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LOLA: Broadley speaking

JANSPEED: track test and tour

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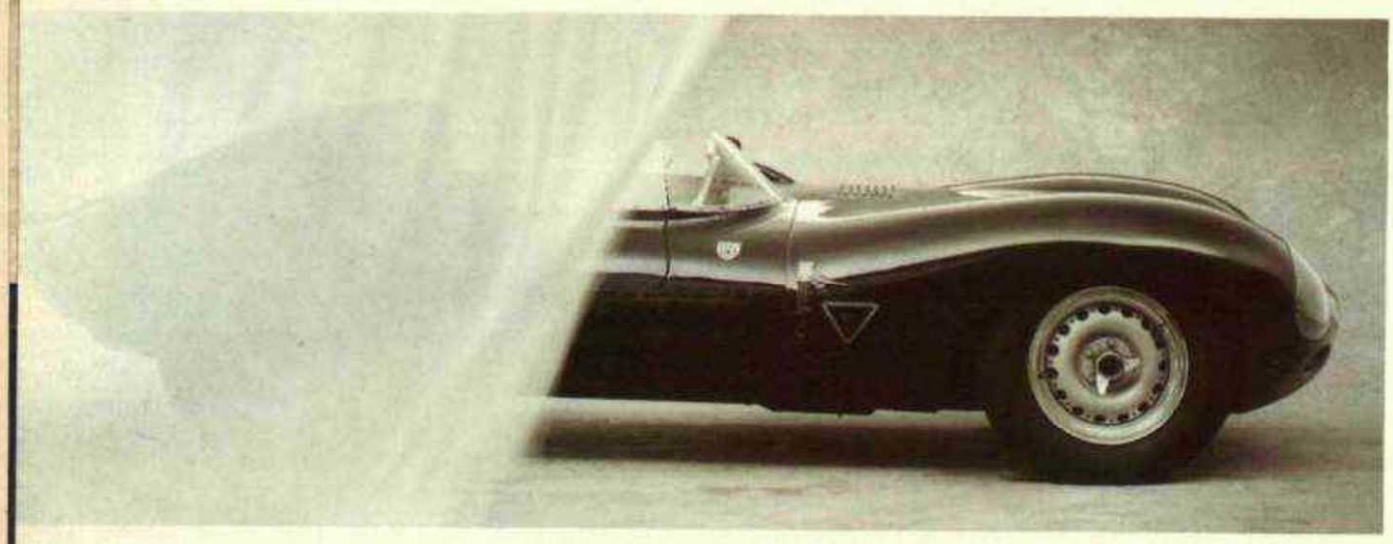

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MOTOR SPORT

The Magazine that gave its name to The Sport

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MATTERS OF MOMENT

The Sound of Silence

July 1 was going to be a very black day for historic motor racing in Britain, the day on which the RACMSA's iniquitous silencing regulations came into force. But, for some categories at least, the axe was stayed.

Following pressure from the VSCC and other concerned organisations, the governing body had the sense to reconsider its plans, and exempted veteran, Edwardian and vintage cars, post-vintage thoroughbreds and pre-1965 historic single-seaters from the new rules.

But it still completely overlooked a huge and important segment of the historic scene. Those categories of cars which have now been forced to fit silencers include thoroughbred sports-cars, historic sports-cars, post-historic sports-cars, post-historic sports-racing cars, historic production sports-cars and all post-1965 single-seaters.

What MOTOR SPORT would like to know is what is the logic behind requiring some cars to run with silencers while others of the same age are exempted, depending on the category in which they are classified?

Silencers are already fitted to many of the cars concerned. On developments of road-going machines, or in cases where they were part of the original fitment, their installation is not catastrophic, but what about cars which were conceived as out-and-out sports-racers, cars which the original designers would never have dreamed of silencing?

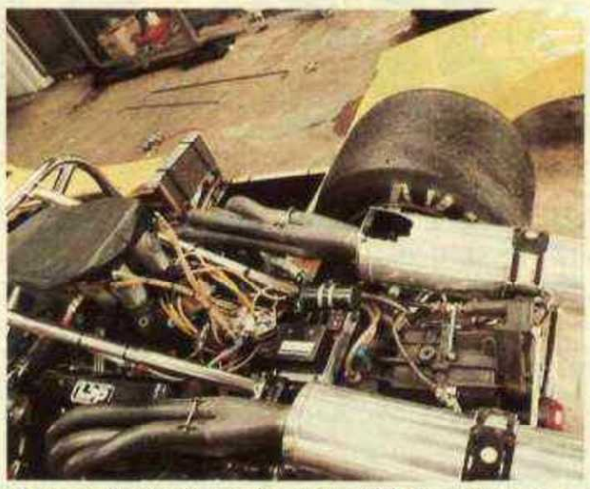
The irony of the whole sad mess is that the circuit owners association, which lobbied for the regulations, is not even a unified force. While Thruxton, Castle Combe, Mallory Park and even Silverstone have noise problems, the Brands Hatch group and Donington Park have let it be known that they do not wish historic racers to be silenced. Yet it was under pressure from this very body that the governing body buckled to allow such indiscrimination.

There are many powerful arguments against silencing these cars, but they can be divided into two categories.

On the emotive side, there is the feeling that noise is an essential part of the attraction of any form of racing, and in particular for the spectators who throng to watch historic machinery in action. Put a gag on them, and a vital element is missing: imagine watching motor racing on television with the sound turned down!

We also find it difficult to believe that environmentalists, the very people the circuit owners are afraid of upsetting, specifically want to silence the historics. After all, their aim is to preserve a standard and way of life which is disappearing. Historic cars are part of that tradition.

There are also practical problems in fitting silencers. They will have to be huge dustbin-like affairs, which in the case of a V8 need to be fitted on each bank. The



A jagged hole shows the risks of fitting silencers to big sports-racers.

structure to support them must be strong, heavy and ugly, and in many cases will mean the complete redesign of the rear bodywork. Once this happens, all thoughts of keeping the car original are thrown out of the window, and the scope for cheating increased by the air dams and tunnels which could be included in new designs.

Structural defects or careless installation of silencers could also lead to problems. Just what havoc would be caused if one of these heavy contraptions came adrift on the track? It could not only cause untold damage to another car, but could even kill somebody. The risk of fire is also increased.

While the RACMSA can argue that any technical problems have been overcome in other areas of motorsport, namely hill-climbing, it conveniently overlooks the fact that a sprint up a hill might take a couple of minutes, but a race on the track is likely to last a quarter of an hour or more. Back pressure problems on the engines are likely to cause mechanical mayhem, necessitating at the very least persistent re-tuning.

It is the inconsistency of the regulations that creates such a smell. Why are some cars allowed to race without silencers when others of the same era are not? It smacks of politics and double-dealing, which might one day come out in the wash.

While MOTOR SPORT recognises that some circuits do have genuine noise problems, it is not a universal concern. So why have the powers that be issued a blanket regulation, rather than let individual circuits negotiate with the responsible clubs? It is not as if historic racing takes place every weekend; the occasions are rare and the venues different.

Unless the RACMSA reconsiders this ill thought-out rule, it may be sounding the death-knell for a type of racing that is not only traditional but flourishing.

Club News

The Austin Seven Clubs Association has launched an appeal fund for the protection of Lickey Grange, the home of Sir Herbert Austin and birthplace of the A7, which had a six-month preservation order placed on it in February following public concern over its threatened demolition. A7CA Secretary is R Olive, Lorien, The Ridge, Cold Ash, Newbury, Berkshire RG16 9HZ.

All owners are invited to attend Bristol Owners Club's fourth End Of Summer Gathering in Kensington Gardens, opposite the Royal Albert Hall, from 11am to 7pm on Sunday September 10. It is hoped that 100 cars will turn up.

After Hereford's Mappa Mundi, ecclesiastical fund-raising is moving still further upmarket. First prize in the Worcester Cathedral Appeal's Grand Draw is a new Morgan 4/4 (for which the usual waiting list is years long); the 750 tickets, priced at 100 Guineas each, are in the form of individually numbered 10in models of the car, and ten winners will attend a lunchtime reception hosted by the Speaker at the House of Commons! Tickets may be purchased from the Appeals Office, 10a College Green, Worcester.

Gilbern Owners Club's National Day will once again be held at the Heritage Motor Museum, Syon Park, Brentford, on Sunday October 1.

MG Car Club has moved its headquarters back to its original home, Abingdon, having doubled its membership to about 10,000 in four years. The new address is PO Box 251, Abingdon, Oxfordshire OX14 3FA.

Published ten times a year with the full support of the Formula One team itself, *Rabbit* is the magazine of the United Supporters of Benetton, carrying news of the team, competitions and special offers on clothing and regalia which is exclusive to the club. Membership costs £10 per annum in the United Kingdom, from 2 Aldenham Avenue, Radlett, Hertfordshire WD7 8HJ.

AC Owners Club's 40th Birthday Weekend starts with lunch and a scatter rally in the Great Malvern area on Saturday September 9 and concludes with a concours at Cotswold Wildlife Park at Burford the following day.

Oh Dear!

Brighton and Hove Motor Club reminds us that its Speed Trials on Madeira Drive take place this year on September 9, and not August 28 as stated in *August Fixtures*.

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AROUND AND ABOUT

Stewart's Reversal of Fortune!

Jackie Stewart's son Paul won his first major race victory on August 6, but in somewhat fortuitous circumstances. He crossed the finish line backwards following a spin which would have cost him his slender lead had not an almost simultaneous accident elsewhere on the circuit brought the event to a premature end!

Stewart had qualified his Paul Stewart Racing Reynard-Mugen on the second row of the grid for Snetterton's tenth round of the British Formula Three Championship, his highest position in a disappointing first season in the category, and inherited the lead when Mika Hakkinen spun his Reynard-Toyota.

Just as Stewart himself spun under pressure from Derek Higgins' Ralt-Mugen at the end of lap 13, Hakkinen then had a second mishap, this time somersaulting spectacularly but without injury after hitting loose tyres nudged onto the track by another car at the Bombhole.

Stewart Jnr with his first F3 spoils.

The race was never restarted, results being declared as of the last completed lap before the black flag was shown with Stewart first and Hakkinen fifth!

Spoilt for Choice

There are two reasons to mark Septemb 23 in your diary.

For the vintage enthusiast, Donington ho the last VSCC meeting of the year. Sponsor by MOTOR SPORT, the meeting will attract t usual array of beautiful machinery competi on one of Britain's best tracks, and the vouch on page 966 gives £2 off the price of your ent ticket.

For followers of post-war cars, there is t HSCC meeting at Silverstone on the same da A programme of nine races includes three f single-seaters, with the round of the Histo Formula One Championship attracti greatest interest on the track.

In the paddock, MOTOR SPORT is hosti its own event, a *concours d'elegance* featuring to fifty of the most exciting cars in the count among them an Aston Martin DB3S, a ligh weight Porsche Carrera and 275 and 288GT Ferraris.

SEPTEMBER FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Typ*
Aug 23-27	**The Rally of the Thousand Lakes**	**Jyvaskyla, Finland**	**Thousand Lakes Rally (WRC)**	**INT**
Aug 26	BHLRC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Aug 26	500 MRC of Ireland	Kirkistown, Cloughey, Belfast	Race Meeting	N
Aug 27	**RAC de Spa**	**Spa-Francorchamps, Belgium**	**Belgian Grand Prix**	**INT**
Aug 27	VSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	C
Aug 27-28	**BRSCC**	Birmingham, West Midlands	**Birmingham Superprix (F3000)**	**INT**
Aug 27-28	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	N
Aug 28	BHLRC	Snetterton, Norwich, Norfolk	Race Meeting	N
Aug 28	BRDC	Silverstone, Towcester, Northamptonshire	British Formula Three Championship	N
Sep 2	Aintree Circuit Club	Aintree, Orrell Park, Liverpool	Sprint	N
Sep 2-3	**BARC**	Donington Park, Castle Donington, Derbyshire	**Donington 480km (WSC)**	**INT**
Sep 2-3	Bugatti OC	Prescott Hill, Gotherington, Gloucestershire	Hill-Climb	N
Sep 2-3	BARC	Brands Hatch, Dartford, Kent	British Formula Three Championship	N
Sep 3	BARC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
Sep 3	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	N
Sep 9	Brighton & Hove MC	Madeira Drive, Brighton, Sussex	Brighton Speed Trials	N
Sep 9-10	BHLRC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Sep 9-10	BRDC	Silverstone, Towcester, Northamptonshire	Race Meeting	N
Sep 10	**AC Milano**	**Monza, Italy**	**Italian Grand Prix**	**INT**
Sep 10	Five Clubs	Wiscombe Park, Honiton, Devon	Speed Hill Climb	N
Sep 10	HSCC	Donington Park, Castle Donington, Derbyshire	Race Meeting	R
Sep 10	BHRC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
Sep 10	BARC	Thruxton, Andover, Hampshire	Race Meeting	N
Sep 10	BRSCC	Brands Hatch, Dartford, Kent	British F3000 Championship	N
Sep 10	MG Car Club	Snetterton, Norwich, Norfolk	Race Meeting	N
Sep 10	OPRC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Sep 10	Briston MC & LCC	Wiscombe Park, Honiton, Devon	Hill-Climb	N
Sep 10	**Manx International Rally Ltd**	**Douglas, Isle of Man**	**Manx Historic Rally**	**INT**
Sep 12-15	**Manx International Rally Ltd**	**Douglas, Isle of Man**	**Manx Rally (ERC)**	**INT**
Sep 16	**RAC de Spa**	**Spa-Francorchamps, Belgium**	**International F3000 Championship**	**INT**
Sep 17	**RAC de Spa**	**Spa-Francorchamps, Belgium**	**Spa 480km (WSC)**	**INT**
Sep 16-17	BRDC	Donington Park, Castle Donington, Derbyshire	British Formula Three Championship	N
Sep 16-17	VSCC	Cadwell Park, Lough, Lincolnshire	Race Meeting	N
Sep 16-17	**Thames Estuary AC**	**Lydden, Dover, Kent**	**Rallycross**	**INT**
Sep 17	BARC	Snetterton, Norwich, Norfolk	Race Meeting	N
Sep 17	Aston Martin OC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Sep 22-24	BRSCC	Donington Park, Castle Donington, Derbyshire	Race Meeting	N
Sep 23	HSCC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
Sep 23	VSCC	Donington Park, Derbyshire	Race Meeting	R
Sep 23-24	BHLRC	Brands Hatch, Dartford, Kent	Truck Racing	N
Sep 23-24	Lothian CC (Edinburgh) Ltd	Doune, Stirling, Scotland	Hill-Climb	N
Sep 24	BARC	Thruxton, Andover, Hampshire	Race Meeting	N
Sep 24	BRSCC	Donington Park, Castle Donington, Derbyshire	Race Meeting	N
Sep 22-24	**Cyprus Automobile Association**	**Cyprus**	**Cyprus Rally (ERC)**	**INT**
Sep 24	**ASACO des 24 Heures du Mans**	**Le Mans, France**	**International F3000 Championship**	**INT**
Sep 24	**Automobile Club du Portugal**	**Estoril, Portugal**	**Portuguese Grand Prix**	**INT**
Sep 25-Oct 1	**BRSCC**	**Cardington, Bedford**	**Tour of Britain**	**INT**
Oct 1	**Cirjesa**	**Jerez, Spain**	**Spanish Grand Prix**	**INT**
Oct 1	BHLRC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
Oct 1	BARC	Pembrey, Llanelli, Dyfed	Race Meeting	N

Ford Wins Spa 24 Hours

Eggenberger's No 1 Sierra came from behind to topple BMW from its 24-Hours perch.

One of Ruedi Eggenberger's works Ford Sierra RS500s finally defeated the BMW hordes to win Europe's most prestigious touring car race on July 23, when Win Percy, Gianfranco Brancatelli and Bernd Schneider came from behind to take the chequered flag in the 24 Hours of Spa-Francorchamps.

The winning car finished eight laps ahead of Schnitzer Motorsport's M3 driven by Roberto Ravaglia, Altfrid Heger and Fabien Giroix after a misfire cost the latter the lead with three hours to go. As a consolation, a combination of this result and its Nürburgring 24 Hours victory in June won the team the European Community Challenge, a title inaugurated by FISA to at least partly fill the gap left by the cancellation of the European Touring Car Championship.

The race had earlier been led by the pair of similar BMWs entered by the Bigazzi team, until one was crashed by Olivier Grouillard and the other suffered an electrical failure. The second Eggenberger Sierra, driven by Frank Biela, Eddie Joosen and Thomas Lindstrom, finished third.

A major focus of attention was the return to racing of 1982 World Champion Keke Rosberg, driving a Ferrari Mondial entered by Moneytron in Group N. The car suffered numerous delays, but left the pits for the end of the race, to be classified fortieth and final finisher out of the 68 starters.

Rosberg also took part in a one-off "Belgium v The Rest of the World" match race against Bertrand Gachot, both in identical Ferrari F40s, and won when the Onyx F1 driver spun at the chicane.

Team Lotus Reshuffle

Team Lotus underwent a major management reshuffle between the British and German Grands Prix, chairman Fred Bushell being suspended from duty and team manager Peter Warr resigning.

Bushell has been charged with conspiring to defraud the DeLorean Motor Company, released on bail but relieved of his duties, while Warr went on holiday after the Silverstone event and has since left the company to pursue unspecified career plans.

Group Lotus technical director Tony Rudd has therefore been seconded to act as Team Lotus executive chairman. Rudd was a design engineer for the World Championship-winning BRM team of 1962, and joined Colin Chapman's outfit in 1969.

Herbert back in Formula One

Ken Tyrrell has made rather a mockery of Benetton's claim that it was merely "resting" Johnny Herbert, to allow his leg injuries to heal without subjecting them to the punishment that is Formula One racing, by signing up the Englishman for the Belgian and possibly Portuguese and Japanese Grands Prix.

Herbert has yet to return to full fitness after his Brands Hatch Formula 3000 accident more than a year ago, but has nonetheless scored World Championship points on several occasions, including fourth place on his debut in Rio.

His Tyrrell call-up comes as a result of clashing commitments for Jean Alesi (himself a mid-season replacement for Michele Alboreto), who is also chasing this year's International F3000 title.

TT Cancelled

Britain's oldest race, the Tourist Trophy, has this year been cancelled due to lack of interest.

As a round of the European Touring Car Championship, Silverstone's long-distance saloon racing fixture has attracted strong entries from the Continent in recent years, but with the demise of that particular series it finds itself without a home. It was not deemed suitable as a finale to the British Touring Car Championship when the schedule was drawn up at the beginning of the year, and consequently has not figured in the calculation of many teams' budgets.

The event has therefore been replaced by a one-hour/two-driver round of the Uniroyal Production Saloon Championship, though the rest of the programme on September 10 is unaffected.

Aurelio Lampredi

Aurelio Lampredi, designer of the 4½-litre Ferrari V12 engine which ended the domination of the supercharged Alfa Romeos in 1951, has died at the age of 71.

After working in aero-engine design from the late Thirties to the end of the war, he joined Ferrari's young company for a brief period over the winter of 1946, but left after disagreements with Giuseppe Busso, in charge of the technical office. When Busso left in late 1947, Ferrari brought Lampredi back as head of design, a post he retained until moving to Fiat in 1955.

His theories of large, unblown engines went against the pre-war supercharging trend, but these early Ferraris made the company's reputation and led the way for a new generation of racing cars. Apart from his "long block" V12 units, Lampredi's four-cylinder engines powered the 2-litre Formula Two cars which dominated the 1952 and 1953 World Championship races, and the successful 750 Monza and 500 Mondial sports-cars.

For 22 years after leaving Ferrari in 1955, Lampredi was in charge of all Fiat engine design, producing a huge range of units from the 850 to the 130 V6, including the twin-cam 131 and Lancia Beta engines which continue in modified form in today's Deltas. In addition he was Abarth's Technical Director from 1972-82, helping that company, via the Fiat Abarth 131, to three World Rally Championship titles.

Close Encounter

Head-to-head at Hockenheim: Senna and Prost had their closest battle for twelve months.

In the end, the result was all too familiar: Ayrton Senna first, Alain Prost second. Nothing too surprising about that, in this age of McLaren-Honda domination of Formula One.

Yet the German Grand Prix was much more of a race than the bare result suggests, and the action wasn't confined to the battle for first place, either.

For once, though, it really was quite a fight. In fact, it was probably the most prolonged encounter between Senna and Prost since Ricard 1988, as the two ran within yards of one another for virtually the entire distance.

As expected, the MP4/5s and their Honda V10 engines were in a class of their own throughout the meeting. The stop-go nature of the Hockenheimring, whose already sparse character has been ruined further by chicanes, suited them down to the ground.

"The circuit could have been made for them," said a wistful Nigel Mansell. "It's the one place during the year that really gives every advantage to McLaren and takes everything from us. We're not far off on top-end power, but low down the Honda has a 40-50 bhp advantage. I'm not joking. I reckon it's that bad."

Indeed, if the never-say-die Briton exaggerates about anything these days, it's not the deficit to Honda, but his estimate of the amount of power the Ferrari has up top. John Barnard, for example, reckons the V12 isn't even a match for the V10 there either, despite his continuous pressure for more prancing horses.

In qualifying, the front row story never looked like having anything other than McLaren authorship, although the cynics took a rather long look at the claims that Senna's really hot lap — not to mention his MP4/5's monocoque — were ruined by a large rock which he ran over with two corners to go. It bounced beneath the chassis, and wrought more damage than the spin Senna had had on Friday morning, according to the story. In that untimed opening session, Ayrton had made a rare error entering the stadium, and spun for yards before whacking backwards into the Armco at a fair rate of knots.

The impact bent the rail, but after fiddling with the gear-linkage within the cockpit for some time he was able to drive back to the pits and the McLaren lads eventually had the car running well enough for him to set his pole time that afternoon. And you wonder why McLaren is the top team? That sort of car strength and teamwork are two good reasons.

In the afternoon Senna flew to record 1min 42.300sec, a full second clear of Prost at the time, and Alain wasn't sandbagging. But was it really a rock that wrought the carbon-fibre havoc? Or had Ayrton straightlined the chicanes for one blistering lap, and smashed the underside on the kerbs as a result? Nobody was saying, particularly since he was one of five drivers warned that they would have their Saturday times disallowed if they continued to cut the chicanes. There were McLaren insiders who voiced the kerb-jumping thoughts as well, however . . .

Be that as it may, Senna would still have been on pole since his Saturday 1min 42.790sec was faster than Prost's improvement to 1min 43.295sec, but at the start both were comprehensively upstaged as Gerhard Berger blasted through from the second row to lead for Ferrari.

Those who thought that the Imola conflagration might have daunted the Austrian have clearly had to reinvest in further thoughts; Hockenheim was another indication that he has, perhaps, gone the opposite way. "After surviving at Imola, he thinks he can walk on water," said one Ferrari teamster.

The truth of the matter is that Gerhard was giving his car everything, pounding it over kerbs for lap after lap. Predictably, his lead hadn't lasted to the first chicane before Senna slipped ahead, and before the end of the lap Prost had followed through. Mansell,

The strong fourth place held by Emanuele Pirro prior to his accident was a source of optimism for Benetton and Ford.

His future employee Gerhard Berger (left) was the only man to lead Ron Dennis' cars — and not for very long.

however, was being canny as he followed his team-mate.

Tucked low down in the cockpit on his Friday qualifying run, Nigel had accidentally had a hard landing over a chicane kerb and damaged a vertebra. Though close to the kerbs in the race he was clearly saving his car grief, and could see that it was only a matter of time before the inevitable occurred with Gerhard's.

By the 14th lap the third-placed Ferrari's left rear wheel's rim was anything but circular after its maltreatment. Worse, it was leaking air from that Goodyear. As Gerhard approached the Ostkurve chicane the tormented rubber overheated and exploded, just as Mansell's own left rear had three years earlier in Adelaide (albeit for different reasons). This time Nigel had a grandstand seat as No 28 launched itself over the entry kerb, nosedived enough to remove its cone and front wings, and then slithered into retirement on the right-hand side of the road. Gerhard walked away without a backward glance, once he'd briefly checked the front end, his Villeneuve spirit thwarted yet again.

Mansell, meanwhile, having narrowly avoided involvement in his team-mate's antics, continued what he later described as a quiet race. Clearly outpaced, he himself was under no threat. In the circumstances, third place would do nicely, thanks. Mansell hadn't given up; he was just being realistic. After all his retirements this year, another four points were welcome.

Prost, however, was being aggressive, and it was good to see. Often a Senna lead is a prelude to a disappearing act, but not this time. Lap after lap Alain dogged Ayrton, and when the Frenchman dived in at the end of lap 17 for his scheduled tyre-stop the gap between them was less than a second.

Prost was delayed slightly — he claimed a clutch problem, Ron Dennis blamed him for not keeping his foot on the brakes — and was 32 sec adrift by lap 19 when Ayrton came in. However, a mechanic wasn't quite sure the Brazilian's right rear wheel had seated properly and insisted on checking it. By the time both men were back to racing speed, Alain was nursing a near four-second lead.

At first it stayed that way. Dammit, it even grew to five when the Frenchman had better fortune lapping Brundle's overheating Brabham, but then as the race neared its conclusion Senna began to inch closer.

By his own admission Prost was taking it as easy as he dared, trying not to take too much out of his car. He knew what effect aerodynamic turbulence has when you follow another car really closely, and thought he'd got it all figured out. Ayrton gobbled down to just over a second in arrears on lap 41 of the 45, but then Prost stabilised that. He felt he had the thing sewn up.

It made you think of some of Ayrton's Formula Three drives back in 1983: how he and Martin Brundle had exited the Oulton Park race, for example. Would he and Prost end up off the track, with Mansell laughing all the way to the rostrum?

The smart money was on a last-lap lunge in the stadium, but in a cruel anti-climax it proved unnecessary. As he exited the last chicane on lap 43, Alain struggled to engage sixth gear. Part of the transverse gearbox's linkage had broken, and he had to finish without it. Senna flashed by. Prost limped home to six more points instead, possibly, of nine.

There was a final, unpleasant, twist for Ayrton. His close friend, mentor and business manager Armando Botelho Teixeira had been ill for some months with liver cancer, and had succumbed in Brazil the previous night. Only after one of the best races of his career, in which he had driven flat out all the way, was the news broken to him.

If Ferrari had offered McLaren its strongest challenge, then Benetton was the closest to Ferrari at Hockenheim, which was a source of great encouragement to a team in which the management is uncertainly split between Benetton's new man Flavio Briatore and the whiphand cracked by Mike Kranefuss, head of Ford's Special Vehicle Operations.

After he'd kicked out Johnny Herbert, one might be forgiven for thinking Krane-

With an onboard television camera prying over his right shoulder, Nigel Mansell negotiates one of the three chicanes whose kerbs caused so much grie

EuroBrun unveiled the ER189 but Gregor Foitek couldn't pre-qualify it.

Jean Alesi's Tyrrell qualified tenth, and ran sixth before spinning.

fuss was running the whole show, not just supplying engines, especially as Hockenheim was alive with rumour that he is trying to forge a link between John Barnard and Benetton for 1990. As the story had it, such a move would be part of the price of continuing to supply the new V8 on an exclusive basis.

On the one hand, Kranefuss expresses optimism for the new unit, one the other he talks of a possible V12. Germanic mercurialism apart, however, Geoff Goddard's new motor looked pretty promising, and Sandro Nannini was the fastest man on the track when he lost fifth place to a faulty ignition sensor.

Herbert's replacement Emanuele Pirro took up the reins, after a coming together with Thierry Boutsen had deposited the irate Belgian's Williams Renault in the wall. The latter blamed the former, and vice versa, which probably meant it was one of those racing incidents.

Pirro was doing very nicely, in fourth place, when he got out of shape entering the stadium on lap 27, rode up the kerb, and went head-on through several large polystyrene blocks. Although there were some moments of alarm as the medical car and then an ambulance were summoned, he was later walking around the paddock nursing nothing worse than cut and bruised legs.

The Benetton performance was indication that Ford might well be right that a V8 can still hack it, even if aspirations to match Honda horsepower by the end of the year are guaranteed to keep the journalists amused. Certainly, it gave Williams Renault something else to ponder, as the Didcot cars were outclassed. In the end, Frank's team had to be satisfied with Riccardo Patrese's fourth place, its drivers twiddling their thumbs while impatiently awaiting the long overdue FW13.

If the new Ford V8 looks promising, none of the other V8s do. Leastways, not as far as threatening the leading multi-cylindered engines is concerned. Right now, the Judd CV looks the best of the bunch, and in the Camel Lotus at Hockenheim it proved it by taking Nelson Piquet into the points for the third time in four races.

Like Benetton, Lotus had been in turmoil with the removal of Fred Bushell as Executive Chairman following his legal problems, and Peter Warr as team director, as he wishes to "pursue other career opportunities". In their place had come cuddly former BRM design supremo Tony Rudd, father of the 1962 World Championship-winning machine and the complex H16, while Rupert Mainwaring now took full management responsiblity.

The result was a more motivated team, the Brazilian's fighting fifth (as much a product of the pre-Silverstone threat of suspension for the German GP), and a stirring battle from sixteenth to sixth by Satoru Nakajima. The latter did a workmanlike job that had one wondering just what Lotus' test driver Martin Donnelly might have done in either of the cars, but a late dispute over track space with Derek Warwick deposited the Japanese driver into the weeds and left the Englishman to mop up the final point for Arrows.

Once again, the A11s had proved ill at ease on a really fast circuit, and neither the Brabhams nor the Marches looked settled, either. All ran in the midfield, Modena's BT58 retiring with engine failure through overheating, and a food-poisoned Martin Brundle bringing his home eighth behind Andrea de Cesaris' unspectacular Dallara. The latter's team-mate Caffi retired early with a dead engine, and neither March made it home, Gugelmin losing sixth place when his CG891 stuck in fifth gear, Capelli being low down all weekend and retiring from an undistinguished 13th place with electronics problems.

If March has lost its way, Tyrrell also seems to have run out of steam. Jean Alesi again showed well to qualify tenth and run sixth before a long brake pedal tricked him into a brace of offs in the stadium, but poor old Jonathan Palmer had another nightmare weekend. Outqualified again by Alesi, he suffered fuel burns on his back after the tank nozzle leaked in the opening laps, then retired with yet another broken throttle cable. Maybe Jonathan just presses it too hard . . .

Minardi only got one car into the race, after Luis Sala was hopelessly off the pace in qualifying, as did Onyx, after Bertrand Gachot spoiled his domination of pre-qualifying by going off on Saturday afternoon. Pierluigi Martini proved he has a racer's spirit by hounding Brundle to the flag, but Stefan Johansson was an early casualty with another rear wheel bearing failure.

The Larrousse Lolas didn't exactly cover themselves in glory, either. Both just scraped through pre-qualifying — Alboreto beating former Larrousse pilot Yannick Dalmas by a mere thousandth of a second — but the Italian retired on his second lap with electrical failure, and after a startline nudge and spin onto the grass Philippe Alliot went out in a spectacular blaze after an oil pipe broke and sprayed lubricant over the car's hot bits.

If the German GP proved anything, McLaren Honda's utter domination apart, it was that Alain Prost isn't going to give Ayrton Senna any peace for the remainder of the year. If he does go to Ferrari, as is now expected, he is determined to take the number one with him. Nigel Mansell has openly expressed the opinion that Prost is the only driver in the pit-lane he can learn from, but quite what he would think of that, having just started a clothing line round his cherished No 27, remains to be seen. **DJT**

Larrousse engineer Gerard Ducarouge welcomes Tyrrell refugee Michele Alboreto into the fold.

Midfield train: the Brabhams of Brundle and Modena lead Gugelmin's March, Warwick's Arrows and Nakajima's Lotus.

RESULTS — German Grand Prix

STARTING GRID

1
A. Senna
(McLaren-Honda V10)
1min 42.300secs

2
A. Prost
(McLaren-Honda V10)
1min 43.295secs

27
N. Mansell
(Ferrari V12)
1min 44.020secs

28
G. Berger
(Ferrari V12)
1min 44.467secs

6
R. Patrese
(Williams-Renault V10)
1min 44.511secs

5
T. Boutsen
(Williams-Renault V10)
1min 44.702secs

19
A. Nannini
(Benetton-Cos V8)
1min 45.033secs

11
N. Piquet
(Lotus-Judd V8)
1min 45.475secs

20
E. Pirro
(Benetton-Cos V8)
1min 45.845secs

4
J. Alesi
(Tyrrell-Cos V8)
1min 46.888secs

26
O. Grouillard
(Ligier-Cos V8)
1min 46.893secs

7
M. Brundle
(Brabham-Judd V8)
1min 47.216secs

23
P. Martini
(Minardi-Cos V8)
1min 47.380secs

15
M. Gugelmin
(March-Judd V8)
1min 47.387secs

30
P. Alliot
(Lola-Lamborghini V12)
1min 47.486secs

8
S. Modena
(Brabham-Judd V8)
1min 47.511secs

9
D. Warwick
(Arrows-Cos V8)
1min 47.533secs

12
S. Nakajima
(Lotus-Judd V8)
1min 47.663secs

3
J. Palmer
(Tyrrell-Cos V8)
1min 47.676secs

21
A. Caffi
(BMS Dallara-Cos V8)
1min 47.679secs

22
A. de Cesaris
(BMS Dallara-Cos V8)
1min 47.879secs

16
I. Capelli
(March-Judd V8)
1min 48.078secs

25
R. Arnoux
(Ligier-Cos V8)
1min 48.266secs

36
S. Johansson
(Onyx-Cos V8)
1min 48.348secs

10
E. Cheever
(Arrows-Cos V8)
1min 48.396secs

29
M. Alboreto
(Lola-Lamborghini V12)
1min 48.670secs

1989 WORLD CHAMPIONSHIP

DRIVERS

Alain Prost	53
Ayrton Senna	36
Nigel Mansell	25
Riccardo Patrese	25
Thierry Boutsen	13
Alessandro Nannini	12
Nelson Piquet	8
Michele Alboreto	6
Johnny Herbert	5
Derek Warwick	5
Mauricio Gugelmin	4
Stefano Modena	4
Eddie Cheever	4
Alessandro Caffi	4
Andrea de Cesaris	4
Christian Danner	3
Jean Alesi	3
René Arnoux	2
Stefan Johansson	2
Pierluigi Martini	2
Jonathan Palmer	1
Gabriele Tarquini	1
Martin Brundle	1
Olivier Grouillard	1
Luis Perez-Sala	1

MANUFACTURERS

McLaren-Honda	89
Williams-Renault	38
Ferrari	25
Benetton-Cosworth	17
Tyrrell-Cosworth	10
Arrows-Cosworth	9
Dallara-Cosworth	8
Lotus-Judd	8
Brabham-Judd	5
March-Judd	4
Rial-Cosworth	3
Ligier-Cosworth	3
Minardi-Cosworth	3
Onyx-Cosworth	2
AGS-Cosworth	1

LAP TIMES

No	Driver	Car	Tyres	Pre-Qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap	(on lap)
1	A. Senna	McLaren MP4/5	G		*1.42.300*	*1.42.790*	1.45.884	(43)
2	A. Prost	McLaren MP4/5	G		1.43.306	1.43.295	1.45.977	(42)
3	J. Palmer	Tyrrell 018	G		1.47.836	1.47.676	1.52.888	(9)
4	J. Alesi	Tyrrell 018	G		1.47.551	1.46.888	1.50.817	(30)
5	T. Boutsen	Williams FW12C	G		1.45.520	1.44.702	1.51.168	(4)
6	R. Patrese	Williams FW12C	G		1.45.062	1.44.511	1.49.910	(20)
7	M. Brundle	Brabham BT58	P		1.47.216	1.47.796	1.51.012	(43)
8	S. Modena	Brabham BT58	P		1.47.511	1.47.552	1.52.562	(15)
9	D. Warwick	Arrows A11	G		1.47.756	1.47.533	1.50.899	(34)
10	E. Cheever	Arrows A11	G		1.48.396	1.48.553	1.50.216	(34)
11	N. Piquet	Lotus 101	G		1.47.316	1.45.475	1.49.917	(36)
12	S. Nakajima	Lotus 101	G		1.48.782	1.47.663	1.49.311	(33)
15	M. Gugelmin	March CG891	G		1.47.387	1.47.578	1.50.493	(19)
16	I. Capelli	March CG891	G		1.48.239	1.48.078	1.51.362	(30)
17	N. Larini	Osella FA1-M	P	1.48.301				
18	P. Ghinzani	Osella FA1-M	P	1.48.564				
19	A. Nannini	Benetton B189	G		1.45.033	1.45.040	1.49.665	(4)
20	E. Pirro	Benetton B189	G		1.46.521	1.45.845	1.49.005	(25)
21	A. Caffi	BMS Dallara F189	P		1.48.671	1.47.679	1.53.417	(2)
22	A. de Cesaris	BMS Dallara F189	P		1.47.879	1.48.005	1.51.495	(31)
23	P. Martini	Minardi M189	P		1.48.222	1.47.380	1.50.676	(33)
24	L. Sala	Minardi M189	P		1.49.587	1.48.686		
25	R. Arnoux	Ligier JS33	G		1.48.266	1.48.598	1.53.907	(7)
26	O. Grouillard	Ligier JS33	G		1.47.408	1.46.893		no time
27	N. Mansell	Ferrari F1/89	G		1.44.020	1.44.076	1.48.722	(21)
28	G. Berger	Ferrari F1/89	G		1.44.467	1.44.509	1.48.931	(10)
29	M. Alboreto	Lola LC89	G	1.47.919	1.48.670	1.48.726	2.10.370	(1)
30	P. Alliot	Lola LC89	G	1.47.746	1.47.486	1.47.566	1.52.638	(19)
31	R. Moreno	Coloni C3	P	1.48.567				
32	P-H. Raphanel	Coloni C3	P	1.48.780				
33	G. Foitek	EuroBrun ER188B	P	1.49.458				
34	B. Schneider	Zakspeed ZK891	P	1.50.455				
35	A. Suzuki	Zakspeed ZK891	P	1.49.527				
36	S. Johansson	Onyx ORE-1	G	1.47.700	1.49.935	1.48.348	1.53.686	(7)
37	B. Gachot	Onyx ORE-1	G	1.47.283	1.49.252	1.49.004		
38	C. Danner	Rial ARC2	G		1.50.679	1.49.767		
39	V. Weidler	Rial ARC2	G		1.50.673	1.49.770		
40	G. Tarquini	AGS JH23	G	1.48.558				
41	Y. Dalmas	AGS JH24	G	1.47.920				

RESULTS
German Grand Prix, Hockenheimring, July 30
45 laps of 6.797km circuit (305.865km/190.055 miles)

Pos.	Driver	Nat.	Car/Engine	Time
1st	Ayrton Senna	(BRA)	McLaren MP4/5-Honda V10	1h 21m 43.302s
2nd	Alain Prost	(F)	McLaren MP4/5-Honda V10	1h 22m 01.453s
3rd	Nigel Mansell	(GB)	Ferrari F1/89-Ferrari V12	1h 23m 06.556s
4th	Riccardo Patrese	(I)	Williams FW12C-Renault V10	1 lap behind
5th	Nelson Piquet	(BRA)	Lotus 101-Judd V8	1 lap behind
6th	Derek Warwick	(GB)	Arrows A11-Cosworth V8 DFR	1 lap behind
7th	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	1 lap behind
8th	Martin Brundle	(GB)	Brabham BT58-Judd V8	1 lap behind
9th	Pierluigi Martini	(I)	Minardi M189-Cosworth V8 DFR	1 lap behind
10th	Jean Alesi	(F)	Tyrrell 018-Cosworth V8 DFR	2 laps behind
11th	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	3 laps behind
12th	Eddie Cheever	(USA)	Arrows A11-Cosworth V8 DFR	retired on lap 41
13th	Stefano Modena	(I)	Brabham BT58-Judd V8	retired on lap 38
14th	Satoru Nakajima	(J)	Lotus 101-Judd V8	retired on lap 37
15th	Ivan Capelli	(I)	March CG891-Judd V8	retired on lap 33
16th	Mauricio Gugelmin	(BRA)	March CG891-Judd V8	retired on lap 29
17th	Emanuele Pirro	(I)	Benetton B189-Cosworth V8 EXP	retired on lap 27
18th	Philippe Alliot	(F)	Lola LC89-Lamborghini V12	retired on lap 21
19th	Jonathan Palmer	(GB)	Tyrrell 018-Cosworth V8 DFR	retired on lap 17
20th	Gerhard Berger	(AUT)	Ferrari F1/89-Ferrari V12	retired on lap 14
21st	Stefan Johansson	(S)	Onyx ORE-1-Cosworth V8 DFR	retired on lap 9
22nd	Alessandro Nannini	(I)	Benetton B189-Cosworth V8 EXP	retired on lap 7
23rd	Thierry Boutsen	(B)	Williams FW12C-Renault V10	retired on lap 5
24th	Alessandro Caffi	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap 3
25th	Michele Alboreto	(I)	Lola LC89-Lamborghini V12	retired on lap 2
26th	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	retired on lap 1

Fastest Lap: Ayrton Senna (McLaren MP4/5-Honda V10) 1min 45.884 secs on lap 43; 231.094 kph (143.595 mph)
Winner's Average Speed: 224.566 kph (139.538 mph). **Conditions:** Dry and overcast.

DNQ	Luis Perez-Sala	(E)	Minardi M189-Cosworth V8 DFR	1.48.686
DNQ	Bertrand Gachot	(B)	Onyx ORE-1-Cosworth V8 DFR	1.49.004
DNQ	Christian Danner	(D)	Rial ARC2-Cosworth V8 DFR	1.49.767
DNQ	Volker Weidler	(D)	Rial ARC2-Cosworth V8 DFR	1.49.770
DNPQ	Yannick Dalmas	(F)	AGS JH24-Cosworth V8 DFR	1.47.920
DNPQ	Nicola Larini	(I)	Osella FA1-M-Cosworth V8 DFR	1.48.301
DNPQ	Gabriele Tarquini	(I)	AGS JH23-Cosworth V8 DFR	1.48.558
DNPQ	Piercarlo Ghinzani	(I)	Osella FA1-M-Cosworth V8 DFR	1.48.564
DNPQ	Roberto Moreno	(BRA)	Coloni C3-Cosworth V8 DFR	1.48.567
DNPQ	Pierre-Henri Raphanel	(F)	Coloni C3-Cosworth V8 DFR	1.48.780
DNPQ	Gregor Foitek	(CH)	EuroBrun ER188B-Judd V8	1.49.458
DNPQ	Aguri Suzuki	(J)	Zakspeed ZK891-Yamaha V8	1.49.527
DNPQ	Bernd Schneider	(D)	Zakspeed ZK891-Yamaha V8	1.50.455

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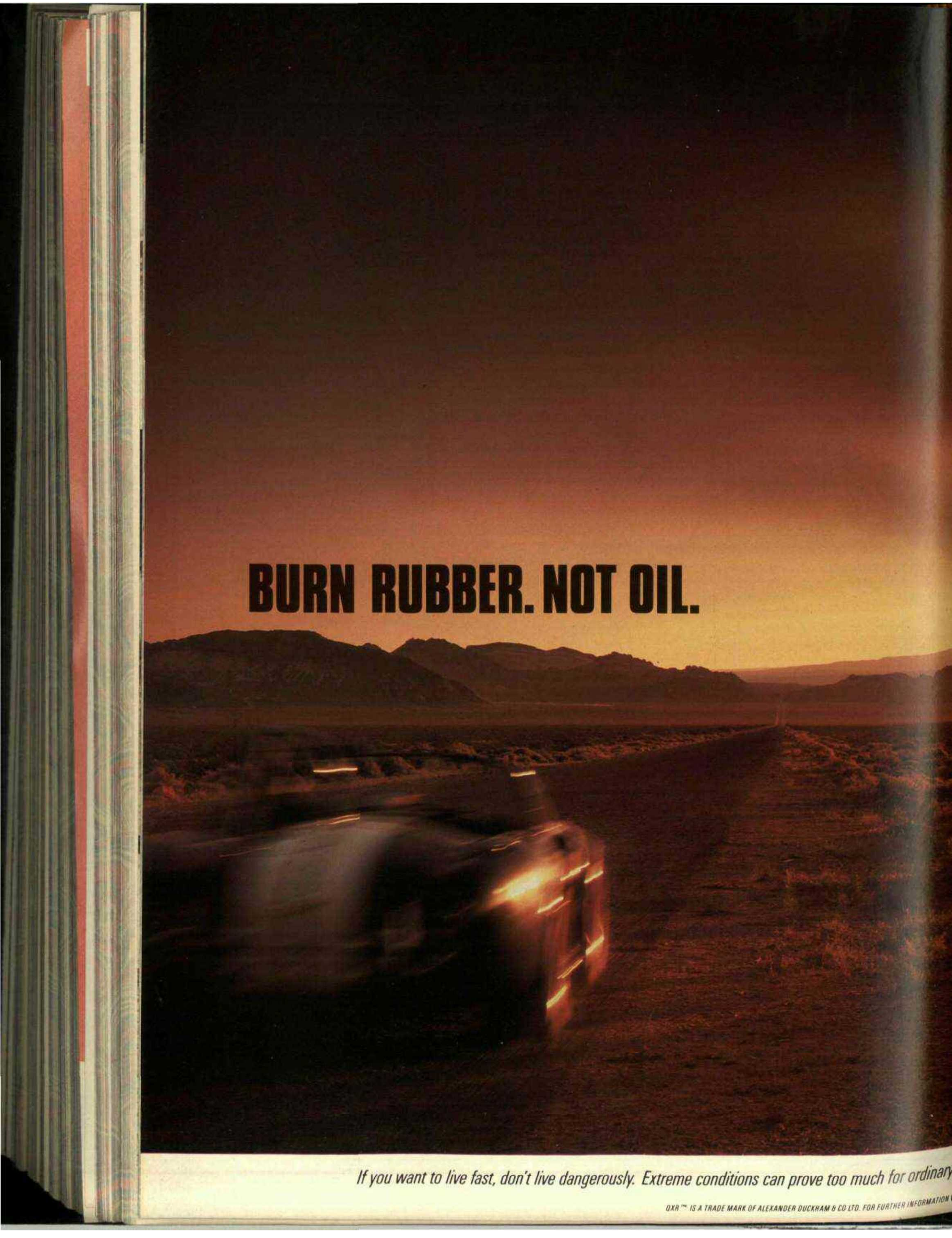

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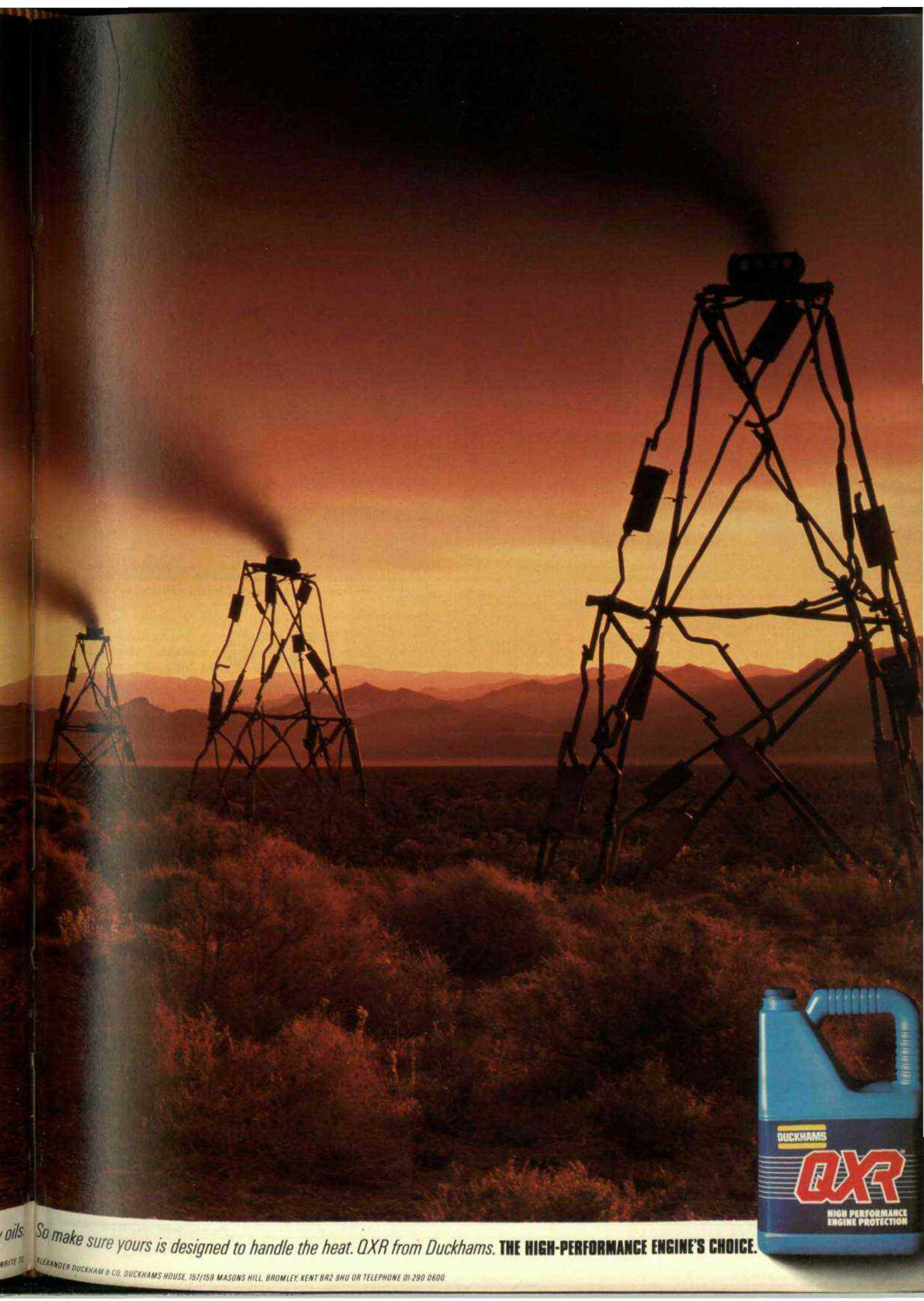

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McLaren's supremacy challenged: Riccardo Patrese's Williams-Renault beat Senna off the line from pole position and led two-thirds of the race . .

Fair and Square

To find the last time McLaren was really beaten fair and square in a Grand Prix — as opposed to *losing* a Grand Prix, which is another matter altogether — you have to go back to Adelaide 1987. In motor racing, that's an awful long time for anyone to be so dominant.

That explained a lot about the depth of feeling in the paddock at the Hungaroring after Nigel Mansell had scored the best victory of his career by taking the fight to McLaren and Williams, and winning the hard way.

McLaren lost to Ferrari at Monza last year, to the Prancing Horse again at Rio at the start of 1989, and to Williams in Canada, but each time it had been the top dog. In Hungary, that changed.

It wasn't a situation that was likely to last during the remaining races, but on a course renowned for bunching times, the Anglo-Japanese cars for once weren't the pacesetters. Being McLarens, however, they still salvaged second and fourth places, in what for the team was A Bad Race. Anyone else in Formula One at present who says he wouldn't be delighted to have his team score such a result is a liar.

Mansell had been optimistic all along about Hungary, which is why qualifying proved such a rude shock. Everyone and his dog had understeer, but the Briton's Ferrari was worse than many and he was in big trouble. Things got so bad that the set-up was changed completely between Friday and Saturday, yet from ninth fastest he slipped to twelfth, his lowest grid position in years. At a circuit on which overtaking is damn near impossible, it seemed an insuperable handicap.

. . . and then Nigel Mansell's Ferrari came from behind to beat the Brazilian to the finish.

Mansell had one ace up his sleeve, how ever. The F1/89 felt so bad that it just didn' work on qualifiers, so Nigel qualified o Goodyear's softer C compound race tyres On his way to arriving at that conclusion h

gained more experience of running on the Cs and the harder Bs than anyone else in the place. Being Mansell, he parlayed that into a raceday advantage that he exploited fully.

If there was one delirious Ferrari driver, however, there was also another who was totally disgruntled: Gerhard Berger.

The Austrian hadn't finished a race since Suzuka last October when he arrived in Budapest, a record of disaster that eclipsed even Chris Amon's legendary ill-fortune. It was something the fickle Italian Press had been quick to publicise.

Gerhard also came to Hungary seething inwardly after team boss Cesare "Hollywood" Fiorio had given him a dressing down for holding up Mansell in Germany. Gerhard was beginning to realise how Michele Alboreto must have felt last season . . .

Throughout qualifying he was the faster, the better able to counter his Ferrari's understeer by hurling it around at the usual lurid angles. Mercifully, with such a gripless surface, it was something spectators could also savour!

In the race, too, Gerhard was in fighting form, but even before the start he had cause for disquiet. In the morning warm-up his gearbox's electro-hydraulic pressure had dropped, but rather than change the entire box, Ferrari's mechanics only changed the ancillaries. Gerhard went to the line hurt that his chances appeared to merit such little concern, aware that he might yet again be fated to retire.

After four laps he had disposed of Alex Caffi's Dallara, in which the Brescian had qualified a magnificent third, and latched on to Ayrton Senna's tail as he chased energetically after Riccardo Patrese's Williams. There he stayed for the first 28 of the 77 laps, before a lightning tyre stop on lap 29 dropped him behind Mansell and Caffi.

Goodyear had wanted all its runners to start on Cs, and make stops. But where the Ferrari duo, Boutsen and most others had opted for them, Senna, Prost and Patrese went for the harder Bs.

At the time, Gerhard's stop seemed canny. If he could come in early, get into his rhythm again quickly, he might just be in a position to capitalise if the others had to stop or found their harder compounds losing effectiveness. Instead, though, the stop was to be of greater assistance to Mansell, for Goodyear examined his discarded Cs and came to the conclusion they could have gone the distance. The message was swiftly radioed to Nigel, and Gerhard's potential advantage became a time-wasting setback.

Mansell, meanwhile, had blown by Prost on lap 41 and was right on Senna's tail.

The end for Gerhard came on lap 57, when the gearbox, as he had feared, went out of business. It happened just in time for him to appreciate his team-mate's stunning move on Senna.

Both the Briton and the Brazilian had overtaken Patrese by that point, and going into lap 58 came up behind Stefan Johansson's Moneytron Onyx as they exited the right-hander at the bottom of the hill after the start. For the first time this corner was minus the little chicane that used to flood whenever it rained, and the new, faster layout suited Mansell perfectly.

Johansson had already been into the pits to have an awkward gearshift examined, and just as Senna closed on to his tail, the Onyx jumped out of fourth. Ayrton was right behind it, gaining as much of a tow as he dared. Mansell, sensing his tiny loss of momentum, blasted alongside after a sideways twitch to slow the Ferrari as it nearly rammed the McLaren, and *just* had sufficient momentum of his own to take the lead.

"All my overtaking moves were the sort I'd rather not think about," he admitted (he passed four cars into the first corner alone), "but that one was the tightest!"

It worked to perfection, however, and though Senna came back at him, the Ferrari was equal to the task. Mansell punched in some quick laps, then a real flier on lap 66 which was the race's fastest. That it was set so late was clear indication of just how kind John Barnard's brilliant chassis was to its rubber.

Senna by then had no ammunition left in his armoury. All weekend McLaren had

A miserable spell for Eddie Cheever ended with a fifth place in his Arrows-Cosworth.

Mauricio Gugelmin retired from a promising eighth place when his March's electrics short-circuited.

chased a handling imbalance. First the MP4/5s understeered. When that was dialled out, they oversteered.

What they also chased for most of the time was Riccardo Patrese. On Friday the Italian veteran, born again as a racer this year, had stunned everyone with a lap of 1min 19.726sec which was a second and a quarter faster than anyone else could manage. After being blown away at Hockenheim, the Williams-Renault proved a perfect tool for the Hungaroring's twists, at least when it was driven by Patrese. He and Patrick Head had found an excellent set-up that day, and for the rest of the weekend nobody else got close enough to topple him from the third pole of his 184-race career.

It would have been simplicity itself for him to fluff the start and become engulfed. After all, it isn't every day that you start alongside Senna. But Riccardo didn't fluff it. In fact, he out-Sennaed Senna on that opening lap, pulling out a 1.2-second margin by the time they completed the first two and a half miles.

When Senna pulled that back by the second it seemed the graffiti had been scrawled in large letters on the wall, but it was not so. Riccardo controlled the situation and led neatly for lap after lap. If Senna got a mite too close, no doubt exploiting his onboard mixture control for moments of extra richness and power, Renault did the same thing from the pits. Most of the time Riccardo ran lean, on "Click 1", but every so often the richer "Click 2" was employed.

His was a beautiful drive, an indication of how well he has been performing this season, and as the race reached lap 50 the opening lap question began to take on even greater substance. Could Riccardo *really* win?

Two laps later the question was answered, as Senna stomped by into the lead. By lap 54 Mansell was second, and by the 55th Patrese was rolling to a halt just past the pits. A lump of metal debris had pierced his right-hand radiator, in a repeat of his Silverstone luck, and Renault's Bernard Dudot had known the worst the moment the monitor revealed the alarming leap in water temperature.

Patrese walked slowly in. And if this emotional man cried as he joined his crew, he had earned the right to.

If Berger was an unhappy man after the

Surprise of qualifying was Alex Caffi's Pirelli-shod Dallara, bumped from the front row only by a late Senna special.

Wheels of misfortune: Palmer shunted his Tyrrell (left) during practice and Nakajima's Lotus (right) ended its race in the gravel after contact with Warwick.

race, so was Alain Prost, fourth behind Patrese's lacklustre team-mate Boutsen who should have done better in the opening stages on his Cs and ended up third after a survivor's race when an attacking drive might have reaped more. He had, after all, started fourth on the grid.

Prost had only been fifth on the grid, alongside Berger, and alarmed to find on race morning that an engine hesitation problem from Friday had returned in force. It was to plague him throughout the race, and was exacerbated by an intermittent fault with the unit cutting out.

If Mansell had had strong words with the stewards about the driving of newboy Jean Alesi in qualifying, Prost could be forgiven for harbouring uncharitable thoughts about Caffi and Cheever as they administered brutal chops to him going into turn one, the scene of the brilliant move he pulled on Senna last year. Instead, the Frenchman was feeling depressed about the atmosphere of isolation he sensed for the first time in Hungary.

When he ran wide on oil spewed from Patrese's car just prior to its retirement, his visor became smeared. Worse still, his tyres picked up a lot of the rubber debris that lurked off line, and for the second year running he suffered the sort of tyre vibration that afflicted Senna and Mansell to a lesser degree. Replacements were the only answer for him, but once he'd resumed and suffered at the aggressive (but understandably charging) Cheever's hands, Boutsen proved too far ahead to catch in the time left.

If Mansell, Patrese, Senna and Berger produced star performances, and Prost was hamstrung, Cheever and Arrows partner Warwick joined with Nannini and Alesi in scooping the other nominations. Life has been tough of late for the American, especially since his non-qualification at Silverstone, but he is always a good racer and deserved better than fifth. Warwick, likewise, deserved better than his eventual tenth, having run ahead of Eddie until a stop

A rear brake fire brought Pierluigi Martini's Minardi to a smokey halt.

Osella No 18 (above) was qualified for the first time in 1989 by Piercarlo Ghinzani, but French team-mates René Arnoux and Olivier Grouillard (below) failed to get a Ligier into the fray.

to investigate strange handling. A wheel nut had loosened, and thereafter he played a doomed game of catch-up made all the more frustrating by the knowledge that he'd been closing on the leaders at the time of his stop.

Proving his raw speed yet again, Alesi qualified eleventh, just ahead of Mansell to the amusement of those who had heard of their Friday morning altercation when they disputed the same bit of road. However, when Martin Brundle hit the back of his Tyrrell on the opening lap its undertray was damaged and a tyre sustained a cut. After a stop for rectification Jean stormed back, and in the first few laps was easily the fastest man on the track until the handling deteriorated again.

Team-mate Palmer was yet again in the wars, shunting after brake failure in qualifying and then losing tenth place with an injection trumpet problem.

Nannini had been part of the train that developed in the wake of Patrese, Senna, Berger and Prost in the opening stages, sitting seventh but destroying his tyres in the dirty air. After a sensibly early stop he was charging back into contention, ahead of Boutsen, when his gear selectors broke and prevented engagement of first, third and fifth.

Likewise Caffi's raceday hopes were dashed. Much was expected of Pirelli after its strong performance at Monaco, and it brought a revised tyre which was good enough to help Caffi to an excellent third-fastest qualifying time. Indeed, he only fell off the front row when Senna posted a late flier. Come the race, however, the advantage was firmly with Goodyear, and Alex could only take a back seat with an eventual seventh, some way behind Nelson Piquet's reliable Lotus.

The Brabhams, stars at Monaco, struggled all weekend for grip, the Minardis flattered in qualifying only to deceive in the race, while the Goodyear-shod Marches looked set for charges in eighth and ninth places early on when both retired within a lap of one another to add yet another miserable chapter to the 1989 Leyton House story.

There was no misery for Mansell, though. Ever the realist, he played down chances of a late charge at the championship, firmly reiterating his view that 1989 is the foundation for 1990. Everyone knew that the nature of the Hungaroring played into Ferrari's hands far more than would Spa or Monza, yet deep down they began to wonder. Then they remembered Honda's new "Specification 5" V10 scheduled for introduction in Belgium, and how both its power and driveability had been enhanced, and began to get cynical again.

Still, it did everyone good to be reminded once again of what motor racing at the top level could — and should — be all about. Without doubt, the Hungarian Grand Prix was the best race so far in the current season, and Mansell a thoroughly deserving victor after a brilliantly judged performance. **DJT**

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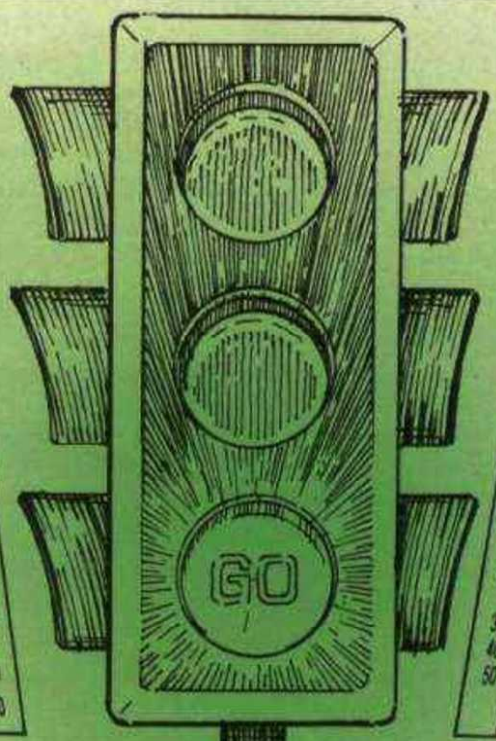
EXAMPLES

DRIVERS WITH CLEAN RECORD

Age	Cover	Car	Risk	Area	Cost	Deposit
17	TPFT	Escort 1100	Student – Prov. Lic.	London GLC	£227.00	£77.00
18	TPFT	Capri 2000	Bank Clerk – Full Lic.	London GLC	£336.00	£114.00
19	TPFT	Opel Manta GTE	Clerical – Full Lic.	London GLC	£388.00	£132.00
20	COMP	Fiesta Ghia	Female – 2 years NCB	London GLC	£337.00	£140.00
21	COMP	Peugeot 205 GL	Accountant – Nil NCB	London GLC	£411.00	£140.00
22	TPFT	RS 2000	Builder – 3 years NCB	London GLC	£252.00	£85.00
23	TPFT	Astra GTE	Male – Nil NCB	Warws.	£404.00	£137.00
24	COMP	Toyota MR2	Male – Nil NCB	Essex	£583.00	£198.00
25	COMP	Mini Mayfair	Policeman – Nil NCB	London SW1	£199.00	£57.00
30	COMP	Fiesta 1100	Bank Clerk – Nil NCB	London E1	£218.00	£74.00
35	COMP	XR3i	Builder – 4 years NCB	London GLC	£192.00	£55.00
40	COMP	Carlton 2000	Max. NCB	London GLC	£185.00	£62.00
50	COMP	Cavalier 1600	Postal Worker – Max. NCB	London GLC	£101.00	£34.00

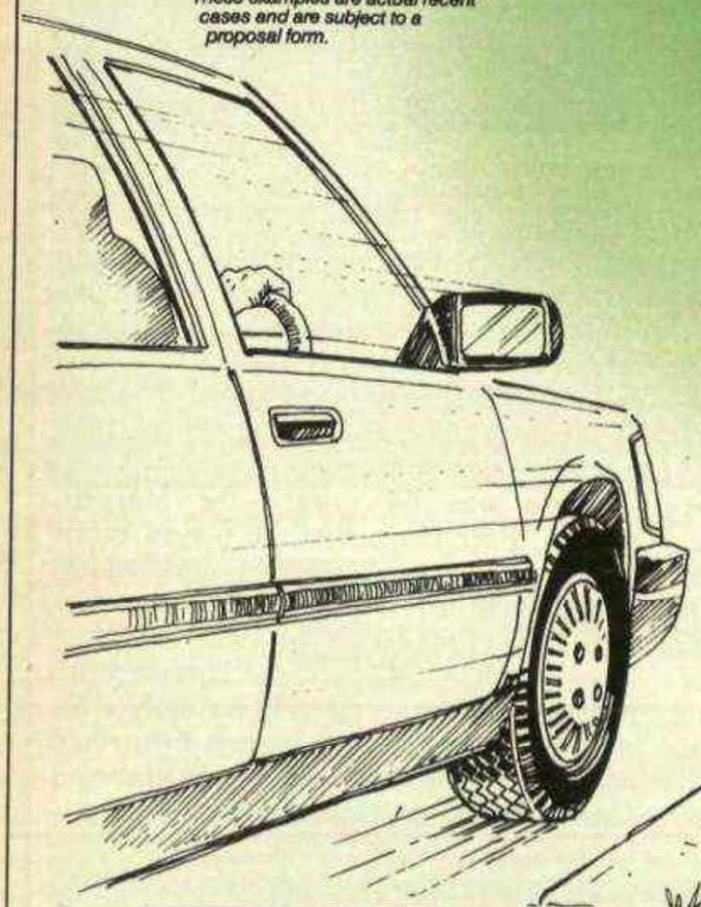
These examples are actual recent cases and are subject to a proposal form.



EXAMPLES

DRIVERS WITH ACCIDENTS/ CONVICTIONS

Age	Cover	Car	Risk	Area	Cost	Deposit
17	TPFT	Escort 1.3 Ghia	1987 IN IO 1988 – PC30 CU 10, CU 40	London E15	£634.00	£215.00
18	TPFT	Mini 1000	1987 UT 40 in 10 LC 10	London GLC	£455.00	£155.00
19	TPFT	Escort 1100	1988 DR 10 – 1 yr NCB	London GLC	£276.00	£93.00
20	TPFT	TR7	1985 PL 30, 1987 SP 30	Lincs.	£296.00	£100.00
21	TPFT	Cavalier 1600	'86 PL 10, CU 10, CU 20	London GLC	£213.00	£72.00
22	COMP	Peugeot 205 GTI	1985 DR 10 – 1 yr NCB	Essex	£972.00	£320.00
23	TPFT	Astra 1300	Female '88 Accident CD 10	London GLC	£241.00	£82.00
24	TPFT	Orion L	1984 DD 30 – 3 yrs NCB	London GLC	£166.00	£56.00
25	COMP	Escort 1300	'87 2 Accidents – 1 yr NCB	London E18	£361.00	£123.00
30	COMP	Escort Popular	Female Bank Clerk, 2 Accidents 1988	London GLC	£296.00	£100.00
35	TPFT	Cortina 2000	Accidents, '87, '88, '89	London GLC	£344.00	£117.00
40	TPFT	Mercedes 240D	1977 DR 10, 1983 in 10	London E12	£274.00	£93.00
50	COMP	Lotus Eclat	£4,000 Accident 1987 – 1 year NCB	Suffolk	£413.00	£140.00



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Hungarian Grand Prix RESULTS

STARTING GRID

6
R. Patrese
(Williams-Renault V10)
1min 19.726secs

21
A. Caffi
(BMS Dallara-Cos V8)
1min 20.704secs

2
A. Prost
(McLaren-Honda V10)
1min 21.076secs

19
A. Nannini
(Benetton-Cos V8)
1min 21.301secs

9
D. Warwick
(Arrows-Cos V8)
1min 21.617secs

4
J. Alesi
(Tyrrell-Cos V8)
1min 21.799secs

15
M. Gugelmin
(March-Judd V8)
1min 22.083secs

7
M. Brundle
(Brabham-Judd V8)
1min 22.296secs

11
N. Piquet
(Lotus-Judd V8)
1min 22.406secs

3
J. Palmer
(Tyrrell-Cos V8)
1min 22.578secs

37
B. Gachot
(Onyx-Cos V8)
1min 22.634secs

24
L. Perez-Sala
(Minardi-Cos V8)
1min 23.017secs

20
E. Pirro
(Benetton-Cos V8)
1min 23.399secs

↑

1
A. Senna
(McLaren-Honda V10)
1min 20.039secs

5
T. Boutsen
(Williams-Renault V10)
1min 21.001secs

28
G. Berger
(Ferrari V12)
1min 21.270secs

8
S. Modena
(Brabham-Judd V8)
1min 21.472secs

23
P. Martini
(Minardi-Cos V8)
1min 21.746secs

27
N. Mansell
(Ferrari V12)
1min 21.951secs

16
I. Capelli
(March-Judd V8)
1min 22.088secs

10
E. Cheever
(Arrows-Cos V8)
1min 22.374secs

22
A. de Cesaris
(BMS Dallara-Cos V8)
1min 22.410secs

12
S. Nakajima
(Lotus-Judd V8)
1min 22.630secs

18
P. Ghinzani
(Osella-Cos V8)
1min 22.763secs

36
S. Johansson
(Onyx-Cos V8)
1min 23.148secs

29
M. Alboreto
(Lola-Lamborghini V12)
1min 23.733secs

1989 WORLD CHAMPIONSHIP

DRIVERS

Alain Prost	56
Ayrton Senna	42
Nigel Mansell	34
Riccardo Patrese	25
Thierry Boutsen	17
Alessandro Nannini	12
Nelson Piquet	9
Michele Alboreto	6
Eddie Cheever	6
Johnny Herbert	5
Derek Warwick	5
Andrea de Cesaris	4
Maurício Gugelmin	4
Stefano Modena	4
Alessandro Caffi	4
Christian Danner	3
Jean Alesi	3
Stefan Johansson	2
René Arnoux	2
Pierluigi Martini	2
Gabriele Tarquini	1
Olivier Grouillard	1
Luis Perez-Sala	1
Martin Brundle	1
Jonathan Palmer	1

MANUFACTURERS

McLaren-Honda	98
Williams-Renault	42
Ferrari	34
Benetton-Cosworth	17
Arrows-Cosworth	11
Tyrrell-Cosworth	10
Lotus-Judd	9
Dallara-Cosworth	8
Brabham-Judd	5
March-Judd	4
Rial-Cosworth	3
Ligier-Cosworth	3
Minardi-Cosworth	3
Onyx-Cosworth	2
AGS-Cosworth	1

LAP TIMES

No	Driver	Car	Tyres	Pre-Qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap	(on lap)
1	A. Senna	McLaren MP4/5	G		1.21.576	1.20.039	1.23.313	(64)
2	A. Prost	McLaren MP4/5	G		1.21.076	1.22.267	1.22.654	(65)
3	J. Palmer	Tyrrell 018	G		1.24.670	1.22.578	1.24.166	(61)
4	J. Alesi	Tyrrell 018	G		1.23.853	1.21.799	1.24.741	(5)
5	T. Boutsen	Williams FW12C	G		1.23.492	1.21.001	1.23.396	(48)
6	R. Patrese	Williams FW12C	G		1.19.726	1.20.644	1.24.559	(43)
7	M. Brundle	Brabham BT58	P		1.22.970	1.22.296	1.23.442	(39)
8	S. Modena	Brabham BT58	P		1.23.090	1.21.472	1.25.149	(52)
9	D. Warwick	Arrows A11	G		1.23.111	1.21.617	1.24.197	(57)
10	E. Cheever	Arrows A11	G		1.23.251	1.22.374	1.23.894	(51)
11	N. Piquet	Lotus 101	G		1.23.837	1.22.406	1.23.620	(42)
12	S. Nakajima	Lotus 101	G		1.23.996	1.22.630	1.24.903	(21)
15	M. Gugelmin	March CG891	G		1.22.949	1.22.083	1.24.664	(15)
16	I. Capelli	March CG891	G		1.22.445	1.22.088	1.25.710	(19)
17	N. Larini	Osella FA1-M	P	1.24.601				
18	P. Ghinzani	Osella FA1-M	P	1.24.086	1.23.091	1.22.763	1.27.012	(17)
19	A. Nannini	Benetton B189	G		1.21.448	1.21.301	1.23.702	(45)
20	E. Pirro	Benetton B189	G		1.23.772	1.23.399	1.24.305	(65)
21	A. Caffi	BMS Dallara F189	P		1.21.040	1.20.704	1.24.075	(40)
22	A. de Cesaris	BMS Dallara F189	P		1.23.463	1.22.410		no time
23	P. Martini	Minardi M189	P		1.21.746	1.32.546	1.26.691	(15)
24	L. Perez-Sala	Minardi M189	P		1.23.017	1.24.188	1.26.185	(52)
25	R. Arnoux	Ligier JS33	G		1.25.862	1.24.003		
26	O. Grouillard	Ligier JS33	G		1.24.702	1.25.169		
27	N. Mansell	Ferrari F1/89	G		1.22.544	1.21.951	1.22.637	(66)
28	G. Berger	Ferrari F1/89	G		1.21.304	1.21.270	1.23.214	(37)
29	M. Alboreto	Lola LC89	G	1.24.323	1.23.733	1.25.660	1.27.840	(24)
30	P. Alliot	Lola LC89	G	1.24.928				
31	R. Moreno	Coloni C3	P	1.26.903				
32	P-H. Raphanel	Coloni C3	P	1.45.971				
33	G. Foitek	EuroBrun ER189	P	1.27.478				
34	B. Schneider	Zakspeed ZK891	P	1.25.613				
35	A. Suzuki	Zakspeed ZK891	P	1.28.113				
36	S. Johansson	Onyx ORE-1	G	1.22.836	1.23.372	1.23.148	1.24.464	(39)
37	B. Gachot	Onyx ORE-1	G	1.24.412	1.22.634	1.23.720	1.25.207	(34)
38	C. Danner	Rial ARC2	G		1.26.485	1.25.017		
39	V. Weidler	Rial ARC2	G		disallowed	1.26.320		
40	G. Tarquini	AGS JH24	G	1.25.685				
41	Y. Dalmas	AGS JH23	G	1.25.571				

RESULTS
Hungarian Grand Prix, Hungaroring, August 13
77 laps of 3.968km circuit (305.536km/189.851 miles)

Pos	Driver	Nat.	Car/Engine	Time
1st	Nigel Mansell	(GB)	Ferrari F1/89-Ferrari V12	1h 49m 38.650s
2nd	Ayrton Senna	(BRA)	McLaren MP4/5-Honda V10	1h 50m 04.617s
3rd	Thierry Boutsen	(B)	Williams FW12C-Renault V10	1h 50m 17.004s
4th	Alain Prost	(F)	McLaren MP4/5-Honda V10	1h 50m 22.627s
5th	Eddie Cheever	(USA)	Arrows A11-Cosworth V8 DFR	1h 50m 23.756s
6th	Nelson Piquet	(BRA)	Lotus 101-Judd V8	1h 50m 50.639s
7th	Alessandro Caffi	(I)	BMS Dallara F189-Cosworth V8 DFR	1h 51m 02.875s
8th	Emanuele Pirro	(I)	Benetton B189-Cosworth V8 EXP	1 lap behind
9th	Jean Alesi	(F)	Tyrrell 018-Cosworth V8 DFR	1 lap behind
10th	Derek Warwick	(GB)	Arrows A11-Cosworth V8 DFR	1 lap behind
11th	Stefano Modena	(I)	Brabham BT58-Judd V8	1 lap behind
12th	Martin Brundle	(GB)	Brabham BT58-Judd V8	2 laps behind
13th	Jonathan Palmer	(GB)	Tyrrell 018-Cosworth V8 DFR	4 laps behind
14th	Luis Perez-Sala	(E)	Minardi M189-Cosworth V8 DFR	retired on lap 58
15th	Gerhard Berger	(AUT)	Ferrari F1/89-Ferrari V12	retired on lap 57
16th	Riccardo Patrese	(I)	Williams FW12C-Renault V10	retired on lap 55
17th	Stefan Johansson	(S)	Onyx ORE-1-Cosworth V8 DFR	retired on lap 49
18th	Alessandro Nannini	(I)	Benetton B189-Cosworth V8 EXP	retired on lap 47
19th	Bertrand Gachot	(B)	Onyx ORE-1-Cosworth V8 DFR	retired on lap 39
20th	Satoru Nakajima	(J)	Lotus 101-Judd V8	retired on lap 34
21st	Maurício Gugelmin	(BRA)	March CG891-Judd V8	retired on lap 28
22nd	Ivan Capelli	(I)	March CG891-Judd V8	retired on lap 27
23rd	Michele Alboreto	(I)	Lola LC89-Lamborghini V12	retired on lap 27
24th	Piercarlo Ghinzani	(I)	Osella FAI-M-Cosworth V8 DFR	retired on lap 21
25th	Pierluigi Martini	(I)	Minardi M189-Cosworth V8 DFR	retired on lap 20
NC	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap 1

Fastest Lap: Nigel Mansell (Ferrari F1/89-Ferrari V12), 1 min 22.637 secs on lap 66; 172.862 kph (107.411 mph)
Winner's Average Speed: 167.197 kph (103.891 mph). **Conditions:** Overcast.

DNQ	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	1.24.003
DNQ	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	1.24.702
DNQ	Christian Danner	(D)	Rial ARC2-Cosworth V8 DFR	1.25.017
DNQ	Volker Weidler	(D)	Rial ARC2-Cosworth V8 DFR	1.26.320
DNPQ	Nicola Larini	(I)	Osella FA1-M-Cosworth V8 DFR	1.24.601
DNPQ	Philippe Alliot	(F)	Lola LC89-Lamborghini V12	1.24.928
DNPQ	Yannick Dalmas	(F)	AGS JH23-Cosworth V8 DFR	1.25.571
DNPQ	Bernd Schneider	(D)	Zakspeed ZK891-Yamaha V8	1.25.613
DNPQ	Gabriele Tarquini	(I)	AGS JH24-Cosworth V8 DFR	1.25.685
DNPQ	Roberto Moreno	(BRA)	Coloni C3-Cosworth V8 DFR	1.26.903
DNPQ	Gregor Foitek	(CH)	EuroBrun ER189-Cosworth V8 DFR	1.27.478
DNPQ	Aguri Suzuki	(J)	Zakspeed ZK891-Yamaha V8	1.28.113
DNPQ	Pierre-Henri Raphanel	(F)	Coloni C3-Cosworth V8 DFR	1.45.971

Showdown in Hockenheim

As a circuit the Hockenheimring will never replace the old Nürburgring, where the German Grand Prix was held for so many years, but it has developed a sort of negative character of its own.

While the twisty bit inside the huge stadium is not as exciting as Mallory Park or the Club Circuit at Brands Hatch, the long curving sections out to the Ostkurve and back are *fast*, making for an average speed for the 6.797km of nearly 150 mph. For the first time this season, some of the 3½-litre Formula One cars were timed at over 200 mph.

The whole weekend in the giant stadium provided a great deal of interest and excitement, from the arrival in the paddock of Team Lotus with new management, to Ayrton Senna winning the German Grand Prix in the last few miles.

At the moment the Formula One scene seems to be in a state of constant change as regards the people involved. Whereas most of the cars have reached the point of stable design, the work being done on development, the same cannot be said for team personnel. Just why this is so is not very clear at the moment, as an overall trend, though it is more than abundently clear in some individual cases.

Team Lotus head man, Fred Bushell, is out on bail awaiting trial for his part in the DeLorean financial affair, and Peter Warr has also left the team. Tony Rudd moved over from Group Lotus to Team Lotus to try and sort things out, so there was an entirely different scene among the yellow-clad Camel-supported team.

Other changes, heavily influenced by Camel cigarettes, were the appearance of Michele Alboreto in the Larrousse Lola-Lamborghini team, replacing Eric Bernard, who had replaced Yannick Dalmas (if you can follow all that), and Jean Alesi being confirmed as Jonathan Palmer's partner in the Tyrrell team.

With Gerhard Berger being nominated to drive for McLaren next year and Prost having announced his withdrawal from the team, I wonder about relationships within the team for the remainder of the season. Will Honda and Ron Dennis continue to confide in their French driver about their future plans, knowing he may be driving for a rival team next year, and will the Ferrari engineers really tell Berger all about what they are doing in Research and Development, knowing he will take his knowledge to McLaren?

To return to the present, the McLaren team was all back in order after its slightly ruffled appearance during the British Grand Prix. The oil tank breathing problems had been sorted out, it not being a matter of oil leaks, as many people reported, but one of tank and system breathing — the vapour naturally carrying oil with it, which made the back of the car messy so that it looked like oil was leaking from somewhere. The new gearboxes were fitted to all three cars, as it is part of the overall design of the new rear end.

"The twisty bit inside the huge stadium is not as exciting as Mallory Park."

While the gearbox shafts lie transversely in the new box, rather than fore-and-aft, the main reason is to have the gearbox between the engine and the final-drive unit, rather than sticking out the back. Williams, Benetton and Arrows have been doing this for some time now, and Ferrari did it for years before returning to the old-fashioned layout of the gearbox behind the rear axle. Positioning the gearbox in front of the rear axle line gives many advantages, such as reducing the polar-movement of the rear end, changing the centre of gravity of the whole car, and giving greater freedom for air to escape from under the car, which in turn allows more scope for under-car aerodynamics.

At Silverstone, Senna told how the whole feel of the car was improved with this new layout, which meant that he could experiment with all manner of minor adjustments to suspension settings, aerodynamic settings and tyres, all in the continual search for improved cornering and stability under all conditions.

With the German Grand Prix being the first race in the second half of the season, a new list of those unfortunates who had to pre-qualify was drawn up. Justifiably, the two Brabham drivers no longer had to go through the early Friday morning scramble, and were now part of the "seeded" group. Both Lola-Lamborghini drivers had been relegated, or rather the team had been, so Alboreto had to start his new career from the bottom. Moreno and Tarquini were relegated too, but Volker Weidler in the second Rial was moved up on the strength of the efforts of his team-mate Danner, rather than his own ability. Alessandro Caffi joined Brundle and Modena in the "seeded" group, showing that there is a small amount of sanity behind the whole nonsense of pre-qualifying.

When serious practice began the two Onyx drivers and the two Lola-Lamborghini drivers were in the top thirty, though Alboreto only scraped in by one-thousandth of a second, despite being fastest through the speed-trap at 193 mph.

Friday qualifying saw another stupefying performance by Ayrton Senna. In the morning test-session he had "goofed" on the right-hander that enters the stadium and spun into the barriers, so the McLaren mechanics had a lot of straightening out to do and the car was only completed when qualify was well under way.

Prost, Mansell and Berger were setting the pace with laps in the 1min 44sec bracket, until Prost settled the issue with a lap in 1min 43.386sec and a "trap" speed of 199.85 mph. Mansell drove his heart out as usual and scratched round in 1min 44.020sec, but with a top speed of *only* 194 mph; Ferrari was clearly relying on cornering gains rather than speed gains, whereas McLaren was able to have a bit of both. Prost then went out again and clocked 1min 43.306sec and a top speed of 200.02 mph, and still Senna hadn't appeared.

With twenty minutes of the all-important one hour left Senna rolled down the pit-lane and headed out onto the track. Next time past the pits he was clearly on a "flyer" and 1min 43.201sec later he went by again. Fastest time, just like that, and he equalled the speed of Prost with 200.02 mph.

That one lap caused something of stir down the pit-lane, but after a return to the pits to have another set of qualifying tyres fitted and the car checked over he went out again with only a few minutes left before 2pm. A standing-start lap from the pit-lane to get settled, and then one flying lap: time 1min 42.300sec, "trap" speed 200.68 mph. Fastest time of the afternoon and one whole second quicker than his team-mate. With an average speed of over 148 mph for the lap, one second is a long way when measured in yards.

All the heroics we had been watching before Senna appeared rather paled. Nan-

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nini in the Benetton-Cosworth EXP had beaten both Williams-Renaults, and Pirro was just behind them. Nannini had joined the 200 mph club with 200.14 mph, so Ford was a lot happier with its Cosworth V8 involvement.

The Hockenheimring was at least allowing the new breed of Formula One car to stretch its legs, and once again it emphasised how restricted the last year of turbocharged engines had been. Last season Ferrari and Honda had clocked 207 mph through the same speed "trap" so already the new formula cars are within striking distance, in only their first season. On lap times, thanks to improvements in braking, the employment of "downforce" and wider torque-spread, last year's lap times have been soundly beaten. So much for the new rules slowing things down!

Senna's incredible lap turned out to be a very expensive one, for as he completed it he ran over a lump of concrete that had been dislodged from one of the kerbs by another car. It made a gouge along the whole length of the underside of the carbon-fibre composite monocoque. When you are on a "flyer" there is no possibility of dodging obstacles that may appear in your path. If you spend your time looking out for such things you don't make fastest lap.

More by judgement than luck, the McLaren team had arranged for its "Test and Development" transporter to pause in France on its way to Italy, so a phone call diverted it to Hockenheim and enabled a spare test chassis to replace the scrap monocoque. Ron Dennis does have a remarkable ability to avoid panic, unlike many teams.

On Saturday conditions were not quite so good, and not everyone improved on their previous times. Prost got round fractionally quicker, but the Ferraris made no improvement, and Senna demoralised everyone again, this time with two laps in the 1min 42sec bracket and a top speed of 204 mph.

Whilst testing and qualifying had been interesting and exciting, race day was to continue in like vein. In the morning warm-up period the two McLarens were untouchable, so the race as a contest between teams looked to be over already, but Piquet caused an eyebrow to be raised as the yellow Lotus 101 recorded over 200 mph in race trim. The previous afternoon Piquet had joined the "200 Club" along with Senna, Prost and Nannini, but it was thought that it might have been in desperation, reducing drag and downforce to the detriment of handling. You would do that for a qualifying lap, but not for race conditions.

Everyone loves a hero, and as the starting light turned green everyone loved Gerhard Berger; even Senna's greatest fan DSJ had to join the cheering. The Austrian got one of those starts that every racing driver dreams about. From fourth place on the grid he was well on his way before the two McLarens had moved, and he aimed his Ferrari to go between them. But there was insufficient room. He instantly jinked left and ran round the outside of them into the long fast right-hand bend that follows the start, leading Senna and Prost out of the stadium.

Berger's moment of glory was only a moment, for once under way Senna went by into the lead, and before the end of the lap Prost went past the Ferrari, but it is that sort of thing that keeps everyone on their toes.

Things soon settled down, and the cars came into the stadium at the end of each lap "two by two" like the animals into the Ark. Two McLarens, two Ferraris, two Benettons and two Williams, though the last four were mixed in together. When the lone Lotus of Piquet and the lone Tyrrell of Alesi appeared it seemed to spoil the pattern!

Berger's race did not last long, and once the McLarens had settled down Mansell in the second Ferrari could not match their pace.

From a midfield position on the grid Mauricio Gugelmin was impressing with a steady climb up from 13th on lap one to fifth by lap 27, passing all manner of famous names as well as some prominent new ones. But then the March gearbox jammed in top gear and that was that. A pity, for Gugelmin looks to be a natural for a top-three finish. Emanuele Pirro was also making a good impression, keeping pace with Nannini, but a mistake under braking coming into the stadium ended his race.

"When you are on a flyer, there is no possibility of dodging obstacles which may appear in your path. If you spend your time looking out for such things, you just don't make fastest lap"

Out in front the McLaren one-two, with Senna leading Prost, seemed to be a mere formality but then came the pit-stops for new tyres and it all went wrong. The errors only involved seconds, and did not endanger the team's overall monopoly, but they threw the Senna-Prost situation into confusion.

Prost was the first to be called in, leaving Senna to go on his way. The only interest in this routine stop was to see where Mansell was when Prost rejoined the race. The Ferrari driver had settled for a secure third place, realising he could not hang onto the red-and-white cars. Tyre stops usually take less than ten seconds, but after that length of time Prost was still up on the jacks and a mechanic was struggling with the left rear wheel.

It is normal practice at a tyre-stop to keep the car in first gear with the engine running, which is alright providing the clutch is freeing properly. If there is any doubt about that the driver keeps his right foot on the brake pedal and keeps the engine revving with his right heel. Prost did not have his foot on the brake and the clutch was not freeing properly, so the transmission was turning the hubs and the new wheel did not go straight onto the pegs.

If you watch this sort of scene on television it is all apparently quiet and relaxed, with only "Muddly Talker's" voice babbling to cause confusion. Down in the pit-lane it is all confusion, with the racket of compressed-air wheel-nut hammers, the engine revving, the noise of other cars passing by on the track, lots of people around the car, tyres flying through the air, wheel-guns and air-lines whipping about and everyone full of action. There is little time to think and no opportunity to talk.

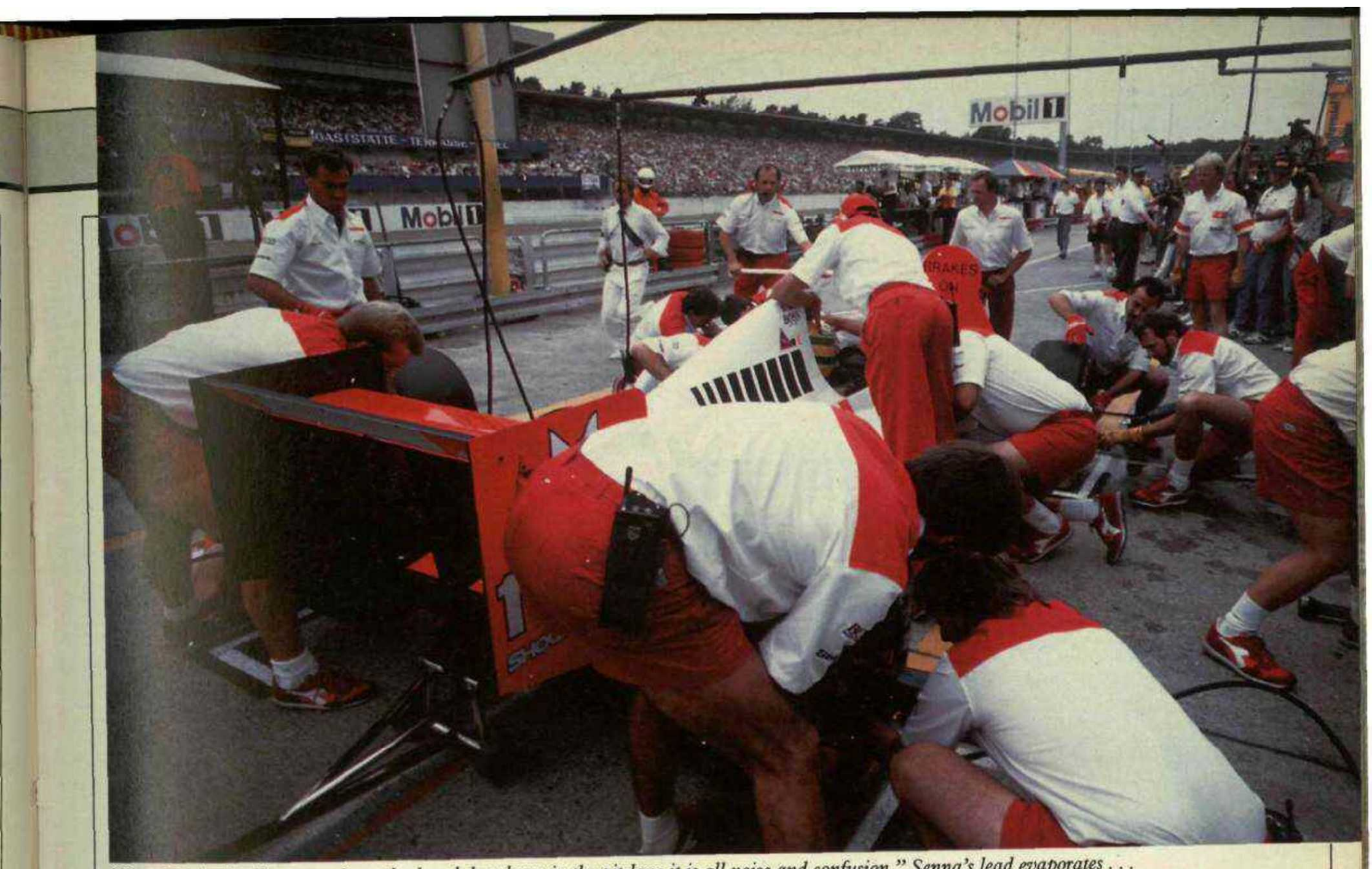
Prost dabbed the brake pedal, the wheel went on, the nut was tightened, the car dropped off the jacks and he was gone; but the seconds had ticked by and not only Mansell had gone past but Pirro as well. By the end of the lap Prost was back into second place, just like that, though now a long way behind Senna.

Then Senna was heading for the pit-lane for his routine stop for new tyres. All went well and the car was dropped off the jacks, the engine note rose to 10,000 rpm preparatory to a searing getaway, and then promptly cut out and returned to a fast tick-over. The car was jacked up again, the right rear wheel removed, the hub looked at and the wheel put back on.

The mechanic who had put the wheel on had a nasty feeling that it had not located properly and, rather safe than sorry, he had instantly signalled to the team chief to "hold it". As with Prost, the seconds were ticking away for Senna and as he was given the signal to go, Prost was approaching the pits on the track at 155 mph.

As Prost lifted off and braked for the 125 mph bend ahead, Senna was going down the pit-lane like a scalded cat, leaving it at a good 100 mph and accelerating hard on a parallel course to Prost. Where the pit-lane exit road blended into the track, at the start of the first long straight, the two McLarens were almost side-by-side, but they still had a 20 mph speed differential. It was now Prost leading Senna by just over three seconds.

For 22 laps we witnessed two master-drivers at work, and it was fascinating to watch. Prost was on his most brilliant form, and even when he came up behind slower cars to lap them he never faltered as he has so often in the past. He was as brilliant as Senna through the traffic, and they matched



"On television it all seems quiet and relaxed, but down in the pit-lane it is all noise and confusion." Senna's lead evaporates . . .

each other's times lap for lap.

This was serious stuff, and poor Nigel Mansell nearly wept as he saw them disappearing into the distance at this late stage in the race. Senna was gaining, but only by inches a lap, not yards, and it looked like stalemate. Prost covered his 40th lap in 1min 46.636sec and Senna responded with 1min 46.247sec. Prost did the next lap in 1min 46.026sec, Senna did 1min 45.979sec. Prost matched it with 1min 45.977sec but Senna recorded 1min 45.923sec.

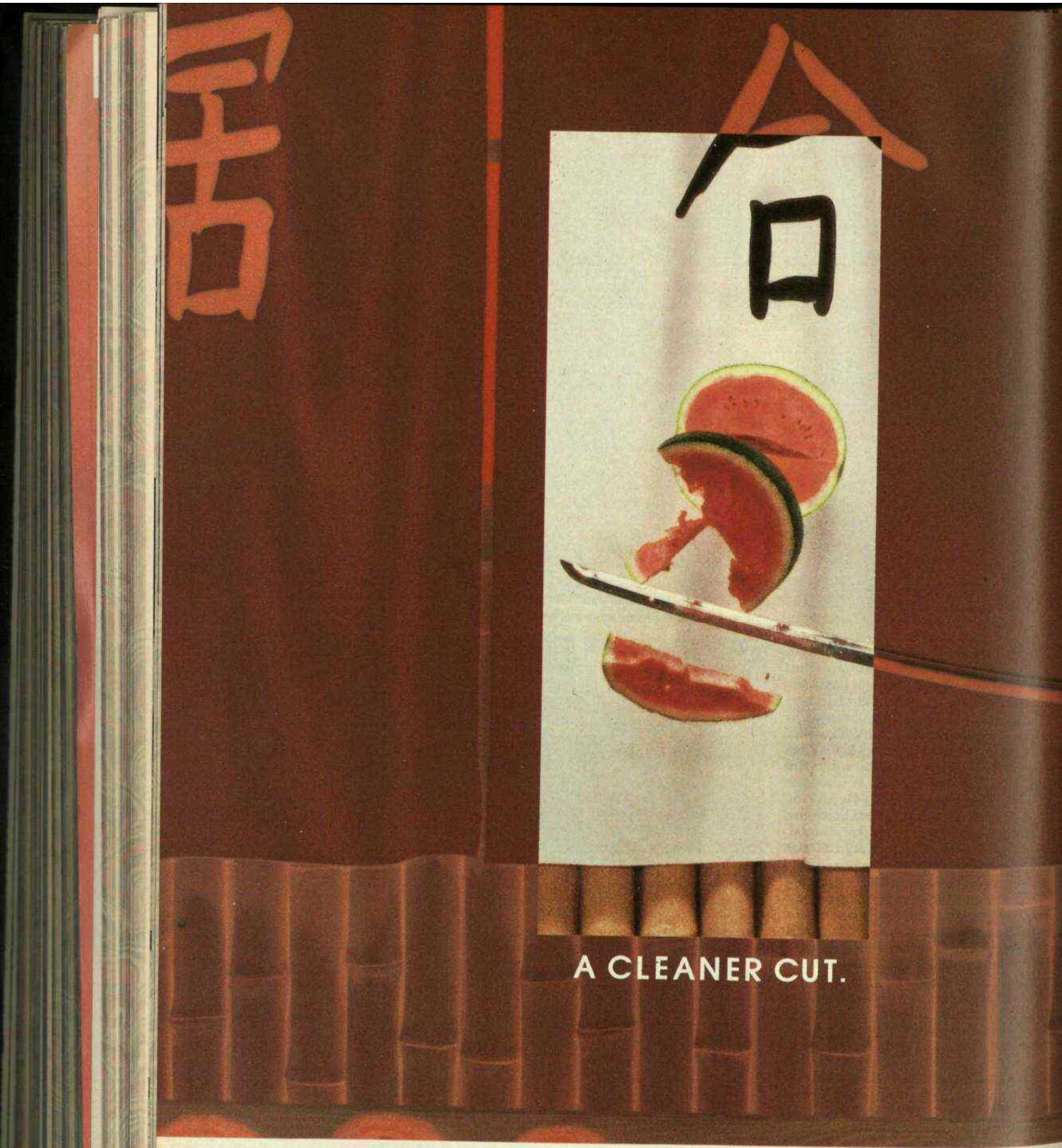
On lap 43, with only 2½ to go, it happened. Prost moved his gear lever into sixth gear, and there was nothing! By the time he had re-selected fifth Senna was past and away, notching up a new fastest lap as he did so, in 1min 45.884sec. The total hush that fell over the huge crowd in the Hockenheimring stadium when McLaren No 1 appeared in the far corner was incredible; when Prost came into view some seconds later a bewildered buzz started, for only Prost knew what had happened at that moment.

Senna added five seconds to his next lap time, and another seven for his last lap, cruising home to a lucky win at the expense of his team-mate. If the McLaren team had planned the scenario to provide an exciting event it could not have done better. It was an exciting and interesting end to an exciting and interesting weekend.

It also made a change to see Senna profiting from his team-mate's misfortune, for in recent races it has been the other way around. McLaren-Honda is still winning, but . . .

DSJ

"Everyone loves a hero, and when the light turned green everyone loved Gerhard Berger."



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RALLY REVIEW

Ingvar Carlsson's winning Mazda was borrowed from the European works team but privately entered.

Distance as Deterrence

Whilst the world's major rally teams, including those of Japanese manufacturers Toyota, Mazda and Mitsubishi, are based in Europe, it is small wonder that a great deal of heart-searching is done before any of them embark on an event which takes place at the other side of the world. To transport an entire works team from one side of the globe to the other is costly, and the expenditure is invariably weighed carefully against the available budget, the suitability of cars for the event, the chances of success and whether such success could be capitalised upon.

Even works teams have limits to their expenditure, although it may not seem like it sometimes, and when a suggestion is made that they undertake a foray spanning several continents, the decision is not made lightly. Of course, in an ideal world someone will turn up to finance a whole trip so that the annual budget may remain untouched, or nearly so. But such cases are rare, and it would be a whimsical team manager indeed who would allow his imagination to breed such fond fancies, and would wait around for wealthy corporate backers to demonstrate sudden philanthropism.

All this is not to say that the only expensive rallies are the distant ones. Anyone who has been responsible for administering a professional team's entry in the Monte Carlo Rally, and has been concerned with its budget, will probably wince if you were to ask him how much it all cost. Dover to Monaco is a far easier journey than Heathrow to Auckland, but the special needs of the Monte Carlo Rally render it one of the costliest in the calendar for anyone tackling it with the serious objective of winning.

Nevertheless, distance can be a deterrent, and no matter how expensive the Monte, with all its tyre permutations and other pricey idiosyncracies, the south of France is reassuringly "just down the road" compared to the remoteness of the Antipodes.

New Zealand is in a peculiar situation. It attracts no stop-over travellers breaking their journey, because no-one ever goes there on the way to somewhere else. It is the end of the line, and you either go there because that is your destination or you don't go there at all. Even the New Zealanders themselves feel cut off sometimes, and it has become almost part of their academic system that one's education is considered incomplete until an "OE" has been undertaken — Overseas Experience!

We consider this isolation to be one of the attractions of New Zealand, for it is largely unspoilt by the modern ravages which have eroded Europe, and its people are refreshingly relaxed and friendly, always ready to swap yarns with visitors and as eager to talk of New Zealand as they are to listen. But to someone concerned with the budget of a rally team, it represents a considerable number of noughts before the decimal point.

The New Zealand Rally, the country's major international event, has a chequered history, for it has been in and out of the World Championship, has qualified sometimes for both drivers' and makes' series, and sometimes for the drivers' only, as this year. To us, the driver's series is far more significant that that for the makes, even though the only drivers who can possibly be in with a chance nowadays are those who drive for factories and are therefore tied to their teams. FISA, on the other hand, considers the car more important than its driver, and in doling out championship status it makes it abundantly clear that the drivers' series is the poor relation.

If a rally has to be "relegated", it is taken out of the makes' series, but usually allowed to remain in the drivers' series. This has happened to the New Zealand Rally, quite unjustly in our opinion, for it is a fine event in demanding country, eminently suitable for inclusion in the full range of the World Championship. However, it is very likely

Colin McRae salvaged family honour by claiming fifth place and Drivers' Championship points.

that pressure from cost-conscious manufacturers (or from those whose cars were not ideally suited to New Zealand's roads!) persuaded FISA to remove it from the makes' series, and in 1989 it shares the same one-part status as the Swedish and Ivory Coast rallies.

The event is therefore not as attractive to manufacturers as it might be. Add to this the cost situation and you will conclude that its entry list is not exactly brimming with works teams. Were it better known among the world's general car-buying public, like Monte Carlo and the Safari, the situation might be different.

On the other hand, the absence of rallying's big guns can often lead to an abundance of entries from other professional teams, even factories, who are not contesting the World Championship as a whole but are aiming for outright wins on selected events on which they know they can do well. Furthermore, this can lead to exciting contests in which no driver stands out as an obvious winner even before the start, and where the competition is fierce all the way to the end.

This is how it was this year in New Zealand. There were plenty of familiar makes, but hardly any of the actual teams which are usually seen contesting rounds of the World Championship for Makes.

Mazda considered that any entry in the New Zealand Rally should be made from Japan and not from its Brussels-based European team, so Rod Millen entered a five-speed 4WD 323 prepared in Japan. However, Ingvar Carlsson, who drives for Mazda's European team, wanted to tackle the rally, so he gathered enough sponsorship, borrowed a six-speed works car from his team, entered it in his own name and went off to Auckland.

What a stroke of fortune for him that he managed to get the deal together! He came away with an outright victory to add to that which he scored on the Swedish Rally in January. The factory itself may have learned some lessons from this, for its man Millen could only manage second place, 2min 42sec behind the winner.

The Mazda 323 is popular in New Zealand, and other such cars were driven by local men Neil Allport, Ray Wilson and David Ayling, whilst a Group N version had been taken from England by Simon Stubbings.

GM Euro Sport decided to send two cars from England. They were identical, with 16-valve, 215 bhp engines, except that one had the Opel badge for Mats Jonsson and the other a Vauxhall badge for Malcolm Wilson. The former was a Kadett GSi and the latter an Astra GTE. Both had magnesium gearbox casing which must have saved anything up to 20 lb.

There were no cars from the Mitsubishi Ralliart base in Essex, but Ralliart Australia entered two Galant VR-4s for Australian Ross Dunkerton and Japanese Kenjiro Shinozuka. They were by no means identical, for their power outputs were not the same and they had different gearboxes, axle ratios, wheel sizes and even roll-cage materials, which must have considerably increased loads being carried in service vehicles.

Third place guaranteed a coveted FISA A-seeding for Britain's Malcolm Wilson.

Although privately entered, there were two distinctly professional Group A Ford Sierra RS Cosworths, for Jimmy McRae and his son Colin. The latter's car was on loan from Boreham, whilst McRae Snr was in his own machine, formerly of the RED (Rally Engineering Developments) stable. There was a third RS Cosworth entered by Rothmans for Middle-Eastern driver Saeed Al Hajri, whilst a Sierra XR 4 × 4 was driven by Brian Stokes and looked after by Ford NZ.

There were no works Subarus, as one might have expected, but a solitary RX Turbo was entered by the New Zealand importer for Peter ("Possum") Bourne. Alas, he didn't have much luck at all, experienced quite a few problems and was eventually excluded for pushing his car over the finish-line of the third special stage after electronic failure stopped his engine — a harsh decision, but one which Bourne eventually accepted.

There were no official Audis, of course, but local man Malcolm Stewart (he and Ray Wilson were the only A-seeded New Zealanders) drove a Coupé Quattro, and Bob Locke a 90 Quattro.

Young Belgian driver Pascal Gaban was to have driven a Lancia Delta Integrale for Italy's Top Run team, but the car did not turn up in Auckland. He completed all his practice and note-making, only to discover that, due to some kind of misunderstanding, the team had not shipped the car.

When this came to light, there was talk of having it airfreighted at the last moment, in which case it would have arrived during the morning of the start, but this was not done and Gaban left for home in disgust. Whether the incident will have strained his relationship with the team for the future remains to be seen.

Another Belgian to call off his plans to drive in New Zealand was Gregoire de Mevius, but in his case the reason was straightforward; he simple couldn't raise the necessary finance and cancelled the whole trip.

In the past, the New Zealand Rally used to alternate between the North Island and the South Island, and on one occasion even spanned both, when cars were ferried across the notoriously rough Cook Straits. Its sponsors have also been varied; it first came to prominence as the Heatway Rally, then for one year it was called the Radio New Zealand Rally before being taken on for several years by Motor Specialities Ltd as the Motogard Rally, until that vehicle accessory company was taken over by Repco of Australia, which decided that a budget for rally sponsorship was not appropriate.

In recent years the rally has been based entirely in the north, and this year its sponsor was Rothmans. Start and finish were at Auckland, and the four-day event was divided into four legs by three night-stops, one at Auckland and two at Rotorua. Apart from a few at the end of two of the days, all the special stages were held in daylight.

Total distance was some 1230 miles, of which the 42 special stages made up 375. The entire distance was contained within the north-western peninsula of the North Island — mostly to the north of an east-west, coast-to-coast line through Rotorua.

Six of the stages were on tarmac, the remainder on dirt or mixed surfaces. Pre-rally note-making was allowed, the proviso

being that on private roads such recces were confined to two organised sessions in which competitors were led over the stages in convoy. Although rally headquarters were at the Travelodge Hotel near Auckland Airport, the start was in Auckland's Queen Street, in the city centre, which had been closed for the occasion.

By making best time in the first tarmac stage, Jimmy McRae was the first to go into the lead. However, the next was on dirt, and it was here that Ingvar Carlsson took over the lead which he did not lose, nor even looked like losing.

Behind him it was Millen who stuck largely to second place, although Jimmy McRae did manage to find enough grip on dry roads to get his RWD Sierra briefly ahead, and both Wilson and Jonsson represented serious threats for most of the time. In the first two legs, Millen had it in his mind that perhaps he would be able to catch Carlsson, but at the start of the third he must have become resigned to second place for he slowed appreciably.

It was very likely that he failed to appreciate the dangerous proximity of the two GM cars behind him, for during the third leg they got within just a few seconds of the California-resident New Zealander. Millen was also rather fortunate on two counts; that Wilson was not at his best form in the early stages due to a sickness having struck both him and his co-driver Grindrod, and that Jonsson had taken a half-minute road penalty after stopping to have a cracked exhaust manifold repaired.

In the second leg the roads were much drier than they had been in the first, but still the Sierras were unable to make an impression on the 4WD Mazdas. McRae Snr kept trying, only to come to a very sudden stop against a tree on one of the evening stages, after dark. The car was far too badly damaged to continue, and all chances of a Group A FISA seeding, which he only narrowly missed in Greece, were lost.

However, family honour was saved by McRae Jnr. For the first time, father and son were driving identical Group A cars in the same event, and 20-year-old Colin scored an excellent fifth place despite having been slowed twice by punctures, on both occasions driving on the flat to the end of the stage. No doubt some pretty pointed jokes were exchanged over dinner that night!

Among the Mitsubishis, Dunkerton eventually managed to get ahead of his team-mate Shinozuka, but then a whole string of failures, including a broken strut top mount, a detached brake caliper and a seized clutch, dropped him right down to 27th place. It says much for his tenacity that he was able to recover to finish ninth overall, three places behind Shinozuka.

Neil Allport spent a very trying nine miles struggling to the end of a stage unable to see where he was going, and with no throttle control whatsoever. His accelerator cable had broken, so the bonnet was opened and co-driver Bob Haldane spent an uncomfortable time crouched in the engine compartment, cold and wet in the dark, operating the throttle by hand and attempting to make his steering instructions heard by his driver.

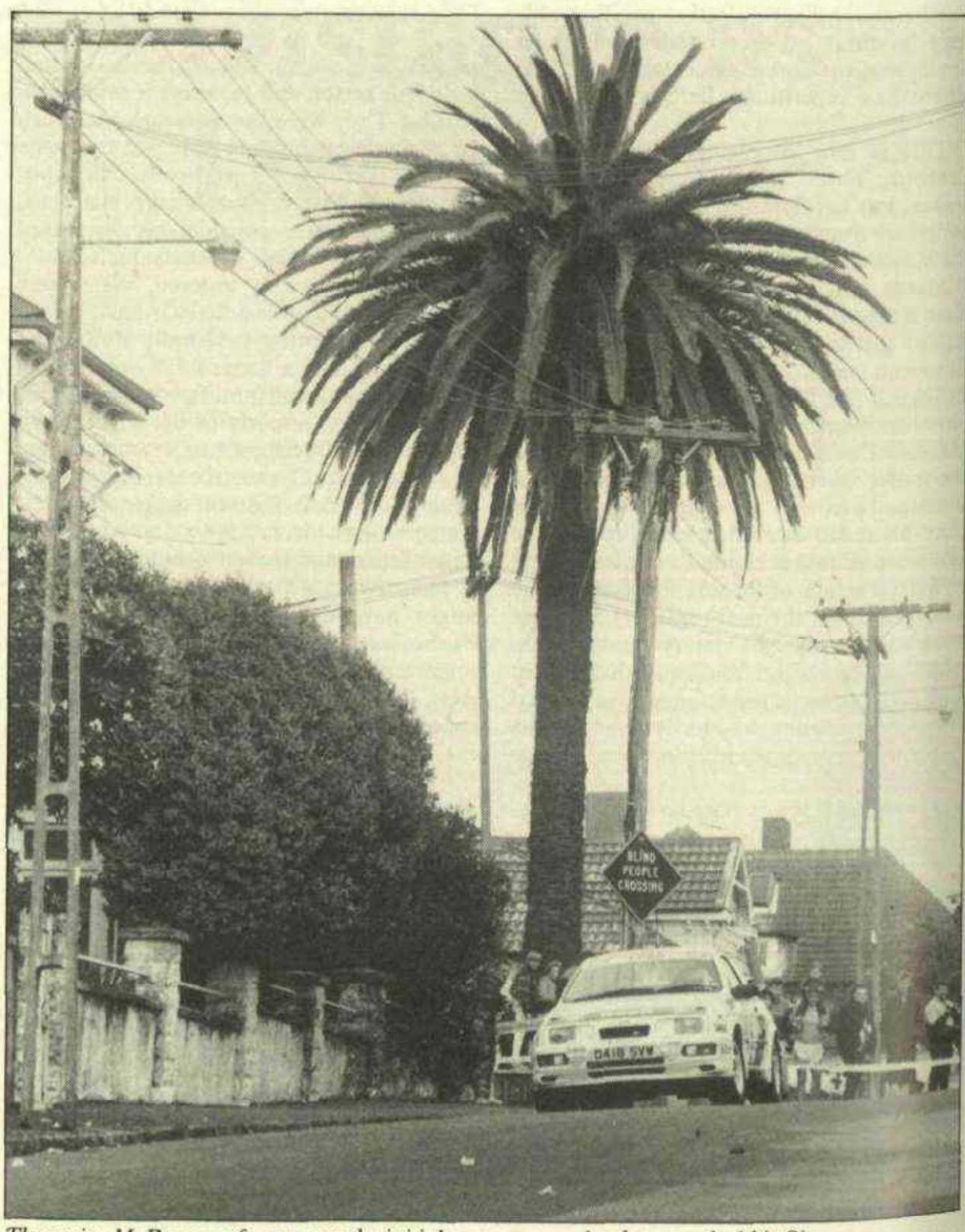
It certainly wasn't easy for Allport, the open bonnet obscuring his view ahead and the engine noise drowning Haldane's warnings of turns, and we can't help wondering why they didn't employ the time-honoured tactic of running a piece of string or wire from the throttle linkage through the window, so that the driver could operate the throttle by hand whilst retaining both his forward vision and the benefit of his pace notes.

In the final leg Millen decided that he could take it easy no longer. Although he had no chance of catching Carlsson, he speeded up to keep the two GM cars at bay and finished 47 sec ahead of Wilson and 89 sec ahead of Jonsson.

It was a splendid result for Carlsson, who now has two World Championship wins to his credit this year, although no points were gained by Mazda in the makes' series. Had the Swedish and New Zealand rallies counted for that section of the championship, it would have had a score of 65 points and would have been second, behind Lancia, not fifth as at present.

Although Jimmy McRae crashed out of the event, the result was a good one, both for the McRae family and for Malcolm Wilson. Colin McRae, at the age of 20, scored his first World Championship points, Wilson gained Group A seeding, and there are now three British drivers figuring in the points table of the World Rally Championship, a situation which has not existed for some time.

GP



The senior McRae was fastest over the initial tarmac stage, but later crashed his Sierra.

WORLD RALLY CHAMPIONSHIP
Round 7 for Drivers, New Zealand Rally, July 15-18

TOP 20 STARTERS

1 Carlsson/Carlsson..... Mazda 323 4WD
2 Wilson/Lewis ..... Mazda 323 4WD
3 Stewart/Parkhill .....Audi Coupé quattro
5 McRae/Arthur ..... Ford Sierra RS Cosworth
6 Millen/Sircombe..... Mazda 323 4WD
7 Wilson/Grindrod.....Vauxhall Astra GTE 16V
8 Shinozuka/Gocentas ..... Mitsubishi Galant VR-4
9 Bourne/Freeth ..... Subaru RX Turbo
10 Meekings/March..... Toyota Corolla GT
12 Inoue/Kokubu..... Mitsubishi Galant VR-4
14 Strong/Grove..... Daihatsu Charade GTti
15 Roestenburg/Norris..... Daihatsu Charade GTti
16 Al Hajri/Bond ..... Ford Sierra RS Cosworth
17 Allport/Haldane ..... Mazda 323 4WD
18 Jonsson/Backman ..... Opel Kadett GSi
19 McRae/Ringer..... Ford Sierra RS Cosworth
21 Skoghag/Diekmann .....Lancia Delta HF Integrale
22 Dunkerton/McKimmie ..... Mitsubishi Galant VR-4
23 Stokes/Latham..... Ford Sierra XR 4x4
24 Ayling/Johnstone..... Mazda 323 4WD

RESULTS

1st	Ingvar Carlsson (S)/Per Carlsson (S)	Mazda 323 4WD	A	6h 59m 55s
2nd	Rod Millen (NZ)/Tony Sircombe (NZ)	Mazda 323 4WD	A	7h 02m 37s
3rd	Malcolm Wilson (GB)/Ian Grindrod (GB)	Vauxhall Astra GTE 16v	A	7h 03m 24s
4th	Mats Jonsson (S)/Lars Backman (S)	Opel Kadett GSi 16v	A	7h 04m 06s
5th	Colin McRae (GB)/Derek Ringer (GB)	Ford Sierra RS Cosworth	A	7h 11m 35s
6th	Kenjiro Shinozuka (J)/Fred Gocentas (AUS)	Mitsubishi Galant VR-4	A	7h 22m 16s
7th	Ray Wilson (NZ)/Stuart Lewis (NZ)	Mazda 323 4WD	A	7h 23m 13s
8th	Saeed Al Hajri (UAE)/Steve Bond (GB)	Ford Sierra RS Cosworth	A	7h 28m 09s
9th	Ross Dunkerton (AUS)/Steve McKimmie (AUS)	Mitsubishi Galant VR-4	A	7h 30m 08s
10th	Ken Adamson (NZ)/Greg Adamson (NZ)	Mazda 323 4WD	N	7h 33m 03s

71 starters, 54 finishers

Group A and Over 1600cc: Carlsson/Carlsson;
1300-1600cc: Meekings/March (Toyota Corolla GT);
1150-1300cc: Dodunski/Curd (Toyota Starlet);
Up to 1150cc: no starters.

Drivers Championship (after 7 of 13 rounds): 1, Massimo Biasion (I) 80; 2, Didier Auriol (F) 50; 3, Ingvar Carlsson (S) 40; 4, Alessandro Fiorio (I) 25; 5 = Stig Blomqvist and Juha Kankkunen 20.

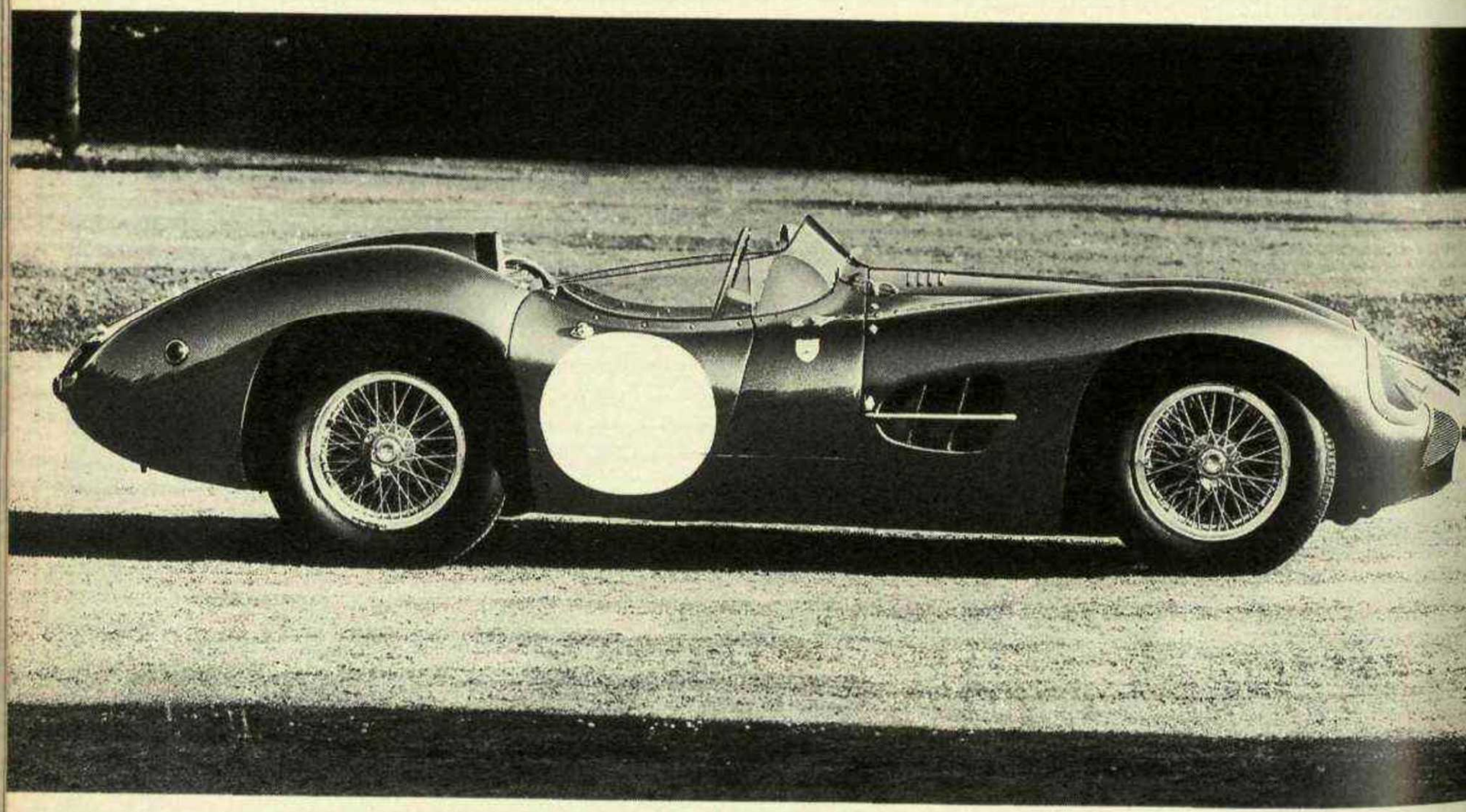
Two Wilsons were seeded in the top seven in New Zealand. The native one, Ray, finished seventh in one of the popular Mazda 323s.

SHELL OILS RAC BRITISH OPEN RALLY CHAMPIONSHIP
Round 5, Ulster Rally, July 28-29

1st	Gwyndaf Evans/Howard Davies	Ford Sierra RS Cosworth	A	3h 03m 47s
2nd	Russell Brookes/Neil Wilson	Ford Sierra Cosworth	A	3h 04m 18s
3rd	David Llewellin/Phil Short	Toyota Celica GT-Four	A	3h 08m 05s
4th	Bertie Fisher/Austin Frazer	BMW M3	A	3h 08m 48s
5th	Jimmy McRae/Rob Arthur	Ford Sierra RS Cosworth	A	3h 13m 11s
6th	Hakan Eriksson/Johnny Johansson	Peugeot 309 GTi	A	3h 13m 36s
7th	David Metcalfe/Nicky Grist	Vauxhall Nova GTE	A	3h 16m 49s
8th	John Haugland/Jan Olof Bohlin	Skoda Favorit 136L	A	3h 20m 09s
9th	Simon Davison/Tina Thorner	Peugeot 205 Rallye	A	3h 20m 38s
10th	Andrew Wood/Dougie Pearson	Audi 90 quattro	A	3h 21m 10s

Group A Overall: Evans/Davies
Group N Overall: Pentti Airikkala/Ronan McNamee (Mitsubishi Galant VR-4)

Gwyndaf Evans won his first international event when Brookes' turbo failed on the penultimate stage in Ulster.



CHRISTIE'S

AT

Beaulieu

MONDAY 11 DECEMBER

Christie's end of year sale will be held this year on Monday, December 11th, at Beaulieu.

This sale will mark the end of a year that has seen Christie's further consolidate their position as Europe's leader in the sale of the finest collectors cars. A position demonstrated in their first sale of the year at Donington, where the ex-Pat Moss 1955 MG TF sold for £35,200 and a 1906 Rolls Royce Light Twenty made £330,000. Later, in Monte Carlo, record prices were achieved for an Aston Martin DBR2 at £2.1m and over a million pounds for a D-Type Jaguar.

Entries are now being accepted for Beaulieu which already promises to maintain the Christie's tradition of holding both a great event and a great sale.

For further information, contact the Christie's Vintage Car Department, 8 King Street, St. James's, London SW1Y 6QT. Telephone 01-839 9060, Telefax 01-925 2649 or Telex 916429.

CHRISTIE'S

In association with Lord Montagu of Beaulieu.

Shape of Things to Come

Rising stars of Group C: Dumfries' Toyota hounds Bailey's Nissan through Surtees.

If Brands Hatch was a preview, the future of the World Sports-Prototype Championship looks extremely promising.

The fourth round of the 1989 series was won by the Sauber Mercedes driven by Mauro Baldi and Kenny Acheson (the Ulsterman's first race in Britain for six years, and his maiden success at this level), but they had to fend off strong challenges from Jaguar's new XJR-11 turbo, Nissan, Toyota and the Joest team's better Porsche. It was a glorious day for Aston Martin, too, the AMR-1 showing new-found speed and finishing a worthy fourth, ahead of Silk Cut Jaguar.

Bob Wollek and Frank Jelinski may have been disappointed to finish second, 77 seconds behind the Mercedes and reversing the Dijon result. In France they had benefited from a loss of performance in Mercedes' Michelin tyres, but at Brands there was no such bonus on offer. Wollek's hopes were raised when Jean-Louis Schlesser lost ground rapidly, his left-rear tyre disintegrating in the first stint, but it was an isolated occurrence and Mass conceded nothing in the second stint, so the Joest Porsche was the meat in Mercedes' sandwich in the results.

Julian Bailey challenged for the lead but dropped the Nissan into gravel at Clearways on lap 20, then Johnny Dumfries and John Watson kept their Toyota with the leaders until the V8 ran short of fuel, and cut out for good six laps at the end. The result — Mercedes, Porsche, Mercedes, Aston Martin, Jaguar, Cougar-Porsche, Porsche, with the Chamberlain team's C2-winning Spice-Cosworth filling out the top eight — was a fine advertisement for the current state of Group C racing.

Jaguar went away with less than it deserved, after giving the twin-turbo XJR-11 model a fine debut. Jan Lammers stunned his rivals with a qualifying lap at 1min 12.927sec, averageing 128.58 mph round the hilly, twisty 2.6-mile Kentish circuit which can no longer be regarded as slow.

The Dutchman, always prepared to give ten-tenths commitment, was still accelerating when he passed a C2 car into Paddock bend, and then had a clear lap ahead. He was using qualifying boost, a luxury never before available to Jaguar's Group C drivers, and his first set of qualifying tyres. He didn't need a second set.

The weather was getting hotter almost by the minute, the track slower, and it become less likely that the Sauber Mercedes team would respond: Schesser was the quicker, for a while, at 1min 13.471sec, but Baldi nipped past onto the front row at 1min 13.385sec, and there the matter rested. Not until a few days after the race did Schlesser reveal that he had broken two toes in his right foot, dropping something heavy while out boating. "Sure my foot hurt," admitted the Parisian, "but not too much to drive."

Less than a second covered the top five cars in qualifying: two Jaguar turbos, two Mercedes and Bailey's Nissan, which he qualified at 1min 13.473sec with only a hint of extra boost (the same engine is used for the race) and despite a trip into the gravel at Dingle Dell. Andrew Gilbert-Scott was Bailey's co-driver for the weekend, but never got the chance to race.

Up in fifth place was the second Jaguar turbo driven by Davy Jones and Alain Ferté. Traffic was the only reason for the car not to be on the front row, said Jones, who felt that the difference between the Group C XJR-11 and the inlet-restricted IMSA XJR-10 was "like comparing a Formula 3000 car with an F3".

There is certainly more performance to come from the Jaguar and from the Nissan, since both ran 19in-diameter Dunlop radial-ply tyres designed for the normally-aspirated Jaguar XJR-9 V12. Turbocharged cars, with more explosive acceleration, require a different design which will be introduced shortly, and for reasons of availablity the Nissan was raced on crossply front tyres, something that contributed to Bailey's downfall early in the race.

Bob Wollek, on the third row of the grid with Frank Jelinski in Reinhold Joest's front-radiatored Porsche 962C, reckoned that all four of his qualifying runs had been spoiled by traffic, and behind him were two of Richard Lloyd's Porsches handled by Derek Bell/Tiff Needell and James Weaver/David Hunt, the latter having his Group C baptism (like Gilbert-Scott, though, he was merely a spectator of the race).

Toyota Team Tom's had a mixed weekend, qualifying both the four-cylinder 880 and the 890-V which was actually raced. The older car was taken along as an insurance since new front uprights were being rushed through for the current V8, to cure the major problem of exploding brake discs, and these were not available until Saturday. Filling out the top ten were the two mustard-yellow Spices, the quickest cars through the turns, which will be still faster next year when Lamborghini's V12 Formula One engines are installed.

The happiest pit at Silverstone was Aston Martin's, where more than four seconds had been found since tests were held a

Brands Hatch 480km

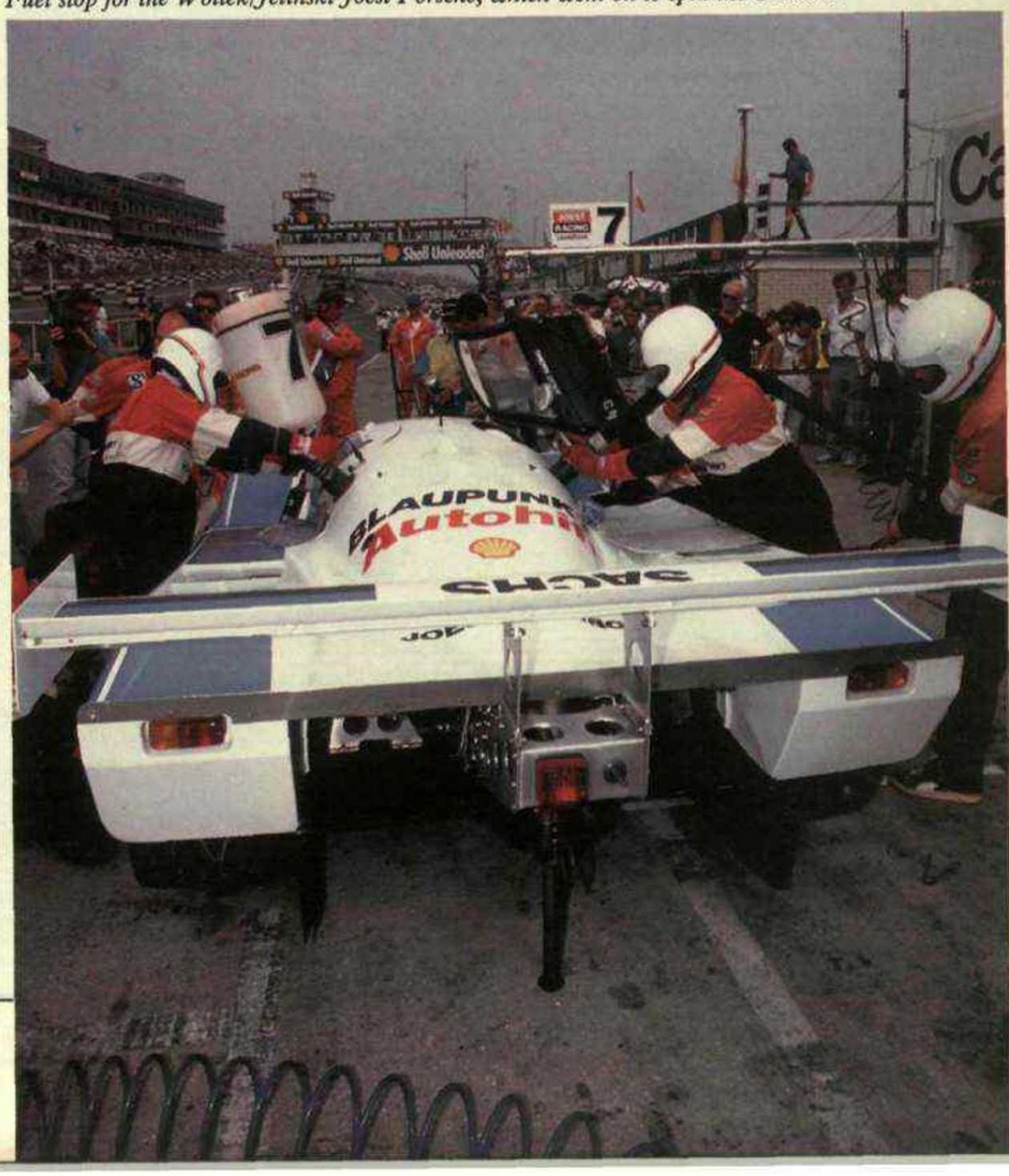
Baldi (No 61) takes a lead he means to keep at the rolling start, as poleman Lammers (No 1) is squeezed by Jones (No 3) and Schlesser (No 62).

fortnight before. David Leslie and Brian Redman were on duty, and were able to lap consistently under 1min 20sec, where previously the car had not been able to get below 1min 22.3sec.

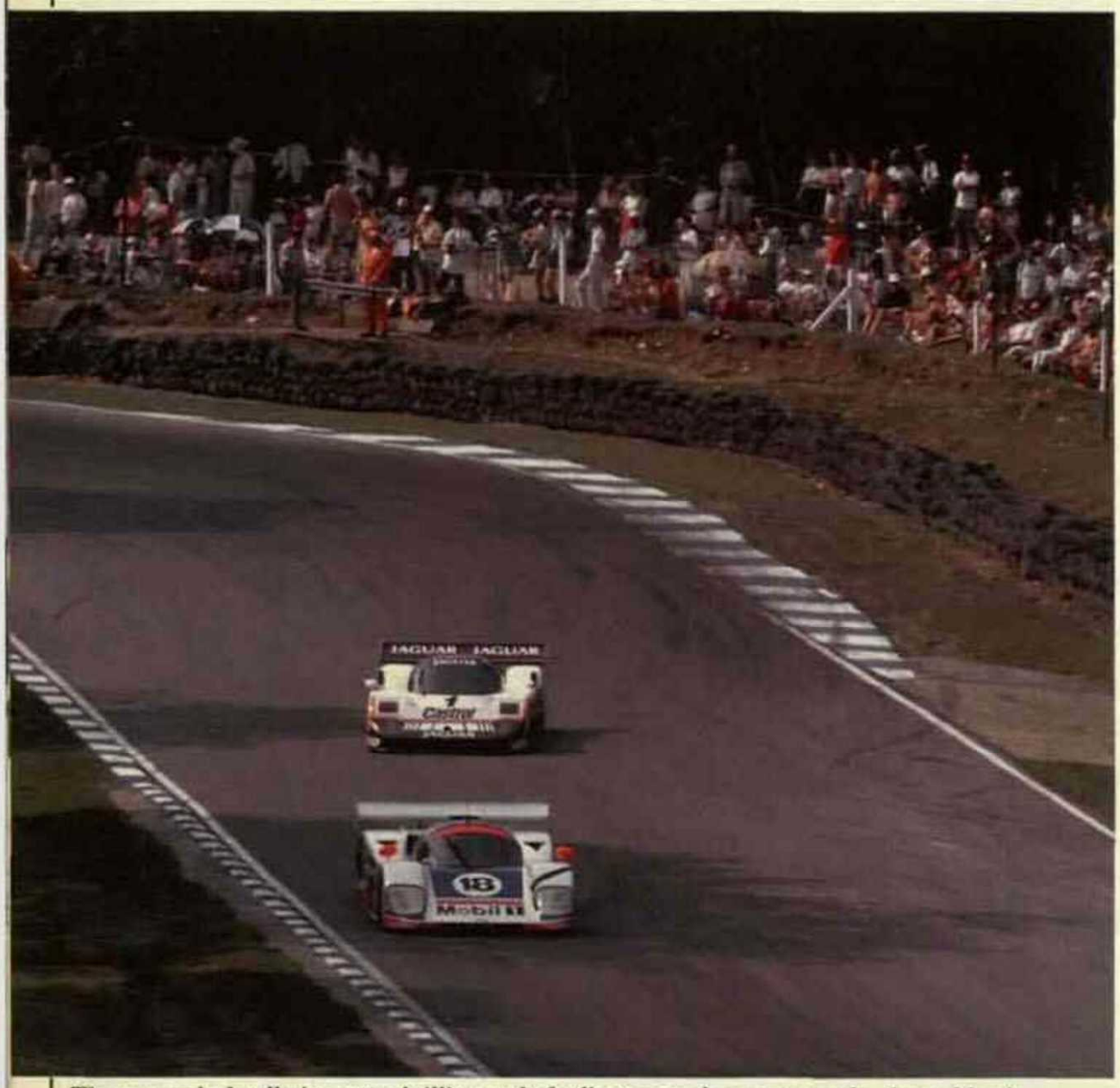
The opening lap of the Brands Hatch 480km was certainly eventful, though not up to Formula One standards. Lammers made a poor start from pole position, hanging back as he would in IMSA to control the field, but Baldi surged forward, followed by Schlesser, and Jones skimmed the wall accelerating through from the third row. To Lammers' dismay, the green light was shown anyway and he was left at the post, fourth at the end of the opening lap but leaving behind a mess of spinning cars at Graham Hill Bend. At least four cars — those of Weaver, Henri Pescarolo (Joest Porsche), Will Hoy (Dauer Porsche) and Wayne Taylor (Spice) — were involved, Hoy retiring with a broken radiator and Taylor needing a new nose.

Schlesser took the lead from Baldi, but after a couple of laps he dropped back to second, then started a graceful decline to sixth as his Mercedes' left-rear tyre overheated. Jones was attacking, but they were both under pressure from Bailey's Nissan and Dumfries' Toyota. Soon enough Bailey got through to second place, five seconds behind Baldi, but was coping with increasing understeer and went straight on into the Clearways gravel trap on the 20th lap. Then it was Dumfries' turn to lead Baldi's

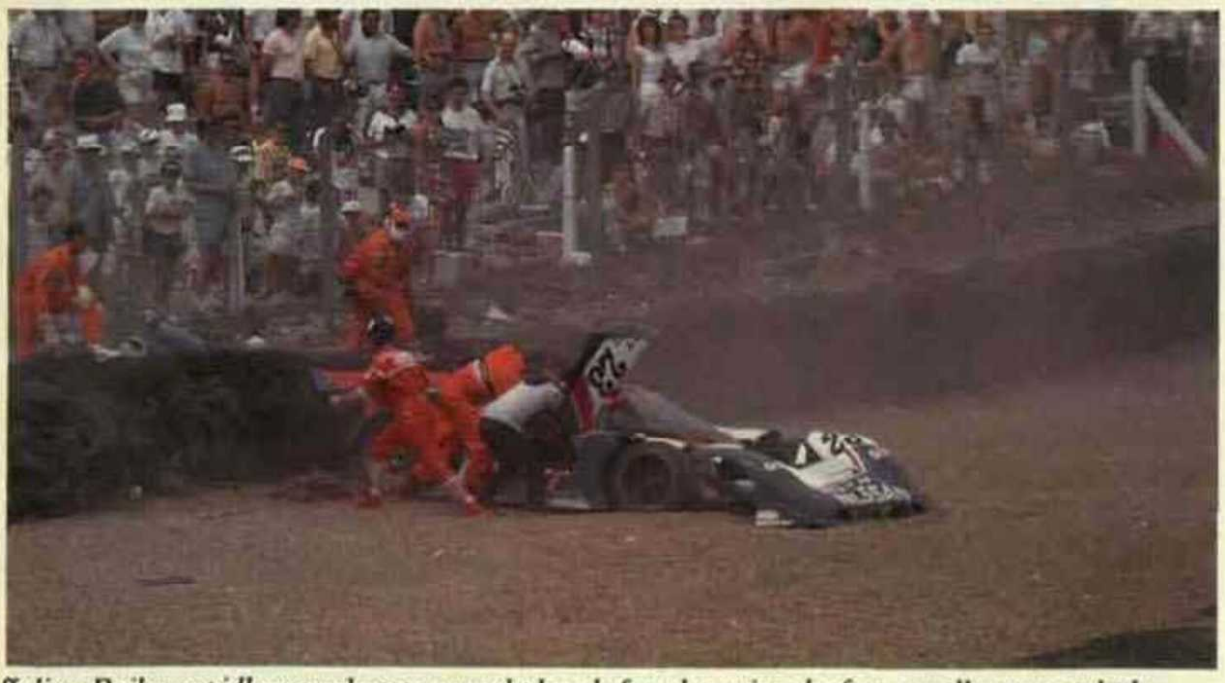
Fuel stop for the Wollek/Jelinski Joest Porsche, which went on to split the Saubers.



Brands Hatch 480km



The sun-soaked galleries saw a brilliant pole for Jaguar, and a great race for Aston Martin.



Julian Bailey rapidly moved up to second place before departing the fray equally spectacularly.

opposition, though at a gap of 12 seconds which presented no threat to the Mercedes.

Davy Jones was going well in third place, easily fending off Wollek, while Lammers was running strictly to his fuel allocation in fifth place, pulling away from Schlesser. Weaver half-spun his RLR Porsche into the Clearways bunker, blaming his rear brake-bias, and later a surprised Needell had the same thing happen to him: same team, same problem, same place.

All those who retired would have been fourth, according to the various teams! But Baldi and Acheson kept a very firm grip on the lead, headed over the line only five times in 115 laps, and maintained a margin of half a minute over Wollek and Jelinski. Thirty seconds can be lost easily with a fla tyre, but the leaders' confidence was s high that it just did not allow anythin untoward. Even during the test days fortnight before, Baldi had confided i Acheson that it was their race.

As for the Joest Porsche, there was th handicap of the reserve fuel supply no switching, causing No 7 to end the rac with nine litres in the tank, but the tean wouldn't advance that as an excuse fo finishing second. Rather, Wollek and Jel inski were pleased to have finished ahead o Schlesser and Mass, who went a lap dow after an hour but lost no more time.

It was certainly a tough race for Jaguar though one that gave every encouragemen for the remainder of the season. Jones an Ferté ran in the top four, and well i contention, for two hours until the distri butor broke and gave the V6 a bad misfir (the TWR crew, hitherto paranoid abou revealing the engine installed, did remov the tail cover but, to no-one's great sur prise, there were no obvious secrets to b detected).

Lammers and Tambay might have bee fourth but for two punctures, the secon caused by debris from John Nielsen' XJR-9. The V12-powered model has gon from being a winner to an also-ran in surprisingly short space of time, and Niel sen and Andy Wallace spent most of th race battling with the thundering Asto Martin, which had more reason to be couple of laps behind. The Jaguar's brake were becoming increasingly weak an eventually Nielsen lost control at Haw thorns, at very high speed, when h pumped the brakes and got the rear pad only to work. The Dane came out winde and bruised, long since deprived of an opportunity to win the race for the thir year in succession.

It was a disappointing day too for Spic Engineering, which so dominated Grou C2 for five years that it might have though C1 to be a doddle.

Wayne Taylor's car was delayed on th opening lap and retired later when Thor kild Thyrring rammed the back of Jean Louis Ricci's Joest Porsche. Then the Ra Bellm/Eliseo Salazer Spice retired fron sixth place at the 100-lap mark when fourth gear broke, so now the Silverstone tean will have to wait for Donington to hav another realistic crack at leading a Worl Championship race.

Hugh Chamberlain's Spice-Cosworth C car won the category stylishly driven b Fermin Velez and Nick Adams, finishin eighth overall and needing only one mor win to secure both titles for 1989.

Two more victories should be enough fo Sauber Mercedes to relieve Jaguar of the C Teams Championship, but the battl between Schlesser and Baldi is more likel to go all the way to Mexico City. MLC

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP
Round 4, Brands Hatch 480km, July 23

QUALIFYING TIMES

Lammers/Tambay	Jaguar	1m 12.927s
Baldi/Acheson	Sauber-Mercedes	1m 13.385s
Schlesser/Mass	Sauber-Mercedes	1m 13.471s
Bailey/Gilbert-Scott	Nissan	1m 13.473s
Jones/Ferté	Jaguar	1m 13.824s
Wollek/Jelinski	Porsche	1m 14.798s
Needell/Bell	Porsche	1m 15.243s
Dumfries/Watson	Toyota	1m 15.666s
Bellm/Salazar	Spice	1m 16.324s
Taylor/Thyrring	Spice	1m 16.337s
Wallace/Nielsen	Jaguar	1m 16.528s
Weaver/Hunt	Porsche	1m 16.627s
Hoy/Dauer	Porsche	1m 17.954s
Leslie/Redman	Aston Martin	1m 17.961s
Adams/Velez	Spice	1m 18.389s
Pescarolo/Ricci	Porsche	1m 18.579s
Regout/Fabre	Cougar-Porsche	1m 18.746s
Kennedy/Dieudonné	Mazda	1m 18.837s
Los/Ballot-Lena	Spice	1m 19.210s
Lee-Davey/Wilson	Porsche	1m 19.389s
Huysman/Konrad	Porsche	1m 19.663s
Piper/Iacobelli	Spice	1m 19.682s
Brun/Pareja	Porsche	1m 19.703s
Lechner/Shaefer	Porsche	1m 20.709s
Stirling/Shead	Spice	1m 20.829s
Lassig/Yver	Porsche	1m 20.830s
Lavaggi/Salamin	Porsche	1m 21.346s
Monti/Giacomelli	Lancia	1m 21.415s
Almeras/Almeras	Porsche	1m 21.578s
De Henning/Wood	Spice	1m 21.830s
Randaccio/Barberio	Tiga	1m 22.171s
Coppelli/Thuner	Spice	1m 22.792s
Lombardi/Sotty	Spice	1m 23.087s
Williams/Taverna	Spice	1m 23.971s
Hytten/Sheldon	Tiga	1m 24.805s
Serpaggi/Descartes	ALD	1m 24.923s
Veninata/"Stingbrace"	Tiga	1m 27.328s
Justice/Tremblay	Tiga	1m 32.003s

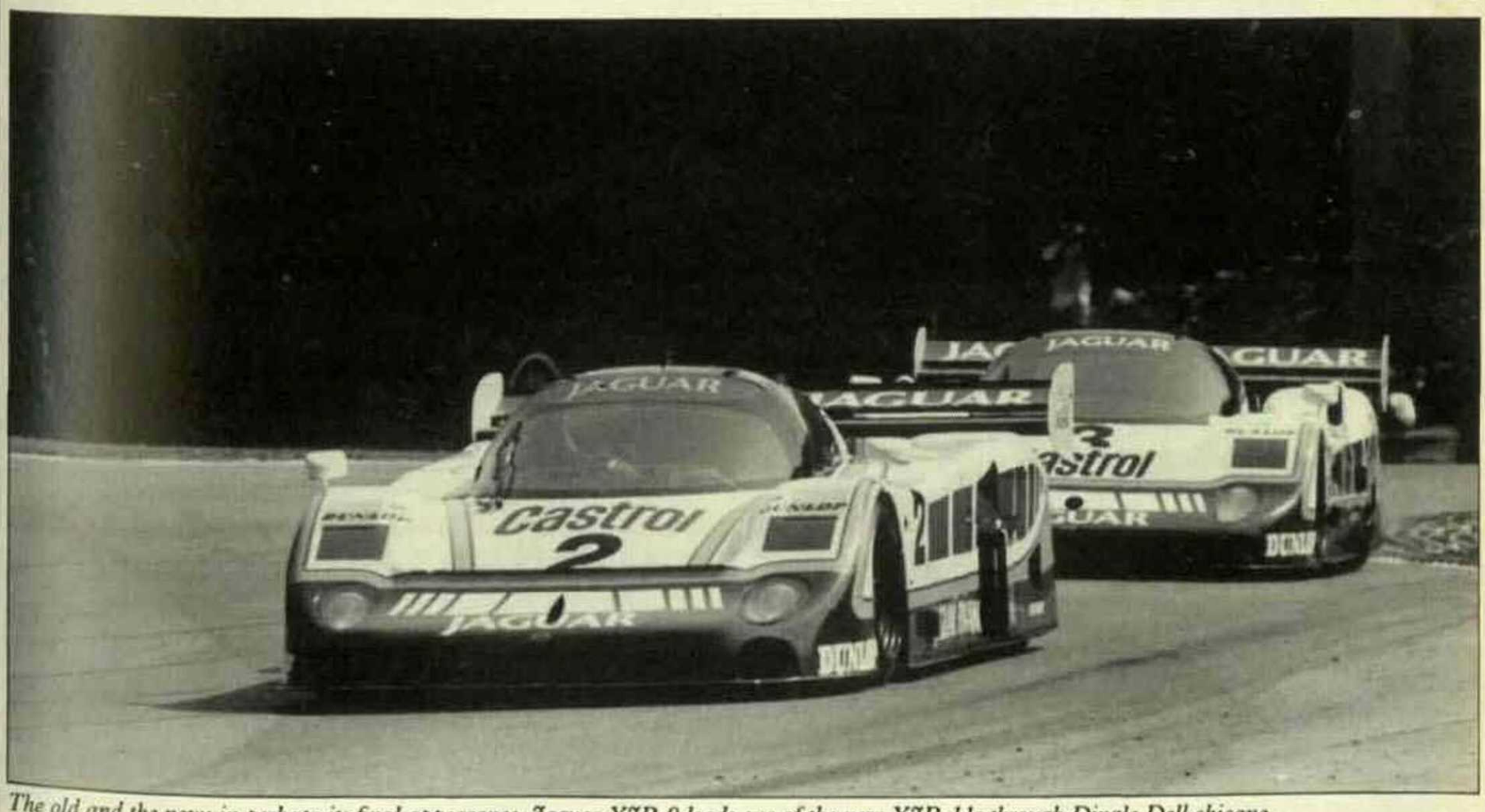
First-named drivers set qualifying times

RACE RESULTS

1st	M. Baldi/K. Acheson	5.0t Sauber-Mercedes C9	C1	2h 41m 37.754s
2nd	B. Wollek/F. Jelinski	3.0t Porsche 962	C1	2h 42m 54.796s
3rd	J-L. Schlesser/J. Mass	5.0t Sauber-Mercedes C9	C1	114 laps
4th	D. Leslie/B. Redman	6.0 Aston-Martin AMR-1	C1	112 laps
5th	J. Lammers/P. Tambay	3.5t Jaguar XJR11	C1	111 laps
6th	W. Brun/J. Pareja	3.0t Porsche 962	C1	111 laps
7th	P. Fabre/H. Regout	3.0t Cougar-Porsche C22	C1	110 laps
8th	N. Adams/F. Velez	3.3 Spice-Cosworth SE89C	C2	109 laps
9th	U. Shaefer/W. Lechner	3.0t Porsche 962	C1	109 laps
10th	J. Almeras/F-M. Almeras	3.0t Porsche 962	C1	109 laps
11th	R. Stirling/J. Shead	3.3 Spice-Cosworth SE88C	C2	108 laps
12th	D. Kennedy/P. Dieudonné	1.3r Mazda 767B	IMSA	108 laps
13th	T. Lee-Davey/D. Wilson	3.0t Porsche 962	C1	108 laps
14th	L. Lassig/P. Yver	3.0t Porsche 962	C1	107 laps
15th	C. Los/C. Ballot-Lena	3.5 Spice-Cosworth SE88C	C1	106 laps
16th	F. Konrad/H. Huysman	3.0t Porsche 962	C1	106 laps
17th	P. de Henning/D. Wood	3.3 Spice-Cosworth SE87C	C2	106 laps
18th	M. Hytten/J. Sheldon	3.3 Tiga-Cosworth GC289	C2	103 laps
19th	B. Thuner/A. Coppelli	3.3 Spice-Cosworth SE88C	C2	101 laps
20th	L. Taverna/J. Williams	1.8t Spice-Cosworth SE86C	C2	101 laps
21st	P. A. Lombardi/B. Sotty	3.3 Spice-Cosworth SE86C	C2	99 laps
22nd	P. Barberio/R. Randaccio	3.3 Tiga-Cosworth GC288/9	C2	83 laps
R	J. Dumfries/J. Watson	3.2t Toyota 89CV	C1	out of fuel
R	J. Nielsen/A. Wallace	7.0 Jaguar XJR9	C1	accident
R	R. Bellm/E. Salazar	3.5 Spice-Cosworth SE89C	C1	gearbox
R	T. Needell/D. Bell	3.0t Porsche 962GTi	C1	accident
R	M. Monti/B. Giacomelli	3.0t Lancia-Ferrari LC2	C1	electrics
R	D. Jones/A. Ferté	3.5t Jaguar XJR11	C1	distributor
R	R. Piper/O. Iacobelli	3.3 Spice-Cosworth SE88C	C2	accident
R	H. Pescarolo/J-L. Ricci	3.0t Porsche 962	C1	fire
R	W. Taylor/T. Thyrring	3.5 Spice-Cosworth SE89C	C1	accident
R	G. Lavaggi/A. Salamin	3.0t Porsche 962	C1	lost wheel
R	A. Serpaggi/L. Descartes	3.3 ALD-Cosworth C289	C2	suspension
R	J. Weaver/D. Hunt	3.0t Porsche 962GTi	C1	accident
R	J. Bailey/A. Gilbert-Scott	3.5t Nissan R89C	C1	accident

Fastest lap: Baldi 1 min 16.111 sec; 198.184kph (123.145mph)
First-named driver started race

Drivers Championship: 1, Schlesser 67; 2, Baldi 60; 3, Acheson 55; 4= Mass, Jelinski and Wollek 47; 7= Lammers and Tambay 23; 9, Pareja 18.
Teams Championship: 1, Team Sauber Mercedes 75; 2, Joest Racing 47; 3, Silk Cut Jaguar 31; 4, Repsol Brun Motorsport 23; 5, Toyota Team TOM's 17; 6, Nissan Motorsport 13; 7, Courage Competition 12; 8= Spice Engineering and Aston Martin 10.
C2 Drivers: 1= Adams and Velez 80; 3, Thuner 38; 4, Shead 25; 5= Piper and Iacobelli 24.
C2 Teams: 1, Chamberlain Engineering 80; 2, France Prototeam 38; 3, Team Mako 25; 4, PC Automotive 24; 5, Tiga Race Team 20.



The old and the new: in perhaps its final appearance, Jaguar XJR-9 leads one of the new XJR-11s through Dingle Dell chicane.

Which executive saloon jus

At 3pm one Saturday this summer, thirty six racing saloons lined up on the grid at Snetterton race track in Norfolk for the longest race of 1989.

The Willhire 25 Hours.

The field would race round the clock till 4pm the next day, an hour longer than Le Mans, the winner hoping to cover over 1000 laps of the 1.9 mile circuit.

As you might expect, most of the leading cars were designed with competition very much in mind.

But one of the front runners was never conceived as a racing car.

Although closely related to a famous racing family, it was always intended as a civilised executive saloon.

An executive is only as good as his team!

So imagine our surprise when lined up second on the grid, having do a practice lap at 87 mph complete with the trappings of success; power steerir electric windows, electrically operat door mirrors and even the six speak self-search electronic sound system.

The car was to be driven by journ list Mark Hales and the Swede, Sli Borgudd, who used to play the drur for Abba.

Driving in shifts up to three hou

at a time (that was how long the car could run flat out on a full tank of fuel) the pair gradually worked their way into the lead, the race developing into a cat and mouse battle with a Sierra Cosworth hatchback, the one with the big wing on the tail.

Through the night the battle continued, interrupted only when fog blanked out the circuit, necessitating a period of slow laps behind the pace car.

But, come the dawn, the fog lifted and all-out racing restarted with our executive saloon running exactly on schedule – lap time one minute and twenty seconds, average speed 87 mph, refuel every two and a half hours, change brake pads and tyres every five hours. (They were running on Firestone Firehawk SV 205/50/15s.)

The only other part that had to be changed was one front wheel bearing. Nothing else wore out. Nothing broke.

Till over 8,200 gear changes and 7,125 corners later, at 4pm on Sunday afternoon, our executive saloon took the chequered flag just beating the Sierra Cosworth into second place.

So what exactly was this remarkable machine? The only car that can beat a Sierra. Another Sierra.

Not, however, one of the famous winged racers, but the four door Sapphire Cosworth saloon, the one we thought had grown out of racing. Nice to see it can still do the business.

won the world's longest race?

Ford

Red, White and Blue

There were two red-white-and-blue cars in the World Sports-Prototype Championship paddock at Dijon-Prenois in May, both prepared in high-tech laboratories, but similarities seemed to end there. The Nissan R89C, designed and built by Eric Broadley, was obviously a state-of-the-art Group C car powered by Nissan, one of the world's leading motor companies, and would soon be an outright winner. What, though, could one say about the Aston Martin AMR-1?

Unkind to say at the time, it looked like sports-car racing's Belgrano, and marshals reached for the oil flags every time they heard the bellowing V8 started up in the paddock. A wheel fell off (perhaps not for the first time), and David Leslie and Brian Redman really did earn their fee that weekend. The oil pressurisation problem was cured for the race and no more wheels fell off, so the British car was able to finish 17th, a lap behind the Nissan which lost two windscreens.

"At Dijon, the Aston Martin looked like sports-car racing's Belgrano, and marshals reached for the oil flags every time they heard the bellowing V8 started up in the paddock"

Designer Max Boxstrom found that his Dymag wheels business claimed so much of his time that he could not give the AMR-1 all the attention it clearly required, and all the development work has since been carried out by Ray Mallock, the team's chief engineer and occasional driver, and his father Arthur, who is better known in some circles for designing the enormously successful Mallock U2 Clubman's cars.

What the Mallock family doesn't know about suspensions is probably not worth bothering about. There were two rear suspension failures at Le Mans, only one during the race fortunately, and this is where development has been concentrated. Neither the Nissan nor the Aston Martin had any degree of suspension compliance, less than an inch at the front, designed for a perfect race track that doesn't have any bumps or cambers. Le Mans isn't like that, as the two teams already knew.

The Aston does have rugged reliability on its side, and although the team lost an engine on one car at Le Mans, due to a burned-out rev-counter, the other ran to an eventual eleventh place, which was about what backers Peter Livanos and Victor Gauntlett had hoped for, but hardly dared expect. From there, the Aston went back to its Protech factory in Milton Keynes, missing the Jarama race where the Nissan team was disappointed to collect only three points.

Even on July 5-6 testing the Aston Martin showed little sign of its born-again form, as Michael Roe wrestled it round Brands Hatch at 1min 22.3sec and was the obstacle on which Johnny Dumfries stumbled with his Toyota.

Two weeks later, though, an astonishing transformation was seen at the Brands Hatch 480km. David Leslie made the AMR-1 look positively graceful as it sped round the circuit in 1min 17.961sec, Brian Redman being only a little slower. Behind them were the entire Brun Porsche team, a Joest Porsche, the fine-handling Mazda 767B and some other usefully quick cars.

A long way ahead was the Nissan R89C on the second row of the grid, but again the speedy tortoise beat the hare. The mix of crossply tyres on the front of the Nissan and radials on the rear was too much for Julian Bailey to cope with, and he ended up in the gravel at Clearways, facing David Leslie as he sped past a few seconds later.

There was yesterday's car, the Jaguar XJR-9 V12, battling with tomorrow's, the Aston Martin AMR-1, and at the end the Aston was the winner to the great delight of a section of the crowd. Quite how the Jaguar can have fallen from grace so quickly is a mystery; and when the TWR people say it's old, they have to remember that the Porsche 962C is several years its senior.

Results are what matters, and the result was Aston Martin in fourth place, despite losing a lap when the pace car spent ten minutes on the course. That controversial lap made no difference to the Aston's position, but two laps adrift of the winner would have been nicer than three laps down.

In terms of results the Aston Martin is now ahead of Nissan Motorsport Europe (as distinct from the Japanese team's Nissan which finished fourth at Suzuka), and is treated with proper seriousness. A nice tribute came from Jean-Louis Schlesser: "I couldn't gain anything on the Aston Martin in the corners, just a leeeetle on the straights . . ."

It would be foolhardy to continue this line of thought to a point where Aston Martin beats Nissan on the road. We can all see that the Nissan has immense potential, and that it will soon give the Mercedes a very hard time. In all likelihood the normally aspirated Aston Martin will never challenge Mercedes in qualifying, but it might well become what the Jaguar XJR-9 *ought* to be, a constant threat in fuel consumption-limited competitions.

Manager Richard Williams would be over the moon to collect a top-six placing at the Nürburgring, but he is more optimistic for the Wheatcroft Trophy race at Donington on September 3, when a third chassis will be available at a predicted scrutineering weight of 910kg . . . a far cry from the 980kg scaled at Dijon and Le Mans! There, the two cars will be handled by David Leslie/Michael Roe and Brian Redman/David Sears, and it would not be surprising if they were both very effective competitors.

On the Jaguar front, the V12 has possibly been rather neglected in the rush to get the IMSA and Group C turbo models onto the track, but they reveal a great deal of potential and the XJR-11 could well show Mercedes the way before the season is over. The team is certainly strengthened with the signing of Alain Ferté, the gutsy Frenchman who holds the Le Mans lap record and makes it easier for Tom Walkinshaw and Roger Silman to prepare for the clashing races at Donington and S

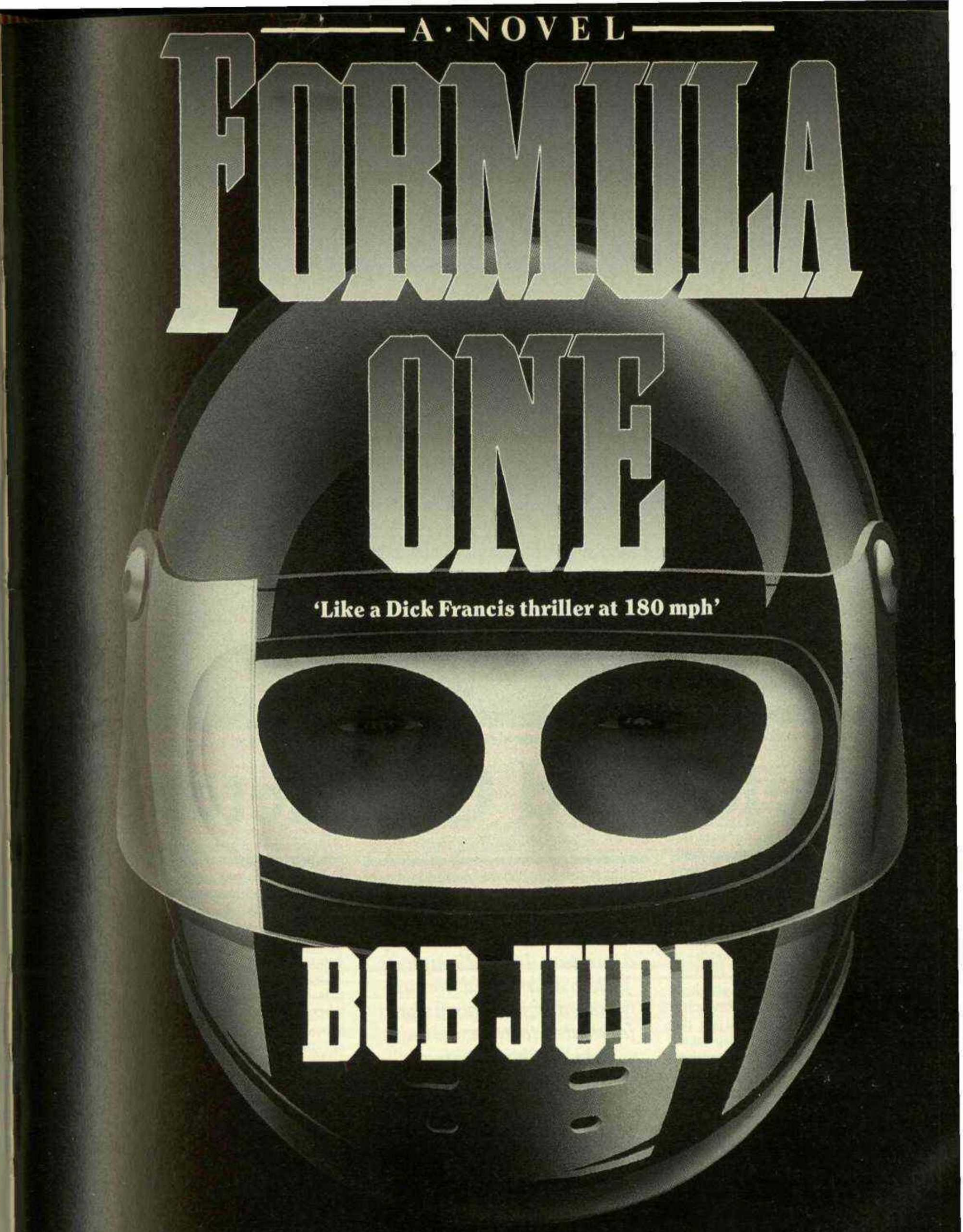
"An astonishing transformation was seen at Brands Hatch, where David Leslie made the AMR-1 look positively graceful"

Antonio, Texas. Onlookers, though, a wonder how TWR will fit five World Championship drivers into two cars next year . .

It now seems more than possible th Mercedes will relieve Silk Cut Jaguar of t Teams' Championship at Donington September 3, though it will not be allowed dominate the proceedings as it did one h toric day in 1938. With no team orde though, Jean-Louis Schlesser and Mau Baldi will remain arch-rivals to the end of t season, the Brands Hatch result havi boosted the Italian's prospects in the Drive Championship considerably. MI

A·NOVEL

FORMULA ONE



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Janspeed's 1989-spec Sierra RS Cosworth has less horsepower but improved track manners, as JW discovered even in the wet at Snetterton.

Reformed Character

As for several years past, this year's Willhire endurance race at Snetterton was a qualifying round in the Uniroyal Championship, one of two production saloon car series which have become breeding grounds for the British Touring Car Championship.

The winning cars look much the same as those in Group A, RS Fords leading outright from BMW M3s at most rounds, yet there were important changes to production racing rules this year which have closed up the competition without emasculating lap times.

To find out more, first-hand, I revisited the car I shared last year with Kieth Odor of Janspeed. There was a brief chance to pilot it during some of the pre-event testing sessions which were uncharacteristically wet.

Kieth explained the essential differences between the 287 bhp Sierra we shared last season, and the 1989 winter rebuild of a car which has won six races in 20,000 strenuous road miles.

"First of all, we have a lot less horsepower than last season. The introduction of electronically-managed boost control has meant that we run under 13 psi maximum boost. In turn that has cut peak power down 45 bhp from last season.

"When the outside tyre and shock absorber is tortured under the loads generated by a constant 100-125 mph in faster corners, and you are braced hard against the fabricated footrest, it is nice to know that nothing is going to give way under the strain"

"Funnily enough that does not mean the car is necessarily slower in lap times. This year's car is much better behaved, partly because it doesn't have great slabs of power arriving suddenly in mid-corner to upset the 205-section road tyres. Just as significant is that we found the best part of a second per lap by switching tyre brands." There was no commercial advantage behind this change; Odor had free tyres last season, and now has to pay for the Firestone Firehawks.

To illustrate the competitive point, the team showed me that its best lap time of 1989 at Snetterton had been 1 min 17.8 sec, which compared with 1 min 17.4 sec last season. "You can now drive the car flat out from the exit of slow and medium speed corners, whereas before it used to skid all over the place as the boost came in."

I tried the car on Leda dampers, a far more significant comment than in other British categories since the rules only allow damper changes amongst tight suspension restrictions in production racing. Again, the team has tried most things.

I was a fervent advocate of trying to get a gas-pressurised shock absorber such as the Bilstein properly set-up, to provide the anti-fade durability that is so important in a race which includes more than 1000 swoops through the right-handed Coram in fourth and fifth gear. When the outside tyre and shock absorber is tortured under loads generated by a constant 100-125 mph in faster corners, and you are braced hard against the

"The smoothest Pinto-based engine I have tried."

JW (left) is briefed by Group N star Odor.

A barrage of boost-meters and digital displays intimidates the driver . . .

fabricated footrest, it is nice to know that nothing is going to give way under the strain. The Ledas (once again) lasted the course; they do lose their fluid, but they retain enough operational competence on a smooth track to carry on without raising lap times.

Complete with 120-litre (26.4-gallon) safety bag tank, the test Sierra was in the kind of condition more commonly associated with *concours*. From the chrome steady bar across the engine bay to the bare metal flooring, no opportunity to present a cleanly professional face has been lost, and I was almost reluctant to step in and rumple its house-proud cabin.

Instead of the standard instruments employed largely last year, I found a barrage of boost meters, including two digital items (one for test purposes, one sealed for RACMSA-authorised officialdom only), plus an enormous "boiler room" device of black needle and white face. The missing boost for 1989 was reflected by a maximum of 12.5 psi, half what we ran on some desperate occasions last season!

Secured in a Sparco seat and clamped in Willans harness, I set out in dampish conditions — treacherous enough to demand the occasional twirl upon the posh black suedette Italvolanti wheel in search of some adhesion.

The 1188kg Ford accelerated with the characteristic drone of its side exhaust gradually sharpening from 4000 rpm onward. As in standard trim this 240 bhp edition is extremely flexible, and you can forget any throttle blipping or lower rpm difficulties, a remark that now also extends to the 500 bhp nether regions of machines such as the Andy Rouse Engineering Group A Sierras. Electronic injection and ignition management is a wonderful aid to civilised paddock behaviour.

"The Sierra was in the kind of condition more commonly associated with concours. I was almost reluctant to step in and rumple its house-proud cabin"

Unlike the 1988 Janspeed and standard engines, this unit had a degree of engine componentry balance. It is not much of a compliment, but it was the smoothest Pinto-based engine I have tried, one which positively invites more than 6000 rpm and has explored another 1000 rpm on that with exhilarating energy. Even the gearlever shake seems reduced, and I can see why Kieth used much the same specification for the engine of his roadgoing Sierra RS.

Both Mintex and Ferodo friction materials have been employed successfully, and the car actually raced with both types of pad installed. From a driver's standpoint the pedal was far more positive than last year. However, it is at the end of another hot two-hour session on a dry track that brakes begin to feel their limitations.

After just six laps the Sierra had settled to about the same pace as the Abbott brothers' Group N Saab 9000 Turbo (which is not at its best in the wet, surprisingly enough), before conditions worsened and put paid to our session.

I had discovered that you could use the power for a lot longer than before, and leave the braking a lot later, assisted by ABS as an extra warning of reduced grip. In fact, the driver could generally treat the Ford a little more like a racing car (higher revs, more precise cornering lines) than the wild dragster we shared in 1988.

Any snags to this production paragon? It has some long-distance fuel consumption deficiency that Kieth cannot fathom. In a hard-fought Willhire 25 Hours (MOTOR SPORT, August 1989) he and Barrie Williams finished second, three laps adrift of the Mark Hales/Slim Borgudd Sapphire, and the difference was two extra pit stops for fuel. **JW**

From Rags to Riches

For a firm founded by a penniless refugee, Janspeed has come a long way since first dipping its toes into motorsport in the early Sixties. Its successful Group N programme is just the visible side of a business soundly built upon exhaust manifold manufacture and aftermarket turbo conversions.

Janspeed seems to have earned itself a special place in enthusiasts' hearts as a high-profile outfit with a long involvement in the sport and, perhaps more romantically, because its founder, Jan Odor, escaped from Hungary after the 1956 uprising and started with nothing.

Motor racing has always played an important part in Odor's marketing policy. The exploits of John Fenning in a modified Mini-Cooper in 1963, only a year after the company's formation, did much to promote its reputation as one of the foremost companies for developing fast and reliable Mini-Coopers.

Twelve years later Janspeed was running the Dutch Datsun Dealer Team, developing both a turbocharged 280Z to take on the Porsches and BMWs and an F2 Coupé in the 1300cc class. Another dozen years on, the Ford Sierra Cosworth has become the focus of its competition activities, the Castrol Syntron X-backed car driven by Jan's son Kieth.

This year a huge programme of 32 races is being tackled in the Uniroyal and Firestone Production Saloon Championships. But the Wiltshire-based firm's own engineering resources, Castrol sponsorship and careful strategy have allowed Odor Jnr to remain a consistent race winner.

Technical Director during the week, Frank Swanston's role at the trackside becomes that of Team Manager. Four mechanics are taken to every race, but only two work on the car throughout the year. Janspeed also has an engine specialist who does not attend the races but looks after the car back at Janspeed's Salisbury base.

Preparation of the maroon Cosworth follows a very strict routine during the season, requiring about sixty hours work between races. The suspension is stripped and all the struts are removed from the car.

Although the engine is left in, there is a precautionary change of head gasket after every other outing, even though the car runs on standard boost pressures. The turbocharger is rebuilt every two races by Janspeed itself, which has a dynamic balancing machine to balance the rotors. This year's change in regulations, lowering the boost pressure, has improved reliability.

The gearbox and diff are changed and rebuilt every five races but brake calipers

Tucked away in a busy corner of an expanding Salisbury workshop, Kieth Odor's Group N flier undergoes 60 hours of preparation before each race.

require much greater attention. Fine for normal road use, they are too small for circuit racing so they have to be re-sealed, dusted out and have their fluid changed after every other event.

Kieth's role is not just that of "works" driver, for he is very much involved in the business as its current sales director, having worked in every department since leaving school.

The number of people employed by the company has doubled to around ninety in the last twelve years. Far from the glamour of the race track, the basis of its strength has always been the manufacture of fabricated exhaust manifold systems, which still accounts for two thirds of that payroll.

Road cars are the recipients of most of the output, but some systems still find their way to a number of manufacturers' special departments. Ford of Britain and Germany, Saab, Austin-Rover and the Zakspeed Escorts have all been supplied by Janspeed, and although the market for exhaust manifolding systems for competition use is smaller than it used to be, it is still actively pursued.

The other side of the business is aftermarket turbocharger conversions, and prototype work for various authorities and manufacturers, which accounts for 25-30% of turnover. Turbocharging has gone out of fashion in the last ten years, halving Janspeed's business, although the slump has been somewhat offset by the doubling of retail prices due to the increasing complexity of the units required.

It has been some time since the company disassociated itself from the basic bolt-on kits which could be bought for a Cortina for as little as £547 in 1976. The modern turbo consists of more than 200 components and is virtually impossible for even the most knowledgeable enthusiast to install without problems.

In developing its aftermarket modifications, Janspeed has not become committed to any one manufacturer and retains a keen independence. In developing a turbocharger for the XJ40, for example, it had no help or assistance, let alone endorsement, from Jaguar — though many dealers, including JaguarSport, have since sent their cars to Janspeed for conversion.

The mass small-car market, where the undercutting of prices has become increasingly cut-throat, has been deliberately left to others, but there has been work on four-wheel-drive Suzukis and the Metro GTa.

The latter is being converted to run on unleaded petrol, while development of the little Japanese car includes a reworking of the head to allow better breathing, the use of different carburettors and the installation of a special exhaust to increase power by around 30%, all for £750. Sitting in the Salisbury workshop at the time of my visit were also a couple of new twin-cam Ford Sierras in the process of being turbocharged for a dealer, and a private customer's AC Cobra.

Janspeed's founder (far right) oversaw the Datsun Group 5 racing effort in 1977.

Special projects are becoming increasingly important to Janspeed, although this has always been an underplayed aspect of its business. In the past it has supplied special speed-equipment on Bedford and Rolls-Royce-engined fire tenders for use on airfields throughout the world, and it is now involved in a big way with area health authorities.

Renaults have become very much the popular choice as ambulances since they are one of the few models on the British market to fit the tough criteria demanded by the health authorities, but their engines lack the performance needed for these specialised tasks. At first turbocharging was tried, but the harsh treatment the engines were necessarily receiving resulted in reliability problems, sometimes with dire consequences. It was then that Janspeed became involved, but perversely, not through turbocharging.

Successful work for a local authority led to contracts with several others and finally the conversion of over 400 ambulances. Though not competition work, this involves high-technology employing the latest in engine-management systems.

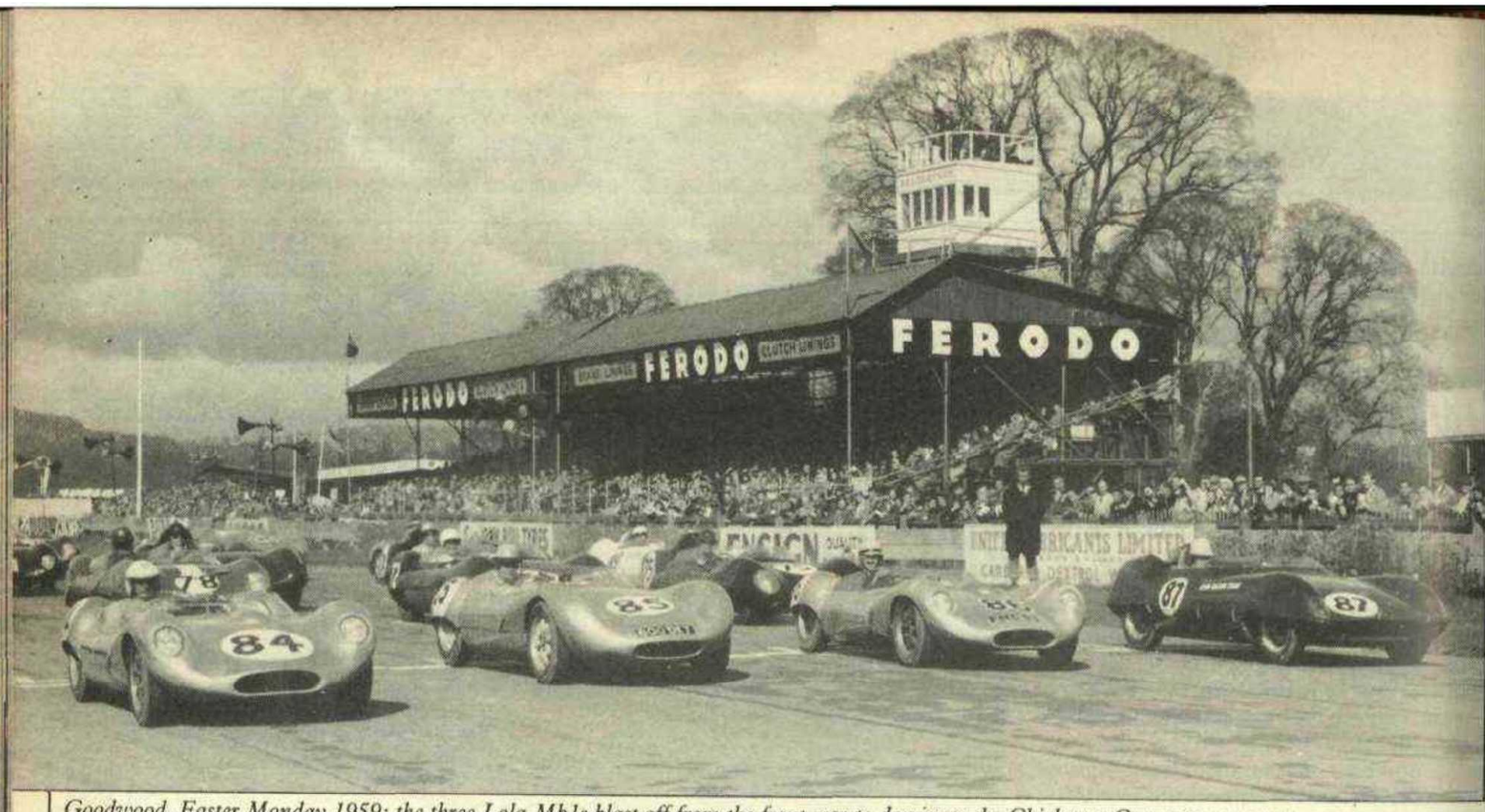
The original head is totally re-machined to improve efficiency, and the single carburettor is removed and replaced by a single-port four-throat fuel injection system. The combination of the modified head and improved breathing gives a 30% increase in performance on the standard engine and 2-3% on the turbocharged unit. There is also a considerable saving in terms of servicing requirements and fuel consumption.

Janspeed has invested heavily over the last few years in workshop facilities, dynamometers and engine management systems. This year alone has seen further extensions, with the building of a dynamometer house and an engine shop which will be used extensively for high- performance and competition purposes.

Even the recent 3000 sq ft extension for extra storage is a far cry from the lock-up garage from which Janspeed used to operate, and from the time when it was selling MGB cylinder-heads for £25 or polished induction manifolds for £2.10/-. As Kieth Odor speeds around the race tracks of Britain, he is just the tip of an operation which now has its sights firmly set on the year 2000.

WPK

Hungary man — Jan Odor heads one of his adopted country's successful small businesses.



Goodwood, Easter Monday 1959: the three Lola Mk1s blast off from the front row to dominate the Chichester Cup sports-car race.

Broadley Speaking

After three decades as a constructor of chassis for an impressive variety of racing formulae, Lola Cars of Huntingdon is still expanding, still diversifying. In the first of a two-part interview, Lola's founder Eric Broadley discusses his first steps in motorsport, the tentative early appearances of his marque in Formula One, and its return as a works team in the Eighties.

It is hard to pinpoint precisely when Eric Broadley went from being a special builder to becoming a constructor, but in 1958 he appeared with his Lola-Climax Mk 1 and at the beginning of the 1959 season there were four of them and he was on his way.

At the time 1100cc sports-car racing in Britain was a serious business, the equivalent of Formula Three today, and Lotus dominated by running works teams which included future Formula One drivers Graham Hill, Innes Ireland, Cliff Allison and Alan Stacey. To take on Colin Chapman and that array of talent was an audacious move, but since Lola Cars is not only thriving thirty years later but has built more than 2000 cars, it was a move which paid off.

Along the way Lola has had its hard times but it has also made some fabulous cars, brought on designers of the calibre of Tony Southgate, John Barnard and Patrick Head, and is currently riding the crest of a wave. Its 1987 Indycar gave Bobby Rahal the CART title and it was the favourite customer car for 1988. After a false start in Formula 3000, it has been a front-runner for the past three seasons. It is now in Formula One, for the first time in its history with an official works team, representing Chrysler with the Lamborghini V12 engine, and there is, too, the Group C car built in conjunction with Nissan, and a small line in Sports 2000 cars.

Broadley started racing by sharing the 750 Special of his cousin Graham, who is still a director of Lola Cars. He then built a 1172cc Ford Special called "Lola", which he and Graham shared in 1957, and if only one of them had been driving he would have certainly won the 1172 Championship for, ironically, the Colin Chapman Trophy.

Eric was working as a civil engineer in the construction business when he decided to make the move into serious racing, where he was not only up against Lotus but other well-established constructors such as Cooper, Tojeiro and Elva. It still seems an audacious thing to have done, but Eric takes a more sanguine attitude.

"I tried to change the name at one time, but I couldn't get rid of it"

"I was doing very well in club racing and it seemed the logical step, at least the one I could afford. You could buy a Coventry Climax engine ready to race for about £280. I wasn't interested in buying a car, I was interested in building one and driving it, so it was a combined situation, but when I came up against people like Graham Hill and Alan Stacey I was pretty lost and the position rapidly changed to building and designing, and not driving."

Legend has it that the name "Lola" came about when Eric's wife complained that she was taking a back seat to his special and there was a popular song at the time, "Whatever Lola wants, Lola gets". Eric says, "The name was nothing to do with me actually. My cousin Graham, who helped me a lot in the initial stages, came up with it. Where he found it I don't know, and at the time I was busy so I said okay. I tried to change it at one time but I couldn't get rid of it."

After a shakedown race to make sure everything worked, Eric arrived at the fairly important Brands Hatch August meeting. Even before it had turned a wheel his car won admirers, for it was original and superbly made.

"Making things properly has always been important to us. We haven't always kept to it, but it is a very important point. By the standards of the time it was good, because the standards of the time weren't that good. Colin Chapman was a brilliant guy but his cars were a bit cheap and cheerful, the frames broke all the time, and I looked at that pretty carefully. I thought there was no point doing that because a car can't be consistent unless it's built reasonably, and I think that was one of Chapman's major problems."

During practice Eric raised eyebrows when his special became the first sports-car, regardless of size, to lap Brands Hatch in

Part One THE LOLA STORY 1959-1989

"Eric raised eyebrows when his special became the first sports-car to lap Brands Hatch in under a minute. But he was subsequently black-flagged for erratic driving . . ."

under a minute. He won his heat by a country mile and then, in the final, was rammed from behind on the grid and was subsequently black-flagged for erratic driving. Undeterred, he entered his car in the 1500cc race, started from the back of the grid, set fastest lap and finished fourth. The Press called it a "sensational debut".

"Nick Syrett, the organiser of the meeting, came up and said, 'That car looks quick. Why don't you put somebody in it?' That wasn't the point of the exercise, I had built it to drive myself, but he was absolutely right because my inexperience showed very very quickly. At Brands I put up fastest lap in qualifying and the Press was around like bees round a honey pot, and I was totally hyped up by the time of the race and messed it up totally. Although I could drive it I had virtually no race experience. In club racing I'd drive off and leave the others. I'd no experience of racing with a lot of cars around me."

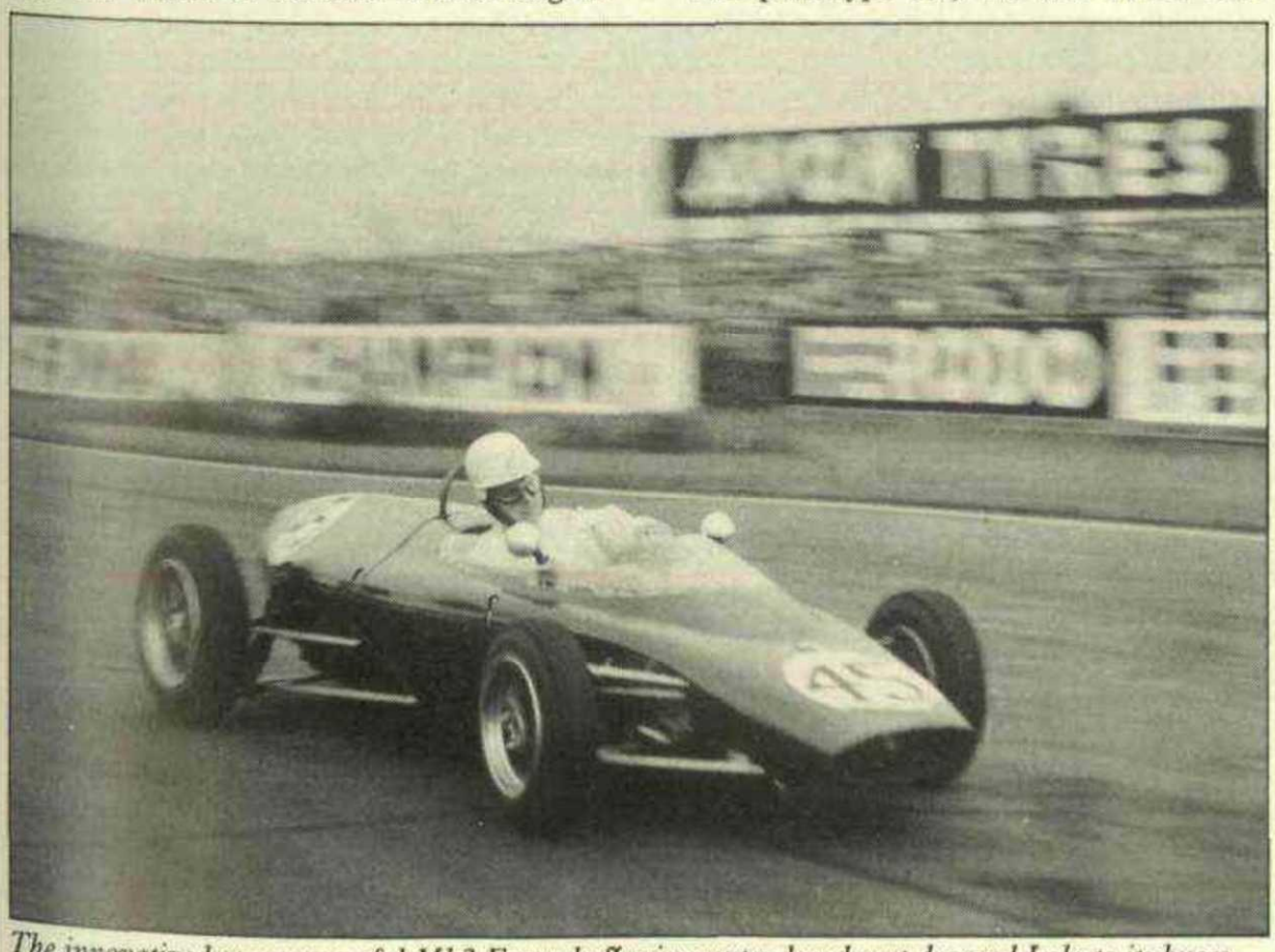
Naturally others quickly showed interest in the new car, and Eric committed himself to building three as a part-time operation over the winter of 1958-59. Before long he

Broadley — 30 years in the business.

had the use of the garage premises of Rob Rushbrook, who became Lola's works director until his recent retirement. During that winter he was testing at Brands Hatch and invited Peter Ashdown, a Lotus works driver, to try his car. Ashdown's times opened Eric's eyes: he wasn't going to be World Champion after all.

"I wasn't particularly young, I was already 28 when I started, and I don't think I am very brave either. I like driving as much as anything but I wasn't able really to run the business, and design, and drive as well. I couldn't cope with all that. It got to the point quite quickly where we needed success so we needed the quickest drivers. I was crashing a lot and I couldn't afford that."

The prototype car, the one which Eric



The innovative but unsuccessful Mk3 Formula Junior contender almost dragged Lola to its knees.

"Colin Chapman was a brilliant guy but his cars were a bit cheap and cheerful. A car can't be consistent unless it is built reasonably"

now owns again, was sold to Alan Ross in the States. Apart from Ashdown's works car, two others were made for Mike Taylor and Peter Gammon, two of the best Lotus drivers outside the works team.

The first big meeting of 1959 was the Easter Monday event at Goodwood which then was second in prestige only to the Grand Prix. The three Lolas occupied the first three places on the grid and then had a private race at an ever-increasing distance from the rest of the field.

That set the pattern for the season, and the cars were virtually unbeatable in Britain. Ashdown also won the International Two-Hour 1500cc race at Rouen, Lola took the team prize in the Tourist Trophy (then a WSC event) and in the Nürburgring 1000km Ashdown qualified a sensational eighth overall and had taken over a minute off the class lap record when his co-driver (Broadley, E) put the car into the ditch. In all, 36 Mk1s were built and they were, pound for pound, perhaps the finest front-engined sports-racing cars ever made.

There were soon so many people wanting to buy Lolas that Eric decided to devote himself full-time to the company. Next up was the Mk2 Formula Junior car, and at the 1959 Boxing Day Brands Hatch Meeting, in the first fuli British Formula Junior race, Ashdown brought the prototype home second to Peter Arundell's Elva-DKW.

Everyone agreed that the Lola looked the most stable car in the field and the orders poured in. Most were not impressed by the performance of the new Lotus 18, as Alan Stacey struggled with an underpowered engine and the wrong spring settings, and no report even noticed the single-seater debut of a young driver at the wheel of a Gemini, a driver whose name was Jim Clark.

Lola made 27 Mk2s, but they managed only a single win while Lotus not only dominated Formula Junior but wiped out virtually all the other constructors, but by then Lotus had Jim Clark and Cosworth works engines. Still, the Lola was perhaps the best of all the front-engined FJ cars, not far short of Lotus, but its engines were never as good and while Ashdown was a superb driver he was not Jim Clark.

Eric has never formed a relationship with a driver such as Chapman did with Clark, and it has been a surprise to see him recently tagged as a "race engineer" when he has

THE LOLA STORY 1959-1989 Part One

turned up in the Lola F1 pit. "It's not serious race engineering, I dabble around, keep in touch, that sort of thing. I have never done race engineering, I don't know why but that's how it is. I'm just interested in running the company, and designing. That's where I come from, I guess."

Broadley's next design, also for FJ, was a rear-engined car which bristled with innovations. The driver was far forward, the fuel tank was mounted in the centre, just like contemporary practice, and the rear of the spaceframe was designed to unbolt so the rear wheels, engine and gearbox could be wheeled away in one unit. Unfortunately it did not work. "It was not a particularly good move. Write that one off to experience."

The experience also involved seeing his sales drop away to almost nothing, and he came close to folding.

"How close? I'm a survivor, I found from quite early on that my success came in waves. I have quite big ups and quite big downs and I have come to terms with that and organise around it. I'm not a very good businessman. That's why the company works much better now, because we have a good management team, but in the past we have survived some hair-raising moments. Don't get me wrong, the business is still my main interest, almost my only interest, and I get a terrific buzz when we pull off a deal, but you have to remember that I'm now of mature years and the whole thing has got to have a solid foundation.

"Some of our experiences over the years have taught me that it's very dangerous to rely entirely on one mind and I try not to do that now, particularly in modern conditions. It's very important that there are two or three inputs, and two or three guys working well together will produce a more consistent result than one, although there are exceptions to all cases. I still do quite a bit of designing, but basically I have got other guys heading all the projects and we bounce ideas off each other. I find that works very well.

"Until five years ago Lola would consider Formula One only as a commissioned project. The name of the game was building customer cars. Now there is an official Lola team"

There was one unexpected spin-off from the Mk3, unsuccessful as it was, and that was that Eric looked around for a new gearbox, found none that suited him, and persuaded Mike Hewland to build him one. That set Hewland on his way.

Lola's fortunes revived when Reg Parnell commissioned a Formula One design for 1962 for John Surtees and Roy Salvadori. While Salvadori's career was in decline, Surtees was consistently one of the three or four fastest men in F1, and with the Lola set pole at Zandvoort, won a minor race at Mallory Park (which still attracted a top-class field) and finished second in the British and German Grands Prix, with other top three places denied him through engine problems.

Unfortunately towards the end of the season the money ran out and Surtees began to slip down the grid. At the end of the year Parnell lost his backing and the project came to an end.

That experience was responsible for Lola's ambivalent attitude to F1 over the years. There were cars for Honda in 1967-68 and Graham Hill's team in 1974, but until very recently Lola would consider only commissioned projects.

Five years ago we were told that Grand Prix racing simply did not enter anyone's mind at Lola; the name of the game was building customer cars and it would stretch the company too far. But a year later Lola became involved with Carl Haas' Beatrice/Force team, and when that folded there was established an official Lola F1 team, run by Gerard Larrousse, for the first time in the company's history.

"Apart from consultancy work on the design of the cars, we didn't have a lot to do with Force, which was set up separately 100 miles away. I think we could have become a good team, but we still had our own projects running, we were isolated from each other, and when Force's sponsorship situation changed it wasn't possible to retrieve it. Had we been integrated we could have probably sorted the sponsorship and kept the team going as one normally does, because you expect sponsorship to change from time to time."

The current works team, however is even further away, based in France. "We've occasionally run teams from the factory but we're not very good at it, probably because we have never organised it properly. If you run a team you have to raise sponsorship, and that is an entrepreneur's job. I'm not interested in doing that, and if you don't do it yourself it's very difficult to get anybody else to do it. Frank Williams and Ron Dennis head their operations and raise the money to do it, and that's the only way it works. You can't delegate that particular aspect.

"For that reason we have avoided F1, but we went back to it because it seemed to be a challenge, one we should pick up. It represented the general standing we needed to reflect the rest of the Lola range. Formula One is special, but you have to assess how special, and take that into account, which we signally failed to do initially. In fact it took us a little longer to learn about that because we are doing it all within our own organisation, whereas the general tendency is to specialise.

"Success in Formula One would be very nice, but the most important thing is that the company is successful and making a profit. On that basis all the projects we are involved in need to be successful but we can stand a bad one, which is one of the advantages of having four strong projects, but we can only stand it for a year. I think in terms of overall success, not in terms of Formula One being above everything else, and all our projects are equally important to us.

"We went back to Formula One because it seemed to be a challenge, one we should pick up, because it represented the general standing we needed to reflect the rest of the Lola range"

"We are a commercial operation, and one of the problems with F1 is that we feel we ought to be spending a lot more money, and putting a lot more engineering into it, but we are not a position ourselves to raise the budget to do it. We are dependent on the team to provide the finance while we supply the engineering to the team, which works all right but is not ideal. It's starting to work, but for various reasons has taken longer than we would have liked.

"In our first year (1987) we were not really in a competitive situation. We were up against all the turbo cars, but I think we had the best chassis of the normally-aspirated contingent. I looked at the position and thought we we were only a couple of seconds off the pace, and we made the mistake of trying to find those two seconds by development whereas everyone else found much more through new designs. That was a bad mistake so we have had to re-think the position.

"We are going through a fast evolution in Formula One and there is an enormous effort going into it at the moment. We have Gerard Ducarouge involved now, and a pretty strong team as well as him. Gerard has had a good influence in that he rushes about and makes things happen and so the whole thing is starting to come together. It hasn't come together before because there has not been an intergrated programme between the team and us, since they are in France and we are in England, but the project is starting to gell." **ML**

(Part Two next month)

Five incarnations of the Formula One Lola: John Surtees in Bowmaker's Lola-Climax V8 in 1962 (top); Surtees again in the 1968 Honda V12 (above left); Graham Hill with Cosworth V8 power in 1974 (right); Alan Jones and Carl Haas' Ford-backed turbocar in 1986 (below left); and the 1987 works Cosworth DFZ-powered machine in the hands of Philippe Alliot (below right).

Wide tyres, body kit, tinted glass and special badge all help distinguish the BAC Mini from its less ostentatious brethren.

Son of Pearl

We ended our report on the new ERA Mini (MOTOR SPORT, August 1989) with the words "the Mini is still a sweetheart amongst the specialists". No sooner were these words printed than we received notice of yet another celebration of the model's 30th, or pearl, anniversary. And we were stopped in our tracks firstly by its specifications and secondly by its price . . .

Any car listing 40 major improvements on the original had to be worth looking at, particularly when one of them was a supercharged engine.

The BAC M-30 is intended as a showcase for the British Automobile Company of Somerset, which was formed in 1983 by Simon Saunders (whose background includes Aston Martin Tickford) and Francis Skeete. They planned to produce a special Mini for the 25th anniversary, but lack of interest from Austin-Rover caused them to reconsider; they concentrated instead on coachbuilding, upholstering and customising before deciding to revive their concept five years later, though still without support from the manufacturer.

Rather than using a shell from the factory, a new car is bought and stripped down. Structurally the body remains untouched, so an opportunity to de-seam it and make it look less dated has been lost. Out comes the standard 1000cc engine, to be replaced by a supercharged version of the 1300cc Metro Turbo unit which has been balanced and strengthened throughout. DPR of Yeovil, which was commissioned to supply the Sprintex supercharger, originally considered supercharging an engine bored out to 1400cc, but the idea was dropped as the level of tolerance was too fine. The cylinder head, however, has been modified to improve gas flow, and the compression lowered.

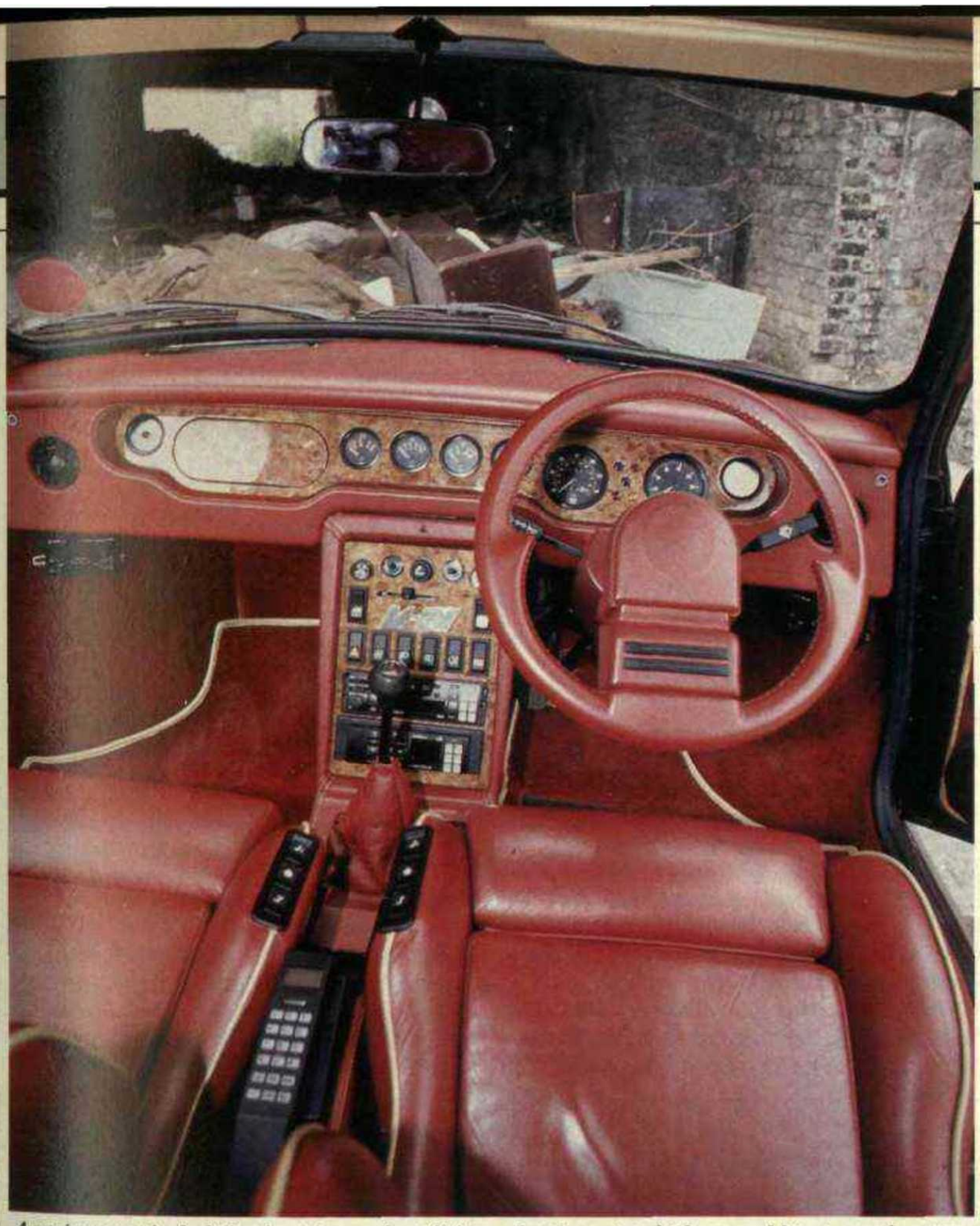
The supercharger is the smallest Sprintex available, and is driven by a poly V belt from the crankshaft. Some 115 nervous horses are now available, which compares favourably with the 94 bhp of the Metro Turbo, the figure no doubt helped by modifications which include a new stainless-steel tubular manifold and an enlarged 44mm-diameter SU carburettor.

Easily identifiable from other Minis by its glass-fibre body-kit and beautifully finished pearlescent paint developed by ICI, the car features additional front and rear foglamps and the halogen headlamps have been given a flat lens. Ultra low-profile 175/50VR13 Yokohama tyres are fitted to Component Automotive five-spoke 6x13 alloy wheels.

Quite unlike any standard Mini, the interior exudes luxury. The smell is almost overpowering, for the leather trim extends even to the head lining and sun visors. The seats are different and newly positioned, and between them is the latest Nokia-Mobira car/portable telephone.

BAC is very proud of the stereo radio, tape and compact disc players, made by Alpine and only just introduced into the country. The disc player is the smallest yet, but is capable of holding six compact discs. Located under the back seat, the changer is controlled from the dashboard and can be programmed to play tracks from different discs in any order.

A bitch on heat has nothing like the pulling power of this little car. Every Fiat 131 Mirafiori Sport driver, MkII Capri jockey and XR2 pilot gets so excited and so close to the rear end that there is the real danger of the maroon stunner being mounted. Putting things into perspective, however, I was told



Appointments include leather trim, walnut fittings, electric seats, telephone and latest sound system.

that from the passenger seat it seemed more akin to a poof's handbag! The mixture of cream and maroon interior *was* rather vulgar, even though it did complement the beautiful paintwork, but to be fair to BAC interior and exterior colour-schemes will remain the customer's choice.

It has been many years since I drove a Mini, but the memories came flooding back. The steering wheel is smaller on this car, the column lowered, and the revised seating allows a better driving position, but the car still felt and drove like a Mini. Despite a revamp of the dash, the buttons for choke and heater remain the same, while the VDO instrumentation has been relocated in one long line consisting of matching speedometer, rev counter, fuel, oil pressure, water temperature, volt and boost gauges — and an analogue clock, completely out of the line of sight on the left-hand side.

Despite this ostentatious luxury, many things disappoint. The sun visor on the passenger's side does not have a vanity mirror, and knocks the mirror out of alignment when lowered. The indicator stalk is not self-cancelling. The steering wheel is horrible, with an unusual gnarled knob at the back. The door handles are those found on the 1100, but resprayed in maroon to match the decor.

The heater has the original Sixties control with a one-position fan. The test car's control was continuously on, and even when the knob was pushed in it would take only five seconds to pop back out. The vents at the base of the windscreen have not been modified, and ventilation is generally poor.

The electric mirrors take some getting used to, for you need to think in reverse: if you want to adjust them upwards you push the switch down, and if you want them to go right you push left. Around the footwell all the heater pipes and the loose wires are left exposed.

Although not the fault of the manufacturers, the state-of-the-art CD/radio stereo system is not really all it is cracked up to be. For one thing, the buttons are too small for a car radio. To change station or adjust the volume when driving should require just one quick press of the button so that full control of the car can be retained; when you need to hunt around for the right button, and then require the pinpoint accuracy of a fighter pilot to hit it squarely without finding two other buttons at the same time, it takes the edge off whatever the sound quality is.

In fact the sound quality really is not that important anyway, for the car is very raucous indeed. True, you can set the volume so high that the vibration sets your spine tingling, but on the whole the effect is deadened by engine noise.

Unfortunately the bite that goes with that bark is toothless. As I understood it, a supercharger is meant to give continual power at all engine speeds. But at anything below 3000 revs, this car is as lively as the English cricket team.

Admittedly, once revved up, it shifts, but at such cost! I was never able to assess properly just how thirsty it was, because within the first ten miles of the test the speedometer had come out on strike in sympathy with the boost gauge. But by the time I reached the service area on the London side of Swindon the tank showed half-empty, even though it had been filled to brimming at a petrol station just off the M4 near Reading — and despite engine speed being kept to just over 4000 revs.

I had originally intended taking the Mini to Germany the following weekend, so I was very relieved indeed when a sudden change of dates by BAC shortened its availability and forestalled that idea. It would have been necessary to stop at virtually every service area en route! As a motorway cruiser it was simply terrible, the driver being preoccupied with the partially hidden fuel gauge rather than the rev counter (or speedometer if it was working).

In fact the whole car smacked of being put together by keen novices. Little things, from the badly positioned rear number-plate light from a Ford to the poorly finished wing-mirror with a sawn off bolt still showing, were inexcusable even if this was the prototype.

Much as BAC has angled the car in that direction, its Mini is not an ideal town car, especially with its competition clutch and stiff steering. It is at its best on country roads, where the wide Yokohamas further augment its prodigious handling. It is not difficult, however, to get the tyres scuffing against the bodywork even when cornering nowhere near the limit.

Since the suspension can be adjusted to suit urban or rural driving, that problem can presumably be dialled out, but the duality of the suspension is typical of the whole car. It cannot decide whether it wants to be this year's fashion, bought more or less as an

Enlarged fuel tank encroaches upon luggage space in the well-appointed boot.

adult toy, or an off-duty racer. Heavy controls and wrong gearing militate against it being a townie's car, but I cannot imagine anybody buying it other than for posing purposes.

Even without the sound system at full blast, the car suffers from vibration. On the overrun between 3400 and 3000 a tremendous hum emanates from the dashboard, while from 2200-2000 there is more of a rumbling sound from the front of the car.

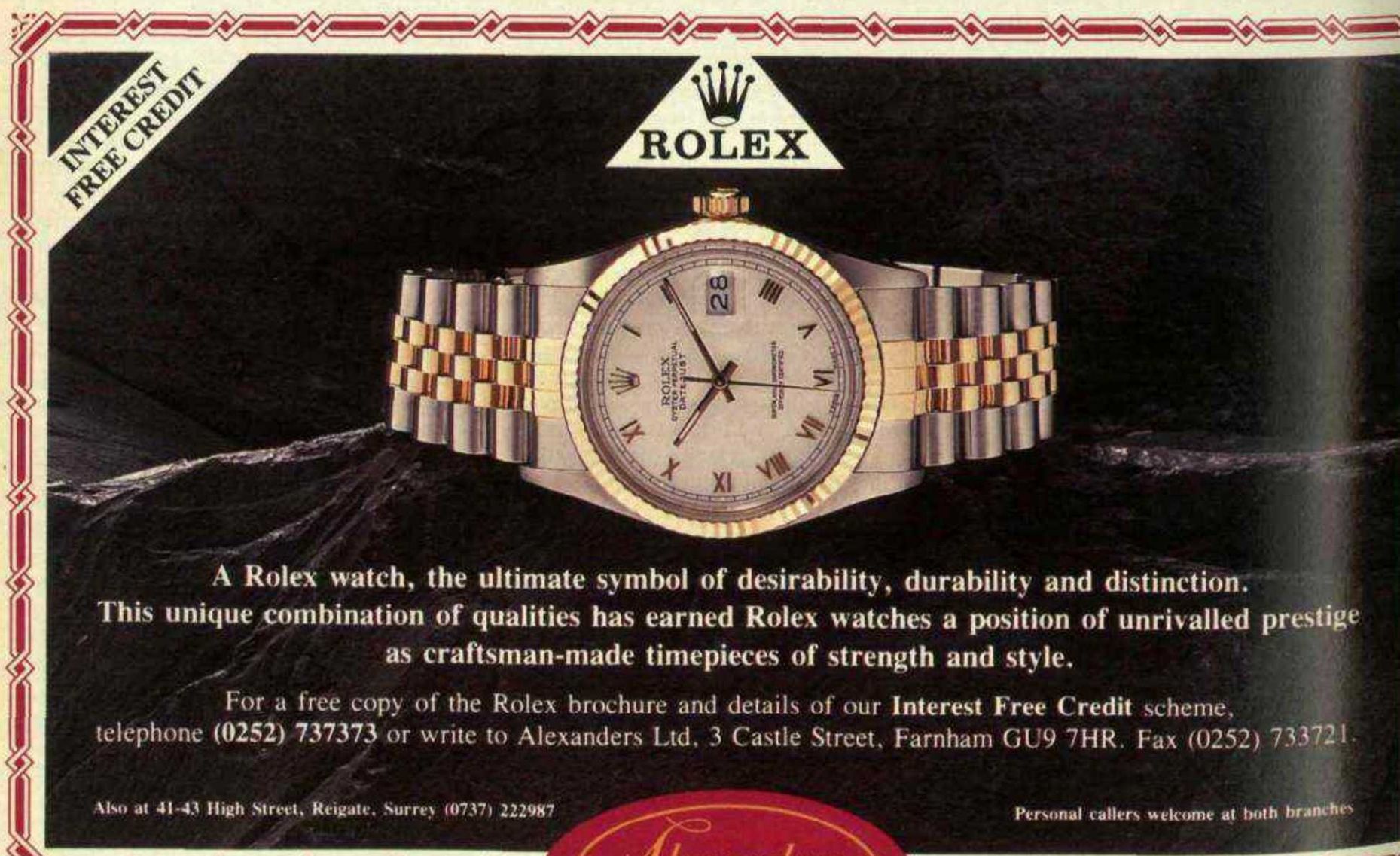
The ventilated discs of the Metro Turbo were discarded when it was found that the car locked up too easily, but it is a surprise to find standard Mini drums at the back.

The gear ratios in first and second are incompatible with a car of this character, being too long-legged, but the four-speed gearbox with which BAC is saddled is a minus point anyway. The torque-steer of the test car will be missing on the production models.

Only thirty of these little monsters will be made, and they will be distinguishable by hallmarked solid silver badges bearing the production number on the dashboard and boot lid. Since only standard locks are offered (though there is a burglar alarm installed), both of these are such an invitation to vandalism that I cannot see them lasting long . . .

Sprintex supercharger, larger SU carburettor and 1300cc Metro Turbo engine are crammed in.

For a 30-car special edition of a 30-year-old model, our criticisms of the M-30 may seem a little harsh, but there is another figure which includes the number 30 which forces us to judge it in this light. I think I can truthfullly say that I have never come across a car that is worse value for money than this one at £30,000. **WP**



Ford's dohc . . .

Over the years MOTOR SPORT readers will have heard many double overhead camshaft engines being "expertly" described as Ford units, so why all the fuss about the new 2-litre from Dagenham?

Because it is the first unit Ford of Britain has designed and manufactured itself. And it replaces (at no extra charge) the rough-and-ready Pinto 2-litre in all but Transit van fitment. Thus it will serve huge cross-sections of the public in those kissing cousins badged Sierra, Sapphire and Granada Scorpio.

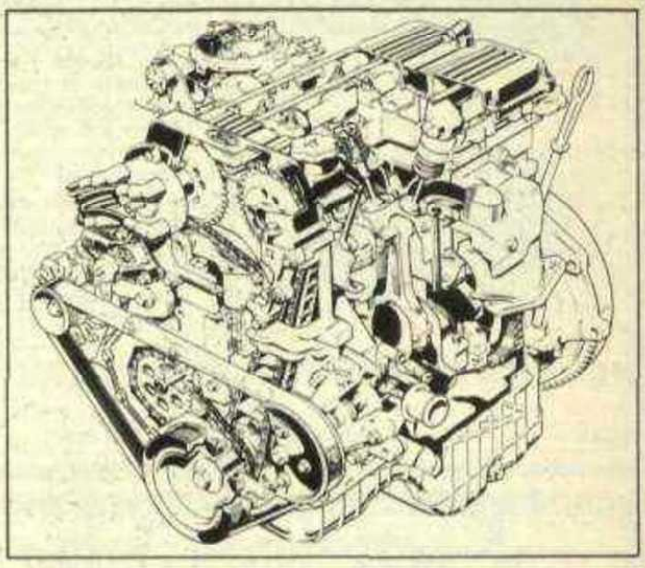
Since the Sixties, Ford has often bought the right to use its name in connection with 8v (Lotus) or belt-driven 16v (Cosworth) engines. It has also taken on generations of racing and rallying motors from Cosworth, such as the 16v turbocharged Pinto-based unit that remains in the Sapphire Cosworth RS, following unparalleled racing and rallying success with the earlier three-door RS Sierra.

Ford's first step in designing and manufacturing its own sophisticated dohc is an 8-valve inline-four that owes nothing material to the previous Pinto; it will be followed by a 16v variant within the next twelve months.

Dutifully touring Dagenham engine plants and driving a selection of automatic Sapphire 2000E and Scorpio 2-litres in Scotland, we were impressed with the £157-million investment and the appearance of the 1998cc (86mm × 86mm) newcomer, but not so happy at the wheel.

Unfortunately, only Ford A4LD automatic versions were available, and we drove the demanding route with three occupants. Naturally, acceleration was considerably diminished over the anticipated 0-60 mph capability of less than 10 seconds for an MT75-equipped manual Sapphire 2000E.

We drove only fuel-injection (125 bhp at 5500 rpm) derivatives, but a Weber TLD carburettor motor is also offered on the same "all square" bore and stroke dimensions for the low alloy cast-iron block. The carburated inline-four allows 109 bhp at 5600 rpm, both rated at some 128 lb ft of torque. An injection unit peaks on torque output at 2500 rpm, a carburettor Ford 2.0 demands 500 more revs to reach the same values.



Home-made: Ford's dohc 2-litre.

As one would expect, the cylinder heads are in alloy, all derivatives running the highish 10.3:1 cr which has been electronically managed in the fuel-injection versions (Ford EEC IV) to tolerate 95 octane unleaded (a petrol that can also be used in the simpler carburated versions, which lack the injection unit's nimonic valve construction materials).

The five-bearing newcomers have cast-iron crankshafts and their overhead camshafts are driven by chain, rather than the belt system of the Cosworth BDA or the belt-drive of the Pinto 1·6 and 2·0 units. Ford would not be drawn on the comparative reliability of belt versus chain, but any Pinto or CVH-powered Ford does demand a service belt-change at specified (high) mileages.

Testing the Sapphire 2000E (£14,950) and 2·0 Scorpio (£19,245), I was less impressed with the engines and transmissions than with the cars around them. In terms of refinement and resonances, the dohc is a vast improvement over its predecessor, but that is to damn with faint praise, for the Pinto was a singularly agricultural unit by the international standards of the Eighties.

The unit is beautifully managed to operate without hiccups from drawing away to an rpm limit around 6000. But only to 4000, perhaps 4500, rpm could I say it was quietly efficient. Beyond this point it becomes distinctly more strained, though without sinking to Pinto or CVH levels. Tall gearing allows quiet legal-limit cruising in the Scorpio, and Ford claims 121 mph for the Sapphire. But this dohc is unappetising when compared with the smooth escalation of rpm offered by GM in the Cavalier SRi's 130 bhp, or with the amiability of a Volkswagen unit of similar capacity, never mind the counter-balanced Mitsubishis and Fiat-Lancia 2-litres.

Until I drive the dohc a little further in five-speed guise, I can only report: "Getting better; shows potential; needs further work to catch up the cream of the class." **JW**

. . . and Audi's 20 valves

Multi-valve heads are in fashion nowadays. Turbocharging is *passé* and supercharging has not yet been taken up by enough manufacturers. No, the way to increased horsepower and torque, according to current trends, is more valves per cylinder.

Volkswagen-Audi has followed the dictum of most engineers that head design is the most important part of an engine as far as power output is concerned, with the result that a number of its models have the 16v tag. New on the scene, however, is an Audi bearing the 20v insignia, a new dohc head having been developed from the Sport quattro to accommodate the extra valves.

Congestion in the engine compartment has been avoided by restricting the size of the exhaust valves to 28mm diameter and the inlet valves to 32mm. Altogether there is a 35 per cent increase in the valve area and 25 per cent extra gas flow.

Maintenance-free hydraulic tappets, sequential injection, three-way catalytic converter and Lambda control, which dramatically reduce exhaust emissions, a high 10.3:1 compression ratio, a bore increased to 82.5mm, a lighter crankshaft, sophisticated knock sensors and a newly developed management system all contribute to a sturdier engine. The 2309cc unit is capable of 170 bhp at 6000 rpm with a top speed of 137 mph.

However it was not the quest for greater speed that led Audi engineers down this route, but the lure of increased torque. The figures testify to success here, for the 20-valve is a great improvement over the 10-valve, developing a good 162 lb ft at 4500 rpm compared with 137 lb ft at 4000 rpm. Even at 3300 revs the new engine develops 141 lb ft, proving that it has pulling power all the way up to the red line at 7100 rpm.

Willing: 20-valve Audi 90.

On a quick visit to the west coast of Scotland and a drive through Glen Coe, a 90 20v was quick off the mark, revved willingly and was a pleasure to drive, although there was neither the time nor the place to substantiate the claim of a 137 mph top speed and 0-62 acceleration figures of 8.4 seconds.

Although it has been decided that the engine will be available in both the 90 and Coupé, in quattro and front-wheel drive versions, prices and specifications have yet to be decided by the British importer. It has already been introduced in mainland Europe in many guises. In Germany the 20-valve is just another option, while for tax reasons a 160 bhp 20-valve 2.0-litre is offered in France and Italy, but that unit is unlikely to find its way to these shores. **WPK**

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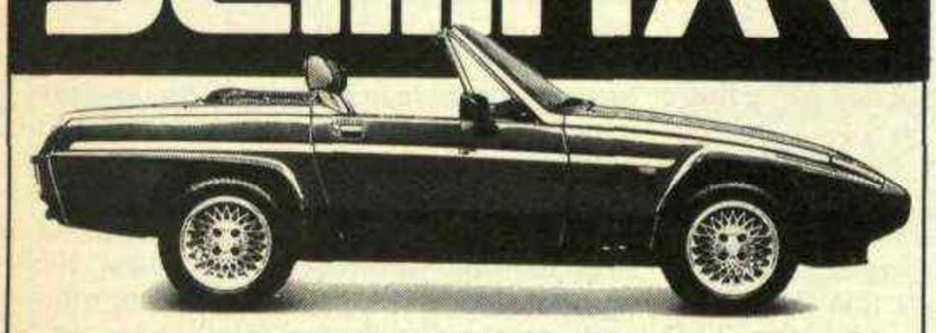

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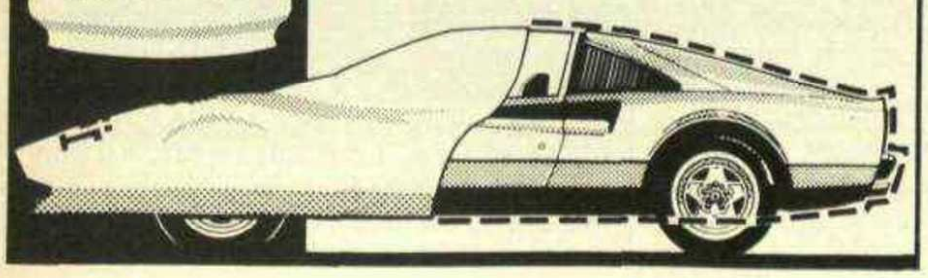

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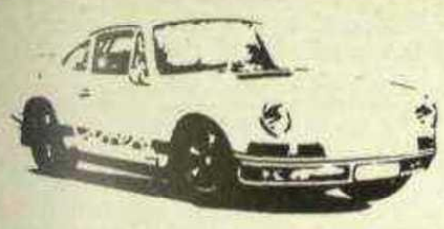

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THE CARRERA MYTH

The level of interest, both here and abroad, in the Carrera RS and RSR, is currently increasing at a quite amazing rate. This is, much to our delight, bringing all sorts of new bits of information to our attention.

Over the years, the Carrera series have been researched by many, part of the fascination being that everyone seems to come up with different answers!

To add to, and hopefully help clarify, this situation, the following is our understanding of the basic quantities of Carrera RS and RSR produced:-

Please Note:-

1). Whilst we unhesitatingly accept that these figures are **NOT** necessarily fact, they are drawn from innumerable sources, including our 16 years of involvement and observation.

2). We would be delighted to receive any information that would enable us to improve on the accuracy of these figures. Facts please, **NOT** opinions.

3). If there was space, we would include many provisos e.g. One of the 3.0 RS/RSR series chassis was used for the Turbo prototype (No. 9016), and hence is not included in the count.

4). Perhaps most importantly, **the following is based on the specification of the cars when delivered to the first owner, or user if retained by the factory.** e.g. we are told that the majority of the 2.7 RS were built to M471 specification for homologation purposes, but that subsequently most were converted to M472 specification before delivery to the first owner/user.

1974 M471

We firmly believe that the value of a car can only be based on its specfication at point of delivery.

Order Code Definitions

M471	RS Sport specification, or colloquially 'Lightweight'
M472	RS Touring specification
M491	RSR Race specification
I.R.O.C.	RS Sport Spec, RSR Engine (for International Race Of Champions).

CARRERA RS/RSR PRODUCTION

Order Code	Model	Quantity
1973	Chassis no. starting 911360	
Prototypes	L.H.D. Various Specs.	10
M471	R.H.D. 2.7 litre U.K. Market	17
M471	L.H.D. 2.7 litre	115
M472	R.H.D. 2.7 litre U.K. Market	93
M472	R.H.D. 2.7 litre Other Markets	23
M472	L.H.D. 2.7 litre	1283
M491	L.H.D. 2.8 litre RSR	49
		....
		1590
1974	**All 3.0 litre** Chassis no. starting 911460	
I.R.O.C.	L.H.D. U.S.A. Market 4 fig. serial no. starting 0 ...	15
M471	R.H.D. U.K. Market (4 fig. serial no starting 9 ...)	5
M471	R.H.D. Other Markets (4 fig. serial no starting 9 ...)	1
M471	L.H.D. (4 fig. serial no starting 9 ...)	47
M491	L.H.D. RSR (4 fig. serial no starting 9 ...)	42
1975	**All 3.0 litre.** Chassis no. starting 9115609 ...	
M491	L.H.D. RSR	6
		....
		116

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LOTUS EXCEL SE 1986 (C). Half sand hide, r/cassette, power steering, alloy wheels, finished in Calypso red..... **£13,995**

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Esprit **Esprit Turbo** **Excel SE** **Excel SA Automatic**

Balancing Act

Ask and ye shall receive, they say; and if it is Porsche who is listening, the chances are that ye shall receive it pretty smartly. The Stuttgart company's cycle of model improvement is so rapid and so thorough that it borders on the obsessive.

Partly this is the evidence of the weight the engineers carry at Weissach — the compulsion to improve whichever element is seen as the weak point of a model — and partly it reflects the hard work of selling even a Porsche, that most desirable of car symbols. For although the basic material in all three of the current lines, four, six and eight-cylinder cars, has served a healthy length of time, Porsche strategy requires that none of them should be seen to stand still. Progress for the marque and upgrading temptations for the loyal customers are the aims.

Almost alone amongst manufacturers, Porsche has a facility for repeatedly updating its styling in a way which is both cost-effective and aesthetically successful, and clearly distinguishes senior from junior models. Both 928S4 and Carrera 4 and 2 models are recognisably different from their predecessors without actually looking like new cars. Similarly, the 944S2 tested here is the third generation shape to derive from the 924, and it brings to the middle 944 the bluff nose and under-tail venturi previously reserved for the Turbo. For the next set of revisions we can expect to see the bottom 944 get these clothes too, with something new for the Turbo.

YOKOHAMA

YOKOHAMA HIG

NATIONWIDE DEAL

AREA	STOCKIST	TELEPHONE
Berks (Reading)	Elite Wheel & Tyre	0734 504 100
Birmingham (Erdington)	Ideal Wheel & Tyre	021 384 4970
" (Warley)	Auto Quip	021 429 9974
Bristol (Ashton Gate)	Manor Tyres	0272 662 521
Cambridge (Fulbourne)	Cambridge Performance Tyres	0223 880 802
Cheshire (Nr Chester)	Demon Tweeks	0829 700 38
" (Stockport)	Direct Tyres	061 480 1341
" (Warrington)	Jim Jeffery Tyres	0925 611 93
Co Durham (Peterlee)	Swift Motor Sport	091 586 7311
Cumbria (Kendal)	A & S Tyres	0539 320 49
" (Workington)	Gates Tyres	0946 831 416
Derbyshire (Ilkeston)	Spiro Motor Sport	0602 440 550
Devon (Torquay)	Torquay Tyres	0803 312 089
Dorset (Poole)	Sea View Tyres	0202 744 249
Dyfed (Garnant)	J J Tyres	0269 825 696

AREA	STOCKIST	TELEPHON
Essex (Canvey Island)	Thundersley Tyres	02685 65 361
" (Leigh-On-Sea)	Dicks Tyres	0702 770 47
Gloucestershire (Gloucester)	City Speed	0452 415 848
Hampshire (Fleet)	Northants Tyres	0252 613 261
Humberside (Hull)	Savoy Tyres	0482 796239
Kent (Bexleyheath)	Dartford Tyres	0322 525 668
" (Dartford)	Dartford Tyres	0322 744 98
" (Sevenoaks)	Formula One Accessories	0474 852 271
Leicestershire (Hinckley)	Colin Blower Garages	0455 632 299
" (Leicester)	Elite Tyre Specialists	0533 668 920
" (Melton Mowbray)	Pitstop Tyres	0664 604 04
London (North West)	Brunt Tyre Company	01-203 1172
" (SE6)	London Tyre Warehouse	01-697 7927
" (Willesden)	Wembley Tyre Service	01-459 6111
West Midlands (Solihull)	Dorridge Autos	0564 776 144
" (Warley)	Tyre Call International	0384 635 467

Meanwhile the capacities seem to have become oddly tangled: the base 944 has jumped 200cc to 2.7-litres, the top-range Turbo has the smallest engine at 2500cc, and middle S2 not only has the biggest lump amongst four-cylinder Porsches, but at 2990cc is the largest four you can buy. 750cc per pot sounds almost Edwardian in scale, and might feel it too were it not for the balancer system which whirls twin shafts round at twice engine speed, in opposite directions and at different heights on the block, cancelling out much of the vibration.

This gives the huge unit, canted at 30° in the engine bay, the sort of smoothness you would expect from a six for most of the time, while preserving the compactness of the shorter layout and the higher efficiency which results from reduced frictional losses. Both 8-valve and Turbo engines stick to single belt-driven cams, but the 16-valve unit adds a second camshaft driven from the first by a short chain to open the valves in the hemispherical head. The spark plugs are central in the classic manner.

Those details are as on the previous 2.5-litre 944S; the extra capacity is derived from two changes. First, the bores, and indeed the block, are those of the larger 2.7-litre 8-valve car, but a new long-throw crank adds the extra 309cc which boost it to 2990cc. A modified intake manifold, a separate oil cooler (it is integral with the filter in the plain 944) and some reprogramming of the Bosch L-Jetronic injection system and its associated Digital Motor Electronics complete the changes. Power jumps from 190 to 211 bhp at 5800 rpm, but as expected, given some disappointment with the torque spread of the earlier car, it is the latter factor which really surges up — by 22% to 206.8 lb ft at a middling 4000 rpm.

Previously the 16-valve car needed to be kept revving to experience its best — fun when circumstances were right, but a bore in a traffic jam at the end of a long hard journey. Not a characteristic typical of or appropriate for today's Porsches. Now, with the capacity jumping by as much as a big motorcycle and the cr screwed up another notch to 10.9:1, the bland sound of the heavily silenced motor as it oozes away from 2000 rpm gives no clue to the relaxed but relentless pulling power which expands seamlessly to the 4000 rpm peak. From this point the easy "revviness" of the lightweight cam system dominates, and the needle swishes to the 6400 rpm cut-out without any great sense of the acceleration falling off.

If you are lulled into triggering it, the rev limiter is of the "soft" variety, keeping the engine running at the red line instead of killing it for a second or two as more basic mechanical ones do. If you stop just short of the red line, you can hit 60 mph in a fraction over six seconds, and if you take it that far in all five gears you should level out at an absurd but exhilarating 144 mph.

This power unit is extremely good, but not flawless: under full throttle conditions it passes through a period around 4500 rpm where it becomes, if not harsh, then at least hard. It's more surprising than annoying. But there is little risk of being caught

16in web-pattern alloys enclose race-spec four-pot calipers.

off-cam with this fluid and willing engine: keep the needle above two grand and there is always a ready response. Use the precise movements of the stubby leather-bound gearlever to choose between well-sorted ratios for a reaction which will be gentle in fourth, urgent in third and dramatic in second. You can readily miss out alternate gears for a relaxed 1-3-5 progression, or heel and toe down through every ratio for the sheer pleasure of watching the tach needle dart up and down the dial.

Driving any 944 highlights two peculiarities about the generally fine relationship of major controls: the wheel appears to point outwards slightly, and it has been flattened off at the bottom as if for extra thigh clearance, even though it is actually set rather high. This eccentricity will catch out the lazy driver who lets the wheel spin through his hands.

Such laxity has no excuse, as the rack and pinion steering has a pleasantly fast ratio. Load-sensitive assistance keeps itself discreetly absent for small light wheel movements, fading in smoothly as the loads increase to keep a consistent weight in the system. With negative roll radius geometry in the wishbone-located strut, castor angle is high to add feel, but external intrusions are so well filtered that the effect is of an uncannily realistic simulator, free of real-world roughness. Admirable in all respects.

To match the extra wallop, now only 9 bhp short of the original 944 Turbo, itself now supplanted by the 250 bhp Turbo SE engine, the S2 gets most of the Turbo chassis mods: four-piston calipers to go with its massive ventilated discs, a tougher gearbox and half-shafts, different anti-roll bars, and wider 16in diameter wheels of seven and eight inches. It does not get the stiffer Turbo springs, though the matching shock absorbers are available as a £266 option. However, the ride is hard enough on London's scarred roads.

On Z-rated Dunlop D40 rubber of 205/55 and 225/55 width, the grip is very confident, allied to balance which, thanks to the transaxle layout, not only postpones any breakaway well beyond expectation, but renders the proverbial limit something to approach on the test track with a smile rather than with nerves. It announces in capital letters what it is about to do, and offers you every chance to back out, but if you force it it will finally begin to slide the rear wheels. A

PERFORMANCE TYRES
NETWORK

AREA	STOCKIST	TELEPHONE
West Midlands (Wolverhampton)	Chase Tyres	0902 732 071
" (Wolverhampton)	Motivation UK	0902 223 30
Middlesex (Brentford)	Motorwise	01-560 4629
" (Enfield)	Marko Tyres	01-804 5248
" (Northolt)	Terry's Tyres	01-845 9580
Mid Glamorgan (Bridgend)	Peter Lloyd Rallying	0656 870 538
Northants (Northampton)	Scotts Tyres	0604 719 776
Notts (Lenton Abbey)	Pro Speed	0602 257 859
" (Stapleford)	Pro Sport	0602 490 728
Peterborough (Werington)	R S Wheels	0733 777 29
Plymouth (Stonehouse)	Gupa-P Discount Tyres	0752 228 188
Scotland (Edinburgh)	Auto Image	031 337 6133
" (Grampian)	G T Tyres	05422 2401
" (Montrose)	Broomfield Tyres	0674 735 17
" (Murrayshire)	G T Tyres	0309 741 61

AREA	STOCKIST	TELEPHONE
Shropshire (Market Drayton)	Market Drayton Tyres	0603 57111
" (Oswestry)	P & B Tyres	0691 655 859
Somerset (Frome)	H & B Tyres	0373 64066
" (Glastonbury)	Avalon Tyre Service	0458 313 30
Staffs (Burton-On-Trent)	M T R S	0283 310 00
Surrey (Cranleigh)	Surrey Off Road Specialists	0483 276 067
" (Newdigate)	Amberley Tyres	0306 772 06
Sussex (Crawley Down)	Palmers Auto Centre	0342 713 447
" (West Worthing)	Godfrey & Vell	0903 484 80
Warwickshire (Kingsbury)	Peter Maiden Cars	0827 874 488
" (Leamington Spa)	Brook St Motors	0926 339376
Wilts (Swindon)	The Tyre Supplier	0793 613 800
Worcs (Worcester)	E T B	0905 270 111
Yorks (Doncaster)	D M A	0302 323 856
" (Leeds)	Tyre People	0532 871 334

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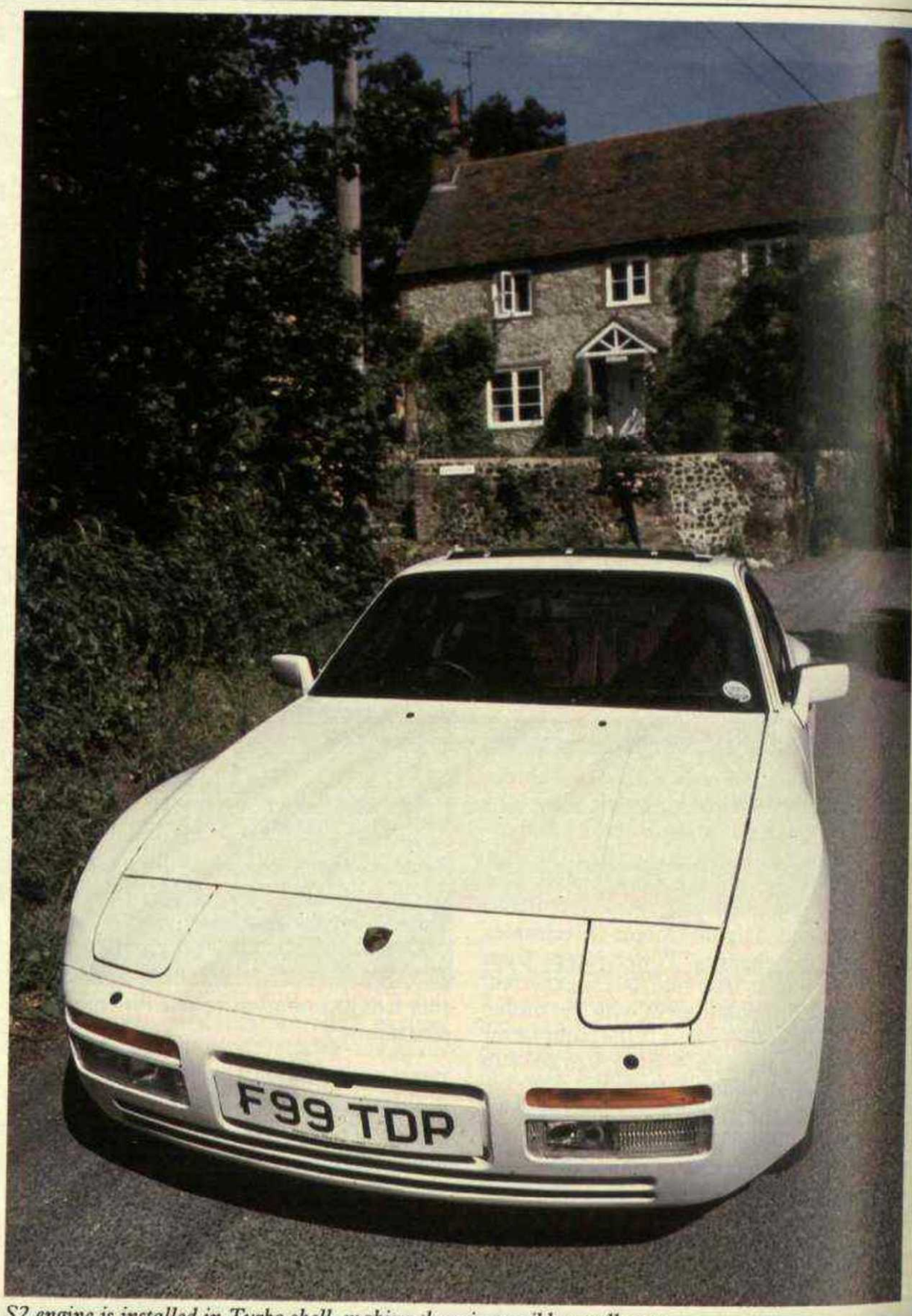
ROAD TEST

Porsche 944S2

Model: 944S2.
Maker: Porsche AG, Stuttgart.
Importer: Porsche Cars Great Britain, Reading, Berks.
Type: 2 + 2 sports coupé.
Engine: front-mounted all-alloy dohc 4-in-line, 2990cc (104 x 88mm), 4 valves per cyl, hydraulic tappets, 10.9:1 cr, two balance shafts. Bosch L-Jetronic fuel injection, DME ignition system with knock control. Power: 211 bhp at 5800 rpm. Torque: 206.8 lb ft at 4000 rpm.
Transmission: five-speed rear transaxle, torque tube to engine and single dry-plate clutch.
Suspension: (Front): spring/damper struts with alloy lower wishbones, anti-roll bar.(Rear): alloy semi-trailing arms, transverse torsion bars, telescopic dampers, anti-roll bar.
Steering: rack and pinion, load-sensitive power assistance.
Brakes: (Front and Rear): servo-assisted, ventilated discs, four-piston calipers.
Wheels and tyres: (Front): 205/55 ZR16 on 7J alloy rims. (Rear): 225/50 ZR16 on 8J alloy rims.
Performance: 0-60 mph: 6.3 sec; 30-50 mph: 6.1 sec; 50-70 mph: 6.3 sec; 70-90 mph: 6.2 sec. Max speed: 144 mph.
Price: £31,304. As tested with sunroof, £32,334.



S2 engine is installed in Turbo shell, making them impossible to tell apart.

moment of crossed hands and then all is square again; but that excitement is a long way off on the highway. Instead you can revel in the tautness and accuracy of the chassis, and muse on the fact that it is done with unpromising-sounding rear semi-trailing arms and transverse torsion bars.

Current Turbo owners may be peeved to find that their exclusive £40,000 motor car now looks no different to the 944S2 at some £8000 less, apart from one small badge in the shadow of the rubber spoiler lip on the rear "glassback". In gaining the elegant and smooth low-drag nose, underbody panel and undertail spoiler, the S2 sheds two drag factor points, coming down to 0.33 despite its wider tyres. Even the airflow through the engine compartment is now regulated by a three-speed fan system.

Extra equipment added to the standard list for British market cars includes ABS braking, making the belt-stretching stopping power almost foolproof, plus automatic climate control, full electric adjustment for both seats, and an integral ultrasonic alarm system which is switched on with the electric door locks.

This gives warning to would-be interferers by flashing a red light in the top of the door lock button, which you can't miss as you bend over the door handle. Also aimed at deterring trouble is the absence of an external radio aerial, but the thin wire sandwiched into the front screen seems an inadequate substitute, as reception on the Panasonic radio-cassette is erratic. Few other noises are likely to interrupt The Archers, though; mechanical noise is well-contained if not particularly hushed, only the big tyres booming when they plunge into gas-main trenches filled on the currently popular *bas-relief* principle.

It is odd to be able to reconcile the sensational performance of a car like the 944S2 with its everyday placidity, but if you can live with the shallow boot, restricted ventilation and that awful handbrake position, and have mastered the hit-and-miss switch layout across the striking dash, then (assuming your company is paying the purchase price), you will be hard put to it to find any imbalance, let alone weakness, in its spread of ability. Unless, that is, you have a passion for cars and expect some of that to be returned; somehow the four-cylinder Porsches are so universally competent that it's almost disappointing. Like the school swot who excels in all fields, one can't help wishing for a crack in the facade just to prove that the machine is, so to speak, human. GC

Turbo v Super

Donington Park's annual SMMT test-day gave us the opportunity to drive a convincing testimonial to the capability and durability of the Sprintex supercharger, and to compare it with its Turbo Technics counterpart in a similar Ford.

Dennis Priddle Racing (he of drag racing fame) has taken over production of the effective Sprintex belt-driven unit that originated in Clydebank. At Yeovil in Somerset, DPR now makes "about 25" Sprintex units a month, and expects to double that figure by the close of July. It offers Sprintex forced-induction for the Range Rover, and had just completed a BMW 325i prior to the Donington test day.

Our choice for a brief test was a 53,000-mile-old Sierra 4x4. I had just stepped from Turbo Technics' latest 2.9-litre Sierra 4x4, and wanted to see what the 1989 difference is between turbo and supercharging.

There could not have been a greater contrast in presentation, for the Turbo Technics machine was an immaculate 5000-miler which carried the latest (and much improved) Ford MT75 manual five-speed for Granadas, Scorpios and Sierras. But despite the high mileage and tough Glaswegian life lived by the ex-Power Engineering Sprintex Sierra ("It's abused daily" said Priddle drily), it drove with an absence of temperament that marginally outperformed the TT Garrett T2 twin-turbo 2.9-litre.

Boosting at 8 psi on a standard 9.2:1 cr, the Sprintex installation would take any combination of gear and throttle without a hint of the pinking that haunts so many conversions today. From 1000 to 5000 rpm it provided a steady stream of power without noticeable steps. The normal claim is for 250 bhp and 140 mph from this conversion, but it did not feel quite as rapid between 2000 and 5000 rpm as the 225 bhp-rated Turbo Technics installation.

The twin-turbo Sierra was a far more comprehensively developed package, with its supplementary injectors paired to operate under separate electronic management. A CNC computer-controlled milling machine nibbles out cylinder-head chambers to allow an 8.6:1 compression ratio in association with minimal 0.42-bar boost.

TT proprietor Geoff Kershaw contends that "lag is only an academic question with a well-designed turbo installation". This conversion — and a 305 bhp twin-turbo Jaguar 3.6 I have also driven — prove the point. Flawless progression and boost are apparent from 1500 rpm; at that point the TT twin-turbo Ford develops more torque than the standard 2.9i V6, progressing to reach a handsome 273 lb ft.

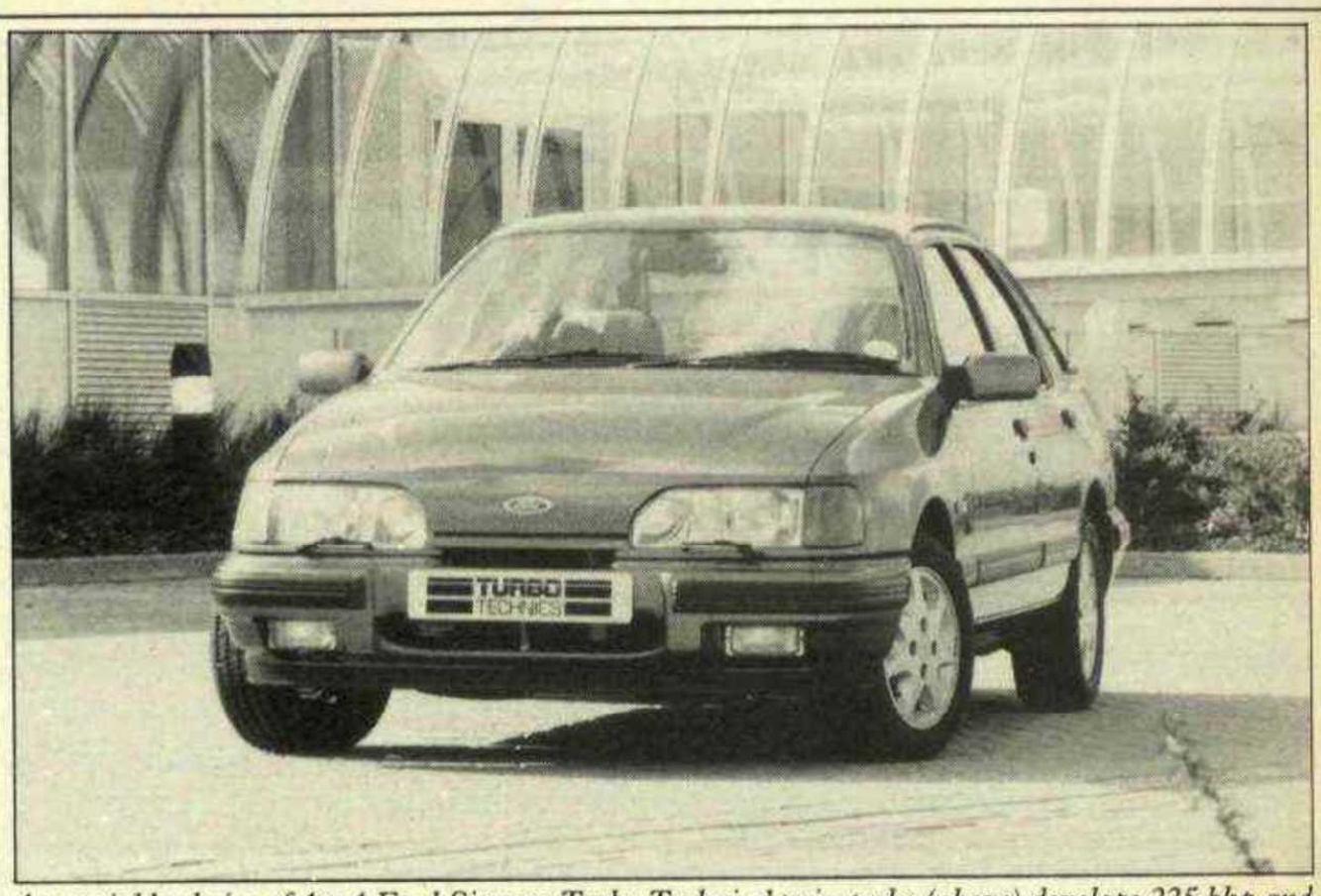
All this TT performance is delivered with exhilarating response, a soft moan from the turbochargers, and upon lead-free fuels. No pinking is evident at full throttle in high gears and low rpm. Yet the demon exists around 5200 rpm under stern acceleration.

Only a journalist or an engineer would persist in the use of more than 5000 rpm on the current Ford V6 anyway, and the twin-turbo is brilliantly conceived to allow the unit to give the plump best of its convincing mid-range. That it had just the same bottom-end performance as the supercharged unit demonstrates how far electronics and small-capacity twin-turbo installations have come.

Costs for the supercharged and turbocharged Ford V6s are similar. Turbo Technics charges £2950 + VAT for its unit, and lists many options (such as improved brakes and suspension) at further costs. This is backed by the knowledge that TT have completed over 1200 Ford V6 turbo sales since it started exploring the market with the Capri and the Sierra XR4i; currently, it is "slightly embarrassed" by demand, and plans to make 25-30 such turbo Sierras and Granadas monthly.

DPR charges "about £3500" for the supercharged 2.8-litre V6, and a 2.9-litre version is under way at Power Engineering in Uxbridge.

We were pleasantly surprised by the Sprintex Ford and, as ever, Turbo Technics presented itself with professional pride and delivered the promised goods. More of the same attitude could yet see Britain's aftermarket power providers equalling the TUV homologation standards set by Alpina, AMG and Brabus on West German products. **JW**



An enviable choice of 4 × 4 Ford Sierras: Turbo Technics' twin-turbo (above) develops 225 bhp and gives 144 mph, while its Sprintex supercharged cousin (below) offers 250 horses and a top speed of 140.

"If you simply want the most car for your money buy the Skoda"

Group Test AUTOCAR & Motor 18 June 1988

That's how Autocar & Motor summed up its comparison testing of the Skoda 120L Five, the Mini, the Citroen 2CV, Fiat Panda, Seat Marbella and Yugo 55.

For the evidence that led to that conclusion, here are a few more quotes from the same article:

On performance. *"The excellent fourth gear acceleration".*

On transmission. *"The Skoda's transmission is hard to fault. It offers five well-chosen ratios, an excellent gearshift and a light and progressive clutch."*

On handling. *"Drive the car properly . . . and it will reward you with its good grip, near-neutral balance and effortless steering."*

On ride. *"The Skoda provides the best ride . . . its suspension irons out ruts and broken surfaces most impressively and the car has an almost Mercedes-like feeling of solidity."*

On accommodation. *"It's no contest here. The Skoda is the only car capable of carrying four adults in any degree of comfort . . . not just roomy but thoughtfully designed .. footspace . . . split folding backrest . . . two boots . . . four doors - the icing on the cake."*

On equipment. *"The remarkable Skoda . . . with a list that includes alloy wheels, a glass sunroof, stereo radio cassette player, who could reasonably ask for more?"*

And finally. Of the cars in the test, the Skoda is . . . *"The only choice if you need a comfortable and practical four-seater."*

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MOBILITY WELCOMED

Skoda Rapid 136 Coupé IMPRESSIONS

Economical, but with its own sporting rasp, the immodestly-named Rapid is good value for money.

Willing Worker

I used to think of Skodas as little shop-stewards' cars. All that has changed!

It would be a journalistic overstatement to describe the Rapid 136 Coupé as the peasants' 911, for Porsche folk would not relish a 0-60 time of 15 seconds and a top speed of 92 mph — but the two do have some features in common, and you cannot buy a new Porsche for £4395 . . .

At this modest price the five-speed Skoda in good-looking two-door four-seater Coupé form is a very reasonable fun-car, and refreshingly different from the little front-wheel drive hatchbacks. I had never thought to return to driving a rear-engined car after my days with VW Beetle, Fiat 500, 600 and 126, Renault 750 and Dauphine, especially as we are now well into the 4WD age. But even a Panda 4×4 costs £6399.

The Rapid offers an over-square, all-alloy, eight-port five-bearing 75.5mm × 72mm (1289cc) engine, in-line at the back, with frontal radiator. This runs smoothly at 3349 rpm at 70 mph in fifth gear, which must spell longevity. The rest of the car is equally sturdy, and the makers remind us that Skoda has had 16 class-wins in the RAC Rally in the last 16 years.

Any hazards promoted by the old swing-axle rear suspension have vanished with the new coil-spring trailing-arm transaxle, aided by rack-and-pinion steering (3.8 turns, lock-to-lock) and British-made Goodyear GT80 tubeless 165/70 × 13 tyres. So cornering is fun, with mild understeer changing to oversteer only under sudden lift-off or excessive braking. On slippery surfaces the rear engine has traction merits. Ride is slightly pitchy but generally very good, and untroubled by bad roads.

The gearbox needs to be used to hurry the Rapid along, when the engine emits a sporting rasp; the shift is pleasant in the upper ratios, but first and second can be baulky.

The front seats are comfortable but rear-seat headroom is limited. The front boot (with a side-hinged lid which opens up like a sail) is roomy, and there is more stowage behind the back seats, *via* folding squabs. Four fascia knobs and another (for the lamps) beside the driver look after the usual services, together with two good stalk-controls (turn-indicators on the left). The servo disc/drum brakes are equal to the car's performance and can be locked up.

Equipment includes alloy wheels, lockable screw-type fuel-tank cap and cubby, console and door stowage bins, removable and tilting glass roof, three-speed heater-fan, intermittent wiper action, external mirrors, rear seat-belts, mud-flaps, inspection-lamp socket, a comprehensive set of tools, substantial bumpers and a Philips radio/cassette player.

At the price, shortcomings such as the lack of a clock, an interior trim that in places resembles tacky tar, and the lever-release for the rear boot being on the nearside can be excused. The needles of the fuel gauge (very vague, but with low-level warning light), heat-gauge, speedometer and tachometer are easily seen, and the offset pedals are no real disadvantage.

This inexpensive Skoda has a 24-month unlimited-mileage warranty, and another advantage is its economy, which came out at 37.2 mpg. The tank holds 7.9 gallons, and pussyfooters would get over 40 mpg. The engine pinked somewhat on leaded four-star, and asked for quite a lot of (manual) choke for starting up, in spite of the water-heated Jikov carburettor, even on a hot day.

Power output is only 62 bhp at 5000 rpm, but the Rapid is a willing little car for all that, far from a joke, and with plenty of character. No wonder sales here are increasing, for the prices of Skoda saloons start at £3361. **WB**

Seat Ibiza SXi

A new hot hatch from Volkswagen's Spanish subsidiary Seat has arrived in this country. Labelled the Ibiza SXi, it is a derivation of the three-door GLX. Propelled by a 1.5-litre injected engine, the car has a top speed of 115 mph, but acceleration from standstill is an unexciting 10.8 seconds, almost 2½ seconds slower than the comparable Vauxhall Nova GTE. An improved interior, from both an aesthetic and functional viewpoint, and a high level of accessories to make it reasonable value at £8299.

BRITISH FORMULA THREE CHAMPIONSHIP

Round 8, Donington Park, July 2
25 laps; 48.93 miles (78.74km)

1st	Allan McNish	Ralt-Mugen RT33	28m 29.14s
2nd	Steve Robertson	Ralt-Spiess VW RT33	28m 30.81s
3rd	Otto Rensing	Reynard-Mugen 893	28m 36.84s
4th	Rickard Rydell	Reynard-Spiess VW 893	28m 37.22s
5th	Gary Ward	Reynard-Alfa Romeo 893	28m 37.62s
6th	Antonio Simoes	Ralt-Alfa Romeo RT33	28m 44.76s
7th	Paul Stewart	Reynard-Mugen 893	28m 49.67s
8th	Mika Hakkinen	Reynard-TOM's Toyota 893	28m 51.55s
9th	John Estupinan	Ralt-Spiess VW RT33	28m 57.77s
10th	Mika Salo	Reynard-Alfa Romeo 893	28m 57.84s

Winner's Average Speed: 103.05mph (165.84kph)
Fastest Lap: McNish 1m 07.60s; 104.21mph (167.71kph)
Class B Winner: Warwick Rooklyn (Ralt-VW RT32)
Class B Fastest Lap: Rooklyn 1m 09.19s; 101.82mph (163.86kph)

Round 9, Silverstone, July 16
15 laps; 44.63km (71.82km)

1st	Derek Higgins	Ralt-Mugen RT33	23m 27.09s
2nd	Alain Menu	Ralt-Spiess VW RT33	23m 30.57s
3rd	Mika Hakkinen	Reynard-TOM's Toyota 893	23m 32.58s
4th	Mika Salo	Reynard-Alfa Romeo 893	23m 35.22s
5th	Gary Ayles	Ralt-Spiess VW RT33	23m 37.43s
6th	Gary Ward	Reynard-Alfa Romeo 893	23m 39.38s
7th	Antonio Simoes	Ralt-Alfa Romeo RT33	23m 40.08s
8th	Philippe Adams	Ralt-Spiess VW RT33	23m 41.24s
9th	Paul Stewart	Reynard-Mugen 893	23m 42.56s
10th	John Estupian	Ralt-Spiess VW RT33	23m 45.28s

Winner's Average Speed: 114.17 mph (183.74 kph)
Fastest Lap: Hakkinen 1m 32.72s; 115.50 mph (185.88 kph)
Class B Winner: Fernando Plata (Ralt-Spiess VW RT32)
Class B Fastest Lap: Plata 1m 34.41s; 113.44 mph (182.56 kph)

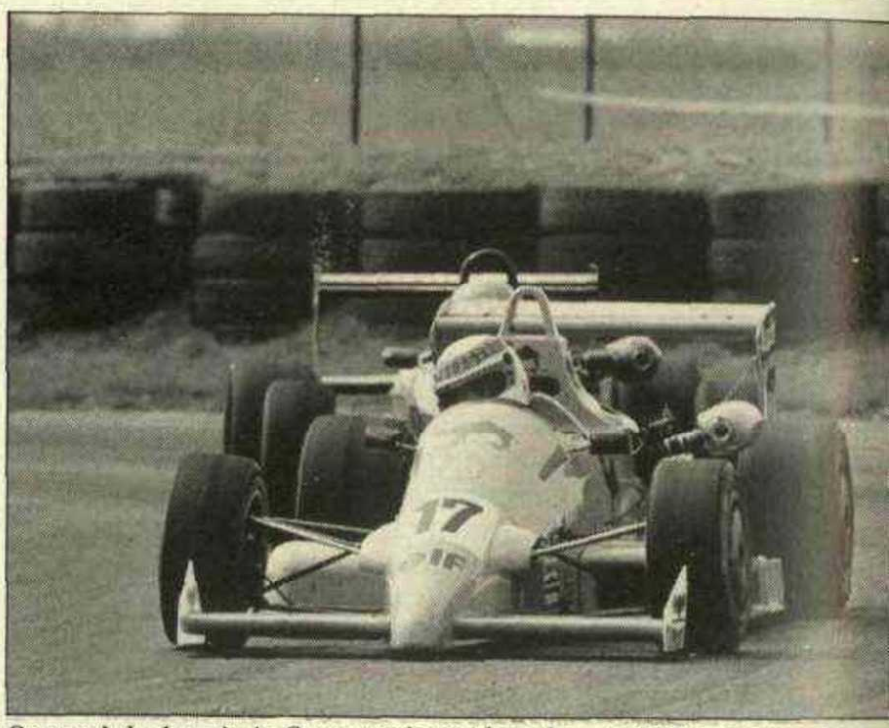
Round 10, Snetterton, August 6
13 laps; 24.92 miles (40.10km)

1st	Paul Stewart	Reynard-Mugen 893	13m 36.10s
2nd	Derek Higgins	Ralt-Mugen RT33	13m 37.22s
3rd	Rickard Rydell	Reynard-Spiess VW 893	13m 39.34s
4th	Otto Rensing	Reynard-Mugen 893	13m 40.56s
5th	Mika Hakkinen	Reynard-TOM's Toyota	13m 43.69s
6th	John Alcorn	Reynard-Alfa Romeo 893	13m 44.72s
7th	Paul Warwick	Reynard-TOM's Toyota 893	13m 45.97s
8th	Antonio Simoes	Ralt-Alfa Romeo RT33	13m 47.92s
9th	Alain Menu	Ralt-Spiess VW RT33	13m 48.89s
10th	Richard Dean	Reynard-Spiess VW 893	13m 49.34s

Winner's Average Speed: 109.93mph (176.91kph)
Fastest Lap: David Brabham (Ralt-Spiess VW RT33) 1m 01.16s; 112.83mph (181.58kph) (record)
Class B Winner: Fernando Plata (Ralt-Spiess VW RT32)
Class B Fastest Lap: Plata 1m 04.12s; 107.62mph (173.19kph)

Championship Positions: 1, McNish 45; 2, Higgins 34; 3, Rydell 26; 4, Brabham 22; 5, Hakkinen 19; 6, Menu 17; 7, Adams 13.
Class B: 1, Plata 79; 2, Stringfellow 38; 3, Simmiss 27; 4, Rooklyn 25; 5, Bowes 24; 6, Kimbell 21.

Gravett leads Rouse in the Brands Hatch 480km support race. Exchanging blows in Class A, these two seem certain to hand the British Touring Car Championship to the leading lights in Class B or C.



Stewart's lucky win in Snetterton's accident-shortened F3 race was the biggest to date for the thrice World Champion's son.

BRITISH TOURING CAR CHAMPIONSHIP

Round 7, Silverstone, July 16
15 laps; 44.63 miles (71.82km)

1st	Andy Rouse	2.0t Ford Sierra RS500	A	24m 55.19s
2nd	Robb Gravett	2.0t Ford Sierra RS500	A	25m 07.15s
3rd	Guy Edwards	2.0t Ford Sierra RS500	A	25m 07.75s
4th	Tim Harvey	2.0t Ford Sierra RS500	A	25m 13.24s
5th	Laurence Bristow	2.0t Ford Sierra RS500	A	25m 14.16s
6th	Graham Goode	2.0t Ford Sierra RS500	A	25m 20.71s
7th	Gerrit van Kouwen	2.0t Ford Sierra RS500	A	25m 21.04s
8th	Chris Hodgetts	2.0t Ford Sierra RS500	A	25m 25.70s
9th	Sean Walker	2.0t Ford Sierra RS500	A	25m 31.48s
10th	Mike Smith	2.0t Ford Sierra RS500	A	25m 45.99s

Winner's Average Speed: 107.44mph (172.90kph)
Fastest Lap: Rouse 1m 38.82s; 108.37mph (174.40kph)
Class Winners: Rouse; J. Weaver (BMW M3); J. Cleland (Vauxhall Astra GTE); R. Armes (Honda Civic Si)

Round 8, Brands Hatch, July 23
17 laps; 44.20 miles (71.13km)

1st	Robb Gravett	2.0t Ford Sierra RS500	A	26m 39.01s
2nd	Andy Rouse	2.0t Ford Sierra RS500	A	26m 40.88s
3rd	Mike Smith	2.0t Ford Sierra RS500	A	26m 46.12s
4th	Guy Edwards	2.0t Ford Sierra RS500	A	27m 01.52s
5th	Mike Newman	2.0t Ford Sierra RS500	A	27m 04.69s
6th	Laurence Bristow	2.0t Ford Sierra RS500	A	27m 18.04s
7th	Karl Jones	2.0t Ford Sierra RS500	A	27m 25.47s
8th	Jerry Mahony	2.0t Ford Sierra RS500	A	27m 26.24s
9th	James Weaver	2.3 BMW M3	B	28m 08.19s
10th	Mike O'Brien	2.0t Ford Sierra RS500	A	28m 21.50s

Winner's Average Speed: 99.51mph (160.14kph)
Fastest Lap: Gravett 1m 32.97s; 100.67mph (162.01kph) (record)
Class Winners: Gravett; Weaver; John Cleland (2.0 Vauxhall Astra GTE); Ray Armes (1.6 Honda Civic Si)

Round 9, Snetterton, August 6
20 laps; 38.34 miles (61.70km)

1st	Rob Gravett	2.0t Ford Sierra RS500	A	22m 44.75s
2nd	Andy Rouse	2.0t Ford Sierra RS500	A	22m 45.03s
3rd	Tim Harvey	2.0t Ford Sierra RS500	A	22m 45.75s
4th	Will Hoy	2.0t Ford Sierra RS500	A	22m 51.00s
5th	Laurence Bristow	2.0t Ford Sierra RS500	A	23m 02.23s
6th	Sean Walker	2.0t Ford Sierra RS500	A	23m 06.53s
7th	Gerrit van Kouwen	2.0t Ford Sierra RS500	A	23m 12.33s
8th	Dave Brodie	2.0t Ford Sierra RS500	A	23m 24.78s
9th	Jerry Mahony	2.0t Ford Sierra RS500	A	23m 41.94s
10th	Mike O'Brien	2.0t Ford Sierra RS500	A	23m 49.51s

Winner's Average Speed: 101.13mph (162.75kph)
Fastest Lap: Gravett 1m 07.50s; 102.24mph (164.53kph)
Class Winners: Gravett; James Weaver (2.3 BMW M3); John Cleland (2.0 Vauxhall Astra GTE); Ray Armes (1.6 Honda Civic Si)

Overall Championship Positions: 1, Weaver 78; 2, Cleland 76; 3, Gravett 63; 4, Aitken-Walker 64; 5, Sytner 47; 6, Dowsett 46.

Lotus Elan Sprint

CLASSIC TEST

In eleven years, only minor changes were made to the Elan's simple shape.

Lateral Thinking

If you have any business inside the Millbrook Proving Ground, you may see a Lotus prototype under test. If you have read all the "Scoop" columns in the motoring press you will recognise it, even disguised, as the new Elan. It represents a return to an earlier stage of Lotus marketing, before the Esprit Turbo supercar and before the luxury aspect of the Excel, a period when the cars were bought by car enthusiasts with their own money as their only transport. But the new car is under threat from a Japanese rival which is closer to the old Elan than the new one is — Mazda's MX-5. Before either of these treats arrives, we took the chance to reappraise one of the last versions of the Elan, the model which made Lotus into a high-street name.

In terms of road cars, Lotus has soared from one end of the scale to the other in only four model generations: Seven, Elite, Elan and Esprit. One is current, and two have passed to other makers; only the Elite has completely ceased to be, and there are murmurings in the kit-car replica business of attending to that.

The Elite was the shortest lived of these models, but its appearance at the 1957 Earls Court Motor Show was significant in giving Chapman and Lotus a public presence which none of the Sevens had done.

In fact it had its flaws, and one of them was related to the unique structure of the car. In the Elite, Chapman began to show his talent for the "redundancy principle", simply disposing of hitherto vital parts and making others double up to compensate. Most revolutionary was the absence of a chassis, the suspension instead feeding its loads into a monocoque body/chassis made entirely of glass-fibre composites, and like many Chapman solutions the result was just strong enough in closed form. Unfortunately one of the snags was excessive heat build-up; the same hard-top design with wind-up windows which made the car useable in Britain's variable climate worked against it in the United States, where exports were vital to fund the manufacturing of more cars.

It was also a low-volume car, though that was not the intention: from the start of production at the end of 1958 to the switch to the Elan in 1962, only 990 Elites were made, a number which was outdone in the first year of Elan sales. This was perhaps a function of the undecided character of the Elite: in trying to do two jobs it did not fit into the comfortable GT bracket (it was too bare inside for that) and yet being a closed car it fell short of the contemporary idea of a sports-car, despite its excellent handling and the performance of its 1100cc Climax engine.

The idea of an open Elite occupied Chapman and his staff intermittently, but it was not until Ron Hickman joined the company as design and development engineer in 1958 that such a project began to crystallise. Hickman had worked on the Elite while employed by Ford as a stylist, and after switching companies became central to what grew into the Elan.

At first the aim was for a 2 + 2 convertible, about the hardest structural demand which could be made of a frameless body. That goal shrank to a simple two-seater roadster as ideas tumbled forth, and that was the layout which eventually sold in such large, by Lotus standards, numbers. It took another five years after the Elan appeared before a 2 + 2 version joined it.

There are various tales over the source of the decision to abandon the monocoque principle and rely on a steel backbone, including the tale that the folded steel frame with its forked layout was merely a hurried expedient to allow Chapman to get on with suspension development before the overall design was firmed up. But given the rigidity problem, some sort of chassis was always going to be essential with the materials then available, even though Lotus was already on the way to being the industry expert on what could be done with glass-fibre.

But though the GRP did not bear all the loads, the Elan body was still unique: an upper body and a lower shell comprising the floor and wheel-arches were moulded into one boat-like unit which dropped over the complete running chassis. This had pre-assembly advantages, and made the body a more rigid affair than if assembled piece by piece onto a frame.

Interior space on the Elan was a little improved from the Elite, but the car is a tiny one. Chapman ruthlessly pruned away not only components, but as much unnecessary volume as possible, and with the strength of the chassis lying more in its depth than its width, the overall car width is little more than enough to clear the elbows of the two occupants.

Following this principle, Hickman was able to compress all the important units onto the 84in wheelbase without excessive overhang. The literal crux of the plan was the deep fork which branched off the front of the spine to cradle the engine. With no structural bulkhead to interfere, the occupants' feet could stretch all the way to the front wheel arch, overlapping the engine and gearbox which were thus relatively central fore and aft. This in turn meant that the seats were not quite on the rear axle, allowing some freedom in placing the fuel tank around the compact suspension and rigidly mounted differential. Spring/damper struts fed their loads into folded steel turrets extending from the rear chassis forks, while the front members ended in mountings for conventional Triumph double wishbones.

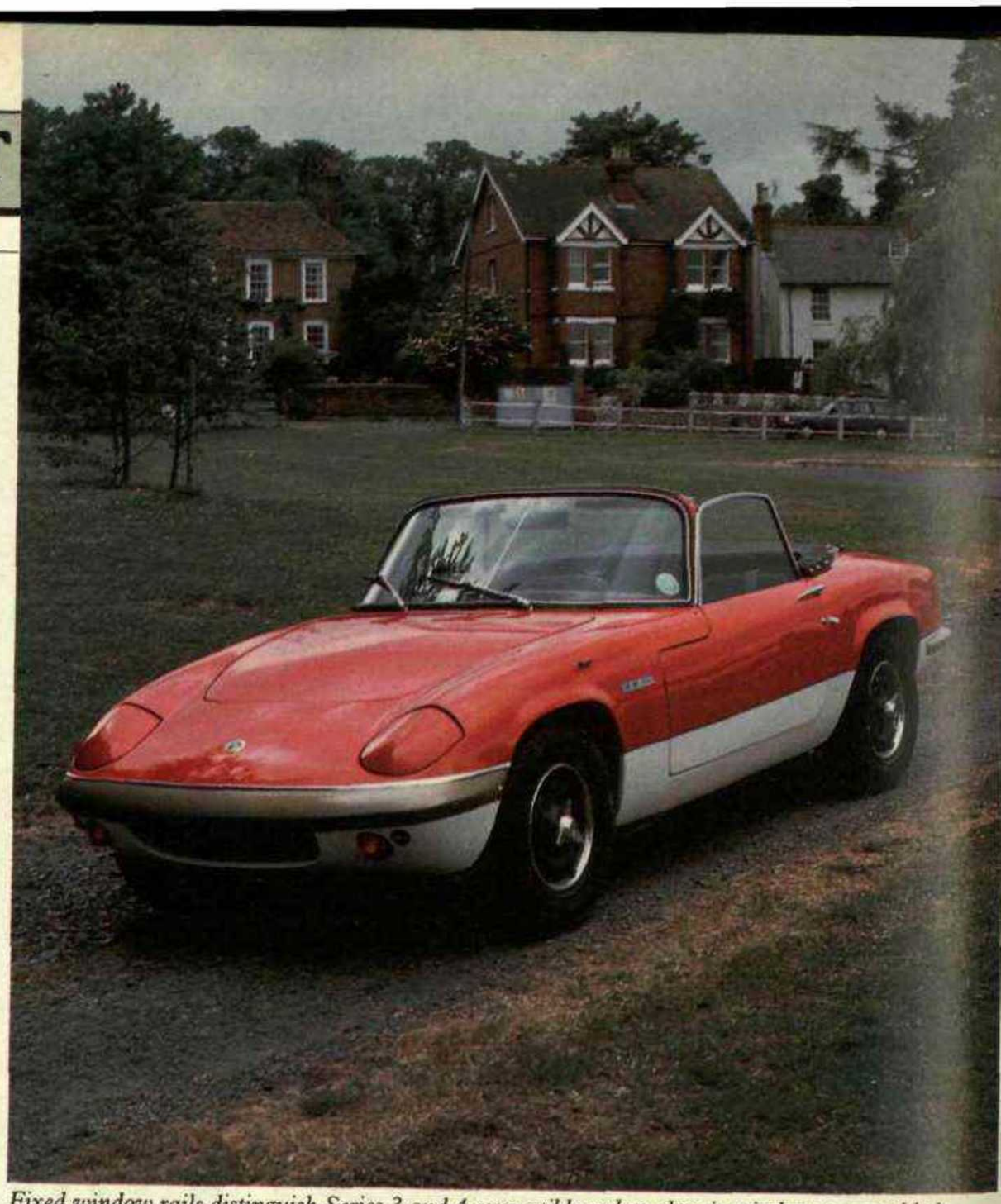
Hickman also gave more thought to the

peripheral elements than many designers do even now: a full-size spare tyre went into the boot, along with all the elements of the folding top fitted to the Series 1 and 2 cars, the GRP window surrounds, the hood and the bows, which lay neatly around the inside of the boot opening, leaving the same useable luggage space whether the top was up or down.

Perhaps because of the dominating position of Chapman himself, even though he was by this time delegating a great deal of design work, no one person gets the credit for the Elan shape. Hickman and Lotus director Peter Kirwan-Taylor collaborated on the Elite, often reckoned to be one of the most beautiful small cars ever, and unusual for a GRP car in eschewing external fussiness often built-in to strengthen the then relatively new material. Daimler's SP250, TVR, and Chevrolet with its Corvette all boasted scallops and ridges, but the Elite, and subsequently the Elan, derived its rigidity from the inside and presented a smooth and aerodynamic face to the onlooker.

To paraphrase the architect Mies van der Rohe, less is more difficult in automotive design, and the ultra-simple Elan is one of those near-perfect cars which have no flaws from any angle. The profile is "right", with no false wing lines or strakes to reduce the apparent waist height. There is nothing which is purely decorative except the badges, and the standard indicator units used at the front do not distort the styling as often happens with proprietary items.

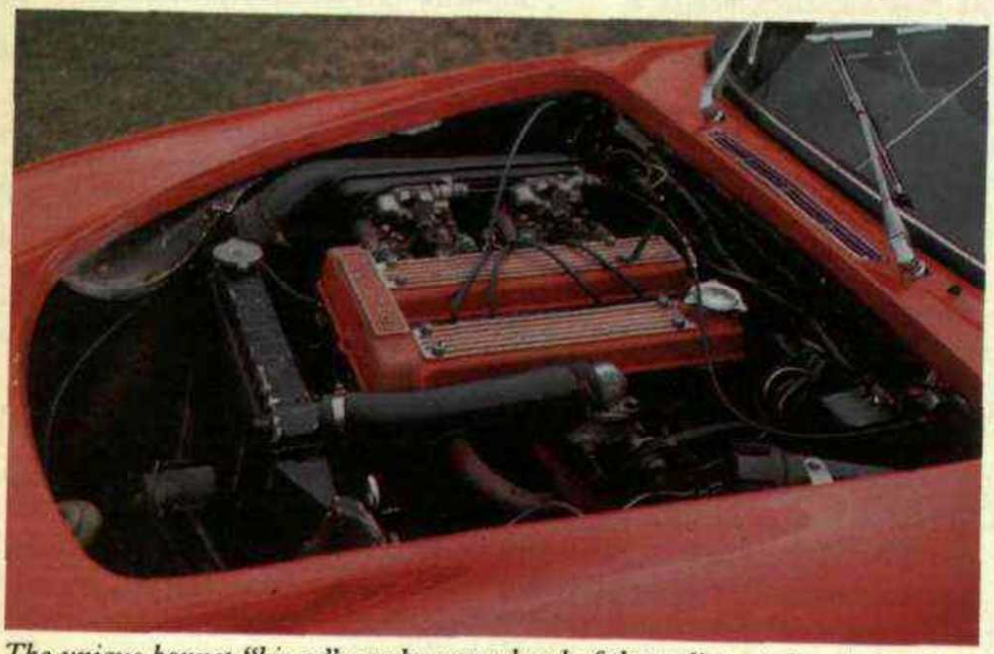
Low drag was another element in the Lotus equation; with its Le Mans Index of Efficiency achievements behind it, the influence of Frank Costin's Lotus Eleven body shows in a diluted way in both Elite and Elan: small, low air intake, smooth dropping nose, almost lipless wheel-arches and high cut-off tail. Without fashion features to date it, the Elan shape lasted from 1962 to 1973, and while it certainly needed to be replaced in commercial terms at the end of that period, it has aged far better than the more angular +2, introduced five years after the first Elan.



Fixed window rails distinguish Series 3 and 4 convertibles when electric windows were added.

Being made of folded steel, the chassis was relatively simple to manufacture, and was contracted out to John Thompson's Motor Pressings in Wolverhampton. But the primer was inadequate for long-term protection, since that was not in Chapman's mind, and rust has been a serious problem. However, the design which aimed for cheap and light assembly has proved to be a blessing for today's owners, as the entire unit can be replaced by a new Lotus one, or a developed version from Spyder Engineering.

Chapman had a talent for borrowing detail components from other manufacturers and subtly incorporating them into Lotus designs; items such as door handles and tail-lights are extremely costly to design and produce on a small scale. However clever that might seem, though, it was forced on him then just as it is forced on specialists nowadays from kit-car makers up to TVR and Lotus itself. What was exceptio-



The unique bonnet "hinge" can be seen ahead of the radiator (above). Interior was simple and unpretentious (right).

nally inventive was to look again at a specific problem and design it out of existence; the Elan has several examples of such lateral thinking.

Bonnet hinges, for instance: the conventional answer bolts a pair of cast metal units to body and bonnet, introducing local stresses which require reinforcement, perhaps metal inserts to spread the load of the propped-up bonnet and avoid later cracking. Immediately the advantages of glass-fibre, its lightness and rigidity, are devalued, making sheet metal, more able to withstand local stress, back into a rival.

What Chapman and Hickman did was to abandon a hinge altogether and instead use integrally moulded side pieces of six-inch or so radius projecting down from the front of the bonnet which, as it is lifted, rotate within similar mouldings on the body. Bolt heads in the body part of the arc provide the bearing surfaces, and there is no actual fixing, merely a spring to pull the bonnet against the body. When closed, a lip on the front fits under the edge of the body opening to provide a firm hold, and the rear edge is held by a simple pair of catches. Not only is this rather light, but it saves another assembly job and allows the bonnet to be removed completely merely by undoing the spring.

In a similar way normal cantilever hinges for the doors, which put high stresses into both mounting pillar and door frame, again requiring reinforcement and often sagging in later life, were circumvented by pivoting the door on a hemisphere moulded into the sill, with a simple pin through the top of the door to complete the scheme. Hence the rather long door openings.

Slide-up windows also did a perfectly good job without the weight of a wind-up mechanism, and the notorious vacuum headlamp raising system was bright in conception and light in weight, but inherently unreliable. The vacuum reservoir was within the front cross-member, and even if the rest of the pipes remained tight, the onset of rust caused holes in the chamber, retracting the lights. It was, in fact, typical of the problems which customers were to face over the years: their cars were certainly light, quick and agile, but they were rarely reliable. Finish and assembly were low amongst Chapman's priorities, and as many cars were sold in kit form to avoid tax, there was no check on how well they were completed — though many were better built as a result.

With improved parts and years of sorting, a good Elan now is a better car than it left the factory. We drove a late car in the most desirable specification, the 126bhp big-valve Sprint. In fact this one has had unusually little interference of any sort; it has had only two owners, and shows only 41,000 miles.

To climb inside makes a confusing comparison to my TVR 350i, because the seating position is terribly similar: legs stretched, wheel in the lap and elbows scraping door and centre spine. But the Elan's spine is less than half the width of that in the TVR; indeed everything about the Lotus seems half the size of other cars, including the movements needed to control it. Once the pull-out hand-brake is released, a few degrees of steering takes it from the kerb, a twitch of hand and elbow selects second gear, and it stops with no more effort on the brake than normally applied to the throttle.

What the Lotus twin-cam engine offered in the Sixties was a blend of torque and revs from a 1600cc four which has only been consistently overtaken, as far as normally-aspirated production engines go, with the advent of 16-valve designs — and many of them lack the full torque curve of this unit, particularly with the smaller valves. Offering 118 bhp in SE form, and an extra eight horsepower with the (marginally) larger valves and other changes, the Cortina-based block with its new head designed by Harry Mundy epitomised the Chapman

approach — use what is good and modify what is not, no matter how mundane the original source. Only the result counted; pedigree and elegant engineering were irrelevant, though the simplicity of the solution often had its own elegance.

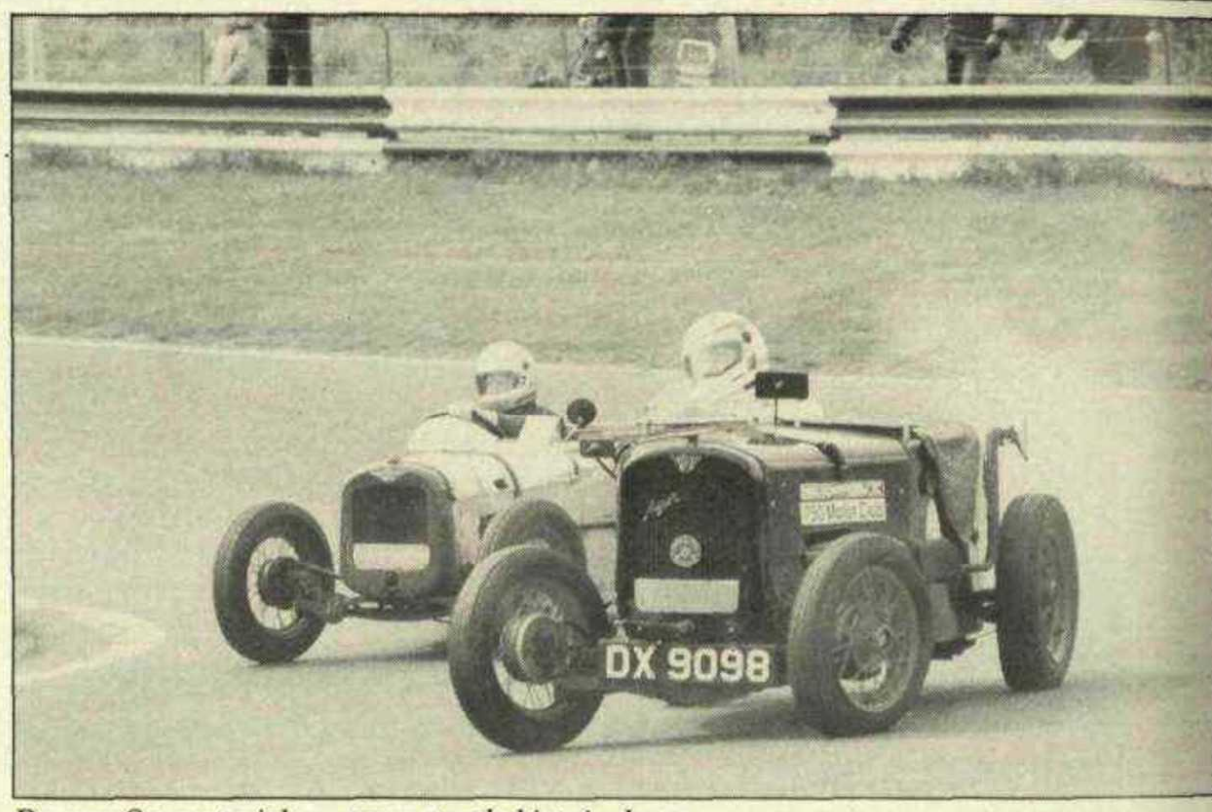
Although engine details changed regularly, the size remained 1600cc throughout the Elan's life, and frankly the little car is so responsive with the big-valve engine that more is not needed. That and the agility; its compact shape slips through hedge-lined corners in country lanes as neatly as a motorcycle in places where a bigger car would be backing off, with every detail of the changing surface coming back to the driver's hands. It does not *need* a good pilot, seeming to pick its own line with little interference, but if you want more fun and less speed it will tail-slide briefly and with complete control before straightening up of its own accord. With its minimal inertia the front tyres, narrow by today's standards, bite as soon as the wheel is eased away from centre, and steady pressure on the thin wood rim generates as much grip as you can use off the track. Who needs rear-wheel steering?

What of the ride quality which so impressed everyone years ago? Still remarkably good; it is not easy to get a light car to ride well, but softish springs and firm damping succeed. This is a car which has not been "refined", but which takes very little out of you. There may be internal resonances, but you will only listen to the snuffling Dellortos. Thin padding clothes the small seats, but in holding the body firmly they remove any strain. Yes, you must concentrate to avoid any wind-up in the rubber driveshaft doughnuts in first, but the gear lever is barely a stretched finger away. So much of the potential of this simple, cheap and low-tech machine is useable without overstepping the bounds of safety that one cannot help wondering how much progress we have made since.

During the Seventies sports-car design was deflected by the misconception that the mid-engined principle was the only way to build such a car. That layout is indisputably best for true racing cars, and the ultimate performance cars from the Lamborghini Muira to the current Testarossa or Lotus Esprit Turbo. But it is also best left to those machines; the roadholding and traction advantages are simply not significant enough to most drivers to inflict poor practicality, restricted visibility and sudden breakaway characteristics on a car which may be used every day. And it makes building a convertible very difficult.

New suspension techniques now offer us virtually equivalent grip in front-engined cars; the ZR-1 Chevrolet Corvette, for example, has Testarossa roadholding and performance, and still has a boot, while both BMW's Z1 and Mazda's forthcoming MX5 have returned to the compact front-engined rear-wheel-drive format to produce what we still, 27 years later, like to call "a modern Elan". The exception is Lotus itself: the real new Elan will use front-wheel-drive. Will the Lotus customers of the Sixties now buy a Japanese Elan clone, overtly modelled and styled on the Elan, while the Lotus is chosen by those weaned on Oriental hatchbacks?

Disappointingly, Chapman's ideas about redundancy have been diluted out of current Lotus models, which (materials apart) have gradually reverted to conventional solutions — for example, the Esprit rear suspension, which originally used the half-shaft as the top link, but now has a second wishbone. Disappointing, unless you suffered one of the u/j failures which were common. In fact striving for extreme lightness by this means has in itself become redundant, as more power has become easily available to offset weight, and as material technology advances. But Chapman's approach was perfectly matched to the time and the circumstances, and it pushed Lotus way ahead of its peers. **GC**



Pre-war Seven specials — now a purely historic class.

750 at 50

Celebrating its Silver Jubilee this year, the 750MC was established to organise low-cost competitive events specifically for the many owners of Austin Sevens, for whom no realistic racing class existed, and went on to bring other "baby" sports-cars under its tutelage and attract members by the thousand. It all started with a letter written to MOTOR SPORT by its future editor, as Ken Cooke relates.

"In view of the fact that class divisions, which are becoming increasingly popular in trials, usually start at up-to-1100cc, the Austin Seven, as a 747cc side-valve car, is apt to be outclassed in its older form, as owned by a large body of real enthusiasts," began an unobtrusive notice in *Club News* (MOTOR SPORT, February 1939, page 43).

"The obvious cure seems to be to found the Seven-Fifty Club exclusively for Austin Seven owners, and run sensible trials for these fascinating babies — possibly permitting entries from such things as the inevitable £5 Morris Cowley and the 850cc M-type MG on occasion," it went on. "We know of someone who would be prepared to do the secretarial work and trials organisation in a quiet way, but first of all he wants to know the extent of the support likely to be forthcoming. If you would support such a club, will you please drop a postcard to this person: 'WB', 21 Lucien Road, London SW17 . . ."

At the time Bill Boddy was running a lightweight Chummy, having been inspired by Tom Lush's special-bodied four-speed A7 which had done quite well in trials until the advent of the big V8-engined cars of the late 1930s.

Nineteen replies were received within a week of publication, and very soon a meeting was held and the Seven Fifty Motor Club formed. On April 16 an inaugural rally was held at Virginia Water in which 28 cars, all but four of them Sevens, took part. Two weeks later a run to Stonehenge was organised, and the first competition event, the Committee Cup Trial was held in Kent in June 1939.

War came at the end of summer, and the club ticked over by occasional meetings at the Osterley Park Hotel and a newsletter produced by Bill Butler.

On the outbreak of peace motorsport slowly returned and by 1949 club chairman Holly Birkitt had devised the "750 Formula" for sports and special Austin Sevens, with rules that limited tuning with a view to keeping costs down. The first race for such cars was at the Eight Clubs Silverstone meeting in June 1950, and 16 cars took part. The winner was Tom Lush's Ulster, driven by Charles Bulmer who later became editor of *Motor*; Colin Chapman in his Lotus 2 was among the runners!

The 750 Formula is still thriving, albeit using the Reliant 850 engine, and the wheel has turned full circle, the club having run a series for pre-war Sevens (and specials built thereon) as a purely historic class for the last ten years.

Under Birkitt's chairmanship, the Ford-based "1172 Formula" (now Formula 1300) and the Six-Hour Relay were divised within a couple of years. These too are still thriving. More recently the club has run Formula Vee, Formula Four, sports and kit-cars in various classes. All these categories are run to strict regulations to maintain close racing without esculating costs.

Hugh Hunter was the first secretary of the club, Ken Welfare taking over for the important growth years of the post-war period. In 1956 Ken emigrated to Canada and, with membership then at over 2000, the club appointed its first, full-time paid secretary in Colin Peck. Colin did a good job in his quiet and friendly way until 1969 when he resigned on a matter of principle.

It was then that the current secretary Dave Bradley was appointed, and although he came from outside he was soon "moulded" into 750MC ways. There is no doubt that the club has had a much more professional look about it since Dave took over, although it still caters largely for amateurs.

Trials are still thriving, many of the club's events counting towards the RAC Championship, though very few are for Austin Sevens.

Interest in the Seven as an historic vehicle, as against a basis for a competition special, blossomed in 1962 when John Miles (later of Lotus fame) formed the Austin 7 Sports Register within the club and the first National Austin Seven Rally at Beaulieu was organised. Within months the Sports Register was expanded to cover all "original" Austin Sevens.

It cannot be denied that there was some friction between the racing side of the club (still using the Seven as a basis for the 750 Formula) and the "preservationists", but this died down as the small Reliant engine was phased in during the mid-Sixties.

The A7 section now amounts to almost half of the 750MC's membership, with something like 40 events this year including races, static rallies (the National being held at Beaulieu this year for the 27th time!) and runs to the continent (including one embracing five European capitals in five days — one for each decade of the club's history). A two-day Grand Fiftieth Anniversary race meeting was held at Mallory Park on July 8-9, as the centrepiece of a year of celebration.

The 750 Motor Club Ltd is run by a board of directors, with several specialist sub-committees, and runs about 14 race meetings on most of the country's circuits. These have been called "the backbone of club racing" by more than one writer, and they remain very friendly and efficiently run events, with racing as close as you will see anywhere.

Those twenty or so enthusiasts who met 50 years ago to form the 750 Motor Club had no idea what it would lead to, but those who survive have every reason to be proud of creating an outlet for so many other devotees.

KC

The racing at the Nürburgring was taken seriously indeed: a Ferrari 330P unceremoniously pushes past a couple of 250LMs.

Historic Highpoint

In Britain we may pride ourselves on being the centre of Historic racing, but it is the Germans who have taken it to a new level. Held at the Nürburgring on the first weekend of August, the Oldtimer Grand Prix, a name which conjures up quite the wrong image, gets better every year.

Hidden away in the Eifel Mountains, the circuit becomes the focal point for thousands of enthusiasts from all over northern Europe, with the result that there is almost as much interesting machinery in the car parks as in the paddock. Yet this is a very commercialised event. Even in Historic racing, the emergence of the corporate guest has led to huge hospitality suites and marquees taking up more and more paddock space. It is quite alien to the VSCC way of things, but undoubtedly lucrative for somebody.

This 1951 2½-litre Tatra was an unusual sight for British enthusiasts.

The "Oldtimer" meeting is a three-day affair, practice taking place on Friday with the racing on Saturday and Sunday. And full days they are too! Events commence at 10am on Saturday and even earlier on Sunday, running right through until 7pm without even a lunchtime interval; 45 Deutschmarks for a weekend pass is good value.

Main event this year was undoubtedly the Mulberry-sponsored Grand Prix. Following the success of the two-part 100-mile race last year at Donington, the Historic Grand Prix Cars Association was encouraged enough to repeat it this year, and chose the Nürburgring to give it a more international airing.

The race turned out to be all about two brothers-in-law, namely Willie Green and Brian Classic: the former was the overall winner after handsomely winning both heats in his Maserati 250F, while the latter mopped up the pre-war class in ERA R1A.

Neither had it all his own way, however,

OLDTIMER GRAND PRIX

The Cobras generally had the legs of the Ferraris, this 4.7 starring.

Obrist's 1951 4½-litre Ferrari: almost too good to race.

Hannen's lead in the Connaught was shortlived, for Green was soon past in the 250F.

for there was fierce competition from some of the other 250F drivers as well as from the ERAs in the respective classes. In Saturday's race, it was thrilling to see the red Maserati of Green battling it out with Hannen's Connaught for lap after lap. Initially they were closely shadowed by Ludovic Lindsay's 250F, but he was forced to fall back with clutch problems.

Just a few seconds behind this bunch Miles' T41 Cooper, Harper's four-cylinder Ferrari and Mason's 250F were providing their own excitement, but once the Cooper driver passed the ailing Lindsay car, he was able to make a break from his two pursuers to finish third, albeit almost 33 seconds behind Hannen.

In the pre-war class, Brian Classic's ERA R1A went onto five cylinders after the first few laps when a con-rod broke. At first he thought he had blown a piston, but as the temperature stayed normal he kept going, though forced to relinquish his lead to Jost Wildboz' R2A. It was the jostling for position all the way down the field, however, which made the race all the more entertaining, particularly towards the end when tired minds and limbs and worn brakes let mistakes creep in, resulting in some lurid spins and wayward driving.

The second half of the Sunday race was as tense as the first. Four cars immediately broke away, the three 250Fs of Griswold, Green and Anthony Mayman, who had taken over from Lindsay, followed closely by Hannen's Connaught. At first Griswold led, then Green and, on one cheeky ocasion, Hannen. The battle was bound to take its toll, and Griswold and the Connaught began to slip back while the two remaining Maseratis fought for supremacy.

It appeared that Mayman was quite prepared to hold a watching brief on Green, until two-thirds distance when he made a brave bid for the lead. For the next three laps, he held Green at bay, but then clutch problems intervened again, undoing all the work of Rick Hall and Rob Fowler who, taking a busman's holiday at the Nürburgring, had repaired the stricken machine after Saturday's race.

Thus afflicted, Mayman had to settle for second place, finishing almost 13 sec behind Green, while Griswold took a distant third after Hannen went missing with four laps to go. Harper was able to take fourth place ahead of Nick Mason, so it had been a good race for the Italian marques, and for Maserati in particular.

In the pre-war class, Classic had taken to the track with a new push rod (lent by Martin Morris), but the damage had already been done to a valve, so the car still fired on only five. Still, the intrepid driver did well enough to scoop overall honours.

It was not only the Grand Prix which provided great entertainment. One Saturday grid comprised of Ferrari 250 GT SWBs, AC Cobras, E-type Jaguars, Triumph TRs, Chevrolet Corvettes and Ford Shelby Mustangs, and despite a first-corner calamity when Italian driver Rosario Parasiliti spun his short-wheelbase 250GT Berlinetta causing a massive traffic jam, swirling dust and bent machinery, it was an enthralling race.

Starting from pole position, Rolf Versen's Cobra never let go of the lead, but ran just five seconds ahead of a trio of cars consisting of Steve Hitchins' similar car, Artur Haas' Chevrolet Corvette and John Young's E-type — the latter doing extremely well after starting from the ninth row. As the race wore on, Young deposed Haas and then shadowed Hitchins, until the final lap when he mounted a do-or-die attack. Side by side

OLDTIMER GRAND PRIX

Fleetness of foot was just part of the secret to getting a good grid position . . .

on occasions, these two circulated as one, exchanging positions until Hitchins finally gave way, losing not just second place but also third to Fabrizio Violato's 250 GTO which had steadily worked its way through the field after the first-lap fracas.

The 100-mile sports-car race was an altogether less spectacular affair, although if practice times were anything to go by there were three marques in with a chance: Chris Drake had claimed pole position in his D-type Jaguar, sharing the front row was Thomas Bscher's Maserati 300S, and Richard Pilkington had set a good time with his Aston Martin DB3S.

In the end none of these was able to claim victory, for David Kopf scooped the laurels in his Porsche RS60! He did not have it his own way, and had to claw his way up from fourth place, but once in the lead he held off Drake to build a cushion of some ten seconds.

Sunday's race was a return match. A Le Mans start determined grid positions on the warm-up lap, and when the race was on the Porsche and Jaguar immediately broke away from the rest of the field. Behind them a couple of D-types maintained station, while in fifth was another Porsche. Only "Valentino" Lindsay's drive from eleventh to seventh place in his D-type enlivened a rather dull race.

The remaining events tended to be dominated by certain marques. The Steigenberger race was a McLaren benefit, while Lotus Elans filled the top seven places in the contest for GT cars up to two litres.

If the racing was interesting, so too were the sideshows. The usual collection of stalls offered books, memorabilia, parts and rubbish, while every square centimetre of paddock was covered with a catholic variety of cars. There were Alfa Romeo gatherings, Opel and Renault stands and miscellaneous other collections, but the show was stolen by the German Ferrari Owners' Club. Lined up in one enormous row were 70 red Ferraris,

Simply red.

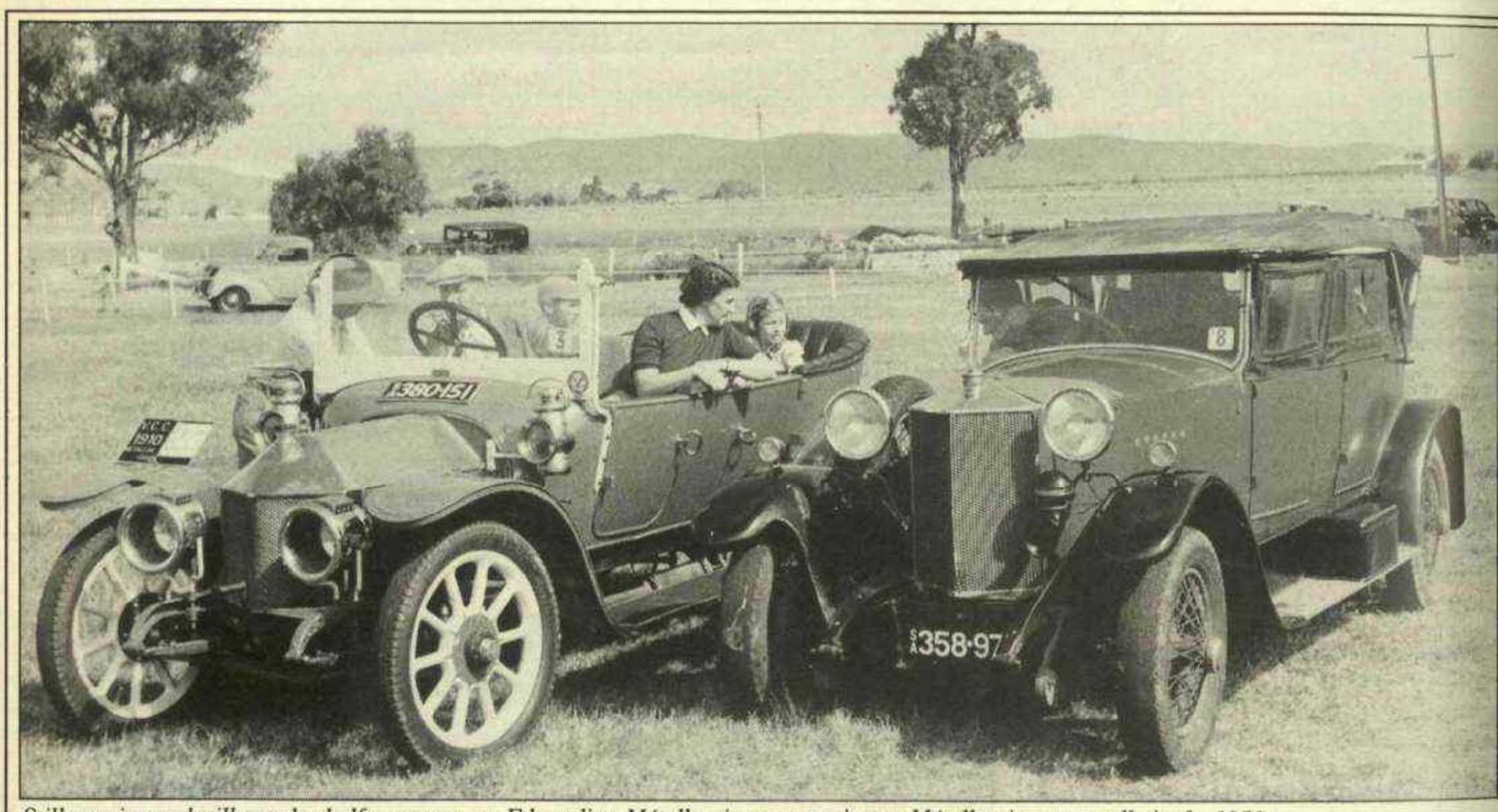
including a 288GTO and 13 Testa Rossas, and there were 104 others dotted around the marquee, including nine 512BBis, eight 246 Dinos (two of them GTSs), eight 400s and a dozen GT4s. It was quite a sight.

Another feature of the weekend was the Coys auction, for some of the cars were mouthwatering. At the end of an already long day, the event attracted a huge crowd which was either entertained or bemused by a showbiz-style presentation.

EX 120, the Eyston MG which had reappeared at the June VSCC meeting at Silverstone after a two-year restoration, was sold for just under £60,000. This, however, was a modest sum compared with the star of the show, the Earl Howe Alfa Romeo, which fetched just over one and a half million pounds. A GT40 (chassis number P/1006, an ex-Ford Advanced Vehicles car) went under the hammer at £730,000 while the ex-NART Ferrari 512BB LM, which raced at Le Mans in 1981, an ex-Brun championship-winning Porsche 956 and a 1929 Mercedes-Benz 38/250SS were each snapped up for just under £700,000.

Old Formula One cars seemed cheap by comparison. The little-known Volpini went for a staggering £175,000, a Williams FW07B for £200,000 and a P25 BRM for £431,000, which made the P126 look a snip at £168,000. James Hunt's 1975 Hesketh 308C, at just under £80,000, and Alan Jones' 1976 Surtees TS19, at just over £86,000, seemed more reasonable.

The whole weekend was a memorable one: a largely British show run to the delight of the European spectator. **WPK**



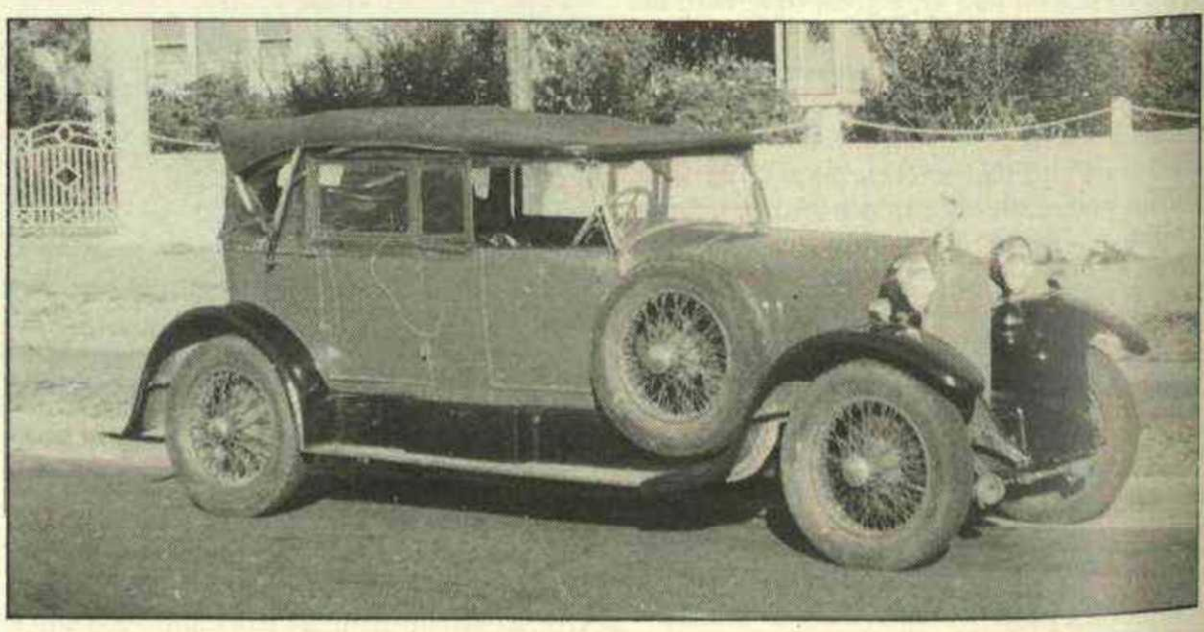
Still running and still popular half a century on, Edwardian Métallurgique meets vintage Métallurgique at a rally in the 1950s.

Building a Reputation

The recent auctioning of the giant Métallurgique-Maybach, which was restored and campaigned by the late Douglas Fitzpatrick, makes this a good time to investigate this popular make. In doing so, I am endebted to Raymond K Wright, who many years ago supplied me with information about the earlier years of the company, his father Alfred having done much to introduce these cars to English motorists.

It was in 1898 that the Belgian locomotive and rolling-stock manufacturer Societé Anonyme la Métallurgique, already well established in its field, first toyed with cars. These tentative operations occupied the division at La Sambre, but by 1900 an automobile plant had been opened at Marchienne-au-Point. It produced 25 chassis, the start of a successful business which by 1907 was called L'Auto Métallurgique SA to distinguish it from the railway works. From 1903, ex-Daimler man Ernst Lehmann was responsible for engineering.

A German side of the business came into being when Hans Aschoff, the Argentinian Consul at Aix-la-Chapelle, discovered the cars and formed Piedmont & Co with Adrian G Piedboeuf to sell them there. Lehmann had also obtained a British agency, but this he ceded to his friend Oscar Cüpper, also of Aix but living in England, who joined with Warwick Wright and Moore Brabazon (later Lord Brabazon of Tara) to form the well-known firm of Warwick Wright Ltd.



The 2-litre was designed by Paul Bastien, who later went to Stutz in the USA.

One very great advantage which Aschoff secured for Métallurgique, for Piedboeuf & Co and Warwick Wright Ltd, was the sales rights to the celebrated Vanden Plas of Brussels coachwork, although in 1905 Piedboeuf left to form his own company, which became Imperia Automobiles of Liège.

In Germany, Aschoff continued on his own, achieving fame by driving a Mét into second place behind a Benz in the 1907 Herkomer Cup. He operated as Deutsche Métallurgique Gesellschaft until he secured the right to manufacture the cars for the famous electrical engineer Sigmond Bergmann in 1909. Bergmann acquired 60% of the shares, Aschoff and his brother Otto holding the remainder. They ran the sales division in Berlin, taking the cars made by the electrical company but also importing Belgian-made Méts. Sidney Smith, who had been the engineer in charge of S F Edge's Napiers in England, became the company's designer until the war killed it off.

In England, Cüpper opened premises in

Métallurgique

Canterbury Terrace in Maida Vale in 1906, adding a works at Lorne Gardens near Regent's Park and showrooms at 230 Shaftesbury Avenue the following year. Later he went in with Warwick Wright, who was selling Minervas from 110 High Street in Marylebone and Darracqs from his place in Oxford Street; Minervas were dropped in favour of Méts, and in 1911 Wright changed the name of his Marylebone firm to Métallurgique Ltd.

The latter moved to 237 Regent Street in 1913, with a repair depot at a new building in Cricklewood; Wright's assistant was the brother of the actresses Zena and Phillis Dare, while Bertie Brown was in charge of the depot.

The Belgian company had taken on fresh capital from its German source in 1909. The high quality and excellent design of the Mét (Belgian-made chassis were Type-MM, those from Germany Type-BM) earned it a very good reputation, featuring the Lehmann-patented expanding clutch and the added attraction of fine Vanden Plas *carrosserie* while the company held the British rights.

Cüpper was a great promoter of the make, endeavouring (unsuccessfully) to challenge Edge's Napiers in the series of Brooklands match races and racing in other British events; he even rivalled Edge's prolific letter-writing to the motoring Press, defending the make in every possible way. Brabazon (with Brown as his mechanic) and Wright ran in the 1908 Isle of Man TT, but failed to finish. The parent company did well in early touring car trials, ran 5.7-litre entries in the 1910 Prince Henry and Russian Trials, and built 8-litre Kaiserpreis racing cars.

Many models were offered during this period, the early two-cylinder cars giving way by 1907 to a wide variety of fours; like Henry Ford, Lehmann never made a six-cylinder engine, although Smith had one in hand when war stopped play. The range included the celebrated 5-litre 26/50, a 40hp and the big 60/80, all with four-speed gearboxes. The traditional sharply-pointed radiator was used first for the racing cars, but from 1908 for production models.

An endearing development was to offer lightly-tuned sporting versions of chassis which were also available with less powerful engines, longer wheelbases and the heavier springs better suited to closed bodywork. Thus the 20/40 of 1913 had the same size engine (90mm x 140mm) as the 20/30, but a shorter wheelbase (10ft 4¾in instead of 11ft), lighter pistons and better breathing — a contemporary road test report described it as "full of life but still a comfortable engine to drive".

This car climbed Edge Hill in second and first speed, but this did not stop Cüpper writing one of his letters, saying that second should have sufficed and that "it was entirely due to a slight mistake on the part of the gentleman who was then driving the car" (*The Autocar*'s tester) that bottom gear was needed. He said the car had since got up Edge and Sunrising hills, four-up, in second, and Dashwood in third. He also firmly dispatched the owner who claimed his 20/40 Lancia "roared up Edge Hill in second or third gear with one passenger".

Under its directors Moore-Brabazon, Cüpper, Gaspard Berry, du Roy de Blicquy, Maurice Hermans, Oscar Lootens and chairman Ferdinand Germanés, and the ownership of many notables from the Maharaja of Couch Behar downwards, the Métallurgique gained a great reputation in those golden Edwardian days. Then came the war, with the Germans stripping the Belgian factory.

Méts retained sharply-pointed prows to the end.

But the plant had been re-equipped by 1919, and the Mét was back at the London Motor Show by 1920. Two disc-wheeled revised pre-war models (a 2.6-litre and the 90mm x 140mm 3½-litre) were shown by the new company of Métallurgique Cars (England) Ltd, of 19-21 Mortimer Street, London W1, whose directors were C Vanzandt and W A F Huff. For a time Brnasco looked after sales, with showrooms in Long Acre and the Beverley-Barnes works as a service depot. Front brakes, at first under Adéx patents, arrived from 1922, and the competitively-priced 2-litre 12/15 was current.

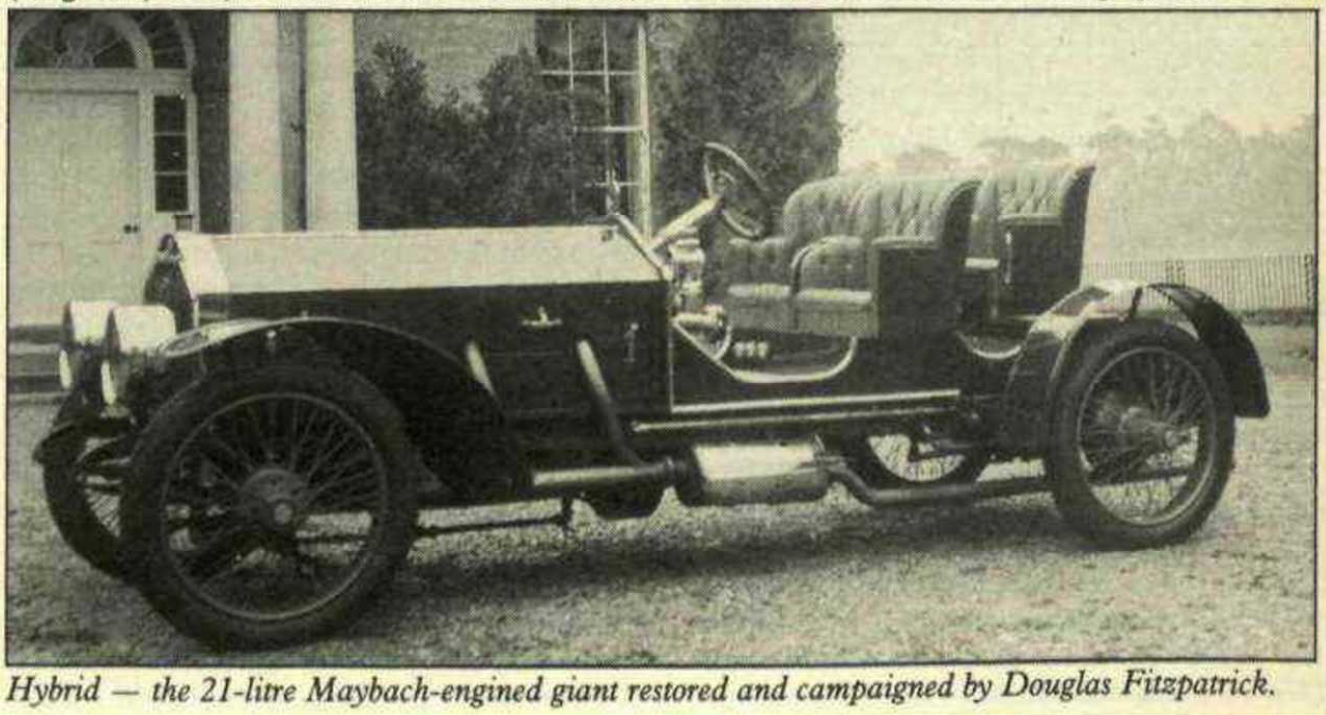
Then came a significant breakthrough, with the long-stroke four-cylinder 70mm x 128mm ohc 2-litre 12/40, designed by Paul Bastien for the Soméa company and then taken over by Métallurgique when its rehashed pre-war cars were dropped. In later times the overhead camshaft was chain- instead of shaft-driven, the sharp prow (even more pronounced than Armstrong Siddeley's) was retained, and a reversion was made to Vanden Plas bodywork.

In 1927 Jack Olding Ltd of Pall Mall took over, selling the tourer for £550 and a saloon for £625. The latter was good for 54 mph; steering and springing were excellent, but the gearchange was awkward because the central lever went "round the corner" from second to third.

In 1928 the factory was taken over by Minerva, the machine tools going to Imperia, and Mét production ceased. Olding turned to American agencies, the Cricklewood depot was acquired by S Smith & Sons, and Bertie Brown went to work for the Dudden Hill garage in north-west London.

A Warwick Wright Ltd thread runs through all this, for Brabazon had raced a Minerva at the first Brooklands meeting, the company was an agent for Darracq in the vintage years and later for Stutz, whose famous Vertical Eight was designed by Bastien after he left for the USA following financial disagreements with Soméa, and in 1927 I saw a Stutz being raced at Brooklands by R Watney for Colonel Warwick Wright.

The Métallurgique itself had been a very fine pre-war car which retained its quality and sturdiness into the vintage years. **WB**



Hybrid — the 21-litre Maybach-engined giant restored and campaigned by Douglas Fitzpatrick.

VETERAN TO CLASSIC

Electric Record

It is always nice when a restored or replica car proves able to reproduce the performance of the original, and D Lambert's replica of the electric-powered Jenatzy *La Jamais Contente*, presented at the 1988 VSCC Colerne speed trials, has done just that.

With this car Camille Jenatzy raised the World Land Speed Record to 41.42 mph at Archéres in 1899, and later to 49.92 mph, then to 65.79 mph after a great battle against Comte Gaston de Chasseloup-Laubat and his electric Jeantaud. Thus the Belgian driver was the first to officially exceed 100 kph and 60 mph, in his bullet-shaped, top-heavy, tiller-steered car.

The replica has recently been timed at 69.98 mph, but over a quarter-mile, whereas the LSR cars of ninety years ago were timed over the flying kilometre.

Autocar & Motor hails Lambert's creditable run as the highest speed attained by an electric car. Wrong! At Hockenheim in 1971, Dr G von Opel set a flying kilometre record of 117.35 mph for a two-way run, with a GT Opel powered by two Bosch motors developing 88kW, fed by 280-cell Varta battery-packs. And in 1974 at Bonneville a three-wheeled electric car was timed at 175.061 mph.

Royal Welsh Show

Opened this year by Lord Callaghan and attended by HRH the Duke of Edinburgh, the Royal Welsh Show at Builth Wells continues to grow in stature. But although veteran and vintage cars have been part of the event for 25 years, thanks to the Rhayader Motor Club, the 558-page catalogue made no mention of them — despite listing everything from performing dogs through axe-racing and tugs-of-war to donkey foot-trimming!

So what was entered? Just three veterans, five vintage cars, seven classic cars and a dozen motorcycles from 1911 to 1970. Most imposing was John Carter's 1911 Rolls-Royce two-seater, which took a premier award. The Johnny Thomases put in their London-Brighton 1903 Phoenix trike and a 1926 Daimler landau discreetly propelled by a Bedford engine, and there was also a nice local Model P Lea-Francis, the ex-racing Frazer Nash AMT 412, an Ulster Replica (Gould) A7, the Worthing 1923 Model T Ford, and an 11.9hp 1914 Perry with the posh distinction of having been driven during World War One by a Royal Flying Corps pilot's batman.

Given better publicity, more Welsh representatives of historic road transport might be attracted to this show.

Fifty Years On in Kent . . .

The first competitive event run by the 750MC was its Committee Cup Trial in Kent in 1939, with an entry of 27, 21 of them A7s, including WB's four-speed Chummy. A re-run this year produced 26 runners, including 17 A7s. Among those who turned out were ex-Secretary Philip Hunter (Saab 900GLS), Arthur Mallock (Citroën BX), T Gillard (VW Golf) and N Newbatt (Toyota Carina). Colin and Winnie Peck joined in at lunch-time, as did Leslie Ballamy in his Model-A LMB-Ford — proof that after all this time old members are not so "far and asunder as to be parted today".

Moreover, except for Coldharbour (now below the A20/M20) and Beechy Lees (closed to vehicles), all the 1939 sections were used, and everyone survived, although a misfire meant a 1933 A7 saloon needed help on one or two of the hills and Inge's just-restored A7 Ruby had his mother and sister passengers walking up some of them. In a "fun" parking-test, errors varied from 3in to 27in, the latter an inch better than WB managed back in 1939!

Apologies for absence came from FJ Brymer, EG Smith, John Moon, Bill Butler, Claude Yates and WB: the flourishing 750 MC remembers its past.

. . . and Reading

Not to be missed is *750 Motor Club 1939-1989*, a 113-page booklet full of nostalgia, including a very amusing account by DSJ of the origins of the club.

Founder members such as Bill Butler and John Moon follow this theme, Colin Peck and Grahame Fullalove also look back, Jack French recalls how 750 racing began, Dave Bradley and Bryan Clayton write about more recent times, and throughout there is a fine "Austin 7" flavour, together with a tabulated club history and reports of its different formulae and activities.

The book costs £4 plus postage. Apply to Dave Bradley at 16 Woodstock Road, Witney, Oxfordshire.

Two Mysteries

A reader has drawn our attention to a curious remark made some time ago by Nigel Dempster in his gossip-column in the *Daily Mail*. Writing about the possibility of Fiona Campbell-Walker marrying the antiques dealer Dimitri, he described the prospective husband's late father as having "won the 1938 Monaco Grand Prix". But there was no such race that year . . .

And in *Daisy Reminisces* (Bachman & Turner, 1979), Daisy Greig of the famous grocery family tells of her brother Stanley's love of cars, describing him as having driven in a great many races and won the *Concours d'Elegance* in a Monte Carlo Rally. He also used to reach 100 mph when driving his sister down to Hove in a Ferrari, and was to die of a heart attack after one such run.

The mystery here is that a picture showing the well-known T57SC Corsica-bodied Bugatti two-seater registered GU 7 is captioned "Daisy's brother Stanley in one of his favourite sports-cars". This was the car designed by Eric Giles for his brother Colonel G M Giles, and the Bugatti Owners Club has no record of it having been owned by Mr Greig.

Model T Tribute

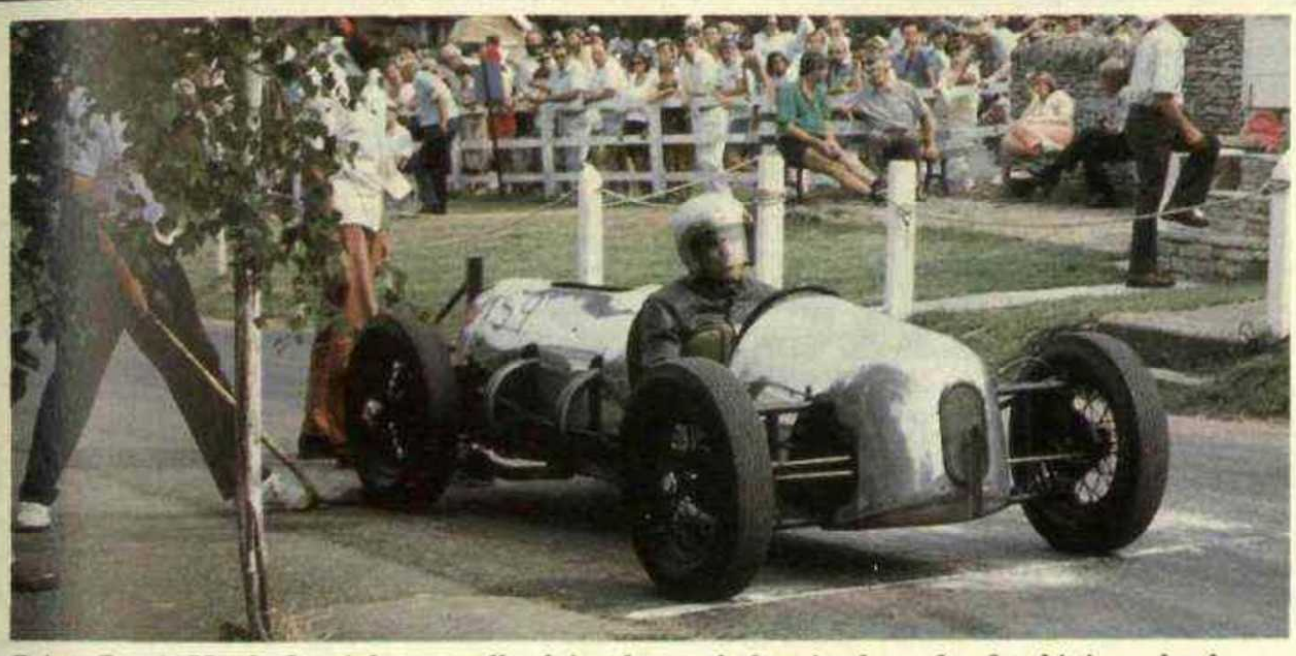
One of the best tributes to the Model T was Lee Strout White's short piece entitled *Farewell to Model T*. The problem was where to find it, so it is good to see it reproduced in the summer issue of *T Topics*, the magazine of the Ford Model T Register. Those who cannot resist the attractions of these unusual cars, which Lee Strout called "the miracle God has wrought . . . the sort of thing that could only happen once", should note that the Register's Oxford Tour takes place on September 1-3.

Readers' Requests

Pre-1940 Triumph Owners Club librarian Rex Martin would like to trace the competition history of his 1934 Monte Carlo Sports (registered KV 9614), and another reader hopes to find out more about his 1958 Borgward Isabella coupé (registered JF 77, chassis No 349073, engine No 116190) which was owned in the late Seventies by John Howard Gallon. Letters can be forwarded.

Simple Stirling!

Stirling Moss bought an 1898 Allen *voiturette* at a recent auction, so will presumably be his own entrant in the next Brighton run. He whimsically says that it is a very simple little car, so he should be able to manage it!



Brian Gray's Hardy Special eventually claimed second place in class after first hitting a bank.

VSCC Prescott

There is no nicer speed-venue than Prescott hill on a blazing summer day, as the big spectator attendance for the VSCC climbs on August 6 endorsed.

They saw more than 400 ascents expeditiously handled by the hard-working officials, and had the additional bonus of watching Anthony Mayman, in his usual fine form in ERA R4D, break the VSCC record for the 880-yard short course with a meteoric 41.11 seconds. This broke the 1984 time of Black's *monoposto* Alfa Romeo by 0.74 sec. As at VSCC Shelsley Walsh, the closest opposition came from Bruce Spollon, who clocked 42.15 sec in ERA R8C.

In practice J Hulbert's blown 2½-litre Alvis Special broke its gearbox, and on the day Brian Gray hit the bank and detached the inlet pipe from the rear-mounted supercharged JAP engine of the Hardy Special. This was rectified, but the class was lost to Campbell's very effective Fiat-powered A7. Compensation for several stalled starts, the FWD Douglas-engined Allt'cock took the vintage section.

In the 1½-litre class Sayers' blown Riley vanquished Stephens in ERA R12C by 1.88 sec and, after excessive warming-up of his single rear tyre, Caroline was third (and best vintage) in his 1928 Morgan.

In the 3-litre division Walker indulged in much bank-bumping in the Caeser Special, Sutton drove Palmer's 1924 Targa Florio Mercedes, and Mayman was victorious, leaving fastest vintage time to Giles in the AC/GN. Of the biggest racing-cars, the Bequet Delage failed by 0.84 sec to beat Guy Smith's Alvis-Frazer Nash before retiring, and Nick Leston in the Lovell Elkhart took third place, watched by Les Leston.

Sixteen runners enlivened the Edwardian class, the 1908 GP Itala being just 0.18 sec quicker than the 1908 GP Panhard, Levassor, with the smaller 1913 Th-Schneider trailing by 0.71 sec. Collings' 1903 Mercedes, its valves re-timed, did its fastest run ever (56.49 sec) *and* it was on beaded-edge tyres ... Guest drove a vast 7-litre Darracq tourer up in 97.31 sec.

Of the tiddler sports-cars, Reg Nice's Ulster A7 was too quick for Rides' Riley and Diffey's A7. An interesting runner was the replica GE Brooklands staggered-seat A7, with pressure-oiled engine. It was hardly Bradley's day: his A7 took 203.38 sec on its first run and had to be assisted over the finish on its next one.

The 1½-litre class was a Riley benefit, and in the well-supported 3-litre division Aston Martin beat Riley and Conway Jnr's T37 Bugatti did well to finish third and win the vintage section. In the contest between the biggest sports-cars, a mere 0.29 sec separated Guy Spollon's hybrid Monza Alfa Romeo from the second-placed 8.3-litre Bentley of Tim Llewellyn, with Don Parker's massive V12 7.3-litre Bentley third.

R F Buttle's flat-twin Jowett replica sand-racer, with its six-head engine moved back in the chassis, did 65.26 sec but Way's 1930-34 A7 hybrid threw a rod, plastering the course with oil. Of the specials, Freddie Giles' Morgan/GN clocked 47.37 sec, the Caesar (before its prang) 47.46, the twin-engined 2-litre GN/Ariel 53.79, and Grannie 53.88 sec.

The shrill scream of Bronson's 2.6-litre Riley special, its exposed supercharger fed by twin SUs and blowing through a hugh external inlet pipe, was among the noisiest sounds at Prescott. **WB**

RESULTS
VSCC Prescott, August 6

Class Winners

R. Nice (Ulster Austin 7)	53.72 sec
E. Dunn (Riley)	47.23 sec
Vintage: P. Champion (Frazer Nash)	51.83 sec
G. Bishop (Aston Martin)	48.46 sec
Vintage: H. Conway Jnr (Bugatti)	50.88 sec
G. Spollon (Alfa Romeo)	45.20 sec
Vintage: T. Llewellyn (Bentley)	45.49 sec
J. Williamson (1908 Itala)	55.24 sec
R. Campbell (Austin-Fiat)	46.41 sec
Vintage: F. Bruce-White (Allt'cock)	50.68 sec
M. Sayers (Riley)	44.50 sec
Vintage: D. Caroline (Morgan)	46.52 sec
A. Mayman (ERA R4D)	41.11 sec
Vintage: J. Giles (AC/GN)	47.08 sec
G. Smith (Frazer Nash)	45.08 sec
Vintage: A. Boswell (Bequet-Delage)	45.42 sec

Brescias at Play

Owners of T13, T22 and T23 Bugattis spent an enjoyable weekend in Herefordshire on July 29-30, organised by Barbara and Ernie Allen.

Assembling at the home of Bunty and Hamish Moffatt for lunch, they took in a trials route around an airstrip before departing by a scenic route to Hereford's Museum of Cider, and dinner in Bulmer's Cider Mill.

Next morning another scenic route took the Brescias to the home of Carole and Rodney Felton near Ross-on-Wye for another excellent lunch, and driving tests in the castle keep and adjacent meadows.

By this time eleven Brescias had arrived, one on its trailer awaiting a new body. Rodney and Sir John Venables-Llewellyn had a go in Moffatt's wicker-seat T13, and the former shared his well-known car with Ernie Allen, who had brought his recently-completed three-seater (the only one with two-wheel braking) and has more Brescias in his workshop. The Rippons had their smart blue late-model Wills-bodied tourer,

Hamish Moffatt was both a host and a competitor in his wicker-seat T13.

Mrs Sylvia Roberts in her long-chassis pointed-tail two-seater was the only lady trying the tests, and David Sewell had both his well-known Brescia and his recalcitrant "Cordon Rouge" hybrid, which Sir John eventually persuaded to fire up.

The test times were for personal edification only, but we enjoyed fast runs and skid-turns by Moffatt and Sewell, and by a Riley Special. In the car-parks T37, T35, FWD Alvis, Monza Alfa, Rolls-Royce tourer and others supported the exploits of these early types from Molsheim. **WB**

The Roads of the 1920s

Through the final 1929 entries in the evocative diary of contemporary journalist Owen John, the Editor concludes his light-hearted review of an era of unprecedented change in the development of road transport, and its contrasts and parallels with motoring today.

Well, Owen John went off on his European tour in the latest Crossley in 1929, but he had little to say about it in his diaries, apart from calling the latest 15.7hp car from Manchester "excellent".

The memorial to Marcel Renault, who was killed during the Paris-Madrid race of 1903, was still there, south of Poitiers, on the very spot where the crash happened in that race of many accidents. OJ was surprised that this massive granite pillar was not the *cause* of accidents to 1920s traffic, and I believe it was subsequently moved (and perhaps no longer exists). But what is interesting is that this memorial — and I know from seeing others in far more recent times that France preserves such things — had, even as OJ passed it, survived for 26 years.

As the 1920s ran out OJ was concerned about a foolish Parliamentary Bill which wanted the pace of road vehicles curbed by open ditches across the direction of travel — a foretaste of today's horrid "sleeping policemen" — and although the threat of these hazards came to nothing, OJ was sorry that Lord Montagu of Beaulieu (the father of the present Lord Montagu, who has so ably continued the family interest in motoring) was too ill to be in the House during the Bill's discussion; he died later in 1929.

OJ also fussed about the car log-book, never realising how valuable these would become to vintage-car owners but discovering what a bother losing one caused, just as with today's flimsy A5 forms. And bearing in mind how ridiculously expensive are today's "cherished" number plates, it is interesting to note that OJ recalled Earl Russell, Parliamentary Secretary to the MoT, getting "A1" when it was introduced.

On his European tour OJ had noted that in the area around Biarritz very few British cars kept the Crossley company; Rolls-Royce, yes, but Daimlers and the small Morrises and Austins which dominated British roads in the late 1920s were almost non-existent. It was American cars which filled that part of France, perhaps due to the enormous number of US citizens who abided there.

In London in 1929 horse-drawn carts still contributed to traffic congestion, and OJ even thought old cars of the sort that were "cheap, half-worn out, moribund and somewhat senile," were a further cause of street congestion, even safety risks. No friend of the later-to-be-formed VSCC, obviously!

Another 1920s development which OJ was resisting was the increase in kerbs lining the roads. His reason was that if a car skidded or hit them it would very likely overturn. Cars do not roll over so readily now, unless shunted by another vehicle, but I share OJ's dislike of kerbs, which are encroaching on the roadside hedgerows of Wales just as they are elsewhere. Kerbs mean houses, houses mean development and a threat to rurality.

There is not much we can do about it. Just occasionally there is an outcry that the past must be preserved, an historic site saved or left unchanged — *vide* the Rose Theatre in London, which the developers seem inclined to humour, even at a loss to them of some £10-million. Think what that would have done towards the retention of Brooklands, which was there to save, not waiting to be discovered, but which is now in some danger from development and encroaching buildings.

Back in England, OJ drove "an excellent Minerva", over the Cotswolds to Worcester, beside the river to Sharpness, and back to Newbury through Gloucester, Cirencester and Wantage. He thought there were few more beautiful runs on a fine summer day, and that remains true in 1989. It was also a route, he observed, abounding in good hotels and little grey inns in the villages, a topic the new licensing laws had prompted him to explore (the question then was how many pubs there should be, not whether they should serve alcohol at all hours, but as Lord Salisbury once said, having 50 bedrooms in his house did not make him feel more tired!). OJ also tried a roomy Singer Six, whose gearlever hid up his trouser-leg.

When he wanted to get from Reading to Brackley, I notice he avoided Oxford by using a cross-country route which took him through Long Crendon, now the home of the Bentley DC (which reminds me of the marvellous run I used to take through this village, on my way to Silverstone, when I lived in Hampshire). Having circled Oxford, OJ said: "If any benefactor desires his memory to be immortal, let him carve a by-pass round the city of dreaming spires, leaving it to its immemorial peace." Now we have just that, with a 70 mph speed-limit into the bargain! But even in 1929 there was a new circular road joining Hatfield with Uxbridge.

Another improvement OJ advocated was better signposting. Few of us, myself included, can have been motoring when drivers had to rely on high-mounted direction-posts, intended for those on horses but difficult to read from a car, especially at night or in fog. Now, we have enormous signs almost everywhere.

But not quite everywhere! On my way to Brooklands for the recent VSCC Driving Tests, I drove up the famous Birdlip Hill between Gloucester and Cirencester (which brings my Sierra 4×4 down to third gear but which my 1914 Alfonso Hispano Suiza managed easily just after the Second World War, four-up and with bottom gear out of action), only to find the way ahead along the familiar A417 closed. I got lost going, and more so coming back, finding myself in busy Cheltenham instead of on the Gloucester ring-road.

The Borough Surveyor concerned kindly sent me some maps and explanations, and the next time I journeyed that way I did spot the little signpost to Stroud which gets you back on the old road to the top of Birdlip. But, damn me, I missed it in the dusk the other day, and to my great annoyance I once again had to make Ledbury via Cheltenham and not via the pleasant straight run past the private airstrip to Trumpet.

Incidentally, I was once able to climb this famous hill without pause in a 1929 worm-drive Standard 9 saloon, when post-war cars had lost their grip in the snow. Don't ask me why they had to use this route, for there is always that easy, wider, alternative route past the "Air Balloon" for those who flunk the ascent.

Owen John's diaries have now brought us to the end of the glorious Twenties. When they started, motoring on deserted roads could still be quite an adventure, as I was just lucky enough to experience, but they ended with car-ownership more commonplace and some of the magic already evaporating . . .

WB

Readers' Requests

A researcher of the history of the A5 from Roman times seeks other readers' recollections of this trunk road to Holyhead. If the owner of the ex-Margulies Talbot contacts us we may now have the information he requires.

Cars in Books

This long-established feature seems to interest many who apparently read the kind of books we do, so regard it as a useful "library-list". It has much the same point as a book review, and on those grounds let us look at *Leap Before You Look* by Aidan Crawley (Collins, 1988), the memoirs of a remarkable and versatile man. The cars come thick and fast . . .

The first one the author had seen at close quarters was the new Sunbeam in which an uncle drove from London to Bishopsthorpe in 1914. At that time Crawley's father was chaplain to Cosmo Lang, later Archbishop of Canterbury, who had a Wolseley; he was still using this car in the 1930s, enjoying long drives sitting on the back seat with his friends, covered in rugs when up at his holiday house, Ballure, on the Isle of Mull.

The Archbishop clearly liked speed; Crawley used to borrow a sports Alvis from Anthony Winn, and Lang would dismiss his chaplains, change into ordinary clothes, don a deerstalker and slip out of a back door of the Palace to where the Alvis was waiting. Crawley says he was happy when they reached 80 mph on the deserted Dover road. As this was about 1931 I suppose the car was probably a Silver Eagle . . .

When the author was at school in Farnborough in Hampshire, his headmaster had an Austin 20 of which he was very proud. He would take Crawley and another boy to the Hertford Bridge Flats to see how fast it would go. If the speedometer showed 50 mph by the only bend there was a chance of it showing 60 on the long straight stretch. This was the road over which the Guinness brothers unleashed the 200hp vee-eight Darracq in 1905, where the 1914 TT Sunbeams were tested, and where DSJ and I used to try out the pace of his Norton and my A7 Chummy during World War Two.

While at Oxford, Crawley shared an old Dodge, painted in the Bullingdon Club colours of sky-blue and white, with three friends. When he visited Welbeck House, the home of the Duke of Portland, in the late 1920s to play cricket, it was parked in the stable-yard with but a few gallons of petrol left in the tank; when it was time to leave the tank was quite full, the chauffeurs assuring him that he owed them nothing. It was the custom to replenish visitors' cars, as their horses would have been fed in earlier times.

At Harrow some of the boys used to play truant, making nocturnal visits to London in a hired Daimler; and at Oxford, apart from the Dodge, Crawley had a snub-nosed Morris — a make popular with undergraduates in the town where they were made. But Basil Dufferin had a sports Sunbeam, around 1926 — a twin-cam 3-litre?

In 1937, while filming in Palestine, the author discovered that Sheikh Nari had two Rolls-Royce cars armed with machine-guns. Travelling for the Air Ministry in Sofia during the war he drove an old-fashioned Buick, another old Buick took him to the Caspian Sea in 1954 for the BBC (with the producer with whom MOTOR SPORT had discussed motor-racing commentaries some years earlier), and a big Ford by grace of Henry Ford himself was used for filming in India in 1952.

From a different period are the cars in *Tales Of Travel And Sport* by Major P M Stewart (Thornton Butterworth, 1938), which opens with a description of a European tour in a 1906 14hp Germain.

The Major had been converted to four wheels from two by an accident, and first bought a 1903 Chelmsford steam-car for £700. It served him well, in spite of scalding steam issuing from a broken water-gauge at Selby and a smashed wheel due to a skid in Cambridge, until this solid-tyred enclosed seven-seater had a heavy accident going down Sutton Bank. It was badly damaged and sold for £70.

The Germain broke its crankshaft at Perugia and was towed by oxen to the station, for repairs at the factory in Charleroi. Stewart later drove into Spain and returned to Nice, but in 1907 the crank again broke, and when reassembled the bearings overheated. So after trying two Fiats, the Major bought a 24hp De Dion double-phaeton.

This proved much better, covering the 136 miles from Florence to Milan in a morning. Various chauffeurs were engaged and no trouble was experienced with the Germain's numbers on the new car, which behaved well apart from a burst water joint *en route* for Turin. Up the Susa Pass it had a race with a 16/30 Martini but lost when a water pipe broke; in Paris a fine of £16 was imposed for inadvertent declaration of the wrong amount of petrol in the De Dion, and the chauffeur's licence was endorsed.

The Germain was eventually collected from the works, and after a slipping clutch had been rectified it went well. However, the back tyres lasted only 1900 miles on Italian and Belgian roads, and after dark a lamp had to be detached for reading signposts.

The Major does not seem to have been the most fortunate of drivers. He just escaped injury when his Bates Mule tractor pulling a four-furrow Ransome plough overturned in a field, had two upsets due to wheels coming off his cars, was nearly run down by a train at a level-crossing near Fontainebleau, and had the steering fail both on an early 65hp Napier and on a Wolseley Fifteen in 1928. The perils of the pioneers! **WB**

1913 Rollo: thirty years without exercise.

Robin and Rollo

Robin Batchelor, the hot-air balloon pilot who spots lots of interesting cars from the basket, has obtained a 1913 JAP-engined Rollo cyclecar, which he found when he went to see the only 1916 bullnose Morris older than his own. Neither car had been out for about thirty years, but the Morris is now also in good hands.

Robin is learning to drive the Rollo, which has steering akin to that on his first pedal-car, and would like to know whether anyone remembers these Birmingham-made machines.

Hugh Gardner

Hugh Gardner, Chairman of the famous Manchester-based diesel engine-makers L Gardner & Sons Ltd until his retirement in 1978, has died. He started work there in 1921, for fourteen shillings a week, testing engines in the No 10 test-shop, which still exists.

He raced Nortons at Southport Sands with his brother, and ran an Invicta converted to take a light-alloy 6LK Gardner oil-engine. A top speed of 100 mph was claimed but, said Hugh, "it used to shake like hell at over 70". In 1933 an eight-year-old Bentley saloon with a Gardner 4LW diesel engine was driven to fifth place in the Monte Carlo Rally by Lord de Clifford; other cars so-converted included a 1932 Lagonda tourer (XY 3032) powered by a 3.8-litre 4LK engine developing 83 bhp at 3000 rpm, which gave a top speed of 83 mph and an oil-thirst of over 48 mpg.

Brooks in Cars!

In Australia, George Brooks ran his 1909 Humber twin in the National One- and Two-Cylinder Rally, and is completing the restoration of the 1913 Straker Squire he acquired in 1952. His well-known 1925 24/70 Straker Squire, brought to England some years ago, is in dock for a repaint.

George also has a 1910 38hp Daimler and a 1904 6hp De Dion, the one doing 8 mpg, the other very easy to prepare for a run and far more economical. Everyday transport is a 1962 Volkswagen Beetle, which he took over after his 1952 VW had run 190,000 miles.

BOOKS

Gilles Villeneuve — The Life Of The Legendary Racing Driver
by Gerald Donaldson. 352pp. 9½" × 6". (Motor Racing Publications, Unit 6, The Pilton Estate, 46 Pitlake, Croydon CR0 3RY. £14.95).

The epitaph "late, great" is much over-used, perhaps not surprisingly in a sport which has been cruelly deprived of so many of its heroes. But how can it be that such a reverential prefix is so commonly applied to a man who won only six races in a five-year Grand Prix career?

Though the author of this long-awaited definitive biography does not give the impression that he knew Gilles Villeneuve very well personally, he has drawn successfully on the genesis of the memoirs his subject was planning to co-write with another journalist, has spoken extensively to the important people in his life (including his widow and many of his fellow drivers), and has researched his childhood and career exhaustively. The result is a compelling insight into how "il piccolo Canadiense" won the hearts of the world's motorsport enthusiasts, and especially of the Italian *tifosi*, to an extent which is quite out of proportion to his racing achievements.

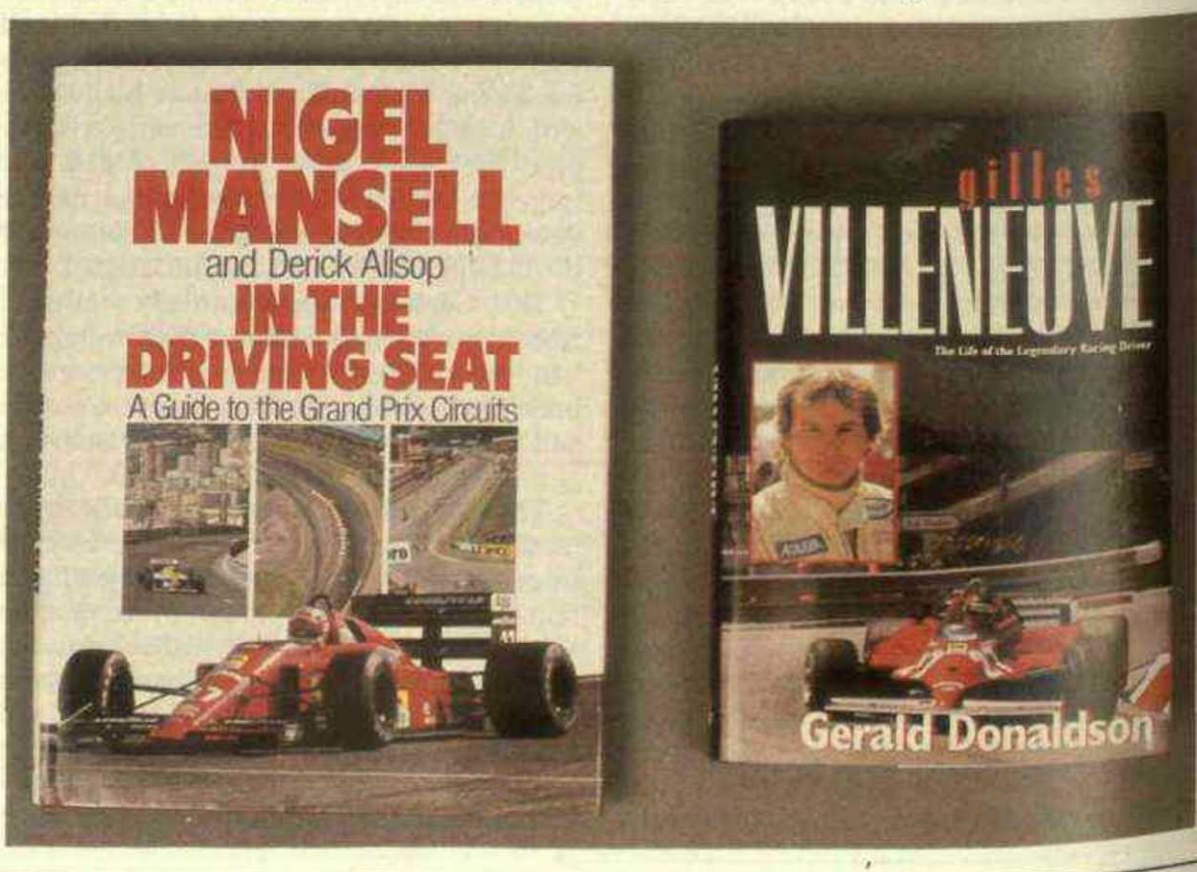
What comes across most clearly is the simplicity of the Villeneuve mentality: his honesty, his steak and chips lifestyle, his love of speed for its own sake, his desire, as Jody Scheckter put it, "to win every lap". There are glowing, and terrifying, descriptions of his skill and bravery, but this is no whitewash — his personal faults are also discussed at length, and his failures on the track are more prominent than his successes.

The bottom line is that this is a great story. It has a down-to-earth hero, a rags-to-riches plot, a monstrous amount of action (from the man whom Enzo Ferrari called "this prince of destruction", and whose early Formula One mishaps won him the transient nickname "Air Canada") and, of course, a desperately tragic climax. **GT**

The Motor Cycling Club
by Peter Garnier.-221pp. 9½" × 6¼". (David & Charles, Brunel House, Newton Abbot, Devon. £15.00).

Another piece of important English motoring history is properly documented, by this "celebration in words and pictures of our oldest sporting club for motorcycles and cars." Peter Garnier has tackled a difficult subject admirably, and what might have been a dull account is very readable, reflecting the author's enthusiasm for the MCC and the long-established classic trials in which he has competed, officiated, reported, and generally enjoyed,

"Johnny" Johnson (right) talks Connaught to Bill Warham at the launch of his book at Silverstone.



for many years.

As Sports Editor and later Editor of *Autocar*, Peter is well-qualified to write such a book, and he covers not only the three great MCC trials — the Exeter, Land's End and Edinburgh, which are still held with the traditional night-sections — but the whole history of this pioneer club from 1901 onwards. This means that its Brooklands races and High-Speed Trials, the Sporting Trial, the *Daily Express*, Redex and Hastings Rallies, the socials, the committee meetings and all the rest have been sorted out and set down for posterity.

In their heyday, MCC trials attracted up to 553 entries (the Land's End in 1928), the cavalcade of motorcycles, three-wheelers and cars taking six hours to pass the massed ranks of onlookers on the hills, so the MCC's history is not to be ignored! This book has it all, including a foreword from the Chairman, John Aley, many appropriate pictures, drawings, reproductions from old route-cards and programmes, appendices about the hills, the personalities and the regulations — and there is a chapter (spare my blushes!) devoted to how MOTOR SPORT took a Betson Hillman Imp through the 1977 Land's End. I am glad that another chapter has been devoted to Jackie Masters and his wife Bea, who had so much influence on MCC trials in the vintage years.

All those who support the Club, and hope to see its long-established trials with their varied entries continue unchanged, will enjoy Garnier's well-balanced history. All, as far as I can see, with only one slip: the 1906 French GP was run over 770 miles, not 390. **WB**

In The Driving Seat
by Nigel Mansell and Derick Allsop. 171pp. 11" × 8". (Stanley Paul Ltd, 62-65 Chandos Place, London WC2N 4NW. £15.95).

Despite the loss of such venues as the real Nürburgring and the Österreichring, the myth that Formula One racing no longer goes anywhere interesting can be easily debunked. This second collaboration within a year between Britain's top driver and the *Daily Mail*'s racing reporter, subtitled "A Guide To The Grand Prix Circuits", does the job rather well.

Race by race, Allsop describes the atmosphere and provides the potted history, then Mansell gives a driver's-eye view of the place and takes the reader through a lap, noting gearchanges, approximate speeds and potential hazards. An extraordinary production error seems to have omitted two of the vital accompanying circuit maps, unfortunately.

The full-colour format is well designed, and the photographs well chosen to illustrate the environs of each location, although some are poorly printed and one enormous blunder tries to pass the Hungaroring off as Jerez! A series of double-page oil paintings add little to overall pictorial coverage, lacking the detail picked up by the camera.

The text is just sufficiently up-to-date to acknowledge the co-author's victory in Rio in March, but the chapter on the United States fixture does not work very well due to this year's change of venue!

Grand Prix racing is not only about men and machinery. If you berate television producers for screening too much track and not enough atmosphere, on what is after all a genuinely globetrotting annual tour, you will appreciate this insight. **GT**

An unusual but fascinating publication from Bookmarque of Minster Lovell is **Connaught**, a sort of diary by C E "Johnny" Johnson recalling his time as a drawing-office employee of this remarkable, if small-scale, company which put Britain on the Grand Prix map.

In some places the story is naive and repetitive, yet it is so readable that one goes on wondering what next will befall the at first inexperienced Johnson as he unfolds the tale of racing car development under Rodney Clarke, Mike Oliver and Kenneth McAlpine.

It in no way professes to be an engineering or racing history of the team which achieved so much on a very restricted budget, and it is perhaps surprising that it found a publisher, but it is good that it did. Connaught fans will find drawings, photographs and inside stories which are too good to miss. Press cuttings are also included, and a list of all the items sold by auction when the firm sadly closed down in 1957. DSJ found the book so worthwhile that he wrote the foreword, and it sells for £16.95. **WB**

Picture books can be enormously evocative and this is certainly true of **Motorcycle Road Racing — The 1950s In Photographs** by Denis Jenkinson. Published by Aston Publications Ltd (Bourne End House, Harvest Hill, Bourne End, Buckinghamshire) at £15.95, it has short chapters by DSJ with his inimitable captions and a foreword by Geoff Duke OBE, who says he will treasure his copy.

Why 1950s? Because the author recognises this as the golden age of professional international motorcycle racing, leading to a peak from which the sport declined and fell. It is nostalgic stuff: those Italian riders with the splendid names, the German challenge, the brave efforts of British riders, it is all there to enjoy again.

Masses of good pictures, over 152 pages, including several shots of sidecar racing, with a happy Jenks acting as acrobatic passenger to sidecar champion Eric Oliver. I couldn't put it down! **WB**

Alfa Romeo Veloce — The Racing Giuliettas by Donald Hughes and Vito Witting de Prato has been published by Foulis at £24.95. The work of two dedicated Alfa enthusiasts, here is an intimate study of the fascinating Zagato-bodied Giuliettas, their many competition successes and the SZ and SZT models from 1956-63, all in great detail with 188 pictures.

There are comparisons with Lotus Elite, Abarth-Simca and Porsche, exclusive tuning information based on the work of Conrero, Fachetti and Bosato, tables of European and American competition results, and illustrations of surviving cars. The foreword is by none other than Emerson Fittipaldi. **WB**

Anyone wishing to investigate the history of Ford's famous American sports-car need look no further than **The Complete Book Of Mustang** from Foulis, a coffee-table tome which tells the story of these cars from the Forties to the Eighties, including the Shelby-Mustangs and the all-new 1979 model. The engineering, the ironies and the developments are backed up by more than 500 illustrations, many of which are large colour plates, in this 320-page offering. The price is £14.95. **WB**

GT Foulis of Yeovil has published Dave Pollard's Haynes manual of **In-Car Entertainment** — how to choose, install and improve equipment which is now so very much part of the motoring scene. For £10.95 it covers just the ground most of those who invest in ICE need to know. **WB**

A third edition of Foulis' **Land Rover — The Unbeatable 4×4** by K and J Stavin and G N Mackie goes remarkably thoroughly into all aspects of these famous British vehicles. There are 324 pages, well illustrated, in a book written by dedicated experts and costing £14.95. **WB**

Another Foulis book looks to another mass of lost causes, namely **British Family Cars Of The Early Sixties**, by Michael Allen. Rather than ask why, enjoy if you can the reproduced advertisements and colour studies. Austin A40, Morris 1100, Ford Anglia and Consul, Hillman Minx and Imp, Triumph Herald and Vauxhall Victor feature strongly, with performance figures, and the pictures are very good indeed, better perhaps than the cars they depict! This 189-page backward glance will cost you £14.95. **WB**

Castrol, whose first **Achievements** book was published in 1910, has issued a new-format 1988 edition, a reminder that this company's oil was used last year by Jaguar for its Le Mans and Daytona 24 Hours victories and by the Sauber Mercedes team and championship motorcyclists. **WB**

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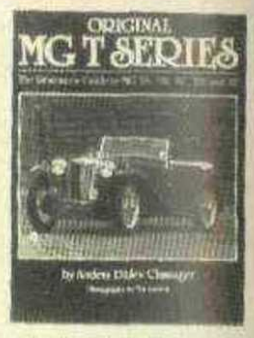

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Dear Reader,

Spectators

Whenever the opportunity presents itself, which is usually during morning testing, I take the opportunity at Grand Prix races to wander away from the pits and paddock and the "privileged" viewing points, to find out what the spectator can see.

At Silverstone the BRDC makes it very easy for me as I can ride my small motorcycle all the way round the ring road on the outside of the circuit, thus covering viewing points from all the public spaces. At other circuits this activity of mine involves a lot of walking, with frequent "rest periods" as the years go by. At the Canadian Grand Prix you can travel from the centre of Montreal almost to the entrance by the excellent Metro, and then walk right down the middle of the circuit to the pit and paddock area, watching the action at various points on both legs of the track, and there are some very interesting and exciting viewpoints. Some circuits are so dull that I wonder why spectators bother to turn up at all, and in some cases the organisers wonder why as well!

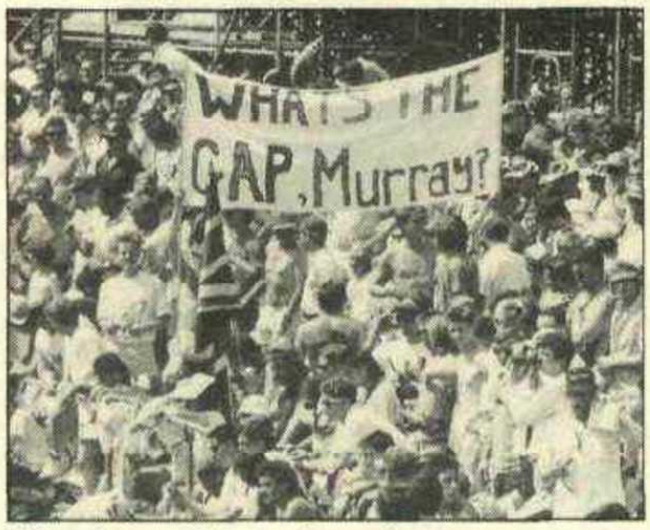
On all these wanderings there is always a great deal to see, apart from the action on the track, and agreeably there are always people to meet. Invariably I meet some of you, the readers, and interesting conversations always ensue.

These vary from detail questions about why the "powder-puff" Press is running a hate-campaign against Ayrton Senna, or why I don't stand up and cheer every time Nigel Mansell goes by, to deep technical things such as how the Honda V10 manages to get all that power at 13,500 rpm and still have an impressive torque-spread from seemingly low rpm.

Other people turn the conversation from "work" to "play" and like to talk about the Vintage car scene, or motorcycles, or past Grand Prix races, or special-building; there is no limit to subjects of conversation for the real enthusiast. If something has wheels and an engine, it is worth talking about.

Then there are those whose approach is on a more personal basis, such as the reader who says "You don't know me from Adam, but I spoke to you twenty years ago on my first visit to a Grand Prix". Or those who say "you knew my dad" and introduce me to *their* son, making his first visit to a race. All this seems to happen wherever there is a Grand Prix, and, no matter where, the enthusiasm is the same. The real motor-racing enthusiast seems to have the same basic outlook, no matter what nationality he is, and consequently I enjoy meeting them all and listening to them.

One theme that keeps arising is the changing scene on the "inside", and the fact that the FISA/FOCA "holy of holies" (ie the paddock) is no longer accessible. Over the years the sea of wire netting, steel barriers, Securicor men and even dogs has become more and more impenetrable.



How do we pick out the one?

The main reason for this is the changing face of the world over the last twenty-five years, and the change in the behaviour of people in general. For young people it must be difficult to imagine living in a society where you were educated into a "code of ethics" whereby if something did not belong to you, you left it alone. You did not have to lock everything up, fit alarms to your car, chain your motorcycle to a post, surround everything by wire netting and barriers.

In some countries the code of conduct was always lower than in others, and you took reasonable precautions, but today standards seem to be appalling everywhere, and precautions become more and more desperate year after year. It is a sad reflection on the state of the world in general, and unfortunately the effect on a lot of people is totally unjustified.

If you let five spectators, chosen at random, into a Formula One paddock, and allowed them to wander freely, I can guarantee that one would step in front of a car in the pit-lane and get knocked down; one would be climbing into a Formula One car to have his photograph taken, and break the perspex wind deflector when he got out; one would knock over a pile of tyres or walk into a transporter tail-board and cut his head open; one would be busy stealing some tools or something; and one would be behaving impeccably — standing quietly out of the way, watching everything with great interest, never thinking of touching anything, always alert to his surroundings and really appreciative of being able to see it all at close quarters and soak in the atmosphere and excitement.

But how do you pick out that one desirable spectator in five? Give freedom to everyone and you multiply your problems by 10,000! Because of the actions of the first four, the last one must suffer.

It is grossly unfair, but I don't know what the answer is. It would be no use expecting people to state their ethics, because my first four would all claim to be impeccable, and probably three of them would start off with good intentions. The big problem is picking out my fifth example from the crowd and allowing him through the "barbed-wire entanglement".

There are ways of breaching the fortress, but I do not propose to explain them, for obvious reasons. I have met ordinary paying spectators who will say things like: "That Honda V10 engine is a beautiful piece of engineering, isn't it, but do you know what that pipe does that runs from . . .?" — indicating that he had seen the McLaren with all its clothes off, so to speak. I listen with interest while he tells me how he managed to get that close!

I suppose it all comes down to the challenge of today; there are ways and means to achieve everything if you have total commitment to the cause. Most of the people who work on the inside started on the outside, and the "hard-core" in every part of our sport, from Formula One to our local club hill-climb, are there because of their enthusiasm for motor racing.

When I am not at a Grand Prix I can usually be found at a small amateur club event, where freedom reigns: no wire netting, no barriers, not even a solitary policeman. I go there either to compete, to help a friend with a car or motorcycle, as a club member, or merely to stand around and watch.

More often than not someone will stop for a chat and tell me how he had just been to see his first Grand Prix, after watching television broadcasts for a number of years. The first impression is invariably the sheer staggering speed of the cars, the next is the glorious sound (especially the V12 Ferraris and Lamborghinis), and then the incredible atmosphere, none of which comes over on the small screen.

Some went to Silverstone for the British Grand Prix, others have been on a Page & Moy tour to Monaco, others drove to Italy for a holiday and took in the Imola race, but the effect on them is always the same. None came back saying "It was as dull as television depicts it".

Not all of them intend to go again, mostly due to peripheral things they did not enjoy, but they all seem to agree on their visit to the "real thing" giving them a sense of proportion, and a better insight into what the television world is trying to convey to them.

Yours, DSJ

LETTERS

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

Prejudiced View?

Sir,

I felt deeply insulted after reading the article "A Second Look" (MOTOR SPORT, July 1989). DSJ is in my opinion expressing a typical prejudiced view, based on the misconception that people with only one eye are half-blind. In fact the loss is only about 10-20°, at the most, off the 180° that covers the periphery vision.

The idea that a one-eyed person sees like one of the film or television cameras attached to a racing car is utterly ridiculous. I myself have only one eye, and have raced and won in the Isle of Man TT races, and can assure you that one needs more than a standard camera angle's narrow view of the road in order to compete.

The reason I am so angry is that, if these sort of remarks are left unchallenged, decisions of people controlling motorsport will be made with that sort of ill-informed reasoning in mind. As one needs a medical certificate to compete even at club level these days, people like myself may end up being refused a licence before they even have a chance to show their abilities.

If 100% perfect vision is necessary to race, how can racing be permitted in conditions such as rain, and in my experience, fog and snow?

A M ROGERS
Teddington, Middlesex

Plastic Boddy

Sir,

I could not help having a quiet chuckle when I saw you refer to my car in your August issue as an "8.4-litre plastic-bodied Bentley". I hope I was correct in taking this reference as a compliment, as I am reliably informed by the VSCC President that you are the proud owner of a plastic-bodied Austin 7, and thus, living in a glasshouse, would be unlikely to throw any stones.

As a man of experience in these matters, I am sure you would be able to confirm to your readership that GRP would not give me a competitive advantage, as an aluminium body could be made to weigh less than my bit of amateur handiwork.

I believe it is also important that people understand the fundamental difference between our two cars' bodies. I believe that yours is one of a number produced from a mould by a third party, for commercial gain. Mine on the other hand is the result of many hours' honest graft at my own home in an effort to produce as much of the car as possible without farming the work out to "specialists".

I can understand the VSCC's decision to ban GRP for the future, but I hope that when my own car is considered next year, it will allow it to carry on with its plastic body whilst in its present ownership, as it has done for Harvey Hine's car, and the Archdale Frazer Nash.

We must not lose sight of the fact that nearly all of us go Vintage car racing because it has remained great fun. Long may it stay that way.

T C LLEWELLYN
Battle, East Sussex

Not so much a compliment as a statement of fact! I am not exactly a proud *owner of a Gould GRP Ulster Replica A7, and unlikely to use it competitively. But you make a very valid argument for plastic in your field, of which the VSCC may or may not take note.* **WB**

Fifties Fliers

Sir,

We greatly enjoyed GC's vivid description of the Pirelli Classic Marathon, and congratulate him and Henry Pearman on their impressive victory.

If MOTOR SPORT readers feel, however, that the Jaguar crew had a hard time, they might spare a thought for a group of Forties and Fifties-designed 1½-litre family saloons which fought a battle royal a little further down the field.

We refer to the Riley 1.5s of Peter and Betty Banham and Arthur Senior/Bobby Parkes; the MG Magnette of Mark Beckley/Steven Thorning; Monty Karlan and Gustav Huseby's Volvo PV544 Sport, and our own Jowett Javelin. All five finished inside the top 30, and all but the Magnette won *Coupes des Alpes*.

Although not able to match the stunning performance of Thompson and Ganderton, or the silky professionalism of Clark and Mason in their Lotus Cortinas, our little band of cars vanquished or out-lasted all the other Lotus Cortinas, along with all eight Cooper S entries. And the three-car Team Jowett Interlink finished ahead of the four-car Lotus Cortina team!

GC is quite correct in his description of the toughness and dangers of the Marathon, but what a feeling of achievement to collect one's Finisher's Award.

GEOFF McAULEY,
FRANK WOOLEY
York

No Sprints

Sir,

I would like to congratulate you on the support given to speed hill-climbing and sprints (*Matters of Moment*, (MOTOR SPORT, August 1989).

May I, however, draw your attention to the fact that of the five "sprint" venues mentioned only one, Curborough, is in fact a sprint course. The other four are most certainly not sprint but speed hill-climb venues and, to the best of my knowledge, have never been used for sprints.

R J WHALE
Kidderminster, Worcs

Bentleys at Montlhéry

Sir,

How pleasant to read again Tom Plowman's notes on his Montlhéry runs (MOTOR SPORT, July 1989). A very decent chap Tom, against whom I had the pleasure of competing a number of times in the 1950s. *Eheu fugaces*!

In the interests of historical accuracy, may I say that I have never holed a piston. It was Burton who did so, the combination of an ambitious cr and 94-octane fuel proving incompatible in 1960. In 1959 my engine suffered a drastic piston seizure, causing a con-rod to become bowed. This was a disappointment, occurring as it did after some 40 minutes running, lapping at 114 mph with a best lap at 116.8 mph.

G G McDONALD
Leominster, Herefordshire

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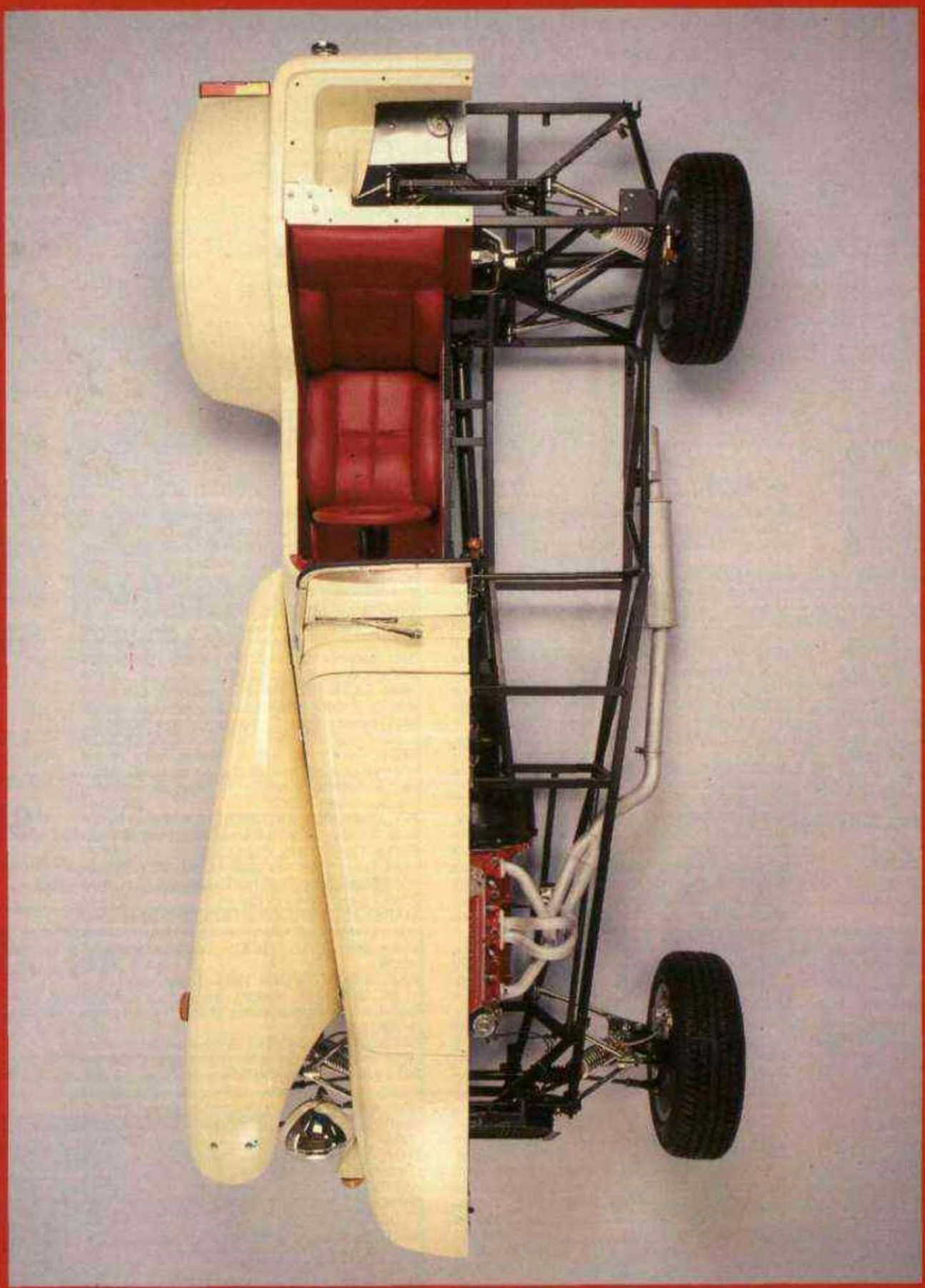

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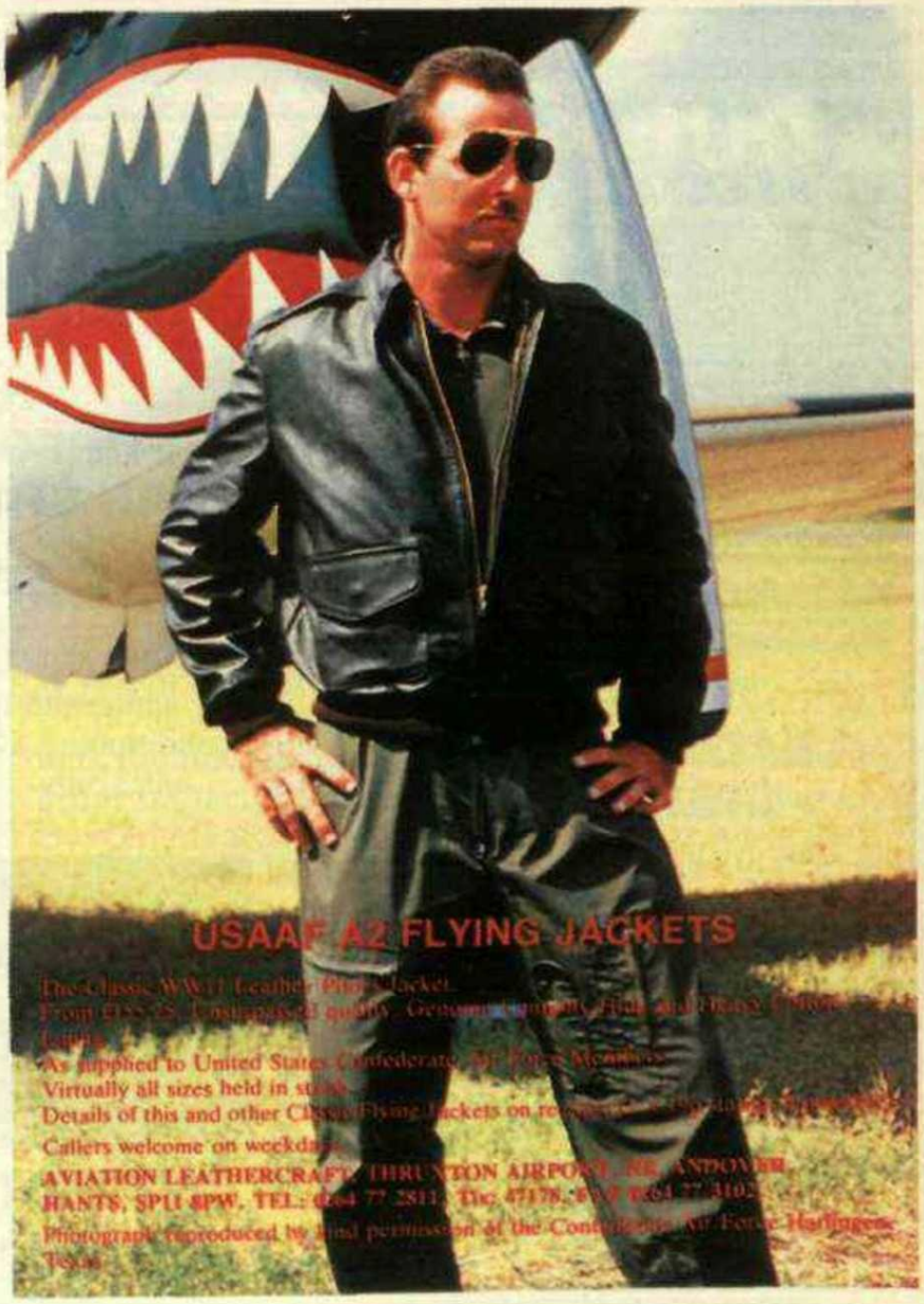

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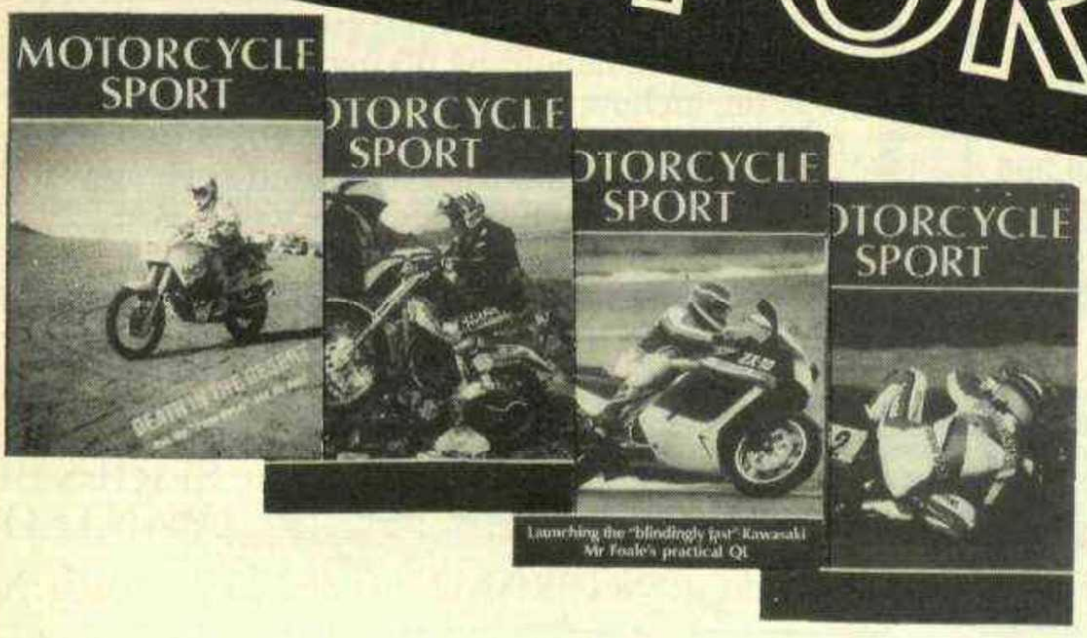

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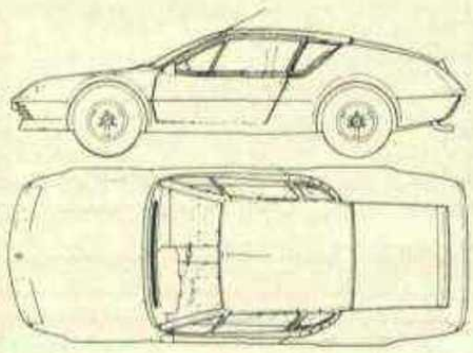

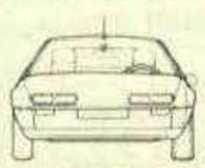

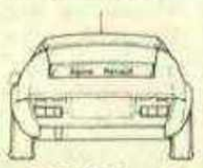

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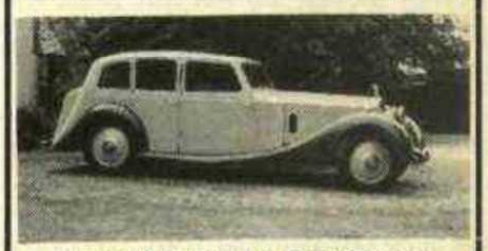

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THE GRAND LONDON AUTOJUMBLE opens 10am on Sunday 1st October in the picturesque surroundings of Kempton Park Racecourse, Sunbury-on-Thames (A308 near Junction 1 on M3 — AA signposted). Three halls, over 40 club stands, museums, military, Red Cross, photographic displays, also RAC, St. Johns. Free parking, bars, refreshments. Admission £2, afternoon £1 (children/seniors half price). Closes 5pm. 24-hour information 09274 29547. (Hopefully no muddy fields and portaloos at this event). Additional information — The Grand London Autojumble Band arrives 11.30am. The Mayoress presenting prizes 3pm including The Ritz Prize kindly donated by The Ritz Hotel for the club member with the cleanest engine. All enthusiasts welcomed to dress as pre-war motorists. Well stocked picnic basket, chair/groundsheet advisable. Event designed for the enthusiast. (958846

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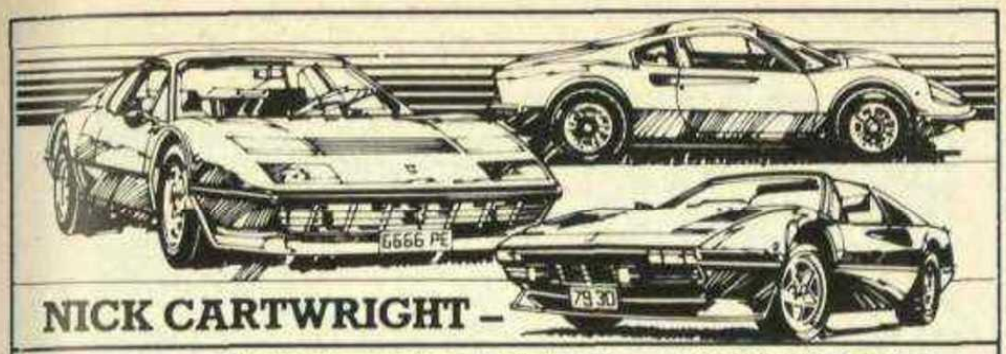

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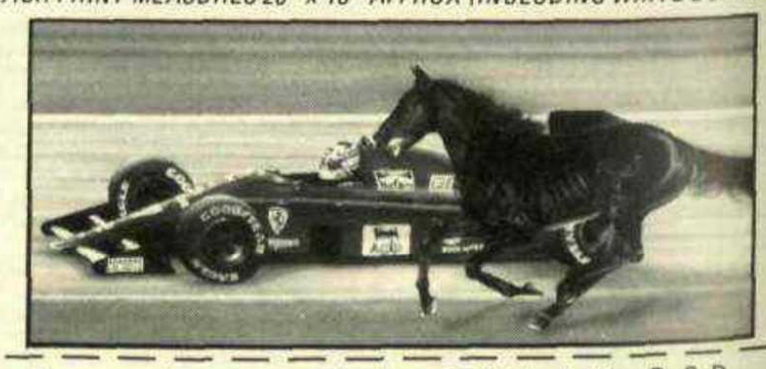

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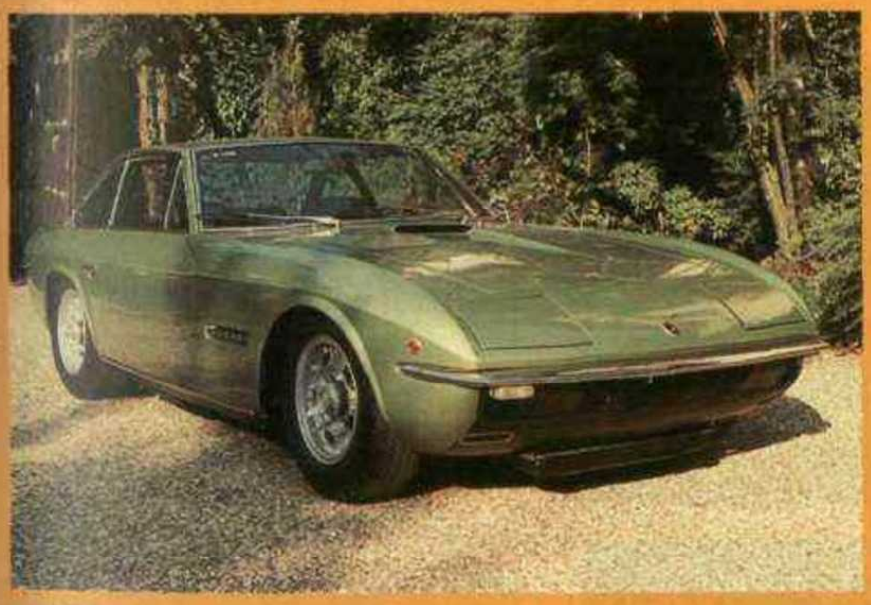

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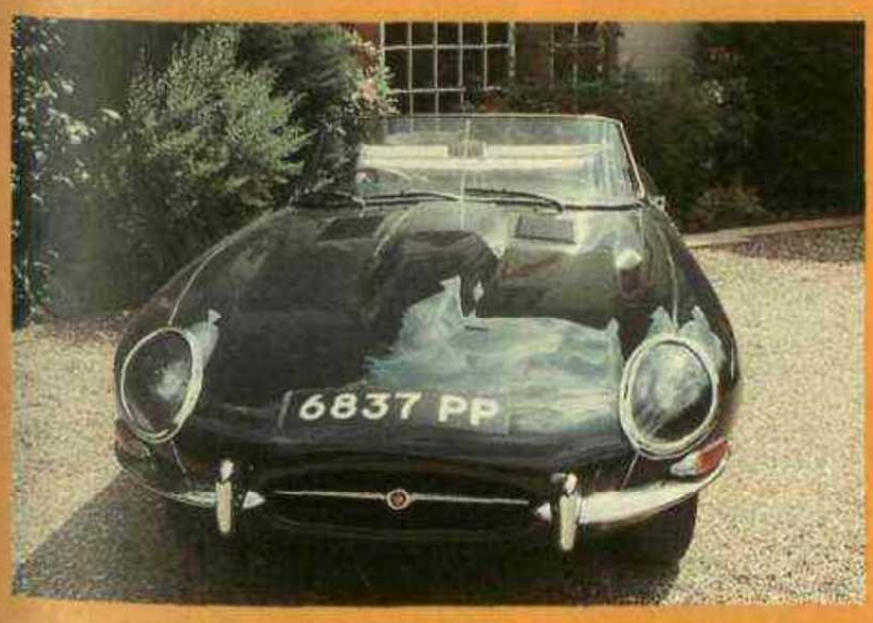

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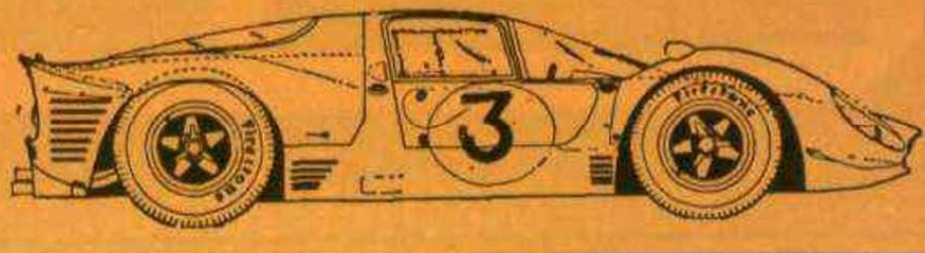

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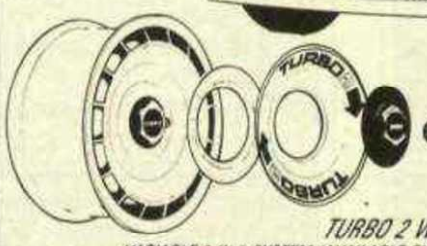

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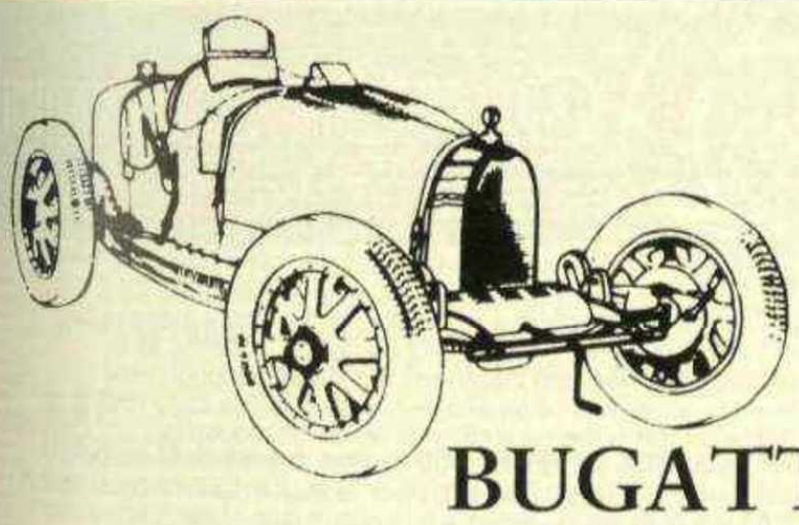

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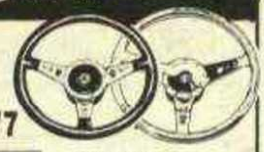

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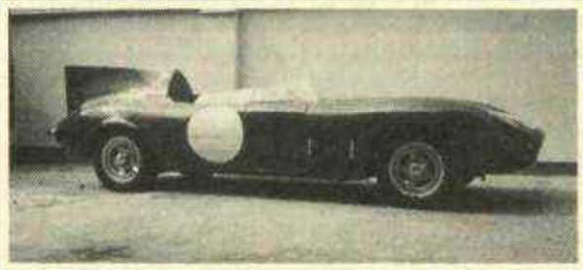

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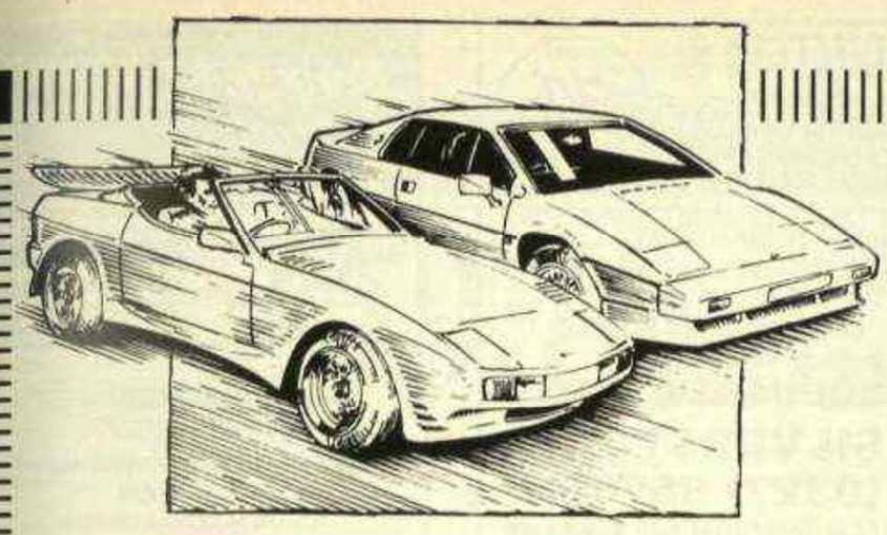

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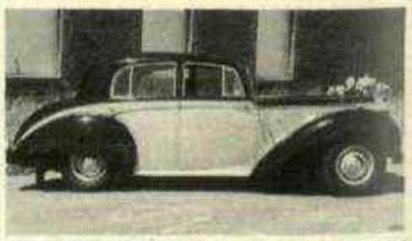

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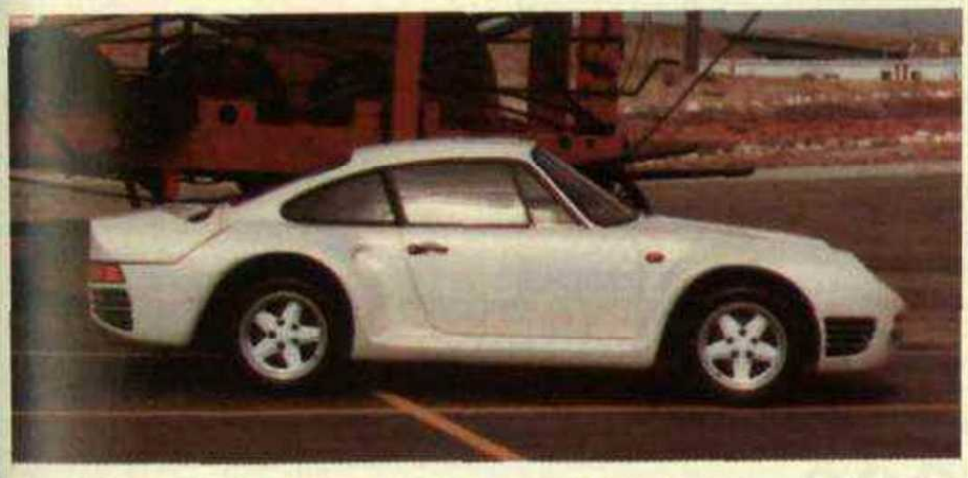

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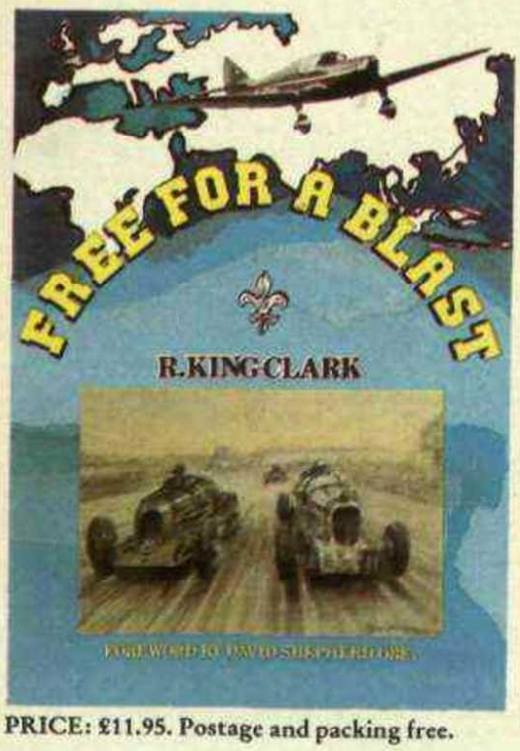

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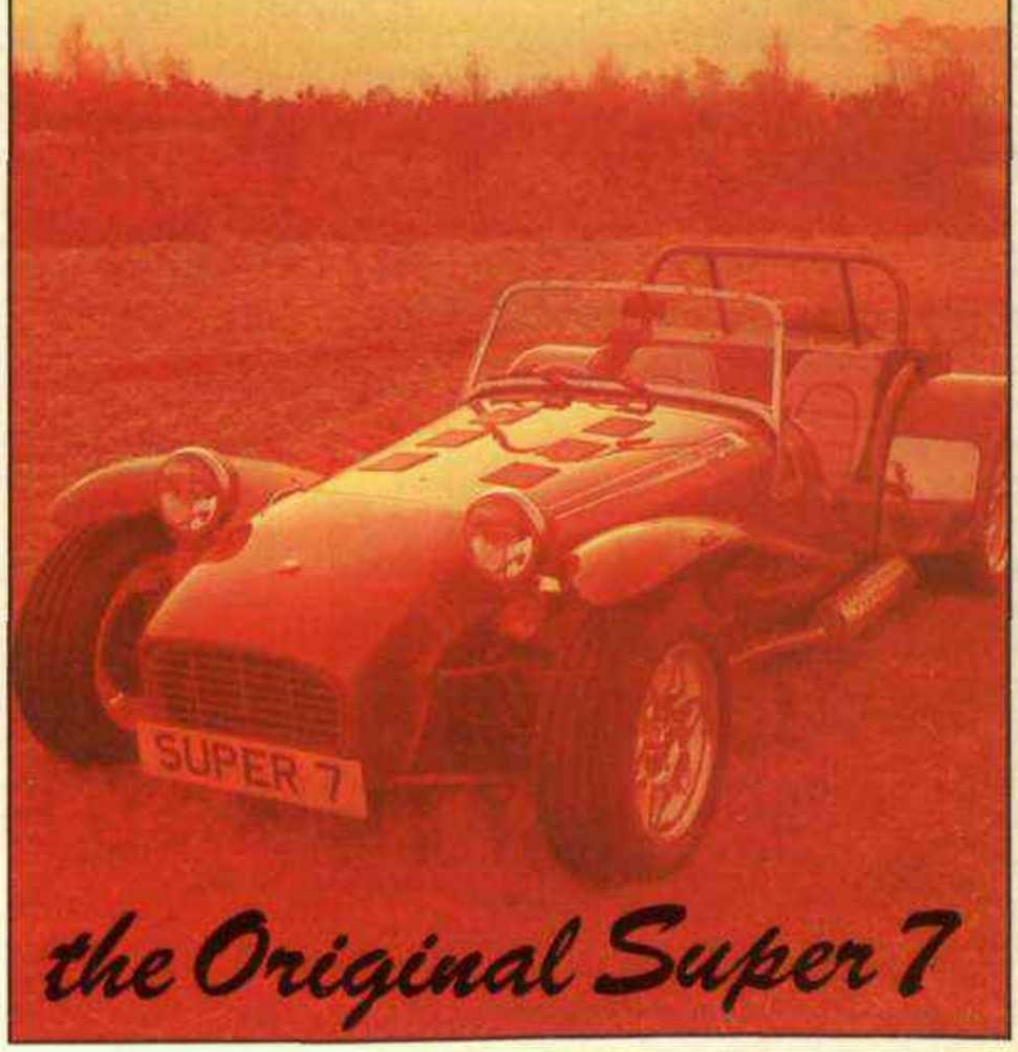

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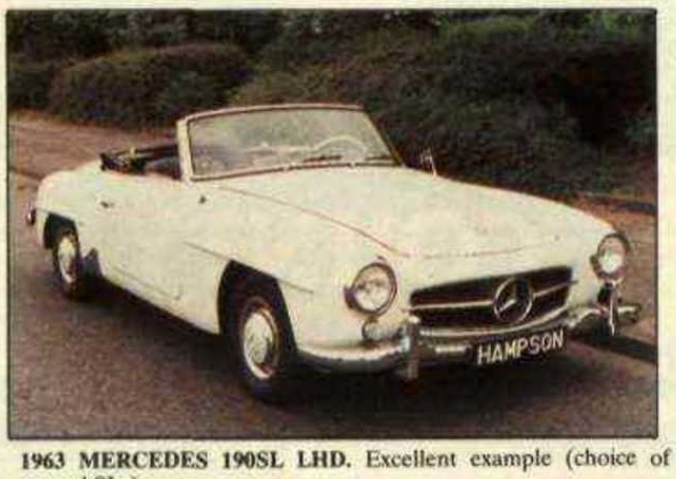

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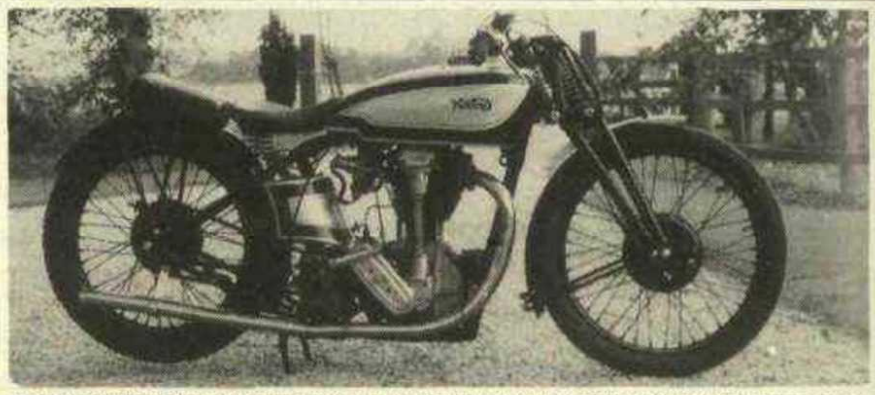

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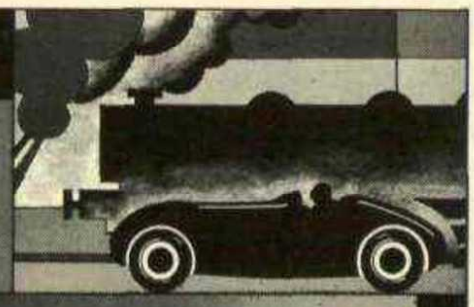

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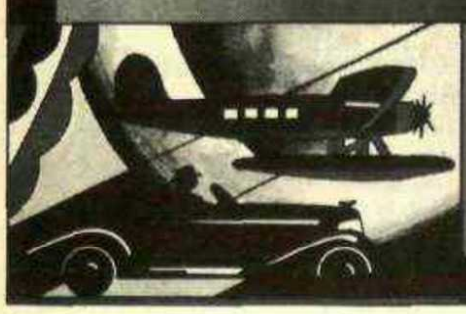

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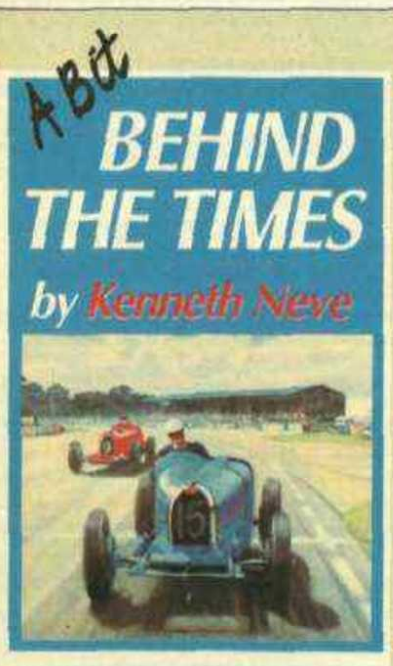

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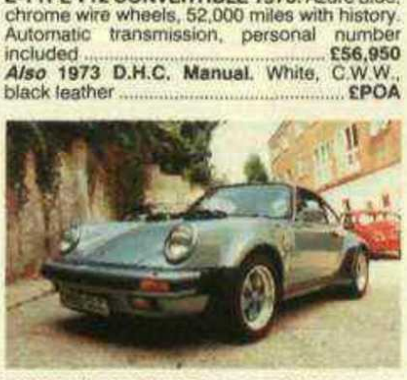

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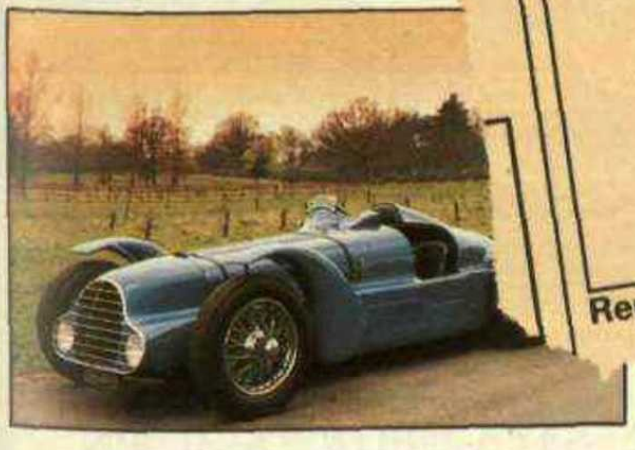

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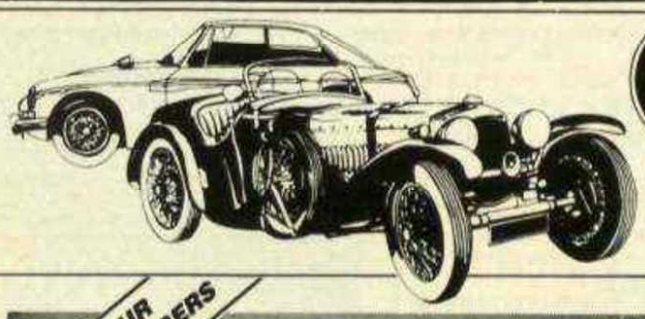

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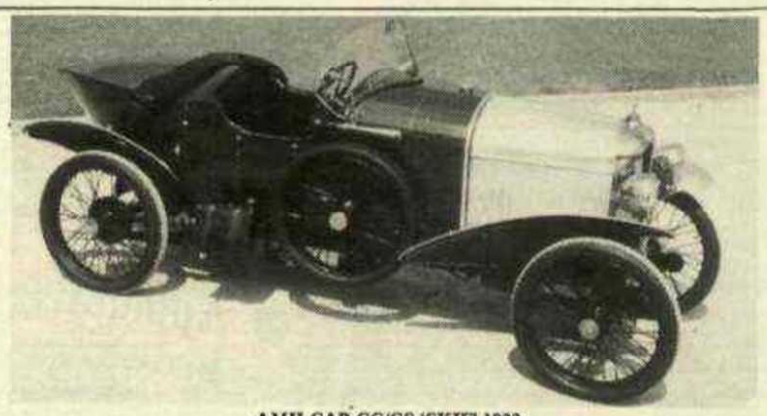

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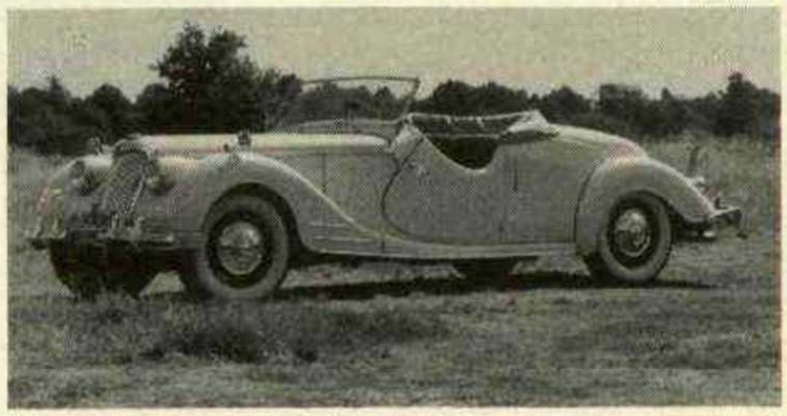

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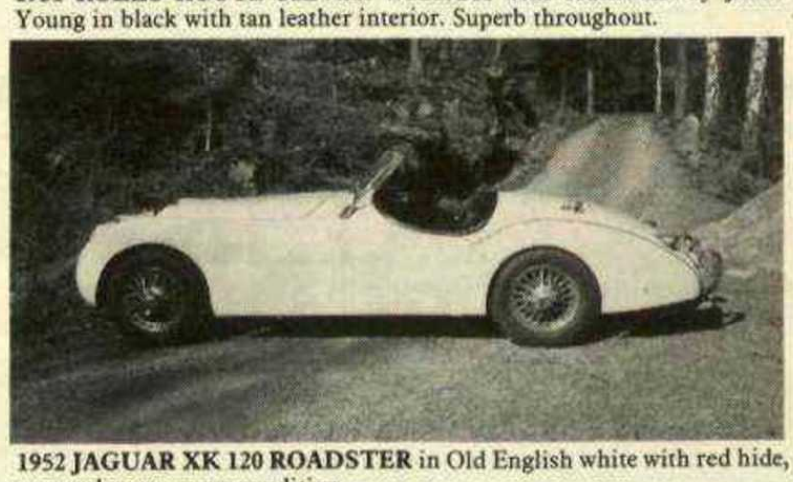

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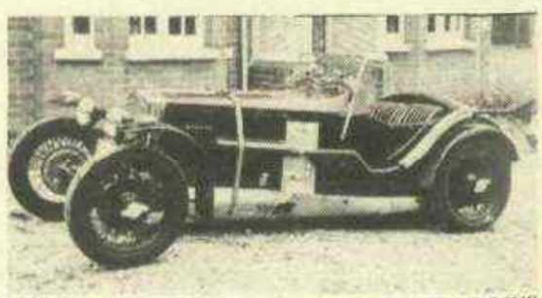

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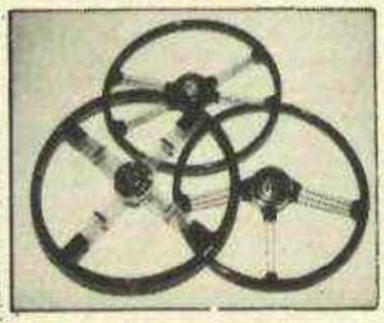

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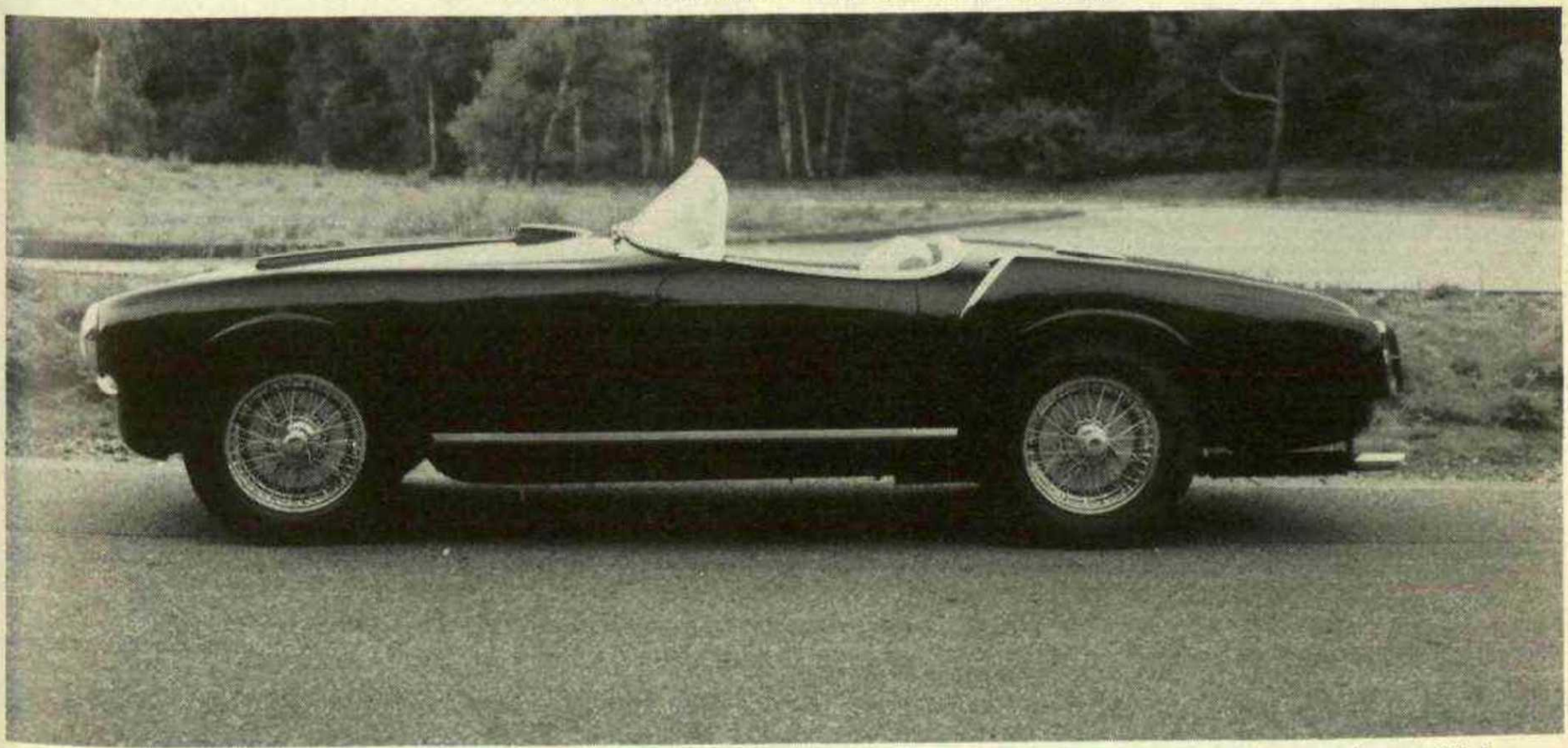

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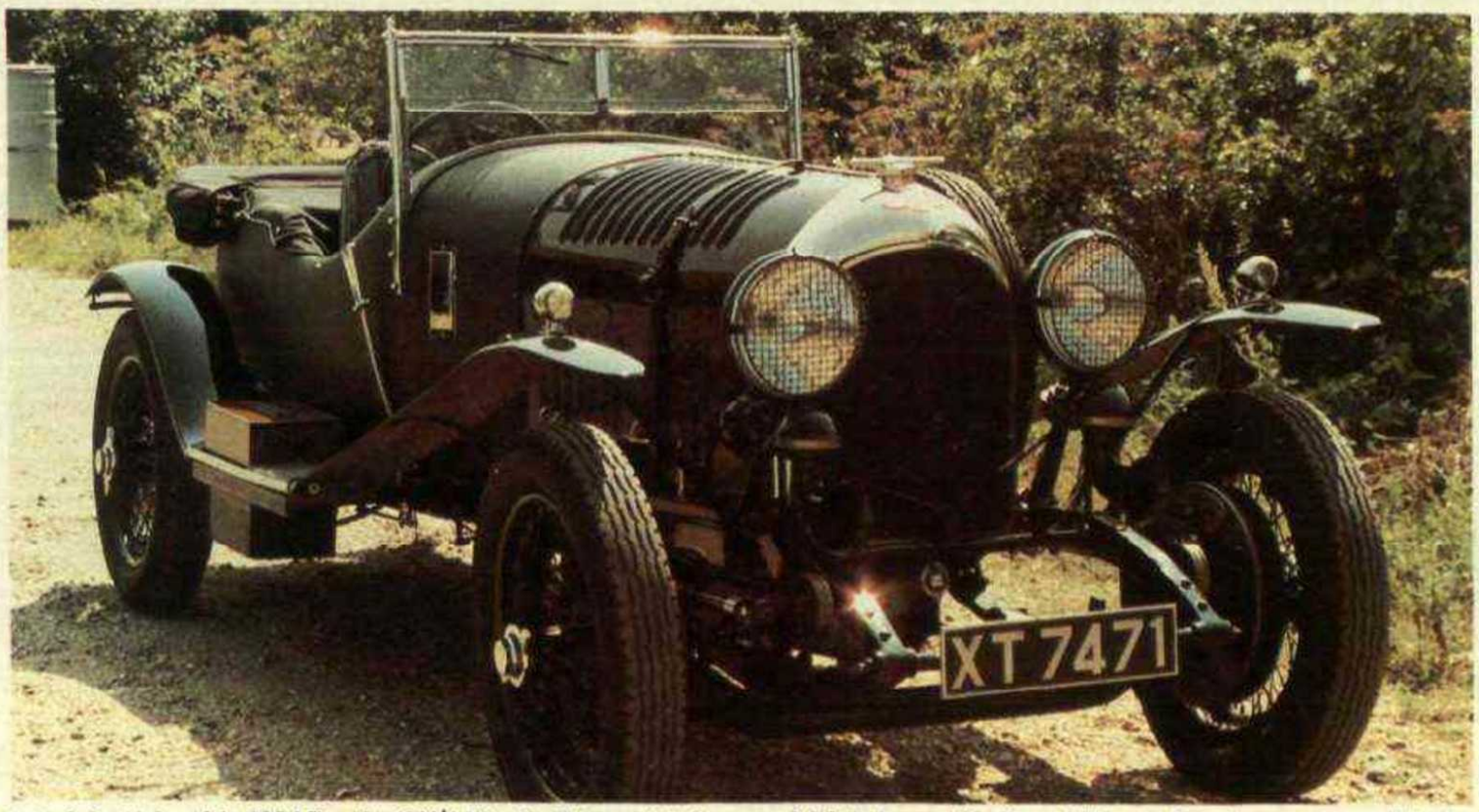

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