smashed and a steering link was broken. Fortunately Brundle was able to make it round for the



Mansell's race was short-lived in the FW14.

second lap and get to the pits and have repairs done to his damaged car and rejoin the race. Mansell had nothing else to do but walk across to the pits and complain about "some idiot" running into him. By this time Prost had returned to the paddock and was murmuring about the Ferrari gearbox having seized up, but nobody believed him, even his own team, and the next day the local papers carried a statement from the Scuderia Ferrari stating categorically that they had inspected the gearbox and found nothing wrong with it. Two drivers who should have been out on the track battling it out with Ayrton Senna were nursing grievances that few people were interested in.

Before practice I had the opportunity to inspect the Williams gearchange system very closely, and the most notable thing was the delicacy of the electrical switch gear. Pivoting on the steering wheel hub is a transverse rocking lever which operates electric contacts in the hub. These are not switches, as in electric lighting, but tiny contacts like computer keyboard buttons, with an equally light touch, and to change up you pull the rocking lever back towards the steering wheel with a light touch with the fingers of the left hand. This contact sends a signal down to the mechanism on the gearbox which operates the selectors. At each signal from the left side of the lever the gearbox changes up a gear. At a signal from the right side of the rocking lever, done with the finger tips of the right hand, the gearbox changes down a gear. You have to go up through the gears in progressive order 1, 2, 3, 4, 5, 6 each change being commanded by a light touch on the left hand contacts. The right finger tips send the opposite signals down the wires and you change down, 6, 5, 4, 3, 2, 1 or to wherever you want to be. The system can be programmed to change in any pattern you want for a given circuit, for example changing down 6,4,2 and changing up 2,3,4,6 or whatever you want. At the moment the system is working on a complete sequential order of changing up or down, but above all it only requires the lightest touch on the lever to operate the electrical contacts. Patrese seems to have developed the required "light touch" but it looks as if Mansell has yet to master the light delicate touch. The Ferrari uses a similar system and last year Prost seemed to get on alright but Mansell had more than his fair share of trouble, and towards the end of the season was complaining that his gearchange always gave trouble and Prost's never did, making it obvious that he thought the Ferrari engineers were doing something deliberate. Now it seems that Patrese's gearshift mechanism is alright and Mansell's is giving trouble!

Some people may wonder why they don't stick to the good old fashioned gear-lever connected to the selectors by rods and levers. The answer is that with the electric change the driver can keep both hands on the wheel all the time, which is no bad thing as cornering speeds keep going up. On the Williams system you can change

up without easing the throttle pedal, which anyone who has done sprint motoring will know is a distinct advantage. With engine rpm going higher and higher all the time the day cannot be far off when we will see the engine running at constant rpm throughout a race and speed variations looked after by a fully automated transmission on the lines of a torque converter or infinitely variable gear train, or even some other form of power transmission. The present system control by electronics already makes rods, levers and universal joints obsolete, but sensitive drivers are a prerequisite.

Mentioning sensitive drivers brings us to the blinkered driving of Stefano Modena, going well in third place for much of the race, with the leading Tyrrell-Honda V10, but due to be lapped by Senna around lap 23. Any driver worthy of holding third place, even a lap behind the leader, must have his wits about him and have a good idea of where the leader is. When the leader comes up to lap them, obviously going a lot faster, most drivers will graciously give way either by easing off or moving to one side, and if it is Senna who is lapping you there is no need to do anything dramatic as he needs the minimum of time and space to get by. For something like 10 laps Modena did nothing to acknowledge Senna's presence behind him, making no concessions to help, and in fact visibly baulking him on some corners. Fortunately for Modena, Senna was under no pressure from the second place man, so could bide his time and wait for the young Italian to move out of the way. Had Senna been hard-pressed by Prost or Mansell, as he might well have been, then I think Modena might have got himself run over by his unfriendly tactics. Some years ago Jonathan Palmer was driving a Tyrrell on this same circuit and when being lapped by the race leader made no attempt to get out of the way. Afterwards he said that "Uncle" Ken had instructed him never to give way to anybody. Now if you are on the same lap and racing against somebody, whether for first or last place, that is fair advice, but when you are being lapped by the leader I think that rule does not apply. Maybe I am old fashioned in what I think is right or wrong, but I know that not many people thought that Stefano Modena was driving properly, and those that followed him in Formula 3000 were heard to say that he drove like that long before he met "Uncle" Ken.

The shambles that the weather and some of the drivers made of the San Marino Grand Prix was a great pity because it had all the makings of a superb European "opener" for what promises to be a season full of exciting happenings. Someone's misfortune invariably means good fortune for somebody else, and the end result of the Imola race was no exception for it allowed relative new-boys to fill third, fourth, fifth and sixth places, with a new face up on the winner's podium alongside Senna and Berger. This was the young Finnish driver JJ Lehto driving a Dallara-Judd V10, a new car and new engine for this year from the Scuderia Italia from Brescia; Gianpaulo Dallara designed the car and John Judd and his team at Rugby designed the new V10 engine and Lehto was almost embarrassed about being up on the rostrum with the two great McLaren drivers. There was a happy irony about the situation as FISA rules make the Scuderia Italia drivers go through the early morning farce of pre-qualification, and on this occasion Pirro failed to pass the test in the other Dallara. Their third place should stand them in good stead when the situation is reviewed half way through the season.

Team Lotus were equally pleased with Mika Hakkinen and Julian Bailey keeping their Judd V8-powered cars in one piece and finishing fifth and sixth, respectively, for they were beginning to look as if they were heading for demotion to pre-qualifying.

Not surprisingly they all had been lapped by Senna, some more than once, and had all the "aces" stayed on the road and kept their cars in one piece, Lehto would have finished 9th or 10th. It would have still been a praiseworthy drive, and nobody begrudged him or his team a bit of good fortune.

DSJ

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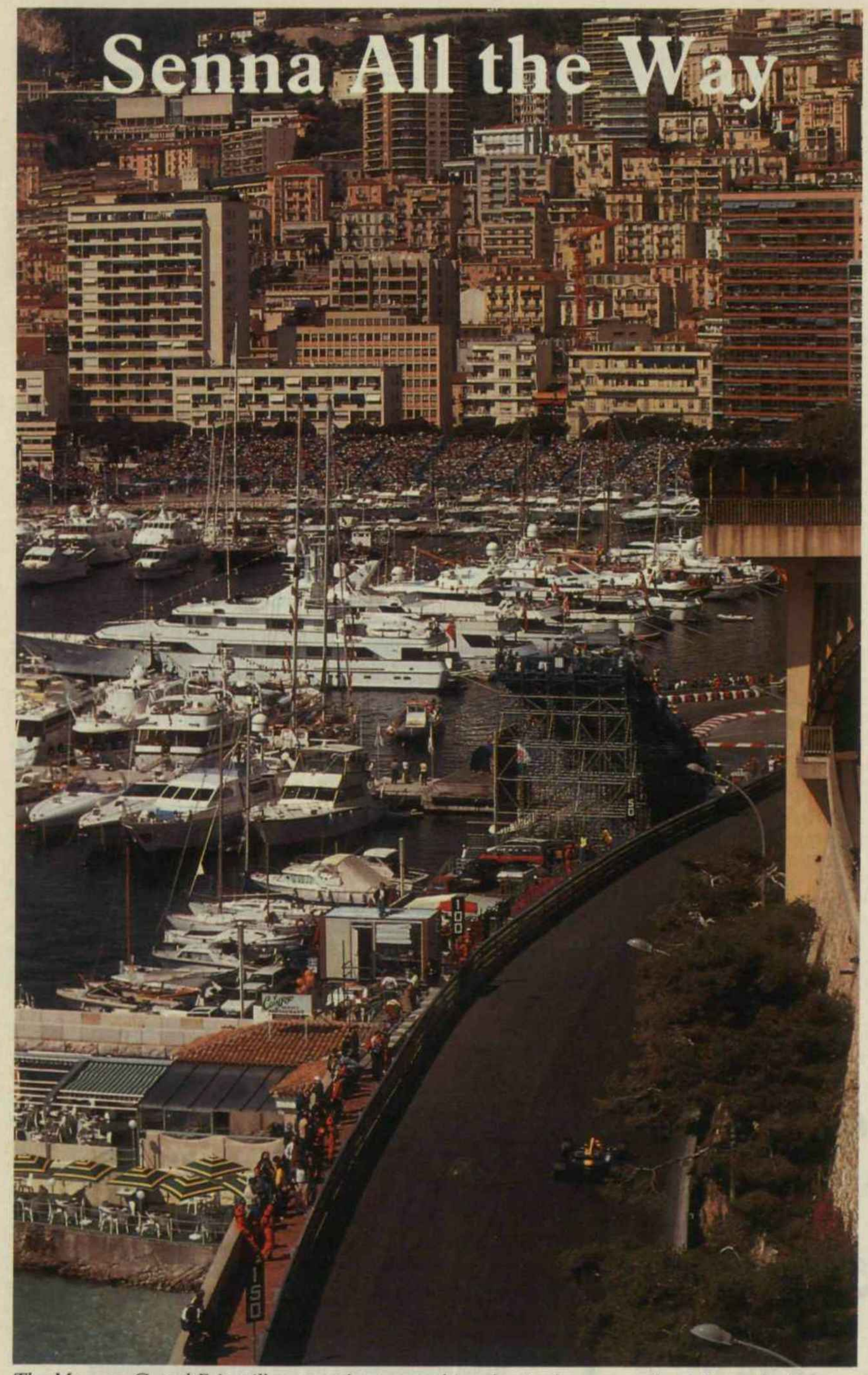
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Senna All the Way



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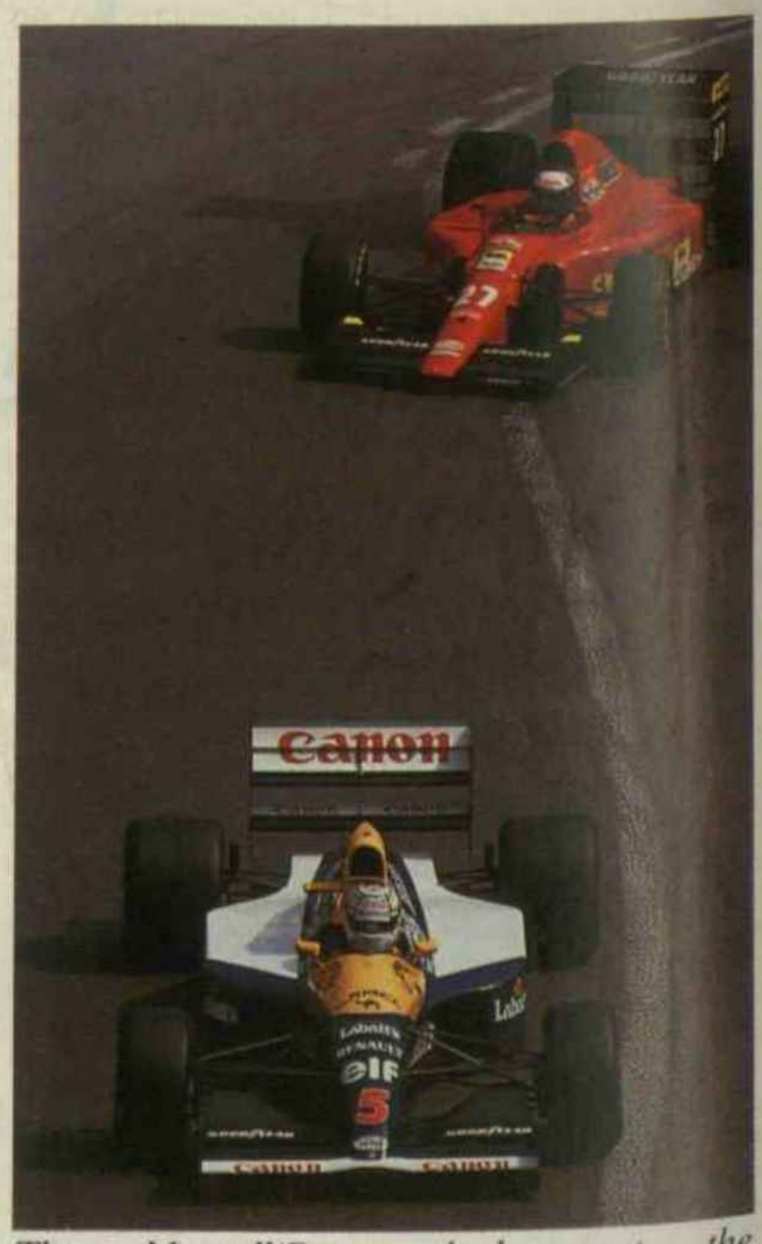
Monte Carlo, May 12

Another pole position, in the lead for the entire 78 laps of the twisty circuit round the Principality, a lead of over 40 seconds on the second place man at 50 laps, sufficient to allow a considerable easing off in the closing laps to win by a comfortable 18 seconds, says it all. Yes, it was Ayrton Senna and the McLaren MP4/6 with Honda V12 power that dominated the Monaco Grand Prix, to win their fourth Grand Prix in a row, which means they have won the first quarter of the 1991 season of Formula One races with a brand new car and brand new engine, while others are still experiencing "teething troubles" with new cars, and some are experiencing troubles with old cars!

When someone appears and beats the McLaren/Honda/Senna combination fairly and squarely, not by luck or misfortune, it is going to be well worthwhile being there, for what ever the combination is it will be something very special. At the moment the rest of the Grand Prix world are getting pretty breathless trying to keep up the pace and occasionally present a small challenge, and it is not for want of trying. Williams, Ferrari, Benetton and Tyrrell were all trying their hardest throughout the Monogasque weekend, and though they collectively dealt with the McLaren number two they did not get a sniff at Senna's tail.

There is never any pre-race testing at Monaco, so when practice starts on Thursday morning (Friday being a rest day for Formula One) it is the same for everyone and you have to know what you intend to do and get on with it pretty quickly. For once the unfortunate eight drivers who have to go straight out at 8am, without any practice at all, and vie for the four places in the event proper, had a bonus. The four fastest, which were Lehto (Dallara), de Cesaris (Jordan), Pirro (Dallara) and Gachot (Jordan) were able to start official pracrice with advance knowledge of the circuit conditions, and they all made good use of it. Lehto was particularly impressive with the Judd V10-powered Dallara of the Scuderia Italia from Brescia.

There were quite a few drivers bouncing off the guard-rails during practice and qualifying on Thursday and Saturday, even Senna joining them on Saturday morning when he hit a rail with his left rear wheel, sufficient to knock it out of line. On the other hand Alex Caffi hit the rails by the swimming pool so hard that there wasn't much of the Porsche Footwork A12 left, and though not badly hurt it put paid to the little Italian's activities for the weekend. Another driver who put himself out of the activity was Martin Brundle, though not in a spectacular fashion, but by infringement of a very strict rule that has no appeal. During the qualifying hour on each day there is a very efficient team of scrutineers at the entrance to the pit lane and they preside over a weighbridge. A computer chip with a random programme operates a red light, so that no-one, least of all a driver, knows



The Mansell/Prost duel went the Englishman's way.

when the red light is going to be on. When it shines, any car approaching must immediately deviate onto the weighbridge for a random check on the total weight of the car just as it has come in off the track. If your car weighs under the minimum, or your rear aerofoil is too high you are instantly removed from the day's time-keeping. If you ignore the red light, for any reason what-so-ever, you are automatically excluded from the entire meeting.

Sadly, Martin Brundle missed seeing the red light on Thursday afternoon and that was the end of his Monaco GP with the Brabham Yamaha. This weight-check during qualifying was brought about by the teams themselves some years ago, when it was discovered that some of them were running special qualifying cars that were under the legal minimum weight, yet when weighed after qualifying were found to be legal. The only thing to do was to weigh them as they qualified and the random red light system makes it the same for everyone.

Senna's qualifying lead on Thursday was a remarkable seven-tenths of a second ahead of the next man, who was his team-mate Berger, and in Formula One language a tenth of a second is an eternity! On Saturday he improved very slightly on both his runs, to retain pole position which is of vital importance on the restricted Monte Carlo circuit, but the big surprise was Stefano Modena getting into second place with the Tyrrell 020-Honda V10. Honda may no longer be using the V10 themselves, and we may have seen it last year, but it would seem to be very much a "this year's engine" as used in the Tyrrell. The first nine places on the grid were filled by a good bunch of Grand Prix drivers, with Senna heading them all. Behind Modena was Patrese, Piquet, Mansell, Berger, Prost, Moreno and Alesi, the two Ferrari drivers still suffering from the general chaos that the Scuderia has brought upon itself, as it has done so many times in the past.

In tenth place was the remarkable sight of Andrea de Cesaris in the green Jordan 191 with the production spec Cosworth V8 HB engine, the car performing in a very agile and predictable manner round the twists and turns. With Caffi and Brundle eliminating themselves, there were only two disappointed drivers at the end of it all, Julian Bailey failing to qualify his Lotus 102B-Judd V8 and Fabrizio Barbazza, who has replaced Stefan Johansson in the AGS team, failing likewise.

Before the start, which was due at 3.30pm on Sunday, there was some speculation about Modena being in second place on the grid, the feeling being that he might think he can beat Senna and jump into the lead by the first corner. The speculation was over how far he would get on his first lap! In the morning warm-up period, the engine in Senna's car did not seem completely happy so before the race was due to start, the engine was changed, and he took over the T-car, the original race car being prepared as the spare. Such is the accuracy and tool-room quality of racing cars these days, that it was a simple matter for the McLaren team to prepare what had been the spare car with an exact set-up that they had worked out with Senna for the race car. Just one of the impressive details

NON-QUALIFIED

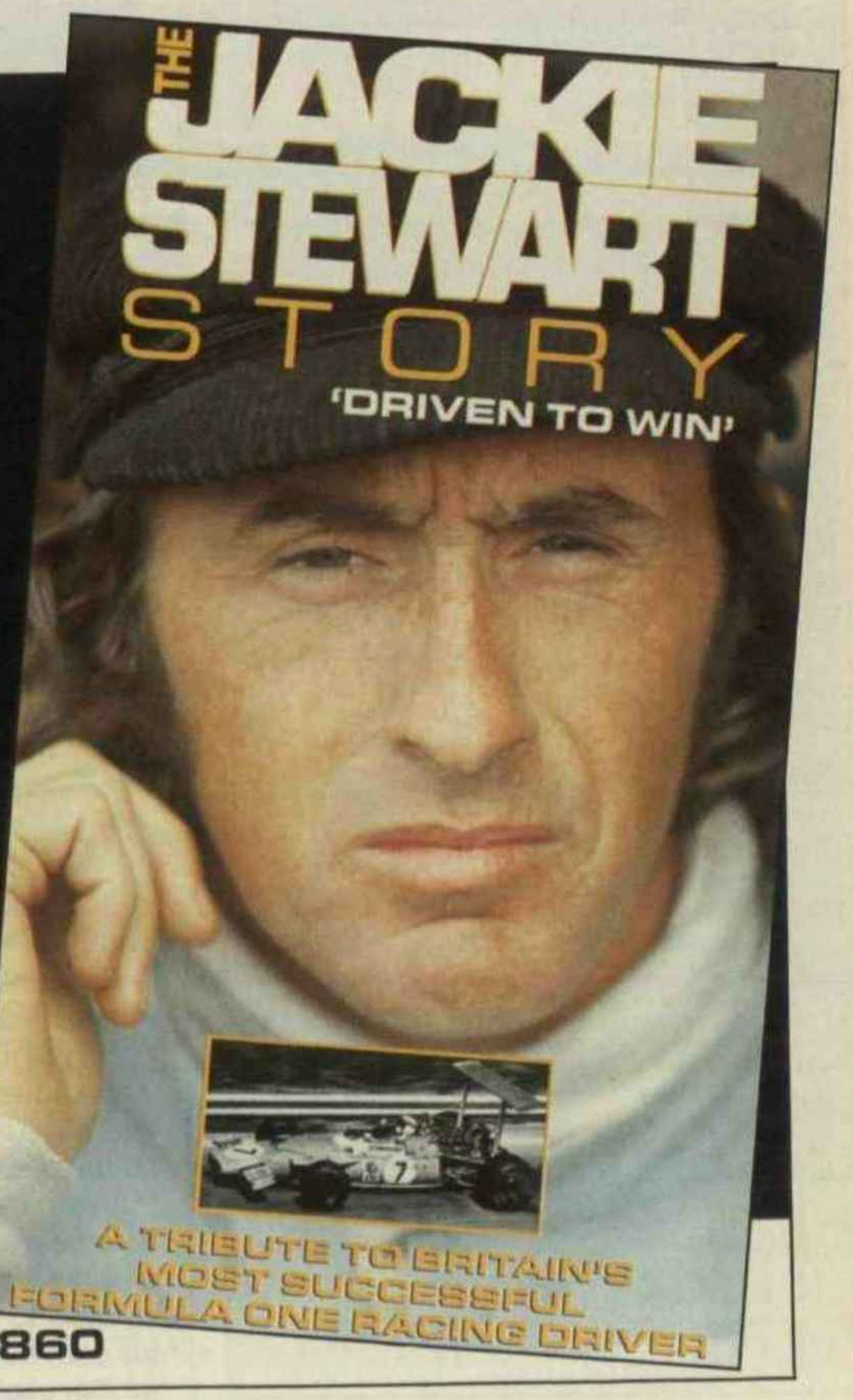
No	Driver	Nat.	Car/Engine	Tyres	Best Lap	Result
7	Martin Brundle	GB	Brabham BT60Y-Yamaha V12	P	1 min 24.840s	DISQ
12	Julian Bailey	GB	Lotus 102B-Judd EV8	G	1 min 26.995s	DNQ
18	Fabrizio Barbazza	I	AGS JH25-Cosworth V8 DFR	G	1 min 27.079s	DNQ
10	Alessandro Caffi	I	Footwork A12-Porsche V12	G	no time	DNQ
34	Nicola Larini	I	Lambo 2-Lamborghini V12	G	1 min 25.893s	DNPQ
35	Eric van de Poele	B	Lambo 2-Lamborghini V12	G	1 min 26.282s	DNPQ
31	Pedro Chaves	P	Coloni C4-Cosworth V8 DFR	G	1 min 27.389s	DNPQ
14	Olivier Grouillard	F	Fomet 191-Cosworth V8 DFR	G	1 min 27.759s	DNPQ

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of the all-conquering trio of Senna/McLaren/Honda. This sort of minor hiccough within the McLaren empire spreads hope among the opposition,but from the moment the green light came on, all hope faded. Senna just ran away from everyone and some of the rest fell over themselves trying to keep up.

On the first corner Berger ran into the back of Piquet's Benetton and broke the rear suspension, as well as damaging the McLaren's front. Piquet tried to limp round to the pits, but did not make it, though Berger did and the McLaren was repaired, allowing him to rejoin the race but very much last. He began driving really hard, lapping faster than Senna, but then came up behind another car that was losing oil which got on his visor; while trying to clean it off Berger lost concentration and at Monaco that means only one thing! He crashed into the unforgiving barriers and bent the McLaren pretty comprehensively.



After last year, Jean Alesi's performance was disappointing.

While Senna pulled away relentlessly Modena hung on well, staying comfortably ahead of Patrese in the first Williams-Renault, and then came Mansell leading the two Ferraris. In seventh place was the almost unbelievable sight of de Cesaris going great guns in the green Jordan 191, having caught and passed Moreno in the works Benetton-Cosworth, but even more embarrassing was the fact that de Cesaris had got his sights on Alesi in the second Ferrari. Enzo Ferrari must have turned in his grace at the sight of his new young star being hounded by de Cesaris in a.... Jordan? Unfortunately an electrical gizmo failed and the Cosworth HB cut out completely on lap 22, which saved a lot of red faces in Maranello. With the disappearance of the Jordan the young Finnish driver JJ Lehto took over the role of the "best of the rest" doing a first class job with the Judd V10-powered car, while his team-mate Pirro in the sister car was not far behind.

Once the leaders began to lap the slower cars, Senna displayed his uncanny judgement and Modena could not hope to keep him in sight, and this allowed Patrese to close up on the Tyrrell, but he never looked like being a challenge. Prost had cautiously manouevred his way by Mansell and was splitting the Renault-powered Williams cars, but all the time Honda were running first and second, with their V12 engine and their V10 engine.

Suddenly the whole scene behind Senna changed dramatically, for as Modena came out of the tunnel onto the harbour road, there was a huge explosion behind him and the air was filled with oil and metal fragments, most of them of Japanese origin. Unfortunately Patrese was close behind and there was little he could do as he spun on the oil and smashed both ends of the Williams before coming to rest unscathed. Quietly minding his own business, and running a lap behind in 15th place, was Mark Blundell in the lone Brabham-Yamaha and he was on the oil, and into the barriers, before any warning could be given.

This bit of excitement let Prost up into second place, followed by Mansell in third place and Alesi in fourth place, but whatever the result, it had not been a Ferrari day, and it had been noticeable that Italian support among the spectators was very thin on the ground, most of them staying at home to watch television after the debacle of Imola.

As the race moved into its last 15 laps, the Honda engineers, who were monitoring Senna's engine throughout the race by means of on-board telemetry, saw disturbing signs of oil pressure drop. They passed a message to him by radio to suggest that he did not take the engine to maximum rpm through the gears, with which he complied to give the engine a slightly easier time. He had such an enormous lead that he was able to slow down by as much as four seconds a lap, and cruise his way to his fourth victory this season.

Behind him the dramas had not finished, for Prost could feel something odd in his steering as though a front tyre was losing air. He was quite correct, for the left front wheel nut had slackened, allowing the wheel to wobble a small amount, but enough for the upright to machine into the wheel rim and start an air leak. While this was happening Mansell took his chance to force his way by the Ferrari and take second place, but nearly half a lap down on Senna. When it became obvious to Prost that he would not make the finish if he went on, he arrived at the Ferrari pits unannounced. There was pandemonium while all four wheels were changed and the damage to the upright was inspected and he took off, but stalled the engine just out of reach of the manual starter lead, which wasted more time. When he got back into the race, he was down in fifth place and a whole lap and more behind the winner. It was interesting that Prost set the fastest lap of the race on his last lap, showing that there was nothing wrong with him or the Ferrari, but it did not endanger Moreno's fourth place, or Alesi's rather dejected third place.

DSJ

STARTING GRID

1 SENNA
McLaren MP4/6
1 min 20.344s (2)
1 min 20.508s (1)

4 MODENA
Tyrrell 020
1 min 20.809s (2)
1 min 23.442s (1)

6 PATRESE
Williams FW14
1 min 20.973s (2)
1 min 22.057s (1)

20 PIQUET
Benetton B191
1 min 21.159s (2)
1 min 22.816s (1)

5 MANSELL
Williams FW14
1 min 21.205s (2)
1 min 23.274s (1)

2 BERGER
McLaren MP4/6
1 min 21.222s (1)
1 min 21.583s (2)

27 PROST
Ferrari F1/91
1 min 21.455s (2)
1 min 22.113s (1)

19 MORENO
Benetton B191
1 min 21.804s (2)
1 min 23.476s (1)

28 ALESI
Ferrari F1/91
1 min 21.910s (2)
1 min 22.966s (1)

33 de CESARIS
Jordan 191
1 min 22.764s (2)
1 min 24.257s (1)

3 NAKAJIMA
Tyrrell 020
1 min 22.972s (2)
1 min 24.435s (1)

21 PIRRO
Dallara BMS 191
1 min 23.022s (2)
1 min 23.311s (1)

22 LEHTO
Dallara BMS191
1 min 23.023s (1)
1 min 23.893s (2)

23 MARTINI
Minardi M191
1 min 23.064s (2)
1 min 24.101s (1)

15 GUGELMIN
Leyton House CG911
1 min 23.394s (2)
1 min 24.920s (1)

25 BOUTSEN
Ligier JS35
1 min 23.431s (2)
1 min 24.728s (1)

24 MORBIDELLI
Minardi M191
1 min 23.584s (2)
1 min 24.481s (1)

16 CAPELLI
Leyton House CG911
1 min 23.642s (2)
1 min 25.040s (1)

30 SUZUKI
Lola L91
1 min 23.898s (2)
1 min 26.380s (1)

17 TARQUINI
AGS JH25
1 min 23.909s (2)
1 min 25.078s (1)

29 BERNARD
Lola L91
1 min 24.079s (2)
1 min 25.370s (1)

8 BLUNDELL
Brabham BT60Y
1 min 24.109s (2)
1 min 25.500s (1)

26 COMAS
Ligier JS35
1 min 24.151s (2)
1 min 24.747s (1)

32 GACHOT
Jordan 191
1 min 24.208s (2)
1 min 24.540s (1)

9 ALBORETO
Footwork A12
1 min 24.606s (2)
1 min 27.843s (1)

11 HAKKINEN
Lotus 102B
1 min 24.829s (2)
1 min 24.868s (1)

RESULTS

MONACO GP, Monte Carlo, May 12
78 laps of 3.328 km circuit (259.584 km; 161.298 miles)

Pos	Driver	Nat.	Car/Engine	Tyres	Time	Best Race Lap	On Lap
1st	Ayrton Senna	BRA	McLaren MP4/6-Honda V12	G	1h 53m 02.334s	1m 25.250s	32
2nd	Nigel Mansell	GB	Williams FW14-Renault V10	G	1h 53m 20.682s	1m 24.850s	53
3rd	Jean Alesi	F	Ferrari F1/91-Ferrari V12	G	1h 53m 49.789s	1m 26.055s	51
4th	Roberto Moreno	BRA	Benetton B191-Cosworth V8 EXP	P	1 lap behind	1m 25.823s	31
5th	Alain Prost	F	Ferrari F1/91-Ferrari V12	G	1 lap behind	1m 24.368s	77
6th	Emanuele Pirro	I	Dallara BMS 191-Judd V10	P	1 lap behind	1m 26.924s	52
7th	Thierry Boutsen	B	Ligier JS35-Lamborghini V12	G	2 laps behind	1m 27.787s	71
8th	Bertrand Gachot	L	Jordan 191-Cosworth V8 HB	G	2 laps behind	1m 27.163s	64
9th	Eric Bernard	F	Lola L91-Cosworth V8 (Hart)	G	2 laps behind	1m 27.624s	64
10th	Erik Comas	F	Ligier JS35-Lamborghini V12	G	2 laps behind	1m 27.304s	40
11th	J.J. Lehto	FIN	Dallara BMS 191-Judd V10	P	3 laps behind	1m 27.541s	41
12th	Pierluigi Martini	I	Minardi M191-Ferrari V12	G	6 laps behind	1m 27.740s	49
13th	Mika Hakkinen	FIN	Lotus 102B-Judd EV8	G	retired on lap 65	1m 26.627s	64
14th	Gianni Morbidelli	I	Minardi M191-Ferrari V12	G	retired on lap 50	1m 28.648s	41
15th	Mauricio Gugelmin	BRA	Leyton House CG911-Ilmor V10	G	retired on lap 44	1m 28.012s	37
16th	Stefano Modena	I	Tyrrell 020-Honda V10	P	retired on lap 43	1m 25.629s	34
17th	Riccardo Patrese	I	Williams FW14-Renault V10	G	retired on lap 43	1m 25.147s	34
18th	Mark Blundell	GB	Brabham BT60Y-Yamaha V12	P	retired on lap 42	1m 27.641s	33
19th	Michele Alboreto	I	Footwork A12-Porsche V12	G	retired on lap 40	1m 30.366s	6
20th	Satoru Nakajima	J	Tyrrell 020-Honda V10	P	retired on lap 36	1m 27.740s	11
21st	Aguri Suzuki	J	Lola L91-Cosworth V8 (Hart)	G	retired on lap 25	1m 28.661s	6
22nd	Andrea de Cesaris	I	Jordan 191-Cosworth V8 HB	G	retired on lap 22	1m 26.257s	10
23rd	Ivan Capelli	I	Leyton House CG911-Ilmor V10	G	retired on lap 13	1m 28.803s	4
24th	Gabriele Tarquini	I	AGS JH25-Cosworth V8 DFR	G	retired on lap 10	1m 29.711s	7
25th	Gerhard Berger	AUT	McLaren MP4/6-Honda V12	G	retired on lap 10	1m 25.228s	6
26th	Nelson Piquet	BRA	Benetton B191-Cosworth V8 EXP	P	retired on lap 1	–	–

Winner's Average Speed: 137.785 kph; (81.615 mph) **Conditions: Sunny and Hazy**

Fastest Lap: A. Prost (Ferrari F1/91-Ferrari V12) 1m 24.368s on lap 77; 142.006 kph (88.238 mph)

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MOTOR SPORT GOODYEAR COMPETITION

In association with GOODYEAR, MOTOR SPORT is pleased to offer the chance for two readers to experience the weekend of a lifetime by being sent to the Belgian Grand Prix, with all expenses paid, on the weekend of August 24/25th.

Not only will the lucky winner receive two tickets for the Grand Prix at the fabulous Spa circuit, but they will be flown to Brussels on Friday, 23rd August, be put up at the 5 star Sheraton hotel, view the race from the Raidillon Grandstand and then be flown back to London on Monday, 26th August.

If ever there was a way to watch a Grand Prix, this has to be it.

Unhappily there can be only one winner, but despair not, for there are hundreds of pounds worth of consolation prizes. Thanks to the generosity of GOODYEAR there are 10 rally jackets, 20 sweaters and 50 books, all commemorating Goodyear's 250 wins in Grand Prix racing to be won.

The competition starts this month, continues with another 20 questions in the July issue and ends with a further 20 questions in the August issue, which is published on 26th July. All answers will have to be received at MOTOR SPORT, Goodyear Competition, Standard House Bonhill Street, London EC2A 4DA, by first post Monday, 12th August.

GOODYEAR

Entrants must answer all questions using the forms provided or photocopies, but only one entry per household please. You can either send in your answers on a month by month basis or else wait until all the questions are published and then send your answers into the office in one go.

Unfortunately for obvious reasons the competition is not open to employees of Teesdale Publishing Co Ltd or of Goodyear Great Britain Limited.

The final question will be a tie-breaker and the judge's verdict will be final. No correspondence will be entered into concerning the results.

Even if the competition at first glance looks a little difficult, give it a go. You will be surprised juct how many you can answer with just a little research. Good luck to everyone who enters.

---

1. Who held the record for the greatest number of pole positions before Ayrton Senna broke it?

2. Which Grand Prix was Jacky Ickx's first win of the season in 1969?

3. In what year was Brands Hatch first used as a Grand Prix venue?

4. After 1955, Ferrari did not win again at Monaco until which year?

5. Why is the 6th April, 1968 a black day for motor racing?

6. At which Grand Prix and in which year did the Lancia team make its last official appearance.?

7. Who was the man responsible for Honda's first involvement in Grand Prix racing? Was it

A. Motoharu Kurosawa B. Yoshio Nakamura C. Minoru Kawai

8. Who finished second behind James Hunt in the 1976 Race of Champions?

9. Who was the designer responsible for the Tyrrell Project 34 six-wheeler. Was it

A. Maurice Phillippe B. Derek Gardner C. Harvey Postlethwaite

10. Who won the non-championship Formula One race at Imola in 1963?

11. In which Grand Prix and in which year did Jean Alesi make his debut?

12. In which Grand Prix did Jackie Oliver score his first World Championship points?

13. Who scored the Ford DFV's 100th Grand Prix victory, in what car and in which race?

14. Who was the first man to break the 160 mph barrier around Silverstone, albeit in practice?

15. Shuttleworth won the first Grand Prix at Donington in 1935. Was it in

A. an Alfa Romeo B. a Bugatti C. an ERA

16. Who joined Jacques Laffite in the Ligier team in 1980?

17. Who won the greatest number of Grands Prix in 1976?

18. What are the five consecutive Grands Prix Jack Brabham won in 1960?

19. In what year did the Arrows F1 team make its debut?

20. Who designed the Cosworth four-wheel drive car. Was it

A. Keith Duckworth B. Gordon Coppuck C. Robin Herd

ANSWERS

1. .....
2. .....
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A Problem

Dear Reader

When you are involved with vintage and post-vintage cars, where they are built on a steel chassis frame, with engines, gearbox, axles and bodywork forming separate components, which when assembled in the correct pattern form a whole, or an entity that can be described as a motor car, then there is a problem.

It is not a new problem, it is one that has been with us for along time, and one that I hope will stay with us for a long time to come. This problem is the visionary person who becomes a special-builder, the sort of person who desires to build something for himself but hasn't the finance or facilities, to build a special from scratch.

Last month in MOTOR SPORT, the editor chatted to Mr Challenor-Barson about the twelve specials he has built, an entirely personal and fascinating variety; in fact Mr CB is a classic example of our problem, except that he dealt mostly with road-going specials, whereas here I want to deal with racing specials. The specials themselves cause no problems, neither do the builders, but the problem of the builder arises from future owners of the cars. It is most unlikely that one man's special will appeal to the next man, and really there ought to be an unwritten rule that specials should not be sold, but should be broken up and destroyed when the originator has tired of them.

Most racing specials have been conceived from parts of obsolete cars, the special-builder giving an extra lease of life to an interesting engine, or a chassis frame, or even a body, when the assembly is no longer race-worthy. Since the advent of Vintage car movement and the increased interest in racing historic cars the reassembly of components to form an historic entity has lost its way, because if a major component is missing it is no longer possible to find another one, or even a similar one that could be adapted. The result is that in this affluent age in which we live, new components can be made to replace any that are missing, and while being made these components are redesigned using later knowledge and technology. But I am getting too far ahead!

To return to the basic problem, that of moving components about. One Special that still exists today was originally conceived in 1933, as a pretty fast single-seater Grand Prix type of car. The specials builder took a well-known and successful 1927 chassis, complete with axles, brakes, body and transmission, but less its 1927 engine, and installed a much more powerful 1931 engine of a different make. This engine had come from a two-seater racing car that was built in 1931, which was abandoned when the "new" single-seater special was built. The single-seater was raced until 1939, when it was put in store for the war years, while the original two-seater, without its engine, was given a new lease of life in a different racing category by installing a proprietary 4-cylinder racing engine in place of the original 8-cylinder.

In 1947 the single-seater was obsolete, but the engine was still healthy, so it was removed and put into a completely new chassis and body, and the basically 1927 car was abandoned. Many years later, when the 1947 special had become obsolete, the engine was put back into the 1927 chassis to reform the 1933 special single-seater in the form it had been in 1939. While all this was going on the original 1931 car, from which the 8-cylinder engine had come, surfaced and was restored as new except that the engine was not available as it was back in the 1933 special!

Only two of these engines were built in 1931, to go into the two racing cars of a team. The second car still exists, remarkably original, complete and untouched – in fact virtually untouchable, but the first car of the team badly needs its engine back.

We now have the problem of there being one engine and three cars, all of which have a claim to the engine, and all three created a small piece of motor racing history in their time. The question is, which car should have the engine? The 1931-33 car was a virtual total failure in its day, the 1933-39 special was reasonably successful, and the 1947-52 special was interesting but did not have much success. At the moment the engine is in the 1933-39 special.

There is another example of this problem, caused by the special-builder in which a well-known 6-cylinder engine, virtually a one off, has been in three historic chassis and is now in none of them, but healthy and active in a fourth chassis. The original car is complete and in fine fettle, but forced to use a standard production engine, because the original engine is still in use in the latest special. The two intervening cars could be resurrected if the engine became available, but again which one should have it?

The cottage industry that is quietly getting on with creating "famous historic racing cars" would make some more engines, but to the historian that would be completely unacceptable, especially while the original engine exists, for in both cases cited above it was the engines that made the specials historically interesting. To install new engines in any of the existing cars would make them hysteric and only suitable for mass-media museums and of little interest to enthusiasts.

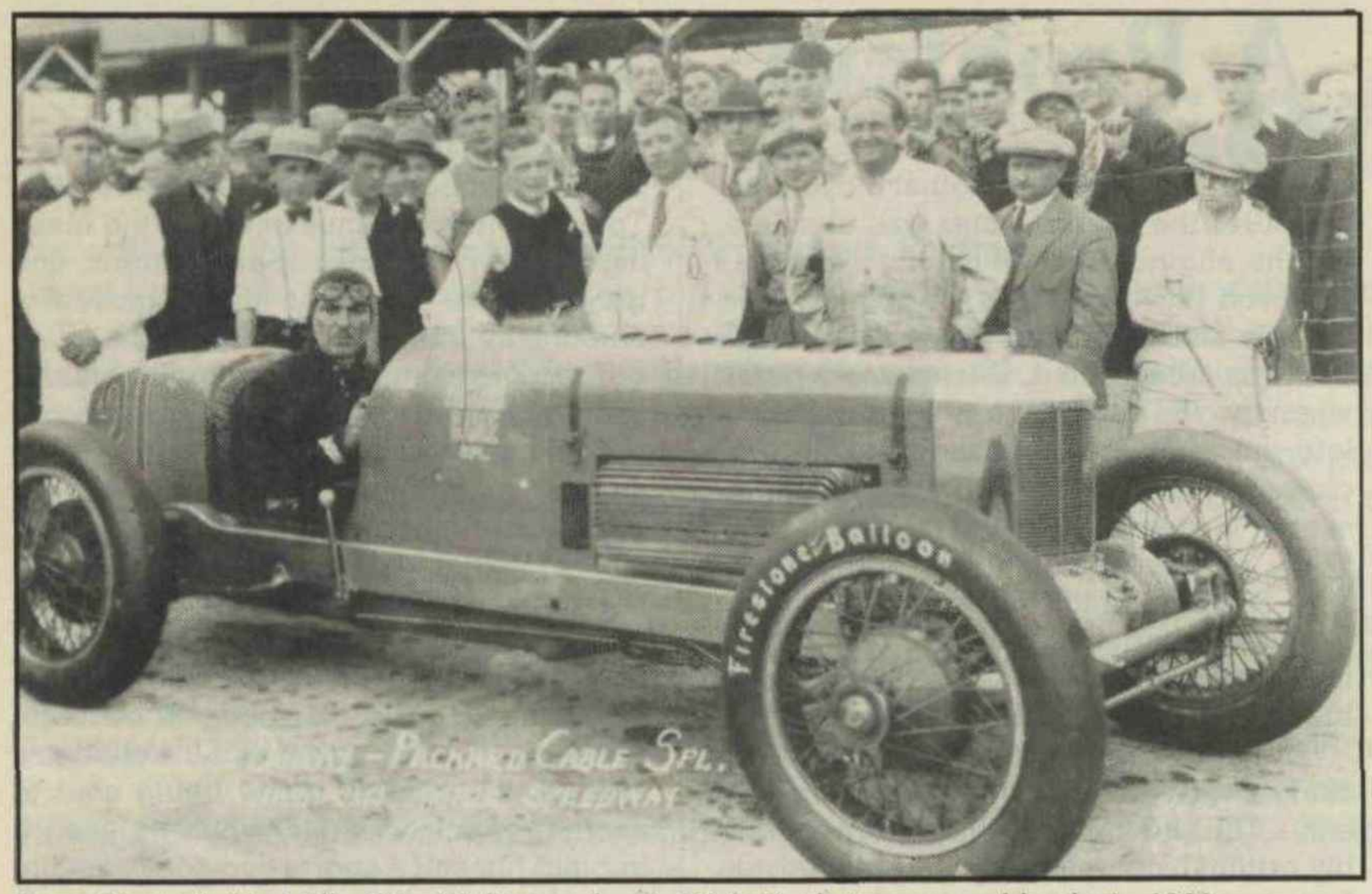
"If only more special-builders would be active, rather than recreators of historic cars, we could all go on having a happy time with our old cars."

This problem of the special-builder using one engine in two cars has recently reared its head again, with sinister connotations. A 1935 sportscar, with a very potent supercharged engine, was turned into a single-seater racing car within a short time of its birth. It made its mark in racing history more as the single-seater than as the sports car. So far so good. When the single-seater became obsolete the engine was removed and installed in a special, the chassis frame being sold to another special-builder, when he used it to build himself a sports two-seater on the line of the original car. Legally, in those days, the registration number was given to the chassis, so it stayed with the re-created sports two-seater. Eventually the special containing the original engine became obsolete and was broken up, but the engine was retained, so we arrived at the situation of one person owning a sports two-seater using the original chassis frame and another person owning the original engine, neither of them wishing to part with what they had. The owner of the chassis and registration number was happily driving about using another engine and a new body, while the owner of the engine was building a single-seater car around the power unit. He was not building another special using vision and imagination, but was building up a new version of the original car! For argument's sake we will call the original chassis frame number 1234, which gives it a definite entity in the factory records, which still exist. The owner of the engine has made a brand new chassis frame which he has stamped 1234RC, stating that RC stands for "reclaimed" but personally I cannot see how this can be justified when the original chassis from 1234 still exists. Even if the new frame had been stamped 1234F (I won't say what F stands for!) it would still not be acceptable in my eyes. If it had been stamped 1, or 3 if the builder was on his third special, it would be acceptable as a special, even though it is so unimaginative that it looks like the original car in its single-seater form.

If this sort of use of number stamps is accepted officially within the VSCC and other responsible clubs I fear it will set an unhealthy precedent.

The examples given of problems caused unwittingly by special-builders, are just the tip of a very large iceberg, and the problems arise solely because of the fashion to own something historic and by inference something valuable. If only more special-builders would be active, rather than re-creators of historic cars, we could all go on having a happy time with our old cars.

DSJ



Leon Duray in his Miller 91 with his mechanic Dick Doyle (cap turned back) in 1929.

That Man Again!

Last month's piece, "Writing Bugatti History", told of how, in 1929, Leon Duray took two FWD Miller 91s to Europe and did a deal on them with Ettore Bugatti. As I said, he is not to be confused with the Belgian racing driver Arthur Duray, who was born in New York and later took on French nationality, and who drove Gobron-Brillés at LSR pace from 1903 and was still racing touring-cars for Voisin, Excelsior, Aries and Amilcar in the 1920s.

Leon Duray was much more in the American mould: his real name was George Stewart. American speed claims were not always believed on this side of the Atlantic, but Duray's bravery was never in doubt and his 1927 Culver City speed of 124.7 mph for 250 miles and his absolute closed-circuit record of 148.17 mph at the Packard test track in 1928 were legends in the USA. Duray's mechanic, Dick Doyle, was said to have made a tyre change in eight seconds during the former run.

Duray was very much the showman, dressing all in black when driving the glossy black Miller 91 he had bought from Harry Miller for 15,000 dollars for the 1927 racing season and calling himself The Black Devil. Legend has it that he rigged up an artificial supercharging gimmick to intimidate his rivals but still beat them after they demanded the removal of what they really thought was forced induction. On his European visit in 1929 he sailed over with three Packard Cable Millers, a 1926 rear-drive, and 1928 and 1929 FWD cars. It seems that he went to Arpajon to try the rear wheel-drive Miller over this narrow road-course, after the 1½-litre class ss kilo record, perhaps in a speed-trial meeting, then on to the near-by steeply-banked Montlhèry Track with one of the FWD Packard Cable Specials, where he broke several records at speeds of up to 139 mph.

Duray had also shipped over one of the new revolutionary FWD Cords, so this excursion to Europe had an overtone of Cord advertising, showing cars which were pulled instead of being pushed along in a favourable light. Indeed, Miller had helped design the L29 Cord and Duray had close associations with it, so the connection between promoting this new American production car in Europe and racing FWD Millers is obvious.

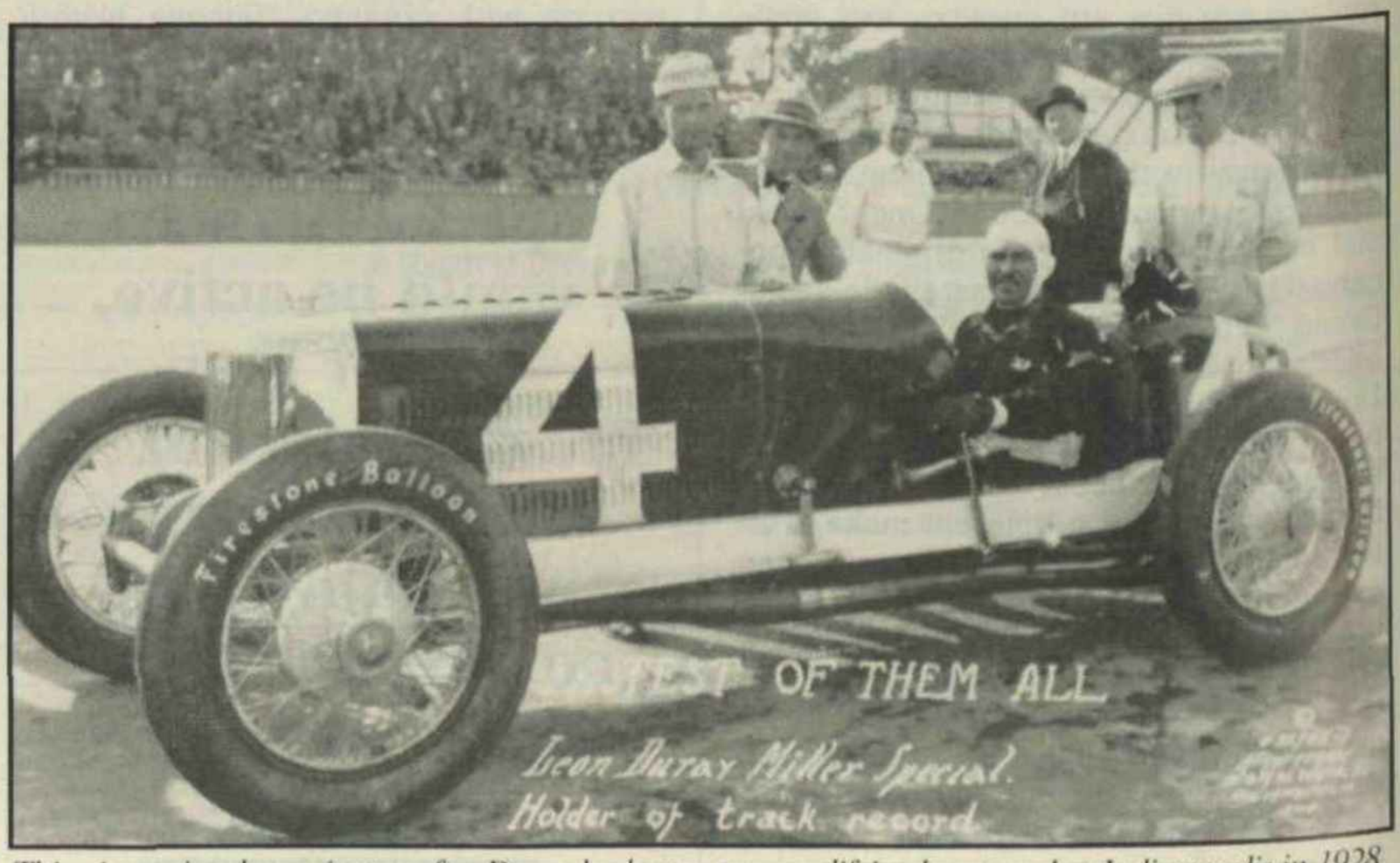
From France Duray went to Italy, to race in the Monza GP, run by Commandatore Florio, who was newly in control of the famous circuit. The race, with the real Italian GP temporarily in abeyance, consisted of three 62-mile heats, respectively for cars of 1½, 3 and over 3-litres, the three fastest cars in each heat to run in the 62-mile Final. The course was Monza's inner ring, calling for some braking and gear-changing. Duray must have thought his chances good, the course somewhat like the American tracks and the FWD Millers good on the four curves. In practice he was much faster than the other 1½-litre cars. Moreover, Duray was America's fastest track driver, *l'Asso Americano* in WF Bradley's opinion. However, his Packard Cable Miller retired, leaving Arcangeli's aged Talbot and Nuvolari's sister Talbot second, Ruggeri's Maserati third, in the first heat.

Drama now entered into things, if WF Bradley is to be believed. Duray came out for the over-1½-litre-to-3-litre heat, with the other FWD Miller. According to Bradley, the other drivers are said to have protested that he couldn't run, because his engine was of only 1½-litres. Duray then apparently announced that his engine had been bored-out to 1505cc. Some of the other drivers were sceptical and demanded that the engine be stripped and measured. To this Duray agreed, if the engines of all the Italian cars be likewise measured! Bradley says that Duray pointed out that he could have his engine stripped down in two hours, whereas some of the Italian engines would need two days for such dismantling and reassembly. The protest then evaporated! True or not, the anecdote is typical of what might have been expected of Duray.

It was all an unnecessary alarm, because this second Packard Cable Special also expired, leaving Brilli Peri to win in an Alfa Romeo, from Borzacchini (Maserati) and Varzi (Alfa Romeo). To complete the story, the over 3-litres heat was an unexpectedly very close finish, with a supercharged Mercedes-Benz just vanquishing Maserati's 4-litre 16-cylinder Maserati, and the final was won by Varzi's P2 Alfa Romeo, at 117 mph, from Nuvolari's Talbot, an unusual make for the maestro to drive, and Momberger's 38/250hp Mercedes-Benz.

Retired the Packard Cables had, but according to WF Bradley, Ettore Bugatti was waiting nevertheless to do the famous deal with Duray as he came in during the second heat of that Monza race — I wonder whether the appearance of the impressive and advanced Cord, a car which might well have appealed to him, had turned Ettore's thoughts to FWD?

WB



This picture is taken minutes after Duray had set a new qualifying lap record at Indianapolis in 1928.



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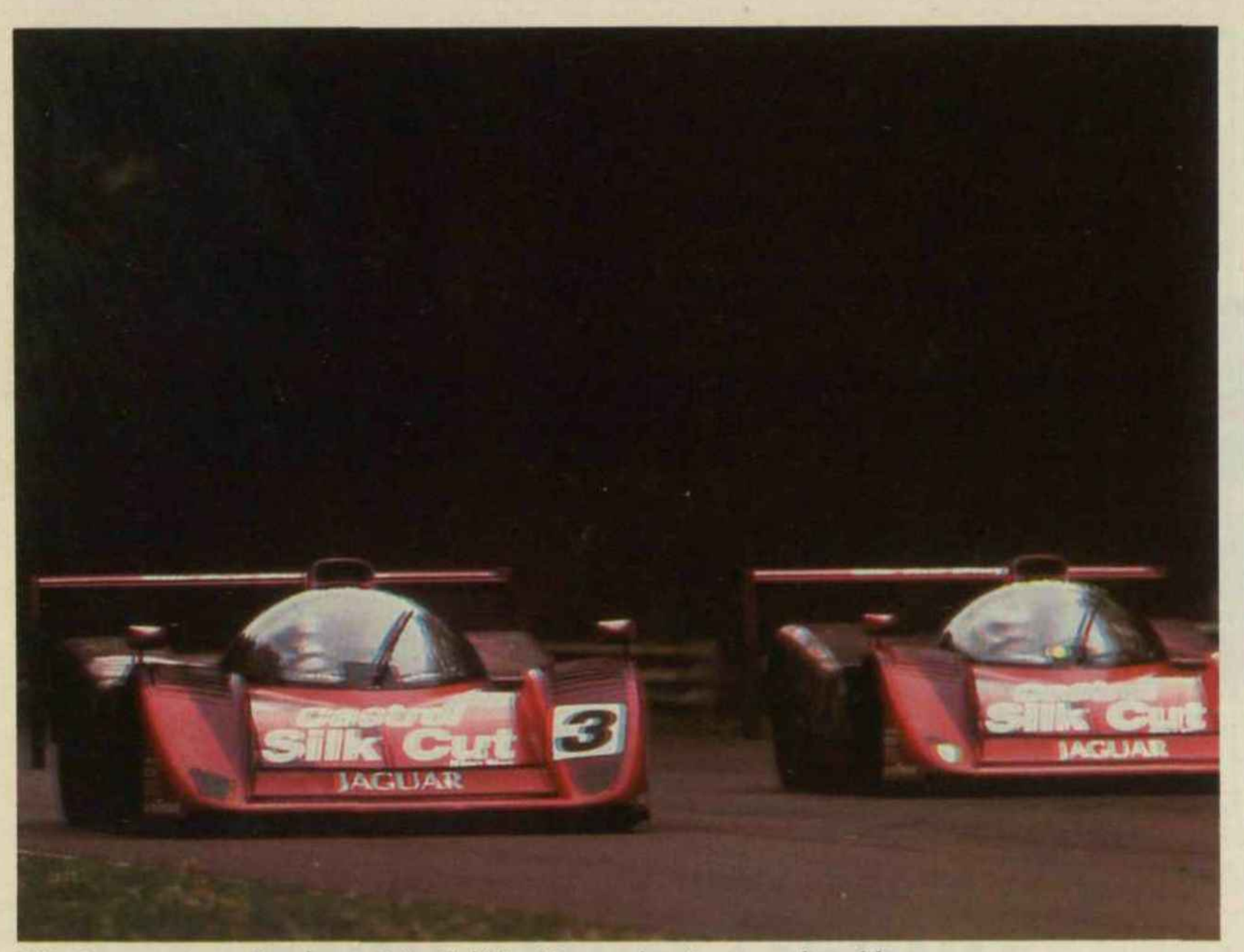
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The Jaguars were the class of the field in Monza despite several problems.

Set for the Season?

Jaguar's XJR-14 is by far the fastest car taking part in the Sportscar World Championship, and the Silk Cut team's 1-2 success at Monza on May 5 was well deserved because their problems were minor compared with others.

Derek Warwick made two unscheduled pit stops on his way to victory, one to have his windscreen cleaned and another to comply with a stop-go penalty, and in second place Teo Fabi's XJR was delayed 12 minutes (three pace-car laps) by a recalcitrant starter motor solenoid.

Martin Brundle drove both Jaguars in turn and established a new Monza sports-car lap record at 1m 29.182s (145 mph), more than four seconds quicker than the old mark set last year by a Mercedes C11. The sheer disappointment that lingered from the debut outing at Suzuka was swept away by the success, and the Italian race exposed fundamental problems that will haunt Peugeot and Mercedes at least until the next sprint race, at the Nürburgring in August.

It seems clear now that so long as one Jaguar keeps going without any problems it will win all the 430-kilometre races this year, even more easily than Mercedes won most of the races in 1989 and 1990. Qualifying times and best race laps confirm that the XJRs have three or four seconds a lap in hand over their rivals, a huge margin by today's standards – worth one lap per hour on a typical circuit.

Even a margin like that can soon evaporate if the starter motor goes on the blink, and since the TWR team had starter failures both at Suzuka and Monza this will be the main concern. Starters have always been a problem on sports-racing cars, especially on DFV/DFL V8s in recent years because of the scale of vibrations involved, so it's not likely that a quick remedy can be found.

No doubt Mercedes and Peugeot wish their priority list was as short. The C291 evidently has a superb chassis which Michael Schumacher exploited to the full at Monza, with just as much enthusiasm in the rain as on dry track.

There have been starting problems with this car too, traced in two instances to a broken magnet in the ignition sender and twice to a broken starter motor ring gear. When Dr Hermann Hiereth's technical team can find another 50 horsepower, and when the design committee can shed 40 kilogrammes from the C291, the Silk Cut Jaguar team will have a very strong opponent.

Peugeot won at Suzuka and led at Monza, but that doesn't arouse much optimism in the French team for the rest of the season. It is now fairly evident that the 905's narrow track chassis is a serious handicap to exploiting the prodigious downforce available to modern designers, and has not even made the car outstandingly quick in a straight line, or very light on the scales. The full width of the Peugeot is 1760mm, far less than the Jaguar and Mercedes which exploit the maximum permitted 2000mm width.

Lack of grip is a perennial problem for Peugeot's drivers, compounded in race conditions by a further lack of tyre grip as the rubber gets hot. Also taking into account a consistent history of ignition failures, and failed clutches at the two opening rounds, it seems that Peugeot has further to go in developing a consistent winner, or challenger.

None of these teams can afford to underestimate each other, not for a moment. We heard from Jean Todt himself that Peugeot had a bad time with transmission failures during the winter, but the six-speed gearboxes have been consistently reliable in the opening rounds.

When you have the resources of a major manufacturer at your disposal, and the cream of their engineers devoted to your racing car project, no problem is insoluble. . . . the principal factor is how long it takes to eradicate it.

Engineers now have three months to develop their cars, between Silverstone on May 19 and the Nürburg 430 kms on August 18, and our views on the composition of the calendar don't need airing again.

In fact the teams welcome this break after completing the first three sprint events in six weeks (it would have been four in seven weeks, had the Ricard race not been cancelled), as a chance to get back to the drawing board. The German round should see the teams at a higher level of competitiveness, because if they're not ready for that they're not going to be ready for anything this year.

It seemed to be raining every time we went out of doors at Monza, though there was a five minute "window" on Friday afternoon when the track was merely damp. Warwick thought he had pole position at 1m 34.027s but his team-mate Fabi, a Milanese who can regard the *autodromo* as his fiefdom, replied with an even faster lap at 1m 33.672s. Last year Mauro Baldi put the Mercedes C11 on pole at 1m 29.165s, and that marker came under threat from Brundle in the race.

Oscar Larrauri made good use of his Yokohama intermediate tyres to place eighth on the grid at 1m 37.853s. . . . or rather, first on the "unlimited" grid behind all the 3.5-litre cars, in his Repsol Brun *Motorsport Porsche 962C.*

The Argentinian had the final factory development of the flat-six twin-turbo engine, now called the "Mexico version" because that's where it ran for the first time in a Joest Porsche last October. Jean-Louis Schlesser was second on the "second grid" in the Mercedes C11, which weighs 50 kg more than the Porsches at 1000 kg, and Manuel Reuter was third in the Kremer Porsche 962C-K6.

The Peugeots were fourth and sixth fastest overall, Mauro Baldi on 1m 38.040s and Keke Rosberg on 1m 38.954s, but it really was a lottery in the conditions. Schlesser left it too late and prepared for his quick lap when the chequered flag was waved, and Schumacher, whose turn it was to qualify the C291, was watching co-driver Karl Wen



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dlinger go around when he realised that good times were within reach.

TRICKY START

Arch-rivals Jaguar and Mercedes both had heart-stopping anxieties before the start. A large pool of oil was seen under Warwick's XJR merely 90 minutes before the start and an emergency engine change was ordered. If it had been the Mercedes C291 it would have taken at least six hours to change the engine, but TWR's work was completed in time for Martin Brundle to start from the pitlane. Mercedes, though, had a different emergency as Schumacher couldn't start the flat-12 engine on the button, and expert ministration was needed in the pit.

Teo Fabi was completing his first lap when Schumacher latched onto the Jaguar's tail, and the next 20 laps were a great credit to both cars. The young German knew that his power-to-weight ratio was sadly inferior but he could catch up in the chicanes, and in the Lesmo curves, and actually claimed to have braked a couple of times to avoid hitting the Silk Cut car.

The pair of them pulled away from the Peugeots with apparent ease, at two or three seconds per lap, and the Mercedes team could draw ample consolation from the performance, one which underlined Schumacher's potential to be Germany's leading Grand Prix driver within a year or two. Wet or dry he seemed to be fearless and totally committed, in a way that made some of his peers look rather ordinary in places.

Wendlinger, also 22, didn't get a chance to show his paces because the engine wouldn't fire up after the first pit stop. This time it was the starter motor ring, a component that also broke in the qualifying engine on Saturday. The C11, meanwhile, was rumbling around in the top six and would, eventually, earn Mercedes, Schlesser and Mass enough points to lead the World Championship league.

Fabi's Jaguar was stricken at the same time, also with a dud starter, and 12 minutes passed before someone remembered the time-honoured cure of a blow with a hammer. TWR's plan was for Brundle to start in Warwick's car, rest in the pits for 40 minutes and finish the race in Fabi's, a system which the other teams must now envy. It saves the potentially huge expense of having a fourth driver, and gives each of three the two stints they really want from a sports car race.

The pace cars were out for four laps when Max Cohen-Oliver crashed Antoine Salamin's Porsche at the Parabolica, and in the confusion of the pit stops, and cars being held for the queue to come around, the Peugeots got out ahead of Warwick.

The Englishman took only three laps to haul himself ahead of Yannick Dalmas and Philippe Alliot, but they donated enough oil to his polycarbonate screen to blind him. Warwick made a very slow lap peering through the bottom corner of the screen, and kept the Jaguar's V8 engine running while it was cleaned. Although he switched

STARTING GRID

4
BRUNDLE/FABI
Jaguar XJR-14
1 min 33.672s

5
BALDI/ALLIOT
Peugeot 905
1 min 38.040s

8
EUSER/ZWOLSMAN
Spice
1 min 40.143s

7
TAVERNA/DE HENNING
ALD
1 min 57.062s

1
SCHLESSER/MASS
Mercedes C11
1 min 38.096s

18
SALA/DIEUDONNE
Mazda
1 min 48.690s

21
JOHANSSON/KONRAD
Porsche 962
1 min 50.067s

12
ROBERT/MIGAULT
Cougar-Porsche
1 min 51.532s

17
PAREJA/BRUN
Porsche 962
1 min 53.205s

3
WARWICK/BRUNDLE
Jaguar XJR-14
1 min 34.027s

6
ROSBERG/DALMAS
Peugeot 905
1 min 38.954s

2
SCHUMACHER/ WENDLINGER
Sauber-Mercedes C291
1 min 40.555s

16
LARRAURI/SIGALA
Porsche 962
1 min 37.853s

11
REUTER/TOIVONEN
Porsche 962
1 min 40.720s

13
TROLLE/BOURBONNAIS
Cougar-Porsche
1 min 49.273s

15
BRAND
Lancia-Ferrari
1 min 51.199s

14
COHEN-OLIVAR/SALAMIN
Porsche 962
1 min 52.475s

off after about 20 seconds Warwick earned himself a stop-go penalty, which he took later.

It must have set some sort of record since he arrived at the pit, switched off and restarted, and continued with the lap with a total loss of 15 seconds!

Dalmas and Alliot forged on while this was happening, although Warwick caught and split them before the middle-shift ended. Then came a dangerous incident as Dalmas went to his pit rather too quickly, locked up and felled his fuel tower. As the special fuel spilled across the pit apron one mechanic collected a broken nose, another a bruised leg, and with commendable speed an ambulance arrived at the Peugeot pit.

In the space of a minute we had Rosberg being refuelled from Baldi's rig, Alliot arriving with a broken clutch and having no rig to call on, an ambulance part-blocking the acceleration lane, and the TWR personnel approaching melt-down as their cars were due.

Further disasters were averted, but Peugeot's lack of racecraft was exposed cruelly. Baldi lost five laps while his 905 was pushed, pulled and coaxed into action, putting him and Alliot back to eighth place overall, and before long Rosberg's V10 engine blew up mightily as he passed the pits for the 64th time.

Derek Warwick had all the time in the world to finish the race safely, his two-lap lead over Brundle being halved in the last 40 minutes.

Brundle, released again by Brabham and Yamaha to help Jaguar, completed seven of his last dozen laps under 1m 30s and established a scorching new Group C record at 1m 29.182s which is less than three seconds slower than Ayrton Senna's outright record set last September. Considering that the sports cars are 50% heavier than the Formula 1 machines that is a considerable achievement.

Jaguar chairman Bill Hayden was there to cheer the success, as was Gallahers International chief executive Peter Gilpin, and the two couldn't have looked more pleased as the purple cars crossed the line in formation. It was a good weekend for Silk Cut Jaguar, and it almost certainly previews further successes in the months ahead. MLC

RESULTS

MONZA 430 kms, May 5

Pos	Drivers	Car	Time
1st	Warwick/Brundle	Jaguar XJR 14	2h 5m 42.844s
2nd	Fabi/Brundle	Jaguar XJR 14	74 laps
3rd	Schlesser/Mass	Mercedes C11	73 laps
4th	Zwolsman/Euser	Spice	71 laps
5th	Reuter/Toivonen	Porsche 962	71 laps
6th	Larrauri/Sigala	Porsche 962	69 laps
7th	Sala/Dieudonné	Mazda 767	69 laps
8th	Baldi/Alliot	Peugeot 905	69 laps
9th	Robert/Migault	Cougar-Porsche	68 laps
10th	Trollé/Bourbonnais	Cougar-Porsche	67 laps
11th	Rosberg/Dalmas	Peugeot 905	DNF Engine
12th	Parejal/Brun	Porsche 962	DNF Off road
13th	De Henning/Taverna	ALD-Ford	DNF Starter
14th	Schumacher	Mercedes C291	DNF Starter
15th	Cohen-Olivar	Porsche 962	DNF Crash
16th	Konrad/Johansson	Porsche 962	DNF Engine
17th	Brand	Lancia Ferrari	DNF Brakes, gearshift

Drivers' World Championship: 1st Mass, Schlesser 27pts; 3rd Alliot, Baldi 23 pts.
Teams' World Championship: 1st Sauber Mercedes 27pts; 2nd Peugeot Talbot 23pts.

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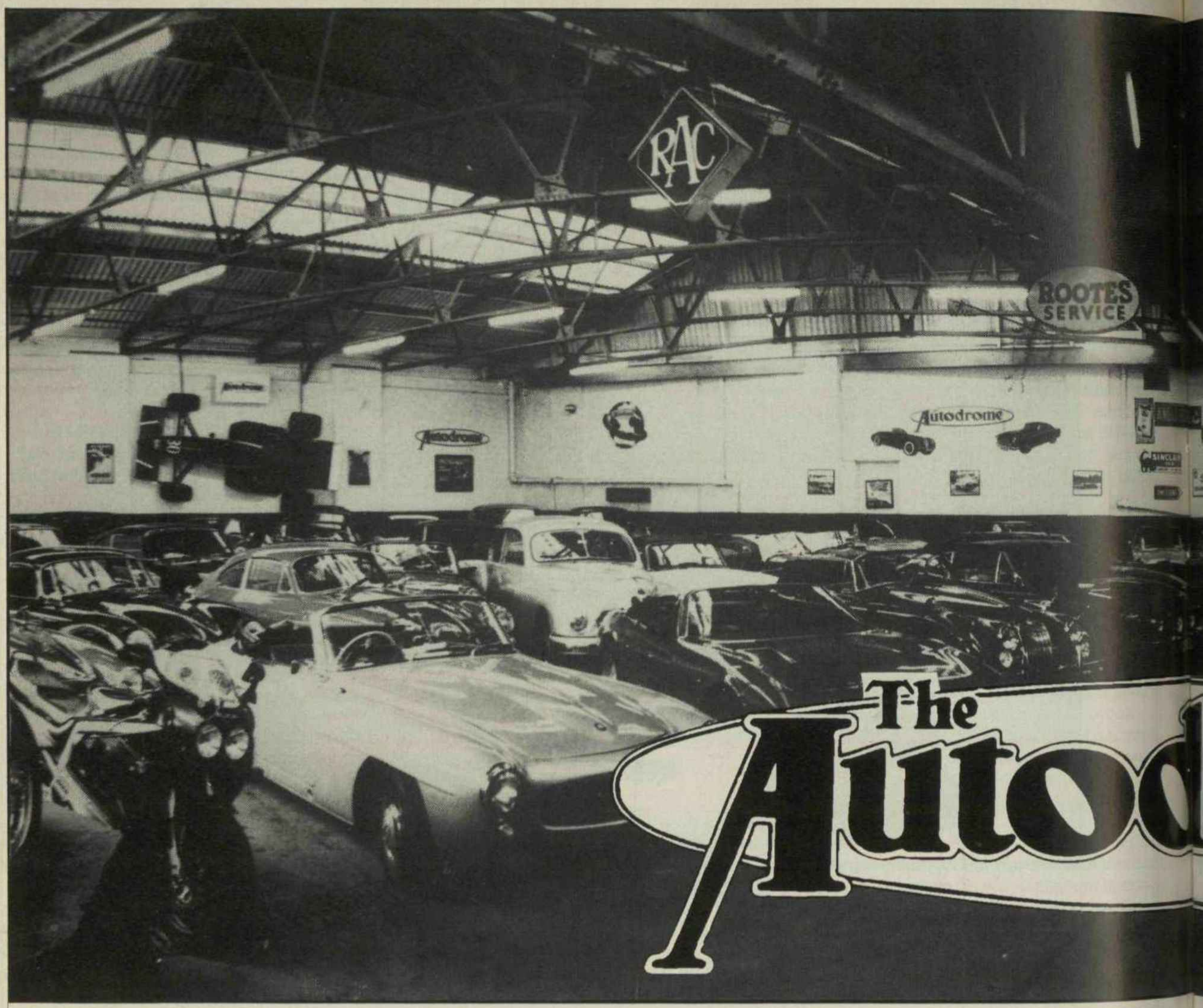
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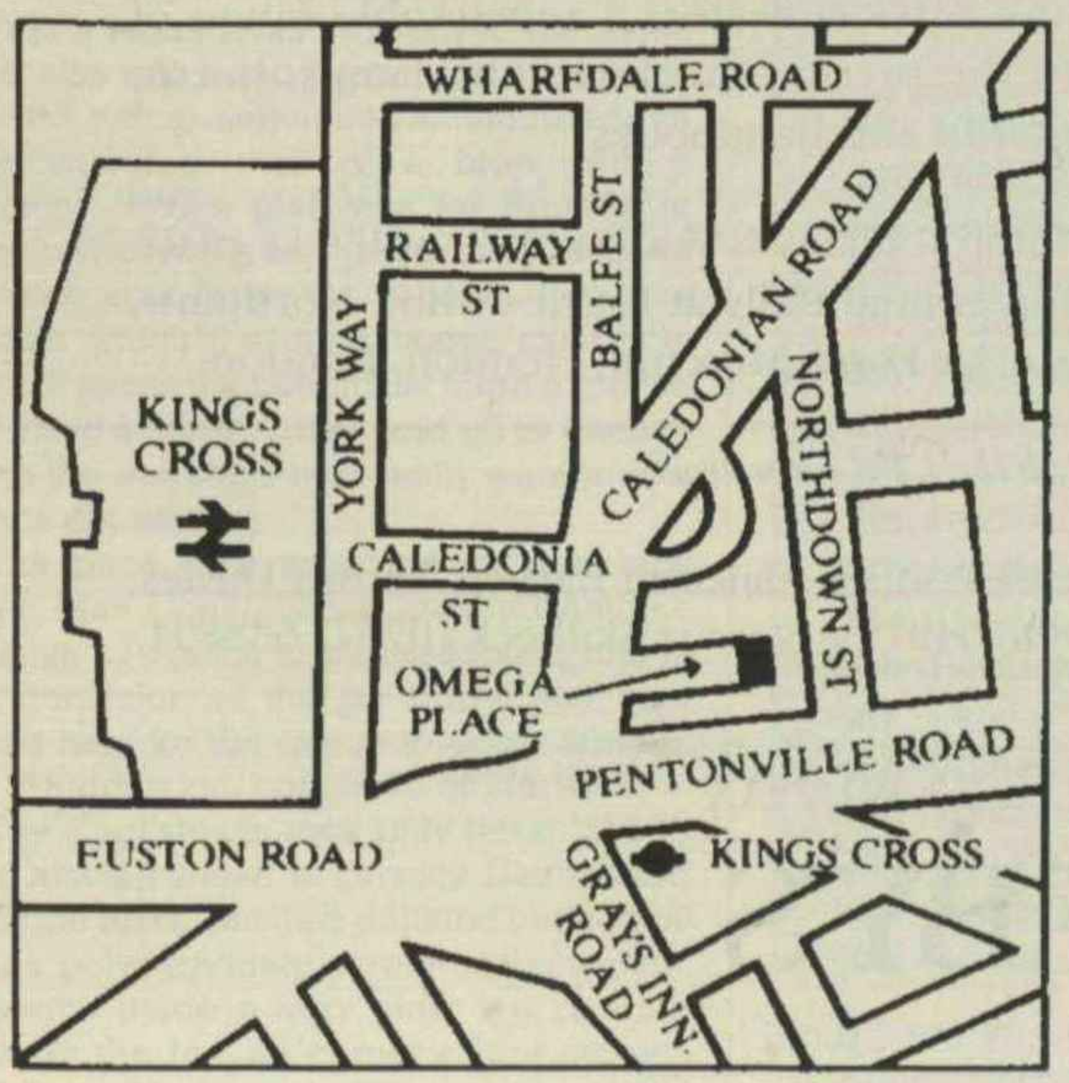
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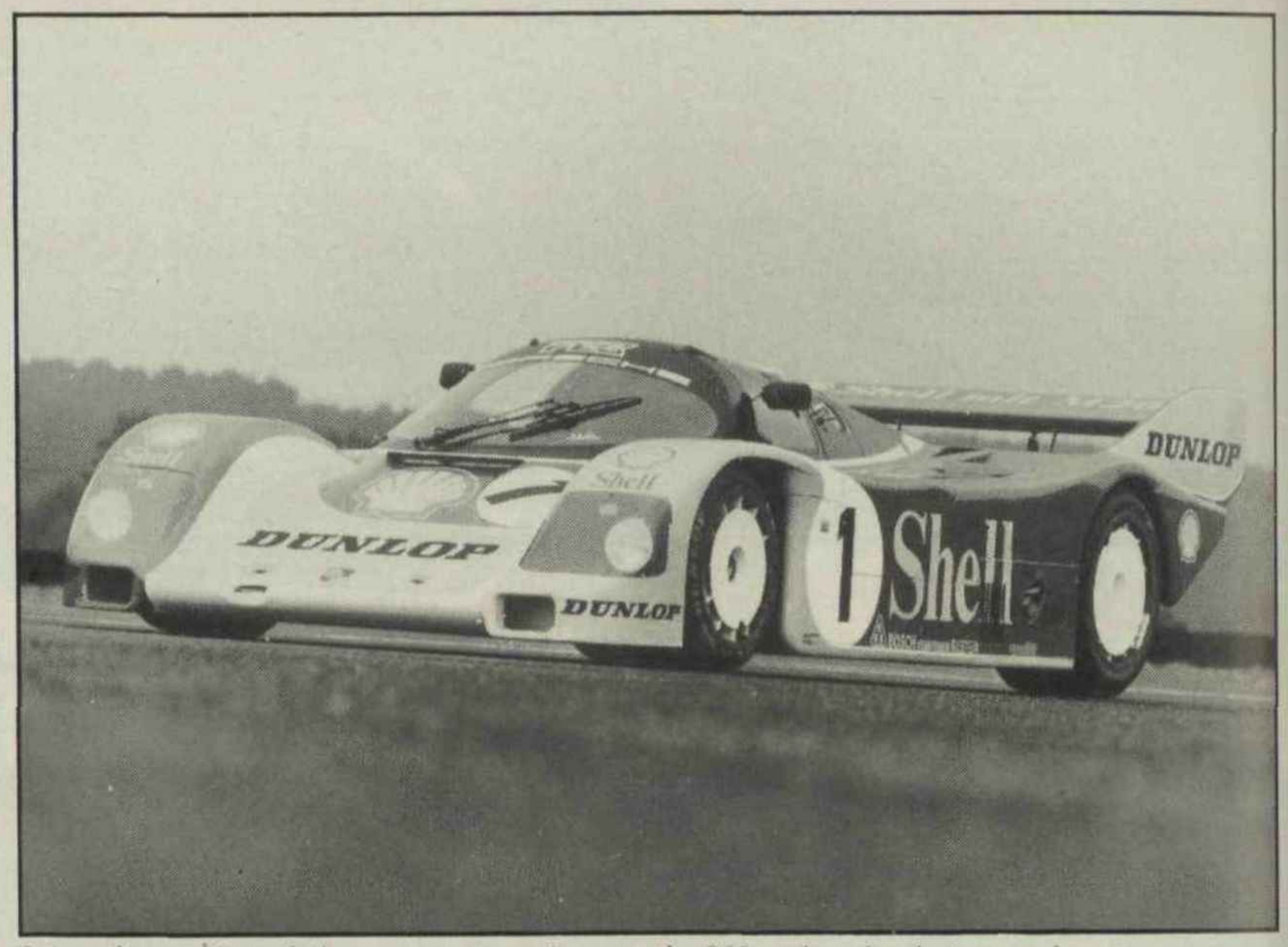
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It is sad to see Porsche's great sports-racing car, the 962, reduced to being an also-ran.

A Long Way to Go

The first three Sportscar World Championship races have taken place since I prepared the column for the May edition, and the mood in the paddock is rather more optimistic than it has any real right to be.

On paper, seven 3.5-litre cars backed by ten "unlimited" Group C cars (we still can't refer to them as "turbos" because they do include the Mazda quad-rotor, and Jaguar V12s when they appear) are a promotional disaster and the loss of World Championship races at the Ricard circuit and at Montreal would seem to be more nails in the coffin.

Tremendous encouragement is drawn from the new cars, though. Not so much from their reliability, nor for the quality of the racing, but from their spectacular speed, visual appeal and aural sensation. Quite unlike the lumbering old "fuel consumption" cars the new breed are breathtakingly fast and superb in sound.

If we can get more cars like these in 1992, then surely the championship does have a good future. Toyota will join the contest with a pair of V10-powered cars designed by Tony Southgate, while Lola and March are perfectly serious about going into production with customer cars that could be fully competitive.

The secret here is the possible availability of the Ford HB engine to a wider market. The Jaguar version is already proving far superior to anything else around, and any private team that got its hands on a Ford V8-powered Lola or March today, if such a thing were possible, could be hoping to beat Mercedes and Peugeot straightaway.

Another positive sign is the new spirit of co-operation that seems to stem from FISA. The last two seasons have been frankly bruising and unpleasant in and around the paddock with teams regimented and fleeced, sponsors abused and the public excluded.

There is still a long way to go before we return to the friendly atmosphere of the years to 1988, and I don't think this return will ever be completed. But at least FISA seems to be a listening organisation, flexible even, though this flexibility is demonstrated by the making of a new rule each week and changing it in the week that follows. Stability is a word now found only in the dictionary, but not in FISA's lexicon.

Not all is well. The reason given for the cancellation of the Paul Ricard race, merely four weeks before it was due to take place, was that the organisers stood to lose FF9 million. That is $1.5 million in round US dollars, FISA's currency, and everyone within the sport would like to see such an outlay itemised.

It's not spent on promotion, which hardly exists in reality, and it certainly doesn't reach the teams since at $3000 per car per start, FISA's commitment to the entrants is no more than $51,000 per race assuming 17 cars.

It is small wonder that the promoters at Ricard and Montreal can't afford a race (Tom Wheatcroft didn't even apply for his popular Donington date this year, for financial reasons), and unless FISA does enlighten us we'll be left with the impression that staggering sums of money are being syphoned out of the sport to the detriment of the Sportscar World Championship.

We will not labour the point, though. There are positive signs of movement at FISA, though ironically a much-needed adjustment to the regulations was blocked by Peugeot, one of the three manufacturers supporting the championship.

FISA reserved the right to alter the weights of the unlimited cars, and did indeed reduce the weight of the Porsches to 950 kg for sprint races, and the weight of the Mazdas to 830 kg for Le Mans. Mercedes would love to have the C11's weight reduced to 950 kg as well, but since the Swiss-German team led the World Championship after two rounds, with a couple of top-three results, that's really off the agenda.

It would behove FISA to reduce the weight of the Equipe Veneto Lancia to 950 kg immediately on the grounds of safety — its brakes can't cope with the weight — and to allow all the unlimited cars more fuel in order to speed them up a bit and produce some closer racing.

Such a proposal got short shrift from Jean Todt. When asked why he had blocked the move he retorted: "It's obvious, isn't it? We always opposed having the turbos in the championship this year; we don't want them."

There is some new-found realism at FISA that Le Mans needs more than a bunch of noisy, unreliable 3.5-litre cars next year, and MOTOR SPORT's longstanding suggestion of adding, or incorporating, Grand Touring racing seems to be gaining credence.

There will be a lot of debate before FISA could possibly decide to adopt this suggestion, but at the back of the corporate minds at Place de la Revolution will be the realisation that if they don't offer the Automobile Club de l'Ouest a damned good race in 1992, the ACO might well opt out and draw up its own set of regulations. That would cause irreparable harm to the Sportscar World Championship, and probably scupper its future altogether.

Another positive signal received by FISA is that the Japan Automobile Federation (JAF) is prepared positively to support the 3.5-litre championship. Next year would see 3.5-litres and "unlimited" combined, like this year's World Championship, and in 1993 the Japan Sportscar Championship is likely to be run exclusively for 3.5-litre cars. This must now be the will of Toyota, Mazda and Nissan, who certainly considered the IMSA formula which caters specifically for 3.5-litre cars among others.

There is a growing realisation that the old-generation Group C cars are now too slow (and would be even if they weighed 900 kg), and that any private team that wants to buy a new car for the SWC series can only consider a March or a Lola at the present time.

Judgement must necessarily be reserved on the status and health of the SWC series until August, when the German round is held at the Nürburgring, but there is hope that the life support system won't be needed much longer. MLC

24 HEURES DU MANS®



LE MANS 91

The Automobile Club de L'Ouest has dragged the 24 Hours right into the 1990s this year, with a completely new complex that replaces the old pits, paddock and race control.

Everything — from the back of the "village" (*which remains untouched*) to the armco in front of the tribunes — has been swept away and replaced with an impressive, but perhaps, rather monolithic, glass and concrete pits/grandstand block and an entirely separate building that brings together race control, timing and commentary into one facility for the first time.

Probably the most significant change is in the width of the pit lane, which has increased from its previously miniscule proportions to a massive total width of 17 metres! Half of this is taken up by concrete standing for the mechanics to work on the cars, and the rest will be the entry/exit lane. Each car will now also have a secure garage space of 5 x 13 metres — which means that the machines will not have to be wheeled back and forth to the paddock for mechanical attention during practice.

Between the pitlane and the track there is now a double concrete barrier with a 3 metre gap in between for marshals and officials to operate in — and the track surface itself has been relaid from the exit of the Ford Chicane right through to the entrance to the Dunlop Chicane.

To gain this extra space, the pits have been moved further back into the old paddock area which itself has been extended by demolishing the racing school buildings at the south end and excavating some extra level space from the rising ground at the north end. There is also now a helipad in the paddock and interestingly, four overhead footways have been built to allow access from the "village" into the hospitality suites and grandstand above the pit garages, without having to pass through the paddock at all. This means that for the first time public access into this area will now be restricted in the same way as the remainder of the SWC.

The whole exercise started in July 1990 and will be finished in time for the race in June. The ACO itself coughed-up half the £13 million cost and the remainder of the funding has come from the Conseil Generale de Sarthe (25%), the Region de Pays La Loire (12.5%), and two local council organisations (12.5%). All of which shows a great deal of local commitment to — and faith in — the future of the 24 Hours. Notably, no funds at all were provided by the FIA/FISA — who of course effectively annexed a large chunk of the race's income during negotiations with the organisers last year. . . .

Also ready in time for the race will be the ACO's new museum by the main public entrance. This strikingly modernistic structure — which replaces the present dingy and cramped one in the village, will be able to display a far bigger proportion than before, of the club's vast collection of road and racing cars and race memorabilia. On display should be Luigi Chinetti and Lord Selsden's 1949 race-winning Ferrari 166, one of Jean Rondeau's Cosworth-powered coupés (built under 400 metres away in the Avenue de Panorama) and the 1978-winning Renault A442 as well as a number of tiddlers — CD & DB-Panhards and the like — which dominated the "Index of Performance" during the 50's and 60's. Amongst these is a very standard-looking Renault 4CV saloon of the type which raced here in the 501-750cc class between 1949 and 1953. Compare this with the Ferrari 166 and consider that big speed differentials have always been a problem at Le Mans!

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"La course est immortelle" – Charles Faroux

However dismal the rest of the Sportscar World Championship may have been so far this year and however tentative its future may look at present, there will always be a Le Mans 24 Hours, whether the world series survives or not, that much is clear. June approaches again, so it's time for the annual trek across the English Channel, for arguably, the World's greatest motor race.

At the time of writing, there is still some time to go before entries close (the closing date has been extended because of the appalling hash that Paris has made of the 750 kg free-fuel sports prototype regulations — and the correspondingly low number of entries received for the championship), so with the Automobile Club de L'Ouest still waiting to see exactly how many cars, of what type, FISA will be delivering, this subject is largely a matter of educated speculation at present. However, it is worth observing that whilst "negotiations' were going on over the future of the race last year, Paris promised the ACO at least 50 cars — though it will be interesting to see how they will reach this figure based on the existing SWC entry of less than 20 machines. With only 11 teams registered, it would need each of them to post an average of nearly 5 cars each. Granted, each registered team can enter as many cars as they wish and they are allowed to sell or lend their slots to private teams using the same make of engine. This will probably mean that we should see the usual phalanx of Ford Cosworth-powered hardware (thanks to Jaguar, Euro Racing Spice and ALD) and just as many Porsches as usual (Kremer, Brun and Salamin). Peugeot could get the tiny WM-Secateva outfit into the race, but Mercedes and Mazda have few options — and Nissan none at all. . . .

No doubt, however, there will be something approaching a full field come race-day — or else we will be watching a rather reduced spectacle on Saturday and an almost non-existent one one Sunday. . . . That itself might be the the final catalyst to make the ACO rethink the whole *raison d'etre* of their event — and perhaps consider extracting themselves from the WEC/WSPC/SWC mire by finally ignoring the championship entirely. Would it be too contentious to suggest that they could take up an idea espoused by MOTOR SPORT for a while now — and return the 24 Hours to its roots, by opening the race mainly to production-based cars, with perhaps a restricted class for prototype machinery?!

But let's ignore the background of politics and assume that you are indeed going to the Sarthe and would like some useful information to help you properly enjoy one of the world's great motor racing festivals. What tickets to buy and where to watch, park, eat, sleep, wash and go to relieve oneself. In fact all the little things that make the difference between a great and thoroughly miserable weekend. . . . Here then is our guide to the 1991 *Vingt Quatre Heures du Mans. . . .*

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Terence Cuneo's classic, 'Jaguar Pit Stop, Le Mans 1953' is one of the most famous motor racing pictures ever painted and it is now, at last, available as a limited edition print individually signed by both Terence Cuneo and 'Lofty' England.

Representing a high point in Jaguar's motor racing history, the picture shows a pit stop by the winning Jaguar in the 1953 Le Mans race which saw C-type Jaguars in first, second, fourth and ninth places while the winner set a new race distance record at an average speed that exceeded 100 mph for the first time.

The origin of the painting is itself a piece of history. It was commissioned by Ian Appleyard, a famous Jaguar competitor in his own right, on behalf of Jaguar dealers and presented to 'Lofty' England on his retirement from Jaguar in 1974.

Dominated by Jaguar Team Manager 'Lofty' England, the picture contains an extraordinary total of 19 portraits, detailed in full publicly for his first time on the Certificate of Authentication accompanying every print. They reveal the true nature of the Jaguar team effort at Le Mans in the 50s.

TERENCE CUNEO OBE, RGI

One of this century's outstanding motoring artists, Terence Cuneo's extraordinary grasp of speed and action is always seen in the context of a real painting, not just an illustration, as masterpieces such as 'Bentleys at Le Mans' and 'Bentley versus the Blue Train' testify. 'Jaguar Pit Stop, Le Mans 1953' reveals Cuneo's painstaking approach, sketching from a real life reconstruction of the scene and insisting that those taking part *moved* so the picture would not become static. Terence Cuneo is now planning a series of paintings continuing the Jaguar sporting theme.

FRW 'LOFTY' ENGLAND

A legend in his own lifetime, 'Lofty' England rose from Daimler Apprentice to Chairman of Jaguar cars but it is for his achievements as Jaguar's racing Team Manager in the 50s that he is most famous. Building on his experience working for Bira's team in the 30s 'Lofty' turned the Jaguar team into an all conquering force, particularly at Le Mans, with profound effects on the company's fortunes. Nowhere was this more evident than at Le Mans in 1953, the subject of the Cuneo painting which shows a pit stop late in the race. 'Lofty' England directs a tyre change while Tony Rolt reports on race conditions to Duncan Hamilton.

LIMITED EDITION

'Jaguar Pit Stop, Le Mans 1953' is published by Cuneo's leading art print publisher in a numbered edition of 850 copies individually signed by Terence Cuneo and 'Lofty' England. Measuring 21 x 27 inches overall with an image size 17 x 23 inches, the large size print is superbly reproduced to the highest standards of art print publishing using acid free paper and fade resistant inks.

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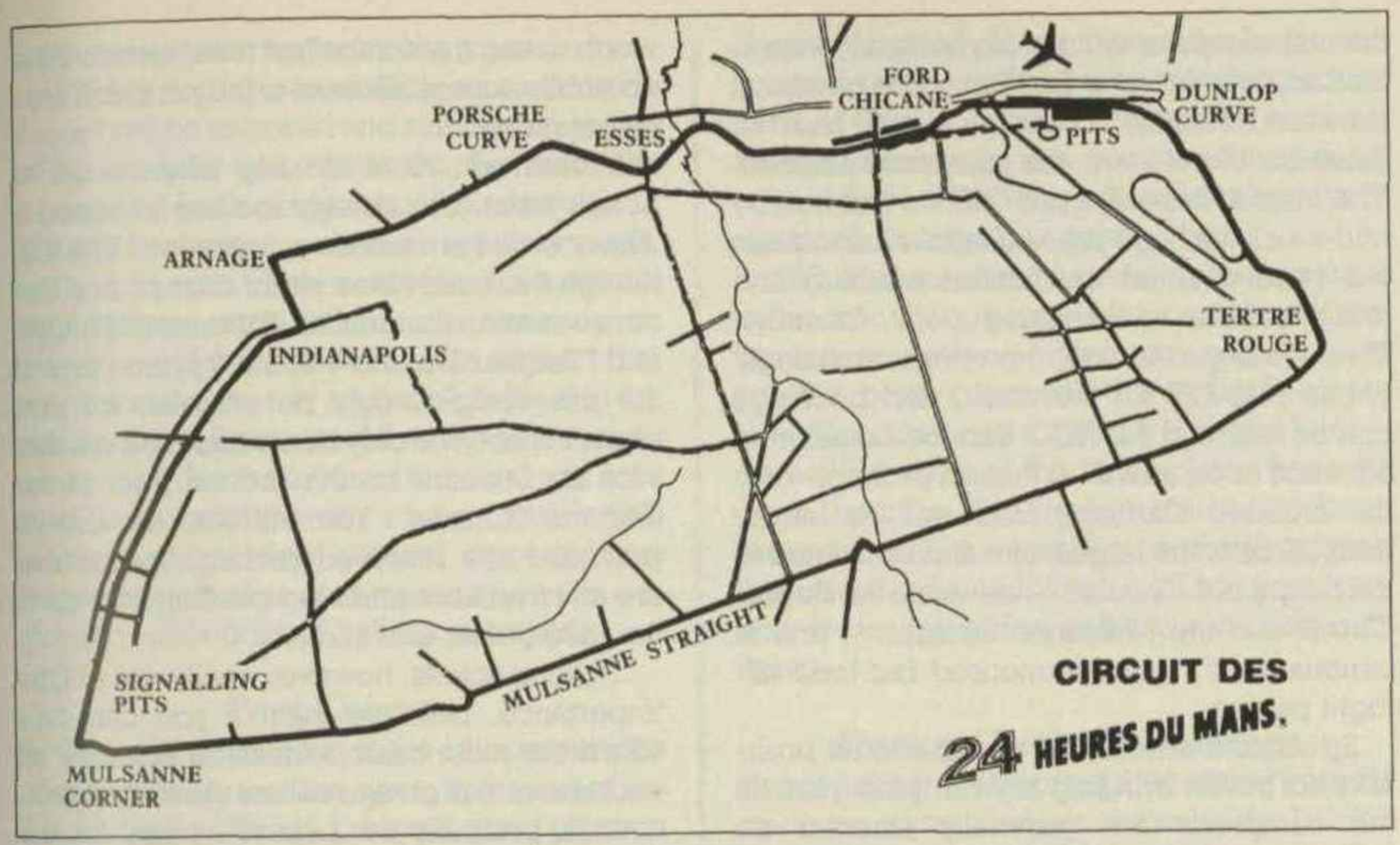
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coach — and these tours certainly offer excellent value for money — though you have to be ready to rough it for the weekend. You will also be expected to return to the bus promptly after the race for the journey back to the Channel ports and a night crossing.

Similarly, there may be spaces left on one of the charter flights direct to Le Mans aerodrome. These tend to leave regional airports in the UK early on Saturday morning, for arrival at Le Mans around mid-morning. You sometimes get a tent provided on Saturday night (or a bus-trip to a very distant hotel) as part of the deal — because you don't have a coach to sleep in. The return flight will leave quite soon after the end of the race and have you back in the UK late evening Sunday — try Page & Moy, GPR or Air Track Services (0895 70921).

A large number of spectators from Britain travel over using their own, or more often, a shared car, using one of the numerous Channel crossings. There may be some spaces left on the Friday/Saturday crossings — but unless you are prepared to travel earlier in the week (and take in practice) — we wish you the best of luck! All the main ferry operators offer services to the Channel ports and in choosing which crossing to take, one has to balance the equation of cost and availability against crossing-time and distance-to-drive. Here are some pointers as to the best routes:-

By Road

Dover Eastern docks/Folkstone to Calais/Boulogne (Sealink-Stena and P&O European). Dover Western docks to Calais (Hoverspeed).

Frequent crossings under 2 hours (75 minutes Dover-Calais ferry or 35 minutes Hoverspeed), so you won't need a cabin and therefore only pay for car and passengers (also with all the following check for special 5-day return fares — or even 60 hour if you are really pressed). Both ferry companies are using much improved and modernised vessels, with reasonable-to-good catering — compared to some of the plague-ships we can remember within the last 5 years! Dover terminal offers excellent facilities and both French ports are relatively easy to drive out of (Boulogne is preferred).

Road route:- N1 Calais-Boulogne. N1 Boulogne-Montreuil-Abbeville. N28 Abbeville-Neufchatel-en-Bray (by-pass)-Rouen. N138 Rouen-Bernay-Alençon-Le Mans. Approximately 240-260 miles, so allow yourself a clear 6-7 hours for the drive. This route is all on good, mostly straight, but undulating roads. On weekdays and Saturdays, however, there are a lot of slow-moving lorries about, which, with few stretches of dual-carriageway to allow passing, can slow you down somewhat. The really big disadvantage of this trip is that it takes you through the middle of Rouen (there is no practical way round), which is so badly congested and poorly signposted that it can take up to an hour to cross. However, just to the south of the town, in the *foret de la Londe*, is the old French GP circuit of Rouen-les-Essarts, which is worth a visit if you have the time.

An alternative route from these ports would be on the A26/A1/A11 Calais-Arras-Paris-Chartres-Le Mans Autoroute (from Boulogne take the N42 and join the A26 at junction 3). This would be quicker, but is entirely on expensive toll roads — and virtually obliges you to endure the horrors of the Paris ring road — definitely not recommended!

Newhaven to Dieppe (Sealink):
Fewer crossings, each taking 4 hours — and the Newhaven terminal can only be described as primitive at best. Also, on our last trip back through there, the British Customs took an incredibly long time processing all the vehicles. Dieppe, however, is easy to get out of (but paradoxically awkward and circuitous to get back into). The route is approximately 195 miles which takes up to five hours to drive. The same comments as above apply regarding road conditions — and of course you still have to get through Rouen.

Road route: N27 Dieppe-Rouen. N138 Rouen-Bernay-Alençon-Le Mans.

Portsmouth to Le Havre (P & O European)
3 crossings daily, which take between 6 hours (day) and 7 hours (night) — so unless you are more resilient than we are, you will need a cabin to have a rest — so add this cost onto the crossing charges. The Portsmouth terminal is reasonably good and Le Havre is the easiest of the French ports to exit from. The 140 mile (3-4 hour) journey to Le Mans is a reasonable one, but is a little tricky early-on if your map-reading is weak.

Road route: A15 Le Havre docks-Pont de Tancarville. N182 Pont de Tancarville-Pont Audemer. D810 Pont Audemer-Lieurey. D834 Lieurey-Bernay. N138 Bernay-Alençon-Le Mans.

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Poole/Portsmouth to Cherbourg (Brittany and P&O European)
Two good jumping-off points at the British end, for crossings that vary between 4 hours 15 minutes and 7 hours (day or night) — so a cabin would be a plus. Cherbourg is a depressingly tatty place (do any last-minute shopping elsewhere), but is very easy to get in and out of. There is, however, a very pleasant run of 170 miles (4-5 hours).
Road route: N13 Cherbourg-Caen. N158 Caen-Argentan-Sees. N138 Sees-Alençon-Le Mans.

Portsmouth to Caen Ouistreham (Brittany)
A longish 6 hour crossing — but the shortest drive from coast to circuit (95 miles — 3 hours maximum) on a very pleasant and usually uncluttered road. Ouistreham itself is a piece of cake to exit, but Caen can be a bit of a bother — if you don't keep your wits about you. Incidentally, Brittany Ferries offer an excellent 10 day-return deal.
Road route: D515 Ouistreham-Caen. N158 Caen-Falaise-Argentan-Sees. N138 Sees-Alençon-Le Mans.

Portsmouth to St Malo (Brittany)
Two crossings a day, which at 9 hours are the longest of the lot, so a cabin is an absolute must. But as this route is really designed for Brits planning on touring North Western France, during the off-season (as June is), you stand a far better chance of getting a late booking. St Malo itself is an absolutely charming place, with a yachting marina and a huge walled bastion (blitzed by the allies during the war and rebuilt) with many shops and restaurants and is well worth a stop. The town, however, is a bit of a bore to find your way out of and after you have got past Rennes — which is a pleasant cosmopolitan town and also worth seeing — the road gets a bit bland. The route is 140 miles long with 4 hours a maximum time needed.
Road route: N137 St Malo-Rennes. N136 Rennes by-pass (follow signs for Laval). N157 Rennes-Laval-Le Mans.

Contacts: Sealink-Stena Line: 0233 647047. P&O European Ferries: 0304 203388. Brittany Ferries: 0705 751833. Hoverspeed: 0304 240241.
Once you are in Le Mans, and on all the major approach roads (and many of the minor ones too) leading into the town, the directions to the various car parks, and therefore the circuit (which is to the south of the city) will be marked by appropriately coloured arrows put up by the ACO below the permanent traffic signs.

Where to stay

Hotels
By now there will be absolutely nothing in the way of hotel accommodation to be had in Le Mans, or within an approximate 40-mile radius during race week. Everything is block-booked at least the year before, so unless you have some inside information, resign yourself to sleeping in the car/coach or on a campsite.

Camping
Any rosy mental image that you have of a continental campsite will be immediately vaporised on your arrival at Le Mans. The on-circuit sites are definitely not for the faint of heart or those concerned with the niceties of ablution. The sites themselves are OK, it's just that by mid-week the huge press of fellow enthusiasts will have strained the limited washing and toilet facilities to breaking point (literally)! These campsites are, however, amazingly cheap (£16-£25 for the week) and bookings can be made at the ACO Service Location in advance or on arrival — though probably only the dreaded *Camping Houx* will be left by then. *Houx* is the largest site and is situated in the centre of the course — between the Bugatti Circuit and the Mulsanne Straight — and is famous for it's good-humoured but loud all-night parties. . . .

Spectators arriving by coach should probably not bother bringing any camping gear, as the campsites are generally situated an inconveniently long and tiring walk from the coach parks. Better to spend an uncomfortable night on the charabanc.

Parking
There is ample official parking at the circuit — of two types, reserved and unreserved. If you have not done so already, it is probably too late to obtain a reserved parking space. For approximately £14, however, you get a generous space marked with a little white numbered bollard — and of course a correspondingly numbered window sticker for the car in the same colour as your enclosure (Rouge, Blanc or Vert). Reserved car parks are fenced-off and strictly policed and operate on a pass-out system, so make sure that anyone who needs access to your vehicle — for sleeping or eating etc, comes in with it. The reserved car-parks also all have basic washing and toilet facilities — but please note that large camper-vans are not permitted.

The unreserved parks provide only a parking space and you have to take pot-luck of course — however don't despair because there always seems to be a space somewhere. . . . Access to unreserved parking — again Rouge, Blanc and Vert — will cost about £7 during the race and is free during practice. Incidentally, camping is not permitted in any of the car parks, though you can sleep in your car and prepare meals by it.

On the Circuit

Tickets
There are two basic types of ticket available into the public enclosures. *Enceintes des Virages* (about £16) and *Enceintes Generales* (about £29), both of which can be purchased on the circuit.

Both tickets are valid for the whole week including all practice sessions. The former, however, will only allow you into the Mulsanne and Arnage bend enclosures. You will not be able to get onto the pits straight enclosure, the funfair or the "village".

So unless you are really short of cash it would be best to purchase an *Enceintes Generales* ticket. This allows free access to all public enclosures. Also during practice you can get into the Grandstands (*Tribunes*) for nothing — with the exception of "Citroën" which is the ACO HQ and Press facility. It is worth noting that for the first time, there will be no public access allowed to the paddock area on any ticket.

Unless you have already taken steps to obtain them, it is already too late to obtain a *Tribune* ticket (costing between £20-42), though there may be a slight chance that one or two seats in the smaller *Tribunes* ("Wimille" and "Singher-Durand") at the extreme end of the pits straight might be available for purchase. These will only be obtainable from *Service de Location* on the ground floor of the *Tribune* "Citroën". You will also be able to purchase any reserved parking spaces that are still available and also possibly copies of the race poster and stickers.

Tribune tickets, however, really are of little importance, because even if you can only afford the most basic admission ticket — all enclosures will give excellent viewing opportunities, probably the best to be had for the money anywhere in the world.

One most important thing to remember is that all enclosures are controlled by the use of a "pass-out" system. When you leave any enclosure to go into one of a lower category you must obtain a pass-out ticket and keep it. When you wish to return to that enclosure you will have to surrender the pass-out and show the appropriate entrance ticket as well — if either is missing, I'm afraid you've had it. . . .

The Plain Spectator's Circuit Guide

If you have travelled by coach or by air you are really limited to viewing the race from around the start/finish area. This is not a particularly great restriction if you are on your first visit, because you can access on foot the whole of the track from "White House" all the way round to "Tertre Rouge" at the start of the Mulsanne Straight.

The Pits and Start/Finish Area
Even if you aren't fortunate enough to have obtained a *Tribune* ticket — don't despair because unlike other circuits, it is quite possible to get a good view of the start and the new pits complex (see separate feature) from the enclosure below the stands. This area is banked and terraced, so unless you are particularly short in stature you will be able to get a good view.

If you really cannot bear the crush, you can watch the start of the race from other points in the immediate vicinity such as the Dunlop or Ford Chicanes and the Esses. Indeed if you are prepared to forgo the frantic early race pitlane activity, you will probably be able to see more of the real nose-to-tail action on the track at these points. Standing at the Esses will allow you to see one of the classic spectacles of motor racing as the field comes storming over the brow of the hill under the Dunlop Bridge for the first time and streams out into the country.

Most spectators, however, cannot resist the razzmatazz of the build up to the race, which starts in the morning with the free warm up and continues thereafter to the start at 4 o'clock with on-track displays, parachute jumps, presentation of the drivers, pushing of the cars onto the grid and finally the thunderous rolling

start after a warm up lap under pace.

Within a few laps most of the more tentative entries will be exposed and start their rebuilds in the pit lane and within the first hour the leaders will be thinking about their first visit for fuel and fresh tyres — so there is plenty to see.

The pits area forms something of a natural amphitheatre with the *tribunes* towering on one side and the monolithic pits on the other and there is definitely a gladiatorial feel to the proceedings. Because of this, the pits straight continues to be the focus of the race, and for a keen photographer with a long focus lens it presents many fine picture opportunities. Particularly so after dark when it turns into a glowing metropolis of lights and bustle.

Ford Chicane

As the crowd drifts away to the other attractions after a while, try moving down to the exit of the Ford chicane. This is always a great place to find out who is really trying and who is soft-pedalling as they accelerate out of the corner and down the pits straight. It's also a good place to watch because the early casualties stagger into the pit lane at this point.

The more courageous (or inept) drivers will jump their cars over the rumble strips on either side of track as they find the fastest line, and the wide discrepancy in driver ability is readily apparent in the ruck, as the groups of cars jostle for position through the complex.

Technical Section/ White House

Further back down the course towards White House is a good place to watch the faster cars jinking in and out of the slower traffic through what is known as the "technical section", though because there is extensive Silverstone-style high wire fencing and no embankment to speak of, its appeal is rather limited.

"White House" only exists on the circuit in name now, though the old section of track and the building after which it was named (now painted beige), are still there slighly to the west. If you can spare the time to have a look — do so, but most of the atmosphere has now gone, because the ancient armco has been removed and the peeling trackside adverts that were on the buildings until last year have now been painted over by the current residents.

Dunlop Chicane and Bridge

If you walk clockwise round the circuit from the start, you come to what used to be the Dunlop Curve, but is now the Dunlop Chicane, built to slow the cars down as they crest the rise under the bridge and storm down the hill towards the Esses. Despite the early reservations of the drivers, this has turned out be an excellent place to spectate in the immediate vicinity of the start.

The wide sweeping right-left-right of the complex — with vast expanses of kitty-litter on either side, positively beg the more flamboyant drivers to enjoy themselves. Photographers will want to be on the outside of the circuit as the inside of the complex is rather distant from the track here.

Of course the Dunlop Bridge is one of the great landmarks on the track and the sweep down to the "Esses" is one of its great panoramas.

Famous landmark though it is, there once were two Dunlop Bridges, both built immediately after the war. The second stood at the entry to *Terte Rouge*, but is now gone and the grandfather of the present one stood just beyond the end of the pits straight before being rebuilt at the top of the hill in the 1960's for safety reasons. The bridge was subsequently rebuilt again on the same spot in 1978 to allow widening of the track.

The Esses and Tertre Rouge

You can't go wrong here — fine views from the spectator banking predominate, particularly on the outside of the track.

From the bridge all the way down to the start of the Mulsanne Straight at *Tertre Rouge* (red hillock) is one of the best places to watch the action during the hours of darkness and during practice sessions. It is no coincidence that this is the most popular area for photographers trying some night shots, so don't trip over the army of tripods ranged against the spectator fencing.

At the bottom of the hill, the Esses snake through tall pine trees and the barrage of sound and lights as the cars bark past, combined with the close proximity of the funfair and the restless cacophony of the crowd and the public address, mean that the effect can be quite overwelming at times, capturing almost perfectly the essential spirit of the race. Incidentally the pine woods are a favourite sleep

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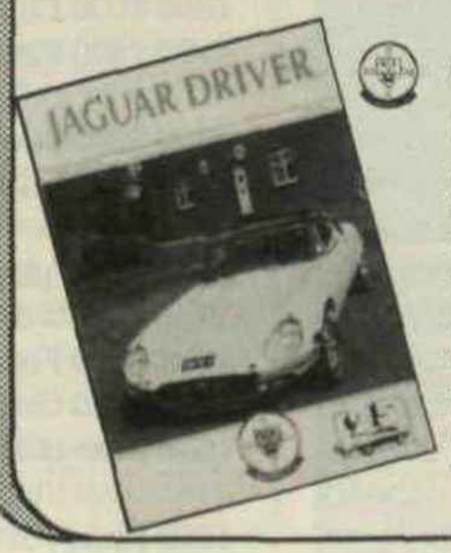
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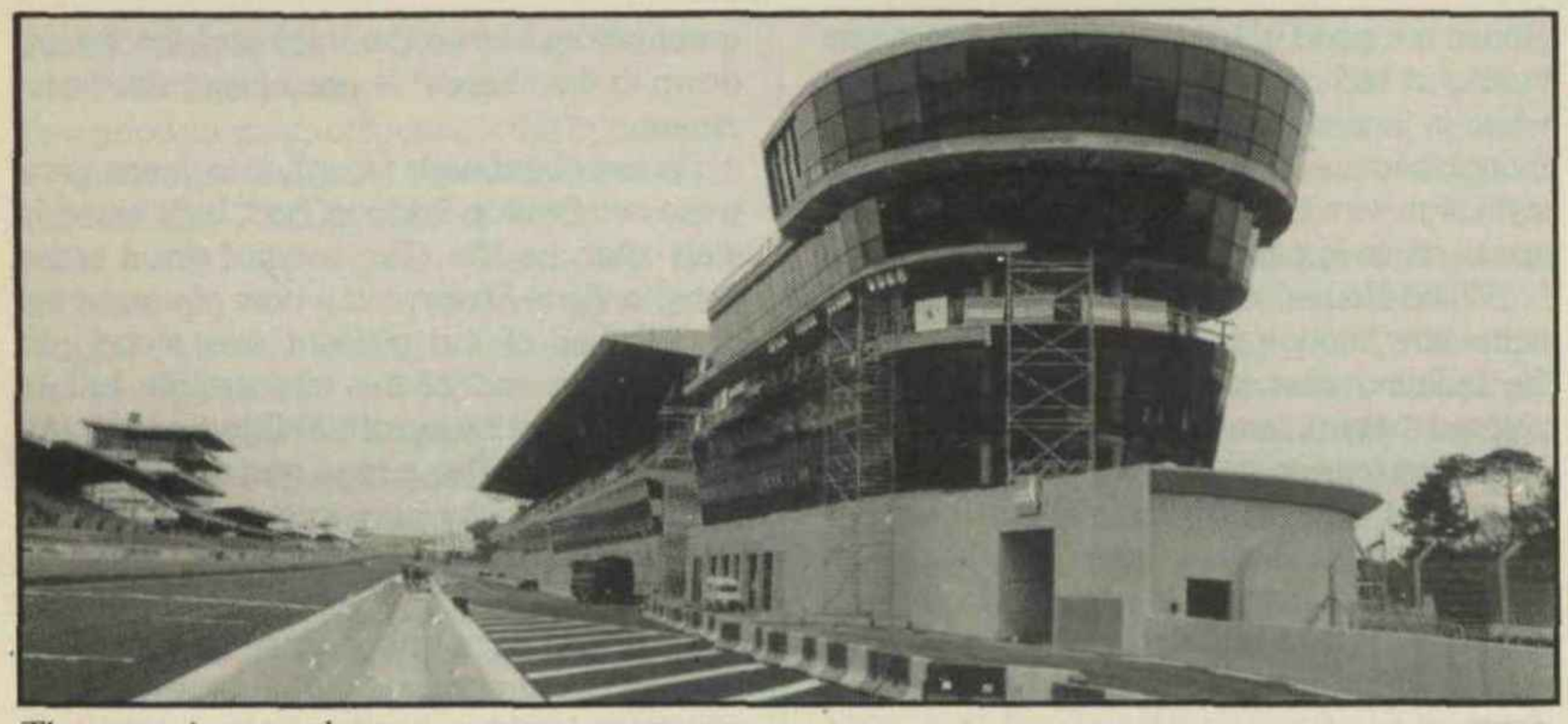
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The new pits complex.

ing area for the army of homeless fans with nowhere else to go on Saturday night.

For first-timers or lovers of the grotesque and the seedy side of life the funfair is an amusing diversion. Bearded women, strippers and the usual selection of overpriced rides, food and memento stalls dominate, but it is not recommended if you have any children on tow.

All the above areas are easily accessed on foot by those without any other means of getting about — all the following require some kind of transport, usually with a walk at the other end.

If you intend to get to the outer reaches of the course, Mulsanne Corner and Arnage are usually well marked by the organisers and traffic strictly controlled during the race. However we would strongly advise the purchase of the IGN (Institute Geographie National) *Carte Topographie* sheet 1719 Est which is the French Ordnance Survey map of Le Mans, the circuit and its environs. This can be purchased from most booksellers in town for about £4.

The Mulsanne Straight

It is generally stated that there is no access to the Mulsanne Straight during the race. This is not strictly true however, and certainly not if you arrive early enough to take in the practice sessions.

There is of course the famous *Restaurant du 24 Heures* which is such a great favourite of the British fans and which stands hard by the track at the braking point for the first of the two Mulsanne chicanes. To gain access to this area during any track activity you will have to be able to prove that you have an advance booking for a meal at the restaurant or the Gendarmes will simply not let you pass. Access is from the D142 Le Mans-Ruaudin road just south of the hamlet of Le Gue des Auges.

Another less well known, but in our opinion far superior vantage point on the straight, is *Le Ferme de Mulsanne* Restaurant (0101 33.43.22.00.76) right on the outside of the "kink". This is a terrific vantage point during practice (especially during the night sessions) but unfortunately the viewing area stands on private land, so again you will need to have an advance booking to the restaurant to gain access.

At this point most of the drivers will be accelerating hard away from the second Mulsanne chicane (though you cannot see it because it is obscured by a rise before the "kink") and the sight of the headlights illuminating the haze-draped pine forests at dusk is an eerie one and not quickly forgotten.

Get to it from the D140 Ruaudin-Mulsanne road and the restaurant is signposted from there, though we would advise you to leave the car on the main road and take a 10 minute walk up the very narrow and car-choked access track.

Mulsanne Corner

Another piece of Le Mans history disappeared a few years ago when this corner was reprofiled to allow for the building of a roundabout to service a nearby supermarket. Until then it had been left virtually untouched since the the first race in 1923.

Instead of the cars plunging over the infamous hump at the end of the Mulsanne Straight and then headlong into the original sharp 100 degree right hander, they now snick gently right through a link road and then 90 degrees right again where the old signalling pits once stood. This land is owned by the ACO and in fact you will see a clubhouse standing infield.

That said, however, they did not really emasculate the corner and it remains a real test of driver nerve and the car's braking system. Lots of kitty-litter here again so no-one will come to any harm if the drivers get overenthusiastic. The spectator embankments opposite give very good views of the whole corner.

The signalling pits are still here and this is again a favourite vantage point for night viewing as the teams hang out the illuminated lap boards to the drivers, having had the times over the phone from the pits.

Access is marked clearly, but controlled rigorously during practice and race although you have to put up with a 10 minute walk from the large free car park, which is some way away. Get there through Mulsanne village and follow the signs "Virage Mulsanne".

Indianapolis & Arnage

Indianapolis is so called because in its early history, this corner was surfaced with bricks in the same way that the American venue used to be. It is a double bend, a fast right and tight 2nd gear left, quickly followed by the slowest corner at the Sarthe-Arnage, 1st gear and watch out for the slower cars. Both corners have limited means of escape in case of mishap and very solid Armco barriers on either side.

These two corners are now the only ones which remain from the original 1923 circuit in more or less their original form. All the other corners that existed on the original circuit have been redesigned, adapted or just relocated usually in the very worthy name of safety — these two have not subtantially changed and as such are worth a visit before someone gets their hands on them!

Again viewing is excellent and to get there simply follow the signs from all directions marked "Virage Arnage". Parking (free) is right by the entrance to the enclosure. One of the more attractive features of spectating here is that the atmosphere seems to be more relaxed than elsewhere.

One last tip though. . . . when you leave this enclosure, or any other round the back of the circuit for that matter, with the intention of getting back to the general area of the Pits, follow the signs marked "Garage Blanc/Rouge/Vert". Clever map-reading will end up at a road block manned by a tired Gendarme, followed by an even longer drive back!

The finish of the race

Assuming that you are not one of the unimaginative individuals who "traditionally" invade the track before the finish, the very best place to watch is at the area adjacent to the Ford Chicane. Unless the officials and Gendarmes manage to control these cretins long enough for the cars actually to cross the finish line (the last time was 1984), the cars will be directed into the *parc ferme* immediately infield of the chicane for post race scrutiny.

Failing that, anywhere on the Pits straight is a good place to be as the walking wounded that have been waiting in the pit-lane, stagger breathlessly out onto the track with 5 minutes to go to the flag. Always good for lots of gallic gesticulation, flag waving and furious arguments. . . .

TICKET SALES

Le Service Location, Automobile Club de L'Ouest, 19X72040, LE MANS, Cedex, France. Tel: 010 33 43.72.50.25 Telex: ACOUEST 720637 Fax: 010 33 43.72.69.83

LE MANS TOURIST INFORMATION

L'Office du Tourisme, Place de la Republique, 72000, LE MANS, France.
Tel: 010 33 43.28.17.22

TIMETABLE

Tuesday 18th June

0900-2200 Scrutineering.

Wednesday 19th June

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

Thursday 20th June

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

Friday 21st June

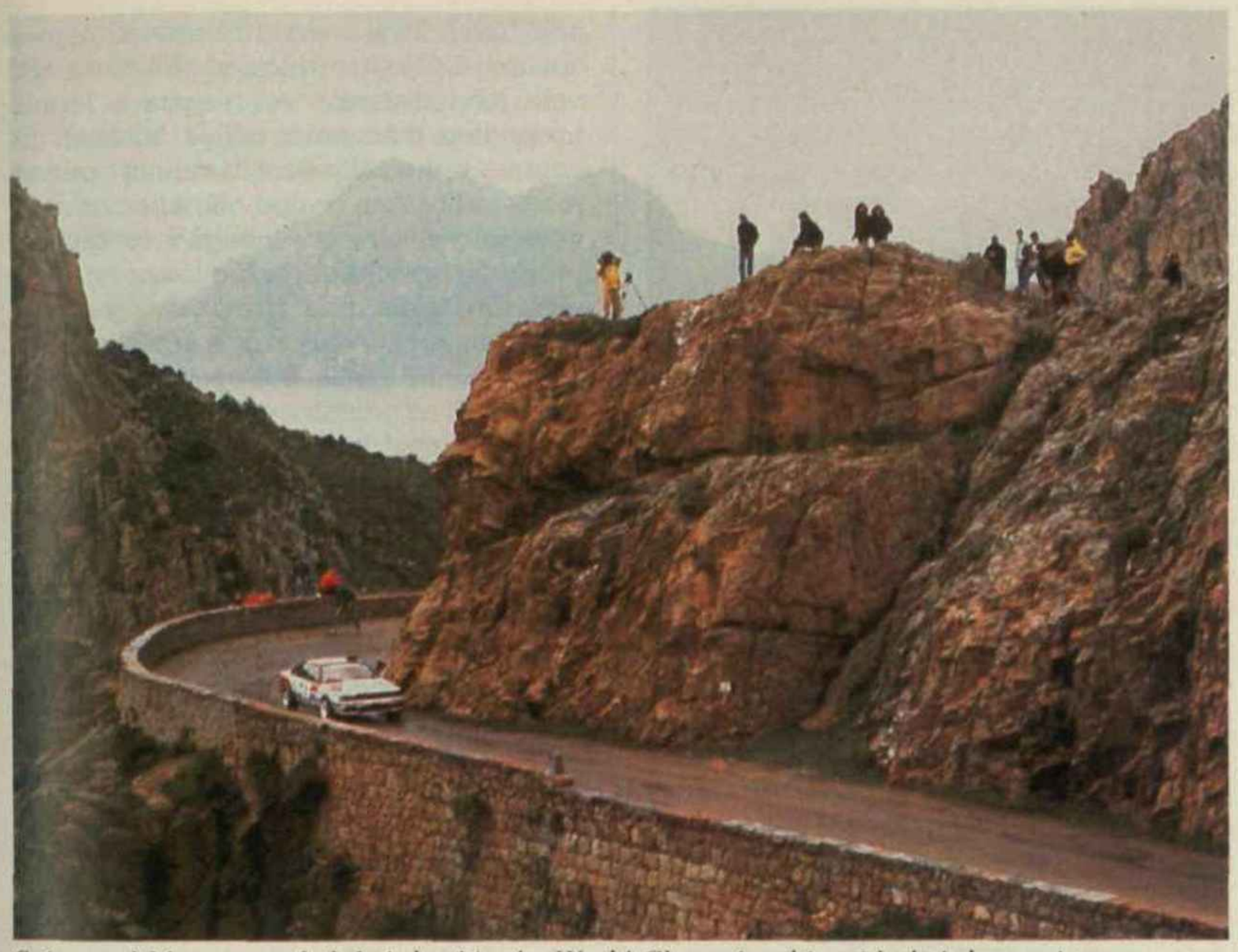
Rest day. Full list of qualifiers issued.

Saturday 22nd June

1000-1030 Free warm-up.
1500-1530 Cars on the Starting Grid.
1600 Start of the Le Mans 24 Hours.

Sunday 23rd June

1600 Finish of the 56th Le Mans 24 Hours.



Sainz and Moya extended their lead in the World Championship with their latest victory.

Sainz on Corse

Almost since the need to drive fast began to be an essential part of rallying, those responsible for preparing cars have had two major objectives; speed and reliability. Most other claims on the attention of car builders, for example, handling, flexibility and the need to have components fitted in such a way that they can be replaced quickly at the roadside, evolve from one of these.

But hand in hand with the requirement to make a car travel as fast as possible is that of giving it the ability to stop. The faster it goes, the more difficult it is to slow it down. Weight is also part of the equation, as most schoolboys will know, for momentum is the product of mass and velocity, and it is momentum, rather than speed alone, which is what must be reduced by braking action. Equally, therefore, the heavier a car, the more difficult it is to slow it down.

For normal road use, the brake assemblies on production cars are perfectly adequate, but if such cars were driven fast on very twisty roads, demanding hard braking before each corner, the chances are that brake efficiency would diminish, or "fade". The reason? Heat!

The principle behind braking is friction. Give the wheels more friction to work against as they revolve, and they will slow down. But friction also generates heat, which in turn causes brake fade. In severe cases, brake pads themselves can burn, hydraulic fluid can boil, and discs can become so red hot that they can be seen glowing brightly in the dark.

Speed alone does not cause brakes to deteriorate. Long straights separated by occasional corners will seldom produce brake fade because, although the brakes are applied hard, they are not applied often. It takes a lot of effort to slow a car from 120 mph to 20 mph using the shortest possible braking distance, but provided it does not have to be done too often little harm will have been done to the braking efficiency. But if a car has to be alternately accelerated and slowed every twenty-five yards or so, then the effects of friction-produced heat will soon be noticed.

It is down to the team to decide on means to prevent overheating, though usually in collaboration with the brake manufacturer. Even the fastest, best handling car, fitted with the best tyres, will fail to achieve success if its brakes fade due to overheating, and nowhere is this more evident than on the tortuous special stages of Corsica.

Every special stage consists of short bursts of fierce acceleration each followed by hard, last-minute braking for the sharp corner which inevitably follows. Brakes, therefore, have to be supremely efficient in order that drivers maintain their confidence that they will be able to slow down adequately for the next corner.

Consequently, pre-event test sessions in Corsica are devoted as much to the brakes as to other aspects of fine adjustment. It is impossible to prevent heat build-up. It is a natural product of friction and nothing can be done about it. But what can be done is to devise means of removing heat as it is produced, preventing it reaching a harmful level, and different teams had different ideas on this subject.

The simplest method is to copy that of windscreen washers, as many do in Kenya to keep shock absorbers cool. Small units consisting of reservoir, electric pump and a few jets are all that is required, plus a switch on the dashboard. Ford used such a means to cool their 14-inch AP discs and their shock absorbers, the whole lot being fed from one 5.5 gallon water tank.

Subaru also had a water cooling system, but theirs was a sealed, recirculating system, with small tank, radiator and caliper water jacket cooling each of their AP brakes, which were 14-inch, just like those of Ford. Lancia used water jets to cool their discs, which were smaller than those of Ford and Subaru, but so well ventilated that they looked as though someone had been let loose on them with a newly acquired electric drill!

Toyota also had small brake discs, limited of course by wheel size, but decided after testing that water cooling was not necessary. It seemed that pads with friction surfaces containing a ceramic compound would be enough to prevent excessive heat build-up.

Ford, Toyota, Subaru and Lancia were the main contenders in the 100-strong field of starters in Corsica, although Renault, Citroën, Peugeot, Mitsubishi and even Alfa Romeo were represented in one way or another, whilst a well-driven BMW got into the first ten.

Ford's official line-up consisted of two

François Delecour again showed his class by leading the rally at one stage until problems intervened.



four-wheel drive Sierra Cosworths for Malcolm Wilson/Nicky Grist and François Delecour/Anne-Chantal Pauwels. Bernard Beguin/Jean-Marc Andrié from France and Franco Cunico/Stefani Evangelisti from Italy drove privately prepared cars, similar in most respects to the works cars but having five-speed gearboxes. Wilson and Delecour each had seven available ratios.

Lancia had two Delta Integrales for Yves Loubet/Jean-Paul Chiarioni and Didier Auriol/Bernard Occelli, the former in Martini colours and the latter in those of Fina, although entered by the Jolly Club. A third car, prepared in France and backed by Fina, was driven by Bruno Saby/Daniel Grataloup.

A somewhat strange appearance was that of a Group N Delta prepared by Italy's Astra team for Finnish lady driver Minna Sillankorva. She plans to contest the ladies' section of the World Championship this year, but although this crown can only be awarded to a driver who has started seven events during the year, her budget did not run to driving in the Tour of Corsica. By prior arrangement, the Astra car was taken to Corsica, driven off the start line and through the first special stage, whereupon it was promptly retired.

Toyota entered two Celica GT-4s for Carlos Sainz/Luis Moya and Armin Schwarz/Arne Hertz, whilst a third appeared in Fina colours, driven by Marc Duez/Klaus Wicha. There was just one Subaru from Prodrive, backed by BP and driven by François Chatriot/Michel Perin.

A single Galant VR-4 was entered by Mitsubishi Germany for Ronald Holzer/Klaus Wendel, two AX Sports by Citroën for Laurent Poggi/Didier Breton and Sylvan Polo/Christian Tilber, and two Group N Alfa Romeo 75s by AR France for Pierre-César Baroni/Philippe David and Christine Driano/Marie-Christine Lallement. Renault sent three unblown Group A Clios, entered in the name of Team Diac, for Jean Ragnotti/Gilles Thimonier, Philippe Bugalski/Denis Giraudet and Claude Balesi/Jean-Paul Cirindini. A Renault 5 GT was driven privately by Corsican veterans Manzagol and Monti who finished tenth overall and won the Group N category. Magaud and Doenien drove a 309 and a 205 respectively for Concessionnaires Peugeot, the French distributor.

There was a time when the French saw the Tour of Corsica as their kind of Targa Florio; not actually a race, but as near as possible to it without actually moving outside the definition of a rally. Certain road sections were declared *selectifs* and given time allowances which were impossible to achieve, whilst a further complication was the inclusion of special stages within some of those impossible sections, a ploy which the Alpine Rally also used.

Even ordinary road sections were tight enough, and the whole thing was virtually a road race from start to finish, only the emplacement of controls and the creation of a timetable — of sorts! — establishing it as a rally. Stopping to refuel or to change tyres almost invariably led to a penalty, and



Bugalski finished in the top 10 in his Clio.

the whole thing was so fast that the police made it their practice to close almost the entire route, which made things very difficult indeed for both service crews and local residents.

Nowadays, the rally has quite a different character. Road sections are far more relaxed, rest stops are longer and more frequent, and the entire island is not brought to a complete standstill by wholesale road closures. The change has come about gradually, partly to reduce the disruption it inevitably caused, partly because of safety requirements and partly due to FISA's standardisation requirements, one of which was to limit the length of special stages to 30 kilometres (18.64 miles).

Most of the changes remain, but following an application by the French Automobile Sport Federation, FISA this year allowed the event to run special stages which were longer than the former maximum. This year there were three stages longer than 40 kilometres, the longest being 48.09 (nearly 30 miles).

The increase in stage distance not only meant that the problem of brake cooling was rendered more acute, but gave the tyre suppliers something extra to ponder. Special stages having been limited in length, they had become accustomed to producing and supplying rally tyres which would last precisely the distance required. Now they had to last longer, so there was a general rethink on tread compounds and patterns, both by Pirelli and by Michelin. Ford and Toyota use Pirelli tyres; Lancia and Subaru use Michelins.

At one time the base of the rally used to alternate between Ajaccio in the South-West and Bastia in the North-East, but in recent years it has been kept at Ajaccio and Bastia only visited occasionally, as it was this year for a night stop. The Sunday-to-Wednesday event was divided by three night stops into four daylight legs; the first stop at Ajaccio itself; the other two at Bastia



Duez's third place was a personal best.

and Calvi. There were 27 special stages totalling 389 miles which, at 45% of the 860 mile total distance, represents a higher proportion than most rallies achieve. Of course, if the rally had to rely on private roads rather than sealed-off public ones as other organisers are obliged to do, the proportion would be far, far less.

Having spent some years moving around the calendar, the rally is now established as a springtime event, but even so, there is absolutely no guarantee about the weather. Indeed, if you fly over the Mediterranean and see a solitary wedge of dark cloud in an otherwise clear sky, the chances are that the cloud will be directly over Corsica. This year rain and hail punctuated the periods of sunshine, whilst the mountains were still snow-capped.

The weather can often place a limit on the usefulness of helicopters for servicing, for the route passes through mountainous terrain in which fog or low cloud can create impenetrable areas. Landing spots are not exactly plentiful either, and pilots often have to indulge in tricky manoeuvring in order to get into confined areas. We recall one pair of aircraft having to land with their main rotor-blade tips just a few feet from a wall and their tail booms overhanging a steep drop. There can even be no suitable landing spot at all, and mechanics then have to jump out of the aircraft whilst it is in the low hover.

The first day consisted of two loops from Ajaccio, the first containing one stage and the second three. Armin Schwarz was the leader at the end of the day, the young German showing that the confidence placed in him by team director Andersson was not at all misplaced. Loubet lost about ten minutes off the road when, on the third stage, his seat broke loose from its mountings and he found himself without any support at all. Citroën's rally didn't even progress this far, for both Poggi and Polo retired, the latter by going off the road and the former the result of a steering fault.

Malcolm Wilson had a trying day indeed, losing time firstly due to a bad tyre choice and secondly as the result of a misfire. He was also put off his stride when he encountered Baroni's retired Alfa Romeo partially blocking the road after crashing on the third stage. But this was not all. On the way back to Ajaccio his gearbox refused to allow him full selection and, having tried repeatedly to engage the various ratios, he was finally left stuck in reverse. There was a mile to go, and the only way to cover that distance was backwards! He managed it, but it certainly confused everyone, officials, spectators and police. The next morning was no different, and we can recall no other occasion when a car has been reversed off the restart ramp when the flag was lowered.

Nine stages totalling 133 miles figured on the second day, and on the third both Saby and Beguin encountered cattle on the road, fortunately without mishap. Ironically, it was the same stage on which Sainz had met a non-competing car last year, an incident which had alarmed the Spanish



driver considerably but which was dismissed as unimportant by FISA's chairman during the post-rally press conference. Safety standards can obviously vary, especially when they apply to his own backyard!

Stage eight, the fourth of the day, began under a heavy sky and, as expected, the rain began even before the leader had reached the summit of the pass. The rain even turned to hail which drummed against car roofs like metal pellets and gave the road the appearance of being snow-covered. Saby spent about half a minute off the road on this one.

At nearly 30 miles, the tenth stage was the longest of the event, and it was here that Schwarz came to grief. The surface was drying, but it obviously hadn't dried enough for the slicks which he had chosen. On the downhill part of the stage he slid wide on a corner, off the road and out of the rally. Later, on the final stage of the day, Chatriot lost some time when his Subaru's turbocharger failed, but this was put right and he continued.

Delecour lost some seconds by spinning on the last stage of the day, but this was an isolated incident and his driving was demonstrating all the polish which he had shown in Monte Carlo. Indeed, at Bastia he and Auriol were joint leaders, 19 seconds ahead of Sainz. Cunico, Duez and Wilson came next, and it says much for the potential of Ford that the leading seven included four Sierras.

Restart order is by overall position after the previous leg, but as there were two joint leaders, which of them would be first off the ramp on the Tuesday? The distinction went to Delecour on the basis that he had been fastest on the first stage of the rally. By this time, the rain and hail had stopped, the sun was shining, and the tyre men were putting away their asymmetric rain tyres in favour of slicks.

The Renault Clios had been performing remarkably well, but a few minutes lost off the road meant that Ragnotti was unable to have a scheduled, precautionary transmission change. Yes, you've guessed it! Little over a mile into the next stage, which happened to be one of the three long ones, he stopped with complete transmission failure and was out of the rally.

Wilson lost a minute or two when a bleed nipple loosened, causing the loss of brake hydraulic fluid, but that turned out to be the least of Ford's worries. Not long afterwards, Delecour's engine spluttered and stopped, a lead to the fuel pump having broken. By the time this was traced and put right, no less than 16 minutes had been lost, and the rally leader had dropped to 11th place.

As though that were not enough, Beguin's rear suspension collapsed, and it turned out that this was due to failure of the very same joint that took almost certain victory away from Delecour on the Monte Carlo Rally. After that event, Ford had widely circulated both the cause of the failure and the revision which had been devised to prevent it, but somehow this recurrence escaped the net.

By this time, Sainz had forged ahead and was sharing the lead with Auriol. Behind them was Cunico, who last year drove a works Q8 Ford but is this year driving for Ford of Italy. Loss of brakes had delayed him a little, but the Italian was not too concerned. A remarkable achievement on that third day was that of Bugalski, who had got his underpowered and under-tractioned Renault Clio into sixth place. Alas, he dropped two places the next day, but it was nevertheless a fine performance which must have pleased Renault no end.

Renault is something of a dark horse team. Having once been at the spearhead of rallying, both with the Alpine which they took over from Dieppe and with their own Gordinis, they now seem poised for a come-back. No-one has said anything, nor even dropped a hint, and this remark is included merely as the result of a hunch. So much for that!

Chatriot began to show his mettle by getting ahead of Wilson, but later lost time when he had to stop after turbocharger failure (his second during the rally) to seal the oil feed pipe. Later, he lost some minutes having a hub replaced and was down in ninth place when the day ended. His engine had also been overheating and, due to a fail-safe device, had been producing much less than full power.

The final leg ran from Calvi via Baleone to Ajaccio, first passing very close to that town before looping away to the the three final stages in the South-East and returning for the finish in the afternoon.

Dark skies again turned breakfast conversations to tyre choice, but this time the unflappable Sainz was determined to shake off Auriol's challenge. Bit by bit, second by second, he moved ahead, and on the last of the three long stages he jumped forward when Auriol's Michelins began to lose their grip and his own Pirelli's did not. That stage was the deciding factor, and Sainz emerged with a lead that Auriol could not possibly wear down.

All this talk of tyres "going off" has no bearing at all, of course, on the stock which we can all buy from the dealer down the road. Rally tyres are now as highly specialised as those used in F1 racing and, notwithstanding whatever advertising may be produced, the differences between one leading make and another are minimal.

Whilst Sainz had been charging the Toyota team with excitement, so Delecour had added to Ford's misfortunes by succumbing to rear transmission failure. He stopped just two stages into the day and once again a brilliant performance came to a premature end.

Chatriot, after his turbocharger problems, seemed to squeeze extra zest from his Subaru on this last day, and even made a few best stage times, but forfeited all his gains when he lost a wheel on one stage and coughed his way to the end of another, his alternator malfunctioning and his battery flattened.

That was about the size of it. Sainz again showed his coolness, but not before Delecour, Schwarz, Auriol and others had demonstrated their ability. World Championship rallying is no longer a succession of one-horse races in which the prominent team manager has the freedom to decide which of his drivers should win. We are back at last to competition on equal terms. So far, Sainz is strongly defending his title. But the equally determined pretenders are very close on his heels. GP

Tour of Corsica, 1991

Round 5 of 14 rounds, World Rally Championship for Drivers
Round 4 of 10 rounds, World Rally Championship for Makes

1. Carlos Sainz (E)/Luis Moya (E)	Toyota Celica GT-4, Gp A 7h 05m 29s.
2. Didier Auriol (F)/Bernard Occelli (F)	Lancia Delta Integrale, Gp A 7h 06m 34s.
3. Gianfranco Cunico (I)/Stefani Evangelisti (I)	Ford Sierra Cosworth 4x4, Gp A 7h 11m 39s.
4. Marc Duez (B)/Klaus Wicha (D)	Toyota Celica GT-4, Gp A 7h 13m 12s.
5. Malcolm Wilson (GB)/Nicky Grist (GB)	Ford Sierra Cosworth 4x4, Gp A 7h 17m 19s.
6. Yves Loubet (F)/Jean-Paul Chiaroni (F)	Lancia Delta Integrale, Gp A 7h 24m 12s.
7. Patrick Bernardini (F)/Philippe Dran (F)	BMW M3, Gp A 7h 24m 25s.
8. Philippe Bugalski (F)/Denis Giraudet (F)	Renault Clio, Gp A 7h 24m 52s.
9. François Chatriot (F)/Michel Perin (F)	Subaru Legacy, Gp A 7h 36m 56s.
10. Jean-Pierre Manzagol (F)/Georges Monti (F)	Renault 5 GT Turbo, Gp N 7h 54m 54s.

100 starters; 43 finishers.

World Rally Championship Situation

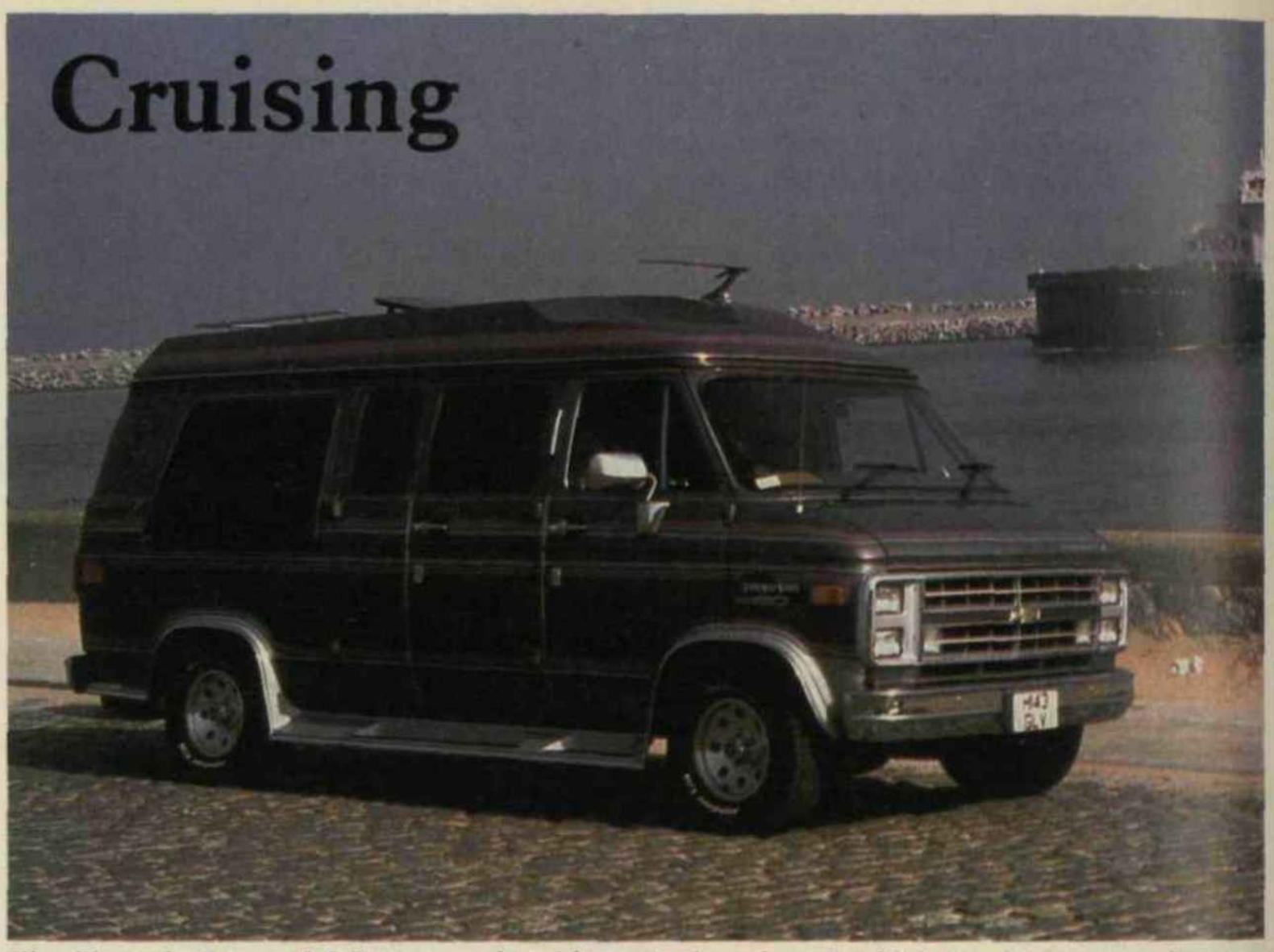
Drivers (after 5 of 14 rounds)

Carlos Sainz (E) 60 pts, Juha Kankkunen (SF) 38 pts, Didier Auriol (F) 32 pts, Massimo Biasion (I) 27 pts, Kenneth Eriksson (S) 20 pts, Markku Alen (SF) 20 pts, Mats Jonsson (S) 15 pts, Mikael Ericsson (S) 15 pts. A total of 39 drivers have scored points.

Makes (after 4 of 10 rounds)

Toyota 77 pts, Lancia 71 pts, Ford 28 pts, Subaru 20 pts, Nissan 10 pts, Mitsubishi 8 pts, Mazda 6 pts, BMW 6 pts, Renault 4 pts, Daihatsu 2 pts.

Cruising



The Chevrolet Starcraft LX is a comfortable, quiet, long-legged vehicle in which to travel.

It took some convincing by Lawrence Millett of Bauer Millett to drive one of his machines for we were unsure as to its relevance in MOTOR SPORT. We took on board the fact that it was a good cruiser, it had tremendous lugging power and it was the ideal vehicle to take to a race meeting for the weekend, but we still remained to be convinced. In fact it wasn't until we saw just such a machine in the paddock at Donington that we were convinced that it might be of interest to motor racing enthusiasts.

Bauer Millett is a sizeable company situated in the centre of Manchester. The showroom is crammed with American vehicles — Chevrolet Corvettes, Buick Park Avenues, Cadillacs, Pontiacs — but these are not secondhand cars, but new vehicles which have been imported direct from Detroit. It transpires that Lawrence Millett's company is General Motors' of America official importer into Britain. The turnover of vehicles would hardly cause a ripple in some of the mainstream dealers' showrooms in this country, but even in Manchester, well away from the more fertile hunting grounds of London embassyland, Bauer Millett have found that there is a growing market for their wares. One only has to look at prices and compare them with the equivalent European machine to see the reason why, even if there is a culture barrier in Britain in which American machines are held in contempt. The Pontiac Transport, for example, which was launched at the Paris Show, makes the Renault Espace look somewhat dated, and yet selling at £15,000 the Pontiac undercuts the Espace GTS by £1500 and the more comparable Espace TXE by a full £3300 despite the inclusion of air conditioning and automatic transmission.

The vehicle we had been enticed to try, however, was the Chevrolet Starcraft LX, a giant machine powered by V8 engine with automatic gearbox.

Starting as a humble 20 series Chevrolet van, the vehicle is shipped from Detroit to Indiana where it is completely gutted and then refurbished. Deep pile carpets (with colour co-ordinated curtains), solid oak wood fittings everywhere, four captain's chairs electrically controlled with full swivel facility, a rear seat which converts into a double bed at the touch of a button, tinted windows, a small bar, colour television and video are all fitted as standard on this model. Although the lighter coloured wood, which is used literally everywhere throughout the van, and even as cup holders for the driver and passenger, is not to the more conservative taste, the vehicle is just this side of being over the top.

The fact that it is an undeniably handsome vehicle certainly helps, looks that are enhanced by its fat BF Goodrich tyres, flared sills, tinted windows, v-shaped television aerial and a flawless paint job. It proved to be a head-turner wherever we went.

Such a machine can only be powered by a V8 engine, and in this case it is GM's fuel injected 5.7-litre unit with catalytic converter which is normally seen in the Cadillac Fleetwood, Chevy Caprice and is also the basis of the Corvette engine. Developing 210 bhp at 4000 rpm and 300 lb/ft at 2800 rpm, it is quite a lusty engine, capable of pushing the vehicle at speeds in excess of 100 mph even when fully loaded, a speed we think we reached on a German *autobahn* as the needle went well beyond the 85 mph stop, but its most comfortable cruising speed is 80 mph. Although there was not a rev counter, the machine is geared to do 40 mph at 1000 rpm, so at this speed the engine is just rumbling along. It also explains why these engines can go for 200,000 miles or more without lifting the heads. There is also a V8 6.2-litre diesel version available which produces 150 bhp at 3600 rpm and develops 265 lb/ft at just 2000 rpm. In other words, just off tickover and it is at full chat.

Our particular vehicle had been converted by Bauer Miller to right-hand drive, a conversion they do on all the vehicles they import at the customers' request. The drawback, however, on this particular machine, was that it meant relocating the battery underneath, making it almost inaccessible under the low sills. Normally this would not matter a great deal, but when one realises that one 12 volt battery is the sole power source for everything, from the tv and video, to the six interior spotlights to the usual engine requirements, then one becomes a little apprehensive. It's true that the engine can be left ticking over all day without worry, but one becomes very conscious about unnecessarily polluting the atmosphere these days. Although Bauer Millett have found a place for the battery under the bonnet on later vans, we would far rather see a secondary back-up system installed.

The only other gripe we came up with in a week of great pleasure provided by the van was the terror of the American-style central locking system. It seems that in the States, it is not the door key which operates all the locks, but the ignition switch. Under this system therefore, the door will automatically lock again when closed unless unlocked from the inside. We lived in constant fear that we should shut ourselves out while the keys dangled helplessly in the ignition and so instituted a system of last person out yelling "keys" to ensure that somebody had them.

These minor gripes aside, even after living in the vehicle for a week, we found it undeniably comfortable, accommodating two adults and two children well, even if one child did have to sleep on the floor. It wasn't a camper in the true sense in that it was not equipped with fridge, cooker, toilet and sink, but it seems that any of these amenities can be fitted if specially ordered. In fact, many such machines are being used as mobile offices.

Prices range from £26,000 for the Starcraft SL to £33,000 for the Starcraft LX, prices which include the right-hand drive conversion, remote tv and video and excellent value for money when one takes into consideration the fact that even the bottom of the range model has a standard of luxury that is nothing less than superb. The diesel-powered equivalents are exactly the same prices. To offset the delight of the burbling V8 engine is the fact that it is not too economical, our overall mpg figure of 21.7 proving a little hard on the pocket, although we believe the diesel consumption is somewhere between 25-30 mpg. A four-cylinder unit, though, just would not have been the same.

As a family, we were all very sad to see the vehicle return to Bauer Millett since it had provided 3001 painless kilometres for both driver and passengers. No continental journey will ever be quite the same again.

WPK



All new Audi 100 models are fitted with a 3-way catalytic converter, Procon-ten safety system and ABS as standard equipment.

Evolutionary Strength

May saw the RHD arrival of the evolutionary Audi 100 range. As for so many "new" cars the original theme is apparent, but the manufacturer has actually invested millions to make a product that, ostensibly at least, is little removed from a successful predecessor. The 100 has been a commercial success, for just over 2.9 million have been made in four distinct generations, the last C3-coded machine calling on an aerodynamic Cd of 0.30 and outselling all previous variants.

The main 1991 innovations in a line that has been with us since 1968, are a much strengthened body and a V6 motor, one that is initially offered alongside the famous inline fives that Audi pioneered on the 100 in 1976.

The V6 is not a particularly special unit, featuring an iron block topped by single overhead camshaft, two valve per cylinder, heads. The company objective (as with the less exotic fives) has been accessible torque, a development programme enlargement from 2.4 to 2.8 litres emphasising this trait after 255 pre-production examples of the smaller unit had been tested.

At 2771cc the 90 degree V6 shares a number of characteristics with other Volkswagen-Audi products, including an 86.4mm stroke (the bore is 82.5mm) and many of the cylinder head dimensions are identical for machine tool purposes.

The Audi V6 engine currently yields 174 bhp at 5500 rpm and 184 lb ft of torque by 4000 rpm, the latter figure assisted by complex intake manifolding and electronically-controlled flaps to effectively vary intake lengths. As ever, Audi mounted their engines longitudinally, a system that makes great design sense when you have planned from the start to have both front and 4-WD (quattro-branded) derivatives.

Senior engineer Herbert Brockhaus was proudest of the strength gain, which is reported as an increase in rigidity of 30 per cent.' He brushed aside worries that the interiors were noisier (via increased transmissions of road disturbance). Audi are also proud of the progression to 0.29Cd aerodynamics, after sessions in three wind tunnels.

The current recession has forced the UK Audi representatives to be realistic in their pricing of a large car (186.8 inches long by 69.3 inches girth) pitched amongst the Rover, Ford, BMW and Mercedes battle for executive sales. All have effective electronic anti-lock braking as standard, prices beginning at £17,650.26 and escalating to the £26,160.99 of the 2.8E quattro we experienced.

Over exceptionally bumpy Oxfordshire by roads and the smooth new M40 extension, the 100 V6 proved just the beefy character its makers anticipated. The low-speed ride was firmer than we might have liked in this class and the steering said little about the considerable tractive/cornering/acceleration forces that the front wheels handle so ably. Yet 100 marched onward with inexorable poise and considerable speed. The manufacturers claims a credible 135 mph maximum, allied to a 9.2 second 0-62 mph progression and 20.2 urban mpg.

The 950-mile demonstrator did not impress us for its new features; the engine is able between 2000 and 4000 rpm, strained over 5000 to the 6400 limit. Interior noise levels were not the best in class, but muted speed on the M40 was welcome.

However, what did impress was the fit and finish quality within the new cabin, grey cloth, Jacquard trim and wood all handled with a uniform conscientiousness that promises Audi is a genuine competitor in this sector, not a jumped up mass producer with ideas beyond its metal-stamping station. JW



Rumours of a baby BMW sportster are sadly unfounded. This hatch-backed mini, dubbed Off-Roadster, which prompted the stories, has now been revealed as a one-off exercise based on the Z1. Shame – a small successor to Reliant's defunct GTE would be a welcome proposal.



The Escort S replaces the 105 bhp XR3i; a new 130 bhp XR3i follows.

Back to the Drawing Board

If Ford of Britain have suffered a worse period for press comment and wounded sales, it has escaped our attention. There is no doubt that the success of the 1980 front-drive line (lightly facelifted in 1986) has not been continued in the current offering.

Searching for some crumbs of comfort after the mediocrity of a winter week in a 1.6 Escort Ghia, we agreed to borrow the spiritual heir to the XR3i mantle; a three door Escort S. It uses the updated (Ford EEC-IV electronic management) version of the CVH 1590cc which is now credited with 108 bhp at 6000 rpm, rather than the 105 bhp that so many XR3i Escorts fielded between 1982 and 1990. Maximum torque is listed as 104 lb ft on 4500 rpm, but neither figure is sustained if you have a social conscience and elect for the extra cost of a catalytic converter.

Nominally, the "S" price was £10,990 when we borrowed the car, £11,228.91 since Chancellor Lamont and Ford heard the budget broadcast. We say nominally because our press car had an experimental RS body kit installed, one that is unpriced at present, said a Ford spokesman. Ford also cite standard items such as a tilt and slide sunroof, central locking, power front windows and Quick-clear front screen as evidence of largesse.

The RS kit comprised body colour matched front and rear spoilers, side skirts and alloy wheels, the latter a 6 x 14 inch item that normally cost £315 more than the steel wheel Escort S. Unfortunately for Ford our test car also had £360 more for power steering, so the cost could not have been less than £11,904. The body kit, installed at the factory, is unlikely to be less than £500, so we had to judge a sports Escort costing around £12,500. Ford insist that it is a 116 mph package capable of 0-60 mph in 9.8 seconds, or 47.1 mpg at 56 mph. More realistic is the 28 mpg recorded around town, for we recorded fractionally under 25 mpg overall. The maximum speed quote is almost academic, whilst the admission of a near-10 second 0-60 mph figure is a far cry from the 8.6 second independent times and claims of the first XR3i. In short the statistics of the Escort S are not sporting today, failing to equate to the SXi branded Vauxhall Astras, models due for replacement this autumn.

The figures would not matter, if the Escort delivered driving pleasure. The S can do this, but only if you keep its Sports suspension, including uprated springs and shock absorbers, firmly on its motorway forte and away from wet by-roads. At speed on main roads, the Ford is a quietly undemanding companion. The engine is typically CVH in exhibiting its raucous roughness when pressed beyond a modest 4500/5000 rpm.

Ford take good care to gear tall enough to avoid these rough periods in motorway use. Take the S away from undemanding roads, ask for some Peugeot motoring pleasure (available in the aged but chic 1.6 205 GTi for £11,496 or £12,941 for the 130 bhp 1.9 litre), and the Escort shows Ford engineering do not understand the custom they are trying to attract.

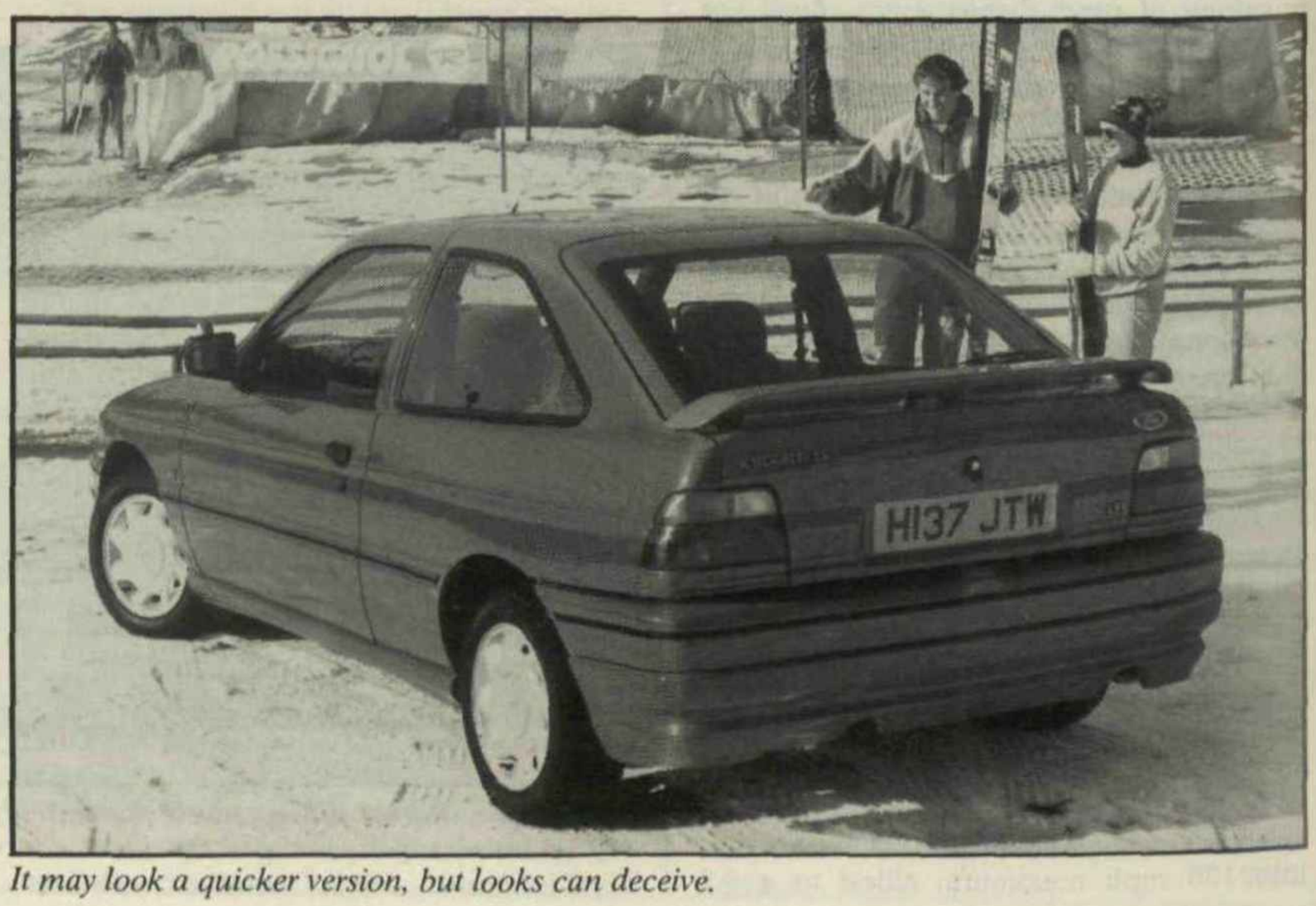
The single worst feature was the optional anti-lock brakes. Despite having ditched the old and slow electro-hydraulic Escort SCS system, the latest offering appears not to have been matched to the Ford in the vital respect of wheel lock. The pedal was unduly long, and when the brakes did apply there were incidents of snatch and grab that would not have been out of place in a cops and robbers chase film sequence. Ford have yet to show they can engineer such ABS wares into their front-drive products.

The rest of the Escort S was just mediocre by comparison. The handling features a creaky ride and loads of "impress your mates" front wheelspin, but the gear change is now veering toward good. Cabin layout is an object lesson in clear ergonomics and affordable creature comforts.

Manufacturing quality was poor, and there were some petty failures during the week, as there had been with the Ghia.

Will the forthcoming Zeta engine (slated for the XR3i at some 130 bhp and 1.8 litres) and further sports versions of the Escort (RS2000 with 150 bhp; Escort 4x4 RS Cosworth of at least 220 bhp) be enough to save the reputation of the former British bestseller? We hope not. Ford should address their mass production customers and give them a decent competitor to the opposition, rather than get away with a false image, one based upon a promising competition car.

JW



It may look a quicker version, but looks can deceive.



At first glance, there is very little to distinguish the revamped XJS.

Encore

You are the corporate owners of a model range 17 years old, you are faced with a sales graph that is showing signs of weakness on this model, and, worst of all, you find that quality control is not all that it might be. What do you do? Scrap the model and start again and be known in some circles as the slayer of a great British classic car (ironic really as the XJS was initially despised by many of those self-same people as being a poor joke as the E-type's successor, which it never really was meant to be) or re-vamp the whole thing, using the opportunity to tackle the production problems.

It was the latter course that Jaguar boss Bill Hayden and his team took, partially to keep a sporting car in the range while at the same time using the update to announce that there is a new team in charge who, while remaining anxious not to upset existing Jaguar customers who might be fretful of owning a Ford offspring, are keen to announce their arrival.

Despite its limitations the XJS has always been a good car. It's true that early examples now look spartan and second rate, but judged by the standards of the mid-Seventies, they were perfectly acceptable. It was not until the Eighties, however, that the sales graph really began to rise, the 1200 examples sold in 1981 steadily rising to 10,000 plus per annum by the end of the decade. But there were signs, however, that the sales were peaking, and something needed to be done.

That something has now been announced in the form of external modifications, internal improvements and the addition of an engine new to the range.

For all the £50 million spent on the new model and the 40 per cent new body panels, only the keen enthusiast will be able to spot the differences between the new model and its predecessors, especially when looking from the front. It is true that the radiator grille, headlamps and windscreen are different, but you have to be an expert to tell. It is also true that the coupé, while retaining the famous flying buttresses, has a greater glass area, but this turns out to be a cosmetic job, the plastic panelling of the rear window having now become blackened glass with an imprinted XJS logo which has done nothing to improve vision for the driver. From the rear, though, the new bootlid, extra chrome and full width lighting are the giveaway that this is the new model, together with the new fuel filler flap, the flared sills and, as an option, the 16-inch forged alloy lattice wheels.

Once inside the car, though, both driver and passenger will notice a difference. Everthing is much more attractively laid out, aided by the substitution of the burr elm wood cappings by burr walnut. The switchgear is new, the air conditioning uprated and there is an improved stereo system with CD as an option. Most of important of all, however, are the improved two-position memory seats which are also linked to the door mirrors. The interior is now more befitting a Grand Tourer than before.

The latest V12s are now fitted with a low-loss catalyser and a new fuel control system to complement the Marelli ignition system which keeps the power to 280 bhp compared to the non-catalyst version's 286 bhp. The six-cylinder 3.6, however, has been replaced in the coupé by Jaguar's year-old 223 bhp 4-litre AJ6 unit, endowing the model not so much with greater power and speed, but with far more torque and low engine speed pull which is probably of more relevance for many an XJS owner.

It's not an engine universally admired, it lacks top end grunt,its lack of finesse over 5000 rpm and lack of charisma not helping, but it does the job required of it, particularly when mated to the ZF4HP24 four-speed automatic box, the combination providing a slick performance, unlike the Getrag five-speed manual gearbox which is disappointing.

A short journey in the hills of the south of France was enough to remind one just how far this model has come since the early days. The car was very comfortable, the suspension firm but never hard, the steering precise and communicative. Although never driven hard on the public road, amid the twists and turns of the Col de Vence, the handling was delightful, the car surefooted and responsive, while the brakes, ABS all around, were effective.

While a decision still has to be made whether the Convertible will be fitted with the 4.0-litre engine, its installation with the catalytic converter in the coupé has enabled the six-cylinder XJS to be sold in Austria, Switzerland, Sweden, Canada, Australia, South Africa and Japan for the first time which should ensure that the sales figures keep above the 10,000 mark despite the industry-wide slump in home sales.

In Britain the car will be available for £33,400 as a manual and £34,780 as an automatic while the V12-powered coupé costs £43,500 and the Convertible £50,600.

WPK



The rear end shows the greatest modification, but is it an improvement?



The 850i has the commendably low drag factor of 0.29 Cd, but it is a large car for a 2+2.

Heavyweight Cruiser

Launched last summer in LHD, fanfared to Britons as a £59,500 replacement for the 6-series coupés at the September 1990 Motor Show, the BMW 850i is a 19.5-foot, one and three quarter ton, device. One for transporting two adults and two persons of restricted growth, wrapped in an uneasy cross between padded Jaguar V12 luxury and Porsche 928 potency. A German might see the BMW simply as an alternative to the Mercedes SL line. BMW say of their new progeny, "unlike previous BMW coupés, the 850i will not form the basis of a racing car. The purpose of the 850i is quite clear. It provides the driver with the means to cover the road quickly, quietly and safely, whilst delivering that essential BMW driving ingredient, driving pleasure."

The company have achieved some of those objectives, but we believe they may have been deceived by the previous boom economy of pre-unification Germany into over estimating the demand for heavyweight coupés. In Britain the BMW 850i is now a Special Order vehicle (like the similarly V12-propelled 750i saloons) whose waiting list has shrunk from the much publicised "almost three years" to "6 months to a year, if you are not fussy about colour." The list price is now £61,950 plus £450 for delivery charges, but there are low mileage examples on offer for £55,000 to £58,000.

What do BMW provide in this spiritual successor to some of the world's best loved coupés? The essential, and creditable, difference between the 850i and its emotive predecessors of proven motorsports efficiency, is that the 850i is not based on the floorpan of a BMW saloon. This vital difference meant that the engineers felt free to try some solutions on rear suspension that were out of the question for larger production volumes, and were also emboldened to follow Chevrolet Corvette along the production six-speed gearbox route.

Rumour had it that BMW would premiere the 850i with a 48-valve version of their 5-litre V12, but the engine is substantially that of the 750i, anything more exotic reserved for McLaren via BMW Motorsport.

The BMW V12 of today has 300 catalytic convertor-cleansed horsepower; the manual transmission option hauls its 73 inch girth from rest to 60 mph in under seven seconds. From 60 to 130 mph there seems little difference in travelling strain inflicted upon the occupants, who can spend all day and night traversing Europe amidst a lengthy list of standard creature comforts, so long as they can keep up with the 16 mpg appetite for cheaper unleaded fuel grades.

Technical Analysis

The unique bodywork decision meant that BMW also had considerable aerodynamic freedom and that its considerable length (on a comfortable wheelbase of almost 106 inches) was put to work to provide the slippiest production outline BMW have offered. The 0.29Cd figure is a considerable achievement when you recall the width of wheels and tyres that BMW were forced to package under a near 4000 lb vehicle, capable of 186 mph, had the company not adopted their usual politician-pleasing electronic speed restrictor.

Body strength in respect of "static, dynamic flexural and torsional rigidity" is dramatically enhanced when compared with the old 6-series. BMW quote a gain of 30 per cent in this department, despite the absence of a central (B) pillar. The bonus is attributed to basic computer-aided body construction analysis (leading to substantially beefier joints and deployment of many "extra large supports") and the bonding of both front and rear screens.

You can quarrel with the amount of space provided for people, versus road space occupied by this heavyweight European echo of an earlier Gran Turismo era. Yet the detail engineering is thorough, although one could aspire to a kerb weight saving of more than the present 85 lbs versus the revised Jaguar XJ-S V12, a machine encumbered with its now elderly (but nonetheless silently effective) V12 of aeronautical Merlin proportions.

The V12 is equipped with an electronic power reduction system (ACS) which is activated by hard cornering and relayed symptoms of wheel spin, but this can be locked out by a cabin button. The only modification required to adapt from 750 to an 850i home were "changes to the throttle housing and rerouting the fuel lines."

One technical highlight that we have experienced in several German examples of the breed, but not in Britain, was the 6-speed gearbox. It has similar gearing to the 31.8 mph per 1000 rpm of our ZF automatic test car. Since the character of the 850i is not overtly sporting, and the manual change is heavily accurate, rather than a flyweight pleasure, this is one case where we would opt for automatic transmission in British use, a remark that would also apply to the Porsche 928 in all but its higher powered forms.

The rear suspension is massively complex with its independent action governed (on each side) by three wishbones, one longitudinal control link and a fifth control

("integral") link that is attached to the top wishbone and the longitudinal arm. Soft and hard rubber mounts are strategically disposed to assist the BMW handling philosophy: "you name a direction in which an incoming suspension load will arrive; we at BMW have tried to counter it."

BMW also mount the coil spring and damper separately and provide a very light anti-roll bar. The front suspension is a strut adaptation from the 750i and recent BMW practice, but the track is stretched 24mm/0.95 inch over that of a 7-series. It is worth noting that the test car was supplied with the no cost option of Sport Suspension, but since the factory listed four optional settings at the launch everyone we have talked to seems confused as to what is precisely involved. There was a vague "well it uses M Technik (that was separately assigned at the launch) and rides a bit lower. . . ." disinformation, but we cannot be more helpful than that.

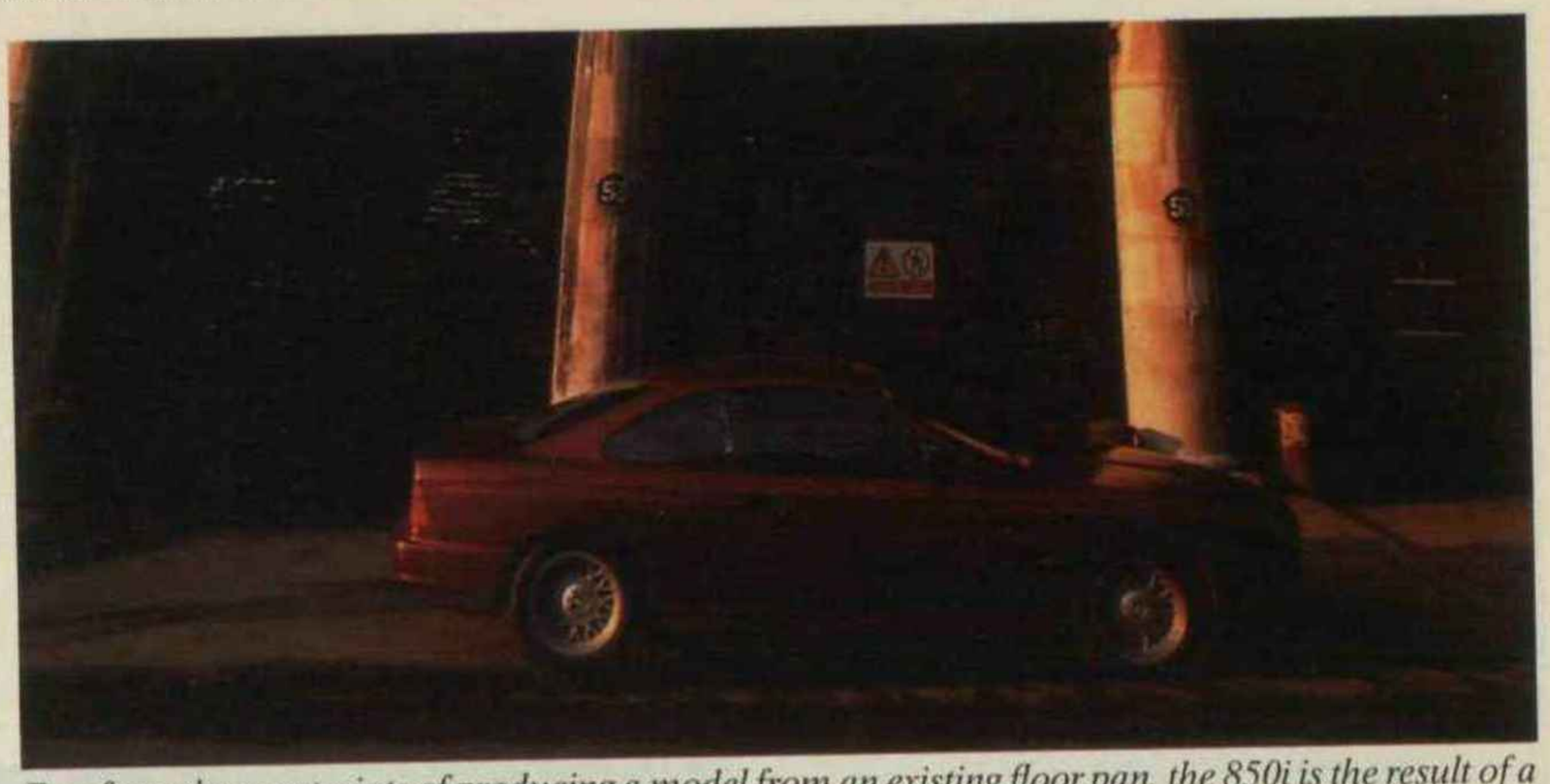
The steering characteristics pass through another Bosch microcomputer to produce the eerie numbness already inflicted on 5 and 7-series under the branding Servotronic. The brakes are the biggest we can recall in a series production car, 12.75 inches. BMW boast, "in comparison to the 635 CSi, the brake lining area, the brake disk (sic) area and the wear volume have been increased by 100 per cent." They are good, but such statements do make you wonder how they thought the old 6-series was ever going to halt?

Cabin

There are plenty of clever engineering touches to the somewhat claustrophobic cabin as well. The feature that could well save your life is the integrated seat design; BMW engineering chief Dr Wolfgang Reitzle assuring us at the 1990 launch that, "it will resist forces up to 2. 5 tons." The integrated reference meaning that all seat belts mountings have been included, so that geometries and mounting points are as near perfect as BMW could create. Even in 1990 the cost was put at the equivalent of more than £1000 per seat, if development engineering time was accounted. . . .

On an everyday basis the standard leather trim and multiple direction adjustment via softly whirring electric motors is the more likely seating memory. You face the legendary BMW whirling propellor symbol with the safety-orientated steering wheel and gaze ahead at a new set of BMW instruments, occasionally distracted by strong windscreen reflections from the sombre interior.

The black and white analogue dial theme remains, but the usual larger dials for engine rpm (5800 is the redline of a 7000 rpm display) and speed (up to 180 mph) predominate. They are flanked by smaller fuel and temperature indications, but the complete display, like some of the lighter grey plastic trims used in this vehicle and the new 3-series, have a faintly cheap Japanese taint. Couple in the flip-up headlamps, à la Toyota Supra and you begin to wonder if BMW designers had any conception of the commercial value of BMW heritage? Or what could happen to values if that aura of overall quality that BMW have managed to maintain (despite some rocky individual failings) were challenged as actually inferior to the oriental products of the Nineties. Unlikely? I would pick the fit and finish of the German launch stock Honda NSX — even though Honda UK will not lend us one until all the media pack have all had a chance of writing it off — over that of 850i. . . .



Free from the constraints of producing a model from an existing floor pan, the 850i is the result of a clean sheet of paper.

Our calypso red demonstrator carried silver grey leather well and had a long list of standard features that we utilised regularly. These comprised: air conditioning; central locking; key torch; the traditionally outstanding tool kit; cruise control; the most accurate computer we have used (particularly in respect of cross-checked fuel consumption) and a compact disc player to complement the usual stereo radio installation. I did not set the seat position memories, but found the automatic electrical movement of the wheel to its highest adjustment position mildly disconcerting. Unlike any previous BMW that I can readily recall, the steering adjusts both vertically and longitudinally.

As you would expect in a vehicle that is significantly greedier of road space than its predecessor, front seat occupants do gain on usable space. The pity is that the old element of a usable 4-seater coupé, evident in a number of models back through the 6-series, to the genuinely classic CS derivatives, has been lost. The rear seats are not worthy of the bulk of the vehicle, a cramped joke in poor taste.

At The Wheel

The aluminium V12 ranks alongside those electric seat motors in the lack of commotion created when cranking to life. Thereafter the 60-degree unit wafts the 850 around at 1200 to 3000 rpm with rustling ease and, initially, seems as though it could be a match in civilisation for the Jaguar unit. Press harder, into the three to four thousand rpm band, and the squared-off exhausts emit a much deeper note, one that could not be mistaken for a more urbane Jaguar harmony. Pressed to the lowish 5800 rpm limit, the unit does not feel part of any svelte 12 cylinder legend, but speaks with growling menace of the power it could have produced had BMW Motorsport been allowed to go ahead with the once-planned M-version.

By the standards of the luxury performance category, the 850i has adequate, rather than inspired, performance. By coincidence the automatic 850 performance proved very similar to that of the manual transmission 220 bhp Audi S2 Coupé tested recently, 5-litres establishing an advantage over a turbocharged 2.2 only at speeds beyond the British speed limit. Both shared maximums in the 155 mph band and reached 100 mph from a standing start in comfortably less than 20 seconds. Since the Audi is less than half the price of the BMW, it is obvious that BMW are not particularly interested in ultimate performance from this variant, directing the customer toward the M5 if a large and fast car is required.

Where the 850i excels is as a motorised transcontinental express. At an indicated 100 mph and 3000 rpm, it is almost literally ambling along. The standards of silence achieved between this point and a sustained 120 mph are remarkable, especially in the absence of a central pillar to pin panes of glass more securely.

Assisting strongly in this effortless progress are an automatic gear change that has almost electrical speed and smoothness in its shift qualities and superb ride comfort. This seems to apply virtually whatever suspension coding is supplied to hold up that elongated wheelbase, so we would advise potential customers amongst our readership to at least try the sportiest settings offered, for they do much to cut the front end float that is otherwise apparent on both motorways and country roads. Our only proviso is that the town ride suffers to the point at which thumps over town bumps are perceptible and might be unacceptable to those used to Jaguar suspension standards: the compensation is more driving pleasure in the country than you can obtain with any Jaguar that is not equipped with a Sport pack.

Once the Jaguar is so equipped, whether by TWR-JaguarSport or the factory, the M Technic/Sport BMW has very similar ride

characteristics. The other BMW alternative is Electronic Damper Control (EDC, as developed in association with Boge dampers), but I believe this £1000-plus option with its fast-acting choice of triple settings is not the overall answer. You are better off with a properly chosen fixed setting in the first place, particularly on such an absorbent wheelbase length.

The only major black mark awarded against the BMW for its long distance capabilities was the crosswind stability. We had to run at maximum speed around the Millbrook bowl in a 12 mph crosswind and the car was quite a handful (a bit like a bigger version of the Porsche 911), confirming my *autobahn* experience of the 850 at speeds between 90-130 mph. The large brakes are a match for such speed and weight. The standard four channel anti-lock braking system operated only at sensibly high pedal loads, even over slippery surfaces.

I never grew brave (foolish?) enough to broadside the big BMW on anything other than a wide test track. If the ASC electronic power-control device is activated it is unlikely that the BMW will do anything other than hint at the fabled tail out stance of yore. If you dispense with ASC, wheelspin is more of a problem than power oversteer in public road employment. Thus, the basic handling trait is one of good natured neutrality to understeer in all but extreme circumstances. Then the dead, but accurate, Servotronic will twiddle Bavaria's flagship into orderly conduct with commendably small angles of body lean.

Verdict

MOTOR SPORT was pretty hard on the 850i on the occasion of its German launch and I cannot say that I wanted to upset old UK BMW friendships by repeating the dose: I therefore did my best to ensure that AN Other was assigned to the British evaluation. That manoeuvre failed,but we did get three other people to drive our 850i and searched their notes for a warmer tone to the piece. Perhaps because the test was largely conducted in the grip of winter I failed to find such overall contradiction of our initial view. It is worth stating, however, that the 850i is one of the very few current cars we can recall that actually deserves the now-debased appellation Gran Turismo, for that is exactly the role it can ably fulfil. The initial BMW (GB) waiting list has withered away, mostly because of the recession rather than any public perception of shortcomings in the 850i. Yet I stick to our view that the 850i was a golden opportunity for BMW to offer another agile and adaptable coupé, rather than a conspicuous testament to the "bigger is better" philosophy.

Consistently denied at BMW are rumours that a V8-engined lower cost alternative 8-series may answer such criticisms, but BMW themselves seem to be following the route of supplying a wider range of coupés in each model line. This process begins with the two door 3-series (probably badged as the 4-series and likely to restore an M3 to the line) this autumn. JW



Power and performance were not BMW's main targets when fitting the V12 to the model.

MOTOR SPORT TEST RESULTS – BMW 850i

SPECIFICATION

ENGINE: Water-cooled, light alloy head; 60 degree V12 and SOHC cylinder heads of 12-valves apiece. Capacity: 4988cc (84 × 75mm). Bosch Digital Motor electronic ignition and fuel management with over-run fuel cut-off and fault memory diagnosis; 8.8:1 cr, catalytic convertors. Max power: 300 bhp @ 5200 rpm. Peak torque: 331 lb ft @ 4100 rpm.

TRANSMISSION: Front engine, rear drive via 6-speed manual or (as tested) 4-speed ZF automatic with Sport & Economy modes.

GEAR RATIOS:

First	2.48	
Second	1.48	
Third	1.00	
Fourth	0.73	31.8mph per 1000 rpm
Final drive	3.15	

BODY: Steel monocoque 2-door 2+2 Coupe. Petrol tank of 90 litres/19.8 gallons. Drag coefficient 0.29 Cd.

DIMENSIONS: Wheelbase, 105.7 inches/2684mm; front track, 61.2in/1554mm; rear track, 61.5 inches/1562mm; width, 73.0 inches/1855mm; length 188.2in/4780mm; height, 52.8in/1340mm. Kerb weight: 3938lb/1790kg.

FRONT SUSPENSION: (no cost Sport option) MacPherson struts, lower arms, hydraulic dampers, anti-roll bar. Steering: Ball and nut, hydraulic power assisted Bosch Servotronic; Ratio: 15.4:1

REAR SUSPENSION: Independent action, 5-links; damper struts aft of coil springs, hydraulic damping, lower wishbones and anti roll bar.

BRAKES, WHEELS, TYRES: Power-assisted, vented 12.75 inch/324mm diameter front discs; solid rears, also of 12.75 inch diameter. Bosch ABS electronic anti-lock braking. Light alloy 7.5J x 16 inch wheels. Uniroyal Rallye 440 of 235/50 ZR 16.

PRICE: £61,950, UK taxes paid.

MANUFACTURER/IMPORTER: BMW (GB) Ltd, Ellesfield Avenue. Bracknell, Berks, RG12 4TA.

CLAIMED PERFORMANCE: Max speed, 155 mph; 0-60 mph, 7.4s (auto).

TEST RESULTS

Test conducted at Millbrook Proving Ground using 1991 Correvit electronic measuring gear.
Weather conditions: Dry tarmac.

ACCELERATION:

0-30 mph	2.8 (3.0) seconds
0-40 mph	4.0 seconds
0-50 mph	5.4 seconds
0-60 mph	7.2 (7.6) seconds
0-70 mph	9.2 seconds
0-80 mph	11.3 seconds
0-90 mph	14.5 seconds
0-100 mph	18.0 (19.5) seconds
0-110 mph	23.1 seconds

Sport automatic gear change proved fastest, manually shifted comparisons are given in brackets at key points.

FLEXIBILITY:

Third gear 50-70 mph	7.01 seconds
Fourth gear 50-70 mph	7.11 seconds

Standing 0. 25 mile/400 metres:
15.52 seconds @ 94.1 mph.

Maximum speed: 2.029 mile bowl: 156.01 mph.
Maximum gear speeds: At 5800 rpm:

First	49.9 mph
Second	83.8 mph
Third	130.5 mph

Overall Fuel Consumption: Test Average: 16.7 mpg
Best: 17.0 mpg. Worst: 8.4 mpg
Government mpg figures:
Urban: 14.3 mpg
75 mph: 27.4 mpg
56 mph: 32.8 mpg.



The Mercedes Benz 300 CE24 offers a fine blend between sport and civilisation.

The Best Coupé

The W124 (200E to 300E) Mercedes mid-range saloons, estates and coupés are the most popular products handled by Mercedes Benz UK, as well as the most versatile. Within the 16 model line you can have anything from a rear-drive diesel saloon to an all-wheel drive estate; there are also five petrol burning fuel injection engines, two diesel powerplants and a selection of three gearbox types. These are the no-cost alternatives of a five-speed manual gearbox on any model normally fitted as standard with a 4-speed automatic, or the option – for 24v six cylinders – of picking a five-speed automatic. We combined a look at Mercedes durability with the later alliance of 24-valve engine and five-speed automatic, all wrapped in a svelte black coupé (300CE) outline.

When we started negotiations to borrow the 14, 000 mile demonstrator (then at the end of its press fleet life) the basic tax-paid price was just under £40, 000. By the time the Chancellor imposed his blessed 17.5% VAT rate, and Mercedes in Milton Keynes had priced the eight options from a lengthy list, the retail cost surpassed £45,600. It was important to remember this price, for our enthusiasm for the car was liable to overcome almost anything save such sobering figures.

The 300E saloon is probably the sensible choice of the "300" branded middleweight range leaders, providing much of the performance that the more extrovert 24v so willingly exhibits. Yet the 300CE-24 combination of dark good looks and satisfying performance, aided by the best automatic outside the Porsche Tiptronic system, had us hooked by the end of an 856-mile week.

The twin overhead camshaft 24-valve cylinder head sits atop substantially the same finned and strengthened iron cylinder block as that of the 3-litre sixes, but the 12-valve engine has a nominal 88.25mm stroke, .05mm more than the 24v unit to allow another 2cc. There must be a logical Teutonic reason for this, but it was not divulged to us.

The combustion chamber shape and mechanical-electronic (KE) Bosch injection are efficient to the point of allowing a 10:1 compression to be fed cheaper unleaded fuel. The engine does not look beautiful in the current BMW or Jaguar anti-Japanese packaging idiom, but the unit performs extremely effectively and has notably low noise levels when compared to either of the equivalent BMW or Jaguar units. Compared to the 12-valve 300E cousin, it develops another 50 bhp, peaking 600 rpm higher. Maximum torque is little changed, plus 3 lb ft is all that the Mercedes 24v engineers could find; the unit runs to 4600 rpm, rather than 4400, to realise that pulling power summit.

The 5-speed automatic gearbox is an essential weapon in the war between Benz and BMW, the Bavarians slightly ahead on points with a ZF unit installed in the new 3-series that changes with spectral ease. The unit in the test Mercedes was very nearly a match for that BMW performance, save that the gate was so misleading and convoluted that we did four initial hours without engaging fifth! The confusion arises because fifth is not marked on the shift pattern. Thus 4() D is meant to convey to the driver that you nudge the lever to the right for top gear. Once learned, the system works very well and there is the usual high degree of driver control over holding ratios down to second that assists the harder driver at work.

The running gear beneath that low drag coachwork had been modified by more than £900 expended on Sports Pack/ Sportline components. This centres upon springs and dampers reset to increase their values by 20 per cent whilst dropping ride height 21mm /0.83 in. Replacement wheels and tyres are included of plumper outlines, but it is worth noting that Mercedes have also picked up a strand from the original TWR Jaguar conversions and imposed a more direct feedback on the steering system by ensuring it is more rigidly mounted in the car, worrying less about transmitted noise vibration and harshness for the more sporting application.



The traditional star still adorns the radiator.

The cost of Sportline is quite hard to locate because the company give customers who have cars equipped with standard alloy wheels and leather steering wheel rim discounts on the overall Sportline price of £1762. What matters is that the suspension components work well to reduce any middleweight, middle age, feedback.

The Mercedes remains a machine rather than an exuberant companion as the corners become tighter, but it is supremely effective. The now much imitated five-link independent rear end remains a convincing argument that a rear-drive car can keep feeding power to tarmac even during the most extraordinary manoeuvres. Mercedes prefer that you take one of their electronic traction devices from the option list to complement that rear axle ability. Yet an ASR-coded device costs over £2000 and did not stir our devotion. We had to rely on the electro-hydraulic ASD limited slip differential layout that the company also offer (at half the cost, £944.42), but are not satisfied that either system really answers the needs of the more enthusiastic driver. The accompanying ASD flashing orange

light is distracting and ASD seems to have all the surges in diverted power delivery that haunt so many multi-plate limited slip differentials.

Pushed hard the Mercedes is thus most likely to understeer, but if a poor surface is encountered on a wide throttle opening in a low gear, the rear will swing lazily out of line.

Ride quality is generally exceptionally good, and well controlled, but at town speeds the sporting options make their presence stiffly felt. More impressive was the fact that the Mercedes regularly traversed, with neither squeak nor rattle, an allegedly tarmac Oxfordshire by-road that has become more akin to an RAC Rally special stage.

The cockpit retains a familiar Mercedes formula. Many of the orange needle dials have combined functions, the oil pressure is resolutely pegged "off the scale" and the "handbrake" is a fiddle with a separate American-style foot pedal, one that requires a degree of agility not always associated with some of the more corpulent Mercedes customers.

Quality is not an advertising slogan to be ignored at Mercedes. The interior, replete in creamy leathers costing nearly £2000 extra, was of the highest quality fit and finish I have encountered since my family had a 1927 Rolls-Royce refurbished in the Fifties. That was at a now-extinct coachbuilder whose name now (somewhat ironically) adorns a number of BMW outlets . . .

The Mercedes single stalk to control both wiper and flashers seems entirely logical. So does the miniature outline of a seat to provide the optional electrical adjustment of each front perch; cost is £506 per side.

Power delivery is notably restrained by four-valves per cylinder standards (attributed largely to piston design by Mercedes) and the inline six imitates an urbane civil servant at urban toil. The transformation into a unit of distinctly sporting edge occurs around 4000 rpm and the engine is a delight to exploit all the way to its 7000 rpm limits. The overall effect is as if the townbound servant had donned athletic costume and become an outstanding sprinter. JW







Key Features: Mercedes 300CE-24 Coupé

Tax inclusive price: £ 39,750. Tested with eight options: 5-speed automatic transmission, £723.37; leather seats, £1728. 81;two electrically adjustable front seats, £1012; outside temperature gauge (digital), £123.10; cruise control, £348.58; ASD limited slip differential £944.42; illuminated sun visors, £73.65; Sports Pack (wheels, tyres, dampers, springs and relocated steering gear), £946.12. TOTAL, as tested £45,650.05

Body: Steel, 2 doors + polyurethane protective side mouldings. **Drag factor:** 0.30Cd. **Engine:** Inline 6-cyl, 2960cc (88.5 x 80.2mm). DOHC, 24-valve alloy cylinder head, iron cylinder block; 10:1 cr. Bosch KE CIS electronic fuel injection and ignition management. **Power outputs:** 220 bhp @ 6300 rpm; 195 lb ft @ 4600 rpm.

Transmission: Longitudinal engine drives the rear wheels through 5-speed automatic gearbox. Ratios: First, 3.87; Second, 2.25; Third; 1.44; Fourth, 1:00; Fifth, 0.75. Final drive, 3.69. **Running gear:** Suspension: Sport line suspension pack provided a 21mm reduction in ride heights and 20 per cent increase in front and rear damper and spring rates. Standard system consists of: gas-damped strut, coil spring and wishbone front suspension with anti roll bar. Independent five link per wheel rear suspension with gas telescopic dampers, coil springs and separate anti-roll bar. **Steering:** Relocated Sportline power assisted recirculating ball, 3 turns lock-to-lock. **Brakes:** Ventilated front discs; solid disc rears; electronic ABS is standard. **Wheels & tyres:** Sportline specification is for alloy 7 x 15 inch and 205/55 Goodyear NCT.

PERFORMANCE HIGHLIGHTS
Mercedes 300 CE-24

Millbrook Proving Ground test site, Teesdale Publishing staff using Correvit electronic measuring gear.

Acceleration

0-30 mph = 3.0 seconds
0-60 mph = 7.9 seconds
0-100 mph = 20.3 seconds
Standing 0. 25 mile/400 metres: 15. 9s @ 89 mph
Flexibility 50 — 70 mph in fifth gear: 8. 0 seconds

Maximum speed: 144. 1 mph; Test distance: 856 miles. Overall test fuel consumption :24. 4 mpg. Government mpg figures: Urban, 19. 1 mpg; 75 mph, 25. 9 mpg; 56 mph 34. 0 mpg.



Will Hoy has surprised many pundits with his performances in the championship this year; a noise problem in the third race was the only reason he was not in contention at Donington.

A Place in the Sun

One thing is certain after the first three rounds of the British Touring Car Championship this year — the BMW M3 reigns supreme despite the best efforts of Vauxhall in particular, but also of Toyota, Ford, Nissan and Mitsubishi. It has helped, however, that there are over a dozen of those Bavarian machines entered in the championship whereas the other marques are represented by only a couple or singleton entries. In fact the surprise has come from within the BMW ranks where the independently run, Yokohama-shod, Vic Lee-prepared cars have achieved two victories to the single win of the much fancied, works backed, Prodrive team.

In a championship in which all the cars have the same capacity engines which are further controlled by restricting the revs, it has been the off-season preparation and testing which have separated the front runners from the rest of the field. The advantage has rested in the opening phase of the season with those teams who are familiar with their mounts from last year whereas the newcomers are still on a learning curve. This applies to Toyota, Nissan, Mitsubishi and even Ford since the Sapphire, as we reported in the April issue, is to all intents and purposes a new car.

Of these it is perhaps the Andy Rouse-prepared Toyota which has the greatest advantage since he has been able to build up the Carinas for himself and team-mate Gary Ayles almost "off the shelf" with well proven homologated parts. From the first race he has been running near the front of the field and it would be surprising if he did not achieve at least one victory this year.

Nissan, Mitsubishi and even the much-fancied Trakstar Ford team, though, are a different matter. Both Kieth Odor in the Janspeed Nissan and Mark Hales in the Mitsubishi, old sparring partners from the Group N championship a couple of years ago when they battled it out for the lead in every race and ultimately the championship in Sierra Cosworths, have a long way to go before they reach that stage in this championship. That they both possess the skill to be up amongst the leaders is without question; the problem lies with the development of a new car. Both teams have rushed to have the car ready for the first race, and both have used the races as extensions of their test sessions. In the circumstances it is not surprising to see them at the tail end of the field simply hoping to reach the finish so as to have clocked on extra miles.

Robb Gravett's Ford, however, is a completely different affair. To say that it has been a disaster to date is not overstating the case. Allan Wilkinson, who was only signed up a few weeks ago as development engineer, has already left under a cloud and the car is simply not performing. Not only is this proving to be a nightmare for Robb Gravett himself, current Touring Car Champion, but also for fellow director Mike Smith who is still awaiting the chance to compete himself, as well as customer Sean Walker. Unless there is a radical improvement, any chances of retaining the



The Mitsubishi effort has been handicapped by the lack of testing time in the winter.



The Vauxhalls have now recovered from a slow start to the season and are looking to usurp the BMW front runners.

championship will have completely disappeared.

This leaves the BMWs and the Vauxhalls, last year's pacemakers.

Although the Vauxhalls were back on the pace by the third race at Donington, team drivers John Cleland and Jeff Allam should have been romping away from the opposition, continuing where they left off last year. It did not happen. Whether the tyres were to blame, as was suggested, or whether the team had slightly gone off the boil despite their extensive winter testing, the BMW victories have given them a severe jolt. Within a race or two, though, either Cleland or Allam should be taking the victor's laurels.

What has made the championship so fascinating this year is not so much the sheer variety of cars competing, which makes for stimulating spectating, but the sheer depth of competition from within the ranks of the BMW brigade. It has not been a question of a few hopefuls buying an M3 and competing in the races, but of a number of hardened professionals who are looking beyond race wins and sizing up the championship.

Frank Sytner, Steve Soper, Jonathan Palmer, Will Hoy, Laurence Bristow, Tim Harvey and Ray Bellm are all race winners and expect to become champion. The fact that Will Hoy has won the opening two rounds in his Vic Lee-prepared car, and Steve Soper the third race, has only whetted the appetite of their rivals, particularly Jonathan Palmer's who has had an unfortunate start to the season having let the pressure get to him too much.

Needless to say there has been a little acrimony in the championship; there inevitably is in the Touring Car Championship. The latest flare-up occurred at Donington when the RAC MSA decided to have a random noise check on certain cars and found that the Vic Lee BMWs in particular failed to pass the test. The problem the team had to consider was that if they got the cars to pass the test at the beginning of the race but they then failed for whatever reason and the end, the offending driver stood to lose two maximum scores, or 48 points. Gary Ayles had fallen foul of the regulations at Snetterton when it was discovered that his car was missing a windscreen wiper. Not having scored, he found that he was now starting the season on -48 points. Should Lee allow his cars to run, particularly Hoy's, and thereby risk losing the points so far accrued, or should he pack up his trucks and go home?

"It's not actually an exhaust noise," contested Lee, "but a high-pitched frequency sound coming from the engine. Where they measure our exhaust from the side, it's picking this noise up and pushing the decibel meter up six points and taking it to 115dB, five over the limit. We are actually 109 on the exhaust. While we are quite prepared to put the cars in the trucks and go home, the only other option we have is to let them run and then pull off on the last lap and declare the cars DNFs just to get publicity for the sponsors, but it's something we don't want to do."



Jonathan Palmer's antics have not endeared him to

Surprisingly it was Steve Soper of the rival Prodrive team who was the most upset by the situation, feeling that any victory he might gain would be devalued by the absence of the VLM cars.

"If it's a cheat and there's something wrong with the car then it should be out, but motor racing really can't be to the black and white of the rule book. There has to be an interpretation with a view to commonsense. It is absolutely ridiculous, for example, that Gary Ayles should be thrown out of a race for not having a windscreen wiper and then 48 points deducted from his total. And now there is this business over noise. There should be a warning. Alright, the cars are wrong, but the team are now thinking of going home because they can only leave the race worse off than not starting and that, for me, is not the correct interpretation on how the organisers should run a series.

Andy Rowe and the Toyota Carinas have been surprisingly competitive from the beginning.



"If this was to happen in Germany (where Soper spends even more time racing in their Touring Car Championship) the competitor would get a warning. It is only if there is a persistent fault does the driver and team get into trouble."

In his role as Championship organiser for the RAC MSA, Jonathan Ashman responded: "Whenever you get a technical infringement there are always two extreme points of view. You get one view which immediately says 'Well, it doesn't really affect anything much, let him go for the good of the championship,' while other people say 'rules are rules and we have to stick to them.' As the governing body it has to be the latter for us. You cannot say that some rules are more important than others, that's not really for us to decide. If it goes to a tribunal, it's for them to say.



...his fellow competitors in the championship.

"You cannot check everything at every single race. When we started the season we knew that for the first race we could only check a certain amount of things, and then in the second race we could check a bit more. By the third race, for example, we decided that we would take fuel checks and seal some engines. Now there is a four- week gap to the next race, nobody can say that there isn't time to have an engine check done. It was also suggested that we shouldn't carry out a noise check before the race, but that we should keep them in the dark and catch them out at the end of the race. Now that would have been unfair!

"With regard to the loss of two maximum points. If there is a technical infringement the competitor automatically loses two maximums. That's because it is very difficult at race level to get consistency. If you said it was up to the Race Steward to decide points, you would get different opinions all round the country. So for a windscreen wiper not being on at one race, they might say 'Well, that's one maximum' and then here at Donington they might also say that's one maximum. But then there would be complaints that the penalties are still unfair as one is very different to the other. So the rule book says that if there is a technical infringement there has to be two maximums and then somebody can appeal. So that when it goes to the appeal stage at the RAC, and it can't go any further than the RAC MSA, it's up to the people on the panel to decide, judging the merits and de-merits of each case. Most people tend to believe, for example, that the penalty for Gary Ayles' windscreen wiper did not seem fair and so I would not be at all surprised that when it goes to a tribunal the penalty will be reduced, but only a tribunal can do that. It would be disastrous if each individual Clerk of the Course had that power because you would get massive inconsistency."

As it turned out, Steve Soper duly won the race with John Cleland in the Cavalier GSi a close second, showing the consistency of the Vauxhall and giving encouragement to the Vauxhall Dealersport team.

Despite fears at the beginning of the season that the British Touring Car Championship had taken a wrong turning with the new regulations, the close racing, the amount of spectator support and the variety of cars participating would seem to show those fears were wrong. At the time of writing, the series sure beats the hell out of Grand Prix racing. WPK



Steve Soper, the man most likely to succeed?

100 FREE TICKETS TO BE WON!

Courtesy of Yokohama HPT Ltd, MOTOR SPORT readers have been exclusively offered the chance to go to the Donington round of the British Touring Car Championship on Sunday, 28th July.

We are giving away £900 worth of tickets to the first 50 correct answers we pick out of the bag on Monday, 1st July, each winner receiving 2 tickets worth £9.00 each.

QUESTIONS — Circle the correct answers in each case.

1. Robb Gravett is the current BTCC Champion. Which brand of tyre did he use throughout his championship winning season.

   A. Pirelli B. Dunlop C. Yokohama

2. This season Andy Rouse has chosen to compete on Yokohama tyres. How many times has he previously been the British Touring Car Champion?

   A. Three B. Four C. Five

3. Alfa Romeo has only had one outright championship success in the British Touring Car Championship. Who was the driver?

   A. Win Percy B. Andy Rouse C. Jon Dooly

4. How long have Esso been sponsoring the British Touring Car Championship? Is it since

   A. 1988 B. 1989 C. 1990

5. In which car did Chris Hodgetts win the 1986 and 1987 touring car championship? Was it in a

   A. Toyota Corolla B. Rover V8 C. Ford Sierra XR4i Turbo

6. In which year did Frank Sytner win the British title outright. Was it

   A. 1984 B. 1985 C. 1988

7. John Cleland won the championship in 1989 in his Vauxhall Astra. How many class wins did he achieve?

   A. 7 B. 9 C. 11

8. The four VLM cars, sponsored by Labatt's and Securicor, are proving a powerful force in this year's championship. Which one of the following drivers do not drive for this team?

   A. Tim Harvey B. Will Hoy C. Jonathan Palmer

9. Who was the first champion in the inaugural series in 1958? Was it

   A. Jack Sears B. Tommy Sopwith C. Les Leston

10. How many wins did Robb Gravett achieve last year on his way to becoming champion? Was it

    A. 9 wins B. 10 wins C 11 wins

Entrants must answer all the questions using the form provided or photocopies, but only one entry per household please. In the event of a tie, please complete the following sentence in not more than 15 words.

If I could change MOTOR SPORT magazine, I would:

.....

.....

Name: .....

Address: .....

.....

..... Telephone number .....

Send your entries to: Yokahama Competition, Motor Sport, Standard House, Bonhill Street, London EC2 4DA.
The competition is not open to employees of Yokohama HPT Ltd or Teesdale Publishing Co Ltd. No correspondence will be entered concerning the results.



Jody Scheckter was reunited with a Grand Prix Ferrari again after a break of 11 years, although the car he drove, a 312T3, was a 1978 car – the South African not joining the team till 1979.

F1 in the Park

1966, the year of the Stones' *Paint it Black*, the year of Clint Eastwood's third spaghetti Western *The Good, the Bad and the Ugly* and the year that Graham Hill won the Indy 500. It was also the year that saw a change in regulations governing Formula 1, when the 1½-litre engines gave way to 3 litres and, incidentally, allowed for the re-introduction of supercharged engines into Grand Prix racing, although it would be a few years before anyone took up that option.

It was a year celebrated by the HSCC at Donington who attracted a wide variety of 3-litre cars, four former World Champions and a whole host of former Grand Prix drivers, at a two day meeting at the beginning of May.

A large part of the programme on the Monday revolved around demonstration laps, firstly by the three World Champions who were present that day (John Surtees was only present on the Sunday) and then by an assortment of former Grand Prix drivers in Formula One cars. It was also a chance to catch up with just a few of them to find out what they are doing with themselves nowadays as well as what had brought them back to Donington.

Jean-Pierre Beltoise, bearing a somewhat aged face from the past, was demonstrating the Donington Collection's BRM P160, the car in which he won the 1972 Monaco Grand Prix.

"The tyres and steering were not quite perfect, for the tyres had no grip and the steering was very heavy," he commented, "but the engine and gearbox are exactly as I remember them. That car could have had many more wins if it had had more power. If you want to win with a 12-cylinder engine against an 8-cylinder like the Cosworth, then you need to have more power because of the extra weight, because of the extra fuel consumption, because of many things. In fact, we had less power than the Cosworth!" Asked whether it brought back any regrets about leaving the world of Grand Prix racing, he replied: "No, not at all, although I am still racing in the Carrera Cup in France for fun, but I'm not dreaming about coming back into Formula One or sports cars."

Beltoise now owns a road safety school near Paris and is also involved in the Centre Nationale de l'Automobile Museum in Paris.

Jean-Pierre Jarier raced in 136 Grands Prix, the statistics recording that he achieved only three third places, but believe it or not, he was at one time



Denny Hulme took the ex-James Hunt McLaren M23 around for a few laps.



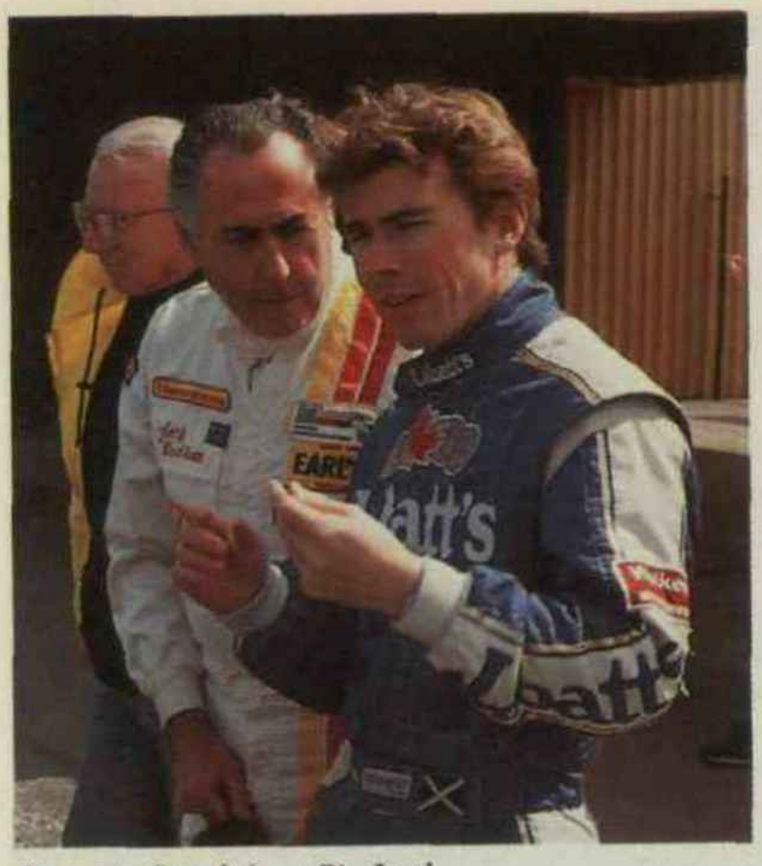
1978 312T3 and 1975 312B3.

regarded as potentially France's first World Champion. He now had a rounder face than when a Grand Prix regular, but had otherwise not aged at all. "When I was told by Steve Lydon of the HSCC that I could drive one of the old Grand Prix cars, that was enough for me — I came straight over. Driving the Tyrrell 009 (the car used by Jarier in 1979 when team-mate to Didier Pironi) brought back all my feelings of the time," but his strongest memories of that era were of his two years in the Shadows team in 1974 and 1975. It was in his second season with the team that he qualified on the front row of the Argentinian GP, first race of the season, in the DN5, only failing to make the start when the crown wheel and pinion broke on the warming-up lap. He also led the next race, the Brazilian GP, only to be foiled eight laps from the end when the car broke down.

"The Shadow in 1975 was fast, but unreliable, unlike the Tyrrell which was reliable, but slow. At least, though, we could finish the races in Ken's team and pick up the odd places, but it was not quick enough to win outright."

Jody Scheckter, World Champion in 1979: "What has brought me here to Donington today? To do something different," he remarked in his languid, almost diffident, way, "and sit again in a racing car for the first time in 11 years."

Had he ever thought of returning to the sport since his retirement at the end of 1980: "On a few funny occasions, but not really, no." This is because he has been busy over the last seven years building up



Stewart Jr advises Sir Jack.

a business in America, making simulation systems for small arms for law enforcement and the military. "I had been retired from motor racing for a few years and was looking around for something to do when I came across the concept that an English company had been doing and thought what a great idea it was and really just started the business on the kitchen table." Had his title of World Champion helped at all? "I never used my name out of motor racing at all. I remember going to a show of sheriffs in some part of the United States and nobody knew me until one person eventually recognised me. I was actually quite pleased. It was a new world and I started from the bottom. We are now the biggest small arms simulation company in the world, but that's still small."

Obviously willing to open up more on his new life and business, it was with some reluctance that Scheckter allowed me to drag him back to the topic of motor racing. Was being the centre of attention at Donington giving him a buzz? "No, not really. The buzz that's surprised was how much I enjoyed driving the car, and I didn't think I would at all. Getting into the Ferrari, it didn't feel like I had been out of the car for more than a weekend, and that surprised me."



Jack Brabham really started to fly in the Formula 2 Brabham BT35.



Beltoise and the BRM P160.

Much to Lincoln Small's delight, and to Sir Jack Brabham's as it turned out, the three times World Champion gave demonstration laps in Small's Formula Two Brabham BT35 since the Formula One car he was due to drive was *hors de combat*. He then proceeded to set a time that would have got him onto the front row of Lincoln's race, despite never having sat in the car before and never having driven at Donington.

"I think the last time he sat in that car was when he handed it over to the original owner," said an astonished Small watching Brabham absolutely flying around the circuit, far exceeding the five laps he was asked to limit himself to. Sir Jack was on quite a high when he finally pitted: "That was fantastic! I never realised just how good these little Brabham cars were!"

"You just got back into it as if you had been doing it without a break."

"Actually it didn't feel as if I'd been out of racing, I enjoyed every minute."

Denny Hulme, World Champion in 1967, retired at the end of 1974. Nicknamed The Bear, he hadn't changed much in 20 years in either looks or manner. Of all the World Champions present, he is the one who keeps his hand in at motor racing, not only competing in touring cars, but also racing trucks in New Zealand. He also comes over to Europe for the occasional historic event, such as the Oldtimer Grand Prix at the Nürburgring in August.

"The only difference between here and the 'Ring is the crowd, and the enthusiasm of the crowd," he growled. "Poms are not renowned for doing handstands or anything like that, so although they appreciate the calibre, I would like to see some more hype somewhere along the line."

Hulme had come over especially for the event, enduring a round flying time of 30 hours, but was it worth it? "Yeah! It's good to see familar faces. One tends to forget what people like Beltoise and Jarier looked like, but you see them in the hotel foyer and it was just like we were motor racing a few years ago."

The crowd was disappointingly thin, but the HSCC have nevertheless been sufficiently encouraged to investigate the possibilities of turning the event into an annual meeting, held at different venues and maybe in different countries. With increased promotion and some ironing out of the programme's flaws, they could be onto a good thing. WPK

VSCC Silverstone



It was a fitting tribute to the late Sam Clutton that Jonty Williamson should win a race at last month's VSCC Silverstone meeting in the 1908 Itala, which Sam drove for 54 years.

Vintage Sports-Car Club racing opened at a cold "new Silverstone" on April 20, using the 1.7-mile National circuit, the 10-race programme oversubscribed, with 286 entrants. After the customary 30 minute High Speed Trial, in which only Walker's 1935 Alvis retired and Bowles' TT Ford V8, Mrs Monro's big Alvis and Beattie's Frazer Nash failed to attain their qualifying requirements, the Fox & Nicholl Sports Car 10-lap race was contested, won as predicted by Anthony Mayman's 3.7-litre Maserati, with Pilkington's 4½-litre Talbot 6.4 sec behind, and Chris Mann's 2.9-litre Monza Alfa Romeo third. The only non-finisher was Green's 4½-litre low-chassis Invicta.

Next came the 12-lap Allcomers' Scratch Race. It was a great battle between Hannen's rear-engined Cooper (these cars a new departure in VSCC races, where previously only drivers who faced the engine were encouraged, unless in 500s), and Mayman's well-known Lotus. The latter just pipped Hannen at the end, after a race-long effort, to cross the line 0.2 sec in the lead. Far behind, Porter's 2-litre Cooper finished third, ahead of Ludovic Lindsay's 250F Maserati and Barrie Williams, the saloon and sports-car champion, who made a good job of driving the Indianapolis Offenhauser Turtle Drilling Special. But the only ones truly in the race were Mayman and Hannen. Haywood, back-to-engine in his Cooper, was in trouble, two laps in arrears.

Another 12-lapper followed, the Itala Trophy Scratch Race, renamed the Sam Clutton Race in memory of the recently-deceased Cecil Clutton. And a fine race it was, with two aero-engined cars, Morley's mighty Napier-Bentley and Boswell's Bequet-Delage out in front with Harper's fast and furious Morgan three-wheeler snapping at the tails of these giants, after Nick Mason's Bugatti had retired from third place on lap 5. At the corners Boswell closed right up on his rival but 24 litres offered better acceleration than 12 litres, enabling Peter Morley to win by 0.4 sec. Stewart's 4½-litre Bentley went very well to finish fourth, beating the Bentleys of Hine and Birrane, but Caroline's normally competitive Morgan three-wheeler lasted for only one lap. It was good to see the Halford Special running so well, ahead of the 1924 200 Mile Race Alvis, these cars, of Cheyne and Benfield, adding a Brooklands' touch to modern Silverstone, and Walker in the Ford-powered GN was obviously enjoying his tail-sliding cornering tactics, their placings respectively 16th, 17th and 10th, the GN a lap ahead. Stanley Mann drove the ex-Brooklands Bentley-Jackson into 12th place for Vaughan Davis. This race also had the distinction of being run in a snowstorm.

As if a breather were deemed necessary, it was provided in the form of a 5-lap Handicap race, which Paul Grist's well-known 2.6-litre Monza Alfa Romeo, but driven this time by his son Matt, won from the Rileys, 2-litre and 1½-litre respectively, of Davie and Watson. The 12-lap Patrick Lindsay Pre-War Scratch Race was next on the agenda and should have been a very exciting event, because Peter Hannen in the 1937 Maserati 6CM had made fastest lap in practice and so was expected to offer a real challenge to Anthony Mayman's "invincible" ERA R4D. Unfortunately it all came apart in this Christies-sponsored race, when Hannen, and Lindsay in the ERA "Remus", failed to observe a flag signal in practice and were penalized with a 10 second penalty and made to start from the back of the grid. This seems a harsh decision; either fine a driver, as at Brooklands (if you will forgive me for harping on the place) or disqualify him for a serious offence; but do not spoil the race, as happened to this one. As it was, Lindsay had a return of suspected magneto trouble and "Remus" was pushed from the grid. But Hannen, his blood perhaps up due to the penalty, went like fury from the back of the grid, the surprised support vehicles, having to brake to await his start!

The blown 1½-litre Maserati came through the field at a surprising pace, passing the other 21 runners, to take second place to Mayman, 2.8 sec in arrears of the victorious ERA. To do this Hannen lapped in 70.6 sec, compared to Mayman's 71.5 sec — Peter Hannen definitely "Driver of the Meeting". Which is not to overlook the fact that, seemingly unchallenged, Mayman had no need to use all the ERA's speed, and he is still very much "Mr VSCC".... In third place came Jaye in the ex-Beadle 2-litre Alta, regarded by DSJ as the best of its make. It was a pity, however, that Hannen and Mayman could



Ron Gammons drove the 1959 Chevrolet Corvette-powered Devin to a fine first place but was officially denied victory.

not have started together, with Peter unpenalised.

The other "long" race was for Historic sports-racing cars from the 1950s, a gesture to which the VSCC sometimes succumbs. It attracted a big field of colourful and fast cars, some it seemed conducted with due realisation of their auction-room values. Again, there was a bit of a cock-up, when Gammons in the 1959 Belfast-built, Chevrolet Corvette-powered Devin was told, only when he was on the starting grid apparently, that he was on unacceptable tyres. He would otherwise have won fairly comfortably from Harper in sponsor Robert Brooks' 1956 3.8-litre D-type Jaguar. As it was, Harper was given the race, from Valentine Lindsay's 3.4 Jaguar D-type and JD Pearson's 1954 3.4 Cooper-Jaguar, Gary Pearson's 1959 3.8 Lister-Jaguar having dropped right back after holding second place up to four laps from the finish. The only C-type Jaguar, of Humphrey Avon, came home 13th, behind the Brooks Monza 750 Ferrari and Felton's Testa Rossa.

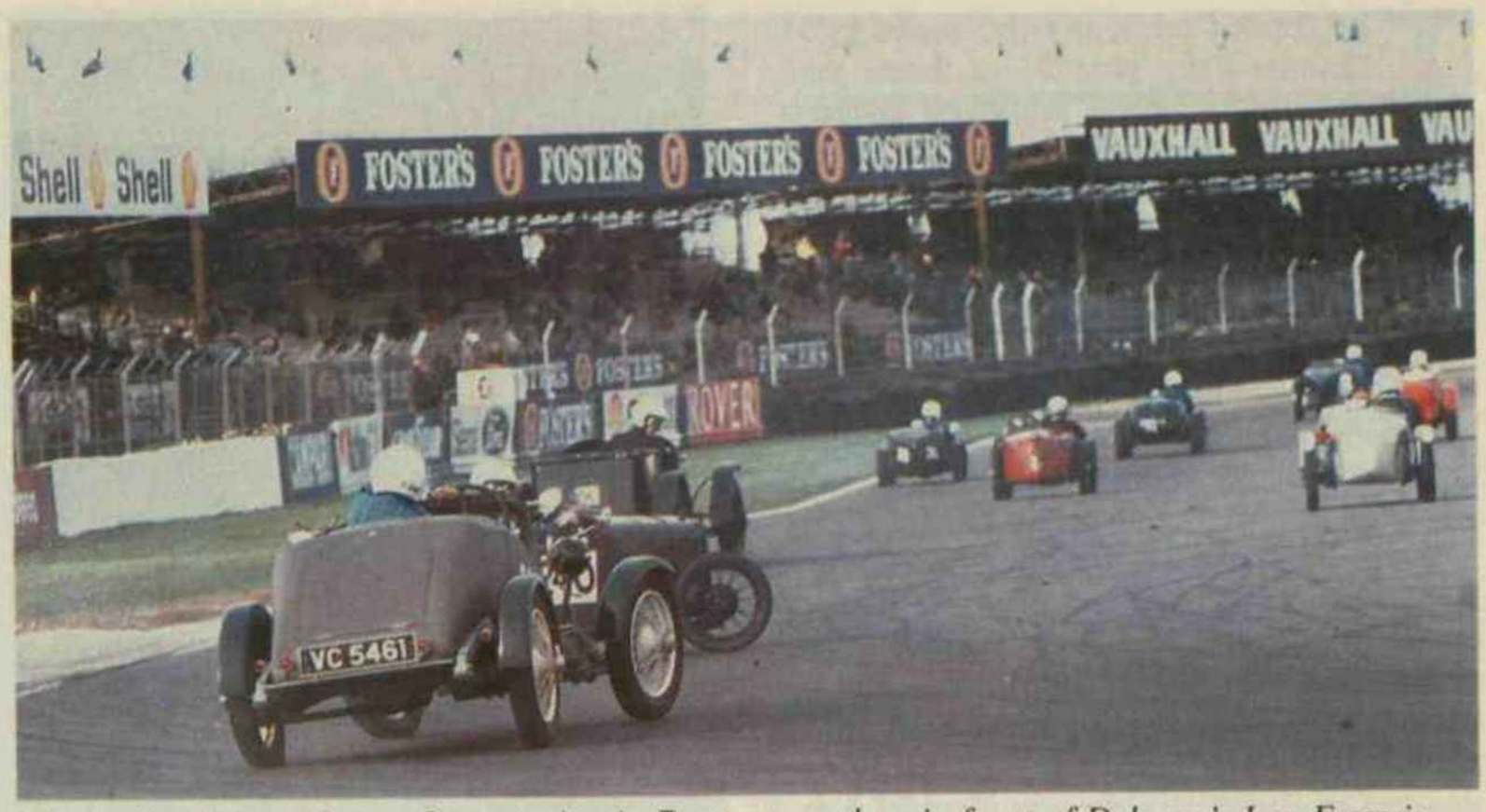
Two more five-lap Handicap races and a five-lap Scratch Race made up the programme. In the first of these there was a close finish between Mason's 1½-litre Riley and Bird's original Singer Nine, 0.2 sec separating them at the line, with Wakeley's blown Rapier third.

It was yet another tribute to the late Sam Clutton that Jonty Williamson won the second of these races with the immortal 1908 GP Itala (which Clutton campaigned for 54 years) lapping at 57.69 mph. Fantom's 14/40 Humber Special, in which he drove home, was second, young Shoosmith's 1½-litre Riley third. Alas, the rebuilt Harker V8 was a non-starter. The final race went to Fiskin's blown 2-litre Alta entered by Dan Margulies, lapping at 72 mph, a popular win from Jamieson's 4.3 Alvis and Dunn's 1½-litre Riley.

So a good if chilly start to the VSCC racing season — next meeting at Donington Park on May 27. Reverting to the High Speed Trial, an excellent run for beginners, it was nice to see seven lady drivers having a go and Miss Elizabeth Blake qualifying in her father's 1927 supercharged 1084cc BNC, which the programme was delighted to remind us is really a Bollack, Netter et Cie. Interesting, too, that the fibreglass body of the Devin (apparently one of ten surviving cars of this rare make) was similarly billed, whereas replica fibreglass bodies are unacceptable to VSCC officials! WB

PADDOCK PEERING

Not many of the sports cars in the Fox & Nicholl race were much in keeping with the cars this Talbot/Lagonda-orientated firm raced before the war! Indeed, the winning 6C Maserati was built up by Tony Merrick some ten years ago, out of a few parts and many new bits he had to make. Yet the VSCC programme cheerfully says it is a Mille Miglia car. So it was nice to see Pilkington's Talbot-Darracq, a genuine enough car, take second place, and Mann's equally acceptable Monza Alfa



Fun and antics on the track as an Austin 7 gets crossed up in front of Delaney's Lea Francis.

Romeo gain third place. Felton's Alfa Romeo, which has been made up from a handful of bits from a 1938 2900B, sports a handsome replica Mille Miglia body like the Hugh Hunter car; but it is not a true MM car.

Alta enthusiasts had a good day, with Danny Michum winning his scratch race with the ex-Cormack car, now with blown 2-litre engine, and Jaye finishing third in the big race in the resurrected ex-Beadle 2-litre. Maserati followers should have been even more inspired, after seeing Peter Hannen's wonderful drive from the back of the grid in the black 6CM in the Patrick Lindsay race, perhaps reminding older folk of how Johnnie Wakefield used to challenge the ERAs with his 6CM in 1937. No doubt the shorter straight on the new circuit hampers the powerful 2-litre ERAs, and the Maser probably made good use of its torsion-bar irs and low centre of gravity on the corners. Of the ERAs, the two pale green ones were Anthony Mayman's Merrick-built AJM-1, driven by Chris Mayman, and the formerly maroon car Hamish Moffatt and Jeddere Fisher used to share, sold by Hamish to a Japanese collector after it had come back from S Africa, which Merrick then rebuilt and now drives for the new owner. Some ERAs still retain 1½-litre engines, but the 2-litre R4D had the Godfrey-Roots supercharger, not its Zoller.

The V8 Bequet now uses two SU carburettors, but retains the original inlet manifolding within the vee of the cylinders of the 12-litre Hispano Suiza aero-engine and the same carb layout, one pointing forward, the other backwards. Ricketts non-started in the Sally Marsh ERA because of a septic hand.

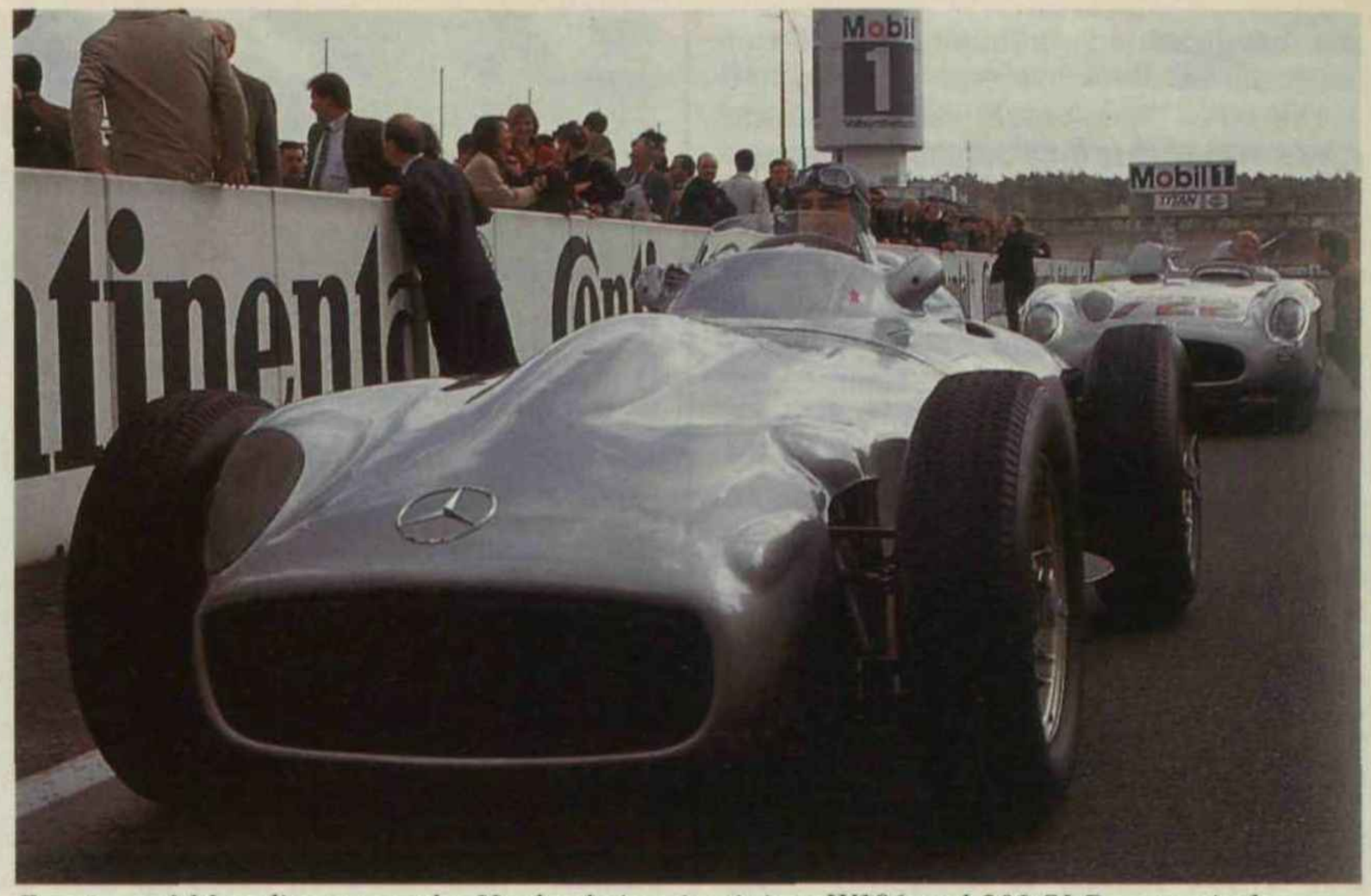
The Harker V8 non-started due to the starting-handle dog letting out the oil, after a good showing on the Friday. Barrie Williams enjoyed driving the Offenhauser/Meyer Drake Indy car, describing its transmission as having two gears, fast and faster. Of the varied Alvis Specials, that of Jamieson's, driven into second place in the 5-lap Scratch race, is a road-equipped 4.3-litre evolved out of the ex-Clinkard single-seater, which went off to the USA but has since returned. Now this Alvis looks like a Monza Alfa, but with an Alvis radiator-cowl and it stands out as a praiseworthy way in which someone with imagination has constructed an Alvis Special.

Apart from racing cars, I was intrigued to see in the Paddock the 1924/25 Reo Speed Wagon motorcoach which I bought for the proverbial song from some gypsies a great many years ago and which Tom Lush and I drove from the Andover area home to Fleet. It remains original, with substantial push-rods operating the overhead inlet valves, but its excessive fuel thirst (which caused us to sell it, since when I had not seen it until now) has resulted in the carburettor being changed. It must be one of the few truly period Twenties charabancs still running. So you see, much can be gained by wandering about the Paddock at a VSCC Meeting. Writers do not disclose their sources, but I am indebted to our "spotter" for these notes. WB

VSCC Vintage Race Meeting, April 20, 1991

Fox & Nicholl Race: 1. AJ Mayman (Maserati) 71mph; 2. R Pilkington (Talbot); 3. CA Mann (Alfa Romeo). **Allcomers' Race:** 1. AJ Mayman (Lotus) 84 mph; 2. PM Hannen (Cooper); 3. G Porter (Cooper). **Sam Clutton Race:** 1. FP Morley (Napier-Bentley) 72mph; 2. A Boswell (Bequet-Delage);3. S Harper (Morgan). **Patrick Lindsay Race:** 1. AJ Mayman (ERA) 80mph; 2. P Hannen (Maserati); 3. P Jaye (Alta). **Sports-Racing Cars Historic Race:** 1. J Harper (Jaguar) 80 mph; 2. V Lindsay (Jaguar); 3. JD Pearson (Cooper-Jaguar). **First 5-lap Handicap:** M Grist (Alfa Romeo) 63mph; **Second 5-lap Handicap:** JT Mason (Riley) 57mph; **Third 5-lap Handicap:** JT Williamson (1908 Itala) 56.62mph; **Five-Lap Scratch Race:** G Fisken (Alta), 70 mph. (NB: Only in the one race were speeds calculated to decimal points!) **Fastest lap of the day:** Mayman (Lotus), 67.8 sec. (Best lap on old circuit at last VSCC Meeting, 60.03 sec).

Leaders to date in the MOTOR SPORT Brooklands Memorial Contest (Pre-war cars): AJ Mayman, 36 points; Morley, Grist, Mason, Fiskin, and Williamson, 13 points each.



Fangio and Moss line up on the Hockenheim circuit in a W196 and 300 SLR respectively.

A Fangio Party

The record book says he raced in 51 Grands Prix, won 24 of them, was second 10 times, achieved 28 pole positions, was accredited with 23 fastest laps and was World Champion five times. That, however, does not do justice to the man many consider the greatest of them all.

Although Juan-Manuel Fangio won championships in Alfa Romeos, Ferraris and Maseratis, he is best remembered for his championship wins in 1954 and 1955 driving for Mercedes-Benz, alongside Kling and Herrman in 1954 and with Stirling Moss as team-mate in 1955. It was a magnificent year for the Grand Prix team, apart from Monaco, with Fangio victorious in the Argentinian, Belgian, Dutch and Italian Grands Prix and Moss winning the British race with team-mates Fangio and Kling second and third. Although Fangio continued in Grand Prix racing after Mercedes withdrew at the end of the year, the relationship between the Stuttgart company and the Argentinian driver remained close and warm. It was therefore not surprising that it was Mercedes-Benz who were keen to celebrate Fangio's forthcoming 80th birthday.

At specially convened celebrations in London and then Stuttgart, Fangio was given the star treatment, having to endure press conferences, functions, speeches, dinners and, memorably even for those who could not understand the language, a Tango to Fangio passionately sung in German in the South American style.

The highlight of all these activities, however, was the reunion on track of Fangio and Moss, W196 and 300 SLR. To see these cars at any time is quite wonderful, to see them on the racing circuit with Fangio and Moss at the wheels was stunning. It was a brief glimpse into the past with Grand Prix racing a world apart from what it is today, the cars free from any sponsors' decals, when the grids were dominated by the red of Italy and the silver of Mercedes-Benz and the drivers sat behind the engine.

As the cars sped round the track, the engines barking as they raced up the rev

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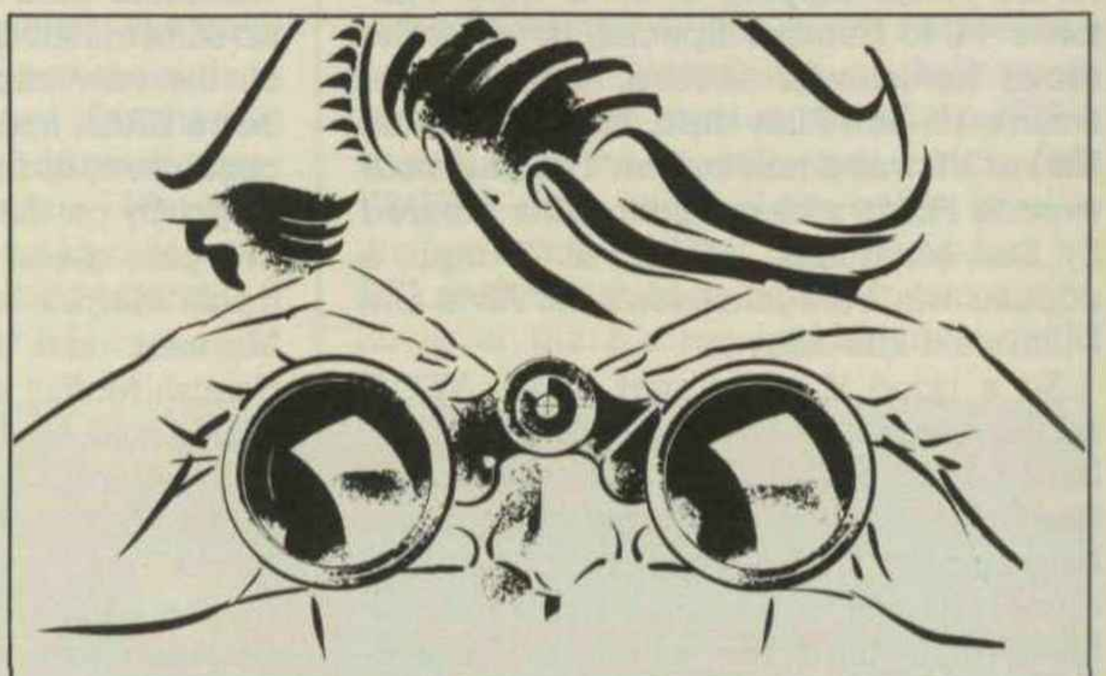
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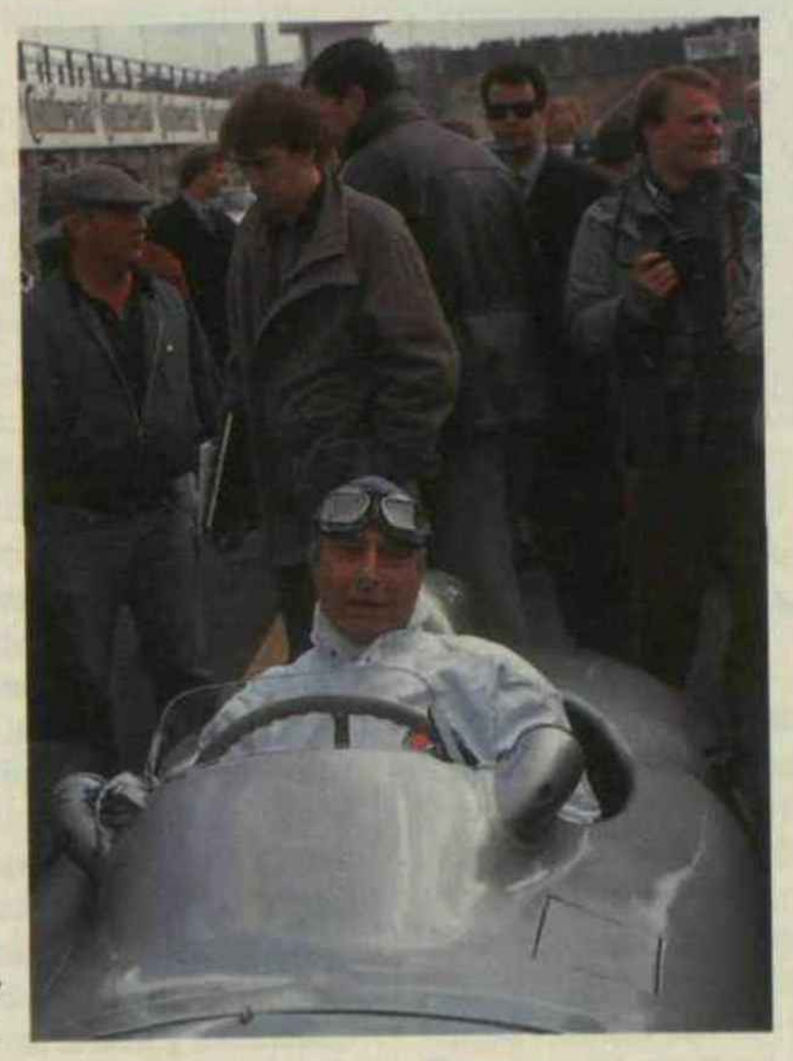
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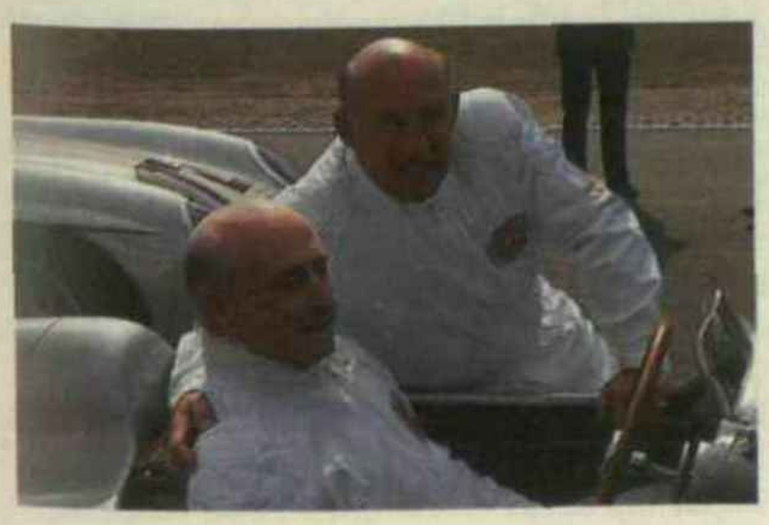
Fangio congratulates Moss after the Englishman's win at Aintree in 1955.



Fangio was the centre of all media attention.

range, Moss dutifully following Fangio, it came as a sad thought that this was maybe the last time the two men and the cars would be united on the track, a footnote in the history of Grand Prix racing. Such thoughts, though, were far from the minds of both men as they came charging through the Sachs Kurve at Hockenheim, tyres scrabbling for grip as they raced through the Stadium section, belying the age of both men and machines. It lasted only a few laps, of course, by which time Fangio had decidedly tired, but it left a warm memory for all those present – even those too young to have seen the Argentinian actually race – and a reminder that not all the superlatives need be applied to today's champions.

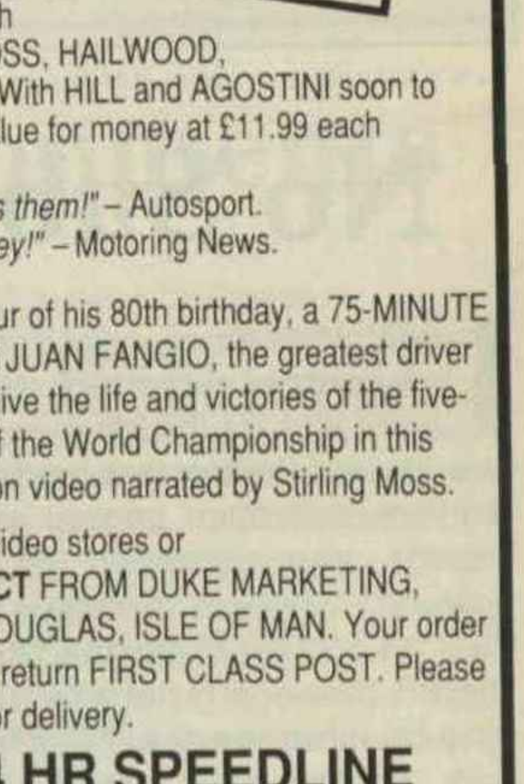
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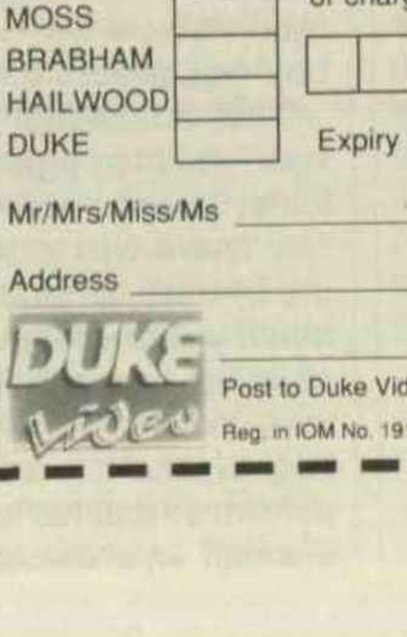


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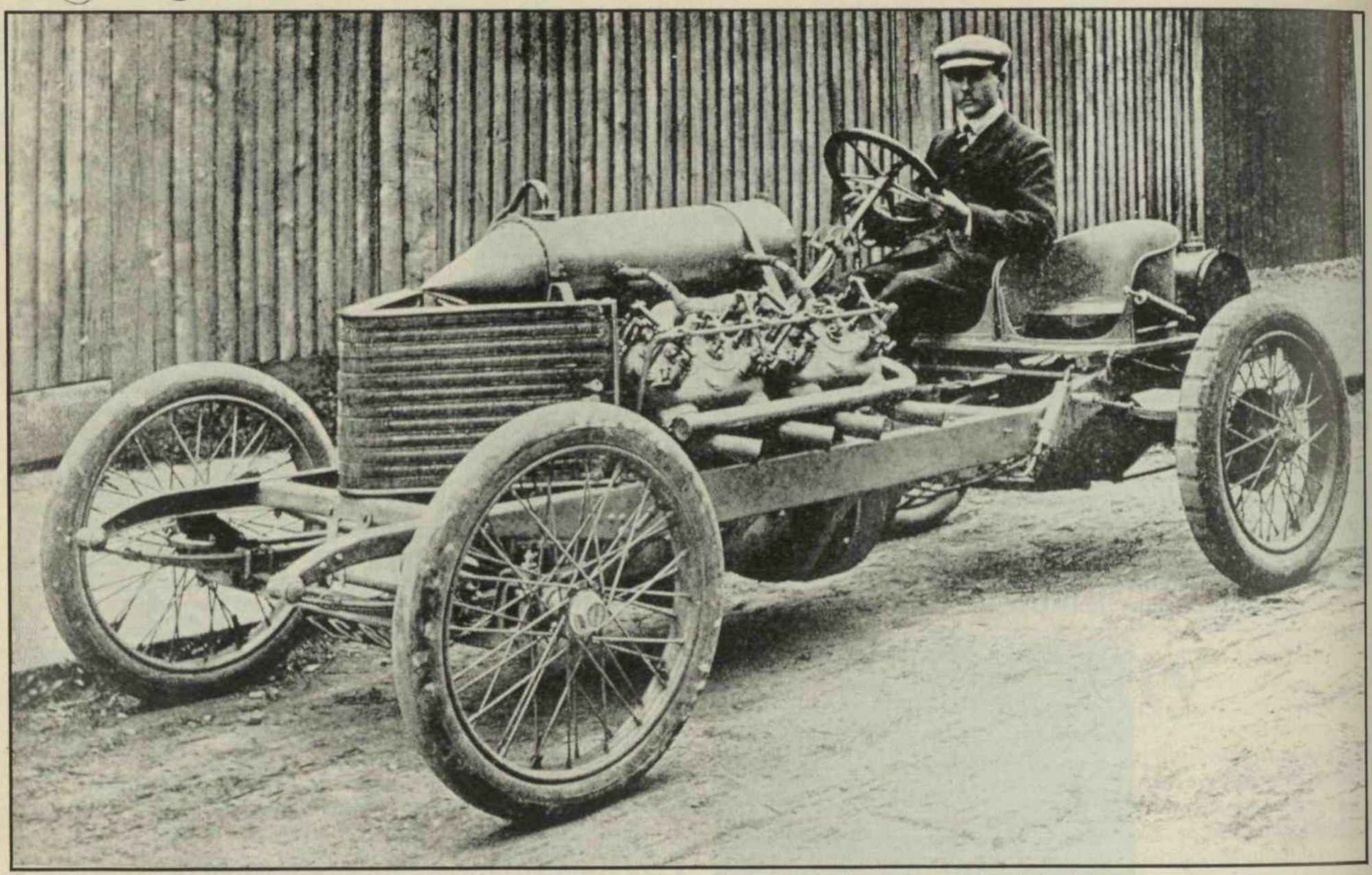
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Lee Guinness on the 200 hp vee-eight Darracq which combined two four-cylinder blocks for an engine size of 22,518 cc.

No Substitute for Litres

I am sometimes asked which of the hundreds of cars which raced at Brooklands had the biggest engine. The 24-litre Napier Railton that holds the ultimate lap record is often quoted but, in fact, its literage was exceeded by the Liberty-powered Higham Special which Parry Thomas converted into the Thomas Special "Babs", the capacity of which was 27 litres, or to be more precise, 27,059cc. However, both these giant racing cars used aeroplane-type power units.

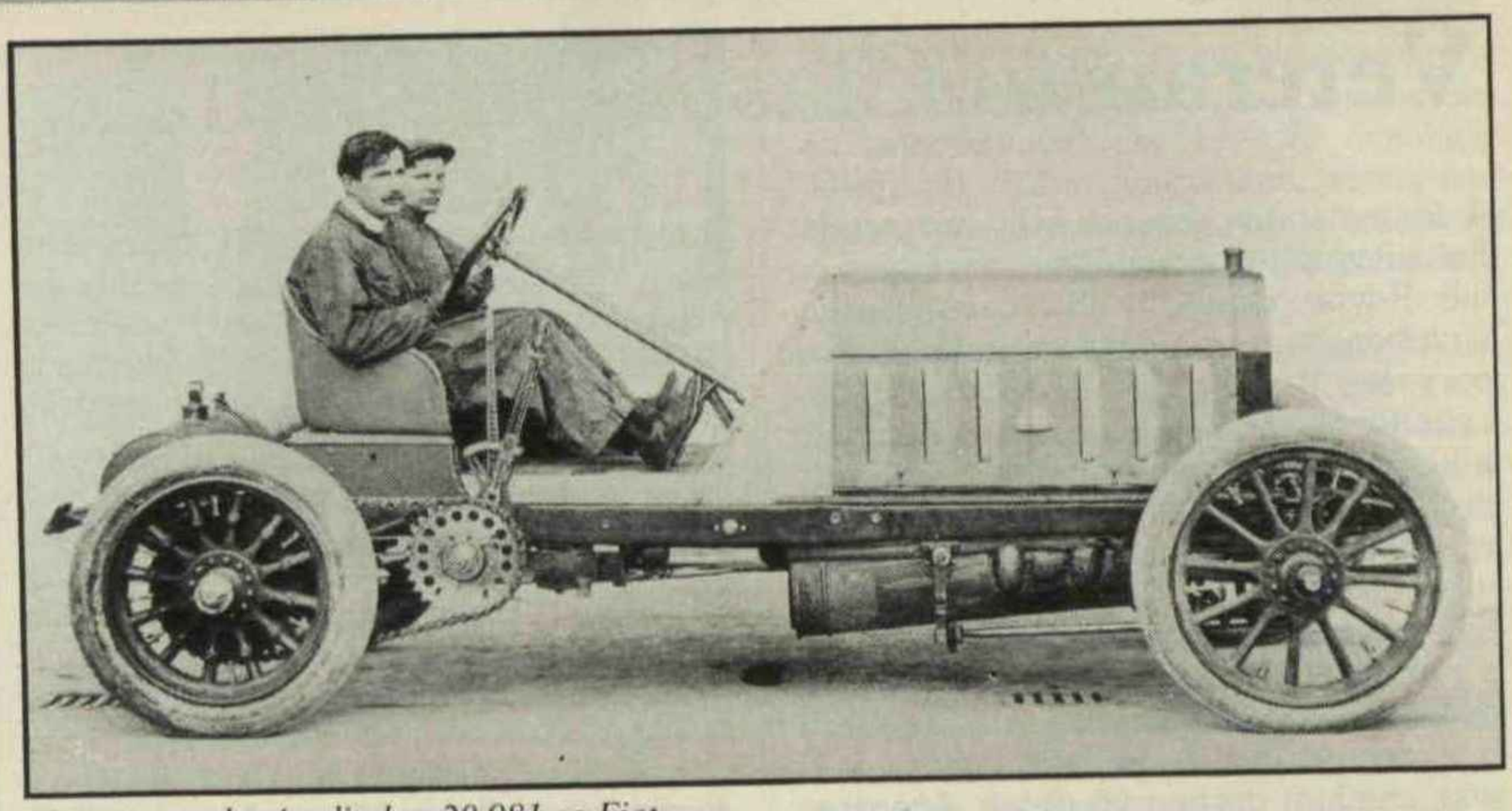
Of the Brooklands' competitors which had normal engines, the Fiat "Mephistopheles" and the Napier "Samson" which contested that 1908 Match Race that I described in the April MOTOR SPORT, or Chitty-Bang-Bang are sometimes cited as possibly the largest-engined cars to use the Weybridge Track. In fact, the Fiat Felice Nazzaro drove when he beat the stricken Napier had a four-cylinder engine of 190 x 160mm, which gives a swept-volume of 20,981cc, and the Napier had a six-cylinder engine just over 20 litres, for the Match Race. The Maybach engine in Chitty had a capacity of 23,092cc but this, again, was an aero-type engine.

The matter of which of the non-aero-engined cars (and I believe you will be able to read about the aero-engined ones in a forthcoming Foulis/Haynes book) at Brooklands had the largest engine is a close-run thing. Apart from the formidable Napier "Samson" in its final guise, those Blitzen Benz confessed to engines of 21,504cc. But there was an even earlier racing car which could boast of an engine both more advanced and somewhat larger. It was the 1905 vee-eight Darracq. Having managed to break the LSR at a speed of 104.52 mph, which Barras had achieved at Ostend in 1904, Alexandre Darracq wanted to remain ahead in this absolute field of automobile speed, and to this end he got his engineer, Louis Ribeyrolles, to put two of the existing cylinder blocks of the four-cylinder racing engine onto a common crankcase at 90 degrees using forked con-rods, thereby creating a vee-eight engine of more than 22½-litres. The exhaust valves were converted to an overhead location, all the valves operated via long push-rods and enormous rockers from a camshaft in the centre of the crankcase. The big engine was fed from two carburettors. On test, 200 bhp was reported, developed at 1200 rpm.

This advanced power-unit, with eight stub exhaust-pipes, was installed in a flimsy chassis with a wheelbase of only 8 ft 6in. There was a two-speed gearbox driving by shaft to the back wheels and nothing much else, except for a gilled-tube vee-radiator, a cylindrical copper water tank with pointed prow mounted above the engine, and two bucket seats for the intrepid driver and his luckless passenger, with a small cylindrical fuel-tank up behind. Weighing only 19¼ cwt, this must have been one of the most exciting of earlier racing cars! Victor Hemery was given the task of extending the fearsome Darracq, and on the Arles-Salon road, to which the Darracq had been rushed straight from Paris, he raised the LSR, held by a Napier, to 109.65 mph, with a brave mechanic crouching beside him, neither having any protection from the flywheel or engine, as no bulkhead was fitted. It was just too late in 1905 for this to have represented a Christmas present for M Darracq.

Perhaps Alexandre Darracq need not have been too apprehensive about the LSR being taken from him, because the Napier had run at Daytona and its speed was suspect in Europe. In 1906 external combustion entered into it, however, when Marriott's Stanley steam-car put the record to 121.57 mph, but again at Daytona, although this time Europe accepted the performance. The 200 hp vee-eight Darracq had used two cylinder blocks of 160 x 140mm from Darracq's 1904 Vanderbilt Cup racing cars, giving an engine size of 22,518cc. Had Darracq used the 170mm bore blocks adopted for their 1906 racing cars I think that the capacity could have been increased to 25,430cc, (but I also make the existing engine's size 22,526cc aided by my Vatman Mini 111 calculator) but perhaps by then it seemed to Darracq that steam had applied too much pressure.

At this point Sir Algernon Lee-Guinness, of the Guinness brewery family, bought the big Darracq. In this he was no doubt aided because he had driven for Darracq in the important races of the time. First, however,



Nazarro on the 4-cylinder, 20,981 cc Fiat.

he drove the car in the Ostend speed-trials in July 1906, where he covered the kilometre at 117.7 mph; quite how Guinness found this extra eight mph I do not comprehend, except that maybe the works had been a little too hasty over the LSR run, with the car untried and Hemery making only a few practice runs beforehand.

At Skegness that September Algernon Guinness gave a demonstration run on the sands at the Notts AC races. During the month following the Darracq was put on a train hired by the more wealthy drivers, who dined in style in the restaurant coach as their cars were taken to Blackpool, where A Lee Guinness at first tied with Cecil Edge's 90hp Napier but then topped his speed, against a strong headwind, by 2½ mph, thereby establishing a Worlds standing start kilometre record of 32.4 seconds.

In 1907 Sir Algernon was still running the vee-eight Darracq to great effect. At the Yorkshire AC's Saltburn speed-trials he devoured the flying start kilometre at 111.84 mph, recognised as the "Yorkshire Record" for sand racing, and in June 1908 he took the car to the same venue and was timed over the flying start kilometre at 121.57 mph. Newton's 90hp Napier had been 18.96 mph below this speed. On this epoch-making run the riding mechanic was his brother, K Lee Guinness, who after the war was to become famous as the driver of Louis Coatalen's big V12 Sunbeam and his "Invincible" 1½-litre Darracqs. (Curiously, the 200hp Darracq's speed was the exact equal of Stanley's, over the same distance, but presumably no tie had to be declared, because the steam-car had run more than two years earlier, and no doubt because the Yorkshire AC's timing was not officially recognised).

Presumably the car was considered too difficult or frail to race at Brooklands but when an American, Mr Dugald Ross, said he would buy the Darracq for £2000 if it proved sufficiently fast to satisfy him, Sir Algernon took him to Brooklands where, timed by the American and a friend, a distance of 20 chains was done at 112.2 mph, and then at 115.4 mph. The BARC must also have timed the Darracq officially, because the first two BARC Certificates ever issued were given for these performances. However, the deal fell through; Mr Ross seems to have ridden on the car and perhaps the experience was more than he had bargained for! But this establishes the 22.5-litre Darracq as the car with the largest non-aero engine to use the Brooklands Motor Course — and now, I suppose, someone is going to remind me that Darracq also made aeroplane engines!

The ageing Darracq was still serving Sir Algernon well in 1909, when it did 120.25 mph over Saltburn's flying start kilometre (the fastest of the 1908 GP Mercedes cars was over 27 mph slower). Soon after this it was deemed wise to stop, for the flimsy chassis had no doubt done enough. However, the big Darracq had made a great impression when Guinness first acquired it, not least according to HW Bunbury, who described how Lord Annesley had told Algy that the Darracq was for sale in Oxford Street, to which they proceeded in His Lordship's unsilenced Mercedes Sixty. They found the 200hp car in a basement, where it was started up, 'tis said, creating an inferno of noise, smoke, flames and fumes. It was towed to Datchet behind the Mercedes and the Guinness brothers used to test it on the Hartford Bridge Flats near Camberley, at dawn, with friends guarding side-roads and the police sometimes interested onlookers. From rides in the mechanic's seat Bunbury, who was used to early racing cars, says that nothing else matched a full throttle run on the "200" for a real thrill and for pure joy, with the car in Algy's capable hands.

Sir Algernon Guinness kept the engine from the big Darracq until his death in October 1954, after which it passed into the hands of VSCC-member GD Firkins who I believe still has it. WB

Brooklands Developments

The Brooklands Society reports that Trafalgar Brooklands Ltd are cutting a new road through the Byfleet Banking in exchange for closing an existing entry and reinstating that section of the old Track, an appeal against this further mutilation of Brooklands by the Society and some local Councillors having failed, on the casting vote of the Chairman of Elmbridge Council's Planning Committee. The Society's film shows have closed down until the autumn but the first 1991 issue of the *Brooklands Society Gazette* was due out in May and the Brooklands Society Trophy Race is due to take place at the VSCC Donington Park Meeting on September 21.

The Brooklands Museum Trust Ltd has announced a new member's club which will enable those who belong to enjoy concessionary hire rates to use various facilities at the Museum for entertaining business guests, holding conferences and exhibitions, filming, etc, within the site. To this end it is announced that the Chequered Flag Conference Suite and a number of Corporate Meeting Rooms of different sizes and period styles and indoor and outdoor display and demonstration areas will be available for hire, apart from the re-sited Bluebird restaurant, Courage bar and Barbara Cartland sitting-room. This seems to suggest rather a change of purpose from the pre-war BARC, which members joined mainly to enjoy the motor racing and the use of the Track free-of-charge on non-race days, as well as the facilities within the Clubhouse.

It appears that anyone can join the new Brooklands Club with being proposed and seconded, for a fee of £500 plus VAT, which includes free admission to the Museum for member and two guests, or £5000 plus VAT for life membership. This compares with the pre-war BARC subscription of 5gns a year, or, say, about £150 in present day values, which included access to the Track. It may be significant that, in the Press pack we have received about this new Club, although the old BARC badge figures, the only place where the Brooklands Society is referred to is in a list of 30 other organisations and persons listed as having helped the Museum Trust. Yet it was the Brooklands Society which organised the Reunions within the historic Motor Course after WW2 and whose members did a very great deal of hard work restoring the overgrown Track and running the annual Reunion, when cars used part of the Byfleet banking and the Test Hill, etc. In the nine-page story of Brooklands from 1907 to 1987 which David Burgess-Wise has written for the Museum Trust's Press announcement, there is not a single mention of this pioneering restoration by the Brooklands Society nor of the Reunions run by the Brooklands Society. . . .

It rather looks as if the two organisations may need to part; perhaps the Society should "twin" with Montlhèry, where cars still use the banked track, as British and French towns now do? WB

Veteran to Classic Miscellany

A long-standing reader who worked at Rolls-Royce testing such aero-engines as the R-type used in LSR cars, Merlin, Gryphon, gas turbines etc, tells us that the cars he has owned included a two-cylinder Unic which had been driven into a hedge and was offered to him and his brother for £5 — they had only £2 17/6d with them, which was accepted, so they drove it home, and to improve the gear-change made a clutch-stop by rigging up a broom-stick to rub on the cardan-shaft as the clutch pedal was depressed; when the broom-stick wore out it was replaced with another, costing 6d (2½p). After that there was a Perry bought for £5, a Hadfield-Bean, a 1930 Morris Cowley, a 1930 Triumph 8, an A7 sold for £15, a 1929 12/40 Lea-Francis, 1931 Riley 9 fabric saloon, 1930 2-litre Lagonda tourer, 1934 Wolseley Hornet Special, a Standard 8 saloon, a 1929 12/50 Alvis tourer, a 1935 Alvis Firefly, a Lagonda Rapier which came third in a Lagonda race at Gamsden, a T-type MG drophead coupé, a 1961 Sunbeam Talbot 90, a twin-cam Aston Martin-engined Lagonda coupé, a Triumph Vitesse tourer, a 1967 Triumph Vitesse drophead coupé, an MG GT saloon, a 1969 Triumph Vitesse saloon, a Ford Capri and finally two Triumph Dolomites and his present car, a 1979 Triumph 1500 which he still has. His son uses a Triumph Spitfire in trials. WB

The A7 scene is flourishing. We hear that so greatly has the membership of the A7CA, the umbrella for 12 leading A7 Clubs, and 23 Associate A7 Clubs, ten of the latter Overseas, increased that copies of its latest magazine are in very scarce supply; as ever, this latest issue manages to include fresh A7 items, such as what really happened when Pat Driscoll crashed at the 1936 Backwell hillclimb, experiences with old and new Cozette compressors, new facts about the A7 Speedy and the military 1932 Wireless Car, with plans, etc. The Secretary is R Olive, 'Lorien', The Ridge, Cold Ash, Newbury, Nerks, RG16 9HZ, the magazine editor L Gammon, 5, Larch Grove, Warwick, CV34 5TA. Then the 750 MC is going strong; its new Secretary is M Peck, Courthouse, St Winifreds Road, Biggin Hill, Kent, TN16 3HR and the *Bulletin* Editor D Edroff, 31, Dunn Close, Stevenage, Herts, SG1 1BR. The 750 MC Year Book gives results of last season's events and invaluable explanations of the Club's many racing-formulae.

If you are interested in vintage aeroplanes as well as the older cars the Shuttleworth Collection invites owners of pre-1956 motor vehicles to indulge in the 7th Great British Picnic at Old Warden Aerodrome on June 2. The day will be devoted to commemorating Women in Aviation, remembering that 80 years ago Hilda Hewlett was the first British lady to gain a Pilot's Certificate. Weather permitting, the DH Moth Club will fly their "Diamond Nine" in Tiger Moths, and other fly-pasts are expected by the DH60X Hermes Moth which was the first aeroplane owned by racing driver Dick Shuttleworth, in 1932, and kept at Old Warden ever since, an Amy Johnson-type Gipsy Moth, a military Tiger, the oldest DH type flying, in the guise of the DH51 "Miss Kenya", a Dominie biplane "Women of the Empire," so named to recall Lady Nancy Astor's fund to buy flying ambulances, Brian Woodford's Dragonfly, and Dove, Mosquito, the racing DH88 Comet, etc, to emphasis the de Havilland aspect of the afternoon. Other makes will also aviate and aerobatics should be performed by Brian Lecomber (Stampe SV4B) and Desmond Penrose (Arrow Active). The Finale will be by a Spitfire Mk Vc 1, with a DH 3-bladed 5/29 prop, as originally fitted. It all starts at 1.30pm, admission £6 per car with driver only or £12 for a car and four passengers, with OAP reductions.

Following the trend set by the National Motor Museum and later the Brooklands Museum, Coventry's Museum of British Road Transport is organising its own "Friends of the Museum" membership, to aid fund-raising and secure more active support. Contact Chris Brice, Museum of British Road Transport, St Agnes Lane, Hales Street, Coventry, CV1 1PN.

July 1990 saw the inaugural sprint meeting held on the Grampian Transport Museum's newly completed tarmac road circuit. The circuit was designed in consultation with the RAC MSA and SACU to enable the staging of motorsport meetings. Thus the Museum, at Alford, Aberdeenshire, is able to pursue its policy of promoting action and activity within the classic/vintage car world.

The 1990 event was a ½ mile twisty sprint for vintage and classic cars and motorcycles, but this year the entry is being limited to cars only, one of the "stars" this year being the National Motor Museum's 1908 12½-litre Benz.

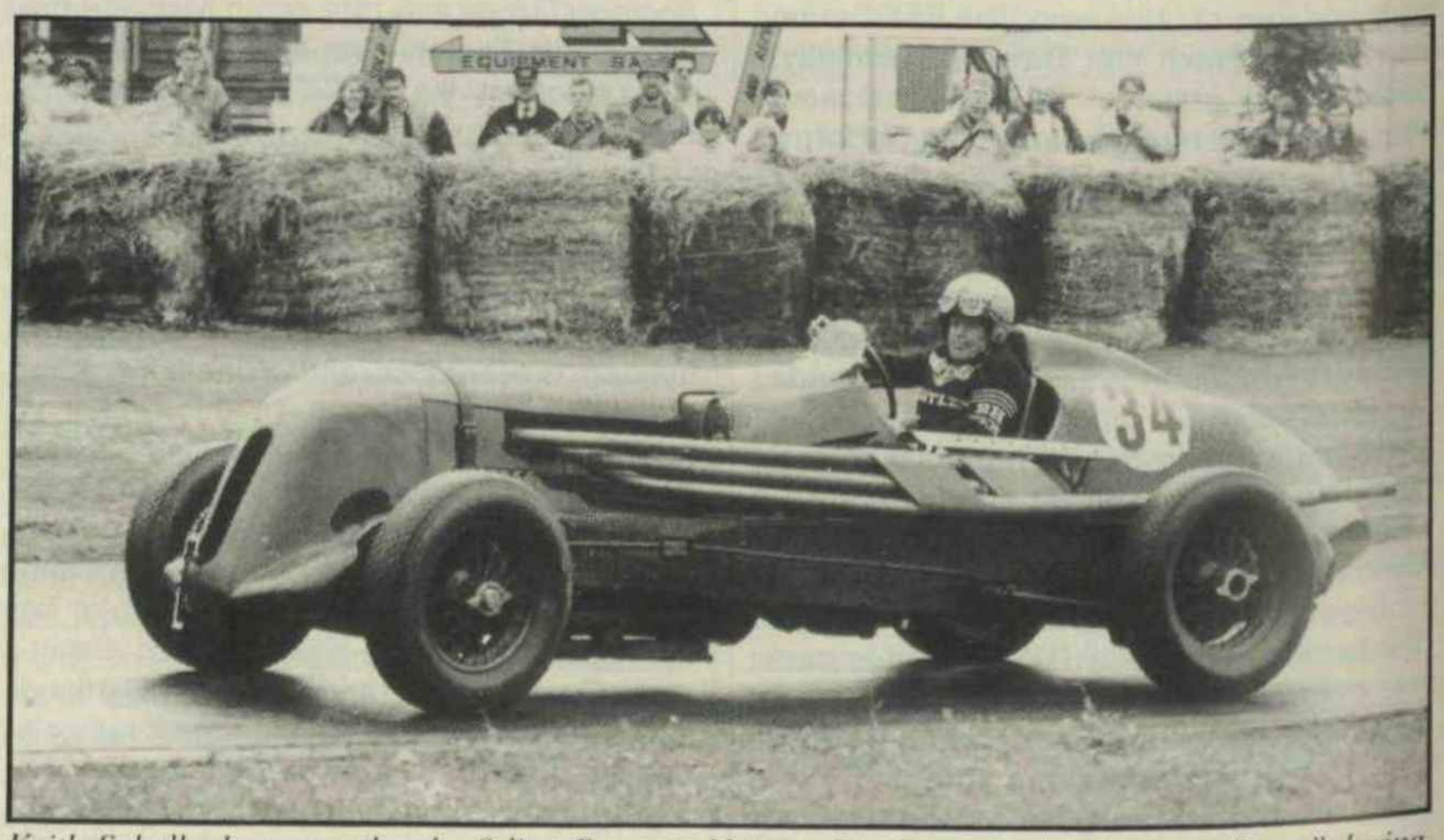
The entry list for the sprint opened on May 1 for the event which commences at 10.30am on Sunday, June 30.

The subject of our April Editorial having been "Accuracy", we apologise for the errors which crept into last month's issue. WB is well aware that there is no such thing as a 6-litre Bentley, nor a Lincoln Zepper, and although he is moderately colour-blind, is aware that Mrs Kynaston's 5cv Citroën isn't both yellow and red, but that it is right-hand-drive! Also, that Stirling Moss never raced a Vauxhall.

Readers requests have come in from someone who used to be taken by his now 90-year-old father as a baby-in-arms to Brooklands and who is researching the life of Miss Paddy Naismith who raced a supercharged Salmson at the Track in 1932 and 1934. He exhibited a picture of her at Hastings Museum on the 60th anniversary of John Logie Baird's successful TV system, she having been the subject of the first colour TV picture transmitted in 1941, from Baird's Sydenham laboratory, captioned: "the well-known air-woman."

Information would be appreciated, especially about her flying and why she was called "Paddy". Another reader was able to locate the whereabouts of Gopsall Park from our recent reference to this speed-trial venue, his trials-driving father having referred to it but of which he had no other details, except for coming across a medallion inscribed: "ACU East Midlands Centre, Gopsall Speed Trials, GH Thorpe, 2/8/1926." He asks whether anyone is still running his first car, a deluxe 1935 Standard Ten, RC 2608. Letters can be forwarded.

BBC-2's *Top Gear* programme on April 25



Keith Schellenberg wrestles the 8-litre Barnato Hassan Bentley around "Museum Curve" during the 1990 Classic Sprint at the Grampian Transport Museum.

dealt with the subject of fakes among the later Classic cars such as Mini-Cooper S, Mk 1 Lotus-Cortina and Sunbeam Alpines, etc. It is disturbing to learn that thousands of deliberate fakes of such cars are known to have been made, even those of competition-winning cars of which an original exists. The programme also took a look at the VSCC Silverstone racing of the previous weekend. There were comments on test-driving A-model ERA and Connaught and a 1935 'Brooklands' Riley, Hindle's 1½-litre Special, panning the camera onto two huge SU carburettors of the methanol-burning engine, said to run up to 6000 rpm but to give little result below 5500 rpm. The rear-engined Coopers as now seen in VSCC races opened the programme. WB

This year's Esso Bristol to Bournemouth Run on June 9 has attracted 350 entries including competitors from Holland, Belgium, Germany and France. The oldest cars taking part are a 1902 Oldsmobile and a 1902 De Dion Bouton.

The National Motor Museum at Beaulieu has entered two vehicles, a 1914 Rolls-Royce Silver Ghost Alpine Eagle Tourer, to be driven by Lord Montagu, and the 1903 Gordon Bennett Napier. These are amongst a varied selection of vehicles taking part such as Sheffield Simplex, Chenard-et-Walcker, Gregoire, Stutz, Hudson, Tatra, Hotchkiss, Railton, Marmon and Belsize amongst the 80 makes represented.

The event starts from the Ashton Court Estate in Bristol at 9.00am and the 97-mile route takes the entries across the Clifton Suspension Bridge before passing through the centre of Bristol and south on the A37/A39 to Wells for the first Stopping Point. It is then on to Yeovil and through the Dorset countryside to Blandford Forum before heading for Wimborne Minster and the Finish along the Undercliff Drive on Bournemouth's sea front. The vehicles will arrive at the Finish from 2.00pm and will remain on display until around 5.30pm while the participants attend a Reception and Award Presentation nearby.

The Mid Wales Festival of Transport will be held once again at Powys Castle showground, Welshpool, on the weekend of July 6/7, starting with a grand parade in the town centre on the Saturday at 2.30pm.

SP Tyres UK Limited, the manufacturer of Dunlop tyres, has re-introduced an important classic tyre to their range: the 185VR15 Dunlop SP Sport which was deleted from their standard car tyre range three years ago.

Designed for and fitted to the Series 2 E-Type Jaguars as original equipment, the Dunlop SP Sport is a textile radial tyre developed from the SP41 and SP68 radials fitted to earlier cars. Its textile breaker construction offers high levels of vehicle handling and extremely high speed capability — the main design criteria of Dunlop



The re-introduction of Dunlop's 185VR15 SP Sport.

and Jaguar engineers when the product was launched in the Sixties.

The tyres are made at Fort Dunlop in Birmingham using original moulds and are available exclusively from Vintage Tyre Supplies Limited in Stanmore, Middlesex.

On the historic racing car front we hear that the 1904 Napier "Samson", which Alan Chamberlain of Victoria, Australia meticulously recreated round its original 15-litre engine and demonstrated here some years ago, has been on show in Melbourne and is likely to be housed in Sydney's Science Museum, restored recently at a cost of 150,000 dollars, in the future and that here, Anthony Brooke has at last got a new chassis for the Vauxhall-Villiers, to replace the one damaged in an accident.

The Advanced Composites Manufacturing Centre is holding an informal Workshop on Sandwich Structures at the Plymouth Polytechnic South West from June 18-20. Invited speakers will lead discussions on selection and use of core materials, design principles, manufacture, testing and applications. The meeting will be of interest to engineers in all sectors of the composite industry.

From October 1991 a new Short Course will be offered on Machining, Bonding and Repair of Composites. This course has been developed in response to industrial demand and will include: techniques and tools for machining, adhesive selection and joint design; joining thermoplastic composites; strategies for damage assessment and repair of composite structures and tools.

ACMC's established Introduction to Composite Manufacture will be held this year from September 16-20. This course is appropriate for engineers and technicians with no previous experience of composites and includes practical sessions on laminate design, manufacture and testing. This course has been approved by the Institution of Chemical Engineers.

Further information on all ACMC's meetings from ACMC, Dept of Mechanical Engineering, Polytechnic South West, Drake Circus, Plymouth, PL4 8AA. Tel: 0752 232653, fax: 0752 232 293.

The Morgan Motor Company have announced sponsorship of the Morgan Motor Company Challenge, a race series formerly known as the Millbank Trucks Race series for Morgan owners, at various circuits around the country. There are five classes for modified and production vehicles and the rules are administered by the Racing Committee of the Morgan Sports Car Club.



The Morgan Motor Company has announced sponsorship of a race series for Morgan owners this year.



It was nice to see Mitchelmore entering the Harker Special.



Guy Smith's 3½-litre Alvis-engined Frazer Nash set FTD.

VSCC Curborough

On the cold but dry afternoon on May 5 the VSCC held its annual speed-trials at the Shenstone & DCC's Curborough course near Lichfield. More a continuous driving test than a traditional speed-trial, it nevertheless brings out the vintage racing-cars, with 900 yards over which to extend them, when they are not reined-in for the corners of the loop.

Moreover, there was a chance for the lesser blood, with only one ERA, Spollon's R8C present. Unfortunately, the Halford Special did not continue its Silverstone promise, going home on its trailer before the meeting started, although it had practised, as its clutch was refusing to function and the gears could not therefore be engaged. Among the Edwardians, Adnams was suffering from a malfunction of his water-works, or rather his Talbot was, although a cure was effective and its incontinence reduced in time for it to run well. Another car which was afflicted with this complaint was the Harker Special, which is so nice to see running again.

Malyan's Ulster Frazer Nash departed for a brief run on the road outside the course and for no apparent reason, unless she is jealous of vintage cars, was hit up the back by a lady-driver of a modern car, to the severe detriment of the 'Nash's tail. Barry Clarke had threatened to drive a big Alvis but was a non-starter due to one arm being in a sling – no doubt something to do with swinging a hotted-up A7 engine. Another non-runner was Roger Collings' 1903 Mercedes, which had valve trouble, so he substituted his Bentley.

Specials had a field day, or should I say a Paddock day, with Guyatt campaigning his Talbot 75 with 110 engine from a wrecked one, now sporting three long exhaust-stubs, a six-branch exhaust manifold merging into two pipes, headlamp covers, and a cowled radiator. Then Mrs Shoosmith was driving her 1924/28 4398cc Bentley, Sudjic his slab-tank 1925/38 Sunbeam, and various Alvis Specials were present. Chris Gordon had good runs in the Silver Hawk, Leyland was there in his highly-polished push-rod-ohv GN, outshining even Benfield's 1924 "200" Alvis, and Greenwood and rebuilder Vaughan Davis were exercising the Bentley-Jackson. Among all these varied cars, Baxter's Chrysler was notably smart and Webster's FWD Alvis had a simple four-seater body. Rivers-Fletcher was sharing his old Alvis Speed 20 with Mrs Monro, Neil Murray had the Aston Martin "Green Pea" out again, and Caroline his very quick 2-speeder 1929 Morgan three-wheeler. And thinking of brave drivers, Miss Crevatt inserted herself into a stunted "Grannie", A7 chassis powered by a misfiring side-valve JAP air-cooled engine, one seat, and a very odd gear-shifter enclosed in a very long tunnel. Bentley Specials were represented by the super-charged Avon-Bentley on purposeful 700 x 18 rear tyres and the 8-litre Bentley-Royce PIII V12.

FTD was made by Guy Smith's Alvis-Frazer Nash single-seater, in 37.93 sec. Mahany's 1939 Singer-engined HRG won the 1500cc sports-car class, in which the best vintage car was Freddie Giles's Anzani Frazer Nash. Of the over 1500cc sports cars, Spiers' 4.3 Alvis was the winner, Mrs Shoosmith's Bentley making best vintage time. Drewitt's hybrid 1½-litre Riley took its class, fastest vintage car here being the Frazer Nash Martyr, driven by Mrs S Walker. Summerfield's Avon-Bentley took the big sports-car class, poor vintage support being headed by M. Walker's Ford-propelled GN. The 1908 GP Panhard was quickest Edwardian, in the hands of both the Walkers, T and JM, in that order.

The racing classes were won by Brian Grey's Hardy Special, Caroline's Morgan, Bruce Spollon (on his lonesome in class 8, in the ERA) and, of course, FTD-star Smith, the vintage takers being, respectively Lake's Amilcar-Riley, the Morgan and another loner, Leston's dirt-track Lovell Elkhart. WB

An Unusual Race

We have been sent by a reader an article which appeared in the April issue of *Taxi Magazine*, which caters for London-licensed taxi drivers, about a most unusual race which apparently took place in the summer of 1932. I do not think the story is apocryphal because the event is said to have been thought up by Tom Dryberg, who as "William Hickey", was then the gossip-column writer for *The Daily Express*. Dryberg, later Lord Bradwell, was a good friend of "cabbies" and in the end was taken ill in a London cab, which took him to hospital two days before he died. It seems that he got the drivers of eight different makes of London cab to stage a race from the cab shelter outside the Junior Turf Club on the south side of Piccadilly (the shelter has gone but the rank remains) towards Hyde Park Corner, turning towards Piccadilly, round the Eros statue, and back to the shelter. The shelter was close to a coffee-stall frequented by young gentlemen and their debutante girl-friends after all-night dances, and some of these acted as Stewards, it is said, the starter equipped with a bell and a chequered-flag possibly "borrowed" from Brooklands Track.

Dryberg seems to have worked out a system of handicapping based on age and hp of the taxis taking part. First off was a handcranked 1912 Napier, the last away a 1925 Hayes. As the town speed-limit was then 30 mph, the race was presumably illegal, so it took place at 2am, watched, it is claimed by some 300 "cabbies". The winner was a 1919 Belsize cab, followed by a Yellow cab with the Beardmore Hyper just behind it. The Morris taxi, which had been favourite, limped home with a slipping clutch. Dryberg gave the winning driver £5 and they all shared a magnum of champagne. It never happened again, but I wonder whether the archives of *The Daily Express* contain any guarded references to this unusual race? WB

Automobiles Voisin — 1919-1958
by Pascal Courteault. 374 pp. 12½" x 11½". White Mouse Editions (New Cavendish Books) 3 Denbigh Road, London, W11 2SJ. £100.

Until the publication of this ambitious Voisin history not a lot has been available on this renowned French automobile, although that remarkable man "Papa" Voisin did write two books about his cars and aeroplanes — and his love of women. However, these were available here only in paperback French-language editions. Now we have the full coverage, of the man and his individual motorcars, and some of his aeroplanes and later products, including the golf-buggy-like cyclecars and the biscooters, etc.

The main publication contains not only this comprehensive history of the Voisin but has an incredible number of photographic reproductions of these cars, from the beginning to the fading years. It is in French, and runs to 311 pages of large landscape size. For those who need the story in English, there is within the book-sleeve a subsidiary work, a translation by our own Peter Hull, who I am glad to see has not slavishly followed the French text, but has included comments of his own where these seemed appropriate. This brings the total pages to 374, the translation a soft-cover supplement — it is, of course, somewhat annoying to have to link the English captions to the pictures so ably displayed in the main tome.

That apart, what a formidable book this is! It covers all the known Voisin models, with specifications, catalogue extracts, engineering drawings and the like, although I would have appreciated a little more on the remarkable straight-twelve chassis, actually using two six-cylinder power-units coupled together. That apart, there is little to criticise. I noted two spellings of Zborowski, (Count), both incorrect, two renderings of Montlhèry and was disappointed that Peter Hull did not mention the 4-litre Voisin with which Capt (later Sir) AG Miller lapped Brooklands at 101.23 mph in June 1927 — presumably one of the many Voisin record-breakers, and it would be nice to know which one. It is these impressive, well-streamlined record-breaking racing cars which Voisin built and used so effectively after he had given up participation in touring car and Grand Prix races (notably with the unusual "tank"-shaped sleeve-valve cars in the 1923 French GP) that form many of the large and impressive pictures used in this great book. Even after-crash shots are included, and there are photographs of the lesser-known French drivers who were entrusted with these Voisins.

So whether you seek information and illustrations of the chic Voisins that enlivened the European motoring scene in the 1920s, of the exciting racing and record-cars, or of Voisin the designer and creator, this is a magnificent way of enjoying such nostalgic fancies, especially as the bulk of the photographs used have not been seen in print previously. A unique feature of this coffee table-size history is the cover of the main volume, which is of metal, depicting the famous Voisin bird mascot in art-deco style, and actually bolted to the book's thick card cover. Which reminds me of a story told by the late Edgar Duffield in *The Auto*, to the effect that "Papa" Voisin would not have this mascot attached to a radiator cap until the car involved had passed satisfactorily its road test at the factory, an anecdote you can add to the many in this welcome new one-make history. It was brave of New Cavendish Books to embark on it, the editing the responsibility of Narisa Chakra, the grand-niece of Prince Bira. Although the Voisin is a comparatively rare make, they have contrived to endow the book with 118 fine colour-plates, to back up the 600 pictures in all.

Such individual-make books are important and I suppose they sell roughly half to owners of the cars described, half to those who read all forms of motoring history. In spite of the considerable diversity and numbers of Voisins made, after Gabriel Voisin turned from aeroplanes to cars, the make is now distinctly thin on the road, so one hopes the requisite quantity of readers will be found. In fact, only 2000 copies of the book will be printed and those purchasing it prior to May 24th obtained it for £75. It should appeal to those who study coachbuilding as well as cars, for the elegant Voisins appealed to Presidents, Princes, and film-stars of the calibre of Josephine Baker and Rudolph Valentino. Overall, it is an interesting story, well told and superbly illustrated, with its rather sad ending. It is important to emphasise that this is, indeed, a most detailed study as far as information was available, of the technicalities of all the Voisin models, nor just a repeat or embellishment of Voisin's own book *My Thousand and One Cars*, which indeed, is corrected in some of its exaggerated details. (Voisin also, of course, wrote a companion volume, *My Ten Thousand and One Kites*, about his aeroplanes).

The cover is a typical New Cavendish/White Mouse hallmark and were books sold on weight this one would gain instant success, *Automobiles Voisin* turning the scales at 8lb 2oz, a mere 12oz lighter than the Bugatti Magnum. (I ran out of weights, and nearly resorted to the local weigh-bridge!)

Joking apart, this is an important as well as a highly "browsable" contribution to motoring history and the translation, partly subsidised by the Michael Sedgwick Memorial Trust, most useful to those who, at school, neglected their French primers for *The Autocar*.

WB

The MG CC's *Triple-M Yearbook, 1990* is something rather unique in Club life and its appearance is a notable event for MG enthusiasts, because apart from its fine presentation and colour pictures, it goes into much detail about MG history and that of historic examples of MGs which have been restored, MMM Register members being notably conscientious about putting things back as nearly as possible to original order, and tracing their cars' history.

For example, the current edition of the *Yearbook*, edited by Guy Harris, carries articles on a carefully restored ex-works C-Type Montlhèry Midget which was raced at Brooklands and the Nürburgring, the J2 given to Doreen Evans on her 17th birthday and used by her for trials, the ex-Eddie Hall K3 restored in Canada, the ex-Langley/Bastock J2 trials car and the ex-Ted Lund P-Type, these descriptions made extremely interesting by the inclusion of data on the cars' histories, and by photographs from those days, particularly about the Doreen Evans' and the Langley/Bastock trials car. Incidentally, the interesting point is made that whereas classic car insurance underwriters specify annual mileages of 1500 to 3000 to qualify for reductions in premiums, the Langley J2 MG clocked up a trials-mileage of 15,762 during part of the 1933 season.

The *Yearbook* gains some fun by republishing pre-war advertisements; mingled with the 1991 adverts, these can come as quite a shock! And there is more! This 72-page, magazine-size *Yearbook* has John Thornley's memories of the magic years of MG, reports and results of the Triple-Register member's successes in the 1990 competition season, a discourse on the Auckland CC of NZ badge (based on the MG Nuvolari drove in the TT), an article on the bodies put on MGs in Australia, to avoid customs duty on Abingdon-made coachwork, notes on the restoration of an L-Type Magna and a 1931 M-Type Midget and on vintage MGs in general and, on the technical front, how to fit a J2 with a full-flow oil-filter, etc.

Clearly the Triple-M Register has a Worldwide influence. This 1990 *Yearbook* has a photographic front cover — reminding one that that was how the pre-war Light Car & Cyclecar did it — depicting Barry Foster's C-Type Midget, VD 30, which won the 1989 Car-of-the-Year, and 1989 MGCC and Triple-M Register Speed Championships, in a watersplash during the 1933 Scottish Rally — another slice of history. The "Bellevue" pictures which accompany the story of the rebuilding the Doreen Evans's J2 are excellent and remind one of the days when badges —MGCC, BARC, JCC, AA, RAC, etc — and her bulldog mascot could be carried on a car without fear of them being "lifted".

On a less happy note there are Obituaries to Henry Stone and Wilson McComb. My only criticism is that the picture-captions are in very small, faint, print and that they are difficult to read; but we tend to err that way ourselves!

Those who want to savour this MG book can buy it for the very modest price of £5.00, £6.00 if overseas, from Malcolm Green, Knowle House, Hooke Road, East Horsley, Leatherhead, Surrey, KT24 5DY, cheques made out to the MGCC, MMM Register.

WB

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

Barson Specials

Sir,
I was delighted to read your article on Challenor Barson's specials in the May MOTOR SPORT with its photo of No 11 which I owned for a couple of years. For the record Barson sold it to an RAF Squadron Leader in South Africa who sold it to me when I was DPMO RAF in Pretoria. I couldn't do much to it there, although I snapped the prop shaft with an over-enthusiastic take off (the Wilson epicyclic box was a bit fierce!) The shaft was only about 15 inches long and a friend of mine, an engineer at the SA steel corporation, welded it up for me. When finished it didn't run quite true, so my friend smote it mightily with a sledge hammer — and it was perfect!

I eventually got it home, needing to get permission to export it from South Africa and it arrived just as I was posted to Germany in 1946.

Monaco at Watford overhauled it (having to order one gross of valve springs for the Alvis annular ring of 8 springs per valve!) and sent it on to Germany. There I got a new hood made from fabric by courtesy of the Dienstgruppen in Hamburg, and for fun they reclined two small oval steps out of broken airscrews: they weren't necessary but they looked nice!

Again I got it home — but it was shipped on deck cargo in mid-winter and was soaked in sea water. Pat Whittet at Lightwater put it right but on the first outing I broke the prop shaft again! This also broke my heart and I put it in a small place between Wendover and Aylesbury — after which I lost track. I wonder how it got to the USA?

The engine was a masterpiece — two extra Speed 25 size "pots" and four SUs which looked most imposing.

Barson (he had not hyphenated the Challenor then) was great fun. When I met him in Cape Town, he was halfway through an even more fascinating creation. An Armstrong Siddeley Light 12-6 chassis, with the 20th Lagonda engine and gearbox for number 9-10. He was fabricating a secondary 2-speed gearbox out of heavy steel plate and had already made a body from a Topolino Fiat to the back of which he had welded (unbelievably, but it fitted perfectly) the boot from an old Hupmobile saloon.

Group Captain JD Tonkinson, Rtd,
Watford, Herts.

Chiribiri Lyrics

Sir,
Further to the article and correspondence in the February and May issues regarding the Chiribiri car, I am sorry to disillusion Mr Wadsworth, but the car, sadly, almost certainly has no connection with the "Ciribiribin". The words of the chorus "Ciribiribin, you'll always be my hearts desire, the one for me," certainly expresses the emotions many of us feel about our cars.

However, who would then admit to being, in the continuing words of the lyric, "haunted by saucy smiles and roguish eyes," the need to "prove our love is true," and seeking "ways to prolong our ectasy?" Mr Wadsworth in a seductive Chiribiri perhaps.

Gareth Evans,
Stafford, Staffs.

In Another Place

Sir,
In your kind review of my book *With Hindsight* you refer to a letter which, on the last page of the book I said had appeared in MOTOR SPORT. I should like to make it clear that though there was such a letter, it was not in MOTOR SPORT, to whom I offer my sincere apologies. My excuse must be that MOTOR SPORT is the only motoring magazine I have taken regularly for the last forty years. I must have read that letter in another journal in the dentist's waiting room!

Charles Mortimer,
Badby, Northants.

EYW 3

Sir,
"The things they say" in the May issue greatly interested me, EYW 3 being the first car I ever raced, and used in early engine assessment for Bristol engines.

After reading your column I asked the auctioneers to send me a copy of the catalogue. I did not see any reference to Parry Thomas, who of course never owned the car, only references to the original owner Mr Earnest Thomas, his wife Jill, and me. Thomas bought the car new, racing it mostly at Brooklands and Crystal Palace. Jill Thomas drove it for over 101 miles in the hour from a standing start, a while after Aldy Aldington did that in the lightweight 328.

I acquired it in 1943 from trader Robert Arbuthnot. Earnest Thomas was very helpful, giving me all the information as to what he had done to it. I ran it during the war as we got a petrol allocation on operational squadrons. One day in 1945 we laid out a "race track" on the perimeter of our airfields and on a Station Sports Day I displayed EYW 3 and my 2.9-litre twin-supercharged Alfa, in aid of the RAF Benevolent Fund. The winner of the sixpenny raffle ticket got a run round the "circuit".

My first appearance in the car was at Rivers Fletcher's "Cockfosters Grand Prix", a demonstration of racing cars in a park in north London, some time before racing was permitted to restart. I got my first honourable mention in MOTOR SPORT! Racing restarted with sprints and hill-climbs and EYW 3 and I competed very successfully, appearing at the re-opening of Prescott, Shelsley etc and appearances at the first opening of Goodwood, Blandford Camp and so on. Stirling Moss' first races were in 328s as well.

The track at the wartime camp of Gransden Lodge was the first post-war race in England (1946) and resembled the "circuit" I had laid out on "my" aerodrome. I won the race there in EYW 3. At that time I was still with Raymond Mays at Bourne, having become a director of his concern whilst still in the RAF. He stood on the starting grid encouraging me in my first race. The set up at Bourne was to get in cars for competition tuning and enter his ERA (the famous R4D) and my 328 in racing and sports car categories respectively. His ERA was black and so was my EYW 3 when I got it.

One of the first 2-litre cylinder heads was fitted to EYW 3 which eliminated the gasket blowing tendency on the 328. The Bristol head had been designed with smaller sparking plugs than the 328, giving more metal between cylinders.

I was only with Mays for one racing season before becoming wholly Bristol and continued to run EYW 3 somewhere or other until 1950 by which time we had the Bristol-engined Frazer Nashes. The 328's last appearance was at a Cambridge University Automobile Club meeting where I had become used to winning the ERA Cup! By now I had painted it in the "Bristol Red" which I used subsequently for all my cars.

I sold EYW 3 to a careful driver who only used it on the road, but the next owner had a very bad accident with it and I understand another 328 was acquired and the two blended together to become EYW 3. The last I saw of the car was when I spied it in the window of a BMW agency in Surrey now painted green.

I thought it had gone back to Germany until I read your May issue. If I had known it was being auctioned I might have gone along and tried to get it back, to put it alongside my last racing car which I still have. But being a bit of a fanatic for originality, perhaps I would not have known whether I was sitting in the front or back half of the car I first fell for some 45 years ago!

Tony Crook,
Bristol Cars Ltd,
Kensington, London

Relative Merits

Sir
The MOTOR SPORT Guide to Car Assessment is a powerful new tool in judging the relative merits of cars, but the example given all too well illustrates its subjectivity. Everybody knows that much more space to the left of the Morgan +8 is required.

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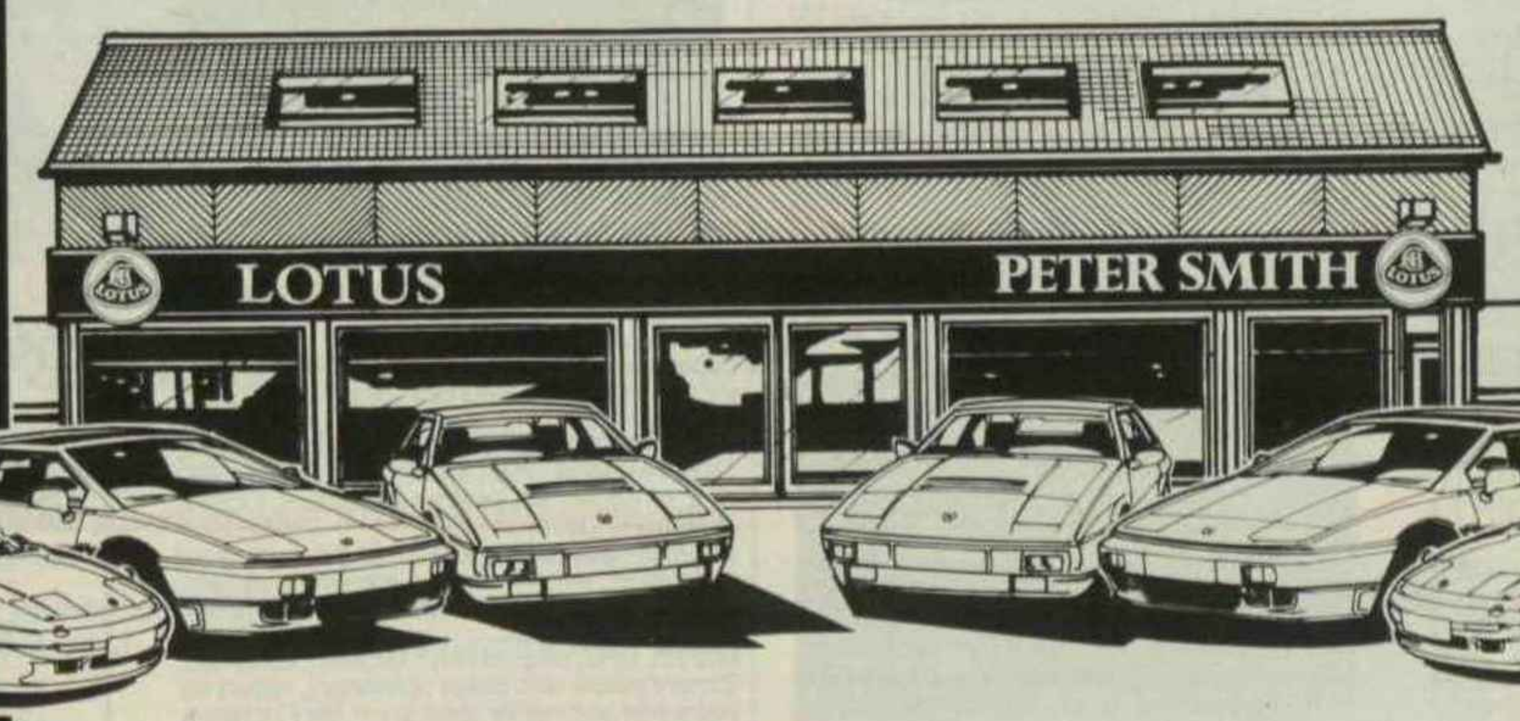
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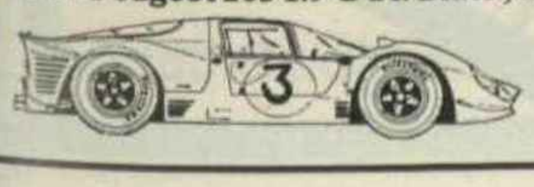
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Maserati Ghibli 1969, 4.9 SS Coupé, LHD
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Rolls Royce Phantom I, 1929, Sedanca by Hooper
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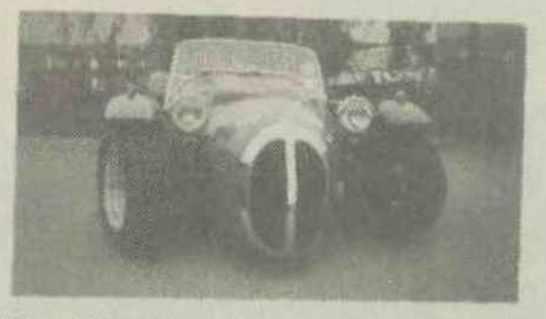
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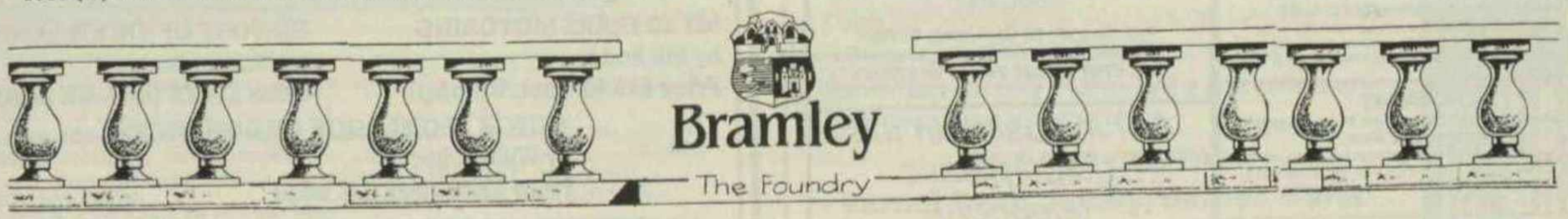
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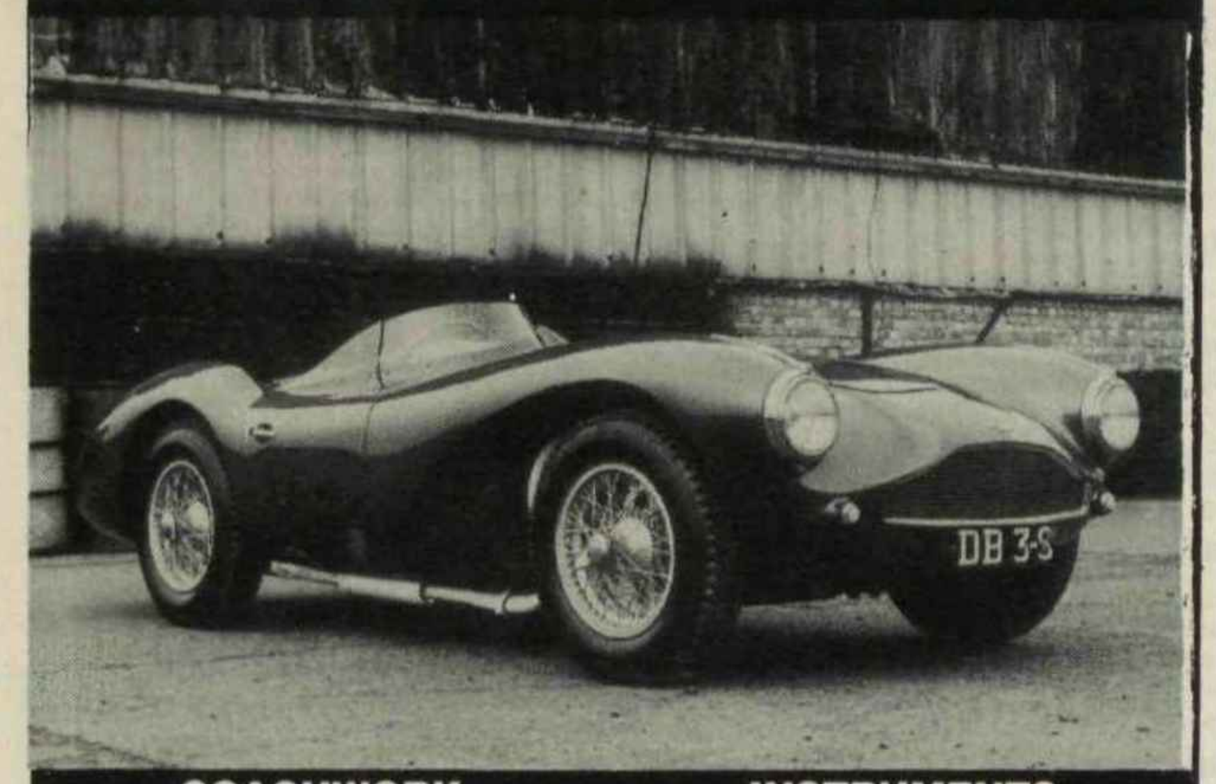


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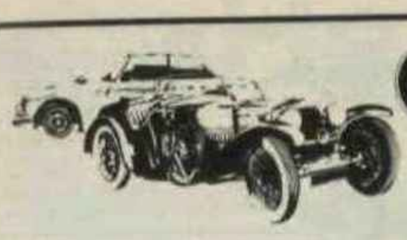
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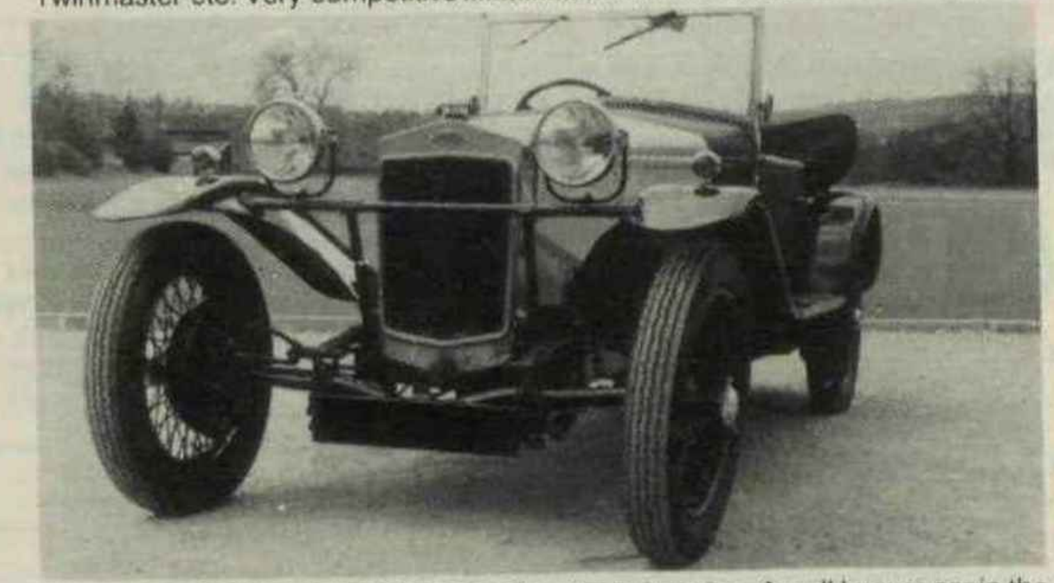
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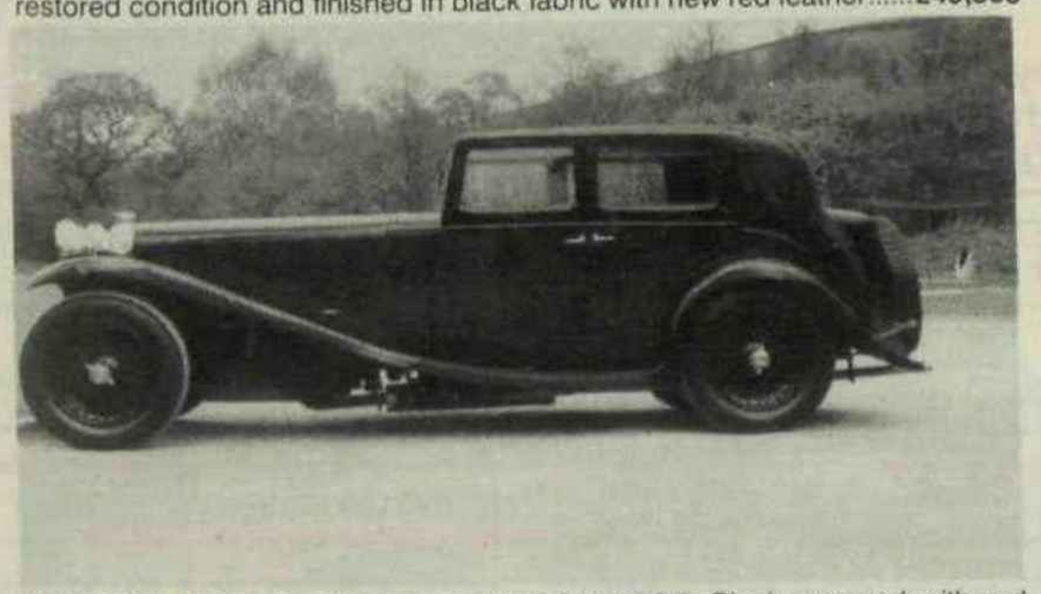
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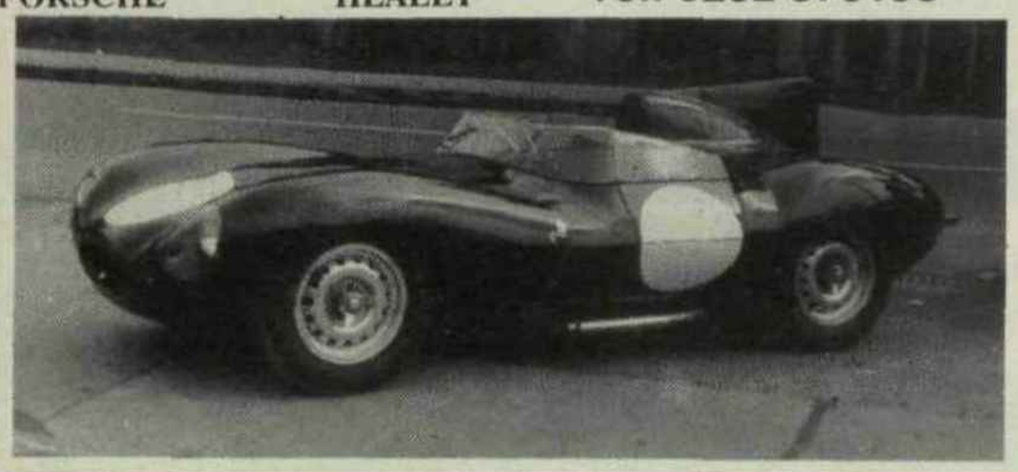
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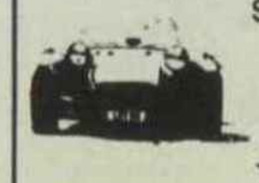
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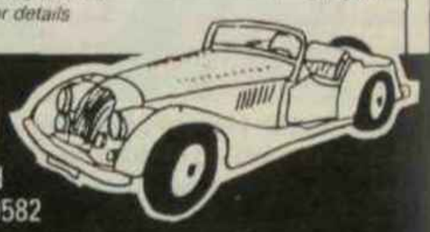
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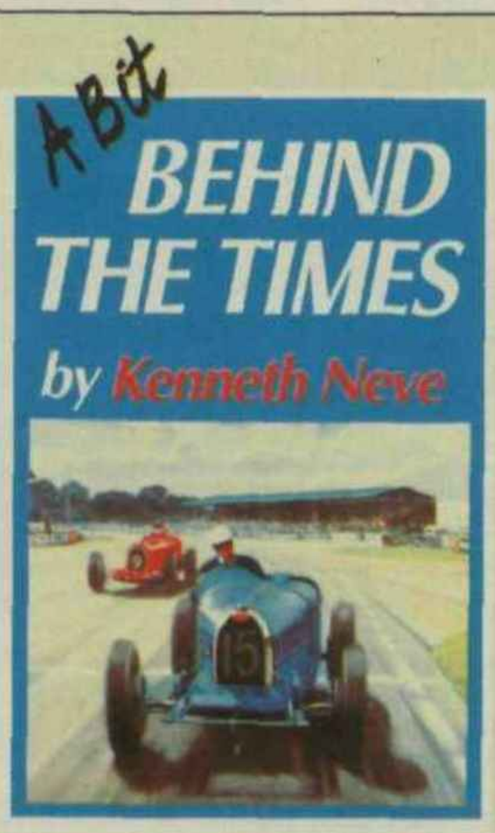


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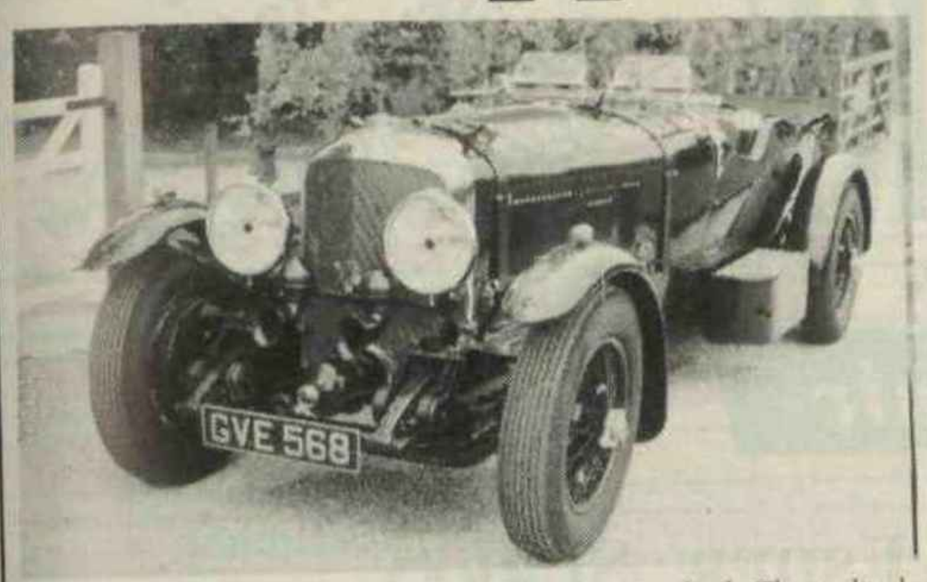
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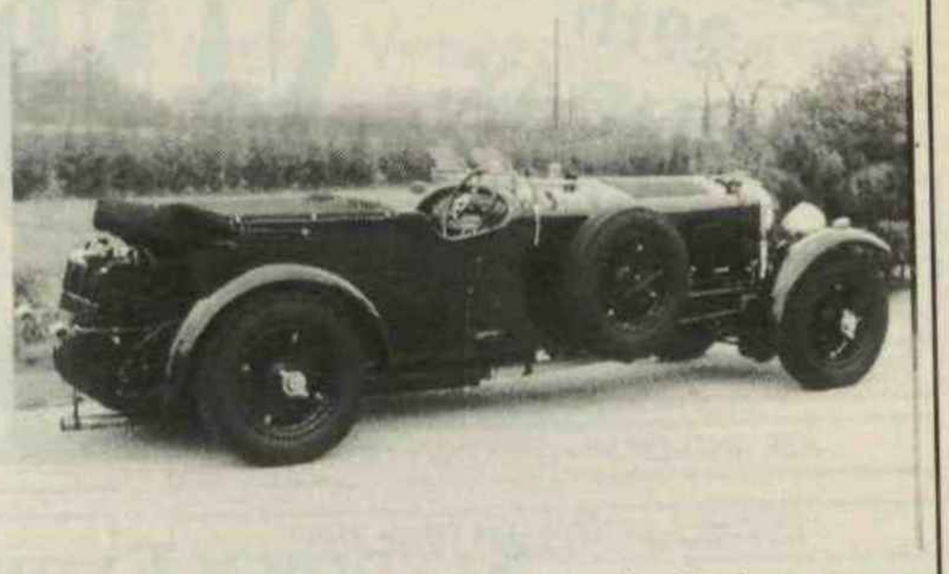
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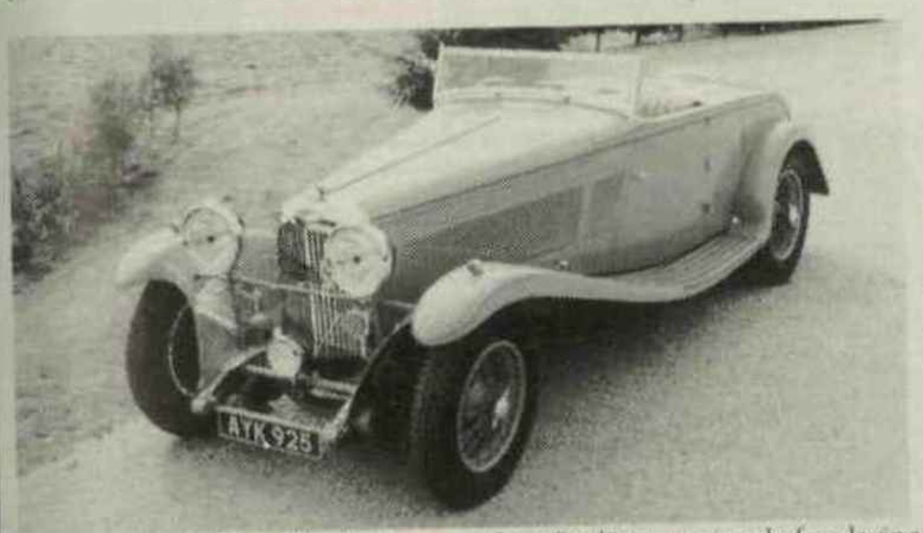
1930 BENTLEY SPEED 6

Chassis No. HM 2857
Engine No. HM 2855

Originally a standard long wheelbase car it was used during the war as an ambulance and immediately afterwards rebuilt to eleven foot, high performance specification. It has a host of performance extras, 3.1 final drive, 7055 hi-lift cams, high compression pistons, 'C' gearbox etc. The car is totally formidable both in looks and performance.



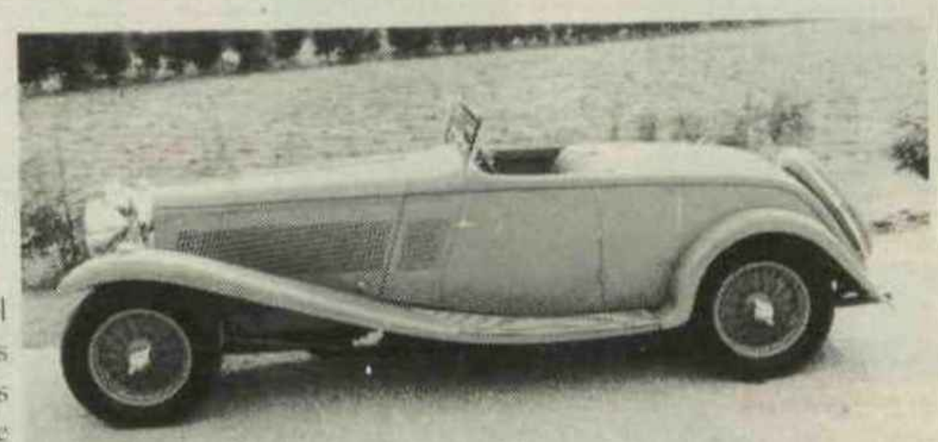
It is certainly one of the fastest road going Bentleys ever built. The car has had two owners since the war both highly meticulous, who have lavished much time and money on her. For the past twenty years Messrs. McKenzie-Guppy have looked after her exclusively.



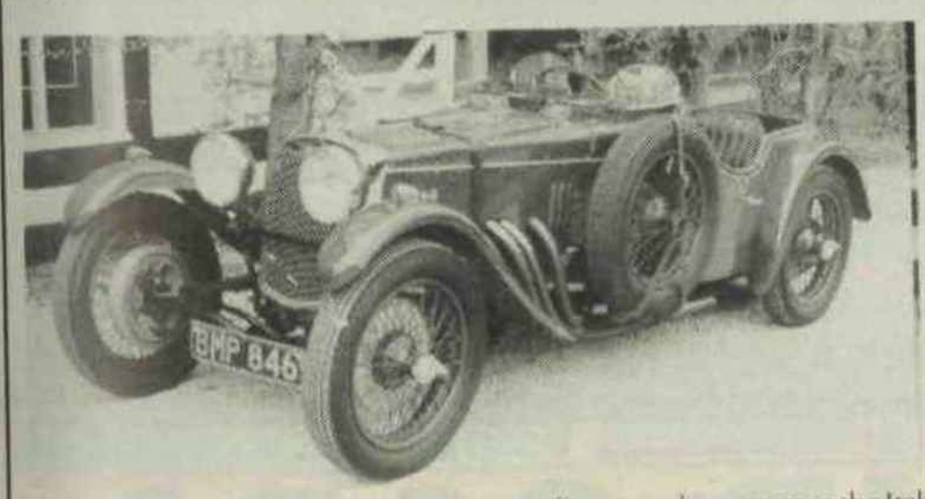
1934 LAGONDA M45 ROADSTER

Coachwork by Wylders of Kew

Thought by many to be the most beautiful Lagonda every built. Totally unique, as implied, the only one ever built with this exotic bodywork. Built to the order of the Hon. Ryder Bastard Owen who only retained it for a brief period it was sold later

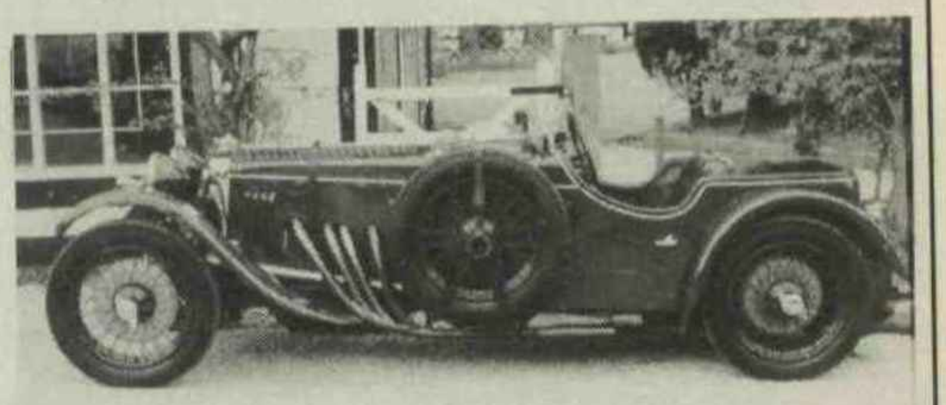


that year to John Woodhead who ran it for a further two years before laying it up for the wartime years. He retained the car until six or seven years ago by which time it had covered only a little over 20,000 miles. At that time it was given a sympathetic restoration to bring it back into 'as new' condition again. The car will cruise at 85 mph! It is mentioned and photographed extensively in every Lagonda reference book, written and captioned in 'Aston Martin and Lagonda' by Michael Frostick "What price Mr. Esders Buggati Royale now?!



1934 FRAZER NASH TT REPLICA

The well known Ex. Michael Collier/Peter Mitchell-Thomson (later Lord Selsdon) Le Mans Car. Totally original with many very special features and very, very fast. Always owned and campaigned by enthusiasts, even in post war years by Nash stalwarts Smith & Bill May. It is featured in all the reference books on the marque. See Thirlby



showing several photographs at Le Mans to diverse such an event as the Italian Corsa della Mondola Hill Climb of 1960. Collier and the cars exploits at Le Mans are also a feature article in The Vintage Sports Car Club bulletin last month. Not a concours car, but very tidy with a lovely feel. BRG with matching interior trim, fading throughout.



1957 FERRARI PININFARINA SPYDER SERIES 1

Under forty of these Series One cars wre built and the original order book was a veritable who's who of distinguished



owners, amongst these being Peter Collins, The Agha Khan, Rubirosa, Count Volpi etc. This car was delivered new to M. Lacloche and it is in original yet concours condition. Considered by many to be the prettiest of open road going Ferrari's and certainly amongst the rarest. It truly exudes sexiness from its tiny bumperettes to its long SNAP exhausts!



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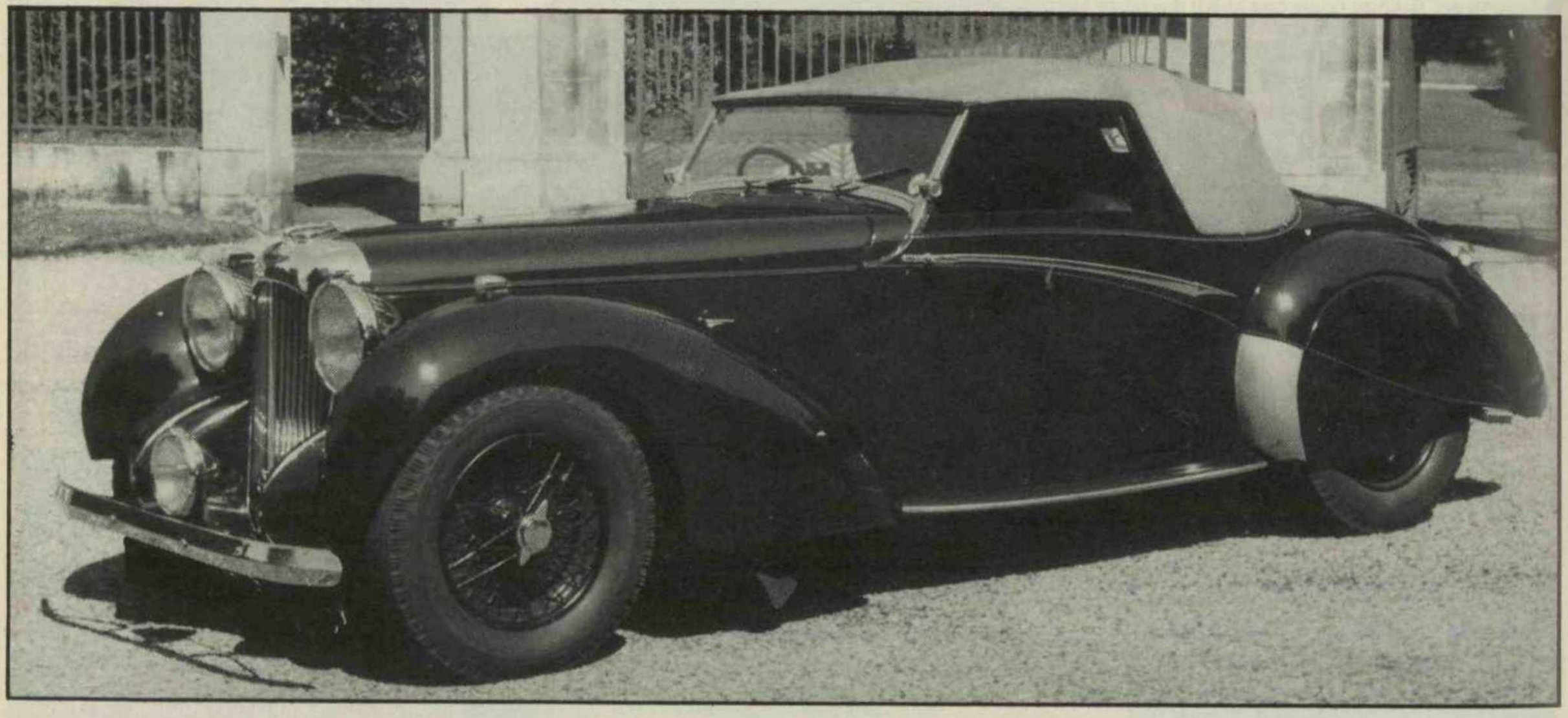
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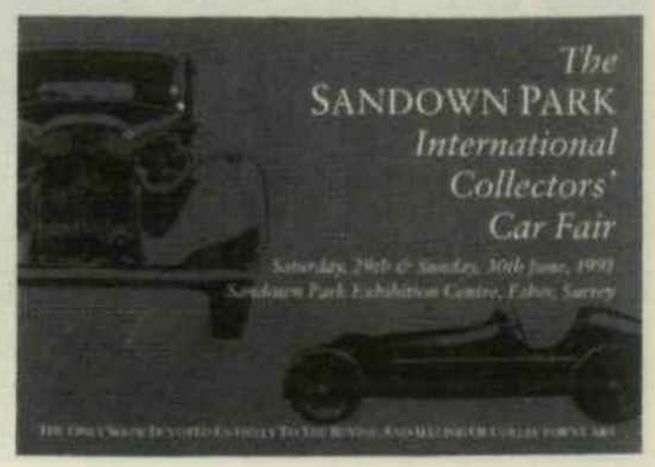
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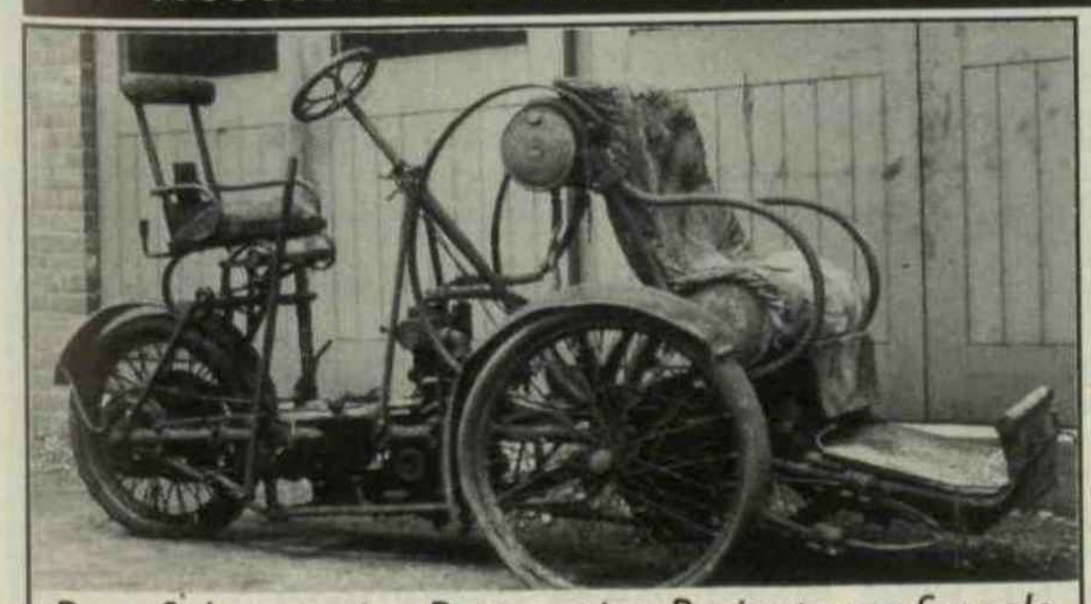
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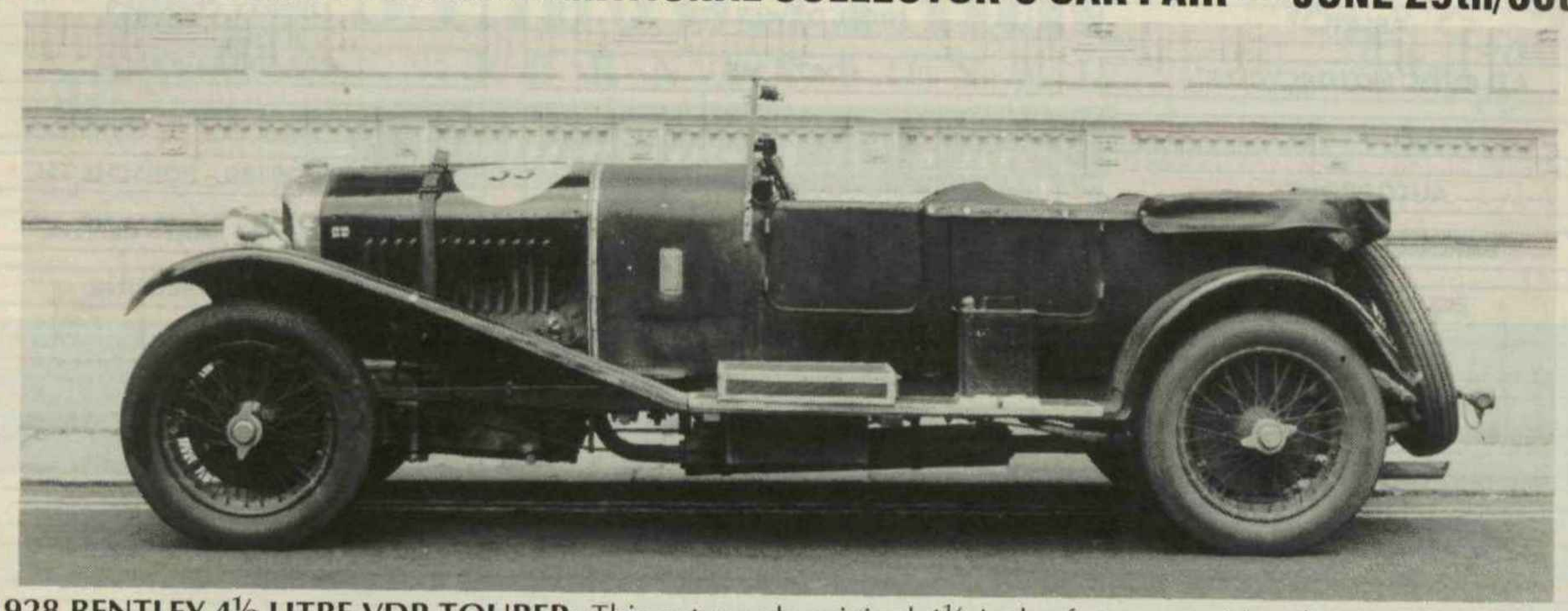
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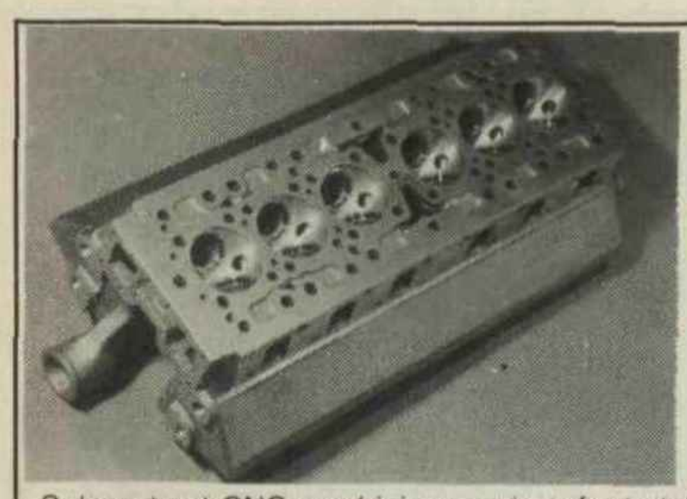


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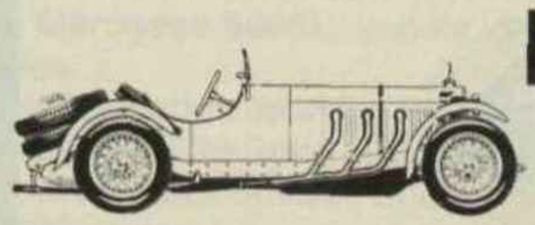


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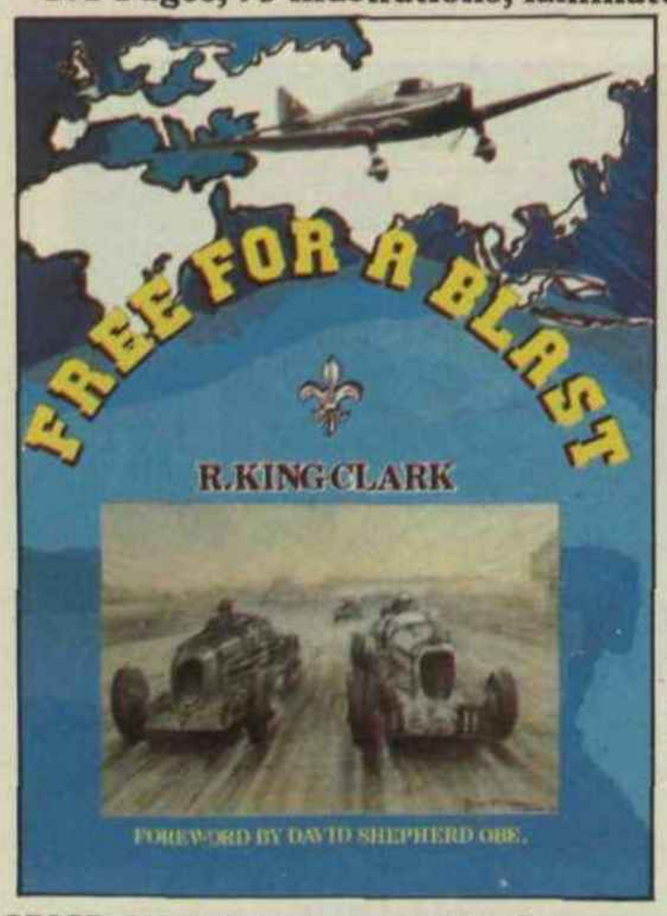
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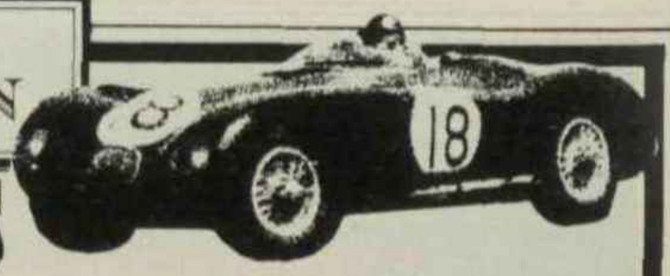
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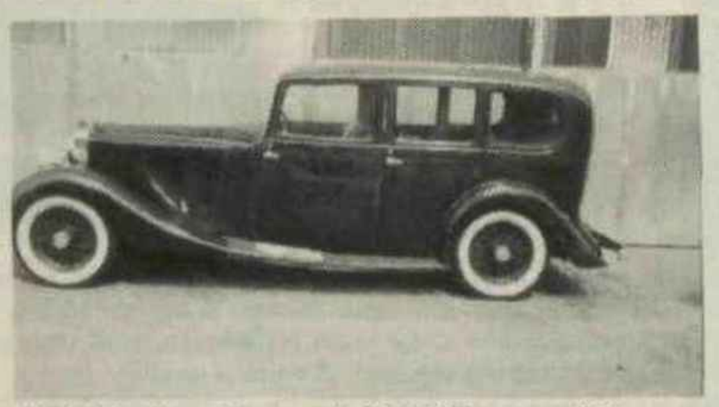
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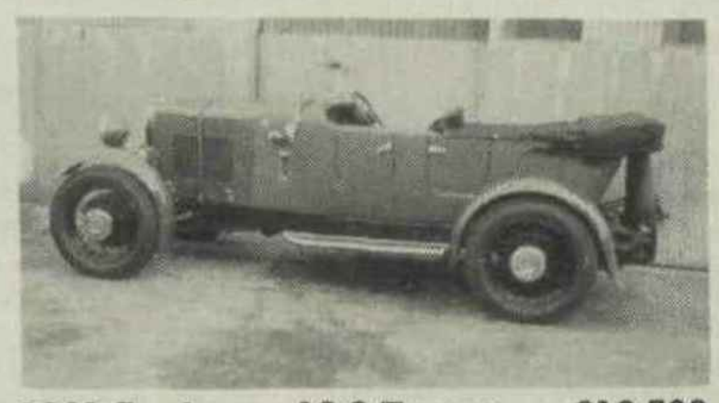
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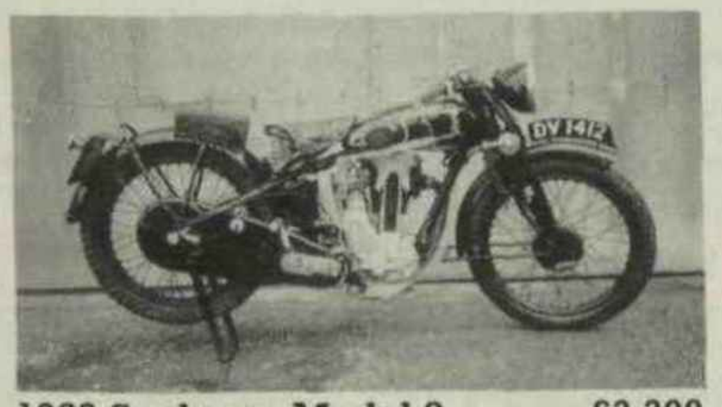
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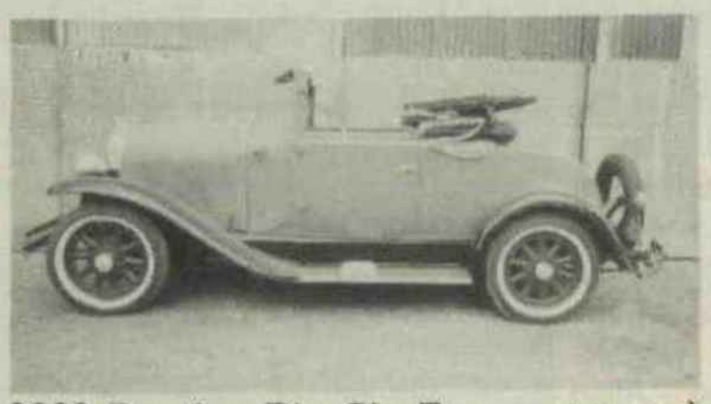
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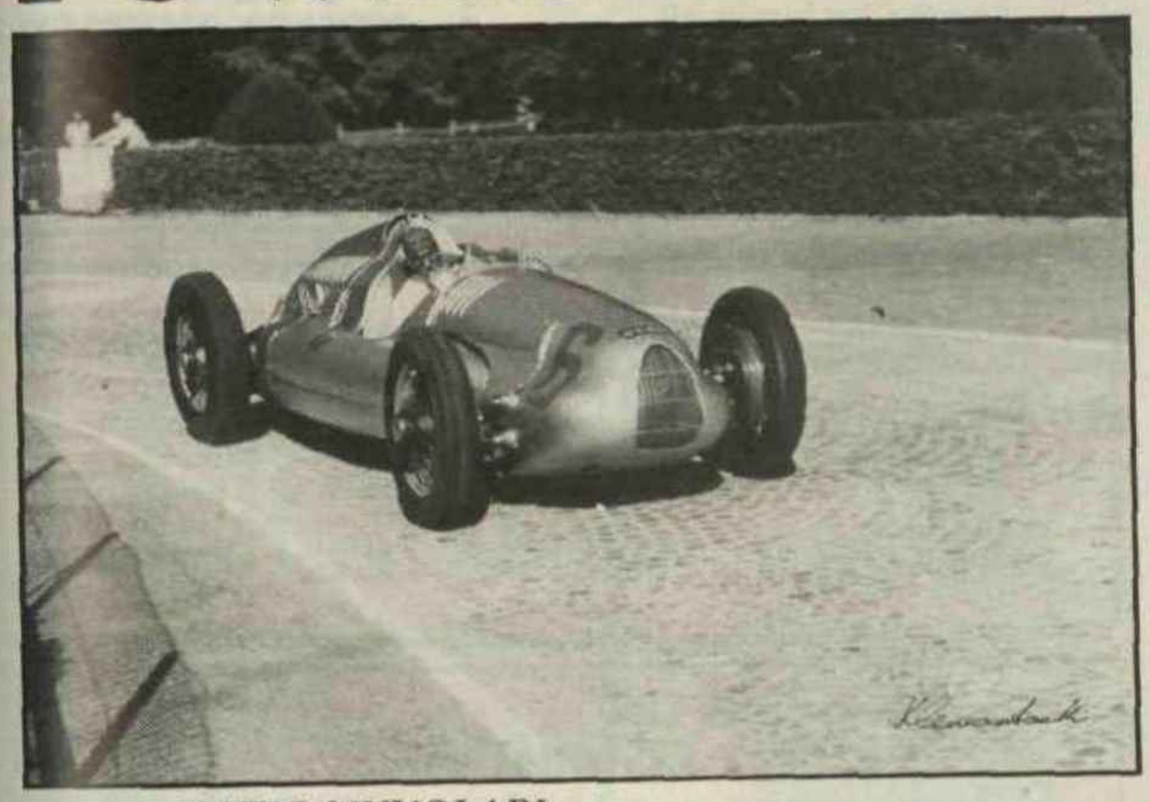
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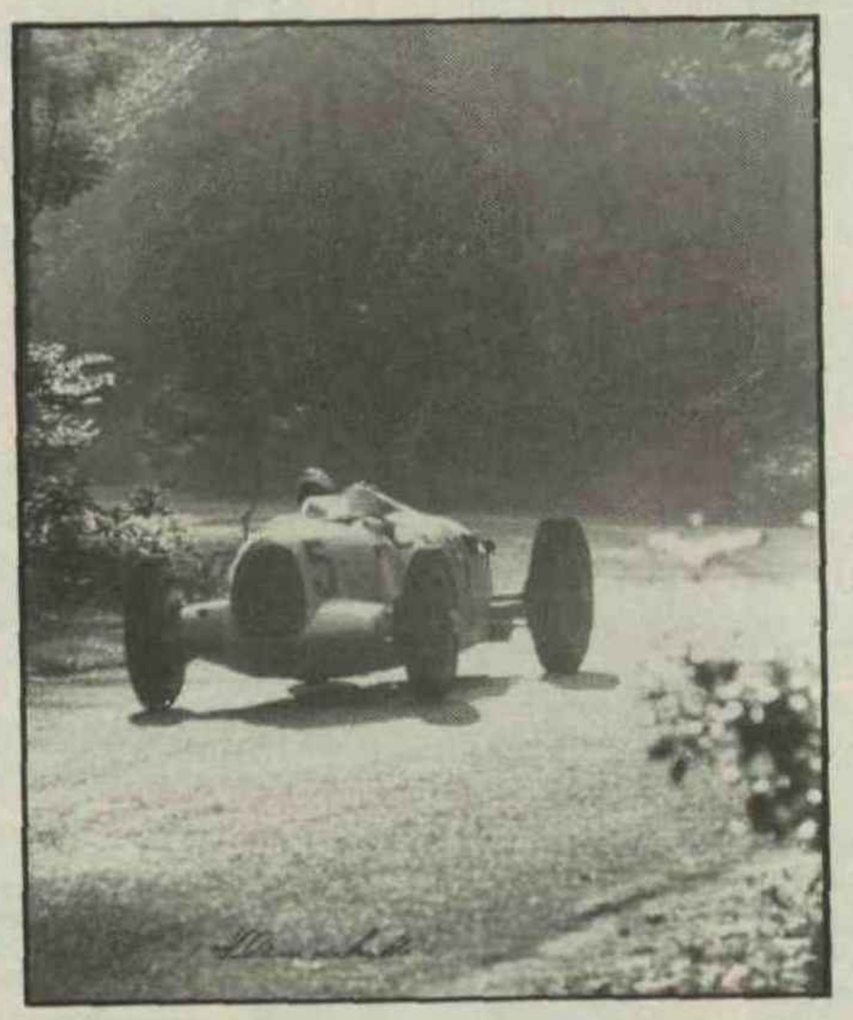
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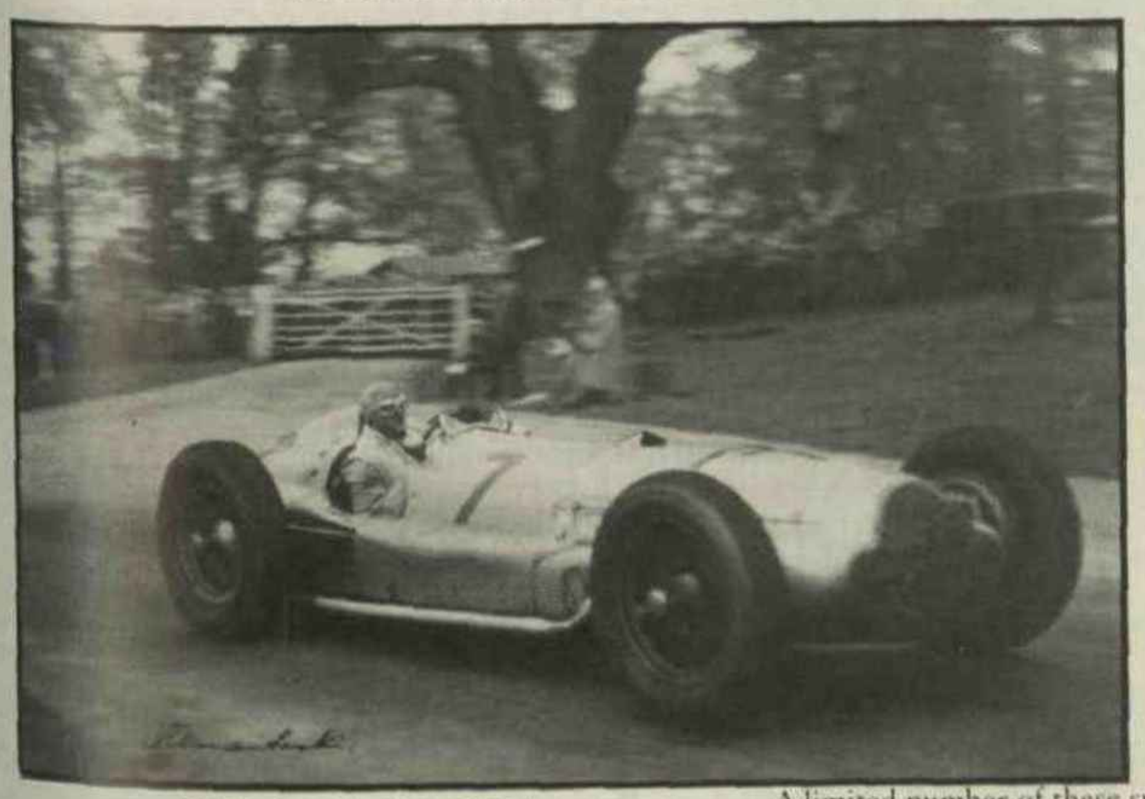


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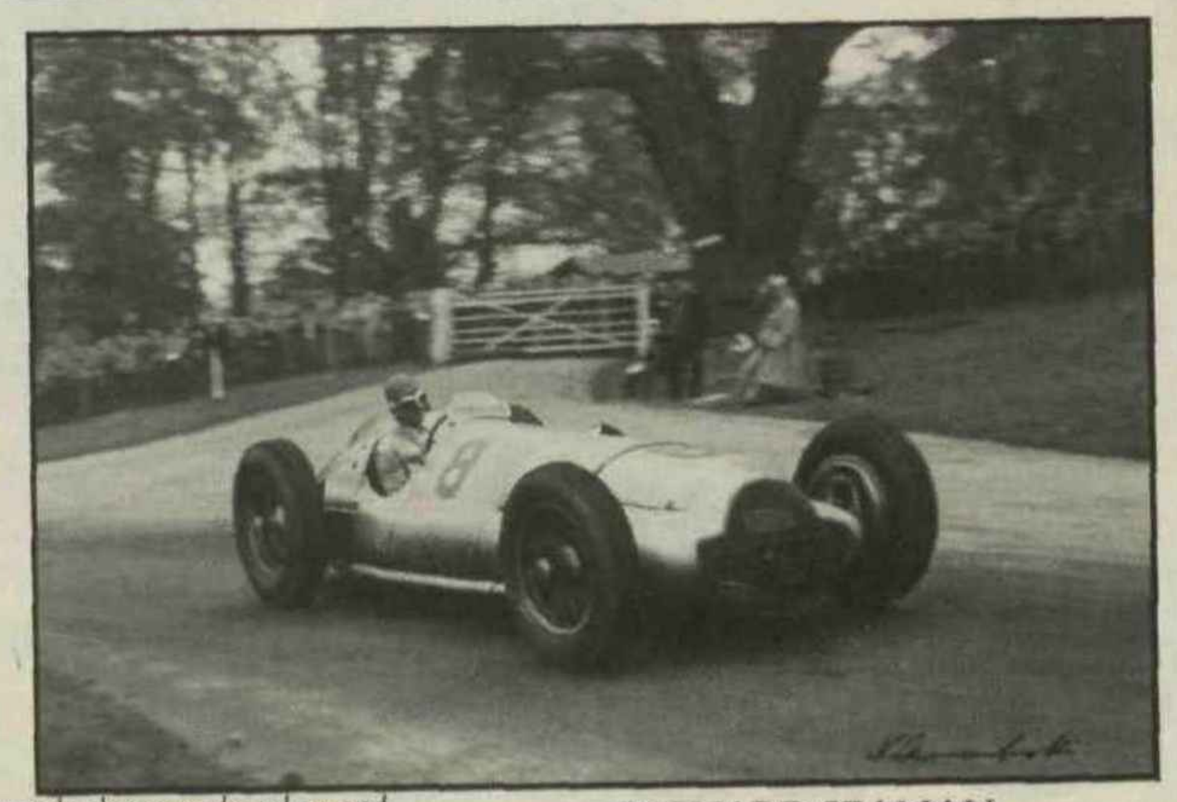


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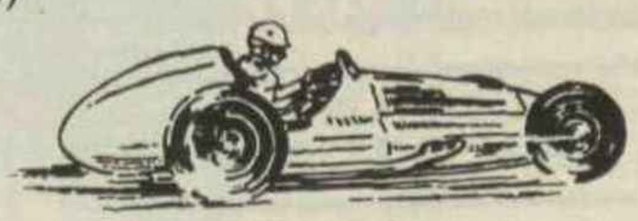
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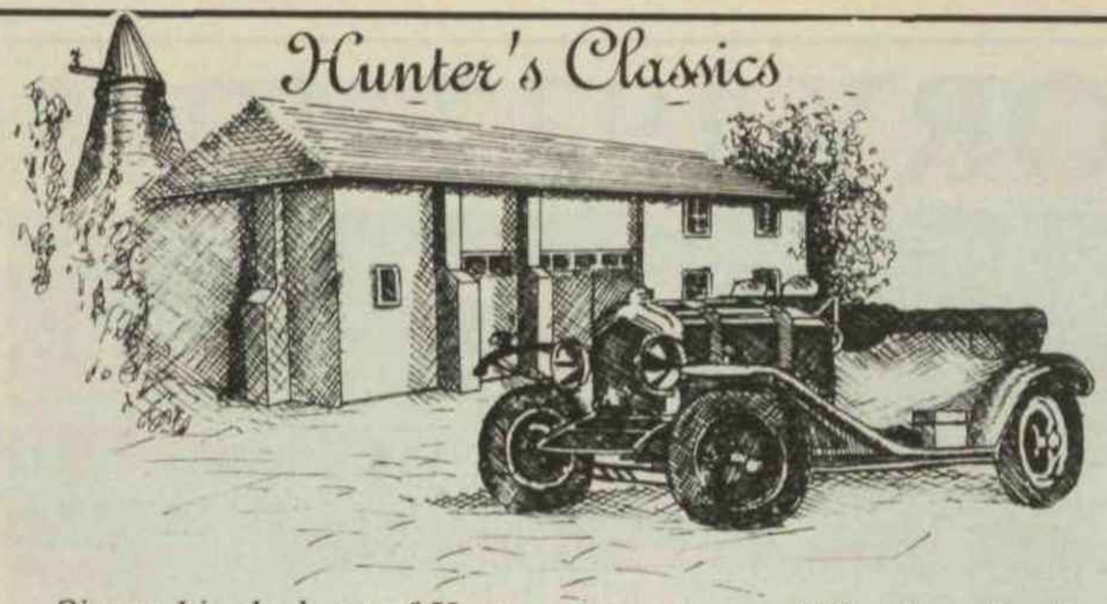
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In 1983, Autokraft of Brooklands, co-owners of AC Cars Ltd., put the Cobra proper back into production with the '302' MkIV, an improved & updated development of the 1965/8 '289 MkIII'. Having specialised in the Cobra marque for 20 years, it was logical that 'Nostalgia' would become involved with the MkIV, **and over the past 7 years, I have sold some 45 examples of these genuine, new AC Cobras — authorized by the manufacturer as their official UK supplier.** Recently, however, Autokraft have signed a 5 year contract to build MkIV AC Cobras for Japan, and this means that the **3 'LIGHTWEIGHT COMPETITION/STREET' models listed below will be THE LAST BRAND NEW EXAMPLES THAT 'NOSTALGIA' HAS AVAILABLE.** Only about 18 of the all-new 'Lightweight C/S' versions have been supplied in total, so this is a genuinely unrepeatable opportunity to acquire one of the last examples of what I believe to be the finest sportscars ever built, **AT A PARTICULARLY ATTRACTIVE PRICE!**

Since the photo below was taken (which, for those of a technical disposition, actually comprises ten shots in one — spot the joins!), **several of the cars depicted have been sold. THOSE STILL AVAILABLE ARE LISTED BELOW,** and in response to those who have said that publishing the HWM's price (£135,000) will sell this car we shall see!



IF YOU'VE ALWAYS WANTED AN AC COBRA (OR WHATEVER), NOW IS *THE* TIME TO BUY!



1950 EX-WORKS TEAM HWM-ALTA GRAND PRIX - CH. No. FB101. Stirling Moss' first GP racing car, also ex/Abecassis etc. Many famous international successes. Illustrious documented history. FIA papers. *(Conversion from Grand Prix mode to road regd. Sports-racer takes 10 minutes.)* **£135,000**





1949 EX-WORKS HEALEY SILVERSTONE - JAC 100. '49 Coupes des Alpes etc. winner. The best & most famous Healey of all, perfect for Int. Historics.



1964 (Model) AC COBRA 289 MK2. Total Autokraft reconstruction, with Mathwall 300 + b.h.p. engine. Superb performance, totally 'Concours'.

1949 EX-WORKS HEALEY SILVERSTONE 'ALPINE' — JAC 100 — (Ch. No. D1). 2nd overall Alpine Rally; BRDC International Trophy winner; ex-Healey/Appleyard/Salvadori. Totally authentic & original, but cosmetic restoration just completed to perfectionist standards, with full new weather equipment etc. *(Photo)*

1958 AC ACE-FORD RUDDSPEED 2.6. Coupes des Alpes entries 1958/9. Ex-Ken Rudd. 170 b.h.p. Stage V Mays engine. 45,000 miles. A delight! *(Photo)*

1988 (F) AC COBRA 302 Mk4 — 'STANDARD' 240 b.h.p. — U.K. SPEC. 1 of only 4 with hard and soft top's. 1,800 miles & as new. *(Photo)*

NEW (Unregd.) AC COBRA 302 Mk4 — 'LIGHTWEIGHT COMPETITION/STREET' 340 b.h.p. — U.K. SPEC. Limited edition model (18 only built). Zero to 100mph (160kph) in 10.8 secs., but unbelievably docile! Dark blue, blue trim, roll cage etc. Truly magnificent! *(Photo)*

NEW (Unregd.) AC COBRA 302 Mk4 — 'LT. WT. COMPETITION/STREET' 340 b.h.p. — U.K. SPEC. Metallic maroon, black trim. *(Photo)*

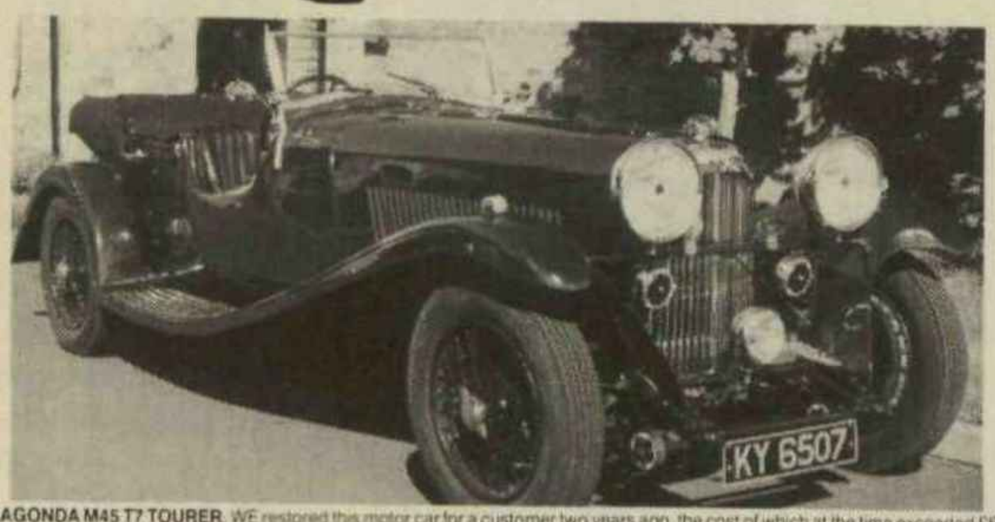
NEW (Unregd.) AC COBRA 302 Mk4 — 'LT. WT. COMPETITION/STREET' 340 b.h.p. — U.K. SPEC. Silver, burgundy trim. *(Photo)*

PLEASE NOTE — AFTER THOSE LISTED, NO FURTHER NEW Mk 4 AC COBRAS ARE SCHEDULED

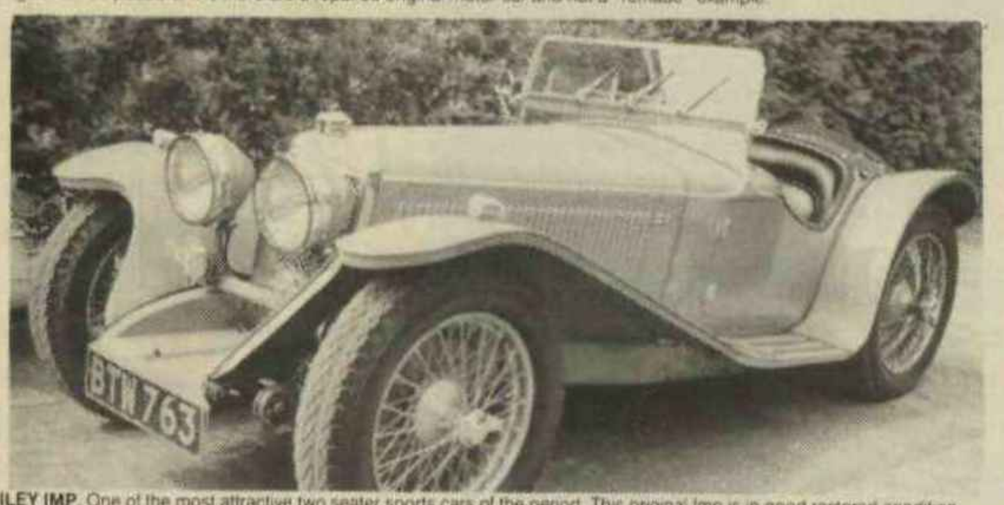
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1934 LAGONDA M45 T7 TOURER. WE restored this motor car for a customer two years ago, the cost of which at the time exceeded £60,000. This was a complete nut and bolt restoration of an original works bodies motor car, the emphasis being on retaining and refurbishing as much of the original car as possible. It is therefore a repaired original motor car and not a 'remade' example.



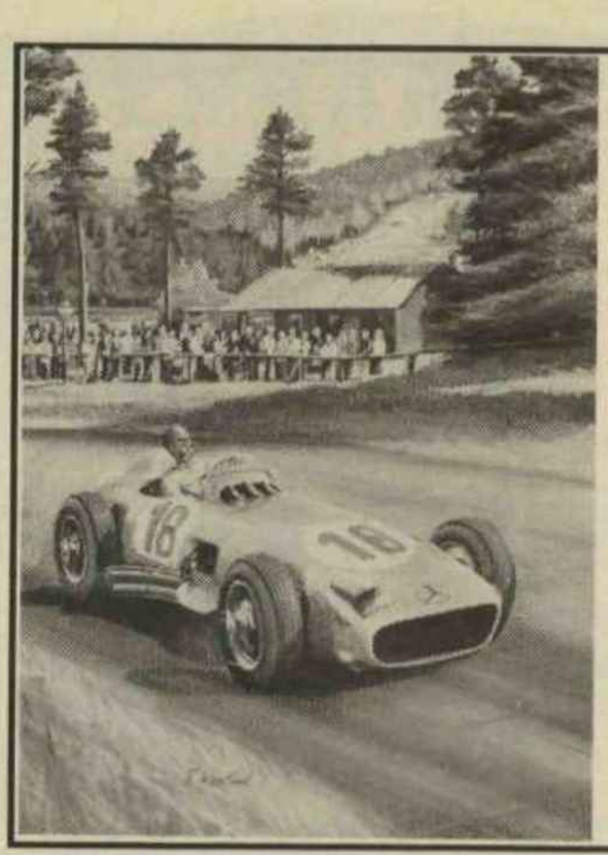
1934 RILEY IMP. One of the most attractive two seater sports cars of the period. This original Imp is in good restored condition.

1926 LEA FRANCIS 12 HP TOURER. Well documented history within the Lea Francis Owners Club and in the possession of the last owner for some sixteen years. The engine and radiator have just been refurbished, this original touring car has good useable performance and a host of interesting period features. **£13,850**

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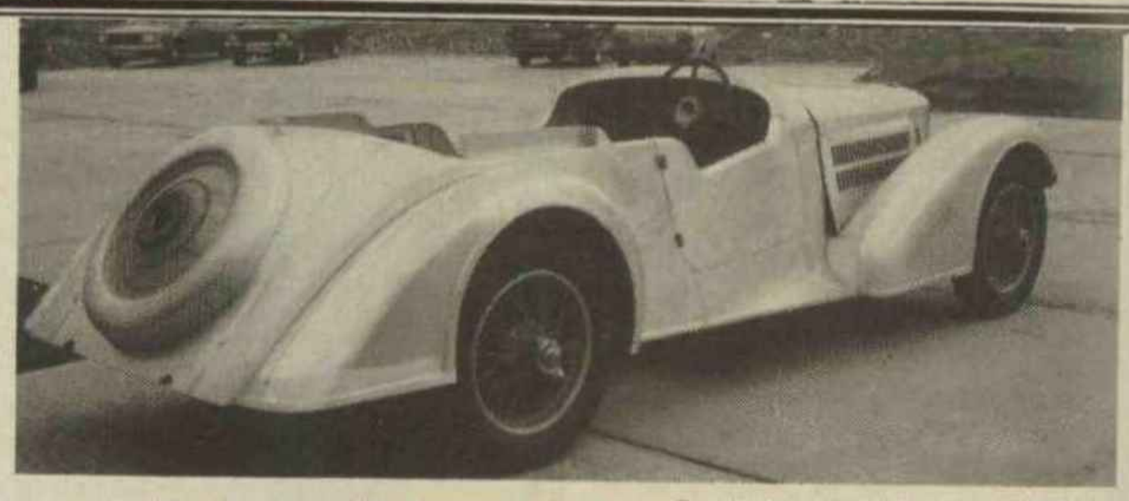
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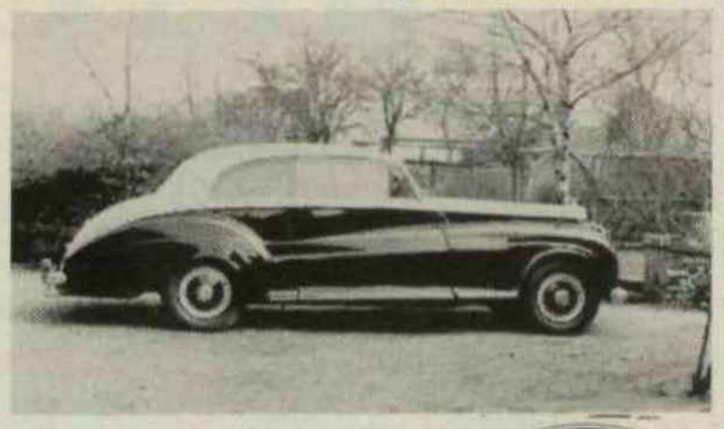
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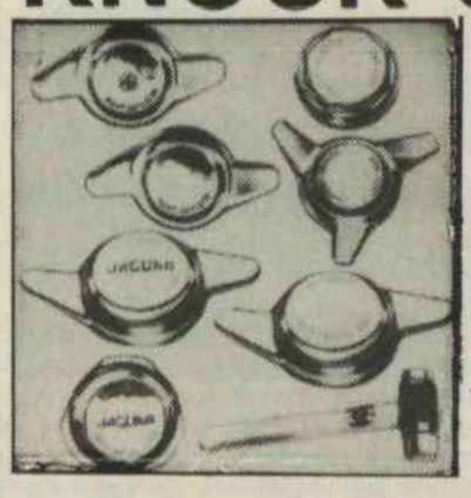
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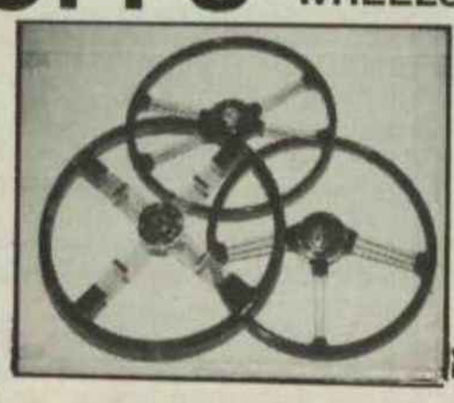
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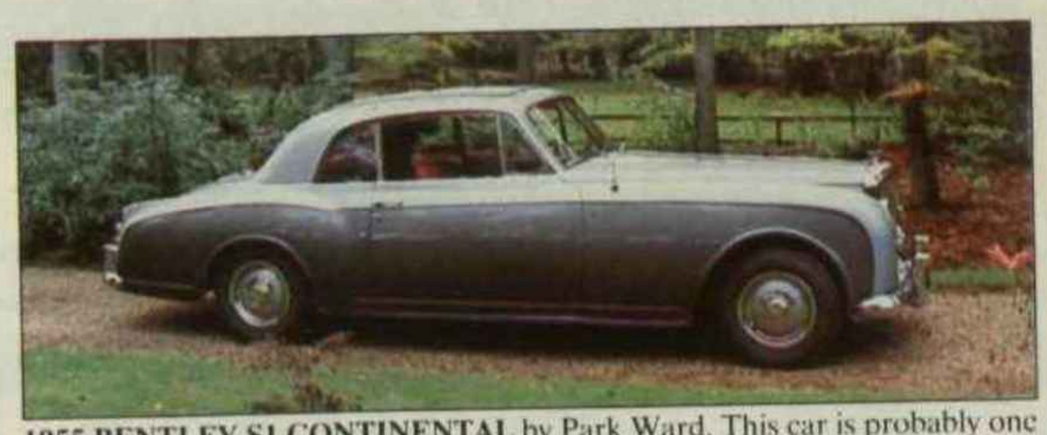
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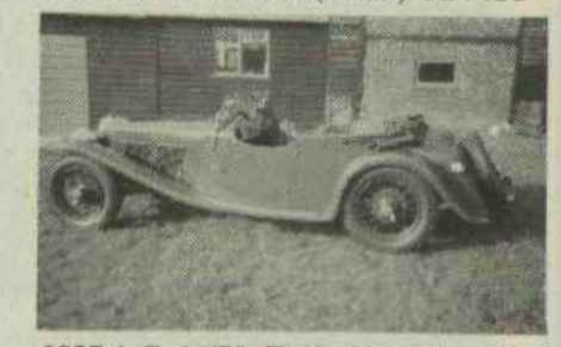
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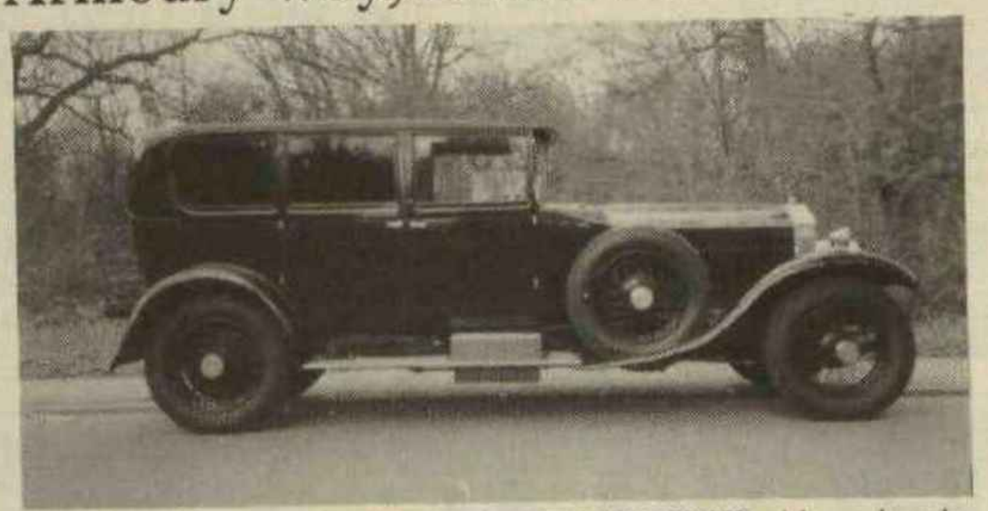
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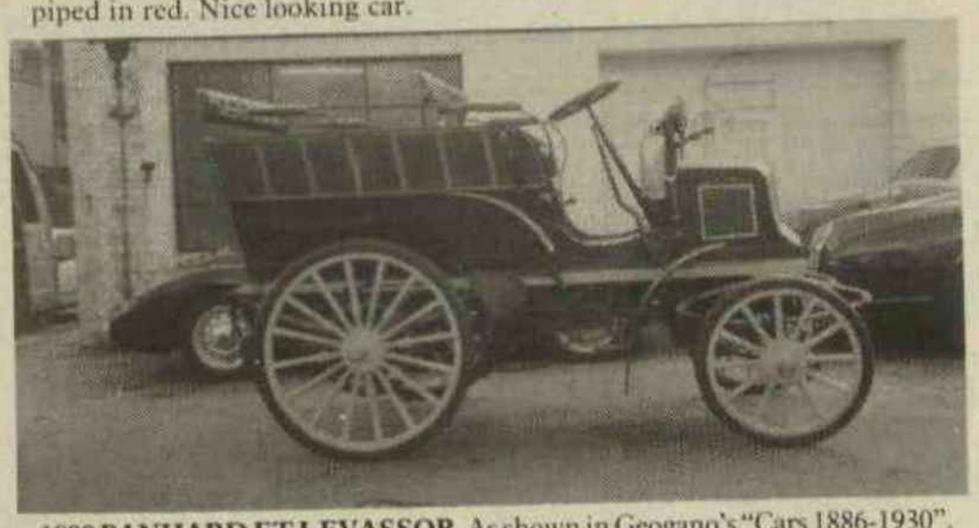
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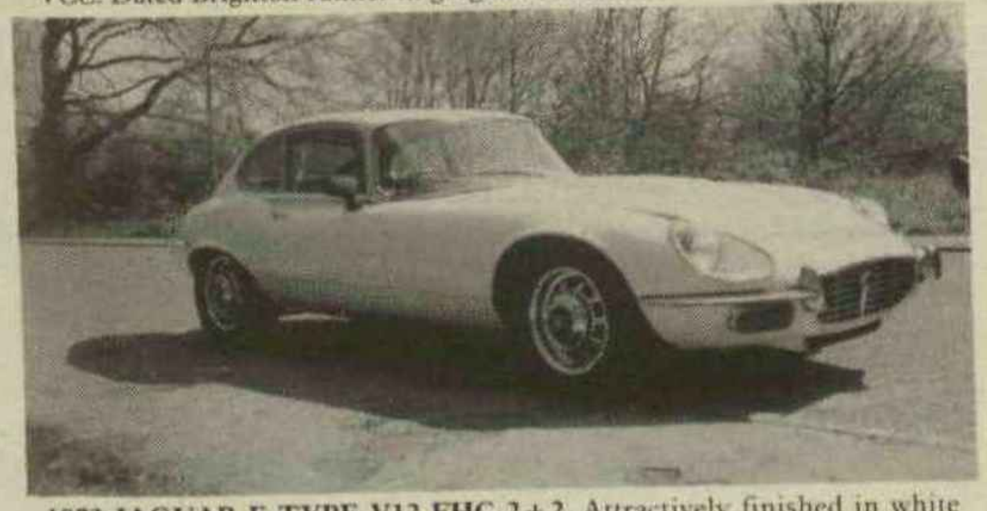
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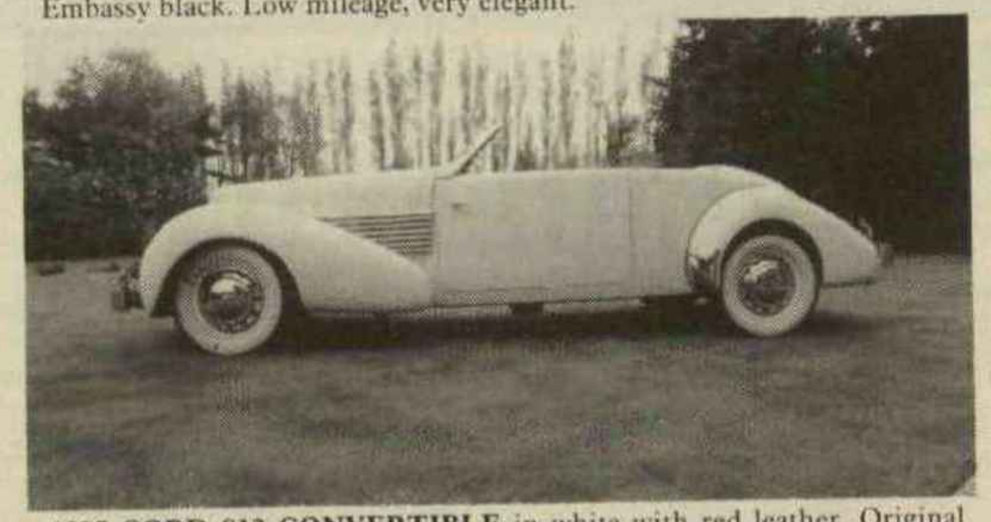
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1973 JAGUAR E-TYPE V12 FHC 2+2. Attractively finished in white with blue leather.



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1960 Bentley S2
1935 Rolls Royce Phantom II
1953 Bentley R Type
1959 Jaguar XK150 DHC

1929 Rolls Royce Phantom I
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1934 Alvis Speed 20 Tourer
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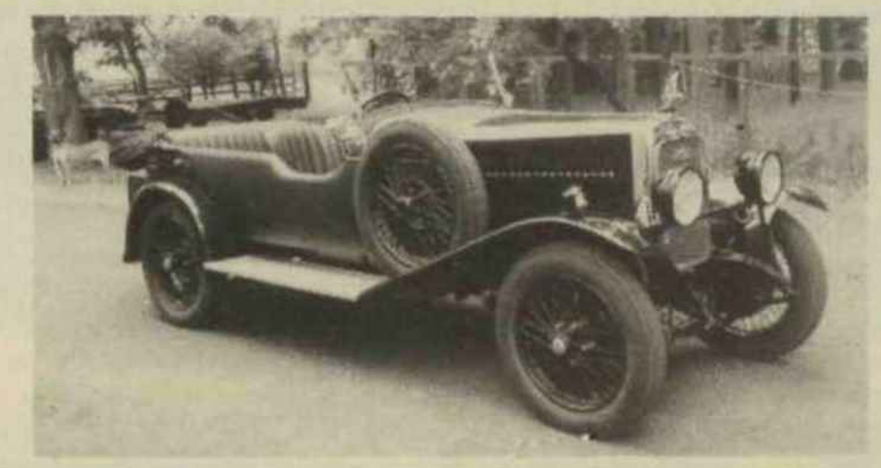
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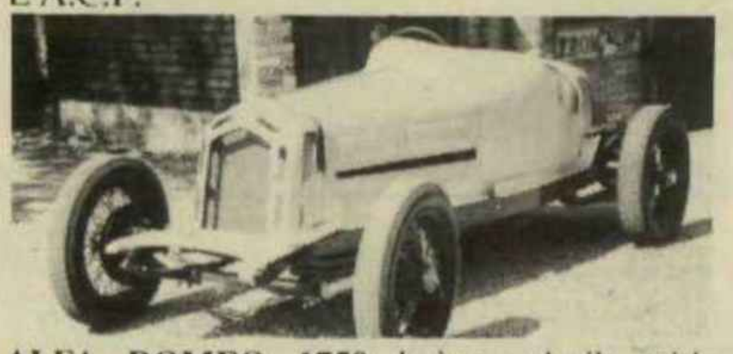
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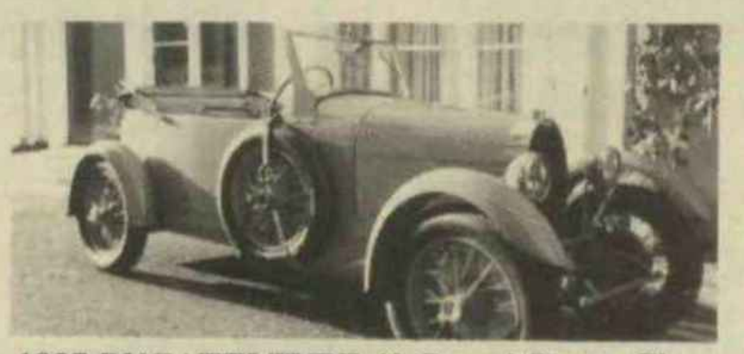


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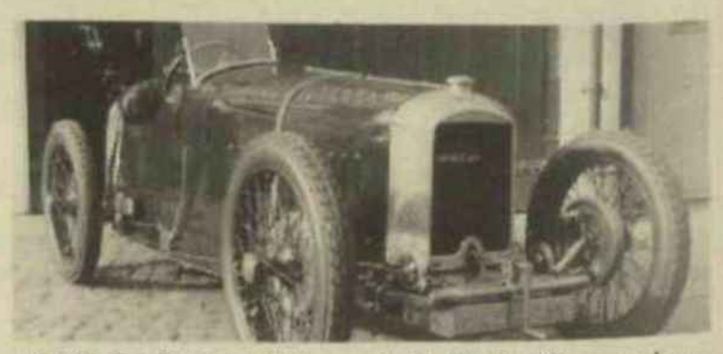
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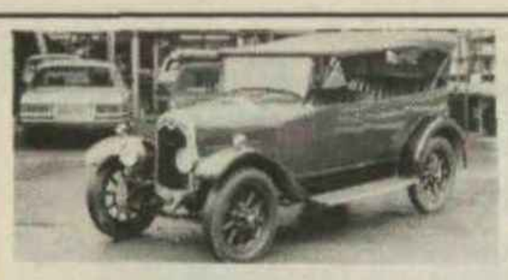
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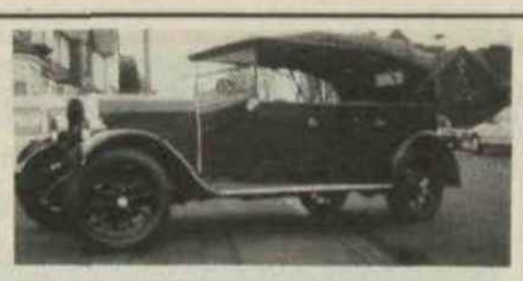
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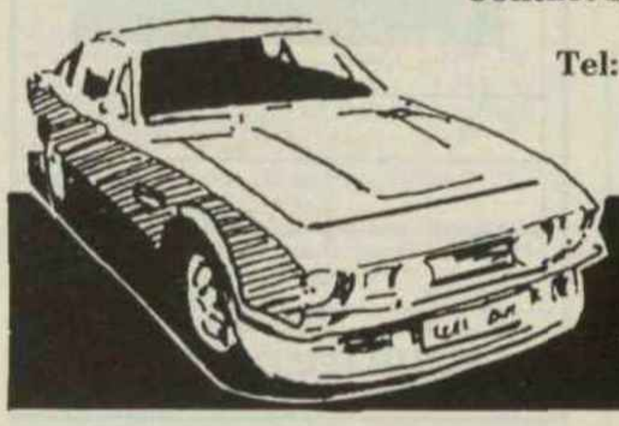
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