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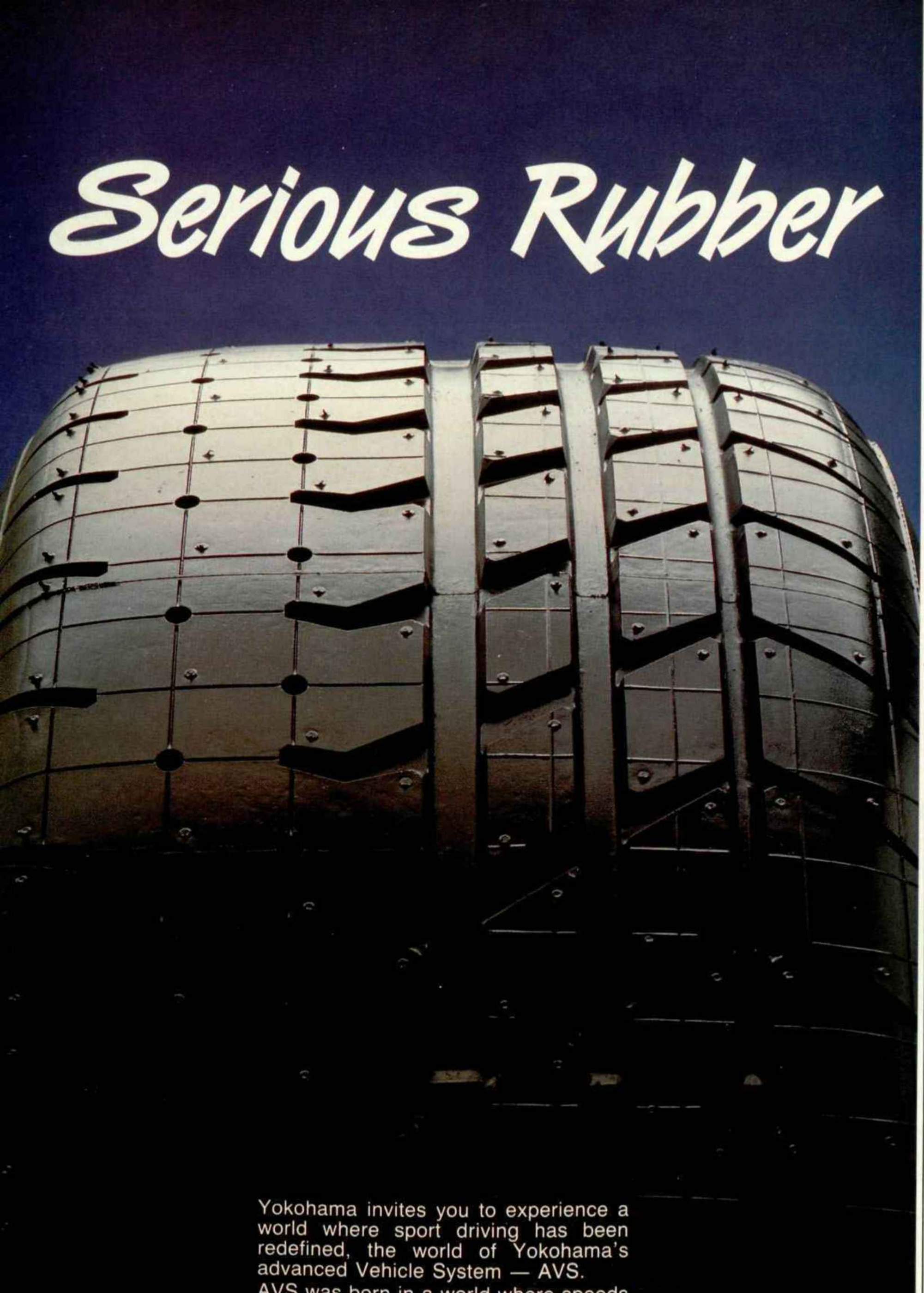

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**FRONT COVER:** *Overcoming the gruelling conditions of a tough Safari Rally, Bjorn Waldegaard brought his Toyota home in first place ahead of team-mates Ericsson and Sainz in third and fourth respectively.*


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***MATTERS OF MOMENT***

# Budget Blues

A considerable proportion of the British electorate are vehicle owners, to whom Budget Day is a time for hope or despair. The Chancellor of the Exchequer, John Major, delivered his crucial Budget speech very eloquently ; but not eloquently enough for voters in the recent mid-Staffordshire by-election. MOTOR SPORT is not a political platform, so we need only consider the effects of his Budget on motorists. On the whole, it wasn't a bad one from that aspect. It can in fact be said that Major has done us only a minor disservice.

The petrol tax has been increased but VED (your tax disc) remains unchanged, including presumably the annual £40 concession on older vehicles, which benefits those who make a hobby of them, even if they never got the once-promised "weekend" licences craved by rallyists. The three wheeler tax that lines up with the fee for over-250cc motorcycles apparantly also remains, which must be commended, even if it does mean more Robins roaming about our roads...

The differential between unleaded and leaded fuel is about 13p to 15p at the pump, depending on whose calculations you accept, which should please those "greens" with the mistaken notion that motor vehicles are the major cause of atmospheric pollution. It is sad, nevertheless, that the immediate Budget increase (of 11p per gallon of leaded 4 star) in fuel tax is nearly as heavy on Derv as on unleaded petrol, for diesel oil contaminates less than the latter and Citroën and Peugeot have just introduced new models that prove just how sophisticated c.i cars have become. But, underlining the increasing motor industry overlap, both are the same beneath the bonnet.

It was left to the petrol companies to further increase our motoring costs, by raising petrol prices so that a gallon of top grade now costs some £2.00.

The Budget has altered the complicated variety of commercial vehicle taxes, in doing which there has been a tax upgrade for about 140,000 sizes of trucks/vans but some 150,000 of them will pay less duty; and we all know that living costs rise for everyone with any increase in the cost of goods transportation. It may not be generally realised what very high rates of tax are imposed on the bigger trucks and trailers. Much as they may be criticised for causing road congestion, such vehicles were for years far ahead, in engineering terms, of private cars, pioneering such innovations as multi-speed gearboxes, turbocharging, anti-lock brakes, servo controls, multi-wheel drive, etc. So the "truckers", covering vast annual mileages, so often have every reason to be proud of their skills and their vehicles.

There was no threat in the Budget of Capital Gains Tax being imposed on classic and collectors' cars, which must have caused a sigh of relief in certain quarters as loud as that made by a deflating tractor tyre...! On the whole, then, not a severe Budget from the road users point of view, if scarcely a happy one for the electorate as a whole. The media seems to take a delight in attacking the lady in blue when she is down (temporarily perhaps), un-British as this is. In an increasingly democratic age, those political parties seeking victory in the next General Election would do well to bear in mind that, along with inflation and the Poll Tax, looking after the well-being of vehicle users counts for a good deal — for there are quite a number of us out there!

One disservice the Chancellor did to many car drivers, and indirectly to the British Motor Industry which relies for much of its profit on the orders it receives from fleet buyers, was putting a 20% increase on company car tax so soon after it was doubled in 1988 and increased by a further 33% by Nigel Lawson, while failing to raise the ridiculously low earnings' threshold of £8,500 a year. On which slightly sour note, let us try to forget the Budget and turn to the 1990 motor racing season, which may be just as political but is rather more stimulating.

WB

# Fine Prospects for 3½ litre formula

Careful checking with all the manufacturers represented at Suzuka, and with Max Mosley to fill in some gaps, reveals just how competitive the new 3½-litre formula is going to be. Mugen is expected to be a debutant team in 1991 with a Honda V10-powered sports car, its chassis designed and built in Japan. Lamborghini is expected to announce a tie-up with Spice Engineering (a deal that has been on the cards since the ill-fated Spice-engineered Tiga-Lamborghini appeared briefly in 1986 (but Nissan, Jaguar and the Porsche teams are expected to soldier on with their existing turbo cars for another season.

"Our contract with Gallahers extends to the end of next season, and we will honour it," confirms Jaguar's Ron Elkins. More than that he cannot say, but in Coventry and Kidlington there are people waiting anxiously for a decision from Jaguar's Ford-placed management, Bill Hayden and John Grant, concerning the development of a 3½-litre engine.

Mosley confirms that FISA's attitude is to penalise the turbo teams in 1991 with air restrictors, IMSA style, as well as with the continued limitation of fuel allocations. "We can police the formula properly with restrictors, and they'll handicap the turbo cars in qualifying as well the races," says Mosley. "If they look like being faster than the 3½-litre cars we'll be able to handicap them further at short notice."

Tom Walkinshaw, clearly in the turbo camp for another year, is adamant that FISA must not require Jaguar, Porsche and anyone else to do more development work to stay competitive. "They asked us to carry on because they couldn't get full grids, so they shouldn't set out to penalise us," he asserts. "The best thing they can do is to reduce the weight limit for 3½-litre cars to 700 kg. That would be their advantage."

Responds Mosley: "The turbo teams asked *us* for another year. Certain manufacturers couldn't get their 3½-litre cars ready in time, but they needn't expect any favour from us." He raises the intriguing possibility that Mazda will be allowed to re-introduce the quad-rotor 767C model in 1991, on giving an undertaking to run in the 3½-litre class in 1992.

Toyota, we understand, is experimenting with a V10 and a V12 and will make a decision soon. Either way, the car should be ready in time for the outset of the new formula in 1991.

There were 17 Porsche 962Cs on the grid at Suzuka, 48% of the entry, and although they were heavily outclassed they will surely be needed to make up the numbers next season. The only possible source of customer cars, at the moment, is Spice, and Jeff Hazell was doubtful that Spice Engineering will make more than a handful of Group C customer cars to fill the gap.

Putting together all the pieces of the jigsaw, the picture for 1991 and 1992 may be as follows:

**1991 World Sports Car Championship**

| | |
|---|---|
| Mercedes 291 | 3½ litre V12 |
| Peugeot 908 | 3½ litre V10 |
| Toyota 91C-V | 3½ litre V10 or V12 |
| Brun-Neotech | 3½ litre V12 |
| Lamborghini-Spice | 3½ litre V12 |
| Spice-Cosworth | 3½ litre V8 |
| Alba-Subaru | 3½ litre V12 |
| Mugen (Honda) | 3½ litre V10 |

Plus existing turbo cars from Jaguar, Nissan and Porsche.

**1992 World Sports Car Championship**

Above 3½ litre cars, plus:
Nissan R92C
Alfa Romeo V12
Porsche V12
Mazda V12
? Jaguar XJR V12

MLC

## MAY FIXTURES

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

| *Date* | *Organiser* | *Venue* | *Event* | *Type* |
|---|---|---|---|---|
| 21 April | VSCC | Silverstone Circuit, Silverstone | Race Meeting | N |
| 22 April | BARC | Donington Park, Derbyshire | Race Meeting | N |
| **28-29 April** | **BRSCC** | **Donington Park, Derbyshire** | **British Touring Car Championship** | **INT** |
| 28 April | BHLRC | Oulton Park, Tarporley, Cheshire | Race Meeting | NR |
| **29 April** | **Pergusa/AC Enna** | **Enna-Pergusa, Italy** | **Italian Touring Car Championship** | **INT** |
| 29 April | BARC | Silverstone, Towcester, Northants | Race Meeting | NR |
| **29 April** | **Vallelunga ACI Sport** | **Vallelunga, Italy** | **Formula 3000 Championship** | **INT** |
| **29 April** | **BARC** | **Brands Hatch, Dartford, Kent** | **Formula 3 Championship** | **INT** |
| 5 May | VSCC | Yorkshire Navigation Rally | Race Meeting | N |
| **5 May/10 June** | **ASAC de la Corse** | **Corsica, France** | **Tour of Corsica (WRC)** | **INT** |
| 5-6 May | Bugatti Owners Club | Prescot Hill, Gotherington, Glos. | Race Meeting | N |
| 5 May | BARC (NW Centre) | Oulton Park, Tarporley, Cheshire | Race Meeting | NR |
| 6 May | VSCC | Curborough | Sprint | N |
| 6 May | Aston Martin OC | Brands Hatch, Dartford, Kent | Race Meeting | IR |
| **7 May** | **BRSCC** | **Snetterton, Norwich, Norfolk** | **British F3000 Championship** | **INT** |
| 7 May | BARC | Pembrey, Llanelli, Dyfed | Race Meeting | NR |
| **7 May** | **BARC** | **Thruxton, Andover, Hants** | **Race Meeting** | **INT** |
| **7 May** | **BARC** | **Silverstone, Towcester, Northants** | **British F3 Championship** | **INT** |
| 7 May | BHLRC | Oulton Park, Tarporley, Cheshire | Race Meeting | NR |
| 11/13 May | BRDC | Silverstone Circuit, Silverstone | Race Meeting | IOR |
| **12/13 May** | **BRDC** | **Donington Park, Castle Donington** | **WSPC** | **INT** |
| 12/13 May | BRSCC | Knockill, Dunfermline, Fife | Race Meeting | N |
| **13 May** | **FAM Sammarinese** | **San Marino, Imola, Italy** | **San Marino Grand Prix** | **INT** |
| 13 May | BHLRC | Brands Hatch, Dartford, Kent | Race Meeting | NR |
| 13 May | VSCC | Wiscombe Park | Hill Climb | N |
| 20 May | Lydden IMRC | Lydden Circuit, Dover, Kent | Race Meeting | R |
| **20 May** | **BARC** | **Brands Hatch, Dartford, Kent** | **Race Meeting** | **INT** |
| 20 May | BHLRC | Cadwell Park, Louth, Lincolnshire | Race Meeting | NR |
| 20 May | BRSCC | Donington Park, Derbyshire | Race Meeting | N |
| **27 May** | **Automobile Club of Monaco** | **Monte Carlo, Monaco** | **Monaco Grand Prix** | **INT** |
| **27/28 May** | **BHLRC** | **Snetterton, Norwich, Norfolk** | **Race Meeting** | **INT** |
| 28 May | BRSCC | Brands Hatch, Dartford, Kent | Race Meeting | R |
| 28 May | BARC | Donington Park, Derbyshire | Race Meeting | N |
| **28 May** | **BARC** | **Thruxton Circuit, Andover** | **Race Meeting** | **INT** |
| 28 May | BRDC | Silverstone Circuit, Silverstone | Race Meeting | IR |
| 28 May | BHLRC | Oulton Park, Tarporley, Cheshire | Race Meeting | NR |
| **2/7 June** | **ATC of Greece** | **Athens, Greece** | **Acropolis Rally (WRC)** | **INT** |
| **2/4 June** | **ASAC de la Corse** | **Pau, France** | **F3000 Championship** | **INT** |
| **2/3 June** | **HSCC** | **Brands Hatch, Dartford, Kent** | **Race Meeting** | **INT** |
| 2 June | 500 MRC | Kirkistown, Cloughey, Belfast | Race Meeting | R |
| 2 June | BRSCC | Oulton Park, Tarporley, Cheshire | Race Meeting | R |
| **3 June** | **Nürburgring 24 Hours** | **Nurburgring, West Germany** | **F3000 Championship** | **INT** |
| **3 June** | **VZM Terlaemen** | **Zolder, Belgium** | **European Touring Car Championship** | **INT** |
| **3 June** | **Vallelunga ACI Sport** | **Vallelunga, Italy** | **Touring Car Championship** | **INT** |
| 3 June | BRSCC | Donington Park, Derby | Race Meeting | N |
| 3 June | BARC | Mallory Park, Leics. | Race Meeting | NR |
| 3 June | BARC | Snetterton, Norwich, Norfolk | Race Meeting | NR |

# Alfa Romeo's 1990 World motorsport plans

Confident enough to emphasise its return to one of the major leagues of motor racing, Alfa Romeo recently held a press conference in Milan to announce its activities.

Whilst the Indycar project was at the heart of the matter, the occasion was also used to publicise its other activities, some of which were otherwise unbeknown to British enthusiasts.

In the British Formula 3 championship, for example, Alfa Romeo's engine has hardly featured over the last few years whereas in Italy, France, Germany and Brazil, it was the championship-winning unit in 1989. It did not, however, have to face Mugen-powered cars which came to the fore so much in last year's British championship. Following the defection of First Racing, top Italian Formula 3 team, to Mugen this year, Alfa Romeo has been stirred not only to develop its existing twin spark engine, but also uprate its 1700cc boxer unit into a 2-litre unit. In Britain, Alfa Romeo engines will be seen powering the Reynard 903s of the Kimbolton-based Nemesis team.

Probably completely unknown in this country, the Formula Alfa Boxer, now in its fourth year, is one of the minor league formulae in Italian single-seater racing, but nevertheless a useful stepping stone.

1990 will see the introduction of Alfa's new 4-cylinder 16-valve engine, out of the 33 Quadrifoglio Verde "Europa" complete with three-way catalytic convertor and lambda sensor, constrained by relatively skinny tyres, the 137 bhp car is a useful tool for learning car control.

In a category similar in concept to Britain's C2 series, Italy has a *Sport Nazionale* category. The cars are basically a nominal 2-seater with wide section tyres and powered by Alfa's 2½-litre V6 engine. It was announced that the 164's 3-litre V6 will be used in the same cars in 1991. The Jolly Club, meanwhile, will continue to run Alfa Romeo 75 1.8 Turbo Evoluziones in the Italian touring car championship although the "Supertourisme" category will be considered if the 75s prove too uncompetitive in the Group A series in light of the updated rules which favour the normally aspirated cars.

The meat of the conference, though, was the announcement of the 1990 Indycar/CART programme.

There is no doubt that Alfa Romeo is taking this project very seriously. In a week which witnessed the press launch of the 164 in the United States, the highly publicised Alfa Romeo racing project must not fail. In fact, the publicity is a two-edged sword. On the one hand, the company is benefiting enormously from the sponsorship tie-up with Miller beer which is promoting its involvement with motor racing and Alfa Romeo very heavily, on the other hand, though, if the March-Alfa Romeo does not reach its minimum target




of at least one race win during the year, there will be plenty of egg on several faces.

The decision to enter Indycar racing was taken 18 months ago after Cesare Fiorio and Alfa Corse supremo Giorgio Pianta had gone on a fact-finding mission to the States and watched the Miami and Nazareth races. From that point on it became a whirlwind of development activity.

From the clean sheet of paper to becoming an experimental engine running on the dyno took just four months while it took just a couple more for the car to turn a wheel for the first time at the test track at Balocco in March 1989.

Following a moderately successful debut year in 1989, Alfa Romeo has ditched Alex Morales Racing and teamed up with the successful Patrick Racing, winners of the 1989 CART championship with Emerson Fittipaldi. Only Roberto Guerrero, the former Ensign Formula One driver, remains a constant from last year in a move which will see him reunited with his mentor Mo Nunn, constructor of the Ensign, and nowadays responsible for the technical side of Patrick Racing.

The "Indy Project" accounts for a staff of 50 people. Under the control of Claudio Lombardi, Giovanni Roffina heads one group responsible for the designing and developing of the engine while another, led by Giorgio Pianta, handles the racing side and all aspects of building, testing and servicing the racing models.

The steepest learning curve for engineers Lombardi, Roffina and Luciano Caruso has been that of dealing with methanol and particularly its volatility, but a data bank of information about this and other problems has been built up from the four different guises in which the engine raced last year (the Detroit debut of the original engine, modifications to the intake manifold at Toronto, and more power and greater torque by the time of the Michigan and Laguna Seca races). The start of the new season has seen the team start with what has been called the Evolution 2.5 engine while development continues on the Evolution 3, the 5-valve model.

The Garret turbocharged 2648cc 90° V8, with a bore and stroke of 86 x 57mm and compression ratio of 11: 1 has a claimed power output of 700 bhp at 11,500 rpm. It was originally destined for the Ferrari Indycar until that project was shelved.

Learning lessons from Porsche, who had tried to do everything itself before turning to March, Alfa Romeo commissioned the British racing car manufacturer from the start to come up with a custom-designed and built chassis. Based in the Colnbrook factory as opposed to the Bicester location, the home of the Stuttgart project, the March-Alfa Romeo has come to life. With ex-BS Fabrications boss John Woodington acting as Projects Co-ordinator, the John Baldwin-designed 90 CA has come into existence.

Lest there be any speculation that this and the Porsche cars are worked on together and it is just a question of bolting a different engine onto the back, the only crossover of information between the two projects is related to safety factors. The 88 staff under Neil Marshall are as eager to beat their 100 colleagues at Colnbrook than anyone else.

To capitalise on the various circuits — short and long ovals as well as circuit and street racing — four versions of the car 90 CA have so far been made, the claimed difference being the frame dimensions.

Alfa Romeo is hoping to hit the big time in the States. Whilst its targets for this year are modest, it will be make or break in 1991. With CART racing looking ready to expand beyond the North American frontier, and with the Japanese looking likely to move in on this formula in a very big way in the next couple of years, it could be that the Italian manufacturer has made a very canny move to get in on the ground floor of a series that looks set to rival Formula One. If it fails in its racing programme, however, the repercussions for the Italian company will be enormous. WPK

The VSCC's Shuttleworth Trophy Race Meeting takes place at Donington Park on May 26, with three 10 lap scratch races, including that for the Shuttleworth Trophy, supported by a number of 5 lap scratch and handicap events. Racing will start at 13.30 hours. Up to 270 pre-war and historic cars are expected; entries closed shortly before we went to press. The MOTOR SPORT Brooklands Memorial Trophy will be contested on points and this is an occasion not to be missed, especially by Midlands enthusiasts. WB

It is good news that Dick Shuttleworth's Railton, which has been on display in Prince Hoheniche-Langenburg's private museum in Wurttemburg, his wife, the daughter of Shuttleworth's half-sister, having bought it in 1976 from a member of the Railton OC has now returned to Old Warden, after some 40 years. WB




*Senna sprints away from the grid quickly putting yards on the rest of the pack.*

# The Scarlet Pimpernel

"I came here in 1979 and 1980 and each time it was a French victory." Jean-Marie Balestre was in the mood to crow at his Saturday morning press conference in Sao Paulo, when he recalled the successes of Jacques Laffite and Rene Arnoux. He'd dragged himself to Brazil "despite precarious health state" and said he'd enjoyed the reception he got from "a raving crowd" of angry Paulistas still steaming after his treatment of their beloved Ayrton Senna over the winter. "This is my third visit," he went on, "but I am not trying to manipulate the World Championship!"

As the President made that jocular remark the chances of a French success seemed, shall we say, unlikely. The Ferraris couldn't make their qualifiers work and it was Senna, the local hero, all the way in his own backyard, on one of the circuits (or a derivation thereof) on which he'd cut his racing teeth. Things were going just the way his delirious fans had hoped. The end result, however, was different.

It was the Sunday morning warm-up that gave the first indication that this might not, after all, be Senna's day, that he might not achieve every driver's dream of winning at home. Prost was fastest by half a second, with Mansell pushing Senna hard from third place.

Ferrari had already been stung, though, by Ron Dennis' extraordinary allegation to the Italian press that morning that Ferrari was being unfair in paying engineer Steve Nichols over the odds and was doing so in what he deemed an underhand manner. There were suggestions in the pit road that Prost in particular hadn't been running on full tanks and that Cesare Fiorio was simply playing to the gallery to make a point.

The race seemed to bear out that suggestion. At least, for the first 40 laps it did. The start belonged to Senna, out on the right-hand side of the grid on the racing line, where the grip was better. On the inside Gerhard Berger struggled, just made it into the first turn (a pleasant echo of Laguna Seca's Corkscrew) in second place ahead of a hungry Boutsen.

Further back Alesi had been pincered between de Cesaris and Patrese, and the three made contact. Exit Andrea, stage right. Meanwhile Nannini's race was again blighted by the need for an early stop to replace a damaged nose. Alesi and Patrese carried on regardless.

It was Senna all the way round the opening lap, to the chants of his people. This was what thousands of them had packed into Interlagos to see, many of them parting with up to a month's wages for the privilege. With inflation rampant and new President Coller de Mello freezing assets and bank accounts left, right and centre, it was an indication of their nationalistic fervour. Berger was close with Boutsen leading the Ferraris and the challenge, it seemed, would come not from Ferrari but from Williams. Patrese was a delayed sixth from Alesi, Martini, Modena, Bernard, Alliot, Donnelly, Piquet, Suzuki, Barilla, Grouillard, Nakajima, Alboreto, Warwick, Caffi, Foitek, Dalmas, Larini, Nannini and Morbidelli, who'd well and truly lost out when his car remained stuck in first all round the lap. A long stop would ruin his chances in his first GP.

For five laps Gerhard looked a threat. Then from 0.8s on lap five the gap stretched suddenly to 1.3s next time round. Already the Austrian was beginning to find he still isn't comfortable in the MP4/5B's cockpit and Senna was away as his team-mate overtaxed his tyres and began to encounter understeer. Boutsen, meanwhile, looked flowingly aggressive, pushing harder and harder until, to applause, he slipstreamed past the McLaren going into turn one on lap eight.

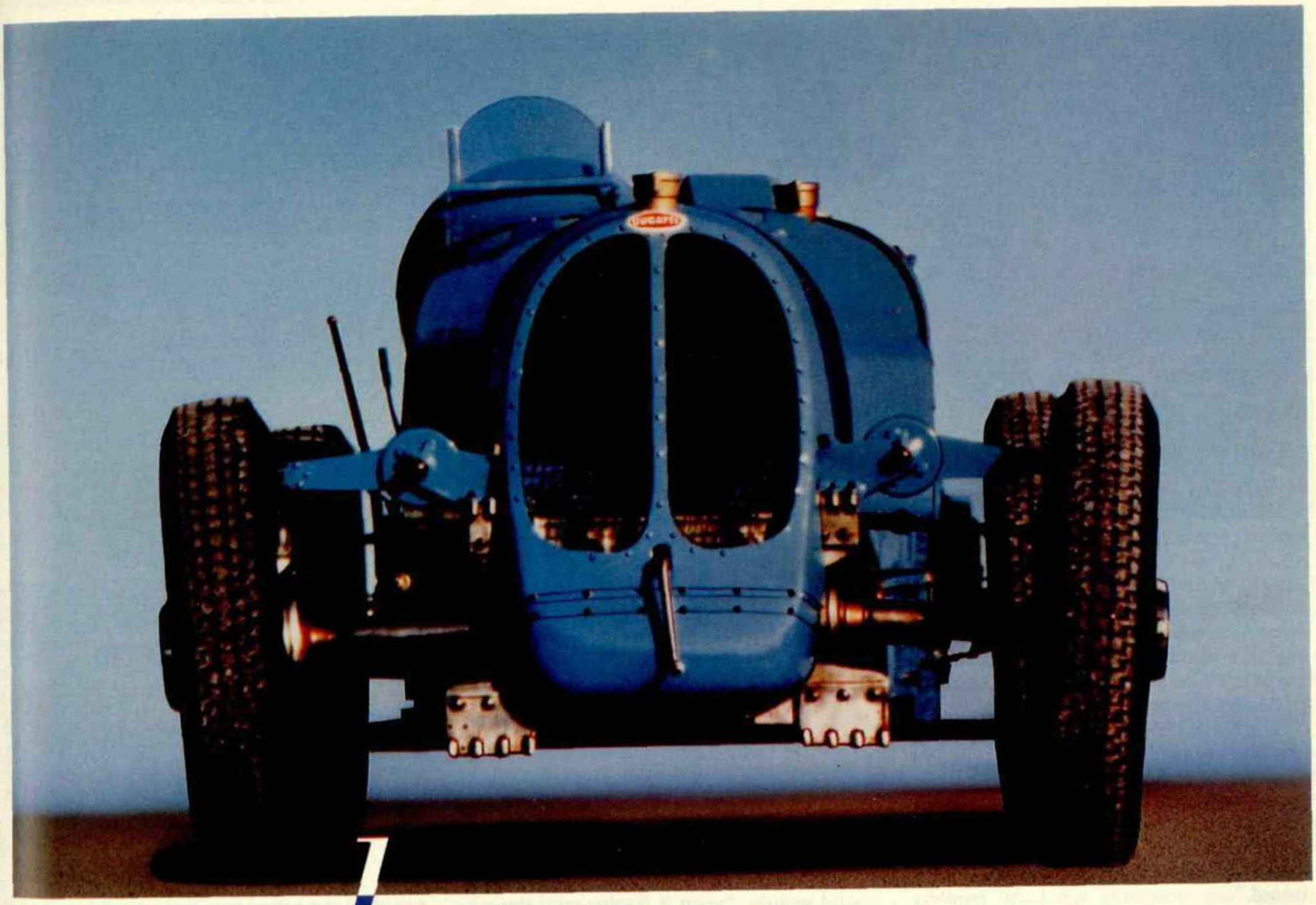



*In cruise mode Senna looked to have the race in the bag.*

Was Senna clear enough or could Thierry pose an unexpected threat to capitalise on his smooth qualifying performance?

The answer was predictable. Ayrton was without peer as he gently stretched his lead, working the car neatly with metronome precision. Nonetheless, if anything happened to that McLaren, the Williams was nicely placed. It remained so until lap 30. Then, as Thierry made his tyre stop, he came to appreciate that awful feeling Mansell had experienced in Estoril last year.

There is a little crest in the pit lane. Not much, but in a stiffly sprung F1 car, it is enough. With a wheel in the air over it, Boutsen locked up as he stormed in, struck one of the wheels awaiting his car and, worse, hit mechanic Richard Ford. To shrieks from observers, the FW13B was pulled back — no reversing here! and the scheduled change went ahead. Fortunately Ford was unhurt, but the Williams needed a new nose and with the damaged one went any chance of victory.



1931 BUGATTI TYPE 53. PHOTOGRAPHY BY W. WILHELM ©

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"I had a problem with the brake pedal from the start and was having to pump the brakes," said Boutsen. "I misjudged its importance when I came in. I went to pump the pedal but was too late. I was really angry with myself . . . ."

His loss was Prost's gain, the Frenchman driving as smoothly as ever and suddenly looking a potential threat. He'd deprived Gerhard of third place on lap 17, and pulled easily away. Now, as Senna made his stop for tyres on lap 34, he took up the chase, his own stop well out of the way three laps earlier with the loss of only one place.

The way Senna was going, however, Prost wasn't going to catch him. The gap was 12.5s and staying constant as they went into lap 40, and that was when it all went wrong for the locals and their hero.

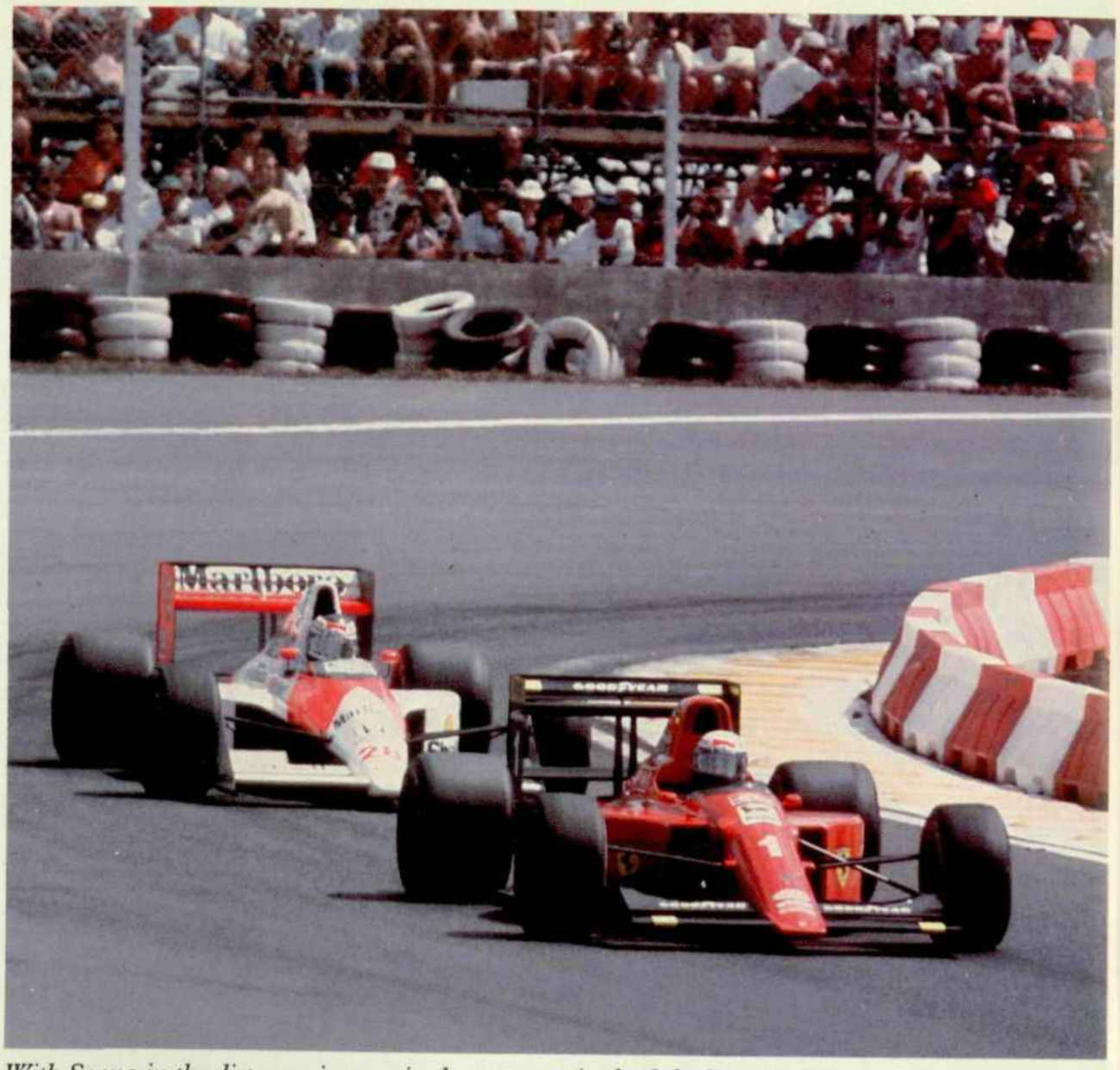
"The car was working well on its second set when I came up behind Nakajima," said Ayrton afterwards, his disappointment well masked. "I followed him through three corners and then he seemed to open the door as if to let me through. As I went inside him, he came across me and my nose was lost against the rear wheel."

It was the turning point of the race.

The mortified Naka would soldier on for eighth and say of the incident: "When I saw the blue flag I moved over but as I moved off line I got onto the dusty part of the track. I started to slide and as a result the car turned in just as Ayrton was passing me. Tell him I'm sorry; it wasn't intentional."

Of course it wasn't, but the race was lost. The main question was why had Ayrton not waited until the next straight, where he could have used his power advantage to pass without risk? He made a lightning stop for a new nose, having radioed his plight, but when he resumed he was third and Prost and Berger were now out of reach.

"After a bit I realised I couldn't catch them, so third was better than nothing," he said evenly, "even if it was everything to have won here. It is my dream, but after the incident I dreamed only to finish. For the championship, those points are vital."




*With Senna in the distance, interest in the race was in the fight for second between Prost and Berger.*

If one McLaren was out of the immediate fight, Berger's wasn't too fit either. As the race progressed he ran into lots of small problems. Its understeer worsened as the race progressed so he elected to take it easy until his tyre stop. But as he pushed harder after it his right foot became more and more painful as he braked, and then the clutch began making the sort of noises it had in Phoenix. He'd already had a problem with it on Saturday and, mindful of how Senna had nursed his car home in America, Gerhard followed suit. Prost had it made.

"We've made detail changes to our transmission since 1989 and that could account for the new problems," said a McLaren insider. "We're 500 rpm up, the airflow is different, things like that. We have to look at it again."

Behind the McLarens, Mansell endured a troubled time. The on-board adjustment for torsion bars on top of the front dampers, which controls the front anti-roll bar, had worked to its maximum adjustment on one side, making the car handle unpredictably. Mansell tore in, taking the steering wheel off to enable the crew to get to the problem. By then, however, he had already been informed over the radio that — due to the cramped nature of the cockpit — the fault couldn't be quickly rectified. With the wheel quickly replaced, Nigel fairly stormed out of the pits and thereafter raced hard to secure fourth, but it might have been third but for that delay.

For Boutsen, the day brought only fifth place and frustration, while Piquet gathered himself together to snatch sixth from Alesi two laps from home.

The Brazilian had been charging early on, but his second set of Goodyears simply didn't work as well. "The car had real bad understeer, massive," said Nelson, who elected to make a second



*De Cesaris' race lasted but for a few yards, his Dallara punted off in the first corner scramble.*







*After de Cesaris, it was the Osella of Grouillard next to retire . . . . but at least he made the race, which is more than can be said for Gary Brabham's Life.*

stop for another set. "They transformed the car again and I was able to go racing again," he grinned.

Alesi, unwell in any case after contracting a stomach bug the previous night, was struggling by the end of the race. He opted for the spare 018 and had run through non-stop on his Pirellis, but by the end he just couldn't keep Piquet at bay.

"I tried, believe me. I tried everything I could think of! But the car was just oversteering more and more."

Indeed, such was his plight that Nakajima was lapping faster towards the end.

Neither of them should have finished ahead of Patrese, but Fate had a surprise in store for Riccardo as fifth place seemed in the bag with six laps left.

Earlier, just after Senna's pit stop, Riccardo had survived a spin after an opportunist bit of overtaking saw him turn in too sharply ahead of the McLaren and thereafter he had slipped back into a comfortable rhythm, rid of initial understeer but still having a little gearshift difficulty. Then the hard charging Mansell had squeezed ahead on lap 66.

"The engine was working well and I thought I could keep Nigel behind me," he explained. "But then I saw smoke in my mirrors, and even though the gauges and everything said it was all okay, the engine suddenly expired at the end of the 65th lap." A ruptured oil cooler was later deemed the culprit.

The remaining finishers were walking wounded. Like Alesi, Martini had gone through non-stop, and was minding his business happily enough in a comfortable eighth when the brakes began playing up and obliged him to slacken his pace. That let Nakajima past and Nannini too, the Benetton driver's ploy of opting for harder Goodyear Bs being thwarted by his first lap problem. Just to make matters worse, he picked up a puncture right at the end, after moving into ninth. He came in for a replacement but it was so near the end of the race that he didn't go out again and was classified 10th.

For Ligier, 11th and 12th places were a disappointment after Alliot's qualifying form, and neither the Frenchman nor Nicola Larini had an easy time. Alliot lost his brakes very early on and began a steady decline from 10th place as he was obliged to keep pumping the middle pedal, and later the problem prompted a quick spin during his non-stop run.

Larini, meanwhile, had had a clutch problem in his race car in the morning, had taken the spare for the warm-up, and was then disappointed to find a different clutch problem developing in his repaired race car as the event progressed. By the end he was exhausted after a gritty struggle.

If de Cesaris' first lap nonsense ruined Scuderia Italia's day — he was pretty much a victim of circumstance — at least Morbidelli brought his BMS 190 home, albeit seven laps adrift. Given that first lap delay, it was an encouraging performance.

Neither of the Arrows made it. Caffi returned to the cockpit after his recent collarbone injury, but succumbed to fatigue as the heat and pace took its toll. Alboreto had at least climbed to 14th from his lowly grid position, picking up five places after an excellent start. He was progressing well, too, until the handling suddenly deteriorated alarmingly. Fresh tyres didn't effect a cure, and afterwards a faulty damper was discovered, probably as a result of a brush with Grouillard.

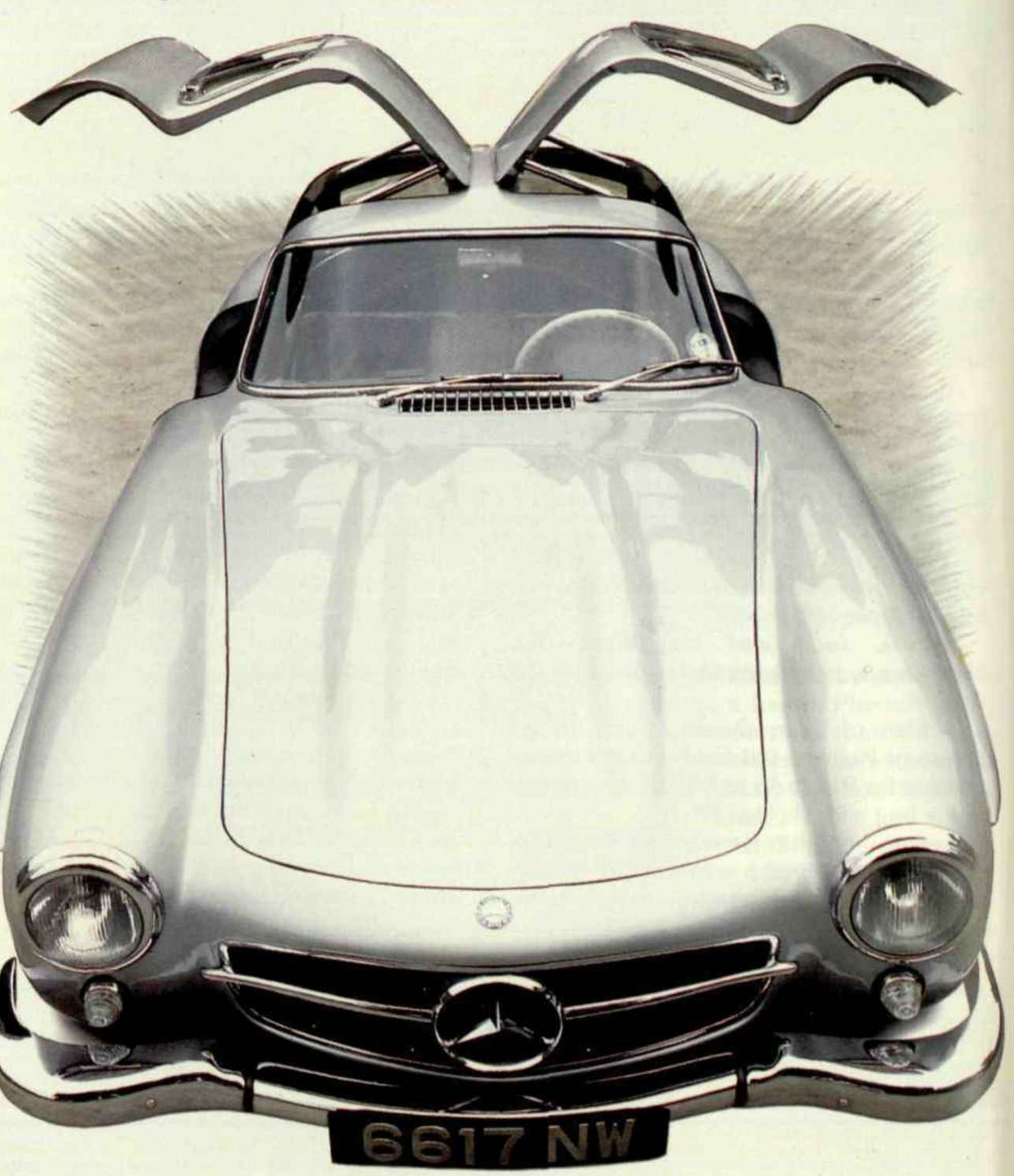
The Frenchman was out after climbing over Alboreto's right rear wheel going into turn one early on; grit from the outside of the corner had contaminated the Osella's steering rack.

Modena spun and stalled his Brabham when running a good eighth on lap 40, joining Foitek in retirement. The Swiss had missed a gearshift and then found his




*In contrast to the other Italian teams, Scuderia Ferrari was at the other end of the results sheets.*

# They're not just any old cars, so why use just any old oil?




Everyone has a car they love. For some people, the 'exceedingly eye-worthy, fast and accelerative' Gull-wing, as Auto Car described it in 1955, gets the heart racing.

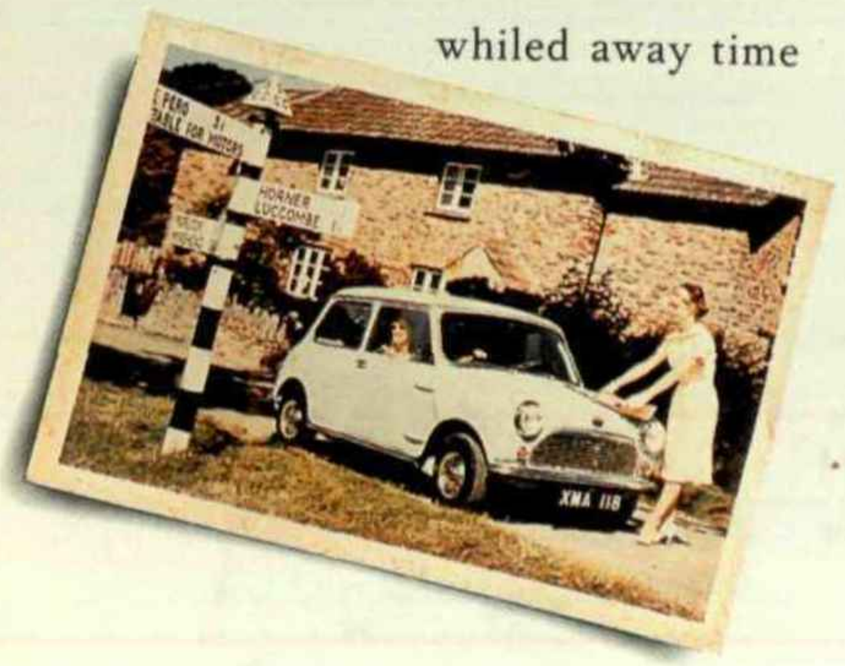
For others, Alec Issigonis's chirpy, cheerful, and cheap Mini can bring on palpitations.

But, whatever the car, there can be no denying that they become more than something to take us from A to B, not least because of the special memories that go hand in hand with them.

(And we don't just mean those made on the back seat.)

Not for these vehicles, names such as GLS, Ghia or GTI. Instead, Betsy, Fred or The Beast.

Few can deny that they haven't whiled away time




just admiring their 'baby.'

Particularly, after hours of car wax, chrome polish, and grease (especially the elbow variety) have been employed.

Yet, despite all the attention lavished on the outside, in many cases, little is given to the inside.

Namely, the engine, and more importantly, the oil that's used.

Which isn't surprising. After all, no one gets excited about 'viscosity, or 'SAE 15/40W.'

Instead it's the thrill of driving your 'pride and joy' and drawing envious looks that makes you feel on top of the world.

Of course, all of us check that

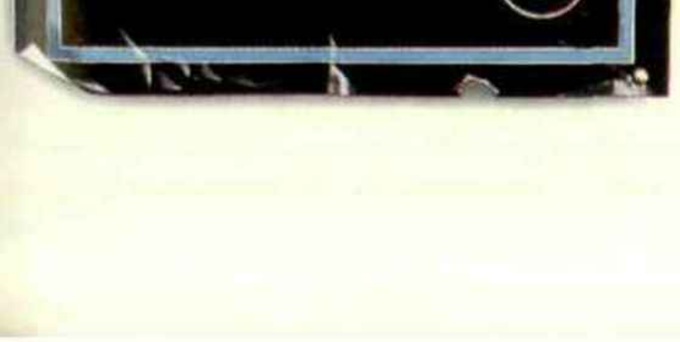
the engine is topped-up with oil.

But have you ever checked that you're topping-up your car with the right sort of oil?

Put 32 pints of the wrong lubricant into a Gull-wing (yes, it really does take that much) and the only place the engine will make it to is the scrapyard.

Which is why, if you want to keep the car that moves you, moving, the oil it uses had better be carefully considered. And, as most of us have been led to believe, there's just one oil to consider. An all-purpose multigrade.

But we think anyone who recommends this is definitely talking out of their 'big end.'




Because just as every car is different so is the oil it needs.

As you're probably aware, fast moving cars need a fast moving oil if high revs and resulting high temperatures are to be overcome.

So, for racing thoroughbreds from the stables of Ferrari or Porsche, only a thin oil will do. Whereas, if a Mini is to see its owners through thick and thin the oil used had better be thick. For the simple reason that a thick lubricant fills the gaps that the engineers of the past couldn't.

You can see now why we don't make an all-purpose multigrade but instead a variety of oils.

But isn't there a wide enough range of oils on the market already?

Yes indeed.

But who can honestly say that they know what words such as 'zirconium-inter-quasar' and 'XF3/20 Hyperlube' mean?

Our answer, apart from a shrug of the shoulders, is 'who cares?' Because we believe that choosing the oil with the right performance for your car should be a simple affair, not a performance. So, bearing this in mind, we've produced a range of oils that leaves far less room for slip-ups.

Hence, Auto 2, Auto 4 and Auto 7. A range that gives any engine, be it old, modern, or high performance, the protection it needs, ensuring that your favourite 'run-around' doesn't become a 'run-down-run-around'?




Now we wouldn't say the reasons for choosing one oil over another are simple.

(Something our research department frequently remind us of when they're after a raise.)




But what is simple is to ask someone at your Q8 garage what oil you need.

For here you'll find someone who won't treat your car just like any old car.

So you can rest assured that whatever car gets you going, we will have an oil that gets it going.

Q8

Mobil 1

BT58 without drive 25 laps earlier.

Barilla dropped a valve and the rivalry between the two Lamborghini-powered teams — Lola and Lotus — ended in a dead heat with all four cars out. Eric Bernard ran well in the early going, passing Alliot, Modena and Martini, but then he began to experience difficulty selecting sixth and fifth and was out by lap 14. Suzuki, too, was an early retirement. He and Dalmas had collided in the warm-up, and both would drop out with suspension problems thought to be linked to that incident.

"The car became very difficult to steer after only a few laps, and when I pitted we found that the front suspension was broken."

Dalmas lasted longer, but when he was running 16th on lap 29 "the front suspension just broke. Whap! Luckily for me it was in a slow corner . . ."

The Lotuses at least went better in the warm-up and Donnelly looked good in 11th place at one stage, but he was moving around too much in the cockpit and eventually his numbed right leg refused to respond at the right time and he spun into retirement. Warwick, aggressive in the early going, stopped to have Gurney tabs attached to his front wings and was exploiting reduced understeer when electrical failure sidelined him on lap 26.

As thousands of unhappy Brazilians went quietly home, another problem heaped on their already economy depressed state, Prost left Brazil a happy man, barely able to conceal his delight.

"It is fantastic to win here. It is my 40th win, and my sixth in Brazil, both records. We had lots of problems in Phoenix and working at Ferrari is not always easy because you have to explain problems to people who don't always understand them. But after all the trouble in America it is great to win here. We need to improve our qualifying performance, but this has come at just the right time."

Prost and Senna studiously avoided acknowledging the presence of one another on the podium afterwards, Ayrton having earlier rejected Alain's attempts to bury the past. Prost was unable to resist adding: "I'd like to remind Ayrton that I've won six times in Brazil, and the first time he wasn't even in F1." It wasn't lost on him, either, that his record 40th victory virtually doubles Ayrton's score of 21. . . DJT




*Heavy hangs the weight of defeat, particularly when Brazilians are concerned.*

## STARTING GRID

| | |
|---|---|
| **28** **BERGER** McLaren MP4/5B 1 min 17.888 secs | **27** **SENNA** McLaren MP4/5B 1 min 17.277 secs |
| **6** **PATRESE** Williams FW13B 1 min 18.288 secs | **5** **BOUTSEN** Williams FW13B 1 min 18.150 secs |
| **1** **PROST** Ferrari F1/90 1 min 18.631 secs | **2** **MANSELL** Ferrari F1/90 1 min 18.509 secs |
| **23** **MARTINI** Minardi M189B 1 min 19.039 secs | **4** **ALESI** Tyrrell 018 1 min 18.923 secs |
| **26** **ALLIOT** Ligier JS33B 1 min 19.309 secs | **22** **A de CESARIS** Dallara BMS 190 1 min 19.125 secs |
| **8** **MODENA** Brabham BT58 1 min 19.425 secs | **29** **BERNARD** Lola LC89 1 min 19.406 secs |
| **12** **DONNELLY** Lotus 102 1 min 20.032 secs | **20** **PIQUET** Benetton B189 1 min 19.629 secs |
| **21** **MORBIDELLI** Dallara BMS 190 1 min 20.164 secs | **19** **NANNINI** Benetton B189 1 min 20.055 secs |
| **30** **SUZUKI** Lola LC89 1 min 20.557 secs | **24** **BARILLA** Minardi M190 1 min 20.282 secs |
| **25** **LARINI** Ligier JS33B 1 min 20.650 secs | **3** **NAKAJIMA** Tyrrell 018 1 min 20.568 secs |
| **7** **FOITEK** Brabham BT58 1 min 20.902 secs | **14** **GROUILLARD** Osella FA1M 1 min 20.884 secs |
| **11** **WARWICK** Lotus 102 1 min 20.998 secs | **9** **ALBORETO** Arrows A11B 1 min 20.920 secs |
| **18** **DALMAS** AGS JH24 1 min 21.087 secs | **10** **CAFFI** Arrows A11B 1 min 21.065 secs |

## 1990 WORLD CHAMPIONSHIP

| DRIVERS | | CONSTRUCTORS | |
|---|---|---|---|
| Ayrton Senna | 13 | McLaren-Honda | 19 |
| Alain Prost | 9 | Ferrari | 12 |
| Jean Alesi | 6 | Tyrrell-Cosworth | 7 |
| Thierry Boutsen | 6 | Williams-Renault | 6 |
| Gerhard Berger | 6 | Benetton-Cosworth | 4 |
| Nelson Piquet | 4 | Brabham-Judd | 2 |
| Nigel Mansell | 3 | | |
| Stefano Modena | 2 | | |
| Satoru Nakajima | 1 | | |

## LAP TIMES

| No | Driver | Car | Tyres | Pre-qualifying | Friday Qualifying | Saturday Qualifying | Best Race Lap (on lap) |
|---|---|---|---|---|---|---|---|
| 1 | Alain Prost | Ferrari F1/90 | G | | 1m 18.631 | 1m 18.884s | 1m 20.010s (57) |
| 2 | Nigel Mansell | Ferrari F1/90 | G | | 1m 18.509s | 1m 19.475s | 1m 20.389s (61) |
| 3 | Satoru Nakajima | Tyrrell 018 | P | | 1m 20.568s | 1m 21.085s | 1m 22.398s (38) |
| 4 | Jean Alesi | Tyrrell 018 | P | | 1m 19.230s | 1m 18.923s | 1m 22.536s (38) |
| 5 | Thierry Boutsen | Williams FW13B | G | | 1m 18.375s | 1m 18.150s | 1m 20.089s (38) |
| 6 | Riccardo Patrese | Williams FW13B | G | | 1m 18.465s | 1m 18.288s | 1m 20.132s (45) |
| 7 | Gregor Foitek | Brabham BT58 | P | | 1m 20.965s | 1m 20.902s | 1m 24.922s (10) |
| 8 | Stefano Modena | Brabham BT58 | P | | 1m 19.425s | 1m 20.126s | 1m 23.255s (30) |
| 9 | Michele Alboreto | Arrows A11B | G | | 1m 20.920s | 1m 21.002s | 1m 23.292s (21) |
| 10 | Alessandro Caffi | Arrows A11B | G | | 1m 21.065s | 1m 22.057s | 1m 23.671s (22) |
| 11 | Derek Warwick | Lotus 102 | G | | 1m 21.244s | 1m 20.998s | 1m 23.390s (17) |
| 12 | Martin Donnelly | Lotus 102 | G | | 1m 20.032s | | 1m 22.899s (43) |
| 14 | Olivier Grouillard | Osella FA1M | P | 1m 23.987s | 1m 21.292s | 1m 20.884s | 1m 25.308s (6) |
| 15 | Mauricio Gugelmin | Leyton House CG901A | G | | 1m 21.616s | 1m 22.862s | |
| 16 | Ivan Capelli | Leyton House CG901A | G | | 1m 21.383s | 1m 21.422s | |
| 17 | Gabriele Tarquini | AGS JH24 | G | 1m 24.265s | | | |
| 18 | Yannick Dalmas | AGS JH24 | G | 1m 24.015s | 1m 22.426s | 1m 21.087s | 1m 22.948s (27) |
| 19 | Alessandro Nannini | Benetton B189 | G | | 1m 20.055s | 1m 20.317s | 1m 21.820s (52) |
| 20 | Nelson Piquet | Benetton B189 | G | | 1m 19.629s | 1m 20.317s | 1m 20.650s (61) |
| 21 | Gianni Morbidelli | Dallara BMS 190 | P | | 1m 20.164s | 1m 20.229s | 1m 22.987s (58) |
| 22 | Andrea de Cesaris | Dallara BMS 190 | P | | 1m 19.125s | 1m 19.964s | |
| 23 | Pierluigi Martini | Minardi M189B | P | | 1m 19.039s | 1m 19.688s | 1m 21.799s (54) |
| 24 | Paolo Barilla | Minardi M189B | P | | 1m 20.282s | 1m 21.121s | 1m 24.177s (29) |
| 25 | Nicola Larini | Ligier JS 33B | G | | 1m 20.650s | 1m 20.794s | 1m 22.649s (60) |
| 26 | Philippe Alliot | Ligier JS 33B | G | | 1m 19.309s | | 1m 23.115s (58) |
| 27 | Ayrton Senna | McLaren MP4/5B | G | | 1m 17.769s | 1m 17.277s | 1m 20.067s (42) |
| 28 | Gerhard Berger | McLaren MP4/5B | G | | 1m 17.888s | 1m 18.504s | 1m 19.899s (55) |
| 29 | Eric Bernard | Lola LC89 | G | 1m 23.763s | 1m 19.406s | 1m 21.024s | 1m 24.658s (11) |
| 30 | Aguri Suzuki | Lola LC89 | G | 1m 23.982s | 1m 20.557s | 1m 21.085s | 1m 23.491s (21) |
| 31 | Bertrand Gachot | Subaru Coloni | G | 1m 34.046s | | | |
| 33 | Roberto Moreno | Euro Brun ER189B | P | 1m 25.763s | | | |
| 34 | Claudio Langes | Euro Brun ER189B | P | 1m 39.188s | | | |
| 35 | Stefan Johansson | Onyx ORE 1B | G | | 1m 21.241s | 1m 22.184s | |
| 36 | JJ Lehto | Onyx ORE 1B | G | | 1m 21.323s | 1m 21.417s | |
| 39 | Gary Brabham | Life Racing Engines | P | | | | |

## RESULTS
## Brazilian Grand Prix, S. Paulo, March 25
## 71 laps of 4.325 km circuit (307.075 km; 190.807 miles)

| Pos. | Driver | Nat. | Car/Engine | Time |
|---|---|---|---|---|
| **1st** | Alain Prost | (F) | Ferrari F1/90-Ferrari V12 | 1h 37m 21.258s |
| **2nd** | Gerhard Berger | (AUT) | McLaren MP4/5B-Honda V10 | 1h 37m 34.822s |
| **3rd** | Ayrton Senna | (BRA) | McLaren MP4/5B-Honda V10 | 1h 37m 58.980s |
| **4th** | Nigel Mansell | (GB) | Ferrari F1/90-Ferrari V12 | 1h 38m 08.524s |
| **5th** | Thierry Boutsen | (B) | Williams FW13B-Renault V10 | 1 lap behind |
| **6th** | Nelson Piquet | (BRA) | Benetton B189-Cosworth V8 EXP | 1 lap behind |
| **7th** | Jean Alesi | (F) | Tyrrell 018-Cosworth V8 DFR | 1 lap behind |
| **8th** | Satoru Nakajima | (J) | Tyrrell 018-Cosworth V8 DFR | 1 lap behind |
| **9th** | Pierluigi Martini | (I) | Minardi M189B-Cosworth V8 DFR | 2 laps behind |
| **10th** | Alessandro Nannini | (I) | Benetton B189-Cosworth V8 EXP | 3 laps behind |
| **11th** | Nicola Larini | (I) | Ligier JS33B-Cosworth V8 DFR | 3 laps behind |
| **12th** | Philippe Alliot | (F) | Ligier JS33B-Cosworth V8 DFR | 3 laps behind |
| **13th** | Riccardo Patrese | (I) | Williams FW13B-Renault V10 | 6 laps behind |
| **14th** | Gianni Morbidelli | (I) | Dallara BMS 190-Cosworth V8 DFR | 7 laps behind |
| **15th** | Alessandro Caffi | (I) | Arrows A11B-Cosworth V8 DFR | 22 laps behind |
| **16th** | Martin Donnelly | (GB) | Lotus 102-Lamborghini V12 | 28 laps behind |
| **17th** | Stefano Modena | (I) | Brabham BT58-Judd V8 | 32 laps behind |
| **18th** | Paolo Barilla | (I) | Minardi M189B-Cosworth V8 DFR | 33 laps behind |
| **19th** | Yannick Dalmas | (F) | AGS JH24-Cosworth V8 DFR | 43 laps behind |
| **20th** | Derek Warwick | (GB) | Lotus 102-Lamborghini V12 | 46 laps behind |
| **21st** | Aguri Suzuki | (J) | Lola LC89-Lamborghini V12 | 47 laps behind |
| **22nd** | Michele Alboreto | (I) | Arrows A11B-Cosworth V8 DFR | 47 laps behind |
| **23rd** | Gregor Foitek | (CH) | Brabham BT58-Judd V8 | 57 laps behind |
| **24th** | Eric Bernard | (F) | Lola LC89-Lamborghini V12 | 58 laps behind |
| **25th** | Olivier Grouillard | (F) | Osella FA1M-Cosworth V8 DFR | 63 laps behind |
| **NC** | Andrea de Cesaris | (I) | Dallara BMS 190-Cosworth V8 DFR | |

**Fastest Lap:** Gerhard Berger (McLaren MP4/5B) 1min 19.899 secs on lap 55, 194.871 kph (121.087 mph)
**Winner's Average Speed:** 189.252 kph (117.595 mph)

| | | | | |
|---|---|---|---|---|
| **DNQ** | JJ Lehto | (SF) | Onyx ORE 1B-Cosworth V8 DFR | 1m 21.417s |
| **DNQ** | Ivan Capelli | (I) | Leyton House CG901A-Judd V8 | 1m 21.422s |
| **DNQ** | Stefan Johansson | (S) | Onyx ORE1B-Cosworth V8 DFR | 1m 22.184s |
| **DNQ** | Mauricio Gugelmin | (BRA) | Leyton House CG901A-Judd V8 | 1m 22.862s |
| **DNPQ** | Gabriele Tarquini | (I) | AGS JH24-Cosworth V8 DFR | 1m 24.265s |
| **DNPQ** | Roberto Moreno | (BRA) | EuroBrun ER189B-Judd V8 | 1m 25.763s |
| **DNPQ** | Bertrand Gachot | (B) | Subaru Coloni Flat 12 | 1m 34.046s |
| **DNPQ** | Claudio Langes | (I) | EuroBrun ER189B-Judd V8 | 1m 39.188s |




*The Leyton House team had the ignominy of both its cars failing to qualify in Brazil.*

# The Season Underway

Now that we have had the first two races of the 1990 Formula One World Championship season we can take stock of reality and forget the rumours and surmise of the past winter. At the front nothing has changed much from last year, McLaren-Honda, Ferrari and Williams-Renault are setting the pace once again, with the same six drivers at the top, but slightly shuffled about as regards teams and numbers. These six are Alain Prost, Ayrton Senna, Nigel Mansell, Gerhard Berger, Thierry Boutsen and Riccardo Patrese but the changes involve Prost joining the Ferrari team, changing places with Berger, who now partners Senna and McLaren and Ferrari changing places in the number sequence. So we have Prost and Mansell in the red cars from Maranello carrying the numbers 1 and 2 respectively, just when Mansell was about to market himself with the emotional number 27! Boutsen and Patrese are still numbers 5 and 6 with the Williams cars, powered by the new 1990 Renault RS2 engines and Senna and Berger with 27 and 28 in the McLaren MP4/5B with Honda power, (not the MP4/6 as was predicted during the winter). As the designation suggests, these new cars are a development of last year's cars which didn't do too badly for a first season. Berger in number 28 is as last year, except that it is an entirely different car, colour and team.

There is little doubt that Ferrari and McLaren-Honda are going to be the main protagonists, as they were last year, and we go into the third round of the season at Imola for the San Marino Grand Prix with the score at one all. Senna dominated the first event, held in early March in Phoenix, Arizona in an attempt to avoid the heat of the Arizona summer, whereupon it promptly rained on the second day of practice! In Brazil, at the rebuilt Interlagos circuit at Sao Paulo, Senna was once again dominating until he tripped over Nakajima's Tyrrell, letting Prost through to finish first. As the McLaren team boss said afterwards, "We didn't win, but we weren't beaten". While things were running normally the two Williams-Renault cars were up with the McLarens and Ferraris, which augurs well for the coming races.

In the world of V8 engines, which means the second division in reality, the Cosworth derivatives still hold sway, with the Ford-sponsored EXP in the Benetton cars, and DFR versions in Tyrrell and Minardi. Already there are strong pointers to the V8's being left behind, with Ford thinking around a 12 cylinder engine for Benetton, Tyrrell being promised the Honda V10 for next year, once McLaren have got the new Honda V12, and Minardi being promised Ferrari engines for 1991. Although this season has only just begun there is much to look forward to, but we must be patient, we cannot have it all now.

The Judd V8 engines are still keeping some teams from dropping off the back of the grid, although the March-Leyton House team suffered the ignominy of both its cars failing to qualify in Brazil, and you cannot put that down to driver problems, for both Ivan Capelli and Mauricio Gugelmin are first rate drivers. It can only be the car that was at fault and rest assured that if Adrian Newey knew what the problem was he would have corrected it. Let's hope they improve at Imola. If their immediate hopes look fragile, there is much in store for them. An agreement has been signed between Leyton House Racing Limited and Ilmor Engineering Limited, for the design, manufacture and development of a brand new Formula One engine by Ilmor for the exclusive use of the Leyton House (March) team.

Now we hear a lot about new engines for Formula One, some of which have appeared, some may appear and others are pie-in-the-sky drawing board fantasies. The name Ilmor may not mean much in Formula One circles at the moment, but it is a name you have to take seriously. The firm was started in 1984 by Mario Illien, Paul Morgan and Roger Penske for the express purpose of producing an engine for Indianapolis and CART racing in North America. All three men had a strong background of engine design and development centred around Indianapolis and the Cosworth DFX turbocharged Indy engine. Penske's connection soon brought along a 25% interest in the firm from General Motors, and in particular Chevrolet. This was a serious attack on Cosworth and any Ford glory that might have been rubbing off, and what started out as an Ilmor V8 engine soon became a Chevrolet V8 engine and it won most of what there was to win in American Indycar racing last year.

It might be naïve to think that in 1991 we shall see Chevrolet in Formula One with Leyton House racing, but then on the other hand it might not.

Another engine project that makes you pay attention is the announced Porsche Formula One engine for 1991. Once again Japanese industry takes a major part in the scenario, for the Footwork Corporation of Japan have become the principal shareholder in the Arrows team, and it is the Footwork-Arrows team who are having the exclusive use of the new Porsche Formula One engine. Remember the Porsche Formula One engine in the McLarens in 1984 and 1985, though it was thinly disguised as a TAG-Turbo for financial reasons. The new engine from the Weissach Test and Development Centre may well be called a Footwork Formula One engine, but make no mistake, it will be a Porsche engine.

In the first two races of this year a new engine appeared in an Italian car called a Life, but it failed miserably. It was a 12 cylinder unit of unusual configuration for an automotive engine. Technically the layout is called "an inverted broad arrow" and one of the most famous engines of all time with this layout was the Napier Lion aero engine, and its sister the Napier Sea Lion for marine work. "Inverted Broad Arrow" means exactly what it says, there being three banks each with four cylinders, one bank standing vertically above the crankshaft, one off to the left at




*The new Tyrrell 019 has a monocoque which complies with the 1991 regulations.*

an angle, and one off to the right at a similar angle. The broad-arrow has long been the insignia of a prison inmate, convict's clothes being covered in such logos. If you turn one of these upside down you get the configuration of the Napier Lion engine, and the new Life engine, as well as a French engine that we have yet to see.

In no way can this cylinder layout be described as a W engine, yet most of the race reporters (including MOTOR SPORT) have used the symbol W, which is totally wrong. In the Daimler-Benz museum in Stuttgart there is a true W engine of 24 cylinders. It is a vast aero engine, built during the 1939-45 war and is basically two V12 engines on a single crankcase, which makes for a very wide power unit. The Broad Arrow (inverted) layout makes for a much more compact engine, and with a 12 cylinder makes it a very short engine. Whether either of these Broad Arrow engines come to anything time will tell, but who knows, one day Honda, Ferrari or Porsche may make a three-bank engine. If they do it will not be a W12. End of technical sermon.

Last year the Japanese Yamaha concern produced a V8 Formula One engine that looked as though it might lead to something interesting. It was used by the Zakspeed team but never fulfilled its promise, maybe due to the car, maybe the drivers, maybe the engine. With the sudden withdrawal of Zakspeed before the beginning of this season the Yamaha V8 had also disappeared, which is a pity, because if their Grand Prix motorcycle technology is anything to go by, Yamaha could build a Honda-beater, but not a V8.

In the interval between the Brazilian GP on March 25 and the forthcoming San Marino GP on May 13 most of the teams have been hard at work, modifying existing cars, improving their 1990 cars, or completing new cars, so it was no surprise that there was very little interest for a non-championship Formula One race at Donington Park in mid-April. At the best most teams were only prepared to spare their number two driver with a test and development car, so wisely the whole thing was scrubbed. While some of the lesser teams at the back of the field are still in a state of flux as regards who owns what, and where the money is coming from, the important teams have been busy testing and developing or completing new designs.

The next race should see the first appearance of the new Benetton B190, already out on test driven by Nelson Piquet and Alessandro Nannini. This latest in the line of cars designed by Benetton's Chief Designer Rory Byrne, follows much of his previous thinking with aerodynamic improvements and a change from the two shoulder-height air intakes for the Cosworth-Ford EXP engine on each side of the cockpit used in the B189, to a tall single air-box behind the driver's head. The suspension system has been designed to incorporate an active-ride system, as and when the Benetton system is deemed race-worthy. In the meantime the suspension is non-active.

The engine and gearbox are the same as used in the B189, with detail improvements, but the monocoque is all new and conforms with the 1990 FIA regulations.




*Nelson Piquet has already shaken down the new Benetton B190 prior to its race debut in Imola.*

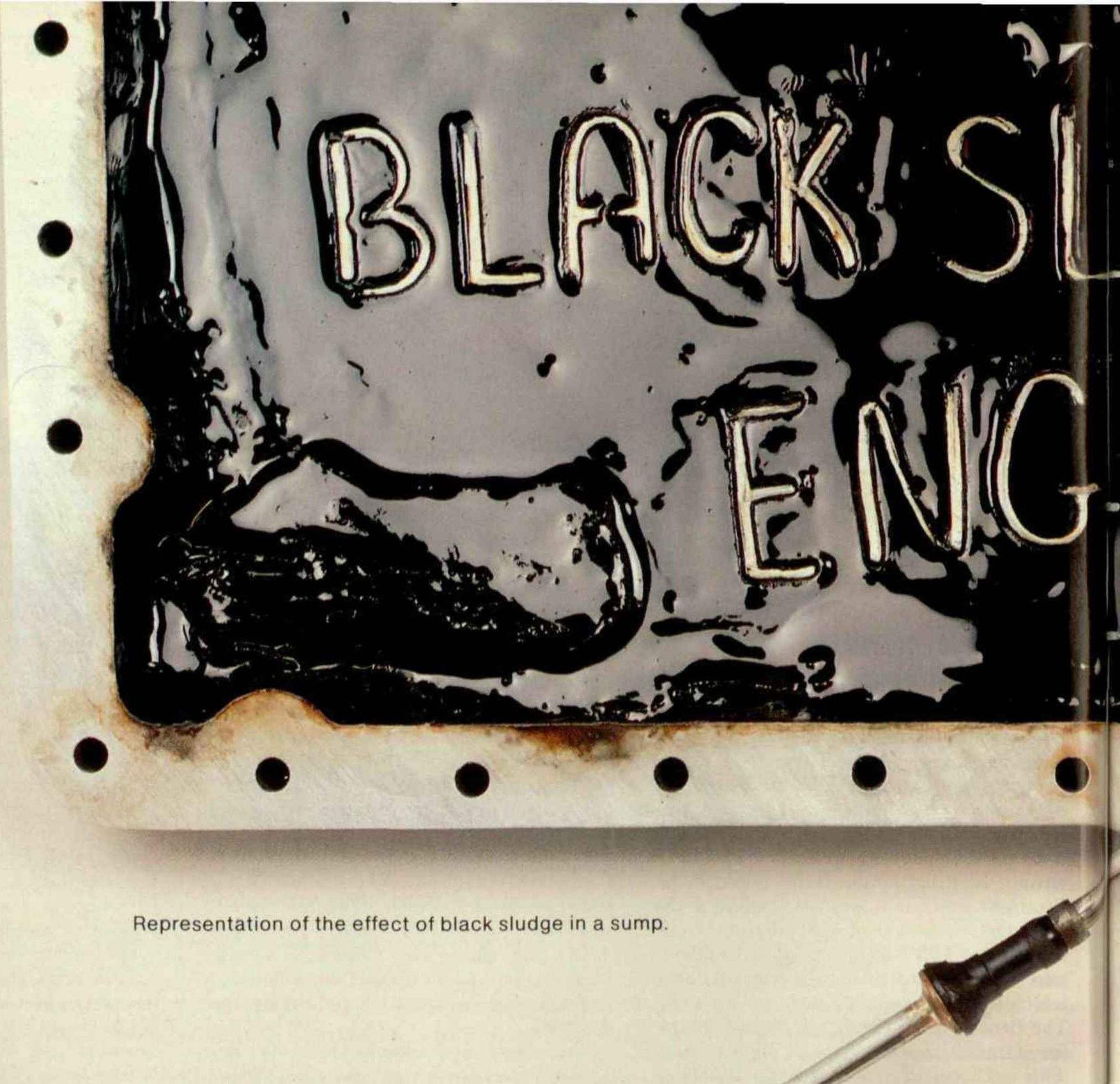
This is the first time that Rory Byrne has had two consecutive seasons with the same engine design, at least since the original Toleman team was bought by the Benetton family, which has meant more time for detail design changes.

From Tyrrell came brief news of the new 019, also due to appear at Imola, this car having a new and advanced monocoque complying with the ultimate specification changes that are mandatory as from 1991, with particular regard to structural strength and integrity of design, with the driver's 'survival cell' being of paramount importance. Until Honda release their V10 engine to Tyrrell the team continues with the Cosworth DFR engines. The Tyrrell 019 has an unusual aerodynamic nose piece, with a tunnel funelling air under the monocoque nose.

On medium slow and slow circuits the Tyrrell team has been very encouraged by the driving of the Frenchman Jean Alesi, who appeared on the scene in the middle of last season. We hadn't seen a Tyrrell car being driven like that for a long time, and Alesi's appearance caused the demise of Jonathan Palmer's Formula One career. The appearance of Satoru Nakajima in the Tyrrell team is one of pure expedience to comply with the wishes of Honda to have a Japanese driver in Formula One, and Tyrrell's acceptance of him ensured good relations with Honda for the future.

Leaving the Formula One scene are a number of drivers, either for personal reasons or lack of talent and ability resulting in no position being available. René Arnoux and Piercarlo Ghinzani have retired from Formula One driving, Eddie Cheever has gone to America to try his hand at Indycar racing, Martin Brundle has returned to sports car racing, and Perez-Sala has also gone to sports cars. As mentioned, the Zakspeed team has left the scene and the Brabham and Onyx teams seem to be here one day and gone the next and they probably don't know themselves exactly where they are going. The Life team appeared briefly and one can't help wondering whether EuroBrun and Coloni will be able to keep going.

Considering that we are only just at the beginning of the second season of the new 3½-litre normally aspirated formula, enormous progress has been made by the major teams and with the various interesting projects already under way for 1991 the future of Formula One looks very good. Inevitably, as the top teams make progress upwards it becomes all the more difficult for the lesser teams to keep on the pace, but it is nothing new, for equality in racing is a dream-world. If racing is serious, rather than entertainment, then it is a case of the strongest and the fittest will survive and win, and the stronger the winners the less chance there is for the weak to survive. Honda, Fiat, Renault, Ford, Porsche and Chevrolet do not race for fun, they race to learn something or prove something technically and that means progress, which has always been the reason for Grand Prix racing. DSJ




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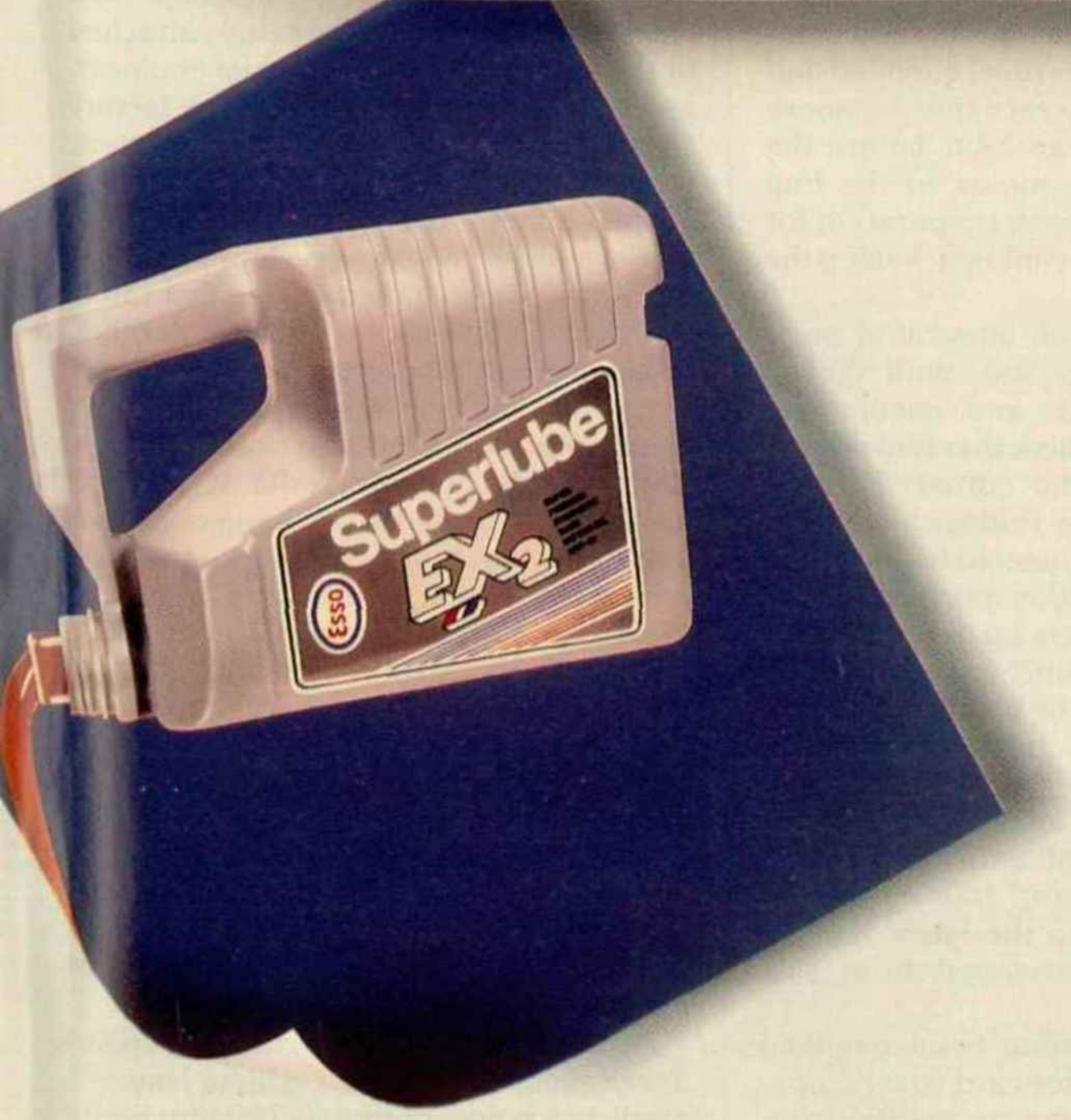
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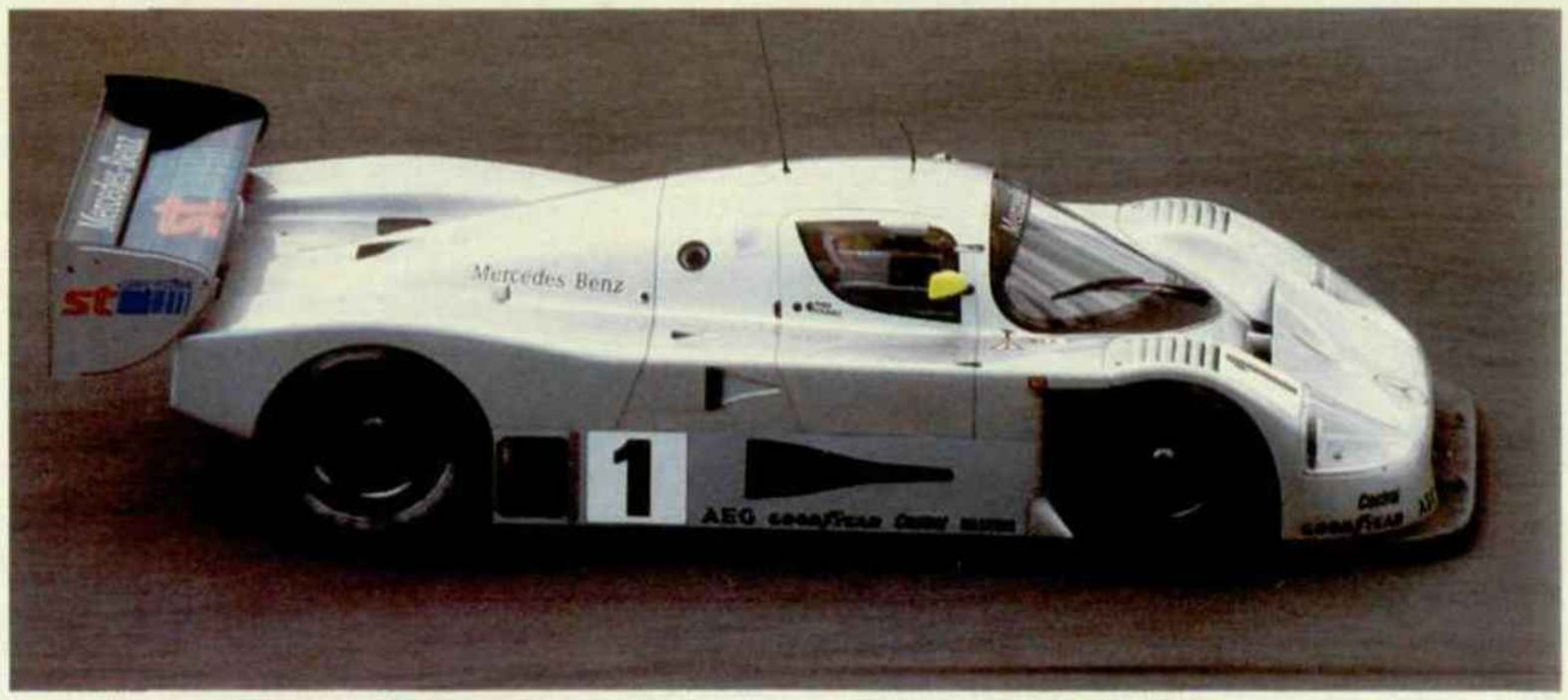
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*Jean-Louis Schlesser and Mauro Baldi had a repeat win in Japan in the C9.*

# Precision Timing

With a chilling precision, Mercedes took control of the Suzuka 480 Kms race in Japan and repeated last year's 1-2 result. Jean-Louis Schlesser and Mauro Baldi won the race, just as they did last year in the same C9 model, with Jochen Mass and his young Austrian protégé Karl Wendlinger 42 seconds behind. Geoff Lees started from pole position again, in the Tom's Toyota, so a casual observer might well ask what's been happening in the past year.

Quite a lot has happened, in fact, though Suzuka produced a "not proven" verdict. In the long, politic-ridden five month break since Mexico the Silk Cut Jaguar team has completed an enormous development programme on the XJR-11 turbo model, and for an hour it seemed possible that the largest trophy would be taken back to Coventry. Oil pump drive failures sidelined both Jaguars, but it wasn't a defeat that made the team sullen and introverted. "We're in busines," said Martin Brundle, who displayed his mastery in leading most of the first hour, scything through traffic with a surgeon's precision. "They've had their wake-up call," said Jan Lammers, always the man for the colourful comment, of Mercedes. Monza might be the turning point, but the Jaguar team now has high hopes of achieving its fourth consecutive Silverstone victory, on May 20.

Toyota's refined 90C-V model acquitted itself well, also the new 3.6 litre V8 engine although the fuel consumption is still worryingly high when the cars are extended by the Mercedes. Nissan's Japanese NISMO team worked very hard to achieve third place with the R90CJ, which may not be quite as good as the latest R9OCK that the World Championship team will operate out of Milton Keynes. The Porsches, though, showed their age as never before: Bob Wollek was tenth on the grid in the factory-assisted Joest Racing Porsche, the best of the Weissach products, and fifth to tenth places in the results is a pretty fair assessment of their performance.

All of Mercedes' challengers were highly aware of one thing: the job was done with last year's cars, hardly developed during the winter except to run on Goodyear's tyres. World Champion Schlesser missed pole position on Friday by a fraction of a second, despite a high-boost misfire, and crashed heavily on Saturday afternoon as he set off with 850 bhp under his right foot and cold tyres under the floor.

Lees, now setting up home in Sutton Coldfield with his Japanese wife, Ayako, after living in Tokyo for a number of years, signed off with a flourish as he put the Minolta sponsored Tom's Toyota 90C-V on pole nearly two seconds quicker than last year. It wasn't a time-bomb engine, either, but the extra power and torque of the large capacity engine didn't do any harm. Spurring on the Bridgestone contracted Tom's team was the presence of the Team SARD Toyota 90C-V, almost identical save for having Japanese Dunlop radial ply tyres. With Roland Ratzenberger and Pierre-Henri Raphanel driving, and the highly experienced Keith Greene managing the team, Toyota Racing Developments (TRD) has hedged its bets for the coming year. Aguri Suzuki and Johnny Dumfries shared the Taka Q Toyota, the latest chassis but with last year's 3.2 litre engine, and qualified for the third row of the grid, but had a far from easy race.

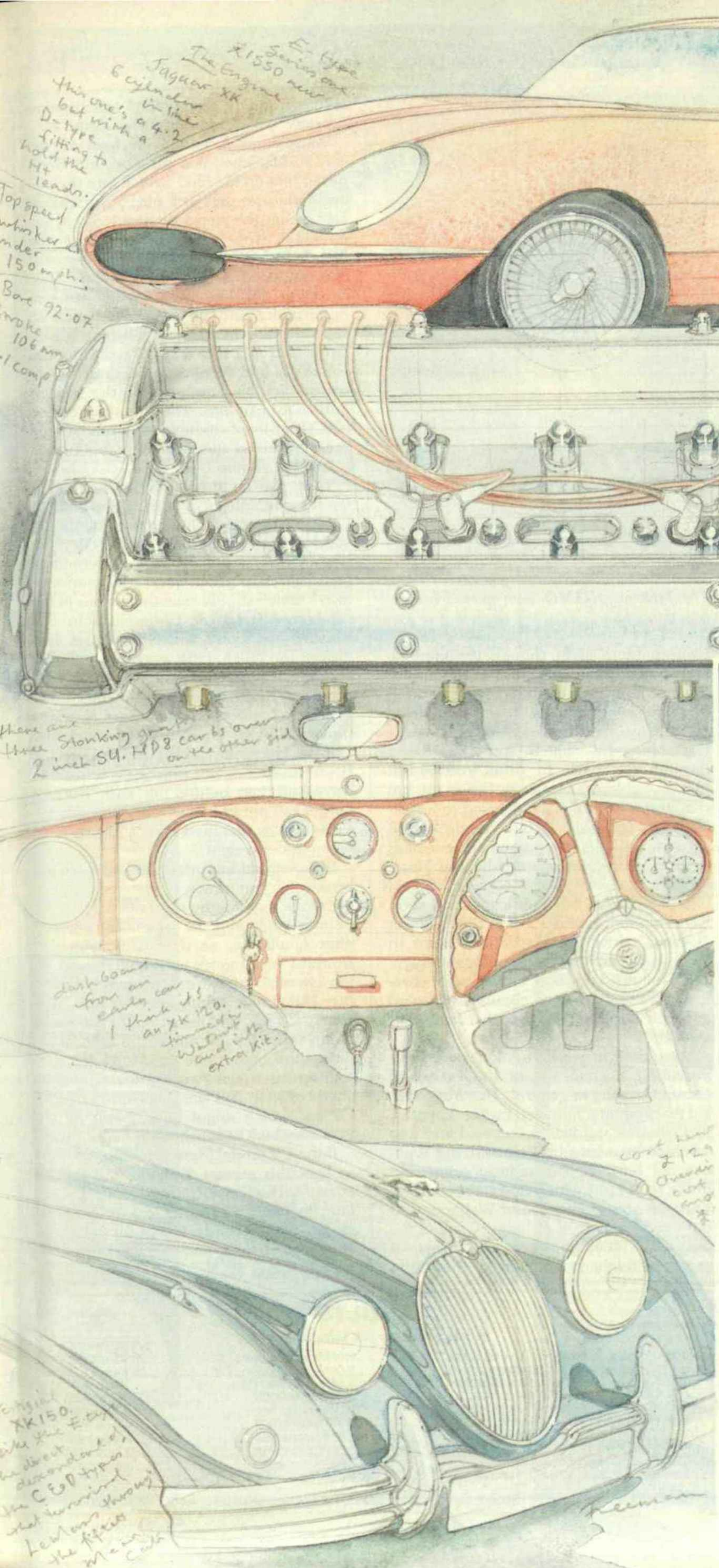
Kazuyoshi Hoshino and Andrew Gilbert-Scott had an uneventful practice and put the Nissan into fifth place on the grid, while team-mates Masahiro Hasemi and Anders Olofsson grappled with a stiff ride and qualified ninth, behind the Jaguars. Hoshino's engine had already completed the Fuji 500 kms race, qualified and completed most of the race (the Japanese driver spun out half an hour before the end) and will also compete in the Fuji 1000 kms early in May in preparation for Le Mans, the French event now having the top priority.

Jan Lammers had an uneventful practice and a good race too, until the oil pressure disappeared, and encouraged the Silk Cut team to think that real reliability is just around the corner. Brundle "lost" two engines on Friday, luckily for external reasons; a suspected bad batch of fuel detonated the Friday morning engine and the second V6 was buzzed when the XJR jumped out of third gear. The team decided to settle for the fourth row of the grid with very respectable times, since Tom Walkinshaw felt they weren't ready for a major challenge to Toyota on Japanese soil. "I'd rather wait until Monza; we'll have a new car there," the Scotsman remarked, referring to the latest XJR-11 with Ross Brawn developed front suspension.

The Spice Engineering team qualified midfield and looked forward to a competitive race, with no limit on the fuel allocated, but there were disappointments in store and the Silverstone team didn't get the result it hoped for. The DFZ-powered Spices, with new six-speed gearboxes, were certainly more nimble than all the turbo cars on Suzuka's slow, medium and fast corners. All to no avail though, as Bernard Jourdain spun on the warm-up lap and lost four laps having damage repaired, finishing 18th with Eliseo Salazar, and Tim Harvey's excellent first hour — he was seventh at the pit stop — was nullified by a major fuel leak which became apparent when the tank was filled.

The Porsches are now part of the scenery at World Championship races, though the 962Cs will undoubtedly be in their element again at Le Mans, and the most noteworthy team was Reinhold Joest's. Norbert Singer, Porsche's own team manager from Weissach, is attached to the team at the races as chief engineer, and with him came two brand new factory chassis, 012 and 014 (even in such matters, superstition prevails!) and a newly delevoped 3.2 litre flat-six engine. This is the first significant engine development since the 3-litre, water-cooled engine first ran in the Rothmans cars in 1985 and other, rather jealous Porsche-powered rivals muttered that the new engine was probably worth 70 bhp. Perhaps not, though. Revised induction and exhaust arrangements and relocated turbochargers were all developed to improve the torque and driveability, which counts for a great deal at Suzuka. Porsche claims 670 bhp, compared with Mercedes' claim of 730 bhp for the M119, TWR's claim of 750 bhp for the V6 and the claims of 800 bhp by Nissan and Toyota for their V8s. All say that they're quoting power with race consumption, 51 litres per 100 kilometres, and since the cars all weigh 900 kg dry and have similar aerodynamic properties, it must be supposed that there are variations in the methods of calculating power.

As a matter of interest Nissan's engine development manager, Yoshima Hayashi, predicts a power output of 700 bhp for his company's 3½-litre V12, ready in 1992, in qualifying trim but perhaps 630 bhp in race trim. In cars weighing 750 kg, performances should be clearly superior, and




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when we see the Mercedes C291 and Peugeot 905 appear next year they'll probably make the Porsches look like lumbering old lorries. Even so, FISA certainly plans to penalise the turbo teams, with restrictors as well as a strict fuel allocation,

We waited to see if the Joest Porsches would be "edgy" on their Michelin radials, and it certainly seemed that more development work is needed even though Bob Wollek spoke up strongly for Michelin. "They didn't win the World Championship by making rubbish tyres," said the Alasco driver after taming vicious oversteer characteristics and time-wasting wheelspin. His reward was tenth place on the grid with a competitive time, 1 min 51.55 sec but the plot went wrong as soon as the race began, on a track washed clean by heavy overnight rain. Both Wollek and Jonathan Palmer drove the first hour coping with major understeer, enough to wear out their front tyres, and Wollek's car then caught fire at the first fuel stop, the result of a jammed valve on the overflow side, and Joest retired it immediately. Palmer came out of his car exhausted and 'flu-ridden, leaving Henri Pescarolo to race to 11th place.

No-one could accuse the Sauber Mercedes team of making life easy for themselves. Schlesser's car was hurriedly pushed away from the front row of the grid when a fuel union sprang a leak, and the field had completed half a lap before the mighty V8 sprang into life. Schlesser had a deficit of one minute to deal with, and he tackled the task with enthusiasm.

Jochen Mass had a poor start from the second row, looking at the wrong red light and falling back while everyone around him accelerated, but made up ground in the first corner and ran inside Hasemi's Nissan in the second. A clash of doors put the silver car into a spin, and faced with an angry-looking pack the German beat a hasty retreat, finishing the opening lap in twelfth place. The Mercedes team had a lot to do . . .

Lees led the opening lap from Ratzenberger, Lammers and Brundle, and they had no challengers. Mass had seen to that! Hoshino, Wollek and Larrauri were already six seconds behind the second Jaguar chased by Suzuki's Toyota and the Porsches of Takahashi and Elgh. Victims of various first-lap fracas were the Porsches of Palmer, Akihiko Takaya, Franz Konrad and Manuel Reuter, the latter in Richard Lloyd's Porsche losing 2½ laps having the car cleaned up and checked. Soon Suzuki clashed with Yoneyama's Tom's-Cosworth, putting the Japanese entry off the road and setting up a vibration at the front of the Toyota.

Ratzenberger faded gradually, watching his consumption readout, and on the 11th lap Brundle snatched the lead from Lees. The Jaguar driver's traffic work was breathtaking at times, and Brundle reminded us that in 1988 he won the World Championship with a series of outstanding performances. Lammers kept his




*The Japanese NISMO team worked hard to earn third place.*

team-mate in sight though troubled by high-speed understeer, and at the end of the first hour they were nicely lined up in first and second places.

Attention was firmly centred now on the two Mercedes which had thundered through the pack to third and fourth places. Schlesser had been inside the lap record consistently as he closed to a deficit of 21 seconds — he'd made up 40 seconds in 30 laps, no mean achievement at all — and three seconds behind Mass. Without question the Mercedes drivers had overcome their handicaps, and soon Karl Wendlinger, the 21 year old Austrian "L-team" driver, passed Alain Ferté to lead his debut World Championship race. Baldi followed through, moved up to challenge Wendlinger then changed his mind and fell back on noting the fuel consumption.

Now the race had a nice symmetry, providing a snapshot of the race and Group C racing in general. Two Mercedes led two Jaguars, followed by two Toyotas, two Nissans and five Porsches. Ferté was troubled by a long brake pedal, but Wallace fell back at the halfway point and drove to the pits with a dud turbocharger. The unit was changed and Wallace went out again, only to stop halfway round the lap with failed oil pressure. This, it seemed, might have caused the turbo failure, and a post-race examination revealed a broken pump drive shaft.

Wendlinger defended his lead all the way to his scheduled pit stop, but Baldi pased him on the final stretch into the pits and Schlesser was first out. Mass was on his tail but the stewards decided that the refuelling stop had been too short (the flow is restricted to one litre per second) and imposed a stop-go penalty. This, Brundle decided, was a heaven-sent opportunity and he swiftly moved into second place overall, establishing a new lap record at 1 min 53.732 sec as he did so, nearly four seconds faster than the old record set by Lammers in the Jaguar XJR-9 a year ago. The team's pleasure was short-lived, though, as Brundle's oil pressure failed five laps from home and seized the engine.

There was no threat, now, to the Sauber team's customary 1-2 finish. A lap behind, Lees was forced to slow as the Toyota ran short of fuel, letting the Hasemi/Olofsson Nissan through to third on its last cupful of fuel. Both had put in good solid performances which should take them clear in the All-Japan Sportscar Championship this season, but won't worry Mercedes and Jaguar too much. Fifth were the Japanese veterans Kunimitsu Takahashi and Kazuo Mogi in the Advan Porsch run under Kremer's banner, but they were two laps down followed by Oscar Larrauri and Harald Huysman in the Brun Porsche. Brun himself went out with a broken driveshaft just before the end. Ratzenberger ran out of fuel and Jürgen Lässig's Porsche was excluded from 13th place for being under weight.

Although an important rule was clearly broken, in ignorance of the regulations, everyone's sympathy was with Cor Euser, Fermin Velez and the Chamberlain team after qualifying, as they were excluded from the meeting for refuelling the car on the circuit on Saturday morning. Euser, the Dutchman taking part in his first Group C race, had just stunned the major teams with a lap in 1 min 54.585 sec, at the time, third only to the two Mercedes, and putting the Spice "works" team into the shade as well. This was in an uprated 1989 C2 car which might have made all the Porsches look old-fashioned had it raced.

If the C9 model Mercedes were the cars to beat this season it would be food for thought. The Swiss-German team plans to line up two C11s at Monza and Silverstone, two seconds faster on the form shown at Suzuka, and that will give rivals no comfort at all. MLC

## RESULTS

**Suzuka 480 km (82 laps), April 8**

| | | | |
|---|---|---|---|
| **1st** | Jean-Louis Schlesser/Maurio Baldi | 5.0t Mercedes-Benz C9 | 2h 43m 45.429s |
| **2nd** | Jochen Mass/Karl Wendlinger | 5.0t Mercedes-Benz C9 | 2h 44m 27.762s |
| **3rd** | Masahiro Hasemi/Anders Olofsson | 3.5t Nissan R90 CJ | 1 lap behind |
| **4th** | Geoff Lees/Hitoshi Ogawa | 3.6t Toyota 90CV | 1 lap behind |
| **5th** | Kunimitsu Takahashi/Kazuo Mogi | 3.0t Porsche 962 | 2 laps behind |
| **6th** | Oscar Larrauri/Harald Huysman | 3.0t Porsche 962 | 2 laps behind |
| **7th** | Steven Andskar/George Fouche | 3.0t Porsche 962 | 2 laps behind |
| **8th** | Derek Bell/Tiff Needell | 3.0t Porsche 962 | 2 laps behind |
| **9th** | Eje Elgh/Vern Schuppan | 3.0t Porsche 962 | 3 laps behind |
| **10th** | Volker Weidler/Akihiko Nakaya | 3.0t Porsche 962 | 3 laps behind |

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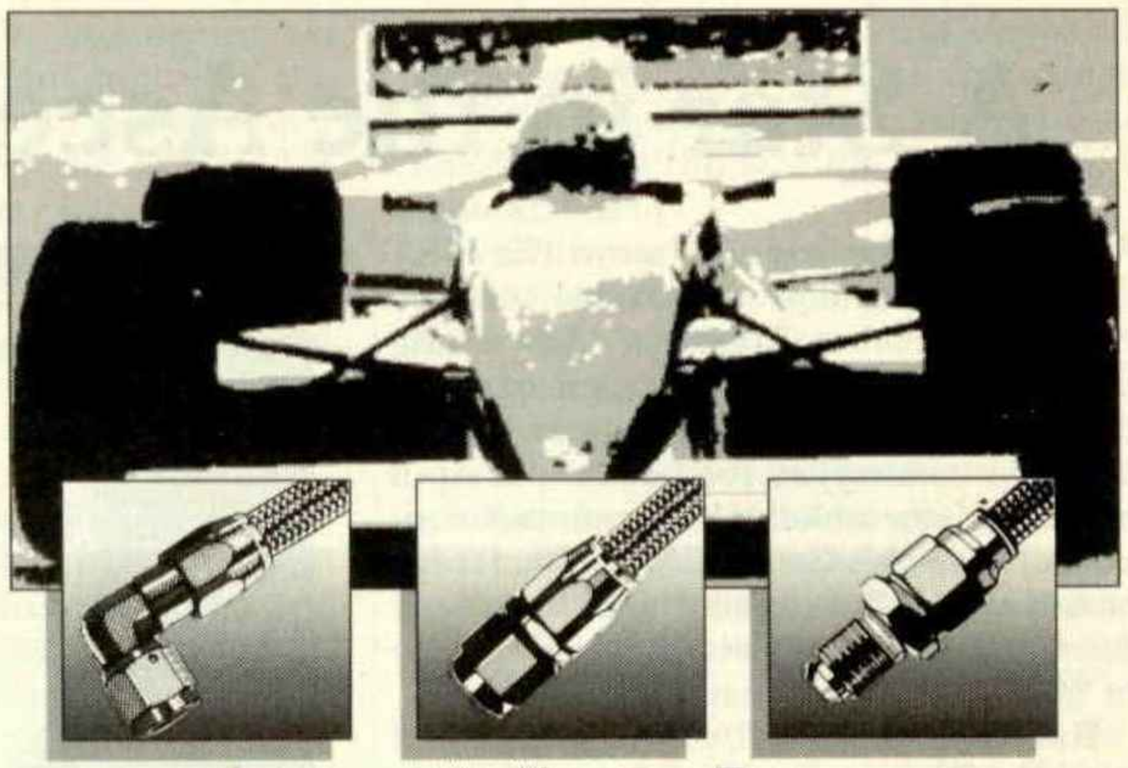
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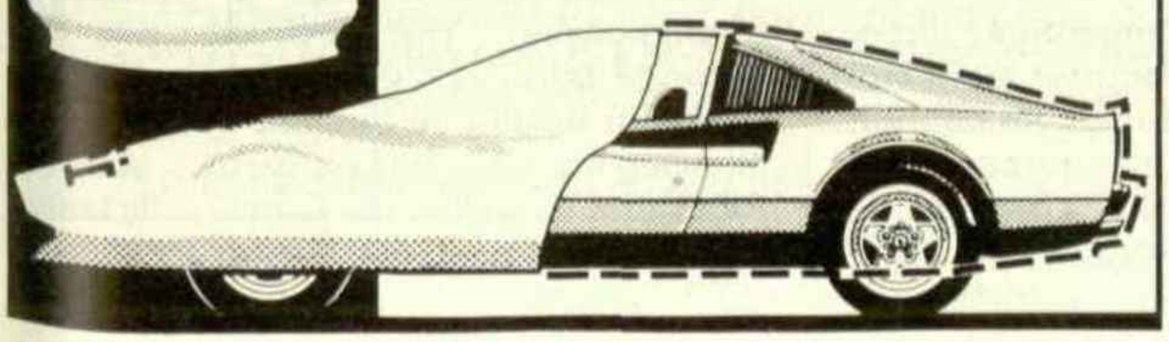
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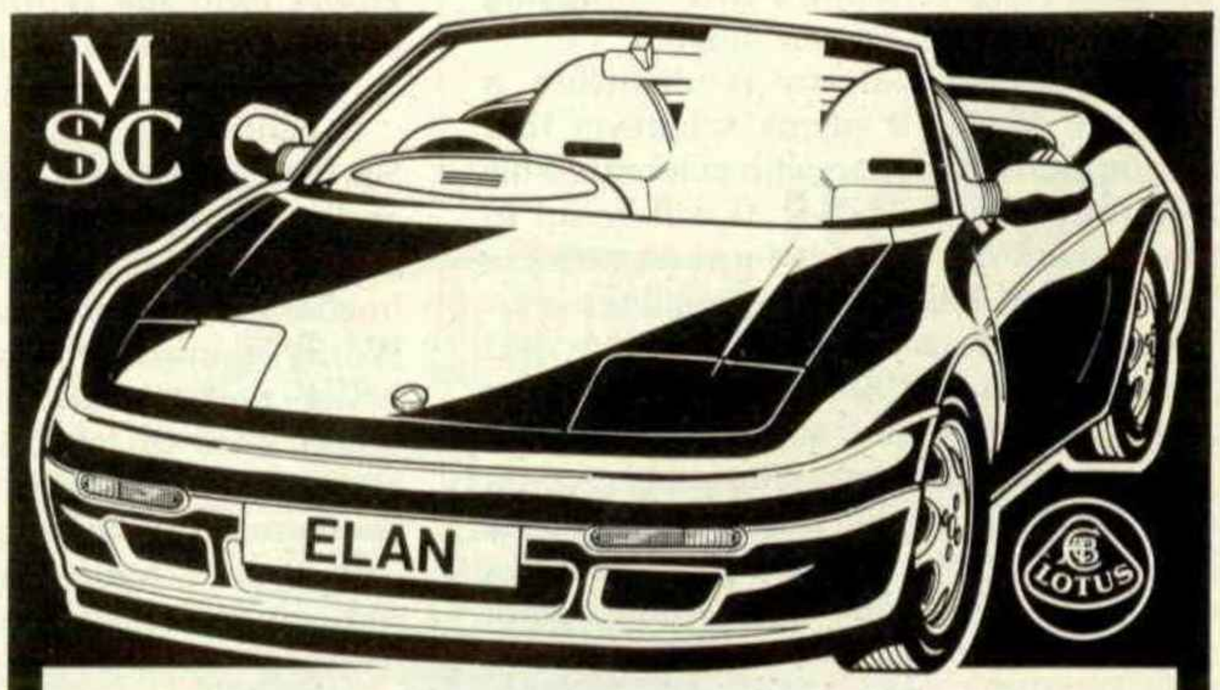
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# A Star in the Ascendant

Those who have followed the FISA saga through the winter may be aware that President Jean-Marie Balestre was given a ringing vote of confidence at the special meetings in March, the news coming just too late for our April edition. He received the unanimous support of the FIA's General Assembly for his handling of the Senna and Le Mans *affaires* during the winter, and a majority of 90% in a FISA Plenary vote,

Britain's delegate, RAC MSA Chairman Sir John Rogers, declines to disclose how he voted, "I'm sure M. Balestre would like to know who voted against him, but it's a secret vote and it's better if it remains that way. Just say that I represented the views of British licence holders . . . and that McLaren Racing is one of them. In all these matters I am expected to vote for what I think is best for British motor sports."

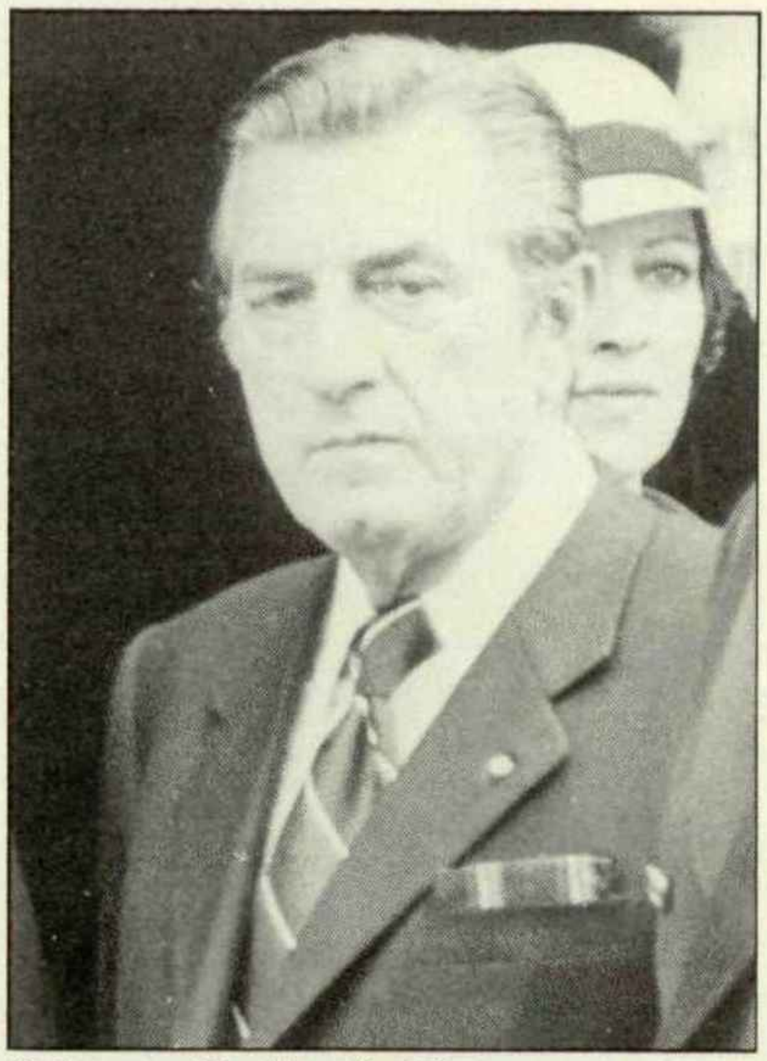
Sir John can give the impression of being a supporter of Balestre, confirming statements from other sources in FISA that the president is calm and rational when it suits him, "But he's a showman," says our delegate. "As soon as he gets into the limelight he changes." In Brazil, certainly, the president once again poured fuel onto the embers of controversy surrounding Ayrton Senna's woes, arousing Brazilian passions to new heights.

Now, though, Balestre is invincible, a president for life it seems, whatever that may be worth to a man who celebrated his 69th birthday on April 9. It will be up to him to work out a peace formula with the Automobile Club de l'Ouest so that the 24 Hours of Le Mans can return to the World Championship in 1991, and if he can do so calmly and rationally, so much the better.

All the manufacturers without exception wish Le Mans to be part of the series. Arguably, this one race is as important as all the others put together; without doubt it's the ace card in sponsorship negotiations. In 1989 Le Mans took place outside the championship and it made precious little difference. Perhaps it won't matter this year that it's not part of the series, although the absence of Mercedes will be regretted greatly.

Next year, though, there is a new formula for 3½ litre cars. The series is devised by FISA, promoted by FISA and unquestionably 'belongs' to FISA in the fullest sense. The Automobile Club de l'Ouest might feel, for the first time, that it needs to approach FISA with a touch of humility to request the presence of this new generation of Group C cars at the 24 Hours.

Le Mans will have new pits in 1991, and all the apparatus that's needed to stage a round of the World Sportscar Championship. Is there any reason why the ACO should not bow to the inevitable and enter negotiation *now* for the return of the race to the series?



*Balestre — President for life.*

*The finest gift the French could make to sports car racing is an announcement, on Friday June 15, that agreement had been reached already between FISA and the ACO for the re-establishment of the 24 Hours onto the World Sportscar Championship calendar for the next five years.*

It didn't make headlines, but FISA's Spring Congress in March overturned an earlier ruling, and several statements by the president, in allowing the current turbocharged Group C cars another year in World Championship racing.

We understand that the authorities didn't want to take this step before. To have done so would be to take the pressure off manufacturers preparing 3½ litre engines, but all the same M. Balestre did expose himself more than somewhat with a series of positively final statements to the effect that there would be no concessions whatsoever in FISA's position on turbos, "even if there are only twelve 3½ litre cars ready for the first races."

There would have been more, but perhaps no more than 20. Half the cars on the grids this year are Porsches, or Porsche powered, and the Zuffenhausen company won't have a 3½ litre V12 ready for sports car racing before 1992, and then perhaps only for the Joest Racing team. A season of sports car racing without Porsches is almost unthinkable (some can remember the miserable championship of 1975), and eventually FISA faced the reality.

Jochen Neerpasch, competitions director of Mercedes, spoke for most manufacturers when he said that the continuation of the turbo era could be countenanced "so long as they can't win." Neither, he said, could they be allowed to command the starting grids, so the equation must involve more than a reduction in the amount of fuel allocated to the turbos.

The last year of the Formula One turbo era in 1988 demonstrated that a clever and determined manufacturer of turbocharged engines can achieve what seems almost impossible, and FISA's technical commission won't want a replay of that scenario. They'll consider reducing the fuel allocation by at least ten per cent, perhaps from 51 litres per 100 kilometres to 45 litre per kms.

The qualifying situation could be resolved easily, as it was in 1966/67 when Formula 2 cars were needed to make up some Grand Prix grids, by making the fastest turbos line up behind all the 3½ litre cars. Few entrants would argue with that, and it would eliminate all the complexities of technical solutions.

Howard Marsden, principal of Nissan's World Championship team, believes that FISA will be so hard on the turbo teams next year that they'll make them run on three wheels. He's only half joking! The temptation to raise the technical challenge to an impossible level must be avoided, though.

The goal for the turbo teams in 1991 must be realistic enough to interest the Porsche factory and the Joest, Brun, Kremer and Lloyd Porsche teams. If they decide, collectively, that the mission is impossible and they're racing for tenth place at best, they'll pitch their tents and branch off into other forms of motor racing. In that case FISA's objective will have failed, because with the best will in the world no-one wants to watch Antoine Salamin and the Almeras brothers driving mobile chicanes amongst a pack of 3½ litre sports cars.

Superficially Alfa Romeo's sports conference in Milan was a disappointment to anyone expecting to hear about the company's return to World Championship racing. One Italian journalist who asked, somewhat imprudently, why Alfa Romeo is engaged in Indycar (CART) racing and not Formula 1, was told by company chairman Gianni Razelli that "in the Fiat Group we have Ferrari to represent us in Formula 1 . . . and that is more than enough!"

Sig. Razelli volunteered, though, that Alfa Romeo continues to work on a 3½ litre sports-prototype which would be ready in a few months, "and we will make the decision later on whether or not we wish to participate in the World Championship."

It seems more than likely that Alfa Romeo *will* return to sports car racing in 1992, just 15 years after the Autodelta team pulled out of the old Group 6 series which degenerated into a European Championship. The new car will be powered by a V12 engine which will be ready for testing by the end of this year, allowing Ing. Claudio Lombardi — head of Alfa Corse as well as the Lancia rally team — plenty of time to prepare for 1992.

"We want to see how the first races go in

1991," says Ing. Lombardi. "Particularly, we want to see the reaction in Italy. We think we know the answer, but we must see." The company's management understands, all too well, that enthusiasm for sports car racing in Italy has never matched the levels of the 'Fifties and 'Sixties, the heyday of Ferrari's might at Le Mans, Monza and the Targa Florio. Alfa Romeo, represented by Autodelta's Tipo 33, may have won a few races but missed out badly in the glamour stakes and eventually sank without a trace. Today, Alfa's management cannot remember that period very happily.

Fiat has controlled Alfa Romeo for two full years now, and it's a very benign form of control. There is new blood at Alfa Corse, plenty of innovation, and Ing. Lombardi's face lights up when he talks about the V12 . . . it will have five valves per cylinder, three inlet and two exhaust, so that it can turn 15,000 rpm. The car is being designed and built exclusively by Alfa Corse without outside assistance, and it will look, and sound, *fabulous*.

Alfa Corse will arrange secret trials at Monza, but the dates will leak out. A large number of Milanese *aficiniados* will bury mothers-in-law when the car first runs, and half of Milan will be there for the second outing. That's how Sig. Razelli and his board of management will come to make their decision.

Ing. Lombardi may be famous for his technical and management control of the Lancia rally team, but he remembers only too well having to bury the firm's LC2 Group C project. He came into Group C in 1985 when Cesare Fiorio despaired of beating the works Porsches, widened the car's track and made other technical changes, and supervised the team's only major victory in the ill-fated Spa race of that year.

Now, of course, Lancia's role is clearly defined in the rally world. Ing. Lombardi attends WS-PC races from time to time and certainly never lost interest. However, the next time he brings a car, it'll be an Alfa Romeo, it'll be good and it'll earn the goodwill of the Italian nation.

Sports car fans everywhere will want to salute and thank Sir John Egan, who retires from the championship of Jaguar Cars at the end of June. He brought the company back from the dead after taking control in 1980, steered it into private ownership four years later, and masterminded its return to prestige and prosperity.

Hand-in-hand with the resurgence was a famously successful Jaguar competitions programme directed by Tom Walkinshaw, the Scotsman who matches Sir John for sheer determination and for his refusal to settle for anything less than best. World Championships for Silk Cut Jaguar in 1987 and in 1988 were a tremendous credit to Jaguar and TWR, but victory at Le Mans in 1988 was the culmination of their ambitions.

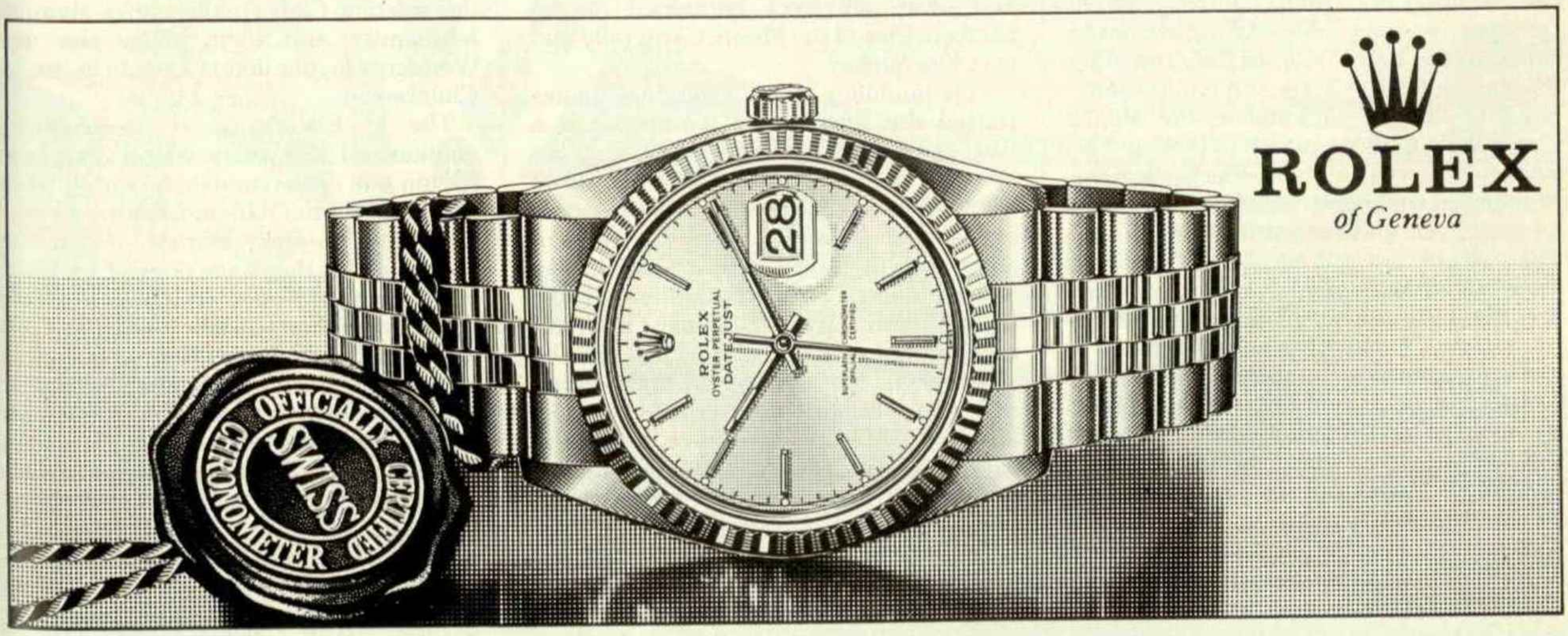
Walkinshaw and his team will be more determined than ever in June to give Sir John Egan a five-star send-off, a second victory for the XJR V12, and it's within their grasp.

But here is a conundrum. Would another Le Mans victory make it more likely, or less, that Ford-nominated board members Bill Hayden and John Grant will authorise a full scale venture into the new 3½ litre formula?

A new contract with TWR would be a suitable and fitting reward for all that's been achieved in the past few years, but by the same token Ford might consider that Jaguar has already had the best of limelight, and that it's time now to concentrate on the enormous investment of time, money and resources in products and production.

We hope to hear very soon of Jaguar's commitment to the 3½ litre formula; the company would surely not rely for long on a handicapped turbo model XJR 11 in 1991, so Walkinshaw will need a decision at the earliest time. We believe that readers of MOTOR SPORT will want to join us in wishing Sir John Egan every success in his future career.

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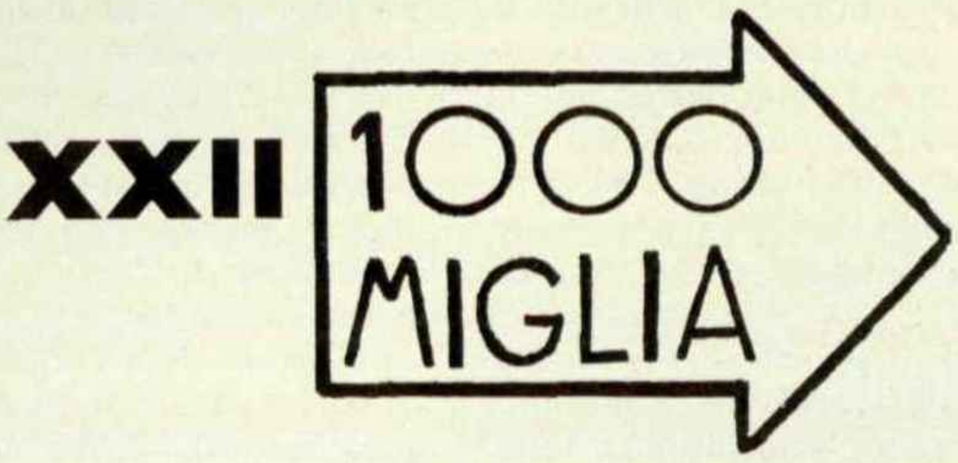
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# Changing Times




Dear Reader

We live in changing times, I am glad to say, otherwise we would stagnate and then go backwards, and while there are some things I would like to go back to, there are an awful lot of things I have no wish to see or experience again. There are some things that are long overdue for a change, while other things are permanent and traditional, like tea and beer in England, wine and coffee in France or Coca Cola and 7 Up in America and red cars from Italy, and I hope they never change.

The Monte Carlo Rally used to be a traditional winter trip, but progress in roads, tyres, cars and equipment has taken away much of the adventure of winter motoring. The development of rallies and rally cars has changed the whole format of the event so that any similarity to the Monte Carlo Rally of the days of Invictas, Wolseley 25 or Allard are in the name of the event only. In Italy the Mille Miglia, the 1000 mile race on public roads, used to be as traditional as the Monte Carlo Rally until the march of time, public awareness, political manoeuvring and the changes in civil rights killed it off in 1958. In recent years it has resurfaced as an "old car" parade for rich people in "beautiful cars" along much of the original route, but it is the real Mille Miglia only in name.

Imagine my surprise when I opened a glossy coloured motoring magazine recently to see a comprehensive report of an event called the "Monte Miglia"! When I came to read all about it I found it was written in "fretwork" (as the late Henry Manney III used to describe Japanese) so I was baffled. However it turned out to be the fifth annual event, held in Japan under the title "Monte Miglia" and the photographs showed an interesting collection of cars of the 1950s such as Lancia Aurelia GT, OSCA, Stanguellini, Abarth and Alfa Romeo. In the days of the real Mille Miglia the Italian organisers used a simple sign in the shape of a horizontal arrow in red, with the graphics 1000 MIGLIA, one above the other in white. This was the official insignia of the event and could be any size from three inches long to 30 feet long. They were used to show the way to competitors all round the 1000 mile route and I still have an 18 inch long one on my wall today, which I collected at the 1954 event. This 1000 MIGLIA sign could also be had as a small windscreen sticker and the important version was the one that had along the bottom CONCORRENTE IN PROVA. These you got from the Club headquarters if you wanted to do some unofficial practising before the event. If you had any brushes, as we quite often did when practising in Mercedes-Benz or Maserati, the sticker worked like a charm and you were sent on your way with the words "Piano, piano" though you could see that the policeman didn't really believe that you would, especially in a bright red 4½-litre Maserati V8. I have one of those in my private collection as well, but there would be no point in trying to use it in the UK!

The Japanese use the same red and white arrowhead insignia for their event but the inscription reads MONTE MIGLIA. I must admit I find the whole business a bit confusing, but a sign of the changing times, and in the year 2035 will there be a 50th anniversary of the first Monte Miglia and what will have happened to the anniversaries of the Monte Carlo rally and the Mille Miglia?

This jumbling up of traditional names started the imagination working and a new event began to take shape in the mind. The Brooklanapolis 500 would obviously soon become a classic event, giving golden opportunities for the used car dealers to dig out cars "suitable for the 500, you know". Then in the heart of the Black Country we could have the Bullringrennen, not quite so attractive as the Eifelrennen, but a classic in the making, and if we did not want to travel to Sicily and Sweden we could have the Targa Kannonloppet. The Vingt-Quatre Minutes de Cadwell Park would not be too arduous, nor would the Criterium de la Montagen de Prescott. With the new, fast and winding circuit to be built at Silverstone next winter, we could have the Silverstonering 1000 kms, to take over where the Nürburgring 1000 kms left off. The possibilities are endless. As I said, we live in changing times, but I do have my reservations about some things.

This might be an opportune moment to talk about the plans that the BRDC have for Silverstone. First of all, does anyone really want to go back to the good old days of the airfield circuit, with five gallon oil drums marking the course? The world of Formula 1 has given the BRDC and Silverstone Circuits another five years of running the British Grand Prix, which takes us to 1997, so the circuit management can now plan ahead with a degree of confidence.

They have decided to re-profile the existing Grand Prix circuit, but to retain the inherent character of Silverstone, which is high speed and fast corners. Work will not start until August of this year, but a large model of the new layout looks extremely interesting. Copse Corner remains unchanged, but the slow right-hander at Becketts will go and a very fast ess-bend-and-a-half will connect Maggotts to Chapel Corner. If a driver gets this bit right he should come onto Hanger Straight even faster than at present. The first part of Stowe will be unchanged, but instead of accelerating down the following straight to Club Corner, the road will continue round to the right and dive down into a cutting that will run parallel to the existing road. A sharp left-hander and a fast right-hander will feed into the middle of Club Corner and then the circuit is unchanged up to and through Abbey Curve. At the moment the circuit goes under the access bridge and you brake really heavily for the tight left-right before the flat-out acceleration through Woodcote and past the pits. The revised plan is to bring the access bridge down to ground level and move it back nearer Abbey Curve, and then dig out an underpass, which should prove interesting for the drivers as they disappear at 160 mph! Up the other side they will have to knock off a bit of speed in order to take a 140 mph right-hand sweep into the infield, to join the existing Club circuit with a sharpish left-hander and then follow the new Woodcote layout that is already in use for Club racing.

The Silverstone management emphasised that there was a long term feeling that Silverstone was getting faster than was reasonable and before international officialdom started demanding "chicanes" as they have done at Le Mans, it was better to offer an alternative. The Silverstone characteristic of fast swerves and high speed corners has not been lost, and indeed Becketts has been improved, while Stowe and Club look a lot more interesting. Above all the planners wanted to keep a fast "flow and rhythm" to the circuit and it looks as if they will achieve this. The lap speed will not be in the daunting 160 mph average that we have achieved, but my feeling is that it won't be far off 150 mph and will offer a lot more to drivers and spectators alike.

When the Circuit Nationale de Francorchamps in Belgium was rebuilt it retained all the character of the old one, and is still one of the best Grand Prix circuits. Silverstone looks like changing in a similar manner, unlike the Nürburgring which was pensioned off for serious racing and a new "facility" built that is an insult to the Eifel Mountains. At the moment everything is on paper at Silverstone, but once the Grand Prix circuit season is over work will start at Stowe and Club corners, while the Club circuit season runs its full quota of events.

"The times they are a'changing"

Yours, DSJ

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*In its natural habitat, the Maserati is worked hard as it ascends the Appalachian foothills.*

# Strident Trident

December 14 was an important date for Italy's last remaining independent supercar manufacturer. It marked the introduction of the new 160 mph Shamal, Maserati's first all-new model since the Biturbo coupé hit the Italian autostrade in 1982. But equally important was the announcement that, with effect from January 1990, Fiat was buying in to a minority 49% holding in Alessandro de Tomaso's Modena firm — an ultimate twist of fate in Maserati's oft-troubled financial history.

The Shamal is due to reach production sometime in the summer when it is expected to cost in excess of £60,000; considerably more than current production coupés and saloons. However, despite their small production levels and low profile particularly outside the home market, the limelight on the Shamal doesn't mean that Maserati has been inactive over the years since the Biturbo's launch.

The Biturbo range has been the object of continuous development and refinement with a progressive release of numerous variations on the same theme. Early in its history the Biturbo dropped its problematic single twin-choke Weber in favour of injection and subsequent variants included the elegant 4-door saloon, a spider built by Zagato on a shortened wheelbase, and a 2.8-litre version of the V6 to slot into models mainly destined for external markets.

Along with the improvements incorporated over the years has come a fine-tuning of the reliability in high-tech aspects of the cars — certainly of no small importance for anyone considering the purchase of such a performance car.

The most recent evolution of the coupé model has been available on the Italian market for nigh on a year. It's the fruition not only of the constant perfection of the original Biturbo, but also of collaboration with both Weber-Marelli and Koni. The 2.24v is the most powerful 2-litre that Maserati has produced to date. In fact, at 245 bhp, it is missing only two of the 2.8-litre's horses (in non-cat form).

To produce this elevated power the Maserati engineers have designed a new head for the all-alloy V6, carrying over the twin overhead cams per bank to operate 4-valves per cylinder instead of the previous 3. There is a new Weber-Marelli injection system which, together with two new IHI water-cooled turbos, enables this engine to run at low temperatures despite having the thermodynamic efficiency of a competition unit. Thus it can also be run on unleaded fuel although, unlike its bigger sisters, a cat version is not yet offered.

Thanks to the new aerodynamic treatment, including new spoilers front and back, and the additional poke, the 2.24v reaches the respectable top speed of 142 mph which is some 3 mph faster than the less powerful 3-valve car. More significantly, torque climbs from 194 lbs ft at 2500 rpm to 219 lbs ft at a high 5000 rpm. But remarkably, 95% of that figure is already available at 3500 revs. To finish off the performance data, the Maserati will reach the benchmark 62 mph in 5.9 seconds and will proceed to cover a kilometre in just 26.1 seconds — not bad at all if you consider that the Porsche 911 Turbo Cabriolet, aided by greater power and traction off the line, will only beat it to the distance marker by some 1.7 seconds.

This is where the Maserati really begs comparison. In a mildly aggressive coupé body, the 2.24v provides Q-car ability with performance figures that make Latin, British and Teutonic supercars flinch. In the 0-62 mph stakes it can hold its own with monsters like the Ferrari Testarossa, Aston Martin Virage and Porsche 928. Of course, it loses out in top speed to all these competitors but then there has to be a limit after which a 2-litre GT cannot approach true big-engined supercars, especially































# CLASSIC MARQUES GO QUICKER AT SILVERSTONE

CHRISTIE'S are currently accepting entries for their spectacular auction of Historic Motor Cars at Silverstone on 28th July 1990. The closing date for entries is 1st June 1990. If you have a car to sell, don't get left behind.

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*Sponsors of the Christie's International Historic Festival at Silverstone on 28/29th July.*

considering its home market bargain price of £30,000.

That price includes an interesting £750 option fitted to our test car — a four-setting adjustable suspension system developed in conjunction with Koni. Via a button next to the gear-lever on the central tunnel, the driver can select from boulevard-soft to hard damping in sequence. A green LED indicates the position chosen. On starting up, the system automatically adjusts to the second position which is considered a good compromise for speeds up to 100 mph.

The rest of the suspension componentry is straightforward. While retaining the well-located semi-trailing arms of the rear suspension of the other models, the 2.24v incorporates a refinement to the front Macpherson strut set-up. A system of levers maintains a constant parallelism between the lower suspension arm and the steering track rods at whatever position the wheel adopts as it encounters bumps, etc. According to the technical bods, this constant convergence in all conditions offers significant advantages in stability on corners and on loose or rough surfaces. At the back, the car is equipped with the Ranger differential which is now standard on all models and which varies the delivery of power between one half-shaft and the other by up to 100%.

I have to admit that I approached the test car, one of the first five prototypes to have been constructed, with a healthy dose of traditionally British scepticism about Italian build quality. Instead I was pleasantly surprised. Panel fit was excellent and other external details were all of high quality while evidencing an essence of handbuilt craftmanship. Rather understandably then, the standard of the paint, although good, was not up to the level of Maserati's German contemporaries.

The new spoilers and skirts render the pleasing coupé body style even more low and wide, but the grey finish tends to make the effect look heavier than it is. A white production example standing nearby at the factory had body-coloured bumpers and spoilers and confirmed my feeling — it seemed somehow lighter and more modern looking.



*It may not have the grace of its stablemate, but the Maserati has 245 times its power.*

The interior is identical to the other Biturbos and has remained virtually unchanged since their introduction. It is traditional, elegant and sumptuous without being overblown, with plenty of high quality leather and shiny elm veneer inserts. A typically nice touch is the suede on the top of the fascia in front of the passenger, where you can drop odds and ends without fear of them sliding around and distracting you whilst you drive.

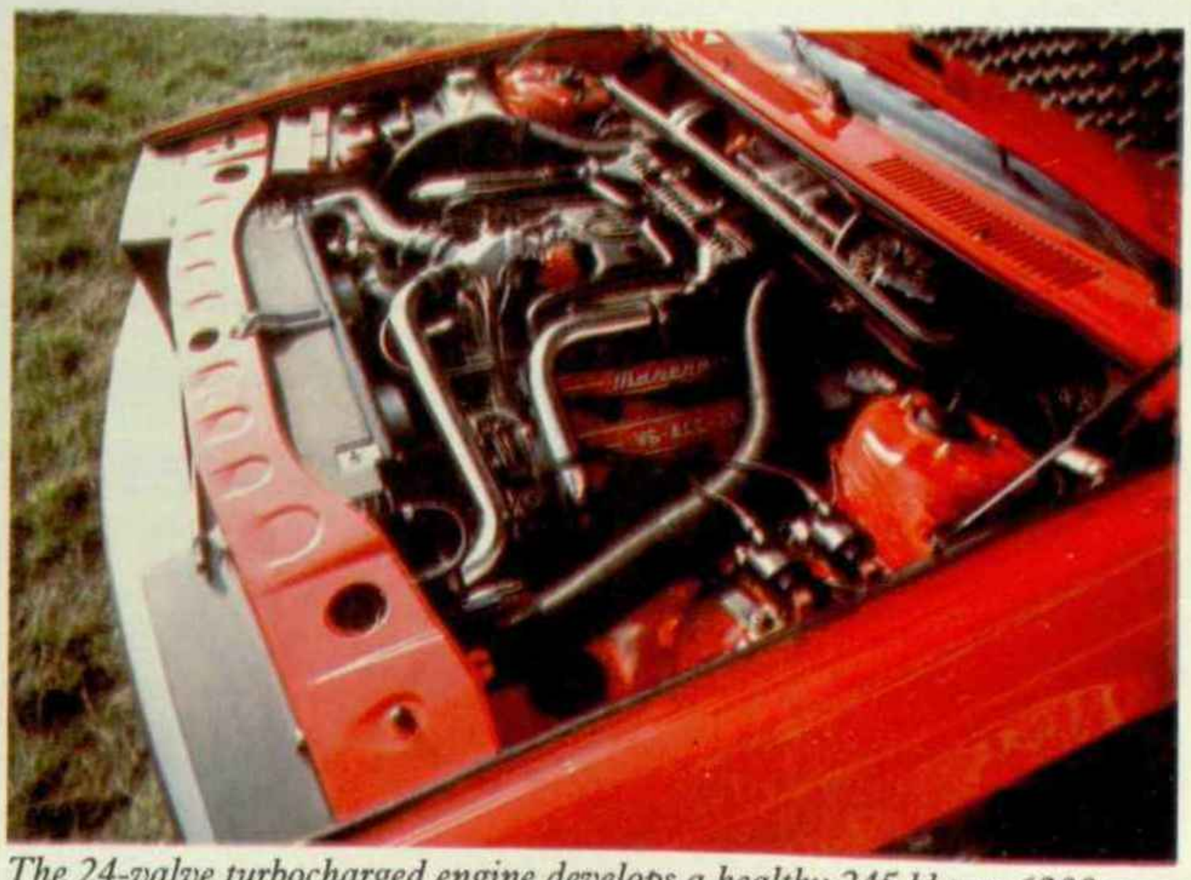
The seats are also unchanged in form from the original Biturbo and are finished in black leather in the centres with grey alcantara in the side bolsters. They are comfortably supportive for both those in the front and in the back. Access to the rear seats is quite easy thanks to the generous forward travel/tilt mechanism of the front ones. Given the compact dimensions of the 2.24v (at 13'9" it's 5½" shorter than a 3 Series BMW), there isn't a phenomenal amount of space behind, particularly from the point of view of headroom, but it is quite comfy for moderately long journeys.

The driver's seat adjusts manually forward and back and electrically for rake via a button underneath the seat squab. I found myself comfortable in the position left by the Maserati test driver, so didn't have to resort to moving chair or steering wheel. This latter requires a stretch to reach at the top but lowering the wheel means that you'll lose visibility of the vicious warning lights arranged in a semi-circle around the top of the instrument binnacle. However, all the instruments therein are clearly legible while secondary controls, such as those for the remote fuel cap release and boot lock, are all within easy stabbing reach in front of the gear lever.

Cabin ambience, then, is very pleasant and it continues that way after the turn of the key. Clutch and brake actions are light and smooth and the accelerator pedal has a satisfying firmness to it. The delightful ZF gearbox has a lovely chunky precision feel to its short throws and the padded arm rest soon encourages a very laid back changing technique, with a simple wrist



*The interior is identical to other Biturbos and is elegant and sumptuous.*



*The 24-valve turbocharged engine develops a healthy 245 bhp at 6200 rpm.*

action snicking the lever through its gate. Thanks to the standard power assistance, the steering is light at the speeds at which one can ease into the Modena traffic congestion but stiffens up to the right degree at speed.

One side of the appeal of this car becomes apparent very quickly. At the usual Italian jostling for places at traffic lights, you can do daft things with the Maserati without even having to try very hard. The impression is very like that of being on one of the large Japanese bikes, such as a Honda CBR 1000 — by the time the rest of the traffic has let their clutches out, you are already a hundred yards down the road. It doesn't even require swage lines of costly rubber to weave your way around obstructing vehicles. That is a huge silly grin factor.

Obviously with a sedate start the initial acceleration isn't burning but with 167 lb ft of torque feeding in at a low 2500 rpm, further pressure with your right foot soon has the speedo leaping around with gay abandon. The turbo has quite a dignified presence but starts to transmit its urge noticeably after 3000 rpm and by 4000 rpm in first gear you find you have to step off the pressure to avoid taking it too far over the red line. I saw 6500 without any fuss and without the rev limiter cutting in. Brakes too are an important factor in Italian traffic light dodgems and the Maserati's all-round disc set-up was powerful and progressive enough not to draw attention to its functioning.

With the dampers initially set to soft, full power acceleration is accompanied by a certain amount of squat at the back. The hardest setting eliminates this phenomenon completely and increases the feeling of accuracy from the steering. As this setting doesn't unduly compromise the ride comfort, I soon chose to leave it there for the whole of my test drive.

Once on the circular around Modena, my favourable initial impressions were reinforced. The lack of squat on breezing from 40 to 100 mph in no time at all is a lasting impression. So is the shove in the back you get when pushing the accelerator again after 100 mph and the modest hush with which the car executes such manoeuvres. Cruising at that speed reveals very little wind rush with well-sealed doors but there is a bit of tyre rumble on poor surfaces. No turbo whistle penetrates the efficient sound-deadening and indeed you don't hear the engine working until it approaches 5500 revs when it starts to emit a growl that only Italian engineers seem able to entice from their twin cams. The only other source of noise is the air-conditioning that, summoned to life on an abnormally warm February day, is rushing to fill the cabin with cooling air.

Heading south of Modena I quickly reach the rolling hills of the area around Abetone and Maranello. The 2.24v soon proves itself to be the model of agility on the twisting Modenese B roads. With the thumping torque on tap, you can leave it in third most of the time where it will trickle down to 2000 revs quite happily and then let you sprint up to the next corner.

A stretch of road that faithfully follows the topography of the underlying terrain throws to light one limitation in the ability of the car. Both the undersill skirts and sump enjoy a maximum ground clearance of 4¾ inches. Whilst negotiating a particularly lumpy lane with the dampers on soft, sump and tarmac came into noisy contact, to be borne in mind when contemplating excursions onto pavements, etc. But as long as you leave off-road antics to the jeep brigade, the Maserati allows you to maintain very fast and, above all, entertaining A to B times.

Roadholding of the Biturbo series has always been very high but grip on the early versions was a little critical when transmitting all the power. Subsequent models equipped with the Ranger diff. and more progressive turbo installations are more docile, driveable cars despite being more powerful.

Straightline acceleration reveals no axle tramp and even powering through tight corners with the internal wheel on a loose surface shows no wayward tendencies. Even on the hardest suspension setting the 2.24v tends to roll a bit, most noticeably on long sweepers, but this doesn't compromise either handling or grip. The back can be wellied out of line at will but this no longer translates into a potential traitor in normal driving.

It goes without saying though that the Maserati is aimed very much at the experi-

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Events covered in May: 4-6 Fram Welsh International Rally (405408); 4-10 Tour de Corse (405407); 7 Snetterton British F3000 (405405); 7 Silverstone F3 (405406); 13 San Marino GP (405405); 19 Silverstone F3000 (405406); 19 Manx National Rally (405407); 20 Silverstone WSPC (405405); 20 Brands Hatch F3 (405408); 27 Monaco GP (405405); 28 Brands Hatch British F3000 (405406); 28 Thruxton F3 (405408). Full details available in *Motoring News* every week.
Reports begin with a preview on the Thursday before an event and feature full daily updates.

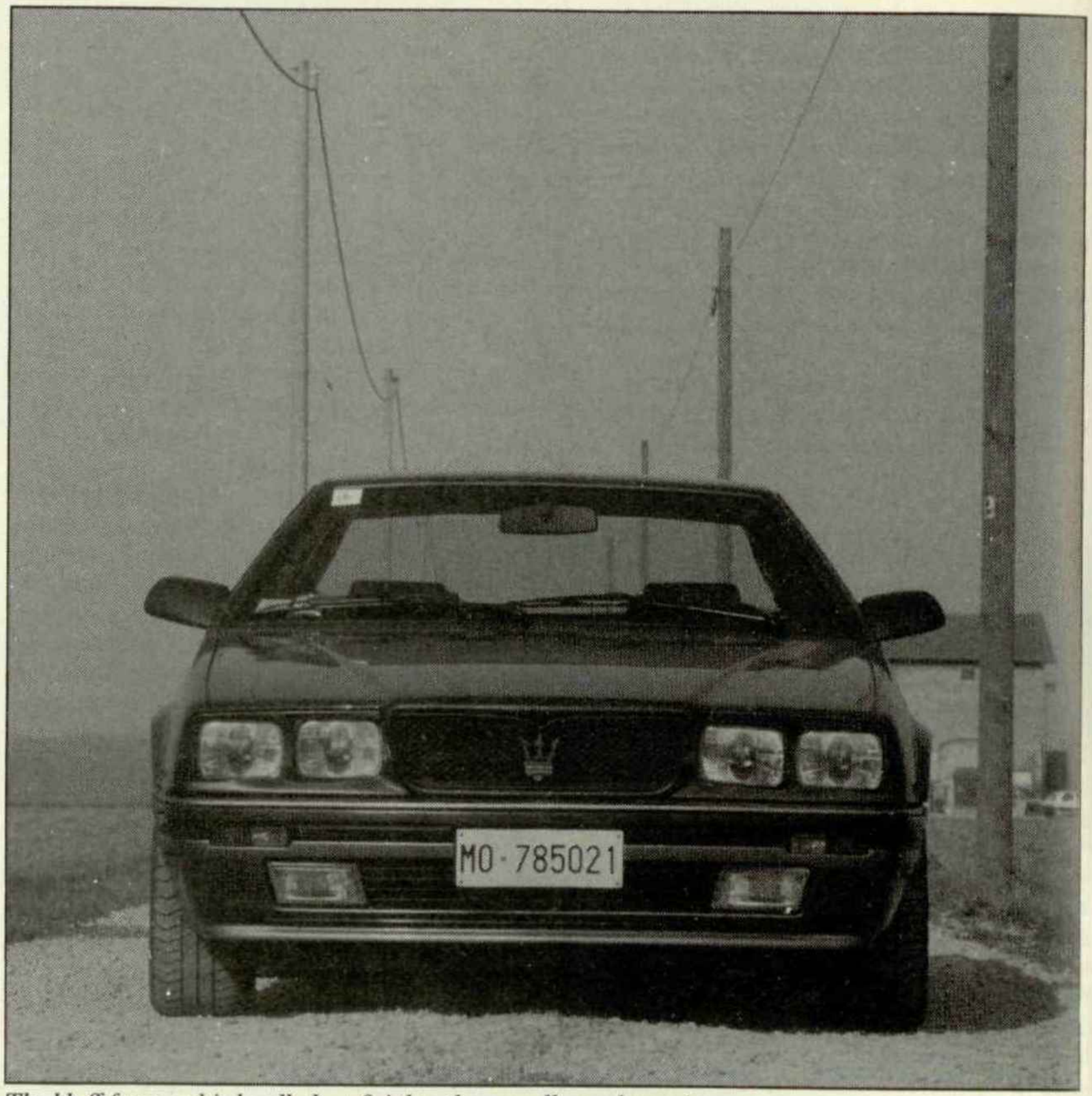
enced or expert driver who can appreciate and exploit its handling characteristics. For this reason it holds a very particular niche in the market — a habitual hot hatchback driver couldn't easily change to driving a Maserati in the same way that such a driver wouldn't easily make the transition to a Porsche 911 Turbo.

Similarly, there is nothing to be gained by pointing out that the Maserati's grip in the wet isn't going to be as high as in the dry. Planting 245 horses onto a wet roundabout via two wheels requires circumspection, be they at the front or at the back. Naturally, power oversteer is simpler to control on clean tarmac — the presence of dirt or water renders the arrival of the oversteer more brusque and therefore requires more care with the right foot.

The final word belongs to the topic of fuel consumption. When you extend the power output of a small capacity engine to this degree, the last thing you can expect is a world-beating mpg figure. That said, however, using the torque of this revised unit to drive in a relaxed manner, a style to which it lends itself as naturally as to a sporting one, cruising around 60 mph will eke 28-30 mpg out of it. But if you summon the turbos out of their roost too often, you can easily find yourself in the late teens or worse.

But then Maserati are offering you quart-size performance from a pint pot and if you consider that you would need to buy anything up to a 5-litre car to equal its seamless performance, mpg figures drop into context more readily. Perhaps the only area in which this aspect could be improved is in the high-speed cruising capacity where the early 80s design is not aerodynamically efficient. Indeed, the four headlamp units seem designed to act as four nose-mounted aerodynamic brakes!

One of the forerunners in this application of turbos to production cars, Maserati can now draw on a considerable expertise in this field. This is evidenced by the performance of this ultimate V6 and by the new twin-turbo V8 housed in the Shamal. It is to be hoped that, with Fiat involvement, the R & D funds will become available with which to relaunch the marque in its traditional field of Grand Tourers onto world markets. We'll find out in the next couple of years. JM




*The bluff front end is hardly beneficial to the overall aerodynamics.*

## TECHNICAL DATA

**Model:** Maserati Biturbo 2.24v.

**Manufacturer:** Officine Alfieri Maserati SpA, Viale Ciro Menotti 322, 41100 Modena, Italy.

**Engine:** Cylinders: 90° V6
Bore/stroke: 82 × 63mm
CC: 1996
Compression ratio: 7.6 (± 0.4) : 1
Max torque: 219 lb ft at 5.000 rpm (208 lb ft at 3,500 rpm)
Max power: 245 bhp at 6,200 rpm
IHI water-cooled turbos: 2 (one per bank)
Air-to-air intercoolers: 2
Differential: Ranger
Rear axle ratio: 3.73 : 1

**Suspension:**
Front: Ind, MacPherson strut with anti-roll bar, Koni pressurised shock absorbers.
Rear: Semi-trailing arms mounted on a sub-frame, coil springs, twin-tubed pressurized shock absorbers.

**Brakes:** Servo assisted, twin circuit. Discs all round; front ventilated discs with floating calipers; rear drum parking brakes.

**Wheels/tyres:** Light alloy 7J × 15". 205/50 R 15.

**Dimensions and Weights:**
Wheelbase: 8' 3"
Front track: 4' 9½"
Rear track: 4' 9¼"
Length: 13' 9"
Width: 5' 7¾"
Height: 4' 3½"
Dry weight: 2,728 lb
Fuel tank: 18 gallons (801)

**Performance:** Max speed: 142 mph; 0-62 mph: 5.9 secs; Standing start kilometre: 26.1 seconds.

**Price:** (in Italy): Approx. £30,000.




*The grey finish on the bottom half of the car spoils the effect of the pleasing coupé shape.*

# VSCC Light Car Welsh Rally

This enjoyable annual fixture took place this year on April 7/8 and was organised by Jane Arnold-Forster. The Welsh weather-gods behaved, and six driving tests on the Saturday were won by 17 year old H. Colledge in his Riley and nine trials hills on the Sunday were tackled in sunshine, the tiny Aero cleaning every trials section. Seymour Price had planned the trials route, which was ideally suited to the prevailing dry conditions, Caerfagu-2 especially sorting things out at a fearsome gradient or "wall of death" straight-up ascent. Many cars got almost



*Mrs S M Woodrow at a steep angle of ascent in her 1922 Rover 8.*

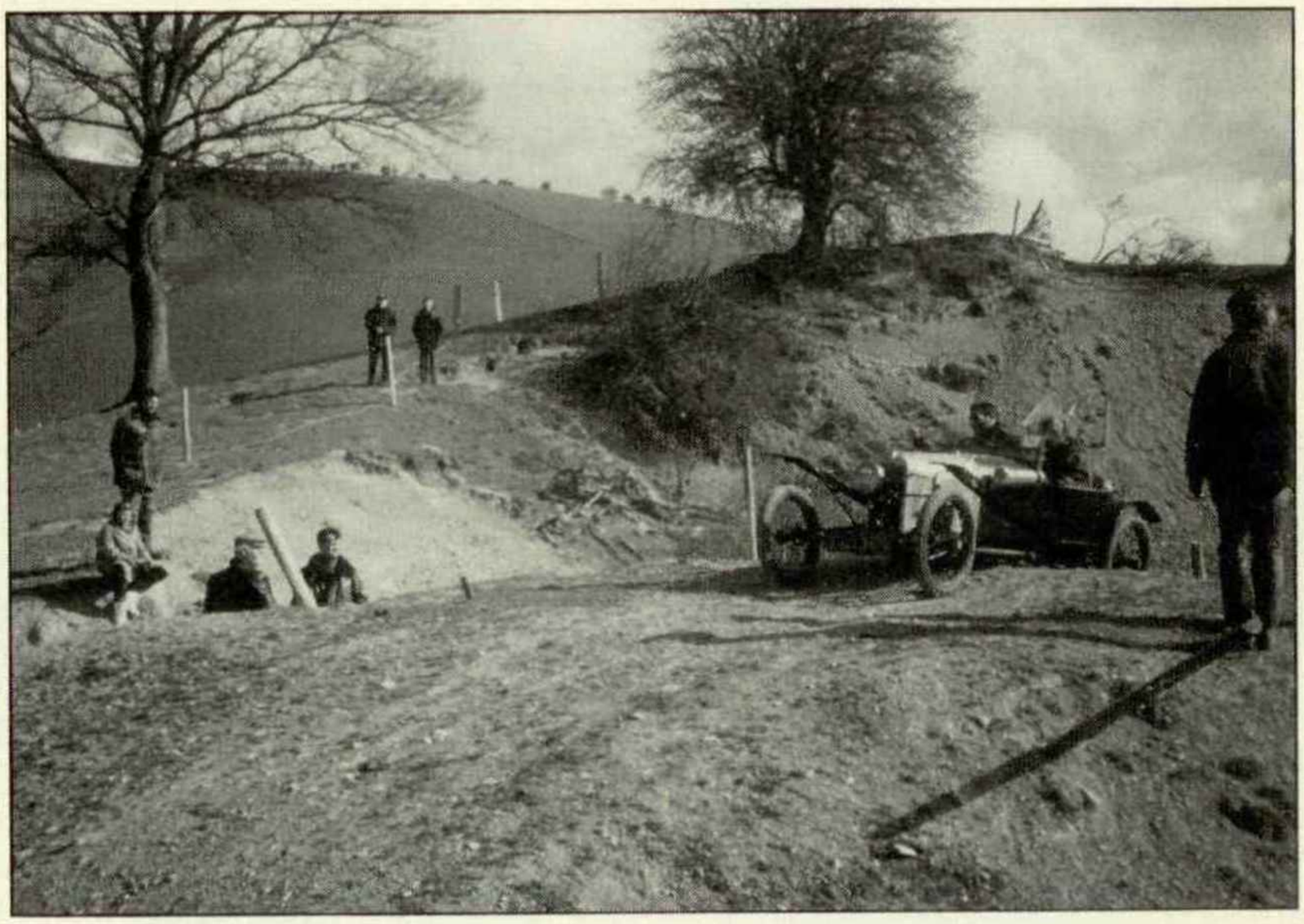
to the summit here but only Seymour's son Simon, in the family A7 Chummy, managed to score 20 points and it was left to Branislav Sudjic in the two-stroke Aero to get fractionally higher. Few casualties were noted among the large entry, but Roger Collings' 1912 Brixia-Zust broke its gearbox on the hump leading into the Llwynbarried section and was towed home behind a Maestro. The majority of the entry comprised regular competitors but a "new" car was Warburton's 1925 12/25 Star tourer, smartly finished in the blood orange and black colours of Lord Vivian of Bangor, although it once had a saloon body. WB



*Branislav Sudjic cleaned all trials sections in his 1930 Aero.*

**Results**

**Llwynbarried Trophy:** S. Price (A7 Chummy). **Best Edwardian:** R. Hickling (Dodge). **1st Class Awards:** B. Sudjic (Aero), K. Fisher (Fiat), J. Martin-Shaw (Morris Minor), J. Diffey (Humber), T. Carlisle (GN), S. Price (A7), H. Colledge (Riley). **2nd Class Awards:** T. Jones (A7), A. Hall (A7), W. Arkworth (A7), C. Gordon (A7), P. Gledhill (A7), T. Jones (A7).



*David Aston in a 1922 GN Legere.*

# VSCC Derbyshire Trial

With an entry of over 80 and only four non-starters this event, divided into two classes, required competitors to tackle eleven sections. A dozen drivers lost ten points before the start for bringing their cars on trailers. **Results: Dick Bartho Trophy:** C. Gunn (A7) and R. Thwaites (A7), 275 points each — tie. **Patrick Marsh Trophy:** D. Marsh (30/98 Vauxhall), 258 points. **1st Class Awards:** C. Gunn (A7), R. Thwaites (A7), B. Clarke (A7-GN), P. Stringer (A7), R. Winder (A7), J. McEwen (Riley), R. Felton (Bugatti), D. Marsh (30/98), R. Collings (1903 Mercedes). **2nd Class Awards:** I. Davison (MG), J. Baxter (A7), R. Reed (A7), F. Longhurst (Riley), D. Robey (A7), Mrs Threlfall (Ford), J. Ghosh (30/98), S. Lister (Ford), P. Tebbett (Riley). **3rd Class Awards:** R. First (Riley), R. Odell (Riley), A. Bennett (A7), J. Rouse (A7), R. Hickling (Dodge), D. Hescroff (AC).

# Eric Tate

We are sorry to learn of the death, at the age of 81, of Eric Gordon Tate, who was well-acquainted with the MOTOR SPORT staff, chaps like Lionel Hutchings, W S Braidwood, Grenville Manton and others, who were in almost at the birth of the paper. Indeed, Mr Tate discussed them, and the hilarious times they had all those years ago, when we lunched at the "Radnorshire Arms" in Presteigne some time back. He was clearly a 100% motoring enthusiast who had raced his first motorcycle at the age of 14 and in the days when he lived in Bushey ran a Morris two-seater before acquiring faster stuff. When I met him he was a Jensen enthusiast! WB

# Bob Roberts

It is with the deepest regret that we learn of the death from cancer of T A (Bob) Roberts, OBE, a Vice-President of the Bugatti OC, owner of the Midlands Motor Museum and a great enthusiast for the better sports cars, of which he owned a formidable collection, commencing with his favourite, a T43 Bugatti. In spite of a long illness, from which he recovered for a time, Bob remained a very fast driver and his outstanding VSCC racing and speed trial performances with the Sunbeam "Tiger" will not be forgotten. His sale of the Napier Railton to Victor Gauntlett and the auctioning of the Sunbeam are now understandable. We offer our heartfelt condolences to Mrs Roberts and to the Roberts' close friend, Mike Barker, who was appointed Curator of the Museum by Bob. WB



*Cars running in pairs at the Bexhill speed trials. The close proximity of the houses to the course belies any idea of it being a full-scale motor-racing circuit.*

# False Claim

Ever since H F Locke King built his remarkable Brooklands Motor Course at Weybridge in Surrey in 1906/7, it has been recognised worldwide as the first ever motor race course. It was copied by the Americans at Indianapolis in 1911, and by other nations after the war, but indisputably it remains the first track of its kind. But those organising this year's Bexhill-100 celebrations with the support of East Sussex's Rother Council advertised not only that this seaside town was "the first real home of British motorsport", but that on May 6th/7th it intended to celebrate the fact that in 1902, and I again quote "...some years before either Brighton or Brooklands, Bexhill-on-Sea had constructed Britain's first ever custom-built Motor Racing Circuit".

A curious claim indeed and I note that Bexhill-100 seemed undecided whether to base it on the year 1902 or 1903. No matter, because it was a false claim. Let us look at the facts of the matter. The first test of speed in Britain took place in 1900 over a course in the Duke of Portland's Welbeck Park, which MOTOR SPORT visited and photographed a few years ago. The Hon. C S Rolls made FTD on his Panhard. Other such speed trials followed in some numbers, illegally on public roads and also in Lord Cromer's Gunston Park. It was not until 1902 that such an event was held at Bexhill.

Admittedly this was quite an occasion, attracting foreign competeitors such as the great Réné de Knyff (Panhard), Giradot (CGV), Barras and Gabriel with Darracqs and Serpollet, whose steam-car made FTD at 54.53 mph. The course consisted of a kilometre of the De La Warr Parade, which the Council was able to close through the influence of Earl de la Warr. The Earl had erected a 1-in-12 starting ramp 155 yards long to increase the pace of the cars along what was neither entirely a straight nor a smooth road. No-one disputes the popularity of this first Bexhill speed trial. Important newspapers gave trophies, the LB & SC and L & SE railways ran special trains from London to the venue, and some 20,000 people spectated. But a local jobmaster obtained an injunction stopping the Earl from holding another such event that year, on the grounds of obstruction of a right of way. Incidentally, it is a reflection on how motor cars were thus regarded that, in the course of the case, "William Mayner v Earl de la Warr" in the Chancery division of the High Court which led to the injunction against using the Marine road for motor speed trials, when the judge, Mr Justice Farwell asked in what space a car going at 50 mph could be stopped and was told "Within about 50 feet" (in fact it would have been in the region of 400 feet), he said "I should be sorry to be in it." (Laughter). And the case for Earl de la Warr was lost . . .

In 1905 Brighton staged a four day speed trial meeting organised by the ACGBI with the backing of Brighton Corporation. Moreover, the Madeira Road (renamed the Madeira Drive in 1909) which allowed for a standing start mile and a flying start kilometre, was tarmacadamed for the purpose, at a cost of around £4000, thus ranking as Britain's first road specially prepared for motor speed events. FTD was made by Earp (Napier) at 92.88 mph. The famous Madeira Drive is used to this day, not only for the Brighton speed trials but as the finishing place for such important events as the Veteran Car Run, the Historic Commercial Vehicle Run, etc. Both at Bexhill and at Brighton cars ran in pairs, which might be construed as racing. But I am sure that Brighton Corporation, unlike Rother




*1950 Talbot-Lago Grand Sport 2 Seater Coupe.*
*Coachwork by Graber.*

# RECORD-BREAKERS AT PEBBLE BEACH.

CHRISTIE'S are proud to announce an auction of the world's most outstanding and rare collectors' cars on 20 August, 1990.

Final entries are now being accepted.

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# The new Volkswagen Corrado.

How is one to come to terms with the fact that very few, if any, of one's precious pearls are to be used for the purpose that nature intended?

Indeed to be read.

That one's litotes is to be hidden forever beneath the proverbial bushel?

One's onomatopeia to be dishonoured by the onerous onrush of some infernal combustion engine?

Given a fair and following wind, linguistics could do the car proud.

But the top speed of 132 miles per never, because of this, be top of mind.

Even the nought to sixty time of 8 will be rendered here as nought.

We could rattle on about horse less than 136 of the thoroughbred beneath the bonnet.

# car, it seems, that's too good for words.

lyrical
our will
words
ver no
its hunk

Frankly, though, it would seem equally beneficial to relate the result of the 3.15 at Kempton Park.

We could, of course, fill the space with consummate ease by describing a capacious boot and an interior with more than enough elbow room for four hulking passengers.

Wax lyrical about body cavities brimming over with anti-corrosive hot wax.

Spout on about a rear spoiler that rises automatically at 40 miles per hour.

For the scrupulous scribe, the car offers more material than one could shake a spear at.

More's the pity.

Because, while the pen might justly be deemed to be mightier than the Ford, it's clearly no match for Volkswagen's new sports car.

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# An Important Sale of Fine Classic Cars

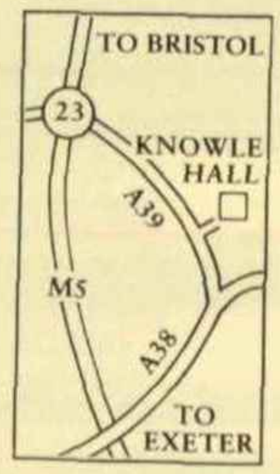
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**Entries are now invited - JUNE**

Sentries Auctions are holding a mid-summer sale of fine classic cars at 2.30pm on Sunday June 3. We have a large number of exceptional vehicles already being catalogued for this important auction (the five shown here included) and we are now inviting further entries.

The auction is to be held in the beautiful grounds of Knowle Hall, Bridgwater, Somerset, just 1 mile off the M5, with first class access from Junction 23. There will be excellent refreshment facilities, including a Strawberry and Champagne Marquee.

Viewing will be from 10.00am to 7.00pm on Saturday June 2 and from 9.00am on June 3.




For catalogue and entry advice, contact Stephen Wheeler, Jonathan Buncombe or Chris Sanders -

SENTRIES
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Council, would never claim that this had any similarity to racing over a circuit, nor that holding an annual sprint meeting endows a place with the right to claim that it is a "home of motor racing".

Bexhill resumed its speed trials in 1904, over three days, the kilo course now run in the reverse direction from that of 1902; FTD: Algernon Lee-Guinness (Mercedes 60) at approximately 48 mph. But the *Sussex Daily News* described its 1906 event as "the worst farce ever conducted in the name of a motor car race meeting". Lack of entries finished off a Bexhill fixture later that year.

In the years between the wars, speed trials and hill-climbs predominated, mostly over public roads until the RAC ban in 1925, and Bexhill held some of the best of them, along the Promenade. Here over the West Parade in 1922 Leon Cushman's Bugatti clocked 27.2 secs for the 650 yard course and in 1923 Ivy Cummings was quickest in 28.0 secs, with her 5-litre chain-drive Bugatti "Black Bess", now owned by David Heimann. Cushman (Bugatti) was fastest again in 1924, equalling Miss Cushman's speed in the bigger car, and later that year J A Joyce's AC did a run, over 700 yards, in 23.2 secs. So let's not deny Bexhill its fair share of speed!

However I can find no evidence that a racing circuit was ever built at Bexhill. In my book, and unquestionably in most other people's, Brooklands was the first custom-built (horrid term!) motor racing track, not only in Great Britain, but in the world. Other such tracks were planned, even before Brooklands was thought of, at Warlingham in Surrey for example, but none came to fruition. Even earlier than that, thoughts had turned to racing circuits on public roads. An 18 mile course was visualised near Oulton Broad in 1901, just as in the 1920s a circuit was proposed over little-used roads on Salisbury Plain, which curiosity caused me to drive over after the war. But the law forbidding the closing of public roads for racing (speed trial illegality had been easier to disguise) meant that nothing came of these proposals and when the RAC introduced a Parliamentary Bill to overcome this in 1925 it was thrown out by the then Home Secretary and has never been rescinded.

After the usefulness and success of Brooklands had been established, plans for other "custom-built" motor race tracks multiplied. Considerable work was done in 1922 on a banked track a mile outside Derby. Although a mere one-third of a mile to a lap, Prof. A M Low had calculated the angle of the almost continuous banking was safe for speeds of up to 75/80 mph. The unemployed, aided by Fordson tractors, were engaged on building it and a football pitch in the centre and a running track outside were visualised, with viewing terraces at the banking top. Perhaps the very steep and narrow banking was unsafe, for no more was heard of the project; maybe someone will tell us if any trace remains.

Hardly had the Derby scheme fizzled out than Birmingham got in on the act. A three mile track with long straights linked by banked turns was planned three miles outside the city, at the Perry Hall Estate. Lord Calthorpe's residence was in the centre of the estate, which was bordered on one side by the LM & S railway line, with a station at each end and on the other side by the main road to Walsall. The track was announced as intended to compete directly with Brooklands, and while profits were not visualised (did Locke King ever make a profit from his ambitious undertaking?) these were to be scooped from sports facilities, of course including football grounds and eventually an Olympia-like exhibition hall. The Midlands motor industry was in favour and the 30/40 bedroom house with moat, lake and outbuildings was suited to club facilities. Fine; yet nothing came of it . . .

The next suggestion, backed by a branch of the Brighton & Hove MC, was for a 2¼-mile road circuit on the downs, close to Portslade station. The cost was estimated at slightly over £20,000 and by the end of 1926 even the admission charge

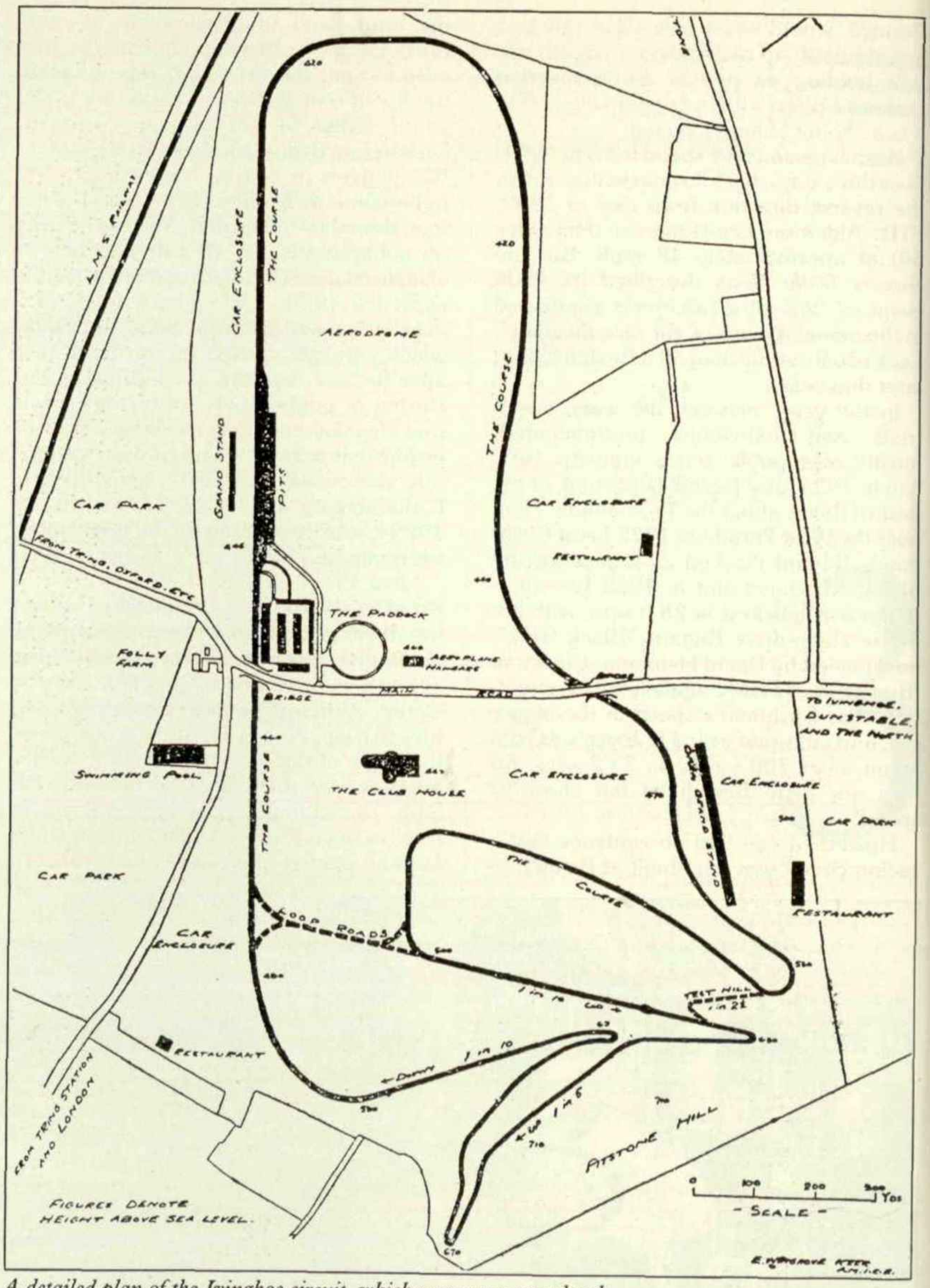



*Bexhill-100 used this picture as one of its hand-outs. It shows the great 90 hp Napier which performed well in special trials but not at Bexhill-on-Sea in 1902.*

(3/- or 15p) had been announced. A pyramid shape central grandstand was to give a view of all round the course, a 1½-mile long straight would cater for speed trials, other clubs would be invited to hold races there, the opening being confidently billed for May or June 1927. So what happened to that one? Rising costs killed it, after a prospectus had been issued, with Segrave, Lee-Guinness and other celebrities named as Directors and a more ambitious "figure of eight" circuit envisaged, with banked corners. There were also objections about desecration of the Downs and Portslade Council found against the construction of the track . . .

Undaunted, a road circuit was proposed in 1927 at Wallop Hall, about ten miles west of Shrewsbury. A Nantwich architect was behind the idea. He visualised a 3-mile, 30-foot-wide tarmacadam course with banked corners and oddly a 1-in-3 hill as part of it. It had been staked out and surveyed by that autumn. Being in remote country the noise problem that almost closed Brooklands was unlikely to arise. By December it was announced that Major Segrave, who had just become the first driver in the world to exceed 200 mph, had inspected the site and had agreed to become Chairman of Directors of the promoting company. But when I went to look at the place some years ago, I was told that it all fell through due to the finance disappearing. Other sites where tracks were mooted, but never got off the surveyors' included Ivinghoe on the Dunstable Beacons, on the shores of the Wash, etc. and rumour has suggested that in 1905/6 there were plans to build the first banked track at Clacton in Essex, perhaps with Locke King's blessing, for an area there is apparently called Brooklands with roads named after makes of cars, which perhaps readers living locally would care to investigate. An Ivinghoe circuit was so far advanced that a great International road race was scheduled there for August 1933, at this £200,000, 435-acre, 4-mile track, which had the backing of G E T Eyston, C R Whitcroft and the BRDC Secretary, and which the Press were shown that January. Yet it fizzled out like all the others . . .

None of these tracks reached fruition. Brooklands remained the first British Motor Course and the only one until the Donington and Crystal Palace road circuits were opened, respectively in 1933 and 1937. I deplore deeply any claim that denigrates the rightful place of Brooklands in motor racing history. Otherwise I have nothing against the Bexhill-100 charity carnival. Indeed as the original speed trial road will presumably be used and the 1902 "downhill free-wheel race" apparently re-enacted, and the Sackville Hotel, HQ in 1902, has been restored, tradition is being followed, which is commendable. But whether another claim is fulfilled, that it is hoped to have present cars that actually took part in the 1902 speed trials, remains to be seen. That the 1902 speed trial meeting was a great success cannot be denied. WB




*A detailed plan of the Ivinghoe circuit, which was never completed.*

# VSCC Wessex Trial

The VSCC held this annual event over the weekend of 10th/11th March. Out of an entry of 89, 80 started and Freddie Giles' 1928 Frazer Nash won the Wessex Trophy by one point from Harry Spence in his 1930 Lea-Francis Special. The Andrew Blakeney-Edwards Award went to J Wheeler's 1925 Morris. A7s made up 27 of the entry. WB

**Results**

**1st Class Awards**: F Giles (Frazer Nash), H Spence (Lea-Francis), G Burridge (Riley), A Carlisle (GN), W Uglow (HRG), J Wheeler (Morris), N Garland (Alvis), C Rides (Invicta).

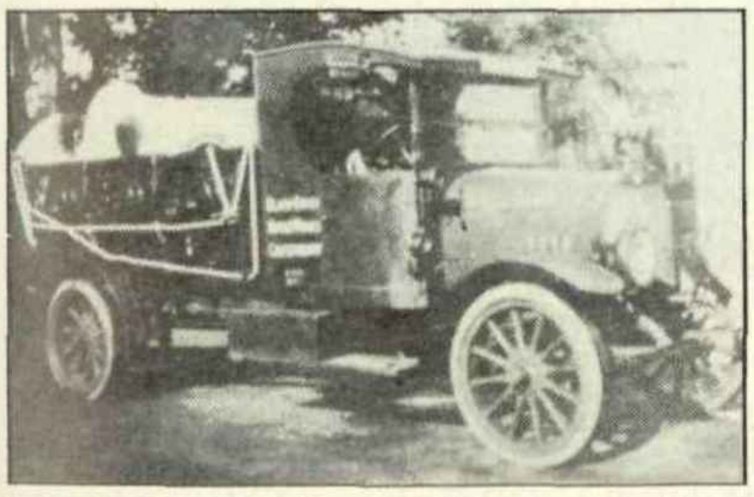
**2nd Class Awards**: C Gunn (A7), P Stringer (A7), R Low (A7), T Threlfall (Ford), A Harper (Lea-Francis), R Hickling (Dodge), R Collings (Bentley), P Tebbett (Riley).

**3rd Class Awards**: M Garfitt (FN-BMW), R Thwaites (A7), A Jones (A7), Miss Winder (A7), R Proctor (Frazer Nash), Mrs Diffey (A7), J Gunn (A7), G Toms (Fiat), D Marsh (Vauxhall), P Garland (Vauxhall), H Monro (Vauxhall), G Harris (Renault).

# Nothing New . . .

Writers like Eoin Young, Doug Nye and Michael Riedner have been recalling that splendid Mercedes-Benz transporter built to carry racing cars like the W196 Mercedes quickly to and from the 1950s race circuits. Powered by a 300SL engine, this impressive transporter had a top speed of about 100 mph and accommodation for one W196 or 300 SLR racing car on its flat platform, behind a cab that overhung the front wheels. An impressive machine, it was a piece of genius on the part of Rudolf Uhlenhaut.

*It was a far cry from that high and* ungainly Mercedes truck, which ran at first on solid tyres, used by Count Louis Zborowski for transporting his racing cars,



*Zborowski's Mercedes transporter.*

such as the 2-litre Miller, about Europe in the mid-1920s. The photographs I first saw of it were shown to me by Sydney Maslin, who worked for the Count, and one was reproduced in MOTOR SPORT. When low-pressure balloon tyres became news this Mercedes was equipped with them and S C H Davis said of it in his autobiography, when it was used to take *the Miller to Lyon for the 1924 French GP:* "We had a tremendous time, the car journeying to Lyon in a special, beautifully fitted Mercedes lorry, capable of 52 mph . . .". Imagine driving such a vehicle over the roads of those days, far into France and Spain! Incidentally, after Zborowski had been killed at Monza later in 1924, driving for Mercedes in the works team, his body was brought back to England on this same Mercedes lorry . . .

All this overlooks another Mercedes-Benz racing car transporter, the pig in the middle, as it were. In 1927 Raymond Mays drove a 2-litre Targa Florio Mercedes in sprint events, with considerable success. In his autobiography Mays describes how this car was taken to and from these meetings: "Frank Seddon (MD of the British Mercedes-Benz Company) provided a supercharged Mercedes chassis, fitted with a special body to carry the racing car, and Moore, the mechanic, was to drive this 'freighter'". It seems probable that this was a 33/180 hp Mercedes, a car of the type demonstrated by Mays over the New Year weekend in Scotland, or perhaps it was a 33/140 hp chassis, as the more powerful Mercedes model did not arrive in England until 1926, and a brand new one might not have been spared for the purpose. Was this forgotten Mercedes racing car transporter ever photographed, I wonder? WB




*The 300 SL-engined transporter.*

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As a number of errors crept in last month; the picture on p.374 is of the 1907 Renault in America, with its new mudguards, not David Harrison's, the KRC in a cornfield was actually using this as part of the NW London MC's trial, and in the article on MCC trials Kimber's MG won a "gold" on its first appearance in the 1925 Land's End, the *little cars in the 1921 event were* Marcays, not Marcuys, and the KRC would have been taxed at £9, not £39. And the "Silver Bullet" was in Southport, Lancs., *not* London.

Arising out of the *Forgotten Makes* feature on the Calcott, Ernie Warmington, who has three Calcott cars, a Calcott motorcycle and a Calcott bicycle, reminds us that there was a 6cwt van, made in 1915 only, and that the first motorcycle was a 3½ hp White & Poppe engined machine announced in 1910.

We are sorry to learn of the death, at the age of 81, of Eric Gordon Tate, who was well acquainted with the MOTOR SPORT staff, chaps like Lionel Hutchings, W S Braidwood, Grenville Manton and others, who were in almost at the birth of the paper. Indeed, Mr Tate discussed them, and the hilarious times they had all those years ago, when we lunched at the "Radnorshire Arms" in *Presteigne some time* back. He was clearly a 100% motoring enthusiast who had raced his first motorcycle at the age of 14 and in the days when he lived in Bushey ran a Morris two-seater before acquiring faster stuff. When I met him he was a Jensen enthusiast! WB

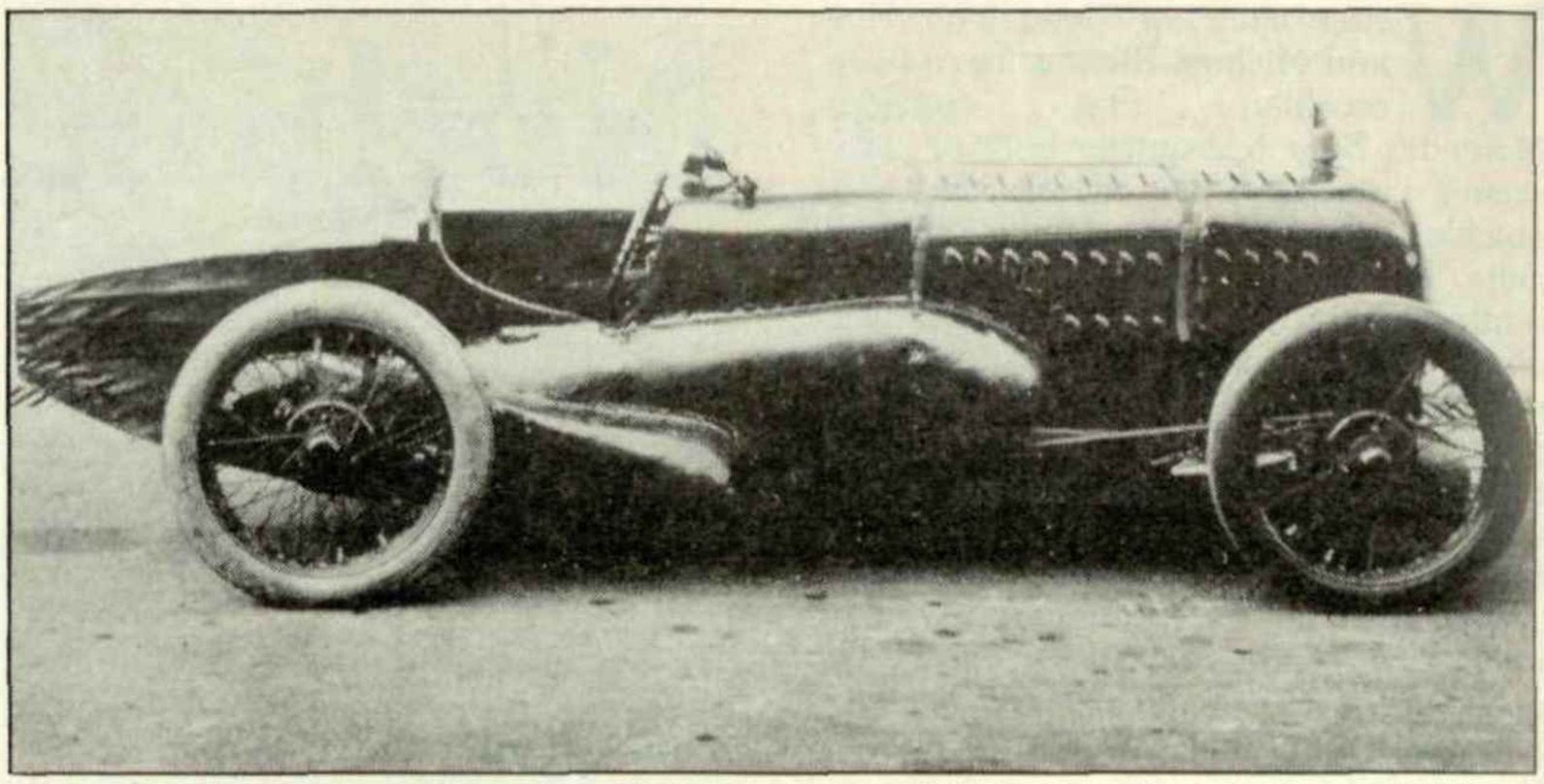
This year's Bugatti OC Spring Rally was based on Malvern and Hereford, with the Saturday lunch at the Cider Museum in the latter town, where a 1902 Minerva motorcycle bought for one of Bulmer's earliest travellers greets visitors in the foyer. (There had been thoughts of holding the event at Brooklands but the £1000 fee *demanded seemed too high for what* could be regarded as a useful pre-view of coming Museum rallies.)

In warm Spring sunshine those attending included organiser Ian Finlater (T43), Neil Corner in the ex-Symondson T57S which he finds a practical everyday car, G St. John's black and yellow T55, Bob Wickham's T37A with luggage strapped on the side in pukka Continental touring style, the Brescias of Ernie Allen, David Sewell and Paul Roberts, Robin Townsend's Japanese-owned T43, B Clark's T40, T Cardy's T43A, Lord Raglan's red T51, J Barton's replica-chassised T37, Mark Garfitt with Sally Marsh's T35, M Marshall's T35 with replica chassis and Rosemary Burke in her T30.

The Boltons had substituted their 1928 Salmson GPS for the Brescia and supporting cars included Barrie Price's immaculate Mercedes-Benz 300SL coupé and an equally immaculate open 6.7-litre Bentley Continental convertible. A fine assembly of the right sort of motor cars and when I left their crews were going off to admire the GWR King George V and other steam locos at the Bulmers Railway Centre. WB

Following our piece last month on the old MCC trials, for those who wish to join this very long established club, the membership secretary is M D Furze, 405 Chartridge Lane, Chartridge, Chesham, Bucks. HP5 3SL and the magazine *Triple* keeps one informed of current MCC events and more of its history. WB

Bill (ERA) Morris held a party to celebrate the import from Australia (six months by sea and some damage en route) of his 1922/23 16/40 Sunbeam semi-sporting tourer with the ov (No. 27) four-cylinder 3-litre single-ohc 16-valve engine, the only one of its kind in this country. An interesting item is the use of twin ignition distributors side-by-side at the front of the engine, on the off-side, whereas the prototype engine (probably brought out by Louis Coatalen as a stop-gap to the Brentley challenge, before the twin-cam 3-litre was designed) had the coil ignition distributors set as a vee. There was a six-cylinder 4½ litre version of this engine announced in 1921 but speculation suggests that it was never made. Among those who discussed these things and admired this handsome and unique Sunbeam were Sunbeam historian Anthony Heal, who arrived in his well-known twin-cam 3-litre, Bill Barrott, Secretary of the STD Register, Winifred Boddy, STD President, Mr Wyndham-Welsh who owned two twin-cam 3-litres before turning his attention to an MG Magna and Bill's brother Ben, who is a motor cycling enthusiast. WB



*The Austin 7 "Slippery Ann", ex-Col. Waite, raced successfully for John Pares by George Coldicutt.*

# A7 Chat

I harnessed the Ford Sierra 4x4 (a little more rattly now but 100% troublefree over 32,750 miles) recently and set off for the English Midlands and the pleasant town of Henley-in-Arden, to chat with George Coldicutt about his Austin racing days.

Before the First World War he was apprenticed to Wolseley's, with a break for Army Service, but after he had completed his time he joined the Rover Company in 1920. Starting in the Service Department, George was instrumental in helping to improve the flat-twin Rover Eight. Its engine was air-cooled, using scoops in the bonnet sides, and was devoid of a fan. George Coldicutt found that by splitting up the finning on the cylinders, cooling was improved, his first experiment involving saw-blades, but later he devised an emery wheel for the task. He also persuaded the design office to abandon clamped down buss-bars for securing the cylinder heads, in favour of studs. Incidentally the makers advised removing the heads for decarbonising every 800 to 1000 miles . . .

George drove these effective little Rover 8s in trials and became superintendent of the road test department. The test drivers would tow one car behind another on a bar from the factory to the test route and present the tested cars to George, for his approval or rejection. A worm final-drive was used, the worm wheel and worm both made by Rover's; this was usually quiet enough on open cars but could be noisy if the later coupé body was fitted, as it magnified the sounds. While driving these cars in trials, George was told that they would soon give best to the new A7.

So he transferred to the Austin Motor Company at a time when three prototype Sevens had been built, then of 696 cc, the start of a 43 year run there doing all sorts of jobs before becoming inspector of production and then inspector in the Service Department. While at Austin's George became friendly with John Pares and drove his racing A7. This was the low-slung ex-Col. Waite car with the wheelbase lengthened by a foot to 7'3", which improved the road-holding. Blown and non-blown engines were available for it and after the streamlining had been elaborated it was called "Slippery Ann". With it Coldicutt won the 750 cc racing car class at Shelsley Walsh in 1928 on a single run, clocking 57.4 secs, compared to 62.4 secs by Donald Barnes' G E Brooklands-model sports A7 and 63.6 secs by Syd Holbrook in a prototype Ulster. "Slippery Ann" was in unsupercharged form. It had been a close run thing, because on the way to Shelsley a woman driver of a Morris had collided with the racing car and damaged its back axle. However Charles Goodacre, who was with Coldicutt, rushed back to the factory and brought out a replacement . . .

Sir Herbert Austin heard of this fine performance and sent for George, congratulating him and asking him to drive in the works team. This was run on a low budget, only one day's pre-race practice sometimes being authorised and the racing cars then being driven to all fixtures. When competing at Brooklands the drivers were comfortably accommodated at the "Duke's Head" in Addlestone, where the Company had an account. The cars were kept in one of the garages just outside the track, up in the woods on the right of the Entrance road. In the days of the Ulsters, Austin's reckoned that their racing programme was worth £73,000 in terms of advertising.

In the 1929 BRDC 500 mile race, Coldicutt's A7 was holding 4700 rpm until the gasket failed. This race was won in 1930 by S C H Davis and the Earl of March with a stripped, bright orange supercharged Ulster at 83.41 mph, including two scheduled slowish pit-stops, a remarkable achievement for a 747 cc car. It was a TT-type Ulster, new for the race, and very carefully prepared. A raised compression ratio, a special camshaft and standard diameter tulip valves were used and the gear ratio was raised slightly by fitting 27.2" tyres. A full dress rehearsal was run prior to the race, Poppe doing some of the driving, so that the tyre wear, fuel and oil consumption etc, could be calculated. Col. Arthur Waite, Sir Herbert's son-in-law, stood down as No.1 driver after his crash in the TT, Davis replacing him. Waite became the team manager. He imposed a lap time of 120 secs or 83 mph on his A7s to cope on handicap with the Bentley opposition.

It was a splendid performance for the winning A7 to have averaged 0.4 secs above Waite's target for the six hours of the race, especially as it was run mostly on a wet track. The engine ran at over 5000 rpm and never missed a beat. Davis drove for the opening 200 miles, the Earl for the next 200, Sammy Davis doing the final 100 miles. The big tank on the mechanic's seat was filled with Pratt's fuel, and Mobil oil and KLG plugs, a Solex carburettor and an ML magneto were used.

That this highly creditable race result was no fluke was emphasised when Davis, aided by Goodacre, then a young apprentice, with a similar car prepared by Len Brockas, then a young mechanic, later set Class H records at Brooklands of up to 12 hours, the one hour at 84.83 mph, the full distance average 81.71 mph, ending in the dark. I mention this to encourage those who run Ulster Austin's today! By 1931 a better streamlined A7 had improved on Class H records at Brooklands, including 90.12 mph for six hours.

Back to Coldicutt, we chatted about some of the Austin racing drivers. Syd Holbrook started very young, his father being the Sales Director, Gunner Poppe was also on the sales staff, Col. Waite won the first Australian GP in 1927 with a car sent out to him, and Pares left to open an Austin agency in Surrey, taking Frank Wood and other workers with him; he married the daughter of Col. Watson, equarry to HM the King. Goodacre of course, became a noted A7 racing driver along with Driscoll, Dodson and Bert Hadley, and Brockas became head of the racing department. Pares came from a wealthy family in Carshalton, went as riding mechanic in Grey's A7 in the 1925 200 mile race and was at Austin's, probably as an apprentice, testing Chummy 7s, etc. Coldicutt's first car, bought for £65, was a flared mudguards A7 sports, used in trials such as the Colmore Cup, etc. He then asked Sir Herbert about a car and was provided with a series of new Sevens and then a Big Seven ("a good car") and three or four 10/4s. Now, aged 92, he still drives an Austin — his seven year old Allegro.

WB




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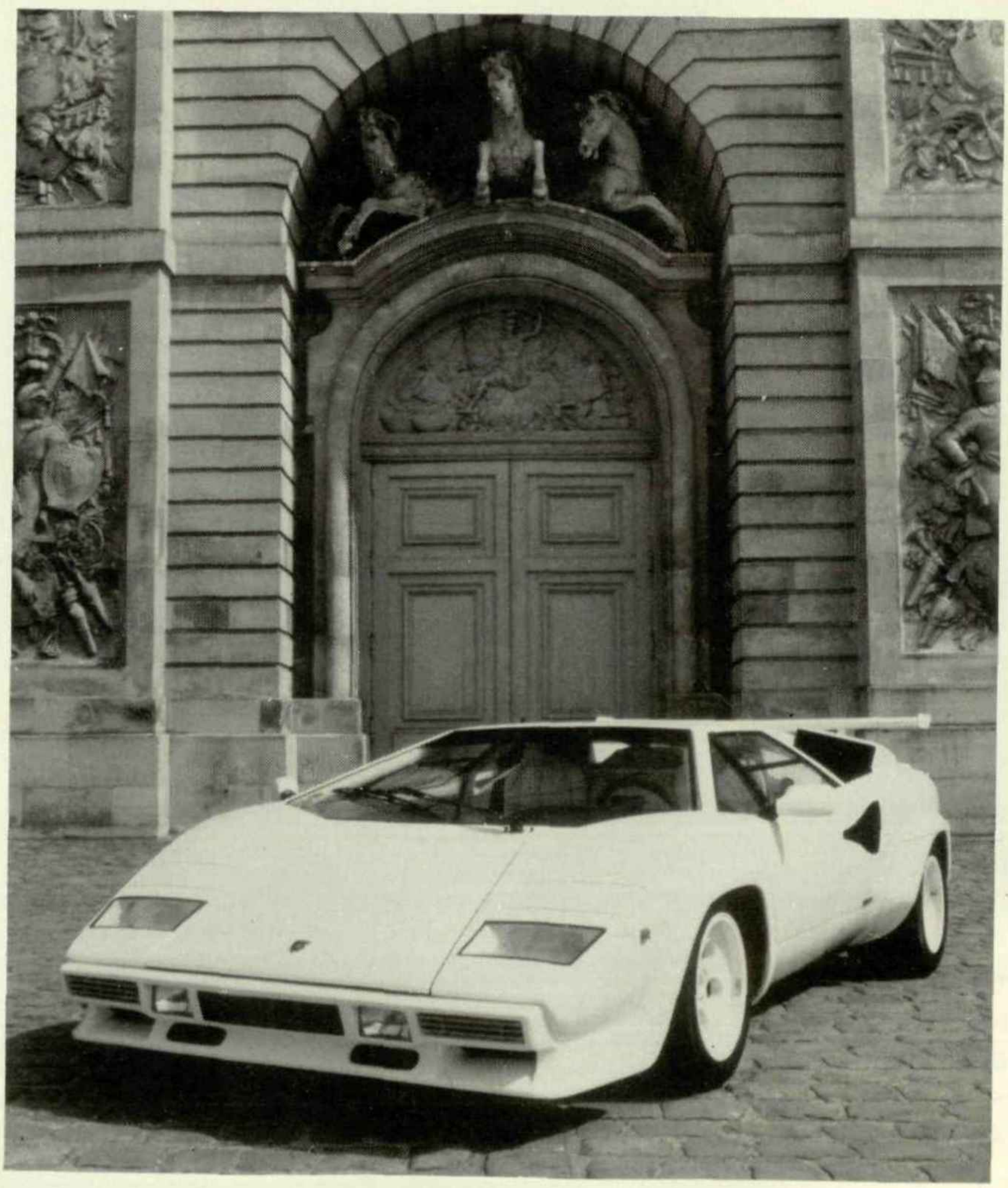
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MG. PUBLICITE

*If you wish to have your club event publicised in this section, please contact SS at the usual MOTOR SPORT address. Do not be too disheartened if your entry does not appear; space is obviously limited and you may be lucky next time around!*

As part of the Gates Group's celebration of its 70th anniversary year, an Epping Forest/Herts **Model T Ford Rally** is being organised which should be of particular interest to both Model T Ford enthusiasts and vintage car followers in general. The event will take place on Sunday 17th June, and it is hoped that 40 Model Ts will be running the 60 mile course, in what promises to be an interesting nostalgic event.

Entry forms for the Rally are available from Mr B R Gates, Joint Managing Director, F G Gates plc, Model T Rally, 140 High Road, Woodford, London E18 2QS.

**The Sporting Bears Motor Club**, well known for their charity fund raising events, have organised a Motor Tour to take place on September 12th-14th. A non-competitive event for sports cars only, this three day tour starts in Cambridge and finishes in the MOTOR SPORT Club News Editor's home town of York, taking in the beautiful countryside of Wales, the Lake District and Yorkshire along the way.

For details and entry forms contact Sporting Bears Motor Club, PO Box 259, Sawston, Cambridge CB2 4PJ. Tel: 0223 833317. Anyone wishing to join the Club should also write to the above address.

One of the most popular activities at the **Castle Combe Circuit**, which this year celebrates its 40th anniversary, is the "Tuition and Drive" Day, where motor clubs allow their members access to the circuit in their own vehicles. Spectators are welcome and there is no admission charge. During May, the **MG Car Club** will be running a tuition day on the 19th (contact Max Tyler on 0666 41627 for details) and on May 26th it will be the turn of **Club Lotus** (contact Margaret Arnold on 0362 694459). Other events at the circuit include a Steam and Vintage Rally on the weekend of 12th/13th May. For further information of events at Castle Combe Circuit, telephone 0249 782417.

A new club has been formed by Brian Cocks and his International race organising team. **The Historic Racing Club** will concentrate on the new FISA Historic period called category H and covering 1971 to 1975. The first races will be for the source Challenge for Group 6 2-litre sports/racing cars. Following the very successful pilot races at Donington and Silverstone in 1989, eight international races will be run and full details will be announced shortly.

The Historic Racing Club's office is at West Lodge, Norton, Wilts. SN16 0JS. Tel: 0666 837137.

**The MG Octagon Car Club** is holding its Wings Run on 10th June for pre-1956 MG cars. Old MGs from all over Britain and Europe are expected to attend the annual pilgrimage to Abingdon-on-Thames, and non-members are welcome. For details, contact Harry Crutchley, 36 Quensville Avenue, Stafford ST17 4LS.

The East Midlands Section of the **Rover Sports Register** are holding a celebration of the 40th anniversary of the Marauder Car Company in conjunction with their 10th Pride of Ownership for pre-1950 Rover vehicles at Belvoir Castle near Grantham on Sunday 19th August. All owners of Marauder cars are welcome and there will be a concours for Rover vehicles as well as an autojumble.

Further details are available from Mike and Sue Couldry, 5 Holme Lane, Radcliffe Road, Bassingfield, Radcliffe-on-Trent, Notts NG12 2LD. Tel: 0602 811222.

Enthusiasts from all over the world will be joining figures from Jaguar's illustrious sporting past during the weekend of 8th/9th/10th June to celebrate the fortieth year of Jaguar's association with the famous Le Mans 24-Hour race. **World Jaguar Weekend**, just prior to this year's Le Mans Race, is the inspiration of the Jaguar/Daimler Archive Council, an international body dedicated to preserving Jaguar's great heritage. Individual activities during the weekend are organised by the various Jaguar clubs and include a civic reception and preview of the first-ever Exhibition of Jaguar Art at the Museum of British Road Transport, Coventry, a Jaguar Rally and Concours d'Elegance at Charlecote Parke near Stratford-upon-Avon on 9th June, and the Andrew Whyte Trophy Race Meeting at Donington Park on 10th June.

*Many of these events are open to everyone, so if you are interested in attending any,* contact Roger Woodley, Jaguar/Daimler Archive Council, Monkey Castle, Wellesbourne, Warwickshire, CV35 9JL, for more details.

Anyone interested in participating in the **Morgan Sports Car Club**'s MOG 90 should contact the organisers a.s.a.p, as bookings are coming in thick and fast. The event will be held at Whitbread Hop Farm and Brands Hatch from Friday 22nd June to Monday 25th June. For details etc, contact Brian Downing, 35 Leslie Road, Dorking, Surrey, RH4 1PW. Tel: 0306 880184.

This year's **International Spitfire Weekend** will take place in Klein Vink, Arcen in Holland on 1st/2nd September. A major international event for Spitfire owners everywhere, there will be a wide variety of activities and events lined up for the occasion.

Contact Mieke Luijten for further details at Kastanjelaan 131, 4902 RL, Oosterhout, or telephone him (if your phone bill and foreign pronunciation can accomodate it) on 01031-1620-32796.

The East Yorkshire group of the **MG Car Club** are holding their own celebration for the MG Diamond Jubilee. The Sledmere Weekend, at Sledmere House, Driffield, on the 28th/29th July, will feature a Tour of the Wolds (members only) comprising a series of autotests followed by a Treasure Hunt in the evening, and a Concours, along with gymkhana and auction.

Further details of the autotest are available from Tim Nightingale, Street House Farm, Full Sutton, Stamford Bridge. Tel: 0759 71329. Details of the Concours can be obtained from Eric Taylor, Rose Cottage, Wansford, Driffield, East Yorks. Tel: 0377 44039.

Over 300 vehicles are expected to take part in this year's **Barnsley Metropolitan Vintage Vehicle Rally** on Sunday 8th July. Now into its 16th year, the rally starts at Elsecar at 10am and follows a 20 mile run finishing in a gala in Locke Park, Barnsley from around 12 noon. Attractions in Locke Park include vehicle displays, brass and steel bands, army displays and trade stands. Admission is free, and entry forms can be obtained from Phil Watson on 0226 299371 or 299837.

**The Triumph Sports Six Club** hold their South of England Meet (SEM) at Leatherhead Leisure Centre on 12th/13th May. This promises to be the biggest and best yet, with many events lined up including a Concours, trade stands, autojumble, gymkhana, competitions, all-day bar(!), Club shop, continuous video show and an evening Noggin and Natter on site. As well as all this, there is the added attraction of the use of the full sports facilities available in the Leisure Centre. Admission is £2.50, so contact Mike Crewes now for details at 112 Blackmoor Wood, North Ascot, Berkshire SL5 8EN.

**The Manx Motor Racing Club** is organising a couple of Sprints to be held on 19th/22nd September. The event will be open to all members of the Manx Motor Racing Club, Aston Martin OC, Ferrari OC, Historic Sports Car Club, Jaguar DC and the Vintage Sports Car Club. For an entry form for either the Willaston Circuit Pursuit Sprint or the Douglas Seafront Sprint, contact Formula Services, "Marshalls Rest", 70 Nest Lane, Wellingborough, Northants, NN8 4AX. Tel: 0933 222903. Fax: 0933 72009.

**Aston Martin Virage**
*by Chris Nixon. 160 pp. 10⅜" × 14". Osprey Publishing Limited, 59 Grosvenor Street, London, W1X 9DA. £80.00*

There are two ways that Chris Nixon's Aston Martin Virage book can be looked at: on the one hand it is a punctilious account of the conception, development and birth of Aston Martin's new model, or else it is a glorified sales brochure which costs the customer a bomb.

If this was almost any other author one would reach the conclusion that this book falls into the latter category, but as it is written by that respected historian Chris Nixon, it is a different ball game.

There are passages that do come across as if the author is writing to please a member of the company who was peering over his shoulder as he tapped it out, but they are few and far between. What we have is a beautifully presented book, with stunning photographs by Richard Newton, illustrating the Virage to the minutest detail.

Labelled Design Project 2034, the Virage had the usual troubles of a new model, but compounded by the fact that Aston Martin is such a small manufacturer. Naturally the takeover by Ford is included and it is quite illuminating to see just how that came to be and how the relationship has continued since.

Some photographs from the archives are reproduced to make points, the only disappointment being on page 39 when 63PH, one of the DB4 Zagatos, is reproduced to illustrate the stunning design. Instead of being able to appreciate the car's beauty, the picture has been enlarged too much so that the top of the car down to the windscreen has been chopped off and the front three quarter view up to the sidelight likewise. Perhaps it was felt to be too good looking when compared to the Virage?

A minor gripe in what is a comprehensive book on what is becomingly increasingly unique in today's motor industry — the development of a bespoke motor car.

WPK

**Bentley — The Silent Sports Car 1931-1941**
*by Michael Ellman-Brown. 452 pp. 9½" × 8½". Dalton Watson, 3 Harbour Exchange Square, Limeharbour, London, E14 9GE. £39.95*

I must confess to more than a passing interest in this book. Not only am I a Derby Bentley owner, I am also a former director of the publishers, Dalton Watson in its old school glory days. The interest in the book, though, is even greater than that, for it is a member of my family, Johnnie Green, author of the standard reference book on Bentleys with *Bentley, Fifty Years of the Marque* who has written the Foreword. The review, let the reader be warned, is hardly going to be that of disinterest.

In the Bentley Drivers Club review for February, the book has been rather panned for the hundreds of silly spelling mistakes. This is not acceptable in any publication, but especially one costing £39.95. Extremely irritating though it is, it should not militate too much against this tome, for its 452 pages are packed with excellent information.

What has been particularly pleasing as an old boy is that Ellman-Brown has used as many contemporary photographs as possible. A number have been seen before, but how much more valid original photographs are, compared to pretty, glossy colour ones taken last year which show what purports to be an original but which, in the rebuild, has been subtly altered. It may only be different door handles or interior trim, but it may also be something more serious such as reprofiled wings. Contemporary photographs show the car as it was.

A number of pages are devoted to press comment of the day. Too many pages in my view and whereas they admirably capture the spirit of the times, I personally found them repetitious and boring. The layout is a mess, there seems to be no running order. How I wish I could get my hands on the layout and present the book as it should be!

To sum up: as a publisher, I would be angry with myself for producing a worthy book which had been sloppily handled in the production stage. As the author, I would be satisfied that I had fairly exhaustively covered the model, but as a Derby owner, I have to say it is essential reading.

WPK

**The Austin Seven Source Book**
*by Bryan Purves. 544 pp. 10¾" × 8½". G T Foulis & Co. Ltd., Sparkford, Yeovil, Somerset BA22 7JJ. £75.00*

The Austin 7 has been immensely popular since its introduction in 1922 to an astonished small-car fraternity used to bigger cars-in-miniature and crude cyclecars. As with other well-liked cars, it has been the subject for many books, starting with Bob Wyatt's in 1968. A flood followed — specialised histories, picture books, huge manuals devoted to technical and maintenance matters, the 750 MC's comprehensive all-aspects work etc.

All that was left was to describe and illustrate every known A7 in one volume. This Purves has attempted without flinching. That this enormous tome costs £75.00 when the Conway Bugatti Magnum costs £150 and a special edition of Heal's Sunbeam racing car history costs £250 reminds us that class distinctions continue to exist in this democratic country! For this sum A7 fanatics will find it all, or almost all, set out in more than 2½ million words laced with 1500 pictures, so the publisher's blurb tells me, sparing me from counting. Magnificent!

All the production and racing A7s are described in detail, together with every conceivable special-bodied car like Gordon England, Arrow, Swallow, Taylor, Burghley, Boyd Carpenter, Mulliner — think of one, and it will be there. In addition the BMW, Rosengart, Datsun and American Bantam A7s are included, along with such unusual ones as the military versions, the vans, a 3-wheeler off-shoot, a taxi and even a milkman's pick-up. Then there are the biographies of Lord Austin, Joseph Lucas and E C Gordon England, and Freddy Henry contributes a very readable Foreword, especially for those not conversant with the 750 MC's *Bulletin*.

It is a great effort and I only hope that keen A7 followers will not have such a surfeit that they will go out and buy Morris Minors! If criticism may be ventured, I would have preferred the racing A7s to have been given a separate section of the book, not included within the general chronological format, and this, being set out in a tabulated text, leaves unhappy blank spaces for those models to which all the headings do not apply. And while it is great fun having reproductions of old advertisements, cartoons and so on, I am not sure I like such "fillers" to be interspersed with technical drawings, colour charts and so on. It was inevitable that contemporary pictures would need to be mingled with modern shots, I suppose, and one has to wonder where all the data was obtained and its accuracy checked.

Of the racing car descriptions I see the 1931 works cars are listed as "Ducks" — at Brooklands we knew them as "Dutch Clogs" or "Rubber Ducks", but these were slang terms. The streamlined racer is referred to on "its return from Southport" with no reference to the two-way kilo at 122.74 mph attained there by Driscoll — the fastest official speed for an A7. So perhaps you need the *MOTOR SPORT Book of the A7* after all! I was surprised, too, to find a description of Driscoll changing his goggles for an experimental "windscreen wiper" pair proffered by a schoolboy during the 1933 International Trophy Race under that Ducks heading, but no reference to the isolated radiators that were a feature of those cars. And this race was not won by a team of Austins, as stated, but by the Hon. Brian Lewis' Alfa Romeo. On another page, the data about the Mulliner wireless car has lost its heading and merges with that about a racing single-seater! I question whether the Maclachlan Special was widely known as "Tiddler" and whether it merits a manufacturer's sub-heading when only one was built, which was not for sale, leaving those sub-headings blank. Another racer is identified as "The Yellow Canary", again a slang term, nor are the Southport A7's Brooklands exploits given. And why was the Brettell single-seater not included and "Mrs Jo-Jo" not given more space?

However, this is minor criticism of an extraordinarily complete reference work

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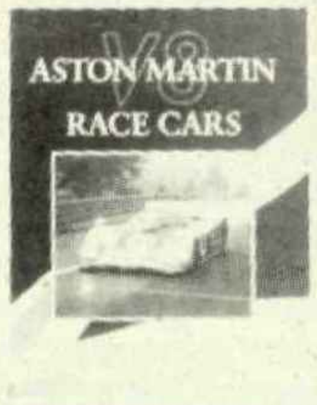
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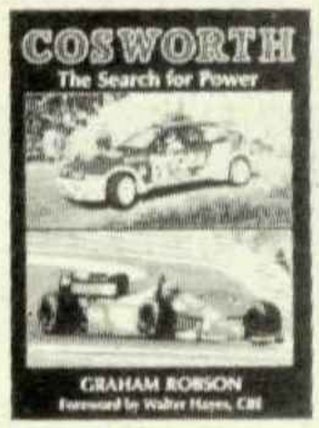
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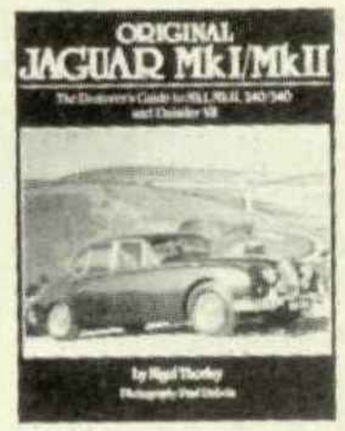
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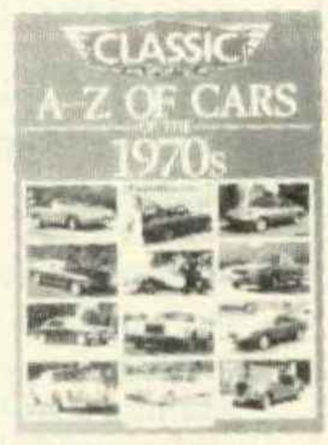

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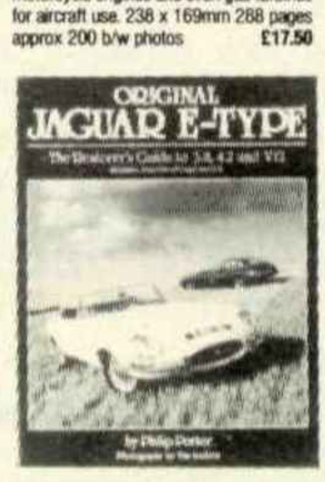

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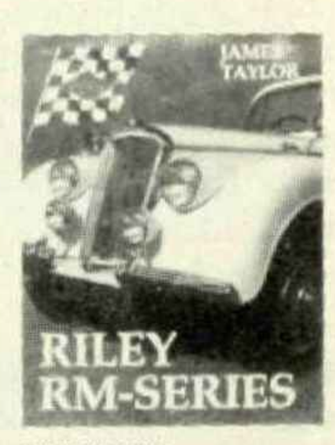

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# Cars in Books

This once regular feature refuses to go away. Three readers have kindly written to draw my attention to appropriate books. The first is *A Mountain of Light* by Austin Coates, the history of The Hong Kong Electric Company, which is thought to be the oldest power company in the world using its original name. The company secretary in Hong Kong has kindly sent us a photocopy of the relevant pages, which deal with a fleet of Trojan cars bought in 1925 for the Company's representatives. These solid-tyred cars are accurately described and earn much praise. At the time when they were acquired, only a few cars belonging to high ranking government officials or company directors were seen in China and in Hong Kong the first car was that of Dr Noble, a dentist, who lived in Pokfulam and bought it in 1915.

The war delayed car sales up to 1920, but within two years 1000 were sold. The opening of Stubbs Road in 1923 enabled cars to reach the Peak if they did not overheat on the way. Some 5000 cars were owned by the well-to-do by 1928 but in Hong Kong motoring was mostly done in a fleet of badly battered Citroën taxis, until, as the drivers were wont to turn back the taximeters and pocket the change, the firm running them went bankrupt! The Trojans served extremely well and the book contains some amusing stories relating to them.

The other book to which our attention is drawn is *Sea and Sardinia* by none other than D H Lawrence, published in 1923. It describes a bus journey undertaken by the famous author in 1921, from Sorgono to Nuoro. The make of the bus isn't mentioned but it is obvious that it went very much in its own time, to suit the passengers, as country buses once did in England, and that Lawrence enjoyed it; he praised Italian automobiles and one wonders what cars he used himself.

Finally a 3½-litre Bentley figures in *The Courier* by Derek Kartun (Century Press, 1985) and although this is fiction, about smuggling bullion from Paris to Lisbon, the author says the Bentley was an actual car, and it is apparently accurately described, although, says our correspondent, Bentley Motors might not have approved the fictitious alterations made to it for carrying heavy objects over the Pyrenees! We thank these readers for their interest and are always glad to hear of real cars in books. WB

which, although not quite as near-perfect as one had hoped, is a triumph of compilation, on which the dedicated Purves is to be very warmly congratulated. It might pay to wait for the next edition when minor hiccups have been eliminated. WB

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**The Beetle — The Chronicles of the People's Car, Vol.2**
*by Hans Etzold. 240 pp. 8¾" × 8". G T Foulis & Co. Ltd., Sparkford, Yeovil, Somerset BA22 7JJ. £17.95.*

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All who love Beetles, whether black or otherwise, should add this book to their libraries. Inevitably after 50 years and 20 million VWs of this "Strength Through Joy" kind, some of the facts and pictures will have appeared elsewhere, in this second of Etzold's volumes of Beetle data; the Foulis version is the English edition of *Der Kaler II: Modelle von 1934 bis heute* published five years ago.

Etzold's first book covers specifications and mods; Vol.III is to take us back to the fringes of Beetlemania — how the car was advertised, raced, used for films, made in model form, etc. To have it all in three volumes is useful. If some of the data is not new, I was most intrigued to find in Vol.II 20 pages devoted to tests carried out before the war under various headings on two VWs, an Adler Junior, a two-stroke DKW Meisterklasse and an Opel Kadett. If this, with tables and photographs, isn't new, someone will surely tell me! Apart from this fascinating comparison of pre-war German small cars by the official RDA, there is much besides. As well as all the expected information there are biographies of Porsche and Nordhoff, a study of the first VW design with more comparisons with other cars, the Reich documents re-VW production (magnifying glasses out!) and the subsequent 1934 contract signed by Porsche, some rare pictures of experimental VW engines that preceded the final flat-four, including the four piston twin . . . and a sleeve-valve two-stroke, the ill-fated KdF savings scheme, development numbering, how to treat a Beetle, a chapter on "My First Beetle", etc.

All in all, it made me, for a fleeting moment, think I should have a Beetle in the stable again! It is a book, with the companion volumes, that should do well, judging by the fact that the book of mine still most in demand at lending libraries is the one I did for Osprey on the Beetle eight years ago. After which, enough on this subject perhaps? WB

There seem to be no end to books about Jaguar! The latest I have seen is *Jaguar - The Complete Illustrated History* by Philip Porter, published by G T Foulis & Co Ltd of Yeovil at £14.95. I have not counted how many of the 300 plus pictures I have seen before and how many are new but they are well reproduced on art paper on 11" × 8¾" pages, with a running text, and all models are covered in glorious colour. It will keep Jaguar fans happy for a long time. WB

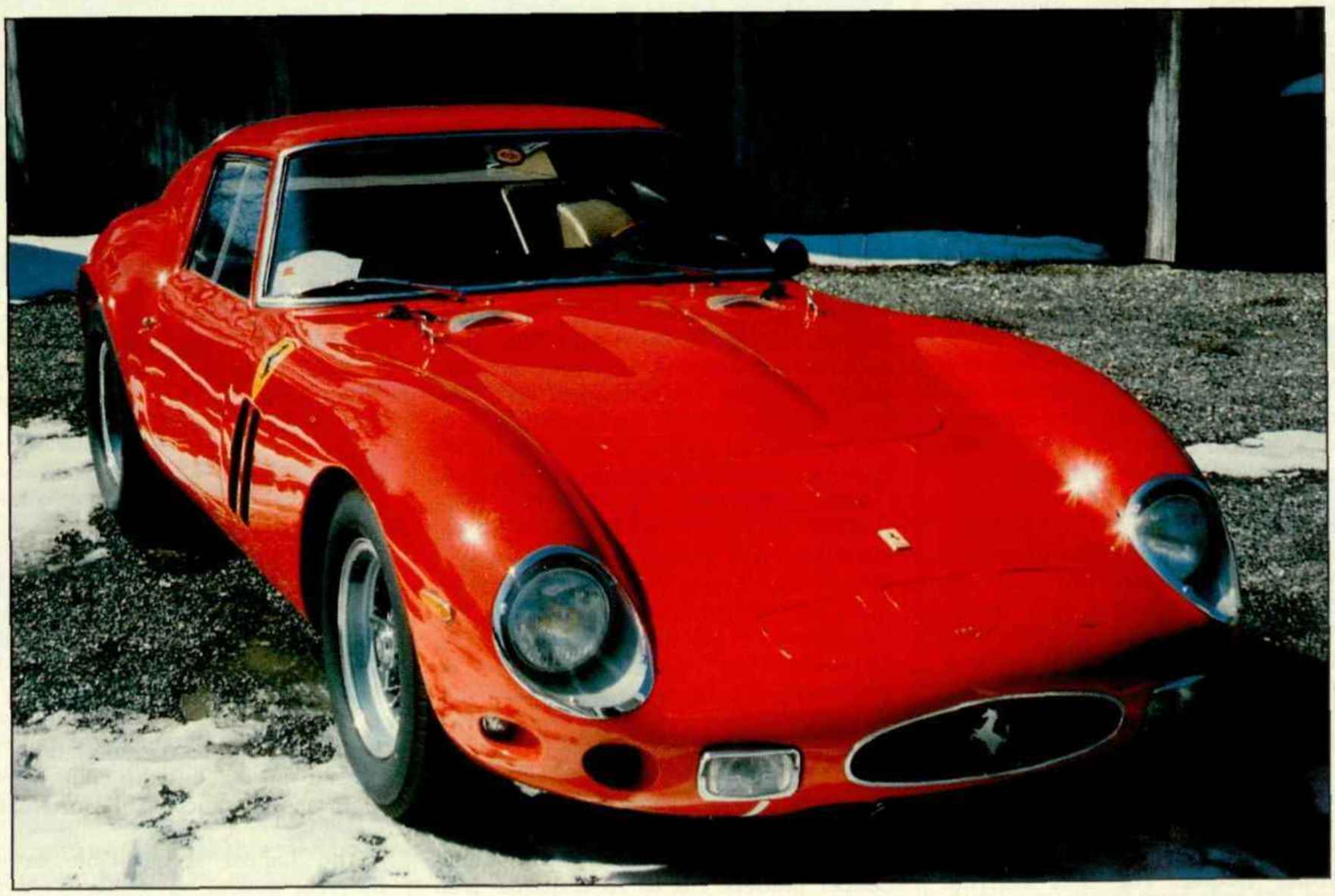
The 750 MC has issued its *1990 Yearbook* which contains regulations governing all the many competition formulae now operated by this active Club, together with fixture dates, results of its 1989 Championships, etc. It is a veritable mine of information on these matters and it is interesting that a Club originally formed to assist 747 cc cars in mud-trials now has an interest in many racing and road-going formulae, including that which takes in cars like the Porsche 911 SC Turbo and TVR Tuscan. I have not seen a price for this very useful Year Book, but it can be obtained by non-members from the 750 MC, 16 Woodstock Road, Witney, Oxon. WB

Christopher Hilton, a *Daily Express* sports writer, has done a book for PSL on *Ayrton Senna — the Hard Edge of Genius*. It sets out to explain the Brazilian driver's attitudes to F1 racing, his performances, and to prove his prowess, which is not in doubt. It is not a full biography and the author knows that Senna has to prove himself over the next three years, but if you find any account of modern F1 racing compulsive reading, by all means spend your £14.99 on it. To me it seems rather full of quotes, which gave me the impression I had been there before. Pictures are by Keith Sutton and there is a full list of Senna's races from his first karting appearance in 1973 to the end of last season. WB

The Manx Norton turns on two-wheeler folk as a Grand Prix Bugatti or a Gran Turismo Alfa Romeo does those who motor on four wheels. So a book which tells it all, *Manx Norton* by Mick Walker, from Aston Publications at £17.95, will delight enthusiasts from both camps. It has masses of fine pictures, covers the great races ridden by such as Duke, Oliver (with DSJ "up"), Hartley and others, has a chapter about tuner Joe Craig, shows the featherbed frame and the works 350 cc Al-fin cylinder, and ranges not only over the road circuits but covers Manx Norton feats at Daytona and Montlhéry. Norton-powered 500 racing cars get a chapter to themselves and there is even a picture of HM Queen Elizabeth II arriving at the Norton works in a Rolls-Royce. Which reminds me of when DSJ went there in an A7 saloon to discuss his racing Norton and as the works commissionaire opened the door of the car it came away in his hand . . . A book that will be a treat for the many who revere the Manx Norton, from an age before the market was flooded by the Japanese. WB

Motormedia Ltd, PO Box 3, E. Horsley, Surrey, has just published a couple of catalogues at £5 each on motoring books and motoring and racing memorabilia. Of great browsing value in themselves, they are really a key to further treasures. WPK

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# More Mitsubishi

Mitsubishi Motors is one of those car manufacturers who have a low key profile in this country, no doubt handicapped by the voluntary import quota, but who, undaunted, keep coming up with interesting models.

Last June we reviewed its "Dynamic Four" Galant Saloon, so called because of its unique combination of four-wheel drive, four-wheel steering, four-wheel independent suspension and four-wheel anti-lock braking. As we noted at the time, the car impressed with both its stability and handling.

Introduced at the same time as the saloon, but very much in its shadow, was the Galant Coupé. It was not fitted with the Dynamic Four hardware and it was only available in front-wheel drive form powered by a SOHC 2-litre engine as a five-speed manual or four-speed automatic, but no longer. In an effort to broaden the technological appeal of its cars, Mitsubishi now offers the Dynamic Four package on this model as well.

In fact, coupé is an incorrect nomenclature for there are more than two doors, the only difference between this and the saloon being the opening rear hatch. While the interior remains the same, Mitsubishi has taken advantage of the new variation to uprate the 2-litre, 4-cylinder, twin cam, 16-valve engine but with a catalytic convertor remaining an essential part of the engine. The modifications can only be found internally where revised inlet and outlet ports complement a reprofiled camshaft to give both better torque and power output. The only external giveaway is the increased diameter of the exhaust system.

It was most refreshing having the chance to be re-acquainted with this system. The surefootedness of the car was reassuring as we drove along some pleasant roads to the north of Nantes in France, although it has to be said that the conditions were never poor enough for the set-up to be meanfully tested. To have used Ford's route for the four-wheel drive Cosworth in Spain would have allowed us to form a better judgement.

The car itself was comfortable to drive with adequate room in the back for all but the tallest of passengers. As typical of Mitsubishi practice, the two main dials confronting the driver, the speedometer on the left and the tachometer on the right, were huge, but neat. The twin trip meters in the speedometer may not be used a great deal, but are nevertheless a useful item.

Windscreen wipers on the left-hand stalk and indicators and lights on the right-hand follows usual Japanese practice, but can cause confusion being as they are a mirror image of most European practice. The horn button is sensibly placed in the centre of the wheel. With the



*The "Dynamic Four" Galant Coupé.*

cloth-lined seats being adjustable in six different positions and the steering column as well, there was no reason to complain about the driving position.

If there was one aspect that was disappointing, it was the fact that it was hard to believe there was a 16-valve, twin cam engine lurking underneath the heavy bonnet, so sluggish was the car. More than anything, it seemed that one of Mitsubishi's famed turbochargers was missing. The car, though, was quite happy to live at a rapid gait once brought up to speed and it did not seem unduly stressed.

With an increase in price varying from one half to two per cent as from April 16, the 2000 GLSi 5-door Coupé in manual form is now £13,669 and £14,419 as an automatic. Whether many customers will be prepared to pay another £3280 for the "Dynamic Four" system remains to be seen, but for the extra element of safety the model brings with it, it seems a small price to pay.

Mitsubishi has not spent its time on just uprating the Galant Coupé, however, for it has also been rejuvenating the Colt and Lancer models. So as to dispense with confusion, the Colt is the baby of the model available in 1300cc, 1500cc and, until now, 1600cc versions.

The arrival of the new 1836cc, 4-cylinder, twin cam, 16-valve engine, however, has done wonders for the car. Utilising lessons learnt from the larger Mitsubishi engines, the new unit is fitted with the manufacturer's 'Silent Shafts' to reduce engine noise as well as with a needle roller bearing system for the rocker arms which increases efficiency and decreases noise and vibration. Torque is improved by seven per cent and fuel efficiency improved by a claimed 15 per cent at idling speeds.

Now developing 134 bhp at 6500 rpm, compared to 124 bhp of the 1600cc engine and 119 lb ft at 4500 rpm (105 lb ft on the superceded unit), the car's overall performance is obviously better than it ever was. The claimed top speed has increased by 3 mph to 125 mph and 0-62 mph is less than 8 seconds.



*The new 1836cc Colt GTi.*

These figures and times are really all very academic even though they do provide a criteria by which to judge it and other cars. It is only in driving that the difference can be fully appreciated. It may only be another 200cc, but the internal improvements have transformed it into a sweet little unit: its willingness to rev and its improved pulling power allied to one of the slickest of gearboxes, gives this car the edge over many rivals.

As with the Galant 4WD/4WS Coupé, we never really had the opportunity to put it to the test over demanding roads, but its ride was good and the handling, so far as we could tell, predictable for a front-driven car. Being a three-door hatch, there is naturally a premium on space, the car losing out in headroom, in the rear seats and in the luggage compartment.

At £10,779 it is not exactly cheap, but for those in the "hot hatch" market, it is worthy of consideration.



*The Liftback version of the Lancer.*

Mitsubishi's Lancer models have always passed me by, but the chance to make their acquaintance in France was very welcome.

The Lancer is available in several different guises, but unlike Colt there is not a base 1300cc model, the range instead starting with a 1500cc engine. New to the line up, however, is the saloon and Liftback powered by the same 1836cc engine as found in the Colt GTi, capable of running on both leaded and unleaded petrol, linked to the same smooth gearbox. Being heavier than the Colt, though, both versions of the Lancer reach 62 mph from standstill in a claimed 8.3 seconds, which is still respectable by any standards.

Never having taken notice of the Lancer before, I was most impressed at just how pretty the model was, both in Liftback and saloon versions. Roomy inside, with a similar dashboard layout to the Colt, a sunroof option (not available on the Colt) comfortable seats and plenty of legroom, it presented an attractive package.

If there was one cause for concern, however, it was the build quality. On the saloon test car, which had less than 2000 miles on the clock, there was an occasional, but irritating, rattle emanating from the scuttle, but otherwise it was a splendid little car.

For the outlay of £12,319 you can purchase the 16V Liftback model while £12,069 is the asking price for the saloon.

WPK




*The CD Carlsson has luxury and performance to please anyone, but its styling is rather more of an acquired taste.*

Ace rally driver Erik Carlsson has given his name to two more cars in the Saab range. The 9000 Carlsson has been joined by a CD Carlsson and a 900 Carlsson. The CD Carlsson is the top model and retails for £26,495. It continues the Saab tradition of combining luxury with performance, and provides plenty of both. Indeed it is a very impressive motor car, but taking into account the price tag one is inclined to be a bit more critical, and it is then that several details tend to let down the car as a whole.

Saab has never been a firm to place a premium on beautiful styling, and it could be argued that the CD is no exception. Several people said that they thought it was ugly, and while I think that might be a slightly unfair description, actively to like it would definitely be an acquired state of mind. Saab describe the car as having "a purposeful but dignified exterior, with an elegant body kit and spoilers, including a cheeky new rear bridge spoiler, driving lamps, and unique body striping." Now, an elegant body kit is most usually a contradiction in terms, and the only circumstances under which I can imagine a rear spoiler being cheeky is if it's on a racing car and you've put it on upside down. Pointless is the descriptive term that springs most readily to mind when the actual device sits almost entirely sheltered from the airstream, and the car is meant for the open road. I agree that not everyone sticks to 70 mph, and I also agree that there is a place for front air dams and side skirts, to limit underbody turbulence and increase stability at high speed; but so often these things look as though they have been glued on as an afterthought. They usually have. Prejudices aside, Saab has made a good job of a bad practice, and in fact the striking styling will compete well in the performance/luxury car section of the market.

The majority of one's time is not spent abstractly gazing at a car but inside and actually driving the thing, and so more importantly the interior of the Saab is very impressive. The seats provide excellent lateral and head support, and the drivers seat can be adjusted to suit any individual driving position. The passenger seats are more than adequate, there being plenty of leg room in the back, and a long space between the dashboard and front seat passenger. Head room is also good. Seatbelts have built-in tensioners and are height adjustable. Windows, sun-roof and mirrors are all electronically controlled. Excellent ventilation rounds off the high level of comfort and for an extra £1,695 one can purchase an Automatic Climate Control system.

The controls are all well positioned and are clearly marked. Instrumentation is complete and easy to read. There is a tachometer and speedometer, a temperature and fuel gauge, and a gauge marked 'turbo' which indicates the pressure in the inlet manifold. There is an electronic display that indicates your present fuel consumption, which is thoroughly depressing if you wish to travel at all quickly. There is also an information display which can indicate the average fuel consumption, the range of the car taking into account the fuel in the tank and the present consumption, the ambient temperature and the battery charge.

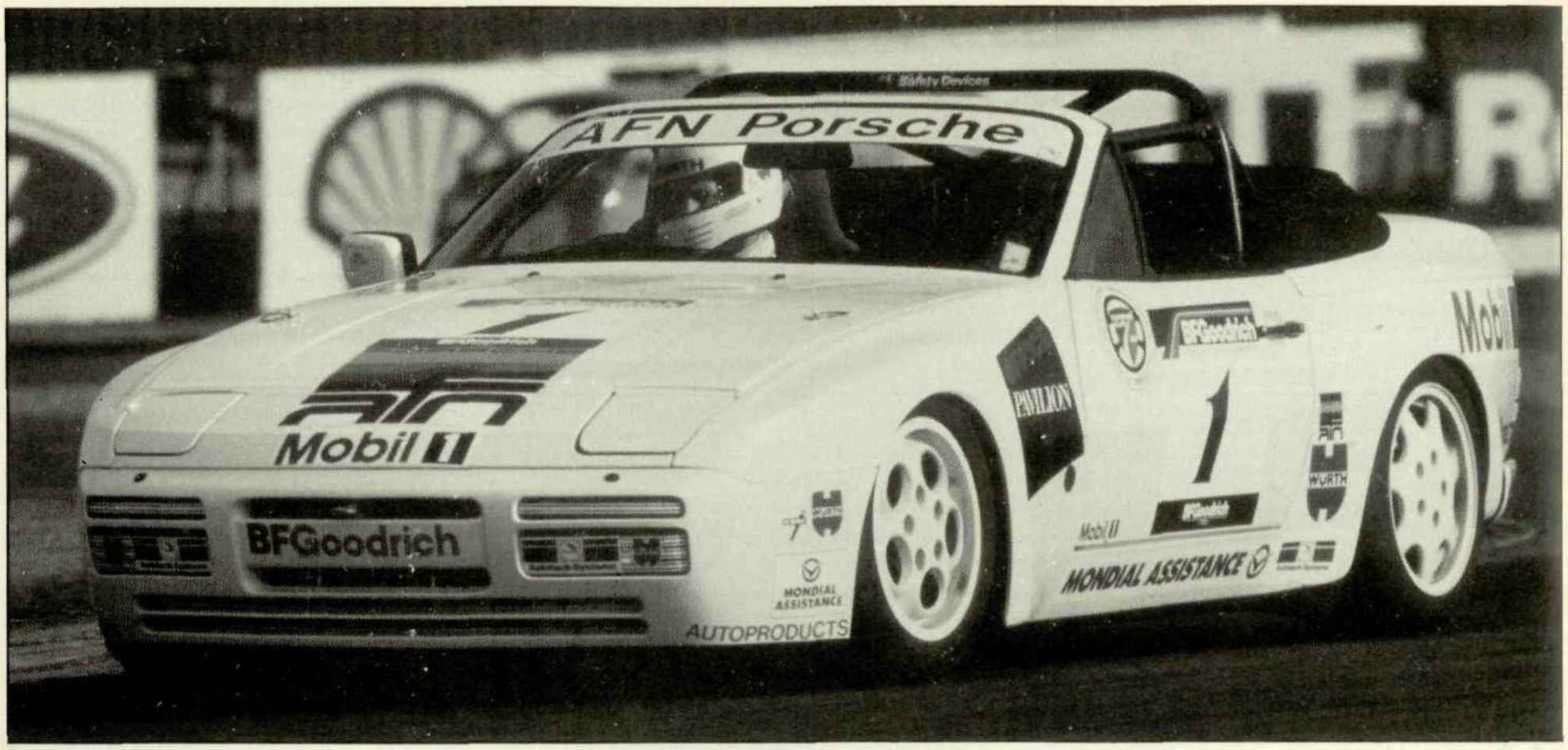
The steering column is adjustable, although there is no reference in the manual as to how it is adjusted. Visibility out of the front is excellent but out of the rear is appalling, no doubt because of the 'state of the art' high boot. Reversing into tight spaces is very awkward indeed. The gearstick is well positioned but the car is very much let down by the gearbox: changes up to and down from fourth are good, if a little notchy, but finding fifth gear is not as easy as it should be. Too often one catches the gate between third and fifth and the change is spoiled. It is a problem one could get used to, but then for £26,495 one shouldn't have to. The clutch is light and progressive, but there is nowhere to put your left foot when the clutch is not in use.

The steering is one of the Saab's highlights and is perfectly weighted. It is exact and responsive at any speed, and combines with the crisp but comfortable ride to communicate precisely to the driver the attitude of the car under heavy cornering, or travelling at high speed along bumpy and twisty roads. There are traces of torque steer under heavy acceleration, and this is particularly marked when accelerating hard out of a corner. The steering would also wander, though not uncontrollably, under heavy braking. This puzzled me, and I could only surmise that the short suspension movement became so compressed under braking that the wheels would be steered partly by undulations in the road surface. Despite this slightly unnerving tendency the anti-lock brakes pulled the car up sharply and safely.

As I have already indicated the handling is excellent. The predominant tendency is towards understeer, but only slightly, and in a way that does not make the car tiring to drive. The ride is firm but not harsh, and the Saab feels thoroughly surefooted. However it does need to be driven with a certain amount of respect; accelerating through a corner demands concentration in order to avoid being caught out by the kick of the turbo when it starts to work at about 3000 rpm. If driven carelessly the front wheels can break away, and you need to back off before the car will corner properly again.

The engine which only runs on unleaded fuel, is a four cylinder turbocharged unit of 1985cc and produces 195 bhp at 5600 rpm. The model we tested was fitted with a catalytic converter, and this reduced the power to 185 bhp. Peak torque comes in at 3000 rpm, and it is in the area between 3000 and 4500 rpm that the engine is most useable. Below this speed the engine is quite docile, the thrust comes in sharply at 3000 rpm but after 4500 rpm seems to flatten out. Although the car will keep accelerating all the way up to 6000 rpm, it is equally effective to change earlier and use the power slightly lower in the rev range. However the lack of power below 2500 rpm necessitates frequent use of the gearbox; acceleration in fourth or fifth gear below this engine speed is very slow. Once one is used to the power band, and the gearchange, the Saab can be moved along very quickly indeed. If you want to burn out your clutch and tyres you can accelerate to 60 mph in about six seconds. Much more importantly the acceleration needed for overtaking between 40 and 80 mph is available by the bucketful. Daunting rows of ditherers and caravans can be dealt with in one glorious surge of power.

The CD Carlsson is an impressive car. It is an effortless motorway cruiser and also provides plenty of fun along a country road, but this generally successful blend of luxury with sporting performance is let down by one or two annoying details which, considering the price, really shouldn't be there to bother one. CSR-W.




*JW gives the AFN-backed Cabriolet 944 S2 an early season test prior to its first race in the hands of defending champion Steve Kevlin.*

# Champion Defence

To buy and run a roadgoing Porsche from taxed income is an unattainable dream for the majority of enthusiasts, yet the motorsport world is bulging with over-subscribed Porsche racing series — championships at which amateurs mingle with the professionals, and aspirant pros, to risk their most precious motorised possessions. Recently we have been able to see that this curious phenomenon of apparently endless entry lists in Porsche marque racing exists not just in prosperous West Germany, but also in Great Britain.

We begin with "the home team" and confirmation that the BF Goodrich/Porsche Club GB Championship continues to act as a major club racing draw. So much so that registrations for participants closed early in 1990, months before the first race, at which pre-qualification races were necessary. We were made aware of this as 1989 BFG/Porsche Club Champion Steve Kevlin, Manager Technical Services, Porsche Cars GB, let us loose in a pre-season test session at Donington in his bold title defender: a strictly open version of the Cabriolet 944 S2. When I say open I mean it, for the car then lacked side windows and there is no intention to ever race it in closed (hood raised) trim.

Why did this cheerful Porsche loyalist of modest manner and extrovert driving style chose the Cabriolet? There were some surprises in the 1989 Champion's reply. "When the Cabrio was launched last year I said 'that would make a nice racing car' and that feeling was reinforced when I saw the open TVRs in their race series. But the real turning point was almost despite my attitude. When the Porsche Club voted on various 1989/90 rule changes I was one of the committee members who voted against a rule change to permit roll cages as a bolted part of the structure in our Championship. They wanted body shells saved in severe accidents, I thought the move was too far toward the purpose-built racing car. I was outvoted and it led directly to my Cabriolet.

"When I thought about the open car seriously, that roll cage rule had been voted through and we had started building a new 944 Coupé. Now I saw that the convertible could now benefit from a much stronger basic structure, so we sold the Coupé and started all over again!" In this context "we" refers to Steve Kevlin and his loyal mechanics, particularly loyal because they have to live their lives under the nicknames "Pinky and Perky." Poor reward for the hard work put in under their more formal titles of John Titcombe and Ian Perkins since the December 2nd 1989 start date on the open Porsche racer.

The completed contender competes in the same Class B of the usual A-D quartet of classes in the series that brought Mr Kevlin the 1989 title. For 1990 the S2 version of the 944, whether closed or open, races at an increased minimum of 1190 kg and Steve Kevlin faces far more front engined opposition in 1990. Even the turbocharged 944 is permitted in this class (albeit in earlier 220 bhp trim), but outright wins will continue to be the property of the Class A 911s. Such winners could be turbocharged (3.0 or heavily weight penalised 3.3); the classic 2.7 911 RS (99% are now replicas because of their market values) and the new threat of the 3.6 litre Carrera 2 which is to be raced by AFN and others.

Steve Kevlin continued with some basic construction details. "Remember that Porsche and ASC in West Germany have already ensured that the basic structure of the convertible is strengthened by second skinning the floor and another chassis section beneath the rear seat area. To this our spare time racing team at Reading could add the unique Safety Devices roll cage and bolt it into the body at six points." Sounds all too simple, does it not? In fact the Safety Devices cage really was a special, because the screen of a 944 Cabrio is more steeply raked than its coupé counterpart and some detail work to blend it and the fascia remained at test time. However the rules forbade any attachment to the suspension mounting points, so that useful bonus had to be foregone in preparation of the roll cage. In standard form the Cabriolet also reflects that basic strengthening activity, for it tips the scales at more than 1350 kg, but it will race at close to the class minimum of 1190 kg; when I drove the dry tank weight was 1206 kg.

One basic move in that lower kerb weight is original in my experience; the team had to remove a 20 kg vibration damper. This tubular weight and slide device is the Porsche answer to unrefined body resonances without the roof, and the mechanics vouched for its road effectiveness: "The Cabriolet is horrible without it, you can really feel, and hear, the difference. "Saving both weight and operational budget is the provision of glassfibre front wings and bonnet; the bonnet was not a good fit and had to be taped into place for the test. The running gear beneath that open coachwork and conscientiously applied tonneau cover is much the same as was employed for Kevlin's coupé that we assessed in our October 1989 issue. That similarity extends only to the principles, not physically, as Steven Kevlin sold his 1989 car complete.

This means the counterbalanced four-cylinder engine at 2990cc (104 × 88mm) is the largest I have dealt with in a production car. It is also one of the most efficient, generating 211 bhp (70.6 bhp per litre), a figure that reflects the presence of a DOHC 16v layout and a 10.9:1 cr and sophisticated Bosch electronic ignition and injection management, yet it is perfectly capable of running 95 RON unleaded.

The Porsche S2 unit is not the most powerful normally aspirated four-cylinder on world sale: BMW generate some 95 bhp per litre from the latest Evolution M3s. Honda provide 100 bhp per litre on home market V- TEC four cylinders found in CRX and new Integras. However, when the Honda V-TEC engine is sold in the UK, later this summer, there is unlikely to be more than 150 bhp from 1.6 litres, representing 93.8 bhp per litre.

Where the big Porsche four is unmatched in my experience is for accessible torque. The peak of 207 lb ft at 4100 rpm may not sound remarkable, but when so much of that peak is preserved from 2500 to the 6400 rpm redline, it makes for the sort of mid-range response that will be more familiar to the owners of 3-litre six-cylinders and older American V8s. In a racing context the engine flexibility becomes important in providing balance when an unsuitable gear ratio to corner compromise is faced (which happens twice a lap at Donington), or when racing in a pack and forced off the ideal line. As ever there is a five-speed transaxle at the rear and the regulations demand retention of ratios that allow less than 60 mph in second and 87 mph in third at the 6400 rpm redline. Nevertheless you could expect a standard 944 S2 to sprint from rest to 60 mph in six seconds and this lighter racing cousin felt every bit as quick as that, despite the low mileage engine and transmission in standard trim.

At two sections on the shorter (1.96 mile) Donington layout peak rpm in fourth are attained, and this realises 112 mph; maximum speed on a clear and dry day was 118 mph at 5000 rpm on Starkey's straight. A road 944 Cabriolet customer would expect one of the increasingly rare de-restricted sections of autobahn unfurling beyond that steeply raked hood and bonnet to bring nearer 150 mph with the hood erect.

For the test sessions we used oversize 245/45 section BF Goodrich R1 tyres on eight inch rims front and rear, but a later pre-season session showed that a seven inch front rim with a 225 section tyre could give better qualifying speed. As in his 1989 coupé, the Kevlin disc brakes are the 4-pistons units formerly fitted to the 220 bhp version of the 944 turbo. There was one important braking change in comparison to last season, the standard provision of ABS anti-lock braking, and this could be identified with a cockpit button to reset rapidly the system, should it pass into failure mode under the exceptional forces of racing circuit use. For our test session we had Porsche "green" asbestos-free pads installed, but standard rear pads were later substituted to counteract the rear end raggedness that both drivers suffered under heavy braking at Donington.

The open cockpit marries standard Porsche 944 instrumentation with welcome racing aides like the Sparco seat, TRW Sabelts and an optional Turbo SE Porsche component steering wheel. The latter three-spoke device is handier than the standard tiller and avoids the usual trap of blocking off the instruments; extra dials included only an engine oil temperature gauge. "Just a precaution from last year," said team members, adding, "We think we had the cooler wrongly sited last year and so we now like to keep an eye on the temperatures generated in the sump."

When I arrived at Donington, the car had already lapped the smoothly surfaced twists and challenging gradients of the Derbyshire track in 1.24.81 seconds (83.2 mph average), just about a tenth of a second under the official class lap record. However, there were not the bright smiling faces you might expect under such new car debut circumstances. Even Steve Kevlin's car control had been extended in controlling the car. That he was then brave enough to let a journalist out was simultaneously flattering and worrying. I was requested to keep "around 6000 rpm" (maximum power is at only 5800 rpm) but was warned that "at the Old Hairpin and the Coppice run onto the main straight" I would be faced with at least 6200 rpm in third and the need for a change the instant I left the corner, or (in the latter case) in mid-corner apex, a practice that is common in production cars, but still unpleasant. I have enough trouble keeping cars on the track with two hands, never mind fiddling about the gearchange and staying on a sharply altered course with one hand. Steve Kevlin did confide that I would be surprised "how different" the cabrio felt to his previous mount, but it was left to me to judge the depth of this statement.

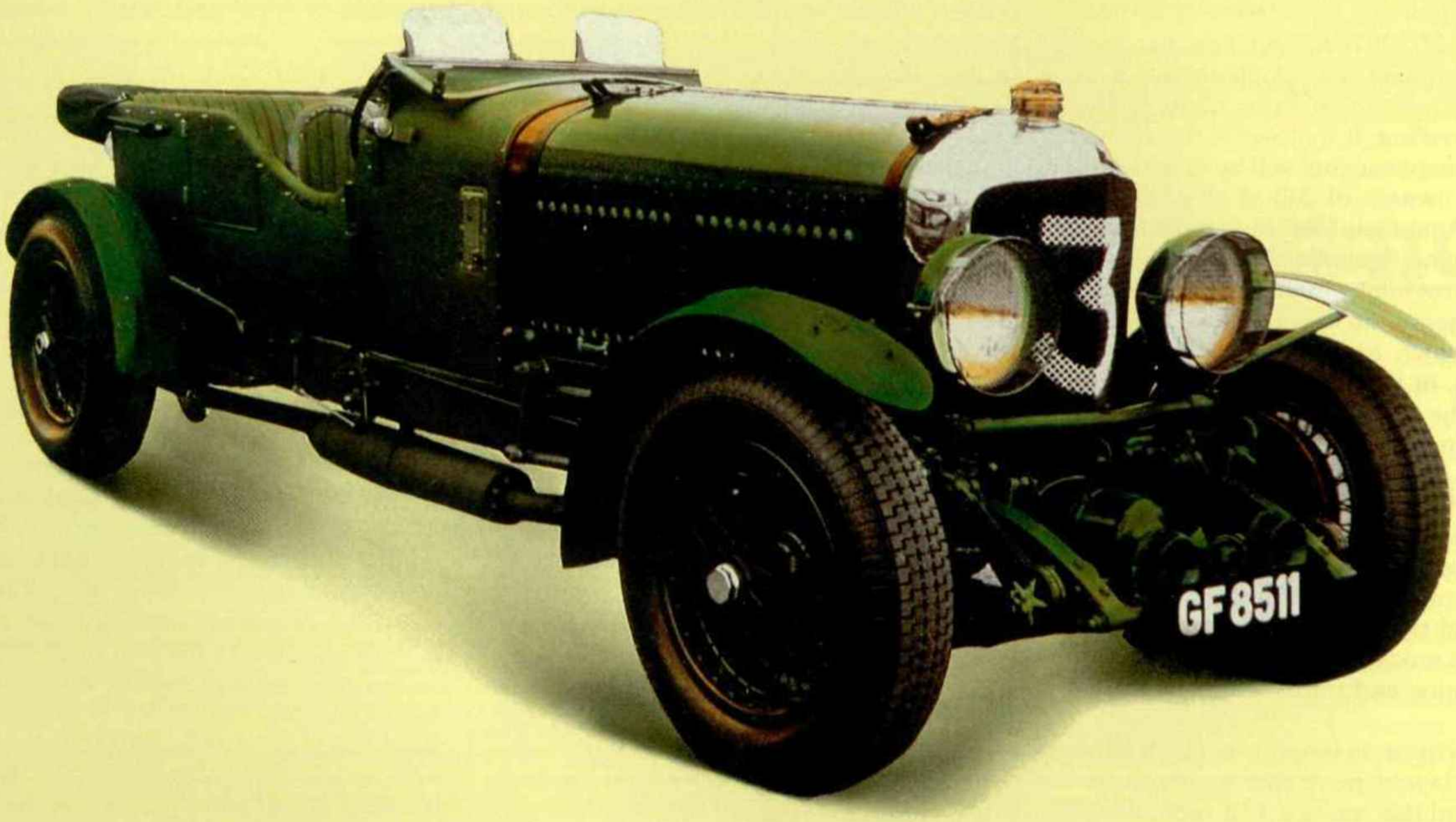
At first I just concentrated on fiddling around, trying to get my feet to attack the brake and clutch pedals at the right angle via seat adjustment. Even so, those initial exploratory laps left me exhilarated with the breezy speed of the open Porsche. I could not see much in the mirrors — comprehensive cage and some missing panes the culprits at this pre-season stage — but it was immediately obvious that this combination was fast enough to cope with the enormous variety (TR3 onward) of production based machinery sharing the circuit. At Redgate I must admit the inversion of a red Escort, one sprouting enormous wheels and tyres beneath extended wheel arches, did little for my confidence in the early laps. Yet this 944 was so invigorating that I was simply moved to get on with it.

When the debris had been cleared and the seat moved to suit the short leg pilot, the fun started in earnest. Initially I was startled by its track manners, for it would turn into each slow corner with a sharpness that reminded me of single seater machinery. The snag was that the behaviour of this much stiffened chassis and its similarly stiffer back torsion bars differed from left to right hand corners, all whilst checking gross oversteer that had nothing to do with the usual low gear power slides of the race track rear-drive variety. What appeared to happen was that the combination of uprated springs (the fronts are of the coil type) and chassis had turned it into the biggest racing kart I have driven. So stiff that a rear wheel was lifting through left handers at speeds beyond 100 mph. On a dry day it was simply stimulating fun, the giant four cylinders zipping through the short ratios contemptuously and the white Porsche flicking from steering lock to lock in a style that was not popular with other track occupants. The nervous manners were emphasised by the rear brakes locking up intermittently on the approach to the downhill hairpin (dissuading more than one successful assault in fourth, rather than third) and into the certainty of third gear McLean's. My usual experience of such spectacular progress is that it is enormously slow, but that was not the case with the Kevlin cabrio. My best time was realised soon after the seat was reset (1m 26.2s/81.9 mph) and it was only the closure of the circuit at the end of the day that reunited Mr Kevlin and his Cabriolet, for the gripping view as it skittered into yet another unlikely attitude set the adrenalin flowing in an addictive manner.

Once the flush of excitement had abated a brisk discussion with the reigning Porsche GB Champion established our common complaints about the vehicle behaviour and the team went on to a second session at Snetterton with a number of important changes to try. Unfortunately the Norfolk circuit had been radically changed over the winter — including a first or second gear (depends on car type) tight deviation before the pits that made any 1989 to 1990 data comparison void, but it did seem that the adoption of a smaller and softer rear anti-roll bar and the substitution of standard rear pads had calmed the patient's initial twitching whilst allowing Steve Kevlin to remain competitive against a much more numerous (six) turnout of 944 opponents this season.

I can honestly say that I have not had so much fun in a four-cylinder Porsche, but it may be that the drafty sources of such exhilaration slow the car so much on the longer circuit straights that Kevlin is unable to put in a fair title defence.

The results of the opening round at Snetterton tended to support this theory, a 911 Turbo 3-litre winning outright, by a dominant six seconds, in the brave hands of Chris Millard. In class B, the lighter 3-litre 911 of Bob Berridge claimed a class win over the 220 bhp 944 Turbo of Nigel Rice, leaving Steve to open his title defence on points earned from third in class. Next on the agenda were the twists of Brands Hatch, but it was also obvious that the tight new engine and transaxle would need some more hard mileage for optimum competitiveness. JW




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# The Winds of Change

Regulations, whatever their purpose, must have a pretty substantial degree of stability to be effective. It's no good making a rule one day if it stands a chance of being changed the next at the whim of the rule makers. This is especially true of the regulations governing the construction of competition cars, for which long-term manufacturing, development and planning programmes have to be established well in advance.

If a manufacturer wishes to embark upon a programme of rallying spanning several years, the design and development of the car chosen for that programme will be carefully planned, and considerable financial and engineering investment made in the project. If vehicle regulations are changed during that car's competition life it is very likely that months, even years, of costly and complicated planning and research will be completely wasted.

Continuity is therefore essential. When a set of vehicle regulations are drawn up and a period of, say, three years is declared as that for which those regulations will remain in force without change until being made the subject of review, then that three-year period should be considered inviolable, during which no change of rules should be even considered.

It is grossly unfair upon car manufacturers that the world's administrative body should declare a set of rules stable for a stated number of years, then suddenly to reduce that period and pit the manufacturers on a highly invidious spot by rendering their cars obsolete before the end of their expected life.

The present vehicle regulations were intended to remain stable until 1992, but FISA has since declared that this would be brought forward to 1991. Immediately there was a furore, and nowhere was it more fierce than in Japan.

Only a few years ago, Japanese manufacturers involved in rallying were considered almost a joke. The orientals were dipping their toes in water which was far too deep, and in which only their European counterparts knew how to swim. But times have changed, and just as the phrase "cheap Japanese copy" has given way to "Japanese improvement", so the regard in which their car manufacturers were held has changed from one of amused derision to one of businesslike respect.

The Japanese manufacturers involved in rallying have protested against the shortening of the term covered by the present vehicle regulations, within which they have planned their future programmes, and have even added their signatures to a joint letter of objection. Indeed, there have been strong indications that, if the objection is ignored, the manufacturers concerned would take the view that World Championship rallying is no longer sufficiently stable to merit their attentions and they would boycott the series.

If this happens, when Japanese cars are emerging as real challengers to Lancia domination, what will be left. The sport will be in a sorry state indeed, and rally organisers will be left with entry lists decidedly lacking in competitive, professional crews. After years of bending to the whims of the Balestre brigade, and agreeing to their meddling, they will have to ask themselves, "Was it all worth it?".

Regulations governing the construction of competition cars, provided they are just and stable, are essential to ensure fair competition, but rules which force rally organisers to run their events according to a pattern laid down by FISA are in quite a different category. The Safari, for instance, has such an abundance of long, competitive sections that it is ridiculous to force its organisers to have special stages timed in seconds. This year, they even have to run one of those absurd preludes which FISA calls "superspecials".

The threat of removal from the World Championship is what has twisted the arms of organisers to conform to the Paris rules, and that intimidation has also been levelled against those events which do not permit recceing and the use of pace notes.

Some years ago the organisers of the New Zealand Rally were faced with a dilemma when FISA insisted that they allow recceing, and the forest authorities, over whose land the special stages were held, refused to permit it. They agreed to have the rally itself pass through their woodlands, but they didn't want the nuisance of practice weeks ahead.

The authorities were not at all overjoyed at the prospect of having their vital logging operations disrupted for longer than it took to run the rally itself, but they appreciated that the rally organisers were being held over a barrel, and if New Zealand was to continue hosting a round of the World Championship they had to give in and agree to a limited practice session.

A compromise was reached. During a specific period of just a few days, competitors were led in convoy through the stages at moderate speeds so that they could make pace notes. This was not practice as such, and no competitor is entirely happy with notes which have not been checked at rally speeds, but it satisfied FISA at the time.

The RAC Rally has often been in the same situation, being pressed by FISA to allow recceing but always facing categoric refusal by the Forestry Commission. Practice would disrupt forest operations needlessly and lead to a straining of the good relationship which has always existed between the RAC and the Forestry Commission since the day some thirty years ago when Jack Kemsley first took the event into the forests. Practice would also increase costs, lead to higher entry fees and bring the risk of serious objections by residents living in forest areas, particularly those who use roads leading to and from the forests themselves.

Such a situation has been seen often in other countries. Indeed, it was largely the practice sessions rather than rallies themselves which led the once highly popular Alpine Rally to its demise. Residents became fed up with the continual shattering of their tranquility, and the threat to their safety, not just for five days but for as many weeks.

Some time ago limited recce sessions were introduced to the RAC Rally, but only over a specific weekend and only for the private park and estate stages which made up (and still do) the opening day of the event. There was no question of allowing recceing on forest roads. Traditionally, the RAC has been a "blind" event in which drivers have to contend with natural hazards on sight, without being prepared for them in advance by pace notes read out by their co-drivers.

Now, in 1990, thirty years after unpractised forest rallying began in Britain, all this is to be changed. In November, recceing will be introduced to the forest stages of the RAC Rally, and the full use of pace notes permitted.

At a recent meeting at the RAC MSA between the rally organisers and representatives of the world's leading rally teams, certain opinions were expressed which convinced the RAC that perhaps it was time for a change. The reason was not to bend finally before FISA's demands. There was far more to it than that, as the RAC has explained.

In the first place, the manufacturers felt that those drivers who took part regularly in British Championship rallies would get to know the forest roads quite well and would amass such a degree of local knowledge that, even without actual notes, they would have a distinct advantage over drivers whose only UK event of the year was the RAC Rally.

This is a valid point, of course. Some forest roads are used so often that regular competitors cannot fail to become familiar with many of them, even though the exact routes may not be the same each time. This familiarity results in a very real advantage, given that such other things as car performance and driver skill are equal, of course.

Another point raised by the works teams was that of safety. If people made notes, they would be unlikely to be caught out by unexpected hazards. To us, this point is far less valid than the one concerning familiarity. On unpractised stages all crews have to be ready for whatever may appear around the next bend or over the next crest, and have to drive accordingly. With notes, cars will be travelling faster, so if someone does make a mistake and go off the road, the incident is likely to be far more serious than it would have been at the slightly slower speeds which the

absence of pace notes demands. He who takes chances, and goes too fast without notes, has only himself to blame if he goes off the road. He certainly cannot blame it on the absence of pace notes.

The manufacturers' representatives were not enthusiastic supporters of the Sunday park and estate stages, which are largely artificial and are run on roads which have very little rhythm or flow from bend to bend. However, they agreed that publicity needs must be satisfied and that the park stages should be continued as spectator attractions. The provision of a recce weekend on the parks and estates will continue this year, and this recce session will be quite separate from that which will be held in the forests.

For an additional fee expected to be no less than £1,000 per car, competitors will be allowed to make two pre-event runs through every forest stage. These will be under strictly controlled conditions, in standard roads cars and with enforced speed limits. These runs are expected to take place between November 14 and 22, held in various sessions according to the location of groups of stages. They will not be tackled in convoy, but certain periods will be allowed for each group of stages, all of which will be fully marshalled.

Naturally, the RAC will have to pay higher fees for the increased use of forest roads, and this is reflected in the amount to be passed on to competitors. Competitors will have the choice whether to recce or not, and only those who opt out of the scheme will be considered for private entrants' awards. They will still have the opportunity to recce the park stages, of course, free of charge, and this session will take place during November 21 and 22.

To help those who decide not to recce the forests, the organisers have decided to issue each competitor, free of charge, with a complete set of pace notes made by a professional crew. In theory, this might seem a good idea, but anyone who knows anything about pace notes will tell you that it can be highly dangerous for any crew to drive on notes which they have not made themselves.

Pace notes are very personal things indeed. The subtle differences between "Fast Right" and "Very Fast Right", or between "Fast Right" and "Slight Right" cannot be appreciated by a crew using someone else's notes, no matter how experienced and skilfull that someone else may be. No two crews will make the same notes along a given piece of road, and our advice to RAC Rally competitors using the organisers' issued pace notes is to use them with great care and not to be tempted into assuming what may be behind the thinking of the person who made them. To use them implicitly at a pace of 100% will be folly.

For an event which has avoided the introduction of recceing for so long, these are certainly radical changes, and it certainly says much for RAC/FC co-operation that the forest authorities have been able to agree to the change. No longer will anyone be tempted to secrete pace notes, in one form or another, somewhere in their cars, and no longer will there be any need for spot searches to be carried out to enforce the no pace note rule. "You'd be surprised at what we found during some of those searches" was one official's comment last month.

Speed will be restricted during the recce sessions, and we understand that this will be fully enforced, with exclusion facing those who transgress. For perfection, drivers always like to check their notes time and time again, gradually increasing speed each time and making slight changes here and there after finding, for instance, that a "Very Fast Left and Fast Left" was really a "Very Fast Left Tightens". Anyone tempted to check their notes in this way will not only jeopardise the whole arrangement but will be removed from the starters' list. We certainly hope that the RAC has all the loopholes plugged!

Fears have been expressed by competitors who take part regularly in British Championship events, and by the organisers of those rallies, that pace notes made prior to the RAC Rally may find their way into cars taking part in their events, which will continue to forbid the use of such notes. This could certainly be a problem, and those organisers may be faced by the need to have regular car searches. No-one likes being treated as a rule-breaker, and we foresee some harsh words in the future if the situation is not dealt with diplomatically, and well in advance.

Another aspect of the RAC Rally to undergo change is that of servicing. Works teams always want to fettle their cars wherever fettling becomes necessary, and this has often led to breaches of the rules declaring that service is forbidden in some areas. It has also led to bad feeling after works team set up their service crews in their dealers' garages, or in garages rented for the occasion, even though these may be in forbidden zones.

This, too, is to be changed. The policy will be to allow as many service areas on private property (with the owners' permission) as possible, and to cut out all timed service areas where overcrowding in the past has resulted in delays not the fault of competitors. Official service areas have been chaotic in past years, with spectators jostling with mechanics and competing crews having to pick their way through hordes of goodie-sellers to find their service cars. This, apparently, is to end.

Furthermore, the ploys of the past, where unmarked service cars (sometimes even bicycles!) have sneaked along forbidden lanes to get as near to the ends of stages as possible, just in case their cars need attention and cannot drive on a few miles to the proper service area, will also be no more. Emergency service will be allowed wherever possible close to the ends of special stages, although we imagine that this will be for small service vehicles only, not big trucks. The general attitude seems to be one of co-operation for the common good rather than attempting to enforce rules which are almost unenforcable, especially when astute planners begin searching for loopholes.

The route will be made more compact than in the past, with special stages accounting for 370 miles in a total of 1,515. However, this has been at the expense of cutting down the areas visited by the rally. For instance, this year the event is not going to Wales, which will no doubt upset Welsh enthusiasts no end, and quite a few competitors who enjoy the Welsh forests. Next year, no doubt some other area will be removed from the route, and the Welsh forests revisited.

Start and finish will this year be at Harrogate, and there will be just one night stop other than those in that city, at Newcastle-upon-Tyne. The first car will leave the start at 8 am. on the Sunday, and will finish there at 10 pm. on the Wednesday. We understand that it is planned also to have the 1991 event based at Harrogate.

The prize fund will total some £50,000, and this will be weighted in favour of amateurs. Indeed, about three-quarters of the total will be divided between privateers and class winners. In addition to satisfying the usual requirements, amateurs must have opted out of the forest recceing arrangement, and must not use pace notes other than those provided by the organisers.

If, therefore, you are a complete amateur rallying on a tight budget supplemented by scraps of sponsorship gathered here and there, and you do decide to take part in the forest recces, you will not qualify for any of the private entrant awards. We may mention here that the fee of about £1,000 for taking part in the forest recces applies not only to each car but to each crew. Doubling up with friends and sending one car containing four people out into the forests will definitely not be allowed! Only two people per car, and not from two different competing crews.

The number of starters this year is being cut from 180 to 150. This is not only to make the rally more manageable and to reduce the overall running time past any given point, but to cut the number of car/miles both during the rally and during the recce.

Finally, at a time when there is a great deal of dissatisfaction with the administration of the World Rally Championship as a whole, it's worth recalling yet again that the idea of establishing a trophy for a series of world events was not that of FISA at all. Indeed, it took a great deal of pressure and persuasion before FISA would agree that rallying deserved any such trophy. Even when they introduced one in 1970, it had the title International Championship, not World, and was for manufacturers only. It was not until 1973 that it was considered sufficiently respectable to deserve the word World in its title, and not until 1979 that a Drivers Championship was introduced.

continued on page 514



*Mud, glorious mud, was one of the main features of the Safari Rally.*



*Linda Hughes and Sharon Sessions drove the 1 litre, 175 bhp, March Super Turbo, but didn't last the distance.*

# Happy Hunt

It has been almost a decade and a half since the last really wet Safari Rally, and in that time the event has become steadily more Europeanised as the blanket rules of FISA have shortened the distance, increased the rest periods, introduced special stages timed in seconds etc. But in 1990 the Long Rains struck again before and during the Easter weekend, and the result was a Safari which would have satisfied any exponent of driving in African mud.

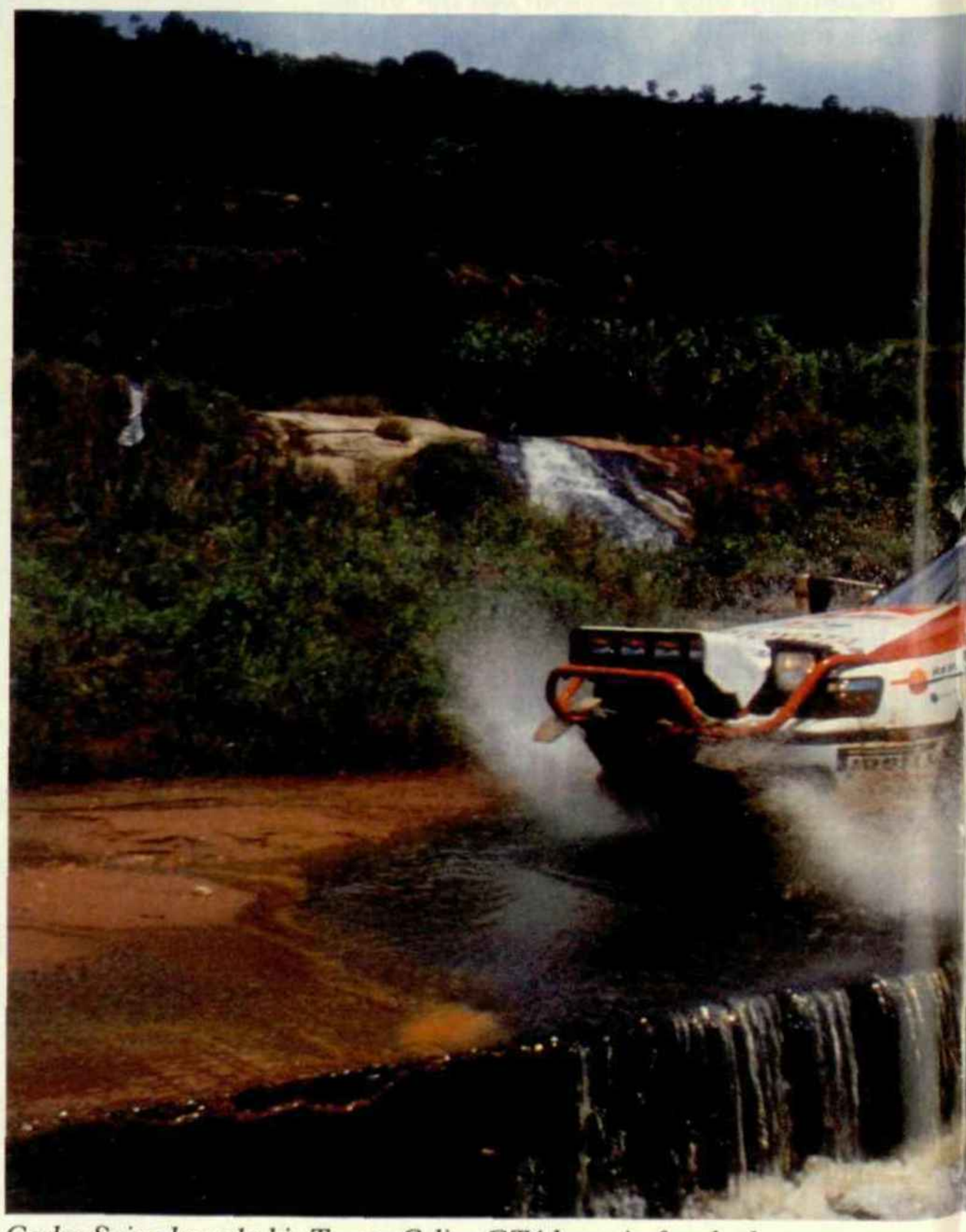
Conditions were so difficult that, having




*Juha Kankunnen managed to nurse his Delta to a fine second place on his first Safari rally appearance for two years.*



*Despite engine trouble, and a host of other problems, Jim Heather-Hayes finished sixth in his Subaru Legacy.*



*Carlos Sainz brought his Toyota Celica GT4 home in fourth place.*




*Patrick Njiru won Group N, and came eighth overall much to the delight of the Kenyan spectators.*

# ting Ground

seen them at first hand, and witnessed the pleasure and satisfaction of competitors when they come face to face with Africa at its most turbulent, and a kind of rallying which cannot be found in Europe, FISA officials should now be able to appreciate that the Safari is unique and cannot be made to conform to worldwide standards lest it lose its challenge and its attraction.

A literally all-weather route is impossible for Kenya, for even tarmac roads can become blocked and Nairobi itself can become flooded to a standstill when a bad




*An impeccable drive from Björn Waldegard gave Toyota their first victory of 1990.*




## Marlboro Safari Rally

### Results

| | | | |
|---|---|---|---|
| 1 | Björn Waldegård (S)/Fred Gallagher (GB) | Toyota Celica GT4, Gp A | 8h 39m 11s |
| 2 | *Juha Kankkunen (SF)/Juha Piironen (SF)* | *Lancia Delta Integrale, Gp A* | *9h 17m 23s* |
| 3 | Mikael Ericsson (S)/Claes Billstam (S) | Toyota Celica GT4, Gp A | 11h 26m 58s |
| 4 | Carlos Sainz (E)/Luis Moya (E) | Toyota Celica GT4, Gp A | 12h 58m 42s |
| 5 | Kenjiro Shinozuka (J)/John Meadows (GB) | Mitsubishi Galant, Gp A | 15h 11m 31s |
| 6 | Jim Heather-Hayes(EAK)/Anton Levitan (EAK) | Subaru Legacy, Gp A | 15h 12m 40s |
| 7 | *Rudolf Stohl (A)/Reinhardt Kaufmann (A)* | *Audi 90 Quattro, Gp A* | *17h 49m 58s* |
| 8 | Patrick Njiru (EAK)/David Williamson (EAK) | Subaru Legacy, Gp N | 18h 04m 51s |
| 9 | Ashok Pattni (EAK)/Bob Khan (EAK) | Daihatsu Charade, Gp A | 28h 54m 51s |
| 10 | Steve Anthony (EAK)/Philip Valentine (EAK) | Daihatsu Charade, Gp A | 30h 49m 30s |

### World Championship Situation

**Drivers (after 3 of 12 rounds)**

| | |
|---|---|
| Didier Auriol (F) | 35pts |
| Massimo Biasion (I) | 32pts |
| Juha Kankkunen (SF) | 27pts |
| Carlos Sainz (E) | 25pts |
| Dario Carrato (I) | 20pts |
| Björn Waldegård (S) | 20pts |
| *Mikael Ericsson (S)* | *16pts* |
| Armin Schwarz (D) | 8pts |
| Carlos Bica (P) | 8pts |
| Kenjiro Shinozuka (J) | 8pts |
| Bruno Saby (F) | 6pts |
| *Hannu Mikkola (SF)* | *6pts* |
| Jim Heather-Hayes (EAK) | 6pts |

25 drivers have scored points

**Makes (after 3 of 11 rounds)**

| | |
|---|---|
| Lancia | 57pts |
| Toyota | 35pts |
| Mazda | 12pts |
| Mitsubishi | 10pts |
| Subaru | 8pts |
| Audi | 6pts |
| Ford | 4pts |
| Daihatsu | 2pts |

storm strikes, as happened just a few days before the rally this year. The Long Rains usually begin towards the end of March, and it used to be the case that reasonably safe roads were chosen for a late Easter and rather more adventurous ones when Easter came early. But nowadays the rains have lost their regular patterns and can come at any time, causing dry drifts to become torrents, bridges to be washed away and even the best of murram roads to become ribbons of mud.

This year there has been rain since January; not continuous, of course, but frequently enough to keep vegetation strong and high, and to prevent normal road maintenance, resulting in their being much rougher than usual. In the weeks before the event, crews returning from route recces had many tales of getting stuck in mud, waiting for rivers to go down and failing to climb slippery hills. When the rain stopped and the sun dried the roads, the ruts, potholes and washaways were baked so hard that the roads were far rougher than most of the overseas visitors had ever seen before.

As if they had been able to predict the wet opening months of the year, the organisers had cut out the northerly sections beyond Nanyuki to Wamba, those through the open bush and sisal plantations around Rukanga in the south, and those west of Narok on the edge of the Masai Mara, all of which would have been very doubtful goers indeed during, or even after, heavy rain.

But this is not to say that the route was a dawdle. Bush tracks, mountain roads and escarpment crossings are plentiful in Kenya, and there is always sufficient choice to lay in a route difficult enough to tax even the most tenacious of endurance rally exponents. However the rain before the event persisted for so long that the organisers had to make several contingency plans, including the official "alternative routes" which are never found in Europe.

It so happened that only one such alternative had to be used, although there were several occasions when the organisers were faced with tricky dilemmas when cars got stuck and threatened to cause blockages which might stop the entire rally. There must have been several debates at rally headquarters concerning such incidents, but each time the decision was to do no more than increase maximum permitted lateness and to leave it to competitors to find their way through. Find their way through they did, and in this respect the event smacked of the Safaris of old, when bushmanship counted for a great deal, although this was probably not the opinion of those twenty-odd crews who were put out of the event on the first day by cars which got stuck in mud and blocked the road for those who followed.

The original concept of the Safari, that of getting through no matter what obstacles are encountered, remains one which cannot be bettered, but one factor has led inevitably to changes year by year, and will probably continue to do so, and that is the manufacturers' team hunger for victory and the ever-increasing budgets they are prepared to allocate. Chartered 747s full of spares and equipment, fleets of service vehicles, armies of personnel and even an attendant helicopter per car rather than one shared by a whole team are not at all unusual nowadays. Indeed, professional crews are so cossetted that they need hardly lift a finger to work on their cars and the only crews who need also to be fettlers in Safari tradition are privateers unable to afford such luxuries.

The main contestants this year were Lancia, Toyota and Subaru, the latter having six cars in two teams of three and the others having three cars each. Drivers were Biasion, Fiorio and Kankkunnen (Lancia), Waldegard, Ericsson and Sainz (Toyota) and Alén, Kirkland, Bourne, Duncan, Heather-Hayes and Njiru (Subaru). The Subarus were not the 6-speed cars being built by Prodrive in England, but less powerful 5-speed cars shipped from Japan. Others included a Nissan driven by Preston, a Mitsubishi driven by Shinozuka and an Audi driven by Stohl.

Based as usual at Nairobi, the route was divided into five parts by four night stops, one at Nairobi, two at Eldoret and one at Nakuru. During the first part, to the Taita Hills and back, it became apparent that the Toyotas were prone to failure of their turbocharger intercooler water pumps. Waldegard was the first to suffer, but so many pumps were used up on the first two days that the team had to contact Cologne to have an extra supply brought out to Kenya by a courier from the team's base. But despite this problem, Waldegard led after the first day.

One section had to be cut out in favour of an alternative due to rain on Kilimanjaro and the possibility of rivers rising in the plains below, but when a mud hole became impassable in the Taita Hills after some twenty-odd cars had passed, such a decision was impossible and maximum lateness was increased by three hours. However, the field was cut drastically, and of the 58 cars which started on the Thursday morning, only 25 returned that evening. The Subarus of Alén, Duncan and Bourne blew their engines, the latter's after he hit a rock.

Preston's Nissan stopped on the second day after suspension and steering breakages, whilst Kirkland's Subaru seemed to be following those of his teammates. His turbocharger was changed at the end of the day, but there was no improvement and he did not restart the next morning. Waldegard held a six minute lead after the second day, "But six minutes is nothing; the same as six seconds in Europe," he exclaimed.

On the third day another mud hole threatened to stop the rally but, left to fend for themselves, the competitors and their mud crews managed to get through after losing much time. Later, Fiorio's engine blew due to loss of oil, whilst Waldegard extended his lead to one hour. However, this was reduced firstly to 39 minutes by a long service stop, and then to just six minutes again by breaking a drive shaft on a very slippery, uphill section.

Biasion inched ahead for a few sections, but Waldegard soon regained the lead and extended it to 18 minutes. The next day, Biasion stopped due to overheating, was attended by heli-borne mechanics, but soon went out when a con-rod broke.

A minor fire started in Heather-Hayes' engine compartment when oil escaping from a split pipe connecting the cylinder head to the turbocharger split. He soon put this out, but had to wait until a new pipe was dropped to him from the Subaru aircraft (they had no helicopters) before he was able to get the car into good shape again.

On the final day more very sticky mud holes appeared but, whilst Kankkunen could make no impression on Waldegard, neither could the other Celica drivers shake the Finn from his comfortable second place. The ten finishers suggested to some that the event had not been as tough as those of the past when mud and flood reduced the finishers to just seven, but in those days servicing was on a much smaller scale and there were no helicopters.

For well over a decade people have been praying for another wet Safari. When it became obvious that this is what there would be this year, many said that it would be a lottery, not a competition of skill, but when it was over, there was no doubt that everyone had enjoyed it immensely. It is a magnificent rally in the old style, providing unique contrast with those of Europe, and there can be no doubt that it heads the list of favourites of everyone who has taken part in it.

GP

**Continued from page 511**

But long before all this happened, the initiative had been taken in Great Britain, not in France. The premier rally series of the world in the early Sixties was the European Championship, and whilst Place de la Concorde did not consider it worthwhile to create a World series, Belgrave Square took the opposite view.

The RAC took three leading European events — the Acropolis, Swedish and RAC rallies — and added two others from outside Europe — the East African Safari Rally and Canada's Shell 4000 — to form a contest for what they called The RAC World Rally Trophy. In 1968 the Geneva, Czechoslovak and Alpine rallies were added, and the following year the Czech event was replaced by what was then called the TAP Rally. The trophy was for manufacturers, but it so happened that leading drivers invariably emerged, and one of the first drivers responsible for his team winning the trophy was Roger Clark.

FISA was lagging behind in those days. Now, it is attempting the opposite by dragging the sport forward into an area where it really doesn't want to go. And Balestre blandly describes it all as democracy. What rubbish! GP

# Ecurie Bertelli

First there was Ecurie Oppidans, then Morntane Engineering, and now Ecurie Bertelli, the latter being the name by which this long running concern dealing exclusively in pre-war Aston-Martins is now known. Run by Derek Edwards and Judy Hogg, Ecurie Bertelli is now established as the most widely known company in its field, but its history has been as complicated and as uncertain as that of Aston Martin itself. Parallels could also be drawn in other ways; the move from London to Olney, close to Newport Pagnell, and the fact that the beginning of the company came about primarily through an involvement in racing. I visited the Ecurie Bertelli works at Olney in Buckinghamshire, to talk to Derek Edwards about the history of the company under its various guises, about the sort of work they specialise in and about one or two interesting projects in progress at the moment.

The seeds for what exists today were first sown in 1950 when Derek was running what he describes as "a normal garage, doing normal jobs". But one customer, a chap by the name of Leslie Marr, had an Aston-Martin International which Derek used to service. One day Leslie brought the car in for a special service to prepare it for the St John Horsfall race at Silverstone. "I suggested to him that I could accompany him to the race and, without pay, act as mechanic for the experience and fun of it. We did this but little did I know that that little speech of mine was to change my life, because at the end of the day Leslie confided in me that he wanted to buy an Ulster. Now he was far too nice a man to drive a hard bargain with a dealer and so I bought the car for him, and got £75 knocked off the asking price of £400." By way of thanks Leslie offered Derek a ride in his International at a Snetterton race meeting, and gradually an arrangement was formed whereby Derek would work on the two Astons, Leslie would supply the parts, and they would both race them, Derek in the International and Leslie in the Ulster.

They both went on to compete in F1, with Derek as mechanic, and with Leslie driving a Connaught, but at the same time Derek had started to work on one or two Astons for other people. In 1955 Leslie stopped racing, but Derek continued to work for Dick Gibson in F1 and for the Fitzwilliam racing team, running a team of MG A cars. But all this time he would continue working, albeit slowly, on Aston-Martin rebuilds, by this time with Judy Hogg, so that when he went into full time garage work with a BMC agency he kept one part of the garage free for Aston work. And thus he established Ecurie Oppidans.

The next step in the evolution of the firm came when Nick Mason, whose Aston Derek had rebuilt, offered the financial support necessary to start a company dealing entirely in pre-war Aston-Martins, and so Morntane Engineering was established. "Judy and myself, and another couple of people who had joined us, concentrated solely on pre-war Astons, making a few spares at first, not very many, but enough to keep us going. The business expanded and became very well known, but eventually Nick was forced to pull out because of other commitments and reluctantly he sold the business to the Japanese. This proved to be a disaster as far as we were concerned, in that Judy and myself could not work the way the Japanese wanted us to work, and it came to a parting of the ways." By this time the business and all the staff had moved up to Milton Keynes, and so Derek and Judy and all the staff started from scratch, with a loan from the bank. Temporary accomodation was found in Northampton before the company moved in June 1989 to its present premises in Olney.

For all this dramatic and uncertain history one would not suspect that Ecurie Bertelli was so recently established. There is an air of traditional professionalism about the company. The ground floor at the front has a small show room housing about four immaculately turned out cars, and a beautiful twin-cam 16 valve Bamford and Martin engine. The vast workshop floorspace contains some sixteen cars in various stages of assembly and disassembly, but with all loose parts laid out carefully and neatly or stored away on shelves.

The business has expanded significantly in the last year. There are now nine staff plus a driver. They have just added a paint shop, and soon to be completed is an engine test bed, where final tuning and checking will be carried out on all rebuilt engines. It is a company policy during a car rebuild to use as many of the original parts of the car as possible. But if components are simply too worn or damaged they are replaced from the huge stock of spares. "We carry virtually every spare part one could want for a pre-war Aston. We make our own cylinder blocks, cylinder heads, gears, crankshafts, pistons and valves. We carry as spares body parts, chassis parts, braking parts, engine and gearbox parts. If a customer comes to us desiring a crankshaft we can simply take it off the shelf. If a customer wants a cylinder head he has only to give us the correct specification and we will have it machined up for him." Of course if all this work was done in house it would be prohibitively expensive. The machining is done by a local firm, and the bodies are mostly made by Rodd Jolly. The machining is done from original works drawings, and production is done to a volume that means that the parts are comparatively well priced. A crankshaft will set you back £2000, a set of pistons, or con-rods £300, a cylinder head £1700 and a block £3500.

The type of work undertaken obviously varies according to a customer's demands and the finance available. Not everyone can afford the £40,000 necessary for a complete rebuild, and so work on a car is often done in parts; the engine one year, the running gear the next. It is the complete rebuilds that the staff most enjoy undertaking, according to the foreman Andy Bell, and looking at the two litre project he was referring to I could understand why. The machine was stripped down to its last nut and bolt, and was in the process of being carefully put back together in best painstaking Aston-Martin tradition. With that sort of work you can really appreciate the fruits of your labour

Andy was insistent that every possible effort was made to retain the originality of the cars. "We are not in the business of producing replicas." Referring to a side-valve in the early stages of a complete rebuild he pointed out that all usable parts were being retained, with the ball joints on the track rods and the drag links being the only significant new parts so far. The majority of the work consisted of cleaning, painting and carefully putting back together. The engine for this car was neatly laid out in its component parts on a clean sheet of paper on a work bench next to the car. It is actually being assembled from two engines, but will be a genuine Bamford and Martin unit at the end of the process. It was in surprisingly good condition when the car, which had stood for thirty years, was brought in. As well as the side-valve they are also working on a pair of C types which were acquired last year. Both were bought without bodywork but with all major components present, and they are now being rebuilt. Andy Bell spoke of how complicated a job the making of the bodywork would be, because the C type was such a complicated three dimensional shape.

There is also tucked away in the corner of the garage a twin-cam Bamford and Martin, chassis number 1964, but now with a 16 valve instead of the original eight valve engine. Derek spoke of this machine with particular affection. "It was one of the first cars I raced back in 1950 and it was wonderful. The balance was so extraordinary you could drive it on the throttle alone. You had to, because with an outside brake and one brake cable running around the car, it was an experience in itself to hammer down the straight, come into Woodcote, and put the handbrake on. The most peculiar things would happen that would frighten the life out of you and your competitors. But that car would go around any corner, and you'd say to yourself 'I've overdone it here', and it would still come out facing the right way. It was a wonderful motor car and that has gone right through the breed. I've had a lot of success with Aston-Martins and not because I'm a particularly good driver, but because Aston-Martins are such good cars."

CSR-W




I crossed the Goodwood pits straight, glancing to my right towards the chicane to check that the track was clear. An Aston Martin Lagonda sign stood beside a loudspeaker on top of the corrugated iron roof of the pits building, an unglamorous transporter stood under a tree in the car park, and a pair of legs poked out from beneath the rear of an Aston Matin DB4 GT Zagato. I walked a little further . . . a second pair could be seen from the waist downwards as their owner leaned under the bonnet and peered anxiously at the engine. There was a murmur of conversation; five yards away Roy Salvadori was chatting to a man in a suit. There was a Ferrari behind him. I stepped forward, half expecting myself to ask what his chances were against the GTO that afternoon. Only it wasn't a GTO, it was a Testarossa, and that 'plane landing in the background looked decidely modern. That was the thin end of the wedge, a whole host of annoying details now crowded in on me, conspiring to rock me rudely back to 1990: a Peugeot 205, a row of Formula Fords, and even my own camera.

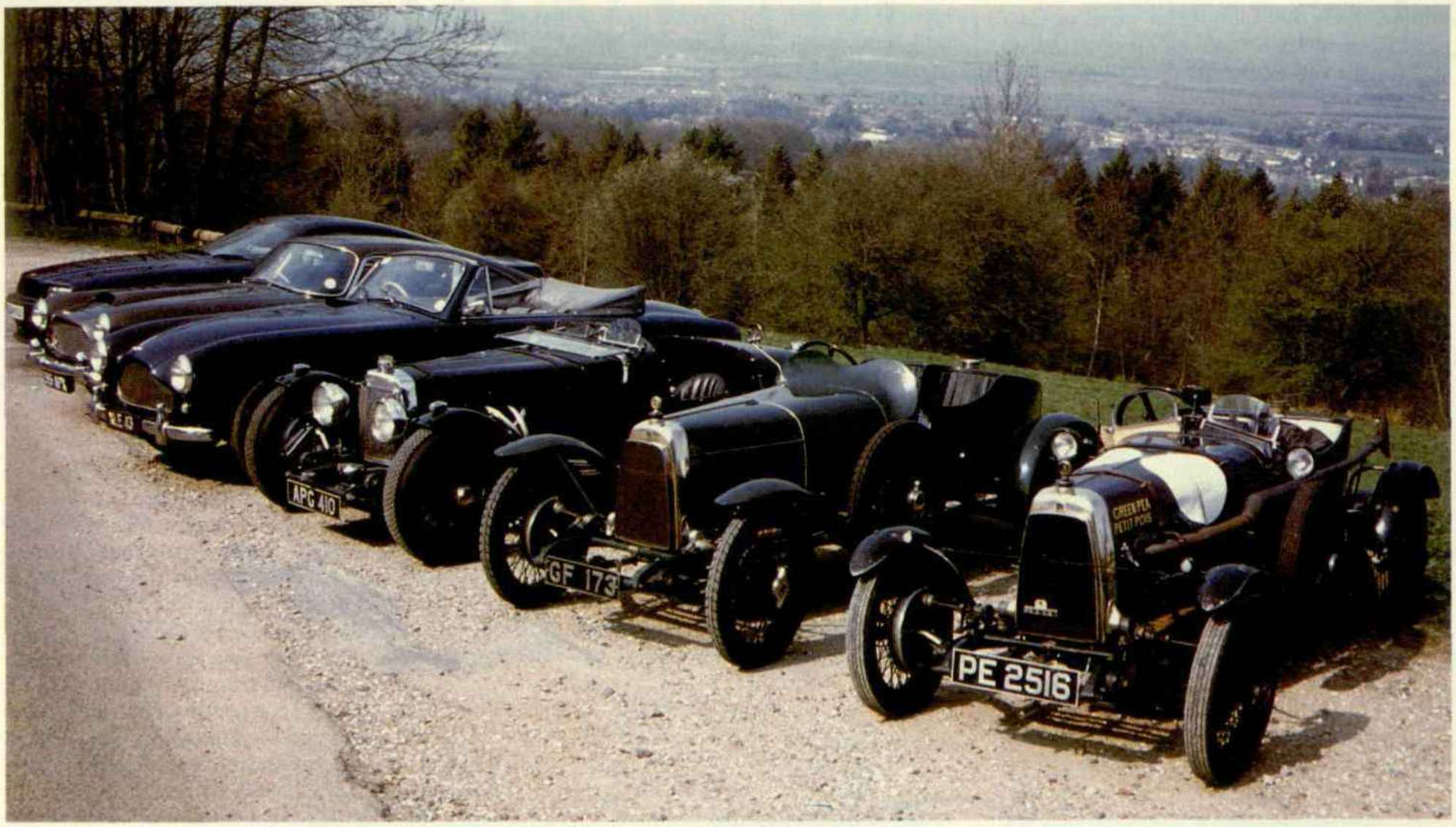
But perhaps things were not so bad. Amidst all this temporal confusion I had noticed one unmistakable detail, about which I remarked as the car was let off its stands and wheeled towards the pits. The Aston had a passenger seat. Sixty seconds later I was squeezed into it, locked into the small space between the dashboard and the battery. Roy got in next to me as the first few drops of rain began to settle on the windscreen. The engine fired immediately, emitting a deep, awe inspiring, straight six growl, the sort of noise that makes your heart beat slightly quicker. The hiss of the Webers, the boom of the exhaust, and the jolts from the firm suspension as we rolled out onto the straight, all slightly numbed my senses until Roy asked me to keep an eye out behind in case any of the other cars on the track caught us up. By now we were close to Madgwick and Roy gave a quick stab on the throttle before lifting off to take the corner. Once safely around, and still with no one behind us, she was opened up again; the bonnet lifted, a tremendous growl came from the engine, and then into fourth. She was, after all, still cold.

And so the first couple of laps went; me looking anxiously behind, Roy accelerating more and more eagerly, but braking early and tiptoeing around the corners. He explained to me that he preferred driving the cars when they were worth a lot less money. This Aston is to be a star of the show at the forthcoming Christies auction at Monaco on May 22nd, and it would not have been wise to dent a corner. But try giving a small boy an ice cream, and tell him not to eat it; the same a racing driver and a racing car. These machines do not make sense unless they are being driven quickly, and Roy was warming up to his task. The braking was left just that little bit later each time around, the engine taken a little higher in each gear, the careful cornering at very safe speeds turned into carefully judged slides and determined acceleration onto the straight. Roy was also becoming more animated; "the great thing with this corner," he said as we sped over the brow of Fordwater, "was to get the wheel into the dirt on the right hand side, that would hold you in until you drifted across to the far side here," as he turned the wheel, "for the entry to St Mary's." And then, "the brakes are superb on the Aston, you could really leave the braking incredibly late, as late as here sometimes!". I was sure he had only just put them on.

The conversation died away again. The engine noise had drowned out anything other than shouting, and I had become too involved in the wonderful experience of lapping Goodwood in this superb Aston. We were really beginning to motor now. The engine between 3000 and 6000 rpm had so much torque; I was back in my seat at one moment and bracing myself against the dashboard the next. The handling was superb, especially in a controlled power slide. I particularly remember Levant on one of the last laps with the tail sliding out after the first apex, drifting over to the left and then back across again, lining up the white dot on the tarmac on the second apex, and then the stunning acceleration onto the back straight, all the way up to top revs in fourth, flashing past the slight left kink and then hard on the brakes for the right hander before the chicane.

Madgwick, the long corner after the pits straight was always the best for the Aston. Roy felt that even the GTO Ferraris were not as quick at this point on the circuit. "It was a dream here if you got the car floating sideways with your foot hard down, and then you would correct and re-correct all the way round. You could lift if you were getting any wheelspin, and you could put your foot down harder if there was understeer." At the exit here the car would drift over to the left under hard acceleration, the wheels would spin, and the engine note rise sharply as the car skipped over a bump in the track, and then we'd be lining up for the blind brow of Fordwater. "The important thing was the engine speed on the way out of Madgwick, so that you could take Fordwater flat, and then drift way out to the left for St Mary's where the car was also very good. The first part was very quick but the second half with the left hand turn was tricky because of the awkward camber. It was important to keep to the left and also to back off, for if you tried to go too quickly you ended up being slower. Suddenly you would dart over trying to miss the badly cambered part, and you'd come into Levant where you needed third. Here you'd get the front wheel off the tarmac, and get the back end moving, being careful not to hold it too long or you would lose it. Coming out you would lift off to stop the wheelspin, get the revs down to road speed, and when everything was just right you'd floor it." With a final and consequently more determined surge of acceleration we rocketed to top speed along the back straight, the track and landscape melting into one grey-green blur of speed, the only point of focus being the arrow of track in the fast approaching distance. We braked for the right hander, accelerated hard for the chicane, braked again, and then with the calm progress that is only possible after the satisfaction of high speed we drifted into the pits.

The Zagato was essentially the same car as the GT that had preceeded it, but whilst the GT had the edge over its main rival, the 250 swb Ferrari, by the time the Zagato arrived so had the GTO and little could be done to bridge the gap in performance. For all that, Roy feels that the Zagato was an excellent car to drive. "The satisfaction one would get out of driving the Aston was the fact that you could throw the car around and still keep out of trouble. It was a very good car with excellent brakes and superb roadholding. You had to drive it hard and it wanted to be driven hard. You really had to wrestle with the Aston, throw it around and corner with the back end breaking away. Really it just needed more development. We then had the 3.7 engine, but with the engine I had in the project car at Monza which developed more power and torque I think we would have been able to beat the GTO's." CSR-W




*From first to last: six Aston Martins line up on top of Aston Hill with the Vale of Aylesbury in the background.*

# 75th Anniversary

While I was busy thinking of an excuse to bring together and write about an interesting collection of Aston Martins, a certain date passed me by without my thinking it in the least significant. That date was Friday March 16th, and it wasn't until nearly a week later that Alan Archer, Chairman of the Aston Martin Owners Club, pointed out that it had been the 75th anniversary of the first registration of an Aston Martin on the road. This car was the famous Coal Scuttle, first registered on March 16th 1915, the start of one of the greatest traditions in English sporting cars.

The history of Aston Martin has been documented many times before and it is not MOTOR SPORT's intention to repeat what has been so well written in so many books on the subject. Instead, considering it is the anniversary of that very first Aston Martin, we thought that it would be interesting to look at aspects of the evolution of the marque, in the light of Lionel Martin's stated philosophy on the requirements of a high quality sports car. He realised that there was a gap in the English sports car market for a well-made machine that was quick not by virtue of being massive, but by virtue of being light, nimble and meticulously put together.

The Aston Martin was born as a car intended to fill this gap. It was always Martin's intention to be at the forefront of technology, and in this regard he was in no doubt as to the usefulness of competition. "In the evolution of the sports car of today I have no hesitation in stating that the sporting owner who indulges in public competition work has conferred immense benefits on the manufacturer and designer alike. It is often said, with a fair degree of truth, that the designer produces drawings for cars which can only be handled to the best effect by experts, and that manufacturers sometimes lose sight of the many little problems confronting the owner driver.

"During the course of a single competition an owner driver may gain more experience than would come his way in a year of ordinary motoring; and, therefore I find the policy of keeping closely in touch with all competition events of the greatest importance in our endeavours to keep apace with, if not ahead of, normal progress."

Yet he was well aware that there was more to a successful road-going sports car than out and out speed: "Whereas the racing car has speed as its *raison d'etre*, many other qualities are called for in the genuine sporting machine . . . speed alone will not bring success to any make of car. Technically there is no reason why sporting cars could not be sold with a guarantee of 150 miles per hour, but no one would be so sanguine as to suggest it could be held on a road at such a speed, or that it could be stopped within a reasonable distance of a crossroad! What is essential, however, on a sports car, is a high average speed, ultra-rapid acceleration, road-holding qualities, and efficient braking. A well-designed sports car with a maximum speed of 75 mph can more than hold its own with a faster machine, which is difficult to hold on corners and hard to retard when travelling all out."

It was also clear that Lionel Martin intended his cars to hold their own with the very best in terms of quality. Referring to the second prototype he said, "secretly this 'second edition' of the Aston Martin was intended to put Great Britain right in the very front as regards light cars and at the time the only challenger was Bugatti."

It is not often that a marque manages to survive for three quarters of a century and even less often that we have such revealing comments on the concepts behind the car from the original founder. There seemed little left for MOTOR SPORT to do other than to organise a small gathering of Aston Martins representing stages in the evolution of the marque, and in this the Aston Martin Owners Club proved invaluable. At very short notice we managed to gather six cars together, and at what better place than Aston Hill, the hillclimb venue after which the cars were named? (Although many believe that it was Aston Clinton, Alan Archer insists that it was Aston Hill.) The hill itself lies between Wendover and Tring, and cars that used to compete would line up at the side of the main road between the two towns, before turning left for the short blast up the hill to the finish line. Our convoy of Aston Martins, including the two side-valves present, managed to cope admirably with the quick ascent leaving

behind them that wonderful smell of Castrol R, which a trio of motorcyclists coming in the opposite direction wafted eagerly into their helmets. All the cars lined up in order of age in staggered formation in the small lay-by at the top of the hill. They made a fine sight opposite the old finishing line with the Vale of Aylesbury falling away in the background.

We had initially been counting on only one Bamford and Martin side-valve being present, chassis number 1917, and so it was an enjoyable surprise to hear the distinctive gearbox whine of a second side-valver as Neil Murray rolled up in the famous Green Pea. Of course the history of Green Pea, one of the Strasbourg Grand Prix cars, is well known and has been written about in MOTOR SPORT in the not too distant past. The history of chassis number 1917 built a year after Green Pea in 1923 is not so well documented. The car is supposed to have been used for dirt track racing by Victor Gillow, who also drove for and was mechanic to George Eyston who campaigned one of the Strasbourg Grand Prix cars throughout 1923. The engine is number 1924, but it is known that the chassis used to house engine number 1916, which is now in Green Pea. Neil Murray told me that the state of the engine when he bought it certainly indicated that the car had been used for racing. This would also seem to be backed up by the fact that the car was not registered for road use until 1930. It is a short chassis car with the narrow type radiator, and has been mechanically rebuilt by Lt-Col Alfred Archdale with a careful copy of a Strasbourg racer body by Nick Jarvis.

There was little that was unusual in the layout of these early cars, but what was striking and what also impressed contemporary reviewers of the car was the attention to detail, and the fact that so much engineering had gone into a comparatively small machine. Typical of the refinements made were the fore and aft adjustment provided for the pedals, and the fact that the brake and gear levers were splined at their bottom end so that adjustment was possible for each individual driver.

The combination of chassis and suspension meant that the car handled extremely well, and even today it is noticeable how quick it is around corners. It is quite stiffly sprung and has precise steering giving a great sense of confidence in long fast curves. *The Motor* wrote in a review of the first side-valve in 1921 that it "steers around corners in a compass drawn curve, without any of that tail wag or roll which is occasionally met on other light cars."

The engine was a four-cylinder side-valve unit with a capacity of 1,486 cc. It had a balanced hollow crankshaft, drilled connecting rods and Zephyr steel hour glass type pistons. Carburation was provided by SU, Solex, or Zenith.

The four-speed, plus reverse, gearbox was a beautiful piece of engineering with a back to front movement like that of a Bugatti. It has been said that the gearbox was based on a Bugatti design. This may be true, but there are many who argue that it is in many ways a superior unit. Even with its long gear lever it is astonishingly quick and smooth. Indeed the faster you move the lever the better the change.

The brakes were Perrot, which Lionel Martin gained the right to manufacture after December 1923. The level of engineering in the gearchange and braking components is typical of that throughout the car, the engine lubrication system being another instance of this. The filler cap is excellently situated, and also very beautiful, and the engine can be very easily drained. In addition opening the oil filler automatically opens the sump overflow tap so that it is impossible to overfill the sump. It was more an accumulation of all these features, rather than a fantastically powerful engine, that made these Aston Martins such excellent and also competitive cars. The side-valve engine produced 45 bhp in sporting tune giving a figure of 54 bhp per ton. The twin overhead camshaft produced 55 bhp. These are not bad figures at all, especially from a 1.5-litre engine and Aston Martins could hold their own against cars of much larger capacity, but they could hold their own because of a combination of virtues. They were exceptionally well made and designed; they were light, and handled well; they had an excellent gearbox and a

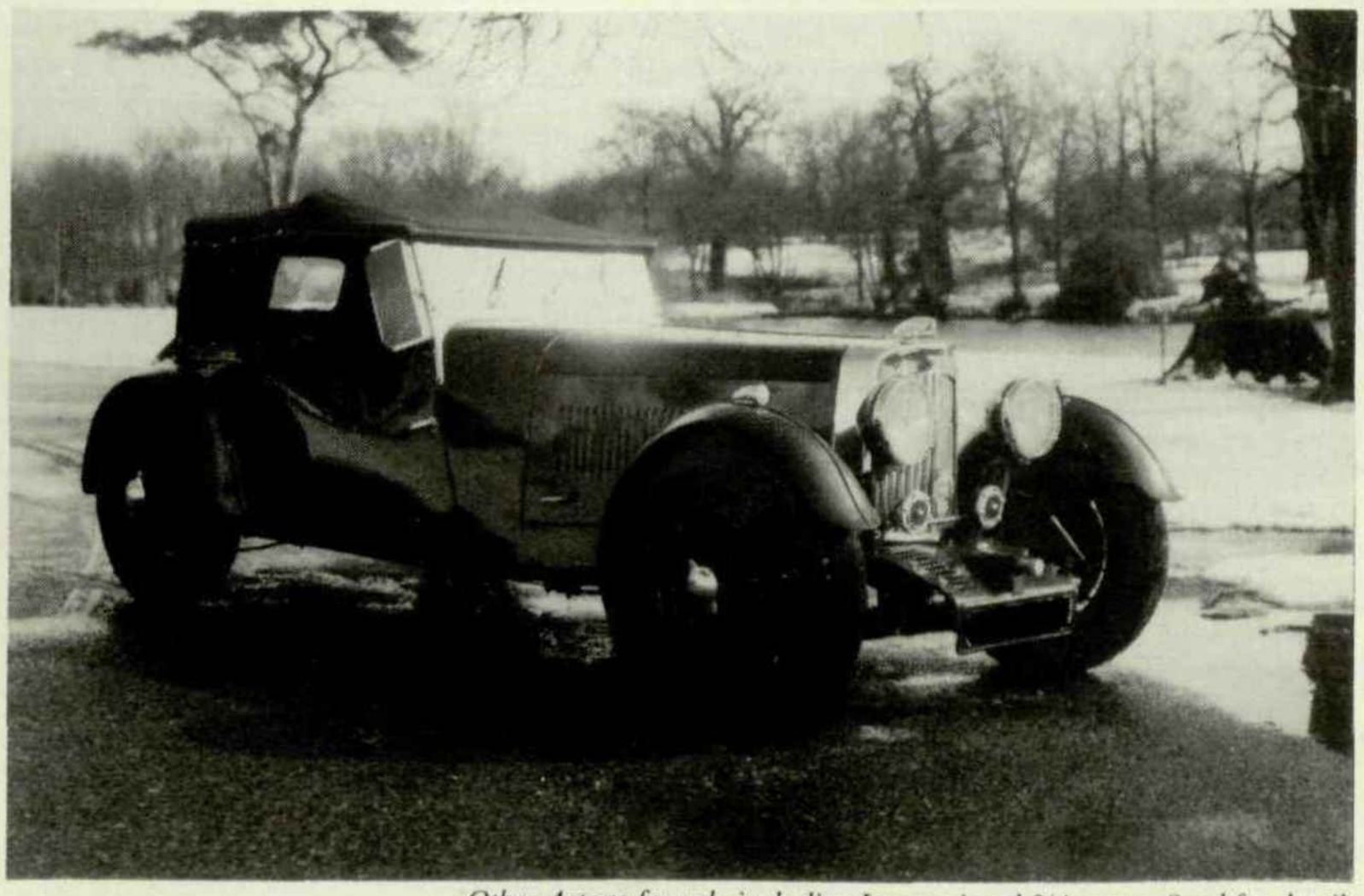
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### JAGUAR

| | | |
|---|---|---|
| 1937 | **SS100 2.5 litre, Concours** (The Best) Black/Tan all numbers matching RHD | £185,000 |
| 1948 | **XK120 Alloy Bodied Roadster,** (Melbourne Show Car) Chassis (6660007), White/Red A very rare car steeped in history RHD | £150,000 |
| 1948 | **XK120 Alloy Bodied Roadster, Concours** Restoration completed Black/Pigskin & leather RHD | £185,000 |
| 1949 | **XK120 Alloy Bodied Roadster,** only 6000 miles from new but needing total restoration RHD | £85,000 |
| 1950 | **XK120 Roadster,** C.W.W. BRG/Tan Excellent condition RHD | £65,000 |
| 1951 | **XK120 Roadster, Concours** With spats Primrose/Black as new RHD | £85,000 |
| 1952 | **XK120 Roadster,** Red/Tan Excellent condition LHD | £55,000 |
| 1959 | **XK150 FHC** 30K miles only White/Red Superb condition LHD | £35,000 |
| 1959 | **XK150 3.4S Roadster** Red/Tan Original interior Very rare LHD | £55,000 |
| 1961 | **XK150 3.4S FHC** Black/Black Fully Restored RHD | £60,000 |
| 1961 | **XK150 3.8S FHC** Dark Blue/Tan Very Rare, One owner, excellent mechanics, Requires some cosmetics RHD | £50,000 |
| 1962 | **MKII 3.8 Saloon** C.W.W. Silver Grey/Blue, Recent engine rbld RHD | £18,500 |
| 1973 | **'E' Type V12 2+2 coupe** Manual Sage Green/Green Very good condition LHD | £27,000 |

*'E' Type V12 and 3.8 Roadsters also available*

### ASTON MARTIN

| | | |
|---|---|---|
| 1955 | **DB2/4 Mk II, Prototype** (4 headlights) Aston Racing colours, Very good original condition | £90,000 |
| 1959 | **DB2/4 Mk II Coupe** Black/Grey Excellent original condition RHD | £65,000 |
| 1959 | **DB2/4 Mk II Drop Head Coupe, Concours** Winner of 12 shows, Magnificent Dubonnet/Grey LHD | £165,000 |
| 1960 | **DB4 GT** Some competition history in Australia, Excellent condition BRG/Black RHD | £465,000 |
| 1961 | **DB4 Series II** Some competition history Light Blue metallic/Grey Superb condition RHD | £110,000 |
| 1963 | **DB4 Series V** Excellent original condition Burgundy/Black Totally unspoilt RHD | £85,000 |
| 1963 | **DB4 Series V, SS Vantage, Concours** Platinum Silver/Red leather RHD | £125,000 |
| 1964 | **DB5 Concours** Winner, Total AML Rebuild 8 yrs ago Pewter Green/Tan RHD | £110,000 |
| 1965 | **DB5 Vantage** High performance engine, 'hold your breath' Red/Black RHD | £100,000 |
| 1965 | **DB5** Totally restored Magnificent BRG/Tan RHD | £90,000 |
| 1966 | **DB6 Mk I** The Best, 37K Miles from new, Totally original and superb winner of 10 awards FSH Dubonnet/Tan | £120,000 |
| 1966 | **DB6 Mk I** Restored, New tan leather, Spats, Exhaust Cherry red coachwork RHD | £70,000 |
| 1967 | **DB6 Short Chassis Volante** One of 37, Restoration just completed Dark Green/Wine leather RHD | £275,000 |
| 1967 | **DB6 Short Chassis Volante** (The best in the world), Call for details | |
| 1968 | **DB6 Mk I Vantage Concours** Manual Platinum Silver/Red leather Total restoration just completed RHD | £115,000 |
| 1969 | **DB6 Mk I Vantage Volante** FSH Kingfisher Blue/Tan (Every Bill is with this car) RHD | £200,000 |
| 1970 | **DB6 Mk II Vantage Volante** Restored by AML, Total engine rebuild Aquamarine/Black RHD | £275,000 |
| 1971 | **DB6 Mk II Vantage** 5 Speed, Restored Red/Black RHD | £115,000 |

*Other Astons in restoration. Please call for details.*

### ROLLS ROYCE

| | | |
|---|---|---|
| 1965 | **Silver Cloud III** LWB with division by James Young, One of 5 cars built Black and Burgundy/Tan leather upholstery Very rare and appreciating fast | £65,000 |
| 1965 | **Silver Cloud III** as above Finished in Old English White (One of five) | £55,000 |
| 1965 | **Phantom V** By James Young Special hooper coachwork, The most beautiful Phantom V in the world, T.V., Video etc. Black over Burgundy/Tan | £500,000 |

### BENTLEY

| | | |
|---|---|---|
| 1952 | **Bentley MK VI Parkward DHC** Black & Metallic Blue/Blue leather upholstery, Power hood, Very Rare Total restoration near completion | POA |
| 1958 | **SI Park Ward Continental DHC** Arguably the finest Bentley Convertible ever made, Very rare and sought after RHD | POA |
| 1962 | **S2 Bentley Convertible** By Mulliner, Original coachwork, (non converted) RHD | £145,000 |

### FERRARI

| | | |
|---|---|---|
| 1962 | **250 GT Lusso,** Silver/Blue LHD Lovely condition | £380,000 |
| 1962 | **330 GT 2+2 Mk I,** Blue/Black LHD | £98,000 |
| 1965 | **330 GTC** (UK Car), Rosso/Black LHD Excellent condition | £180,000 |
| 1971 | **365 GTC4** Rosso LHD | £175,000 |
| 1973 | **246GT Dino** Rosso RHD Restoration just completed | £95,000 |
| 1978 | **512BB** Rosso/Black RHD | £160,000 |
| 1984 | **512BBI** Rosso/Magnolia RHD 6,000 miles only | POA |
| 1985 | **288 GTO** LHD Simply the best, Concours | POA |
| 1988 | **Testarossa** Rosso/Black Delivery mileage, Excellent RHD | £170,000 |
| 1989 | **328 GTS** Rosso/Tan LHD Delivery mileage | £85,000 |

### MASERATI

| | | |
|---|---|---|
| 1967 | **Mistral Spider** 4 litre Blue/New Black leather LHD Lovely car | £160,000 |
| 1973 | **4.7 Ghibli coupe** Red/Tan RHD | £88,500 |
| 1974 | **4.9SS Ghibli coupe** Red/Black RHD | £98,500 |
| 1974 | **4.9SS Ghibli coupe, Concours** RHD | £125,000 |

### PORSCHE

| | | |
|---|---|---|
| 1972 | **911E** Aubergine/Tan LHD | £14,500 |
| 1974 | **2.7 Carrera Targa** (Turbo bodied by Autofarm) 210 BHP, Bosche FI Engine Rebuilt, etc. | £27,500 |
| 1989 | **3.3 Turbo Cabriolet** Black/Black zero miles LHD | £85,000 |

### LAMBORGHINI

| | | |
|---|---|---|
| 1967 | **350 GT** Exceptional, Silver/Red LHD | £175,000 |
| 1988 | **Countache 5000 QV** Very Rare RHD White/White, 9000 miles only | £200,000 |
| 1989 | **Countache** Anniversary, Choice of 2 LHD | POA |

### ALFA ROMEO

| | | |
|---|---|---|
| 1964 | **Giulia SS** Red/Black LHD Immaculate | £37,500 |
| 1966 | **GTA Concours** Red/Black LHD | £65,000 |
| 1969 | **1750 Spider Veloce** (Boat tail) Red/Black | £8,000 |

### MERCEDES BENZ

| | | |
|---|---|---|
| 1968 | **250 SL** Yellow, 2 Tops, Auto, Excellent RHD | £25,000 |

### MINI COOPER

| | | |
|---|---|---|
| | **Hopkirk** detailed replica, just completed Red/White | £25,000 |

### MG

| | | |
|---|---|---|
| 1957 | **MGA** Excellent rebuild, BRG/Tan LHD | £14,500 |

### CHAYKA

| | | |
|---|---|---|
| | Presidential limo, 3 position convertible, Ex-head of state, Kremlin | £100,000 |

### ROVER

| | | |
|---|---|---|
| 1926 | **Rover 9** Boat tail with Rumble seat | £19,500 |

### MOTOR CYCLES

| | | |
|---|---|---|
| 1976 | **MV America** | £24,500 |
| 1948 | **Manx Norton** | £20,000 |
| 1955 | **Norton International** | £14,500 |
| 1963/4 | **Ariel HT500** | £6,000 |
| 1955 | **D Shadow Vincent** | £21,500 |
| 1953 | **C Shadow Vincent** | £20,500 |
| 1967 | **Velocette Thruxton** | £11,500 |
| 1972 | **MV Agusta 750 Sport** (Drum Brake) | £29,500 |
| | **Aeramachi 250 Harley Davidson** | £15,000 |



















*Aston Martin's thematic approach to its styling can be traced in the frontal views of these six cars.*

reliable engine and were pleasing enough to drive to attract some of the best drivers of the day.

The third car present at our anniversary gathering was built a decade after Green Pea. Two contemporary road tests, one in MOTOR SPORT, the other in *The Autocar*, praised virtually every aspect of the Aston Martin Le Mans. "The Le Mans model embraces in a high degree the features of high mechanical efficiency, roadworthiness and ability to stand long periods of full throttle; all this with a silence and refinement of handling which makes it an ideal dual purpose car."

The engine was once again a four-cylinder unit and of very similar capacity, 1493 cc. Aston Martin no longer used side-valves, and this unit used a single overhead camshaft, with two valves per cylinder. It developed 70 bhp at 4750 rpm, and the car weighed almost exactly one ton, giving a bhp per ton increase of 16 over the side-valve.

Once again the lubrication system was excellent, contributing to the reliability of the engine. The Le Mans used a dry sump system, the supply being carried in a tank between the front dumb irons. This ensured a more than adequate supply of oil, at a reasonable temperature, which was supplied to the engine through a pressure filter that stretched the entire length of the cylinder block.

The stiff chassis and flat underslung semi-elliptic rear springs resulted in excellent road-holding, and combined with the excellent steering and braking ensured that the performance of the car could be used to the full, and bore out Lionel Martin's opinions on the subject almost ten years previously.

The level of refinement and the care with which the car was put together had lost nothing over the first Aston Martins, and was also very much in keeping with Lionel Martin's ideas on the virtues of a sports car. It was hand assembled to very fine standards, down to such details as polishing the tubular ends of the front axle, and parts supplied by outside manufacturers were stripped and carefully re-assembled.

In terms of styling the Le Mans was a change in so far as it was a move with the times. It had a lower and more compact look than its side-valve predecessors. It was also more angular, and its 18" wheels gave it a less spidery look. Of course 'styling' as such was not really an issue with these cars it being more a process of form following function.

For our meeting at Aston Hill Jim Young was kind enough to bring his 1932 competition two-seater Le Mans. This car is chassis number D2/203 and was the third chassis of the second series of Bertelli cars. The first owner of the car was R O Shuttleworth. It was fitted with LM8's discarded body (LM8 was a works racer) and was raced in the 1932 TT from which it retired. (Coincidentally Green Pea had also been built as a TT car ten years previously, although she never got as far as competing.) It competed pre-war at Brooklands, Donington and at various speed events, and also in the 1936 RAC rally driven by Cyril Mann.It is now driven by Jim Young and his son.

Our anniversary line up now takes something of a quantum leap to 1959 and the very last of the DB MkIII cars. This DB MkIII drophead is owned by Andrew Hodge, and was the last MkIII built. It is chassis number AM/300/3/1850. It has a DBD competition specification engine, and it holds the lap record in class for a standard Feltham car at Curborough.

The period between 1947 and 1959 is seen by many as the heyday of Aston Martin. Certainly the first post-war cars




*Green Pea, a 1922 Strasbourg Grand Prix car, is the oldest surviving Aston Martin.*




*The succession of the DB4 from the DB Mk III marked a move towards a less uncompromising and more luxurious sports car.*

retained all that was traditionally good about the Aston Martin marque; they were small, fast and unpretentious. In addition Aston Martin still saw it as necessary to develop its cars for competition, and placed as much importance on this aspect of their activities as Lionel Martin had done in the Twenties. Most of the great sports car races fell to Aston Martin at some time during these years, most notably Le Mans in 1959 when Salvadori and Shelby drove to victory.

The DB MkIII introduced in 1957 represented a change in styling from the DB 2/4 MkII that had preceded it, and a return to the smoother lines of the early DB 2. Of course styling had changed dramatically from the cars of the Thirties, but the DB MkIII also maintained the clean lines that had always been characteristic of Aston Martin.

Mechanically the DB MkIII represents an equivalent change from the pre-war cars. There were significant differences, but the Aston Martin was still what it had always been intended to be; representative of the very best in engineering and standards of manufacture. After the war Aston Martin had moved away from the four-cylinder engine configuration. The DB MkIII engine was a development of W O Bentley's six-cylinder twin overhead camshaft Lagonda unit, and it produced 162 bhp at 5500 rpm. This engine was further developed for a limited number of cars, of which the DB MkIII drophead present at Aston Hill was an example, and this special series fitted with triple Weber or SU 1¾ carburettors produced 195 bhp. Since the DB MkIII weighed 25 cwt this gave a bhp per ton figure of 129.

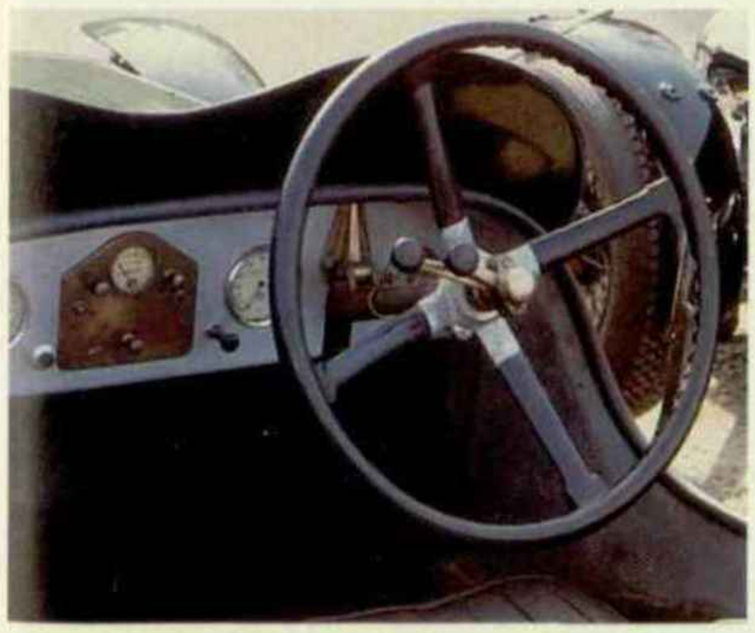
The partial marriage of Aston Martin with Lagonda had perhaps given rise to slightly increased emphasis on luxury in the line of David Brown cars. Certainly the DB MkIII was a luxurious machine compared with its pre-war ancestors, but even so it had not unduly compromised its essentially sporting character. It was still a very taut machine.

When Aston Martin introduced the DB MkIII they had already started work on a car that was to succeed it, and by 1958 the company had produced a prototype of the DB4 for the London Motor Show. It was a very different machine from the MkIII and was symbolic of a fundamental turning point: the works moved to Newport Pagnell, and the engine for the DB4 was the work of Tadek Marek, the company's new chief designer. While both the engine and chassis were developed along traditional Aston Martin lines, the change was in the move away from what was primarily a sports car, even in the MkIII, to a luxury sports machine. Opinions will always differ as to the exact significance of this change, but it is probably best seen as a development in the manner that Aston Martin had always developed; it was a considered and subtle move with the times. After all the company's aim was to stay at the top of its particular sphere of the motoring industry.

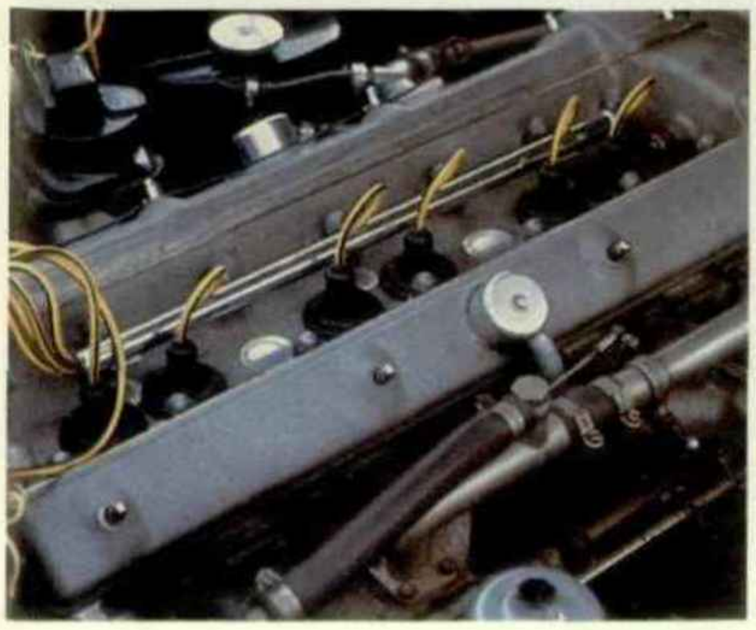
The chassis, designed by Harold Beach, was a steel platform, and the bodywork designed by Touring of Milan was built to Superleggara principles with the aluminium panels built over a framework of steel tubes. The engine was a light alloy unit of 3670 cc, with twin overhead camshafts, and two 2" SU carburettors. It produced 240 bhp at 5500 rpm and so the car had a bhp per ton of 179. The increase in power demanded a new clutch and transmission and the gearbox featured many heavy duty features such as extra wide teeth and anti-friction bearings.

The race-developed suspension consisted at the front of wishbone, coil spring and anti-roll bar. The rear consisted of live axle with trailing arms and Watts linkage. Beach had initially wanted his new chassis to incorporate a de Dion rear axle, but this idea wasn't introduced until the DBS. Even so, the suspension as it was endowed the DB4 with excellent road holding abilities. The brakes were disc front and rear and were servo assisted.

Aston Martin was maintaining its tradition of building a high quality sports car, although the finished product was by now quite far removed from the side-valve cars of the Twenties. It was removed in the sense that the DB4 could not really be said to be an equivalent of the nimble and uncompromisingly sporty machine that Lionel Martin had first envisaged. And yet the more one ponders the difference the less significant it seems to be. Lionel Martin, after all, was catering for the market demands of the early Twenties, in












*The side-valve and the Le Mans: a decade apart but both high quality British sports cars. . . .*

just the same way as the DB4 did for those of the sophisticated Sixties. The cars still continued to live up to Lionel Martin's desire for there to be a British sports car that was a good performer in the all-round sense, and he also stated quite clearly that the demands of a road-going car were often different to those of a racer. Indeed, a significant number of side-valve tourers were built, and conversely the DB4 did make a racing car to be reckoned with in the form of the DB4GT. The DB4 was also as beautiful and well made as Aston Martins had always been.

Jeffery Archer's superb DB4 was the second six-cylinder representative at our Aston Hill meeting but we were still short of a V8. Aston Martin themselves kindly relieved the situation by offering to bring along a Virage, and so we were delighted to bring our line of machines right up to date. In fact the cars at Aston Hill really were representative of first to last because Green Pea is the oldest surviving Aston, and those six machines spanned some 68 years of motoring development.

The Virage is the first all new Aston Martin since the late Sixties, and as such is a very significant step in the evolution of the company. Victor Gauntlett himself stated that it was important for the car to be evolutionary rather than revolutionary, and it was intended to be a logical development of the tradition created in the DB4. Certainly it reflects Lionel Martin's concept in the same way that the DB4 did. It is not small, and at 35¼ cwt weighs over twice as much as the side-valves at 16 cwt. On the other hand it is an example of the best in its sphere, in the same way that the side-valve was. Moreover Lionel Martin was a man interested in development, and as such I'm sure he would have been fascinated and not a little surprised by the Virage, for without being at all sanguine one can suggest that it is possible for a vehicle to travel at 150 mph and stay on the road.

The engine is a 5.4-litre all-alloy fuel injected twin overhead camshaft V8, and it produces 330 bhp. This is some 90 bhp more than the DB4, but the bhp per ton is only slightly more at 187.

The brakes are disc all round, with aluminium calipers. The front are ventilated while those at the rear are outboard to improve cooling. Front suspension is with upper and lower wishbones, and co-axial spring/damper units and anti-roll bar. Rear suspension is de Dion located by triangulated radius arms, and Watts linkage, with damper units and dual rate springs.

Stylistically it is a return to the clean lines of the DB4, and as such lies firmly in the tradition of Aston Martin styling. The radiator intake, swoop of the bonnet, and elliptical shape of the cockpit are all reminiscent of previous Aston Martin designs.

The brakes, suspension, transmission styling and interior all combine to put the Virage alongside the best in the luxury sports car sector of the market. It is a machine compliant with radical Aston Martin philosophy in most important respects. It is a machine of extremely high quality that has been hand assembled with meticulous precision. It is fast, has superb brakes and road-holding abilities. Yet it is also a move away from the original concept of the Aston Martin along the lines of development that were established with the DB4. As I have said, the market has changed since Lionel Martin conceived his high quality sports car that was to put Great Britain at the forefront as regards light cars, and manufacturers as well as following tradition have to adapt in consideration of that market. The fact that every Virage to be made up until 1994 has already been sold would seem to suggest that Aston Martin has adapted wisely.

However there is always room for conjecture, and with the ever increasing prices of machines in the supercar bracket I suspect that there are many around who might welcome the appearance of a light sports car built to the standards that we are used to from Aston Martin. A two-litre, front engined, rear-wheel drive, hand made, British Racing Green sports car . . . I think that it would be welcomed like a breath of fresh air. CSR-W

*MOTOR SPORT would like to thank Aston Martin and all those who were kind enough to bring their cars along to Aston Hill.*




*. . . . The Virage, if a little larger, continues the tradition to this day. It is fast, well made and beautiful.*

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## SATURDAY 23 JUNE

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## Phoenix blues

Sir,
I have just attended the United States Grand Prix in Phoenix and was amazed by what I saw, didn't see and the comparison with European race meetings.

The Americans are meant to be the inventors of spectacle. If this is so, then I am afraid that they kept the formula secret from the Phoenicians. I suppose that, with that comment, I am being unjust to the majority of the 2 million inhabitants of Phoenix. I should really address my criticism to the organising committee. In the programme there is a "partial list of the current members of the Phoenix Grand Prix committee" and this numbers 51 people in total, almost more than the spectators on practice days.

My complaints are quite simple. Firstly the total programme consisted of two races only — the F1 GP and a TransAm race! This meant that during the whole 3 days the track had only 3½ hours of racing and 8½ hours of practice. For race day there was only warm-up and the F1 race, 2½ hours in total. The cheapest admission for the day was $50. Apart from boredom, this isn't good value. It is even worse value for those who, like myself, paid $200 for the startline stand, which brings me to my second complaint. I couldn't see the start! I could only see the tail end of the grid. The stand was extremely variable in viewing quality, ranging from a comprehensive view of the whole Start/Finish straight, the pits and turn 13 to a restricted view of turn 13 and part of the straight, as I had.

My next criticism focuses on information services. The commentary was spartan, unexciting and uninformed. In my stand the loud speakers didn't work. The position indicator board was too small, only displaying up to 4 lines of information. Why were there no Starvisions, as in Europe? Why no FM radio commentary?

My final criticism is to do with publicity. I worked the week before the race in Scottsdale, a suburb of Phoenix and most of the people I met knew fairly little about the race. The advertising in the airport and city was sparse, as opposed to overwhelming. In fact, in the *Arizona Republic* newspaper of 10th March, 1990, Bernie Ecclestone is quoted as saying, "The city has to work harder in promoting Phoenix. It's why they brought the race here. They brought the race to promote Phoenix."

To be successful in the competitive North American market, this event needs to be better publicised, better organised, to have a fuller programme and give better value for money. Birmingham has proved that this is possible with a street circuit in just a couple of years. Let's hope the organising committee prove it in Phoenix in 1991.

**B J Walsh,**
**Loughborough, Leics.**

## Should points mean prizes?

Sir,
I have just read Paul T Hezzell-Moody's letter in your January issue, expressing the view that the World Championship should be based on number of wins rather than points. He is not the first person to express this view, but he and all the previous exponents have not explained why a wins system is superior to a points system, other than putting forward simplicity, fairness and ease of understanding. These are all desirable but not fundamental reasons for changing the system.

The reason for change is that a points system is intellectually untenable. It purports to establish quantative relationships between placings, when such relationships do not exist. Why is second place worth two-thirds of first place? Why is third place worth two-thirds of second place? And so on. Go for a walk down the pit lane, and ask the drivers whether they would prefer to accumulate eighteen points by two wins, or three second places (those drivers who would be happy with eighteen points by any means at all will be disqualified as informal voters).

The win system is tenable, since it does not set up these quantative relationships, but is based on the primacy of a win. As Paul H-M says, when two (or three or more) drivers have the same number of wins, the number of second places breaks a tie. If they have the same number of second places, count the number of third places. You can count down as far as may be needed to break the tie. Merit does not necessarily vanish after sixth place.

But I suppose this discussion is likely to get us into trouble. If M.Balestre says that second place is worth two-thirds of a win, then we shall all have to apologise to him for daring to disagree.

**Mark Taylor**
**Wanniassa, Australia**

## To be or not to be

Sir,
Having belatedly read DSJ's March letter, I wonder whether he has thought of the dreadful possibility that Ferraris do not exist? Consider: the numbers advertised for sale do not match up with the dearth of the things on the road. The beautiful colour photos may be of fibreglass mock-ups — vide the V12 Lagonda at the 1937 Motor Show. If one actually sees one of these mythical beasts in the flesh may not the apparently proud owner really be the equally mythical Mr C. (of Kensington)?

Do not mock. Remember poor young WB and his lovely power curves of a non-existant aero engine, and Ford are proudly advertising a very pretty (red!) little open sports car in the Antipodes which we Europeans naively believe are built by a firm called Mazda who in reality manufacture electric light bulbs.

**J R Turner**
**Cropton, North Yorkshire.**

## A-D memories

Sir,
I was most interested in reading Bill Little's splendid account of his motoring adventures, to see references to the 19/90 Austro-Daimler that I bought off him in 1954.

I well remember this good looking car of enormous length and formidable appearance but rather pedestrian performance, chiefly due to it being desperately undergeared, as I think it had originally been endowed with the sort of coachwork more fitting to the transportation of elderly dowagers than to the quest for speed!

When first acquired, oil pressure was non-existant and there were potentially expensive rumbling noises from the power department, so much so that it was decided to investigate further before putting it to use. After stripping down this policy proved most wise, and the crank was duly ground, the journals proving to be visibly oval.

Once on the road it proved a reliable hack and a crowd drawer with its elegant and narrow four-seater body and long mudguards, all finished in BRGN, until the fateful occasion when I stopped the majority of Bristol's rush hour traffic by engaging at least two gears simultaneously at the traffic lights in Old Market! Quite how we extricated ourselves from this impass I cannot clearly remember, but undoubtedly a little divine intervention came into the equation somewhere, plus some energetic rocking which eventually had the desired effect. After this episode my confidence was somewhat dented, and I soon found out that anything other than a genteel and chauffeur-like take off was not to be recommended. I found myself relying more and more on the less temperamental but even more pedestrian Renault Vivastellar six, which although endowed with a funny gallic back to front gear shift at least engaged only one gear at a time!

I eventually found a buyer for the A-D, well removed from Bristol I may say, and shortly afterwards I removed myself to the Island of Jersey so avoiding the chance of a reunion with the new owner!

**Denys Axel-Berg**
**Bath, Somerset**

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

# LANDS END TO JOHN O'GROATS

## A GUIDE TO THE MANY AND VARIED MOTORING MUSEUMS IN AND AROUND THE BRITISH ISLES

MOTOR SPORT

1 Automobilia, Hebden Bridge, West Yorks
2 Automobilia, St Austell, Cornwall
3 Bentley Motor Museum, Halland, Sussex
4 Betws-y-Coed, Caerns, North Wales
5 Bradford Industrial Museum, Bradford, Yorkshire
6 British Motor Industry Heritage Trust, Brentford, London
7 Bury Transport Museum, Bury, Lancashire
8 Caister Castle Motor Museum, Gt. Yarmouth, Norfolk
9 Cotswold Motor Museum, Bourton-on-the-Water, Gloucestershire
10 The Donington Collection, Donington, Derbyshire
11 Doune Motor Museum, Doune, Perthshire
12 Duxford Airfield Imperial War Museum, Duxford, Cambridgeshire
13 East Anglia Transport Museum, Lowesoft, Suffolk
14 Effingham Park Motor Museum, Copthorne, Sussex
15 Ford Historic Car Collection, Brentwood, Essex
16 Foulkes-Halbard, Filtching, West Sussex
17 Gangbridge Collection, Andover, Hampshire
18 Grampian Transport Museum, Aberdeen, Scotland
19 Hatfield House Motor Museum, Hatfield, Hertfordshire
20 Highland Motor Heritage, Bankford, Perthshire
21 Historic Vehicles Collection (C.M. Booth), Rolvendon, Kent
22 Jersey Motor Museum, Jersey, Channel Islands
23 Lakeland Motor Museum, Cark-in-Carmel, Cumbria
24 Lambretta Museum, Okehampton, Devon
25 London Transport Museum, Covent Garden, London
26 Manchester Museum of Transport, Manchester
27 Manx Motor Museum, Crosby, Isle of Man
28 Melrose Motor Museum, Melrose, Borders
29 MG Museum, Letchworth, Hertfordshire
30 Moray Motor Museum, Moray, Elgin, Grampians
31 Military Vehicle Museum, Newcastle-upon-Tyne
32 Midland Motor Museum, Bridnorth, Shropshire
33 The Motor Museum, Maldon, Essex
34 The Motor Museum, Faversham, Kent
35 Motoring Memories, Seaton, Devon
36 Mouldsworth Motor Museum, Frodsham, Cheshire
37 Museum of British Road Transport, Coventry, West Midlands
38 Myreton Motor Museum, East Lothian, Scotland
39 National Motor Museum, Beaulieu, Hampshire
40 National Museum of Irish Transport, Killarney, Eire
41 Newburn Hall Motor Museum, Newburn, Tyne and Wear
42 Patrick Collection, Birmingham, West Midlands
43 Peter Black Collection, Keighley, Yorkshire
44 Port Erin Museum, Port Erin, Isle of Man
45 Ramsgate Motor Museum, Ramsgate, Kent
46 Royal Scottish Museum, Edinburgh, Scotland
47 Sandringham Museum, Sandringham House, Norfolk
48 The Shuttleworth Collection, Biggleswade, Buckinghamshire
49 St Annes-on-Sea Motor Museum, St Annes-on-Sea, Lancashire
50 Star Cars Museum, Keswick, Cumbria
51 Sparkford Motor Museum, Yeovil, Somerset
52 Stratford-upon-Avon Motor Museum, Stratford-upon-Avon
53 Tameside Transport Collection, Oldham, Lancashire
54 Totnes Motor Museum, Totnes, Devon
55 West of England Transport Collection, Exeter
56 West Wycombe Motor Museum, West Wycombe, Buckinghamshire




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The beginning was the purchase of an ex-Peter Whitehead 1951 Ferrari in 1964, bought mainly for fun purposes. Tom Wheatcroft's private collection grew and grew until eventually one of his dreams became reality, in 1971 he purchased Donington Park with a view to bringing International motor racing back to England's first true road course. In 1973 The Donington Collection opened its doors to the general public, with over fifty historic racing cars on show.

Today, the Collection numbers somewhere in the region of 150 racing cars plus the Speedway Hall of Fame and numerous other vehicles of interest. It is the largest collection of single seater grand prix racing cars to be found anywhere in the world, with many of its cars priceless. The Collection spans eight decades of this fast and furious sport, starting with the Edwardian Cottin et Desgouttes hill climber of 1911 which is a splendid 10.6-litre 'Cad's' car, the legendary Tazio Nuvolari's 1934 Maserati 8CM-3000, through to the latest world championship F1 cars including Ayrton Senna's 1988 championship winning Mclaren/Honda MP 4/4.

The Collection is visited regularly by Grand Prix stars of yesteryear, as many of the manufacturers have kindly loaned their cars to be exhibited. It also attracts the stars and rising stars of today, who come to study their mentors and the machines which carried them to glory. At the Donington Collection you can almost imagine the cars in their heyday driven by the likes of Nuvolari, Fangio, Moss, Ascari, Clark, Stewart and Graham Hill.

If you have only ever watched this invigorating sport on television, the Collection offers the chance to witness and understand the size and power of todays high performance cars, Nigel Mansell's Grand Prix winning Williams FW10 of 1985, Jackie Stewart's all conquering Tyrell 003 and Nelson Piquet's 1983 World Championship winning Brabham BMW Turbo are typical examples.

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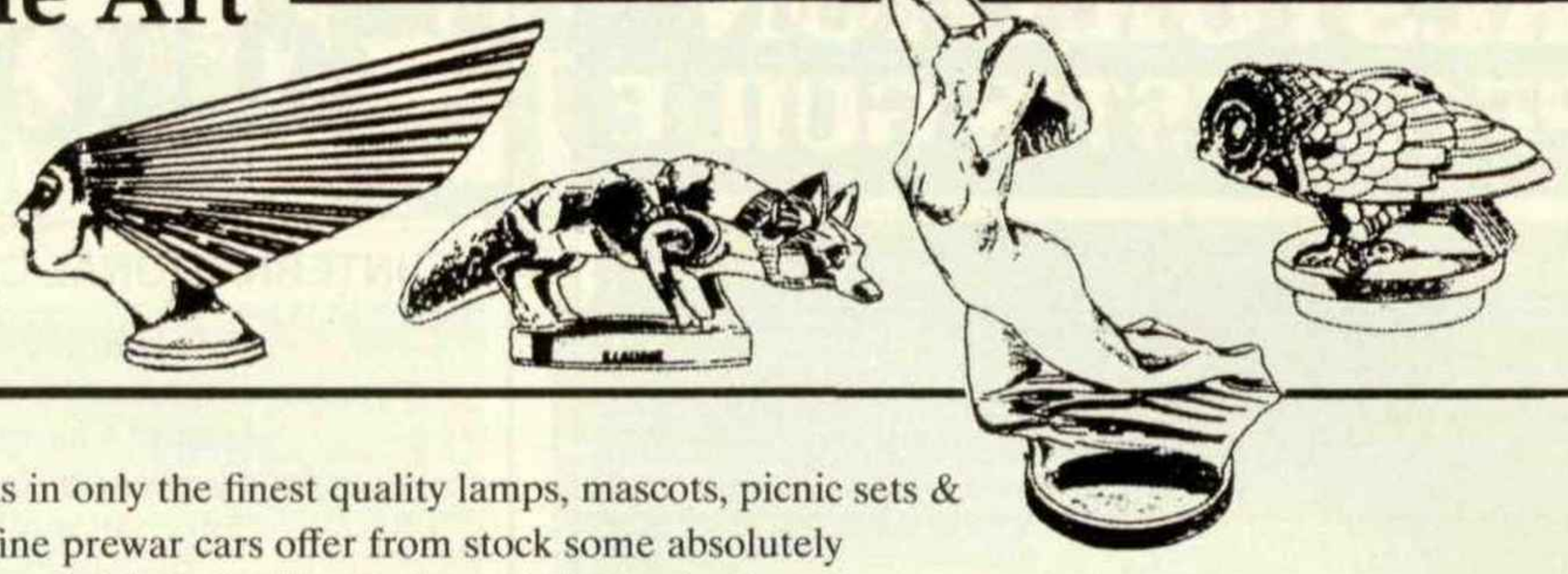
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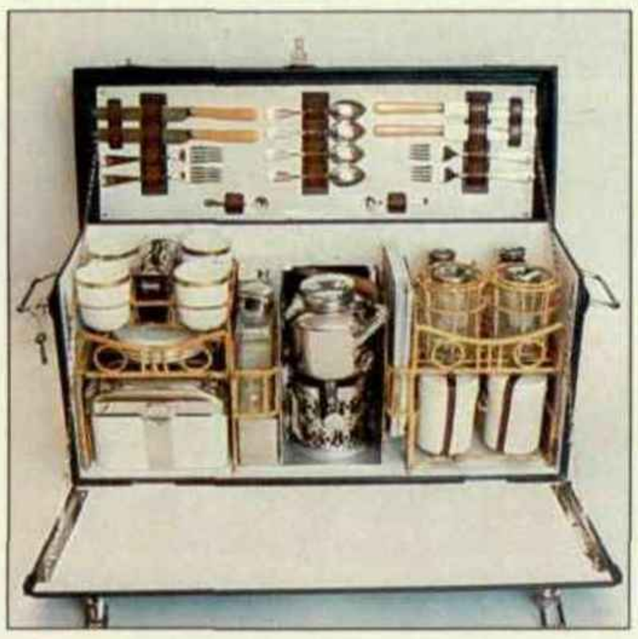
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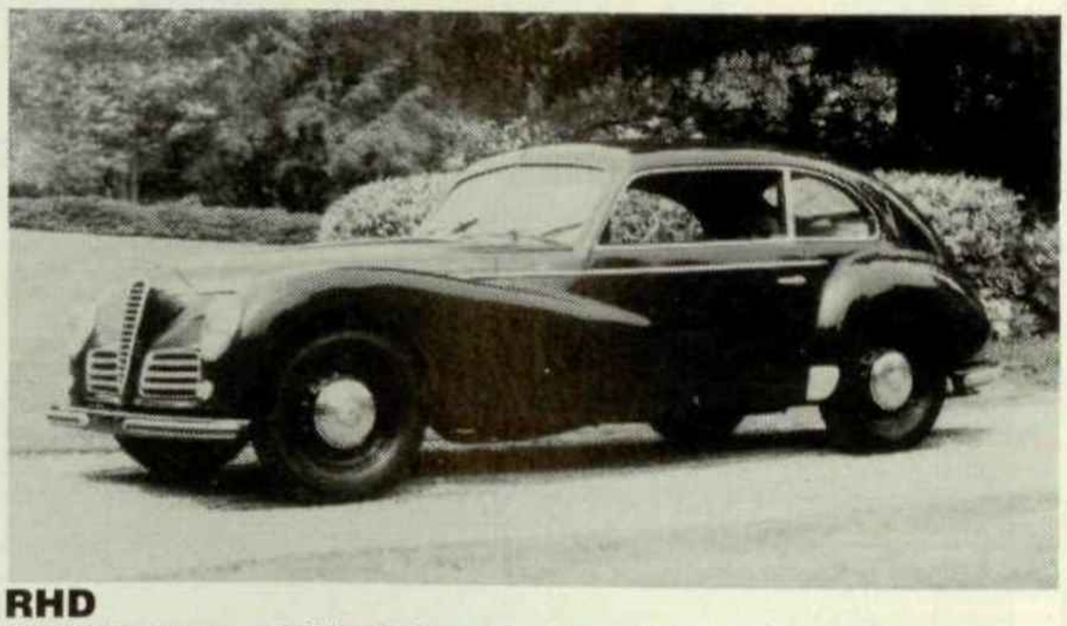
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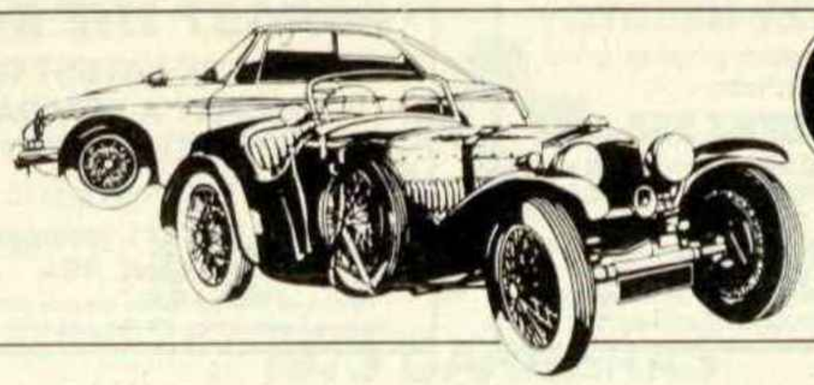
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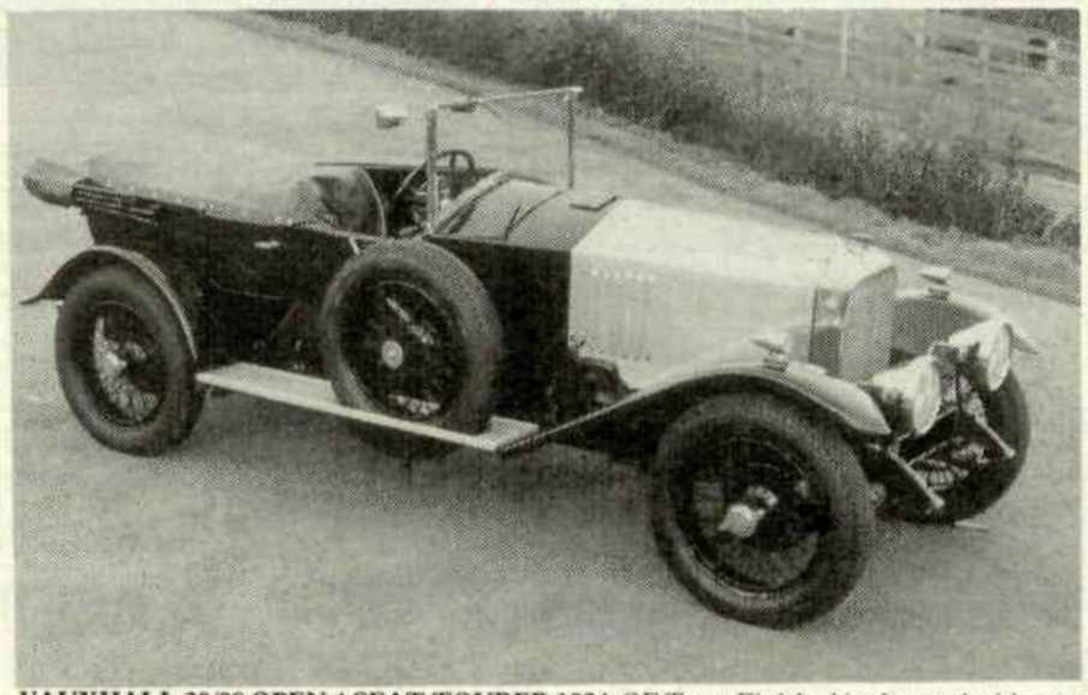
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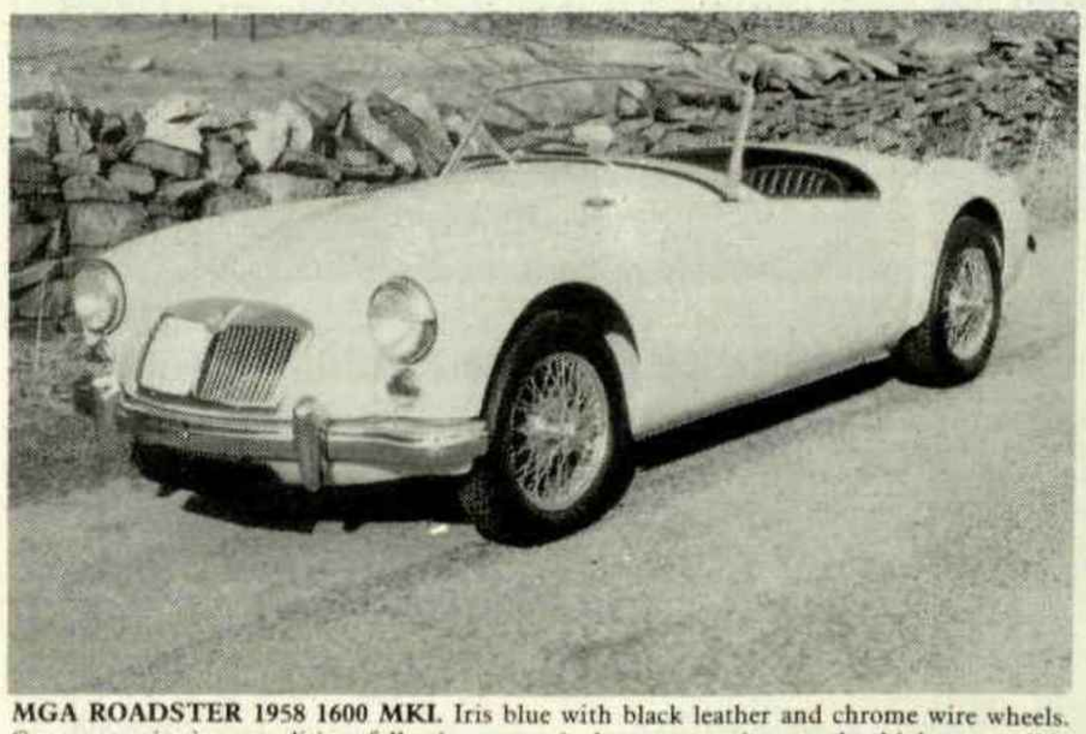
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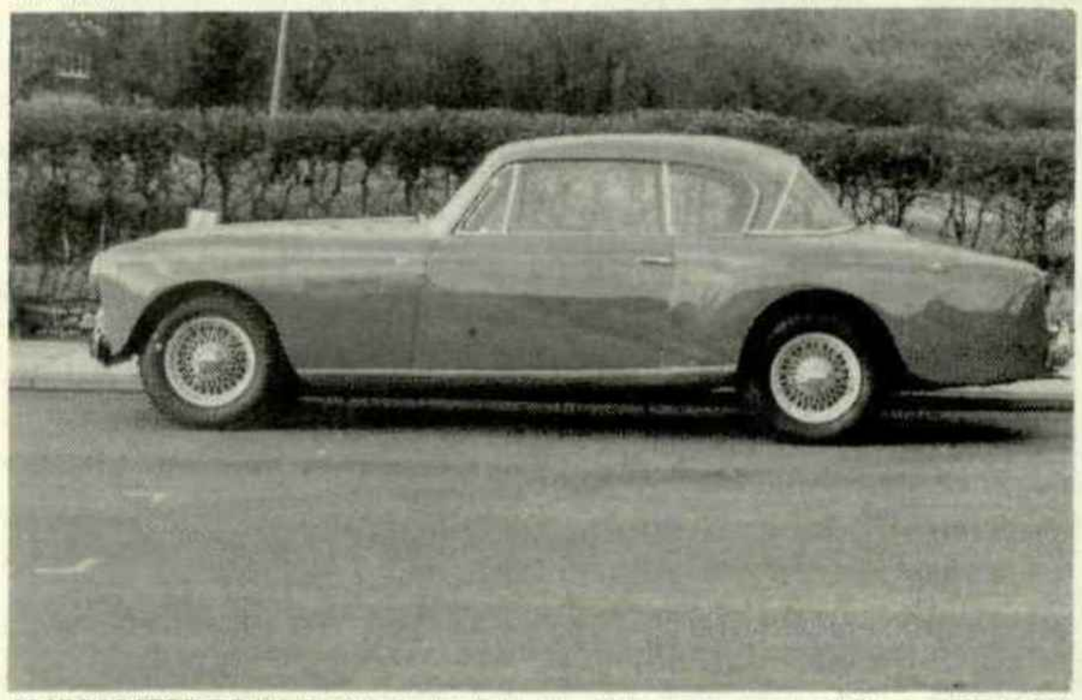
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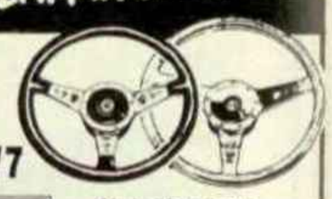
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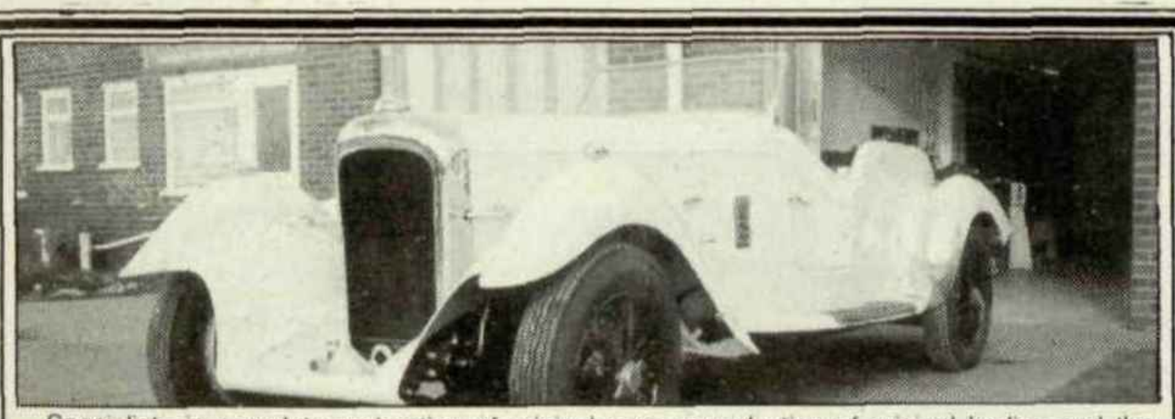
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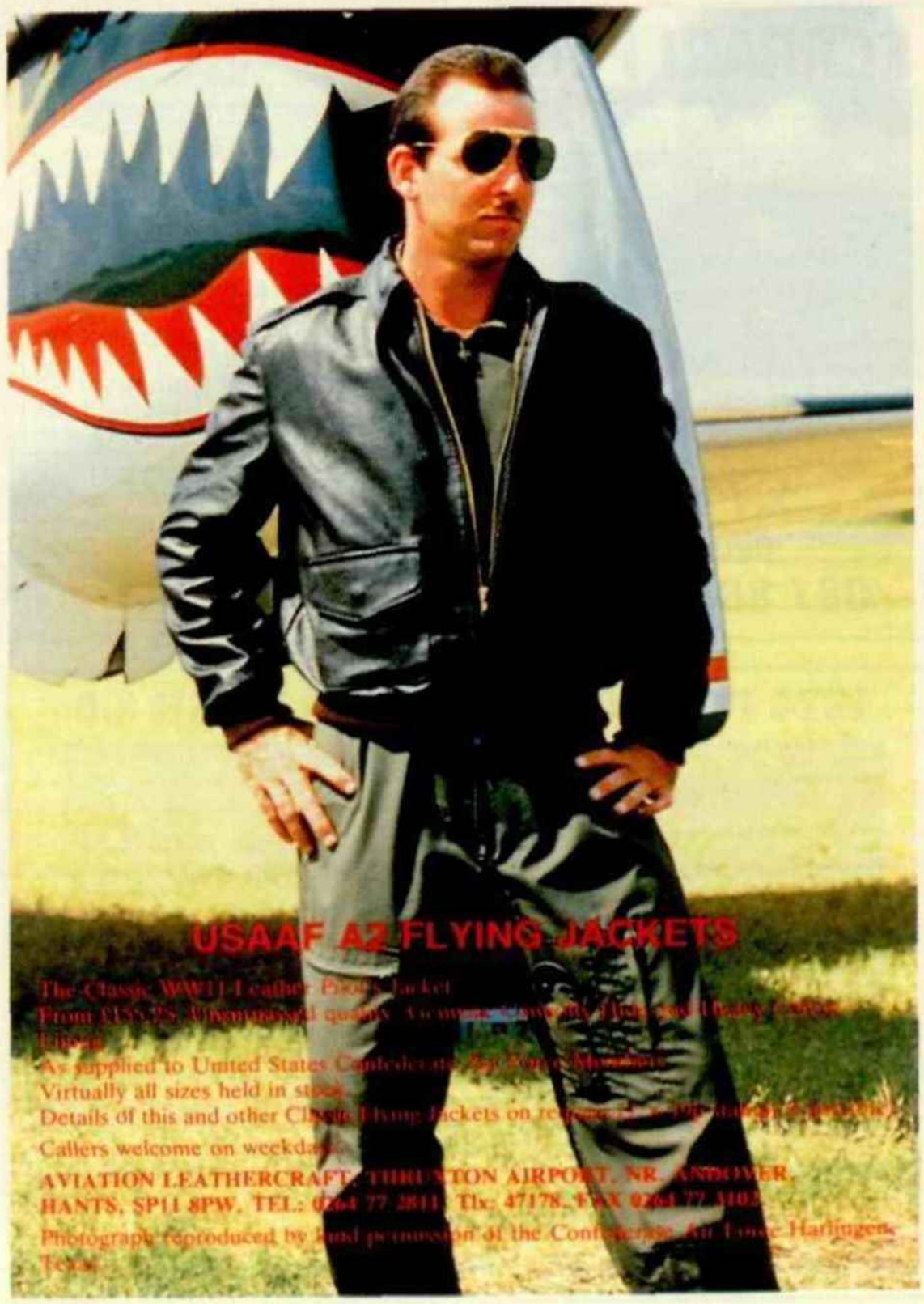




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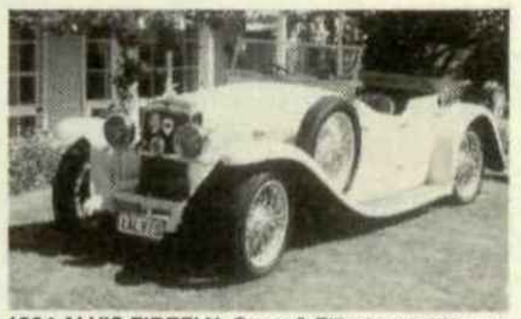
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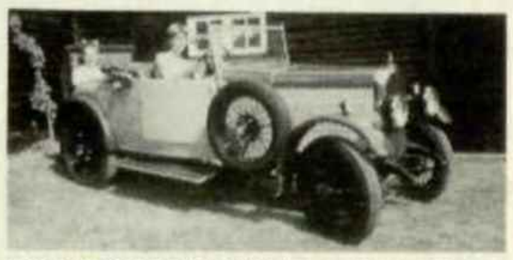
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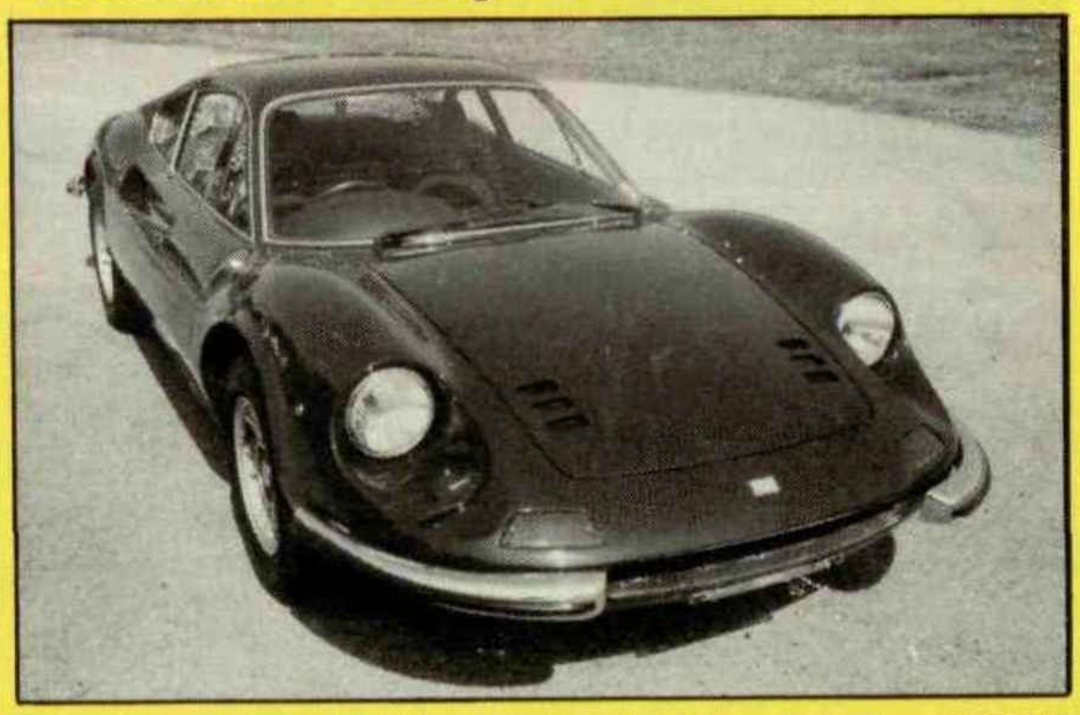
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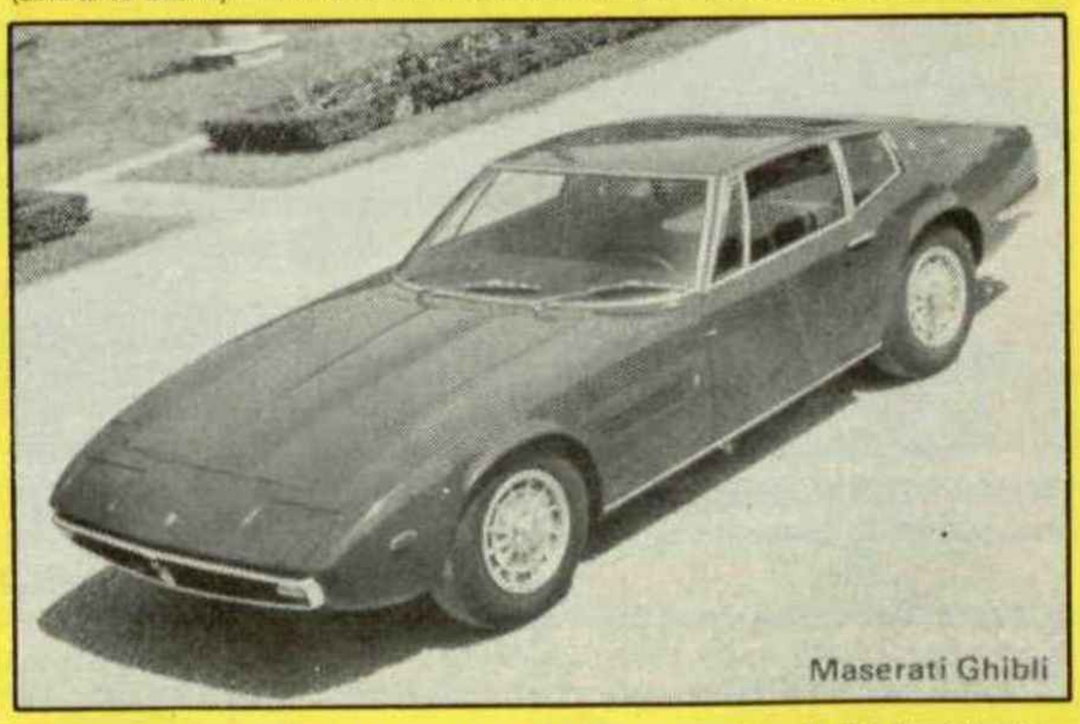
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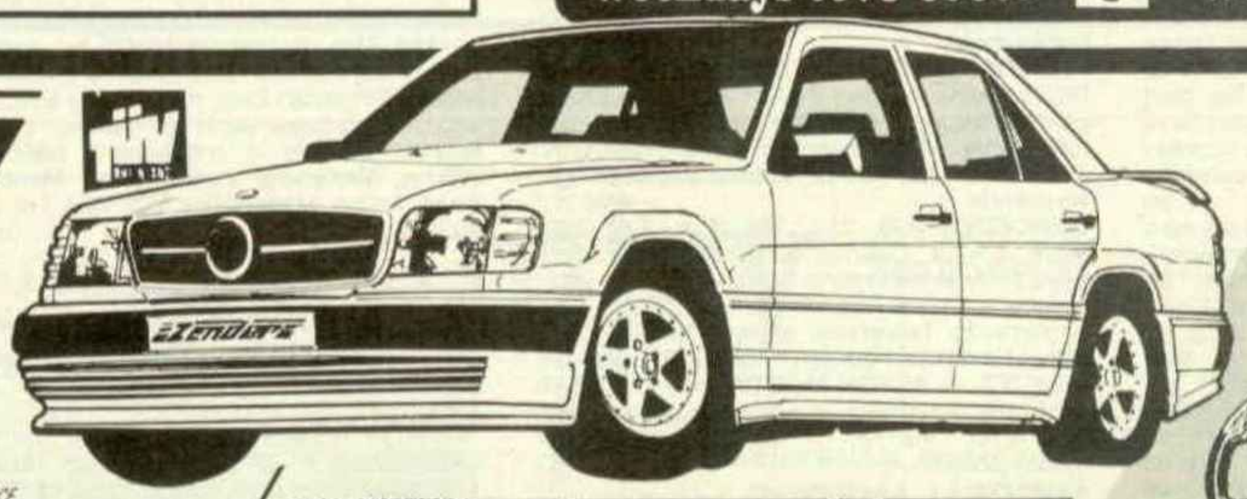
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**1987 PORSCHE 911 TURBO.** Blue, 3,000 miles.
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**1990 PORSCHE 911 CARRERA 2 CABRIOLET.** Delivery mileage.
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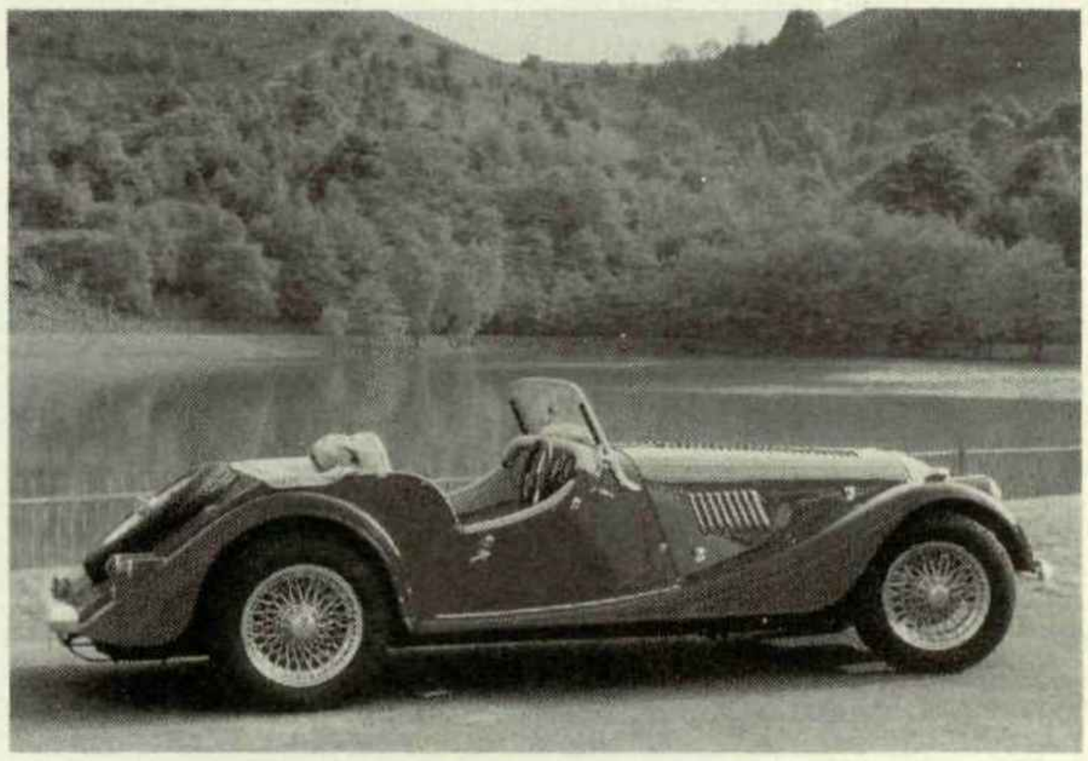
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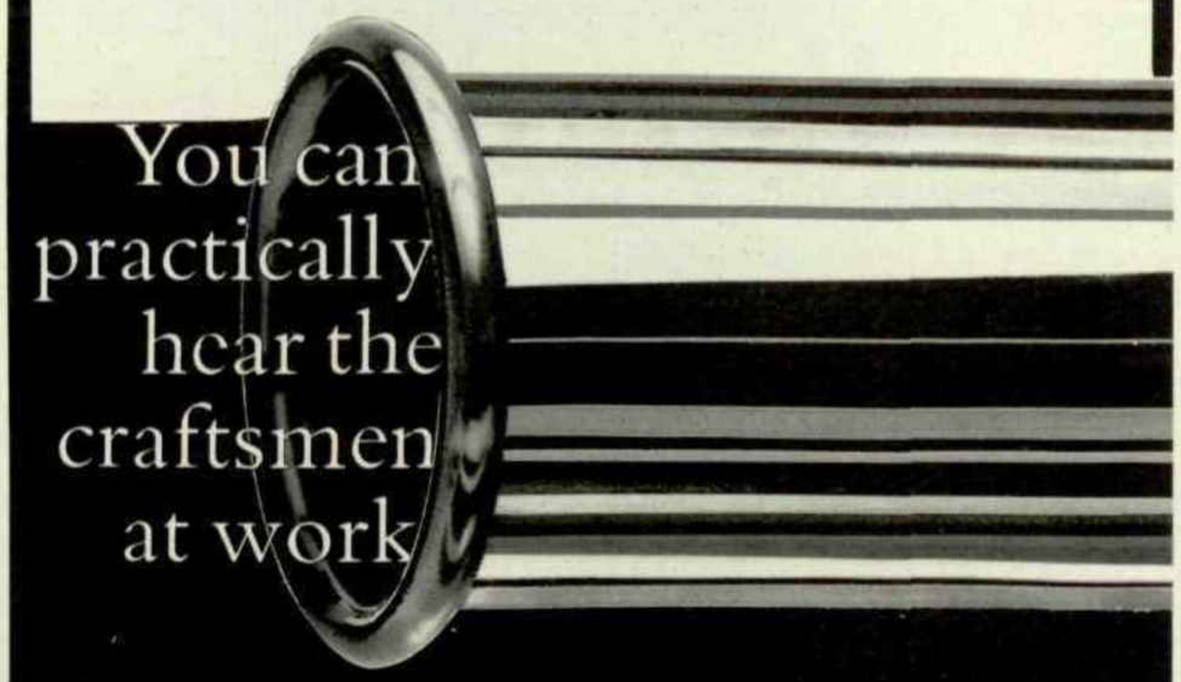
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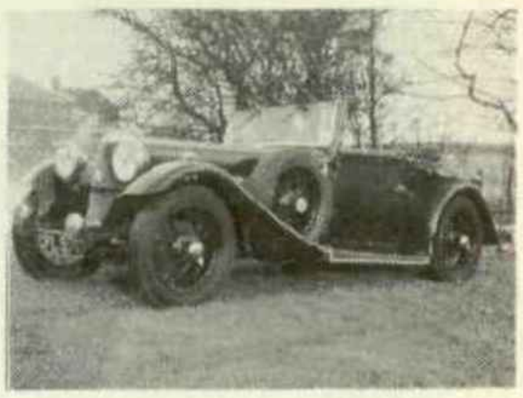
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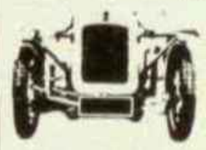
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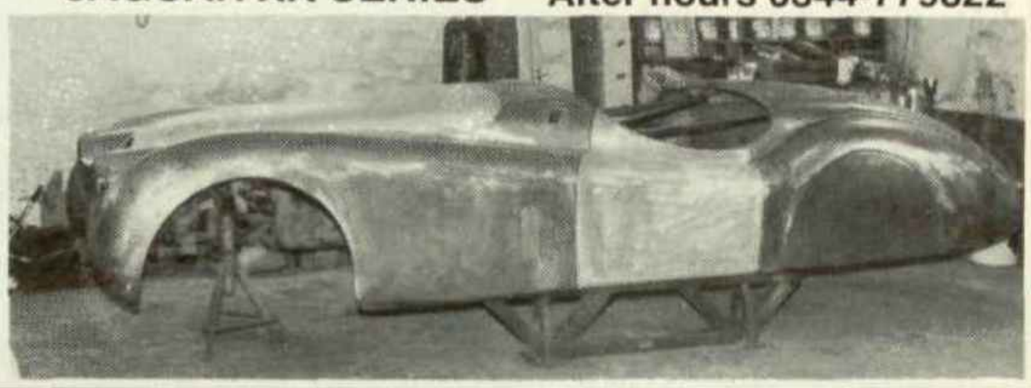
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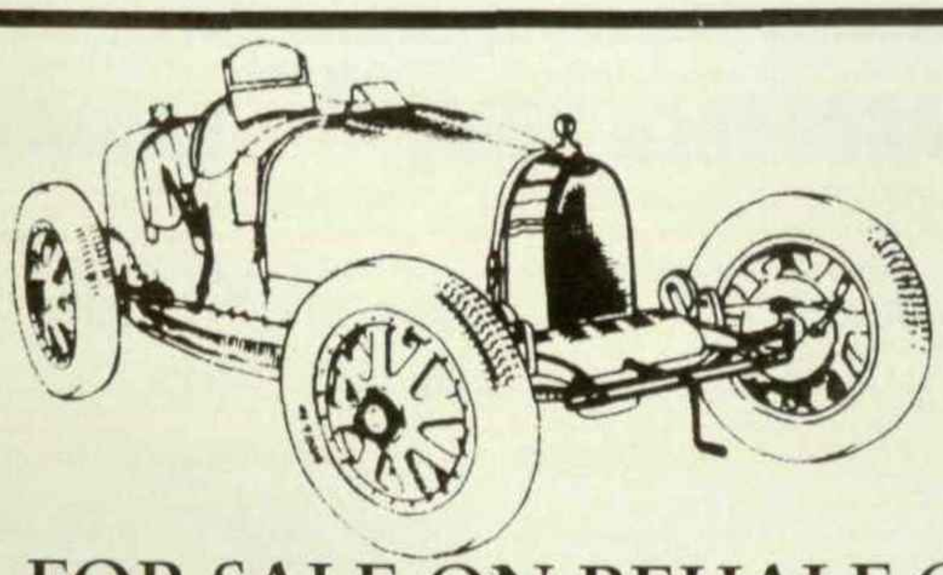
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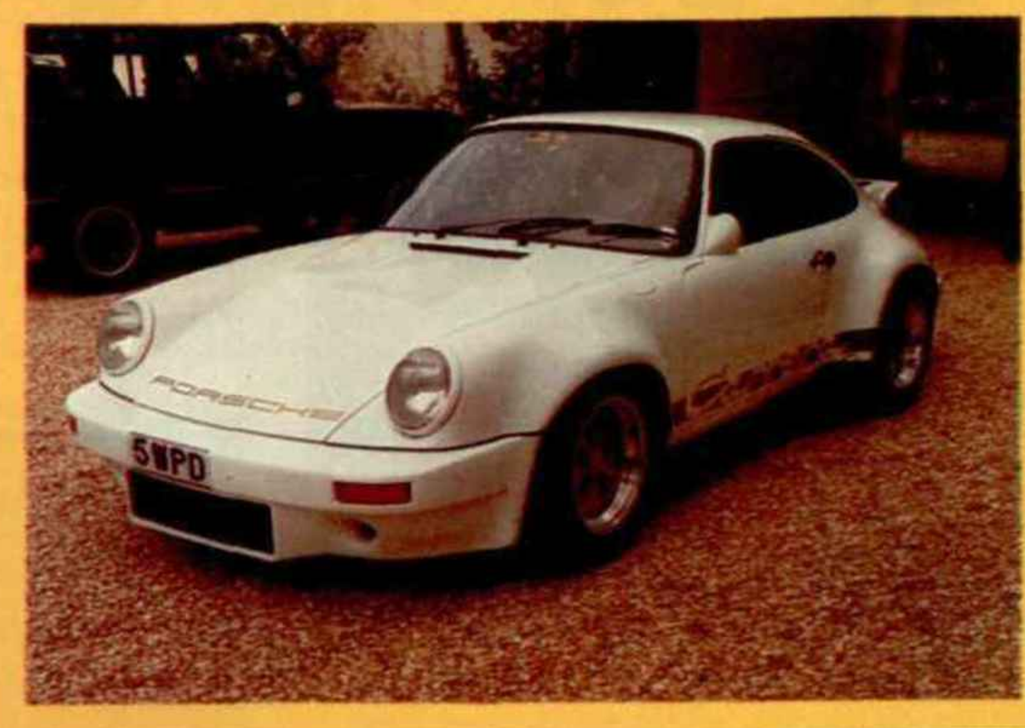
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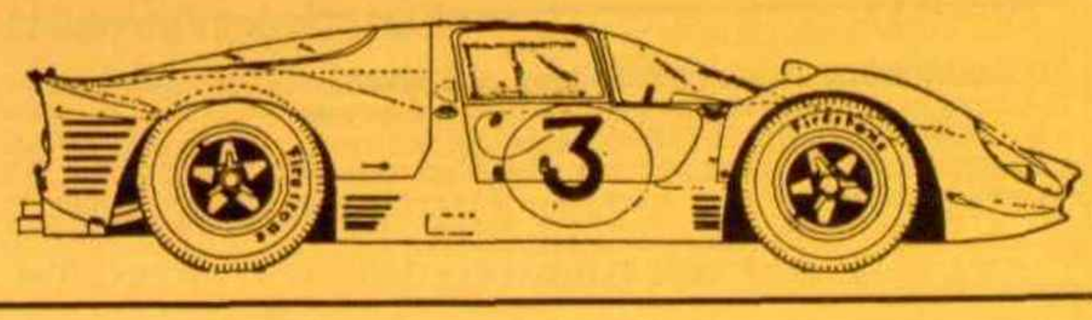

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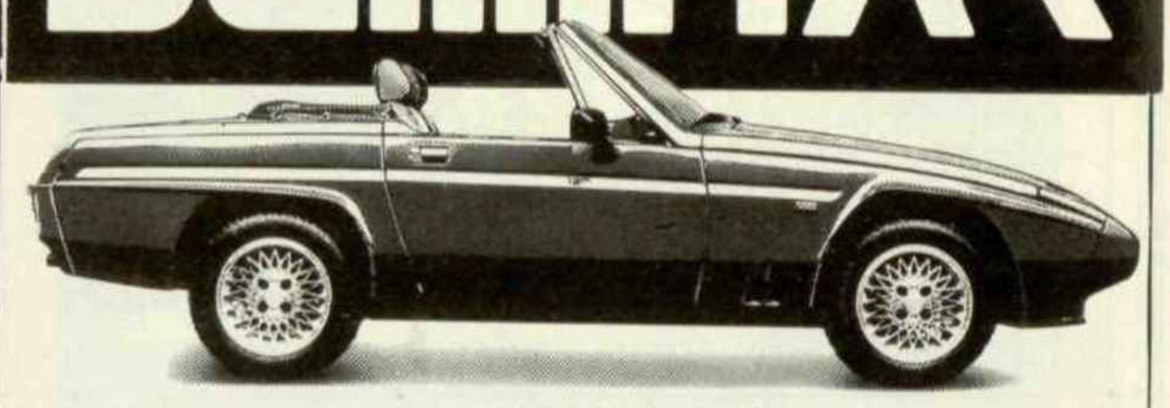
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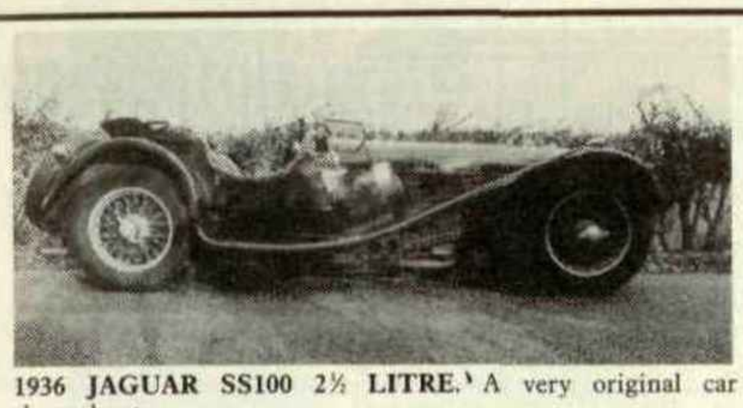
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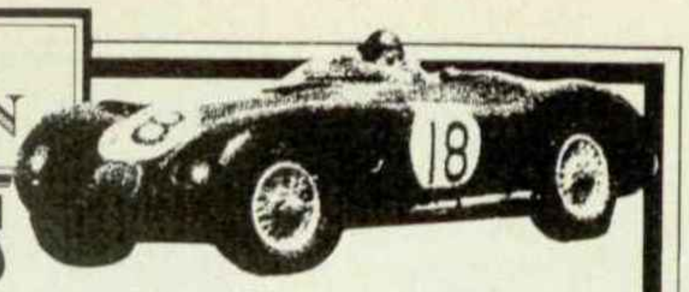
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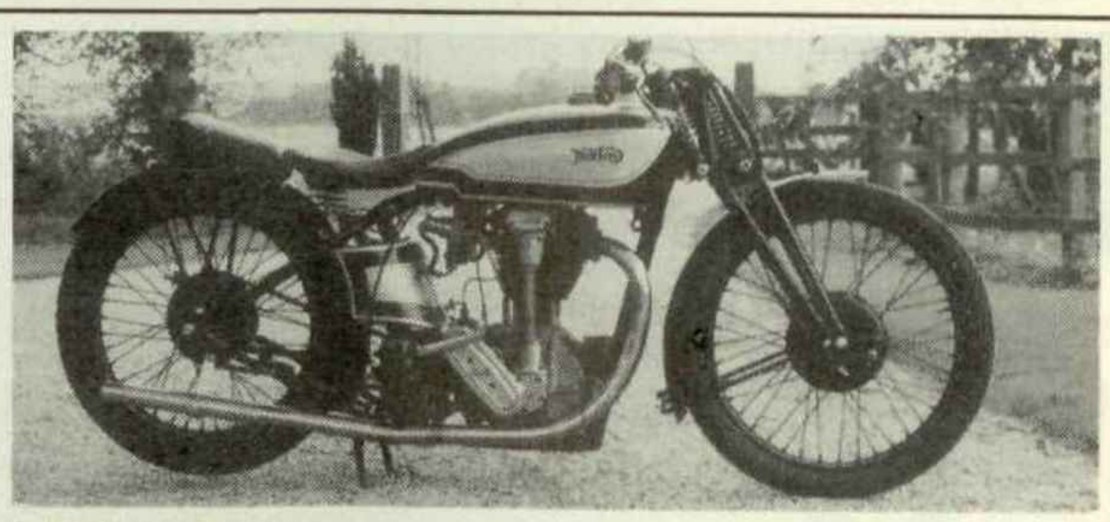
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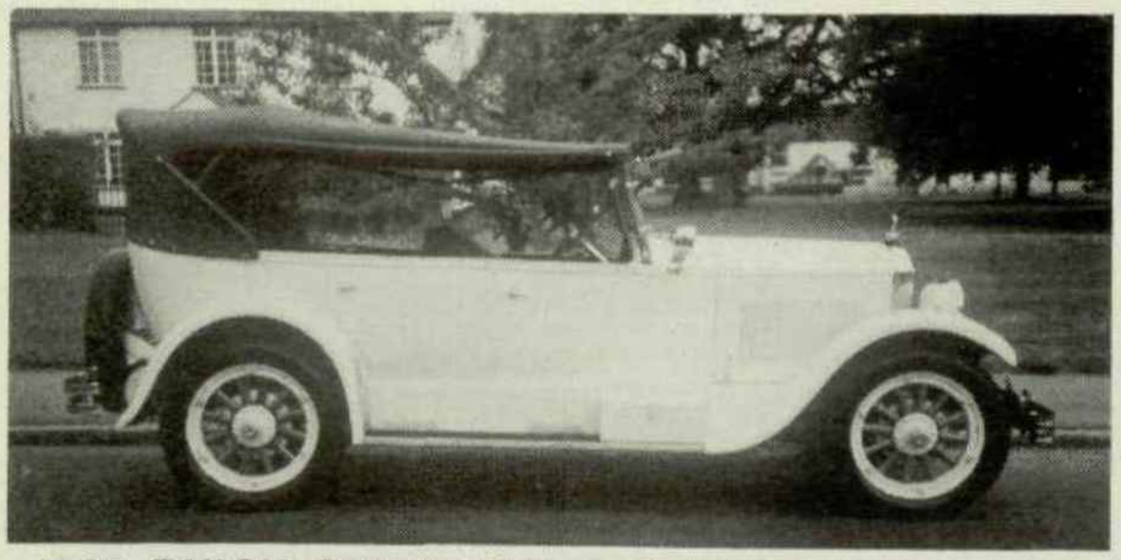
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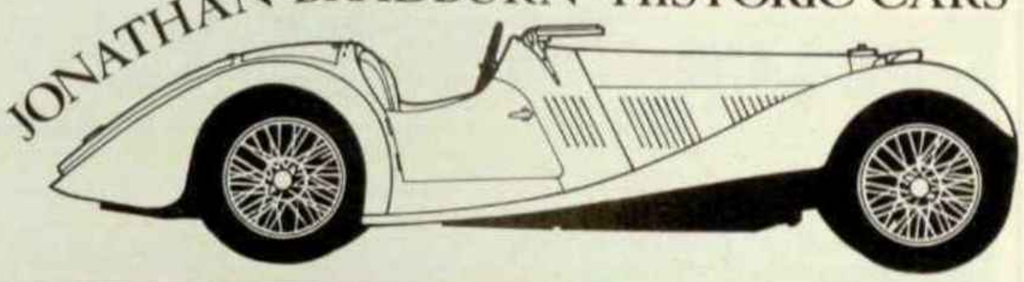
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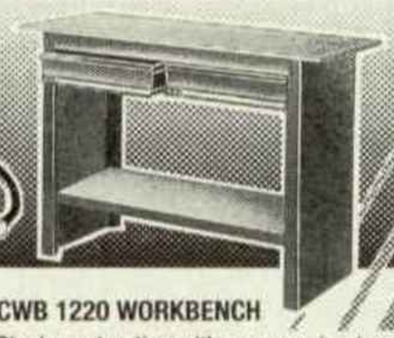
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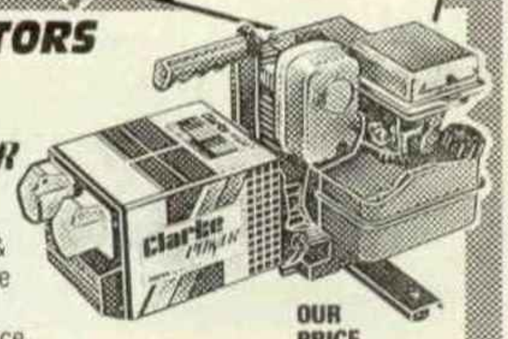


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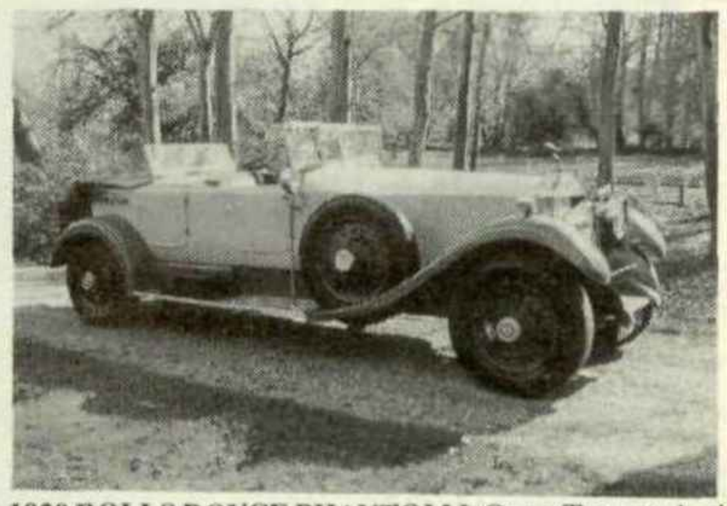
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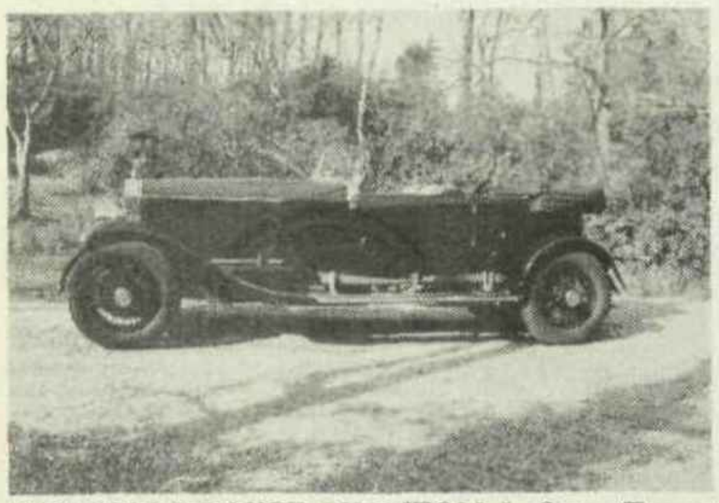
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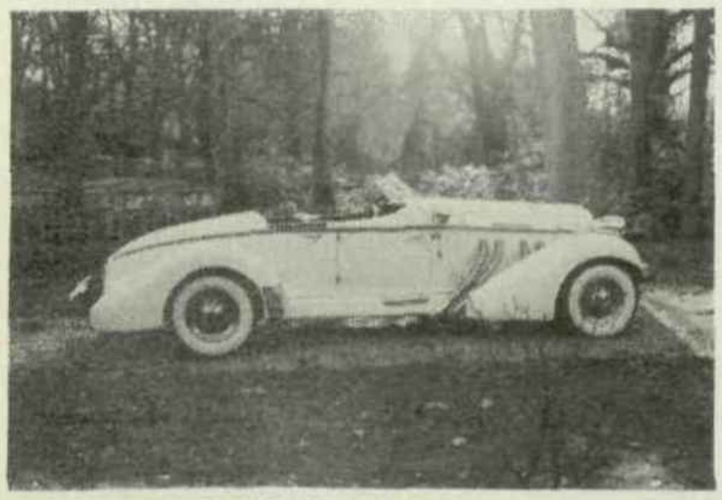
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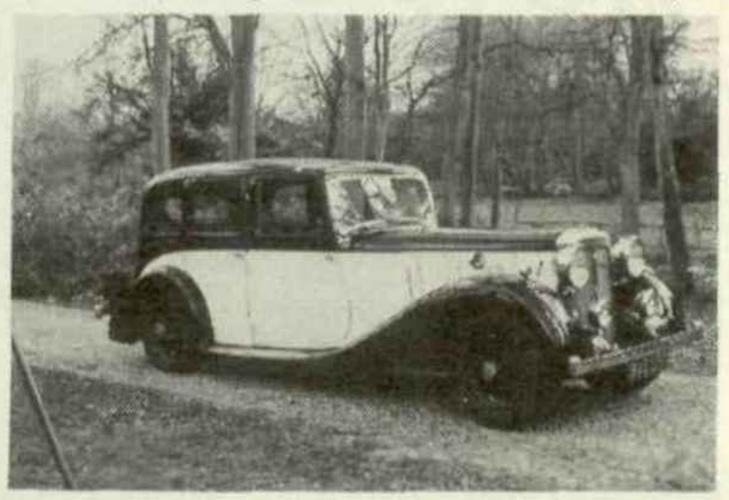
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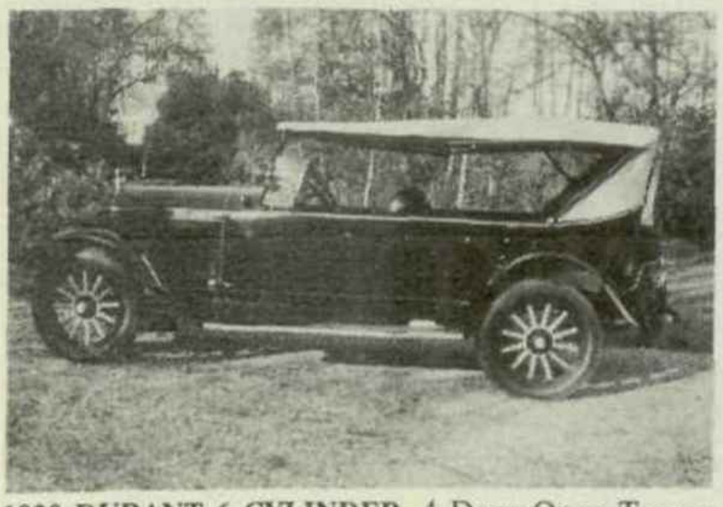
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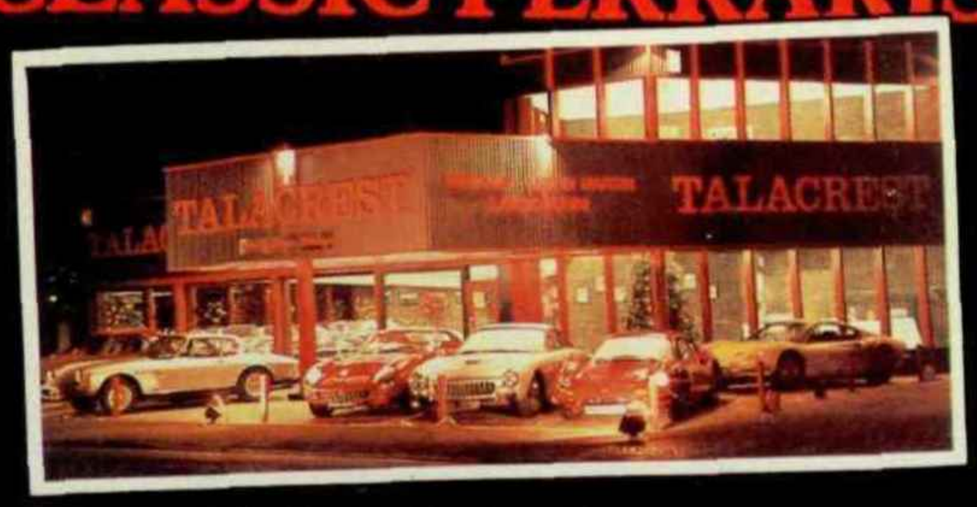
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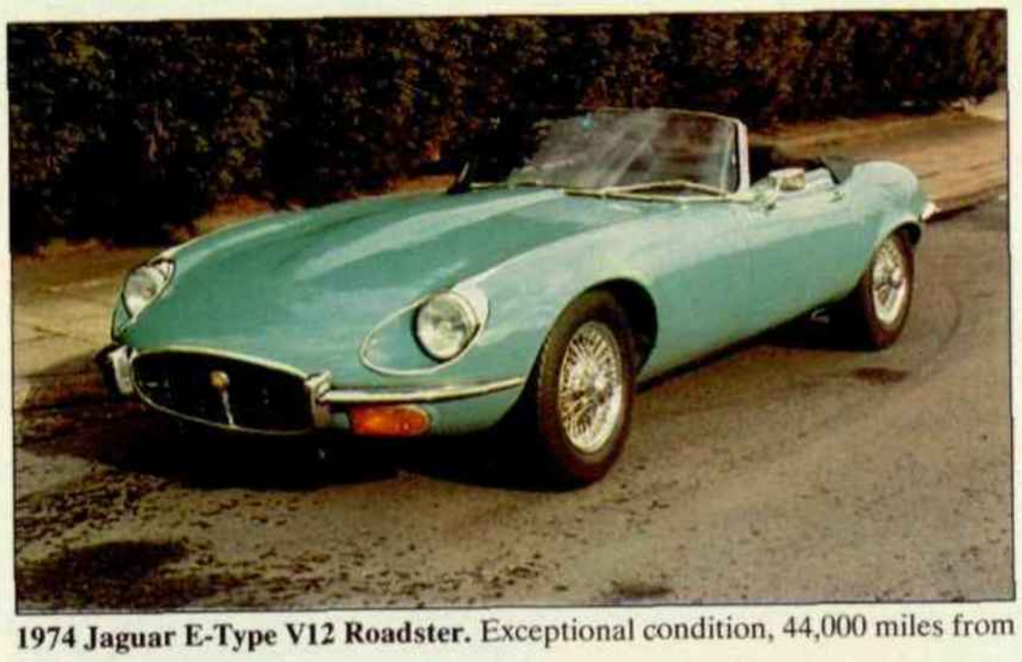
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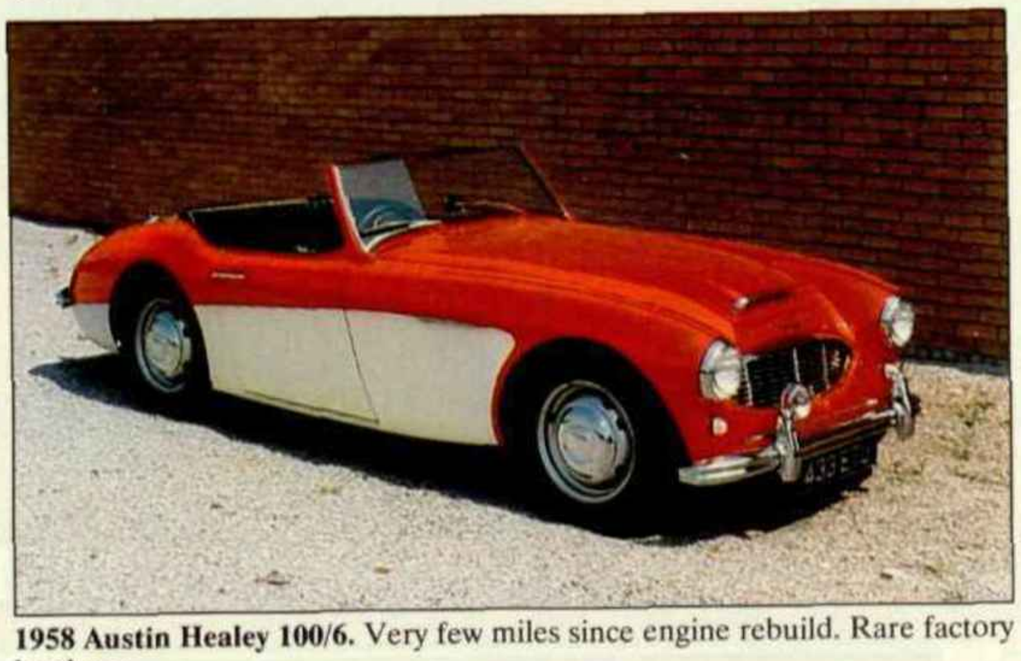
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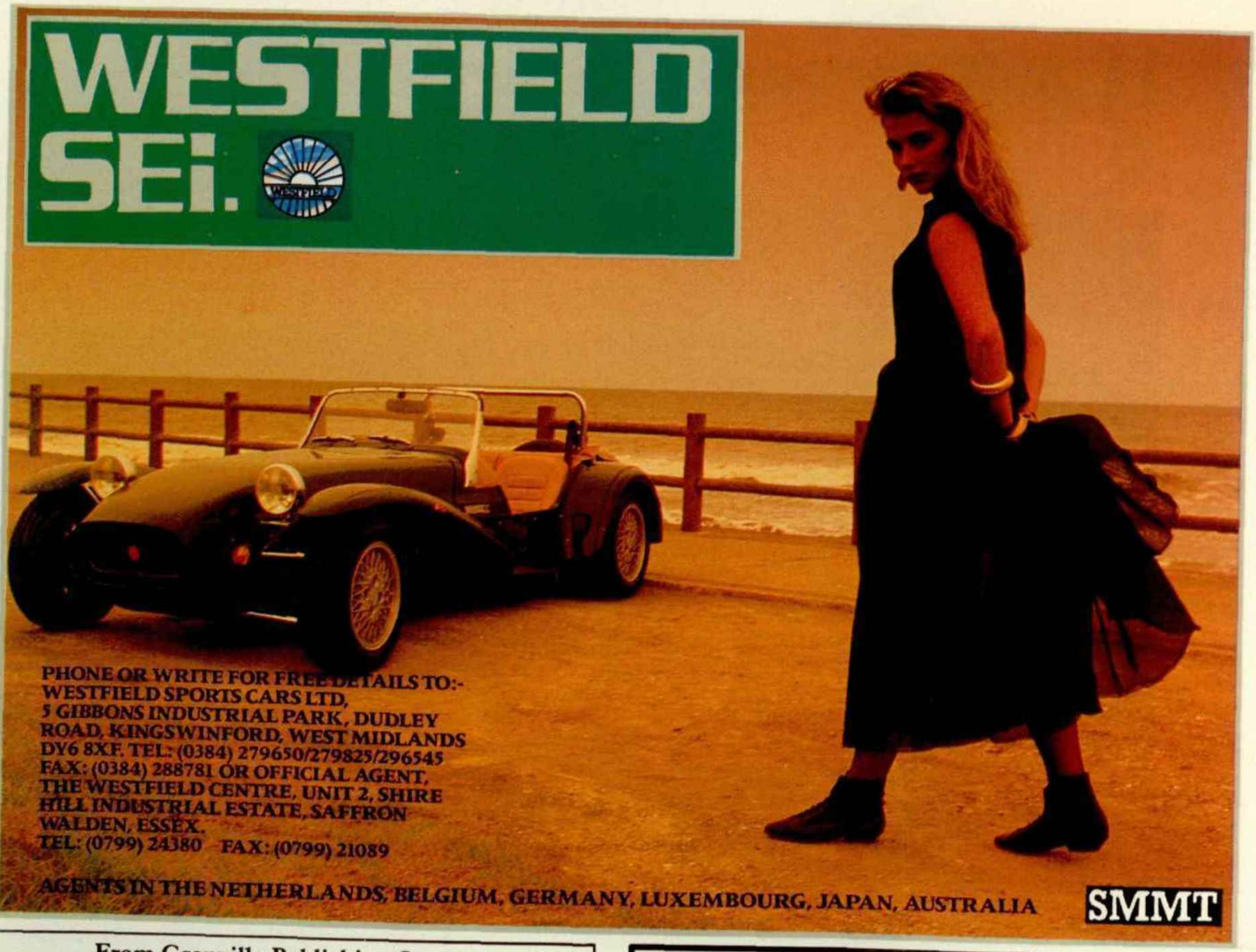
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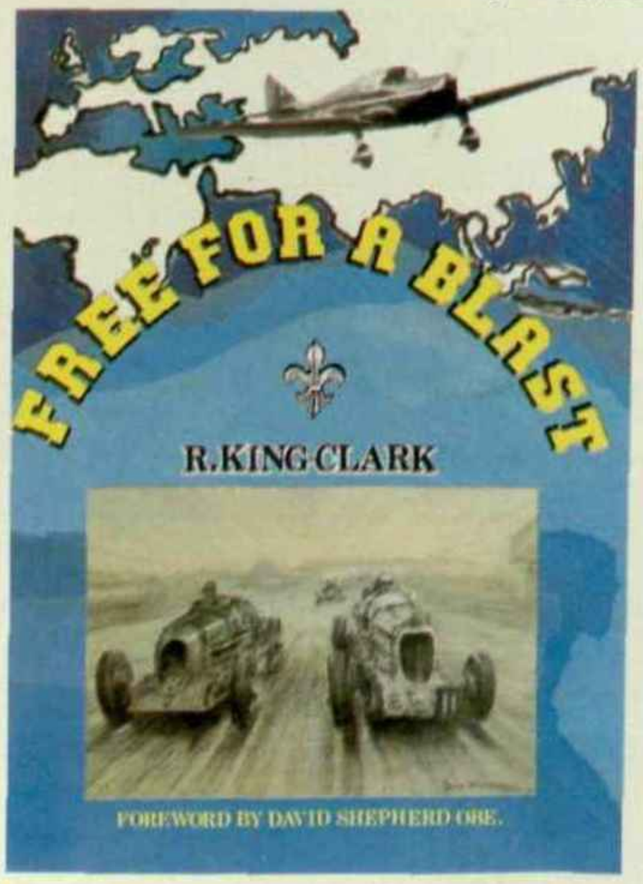



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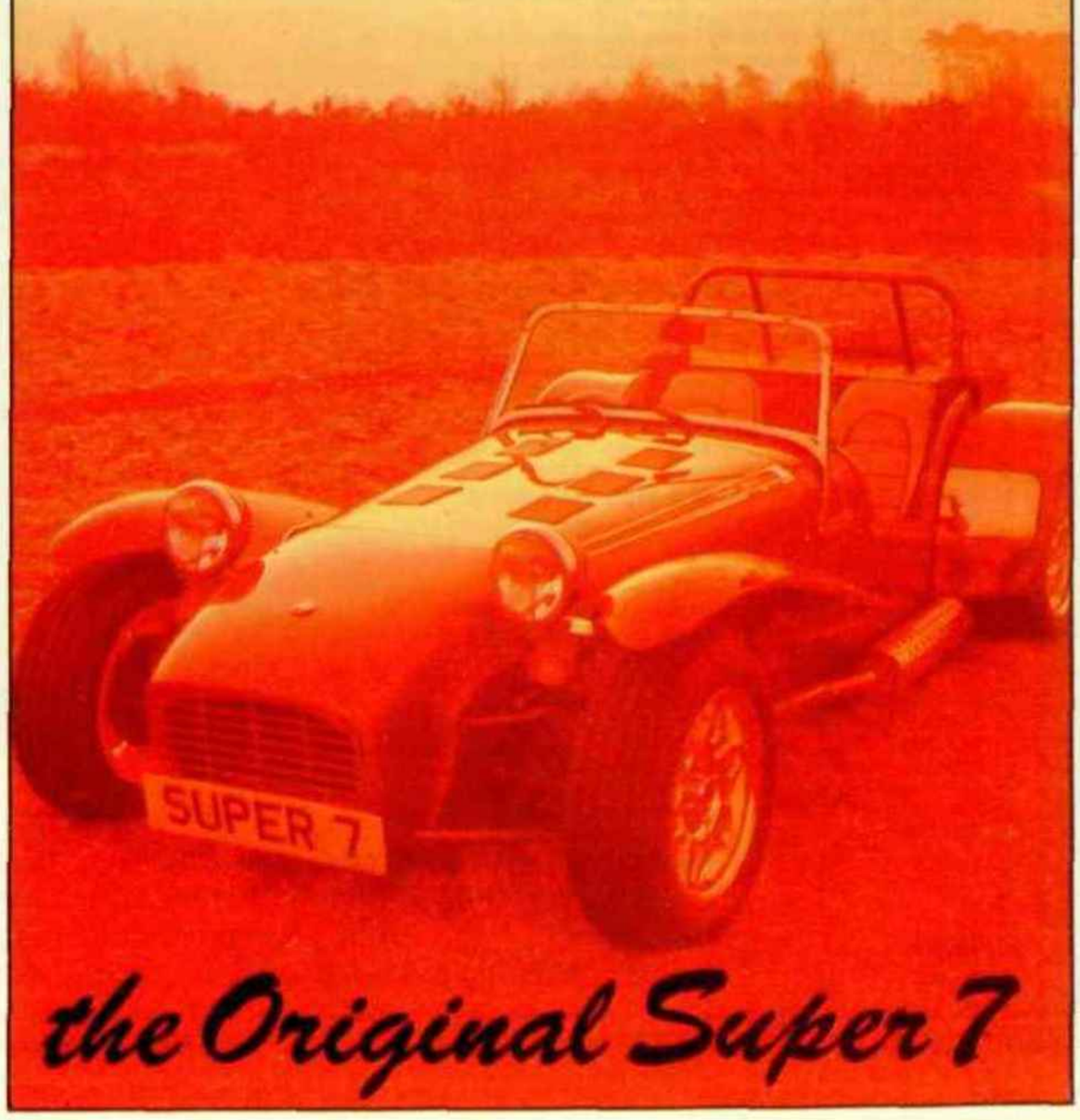
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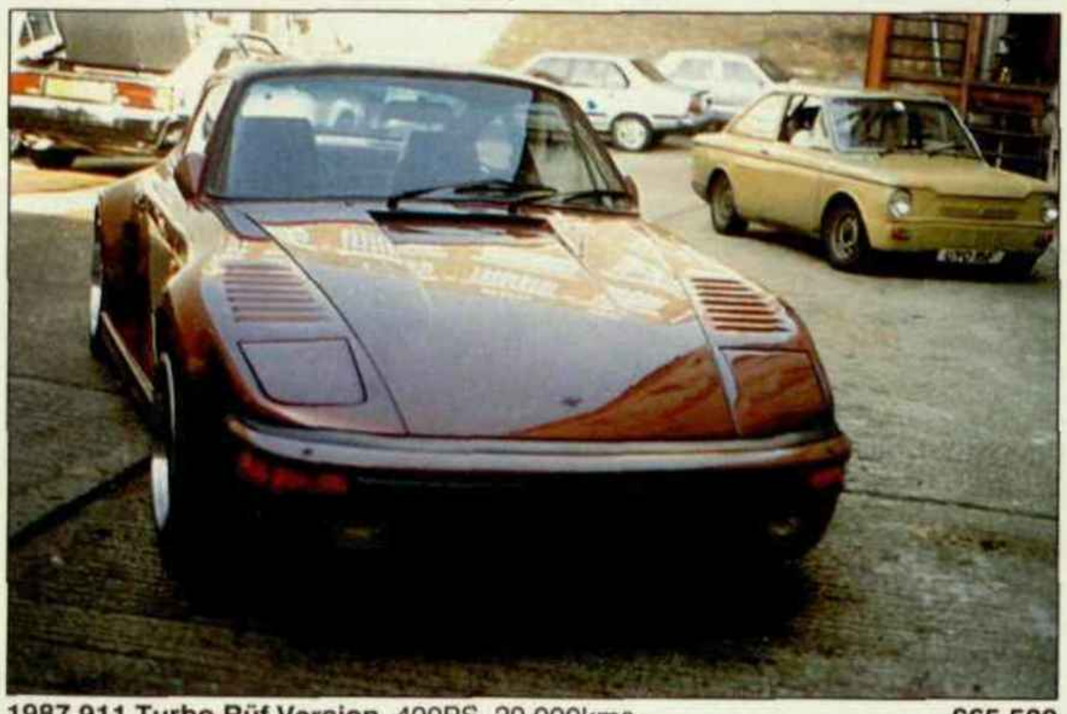
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**1987 190 D (2.5).** Beige, auto, air, ABS, sunroof, alloys, LHD ..... **£11,950**
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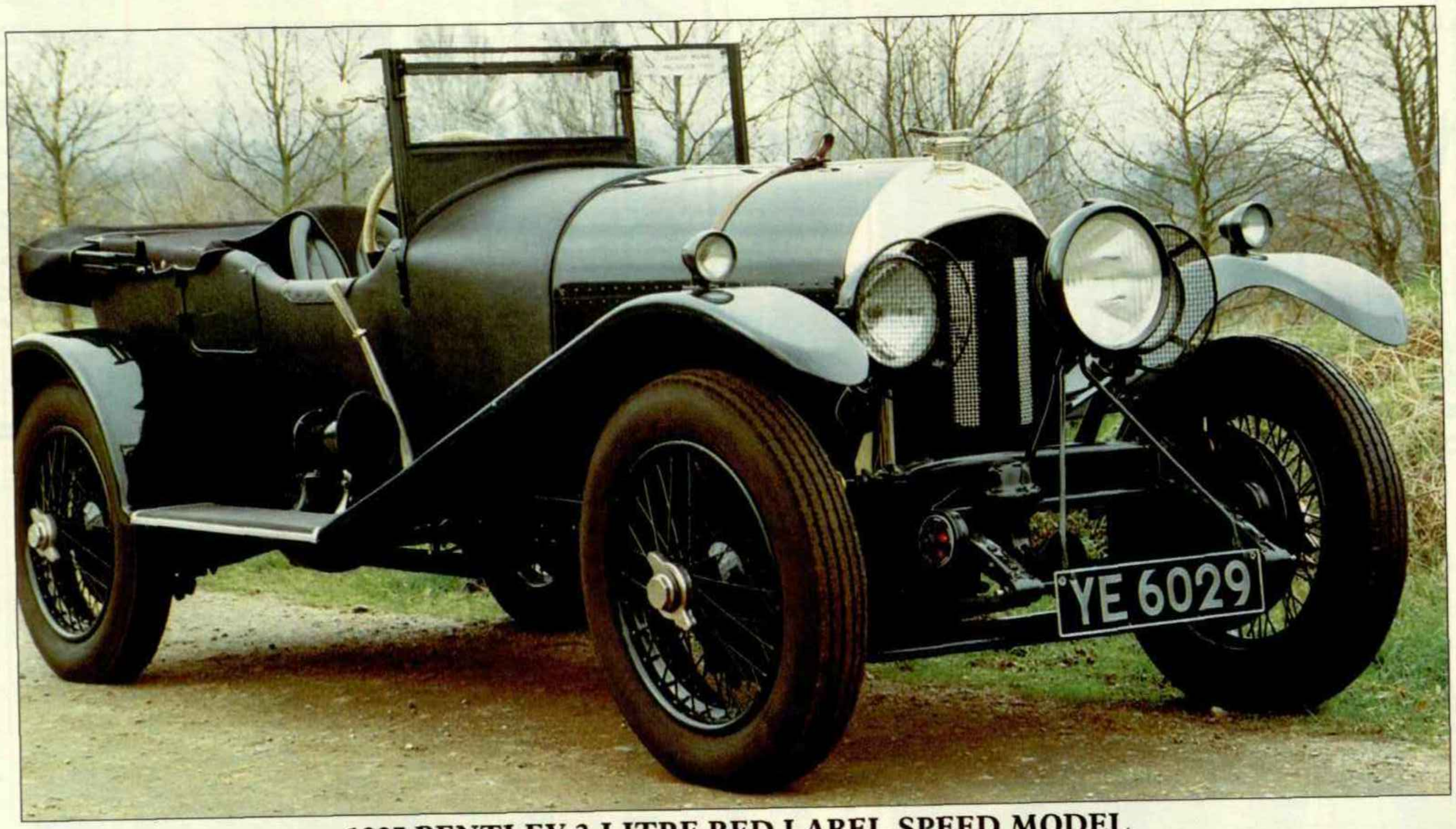
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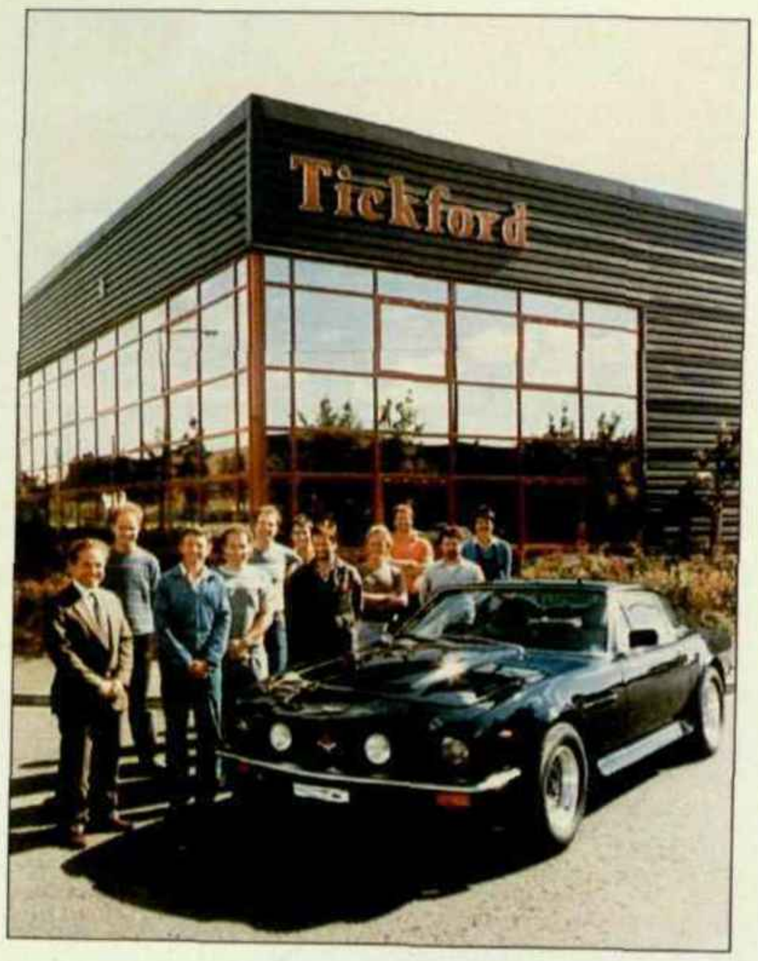

## 1927 BENTLEY 3-LITRE RED LABEL SPEED MODEL

Chassis number BL 1601 (Frame number HF 3177). Engine number BL 1601. Registration YE 6029. Sir Henry 'Tim' Birkin is one of motor racing's legendary figures and was arguably the most famous of the Bentley Boys. This car is the first Bentley raced by him and was purchased by Birkin and prepared as a team car for the 1927 season. The Essex Car Club's Six Hours Race held at Brooklands on May 7 was then the most ambitious event of the Brooklands calendar and an ideal warm-up for the Le Mans 24-hours race in June and a team of four 3-litre Bentleys were entered. 'Tim' shared this car with his younger brother, Archie, and they were battling for the lead while the rest of the team suffered valve-gear failures. However, the Birkin car then suffered gearbox problems and was eventually nursed home by Frank Clement who finished third with the car jammed in third gear for the last hour! The car has recently been restored and provides a rare opportunity to purchase a genuine Bentley Team Car — the rarest and most desirable of all vintage Bentleys

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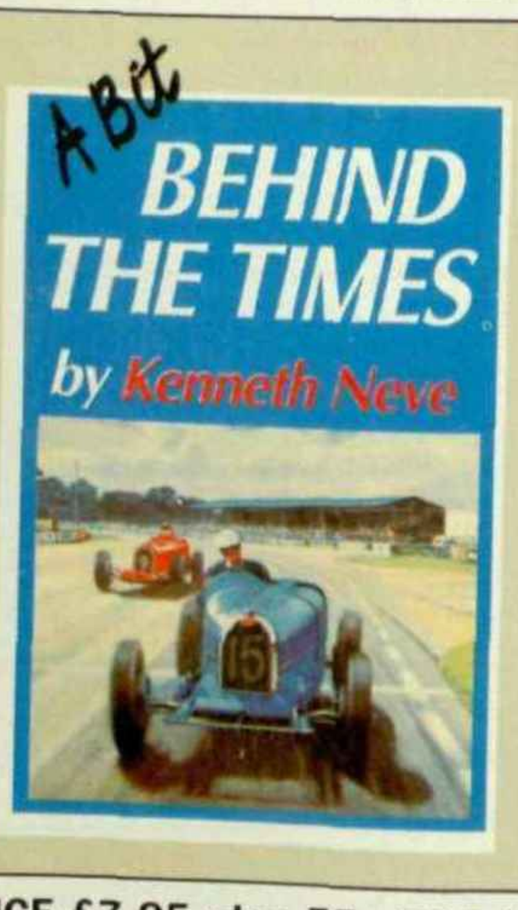

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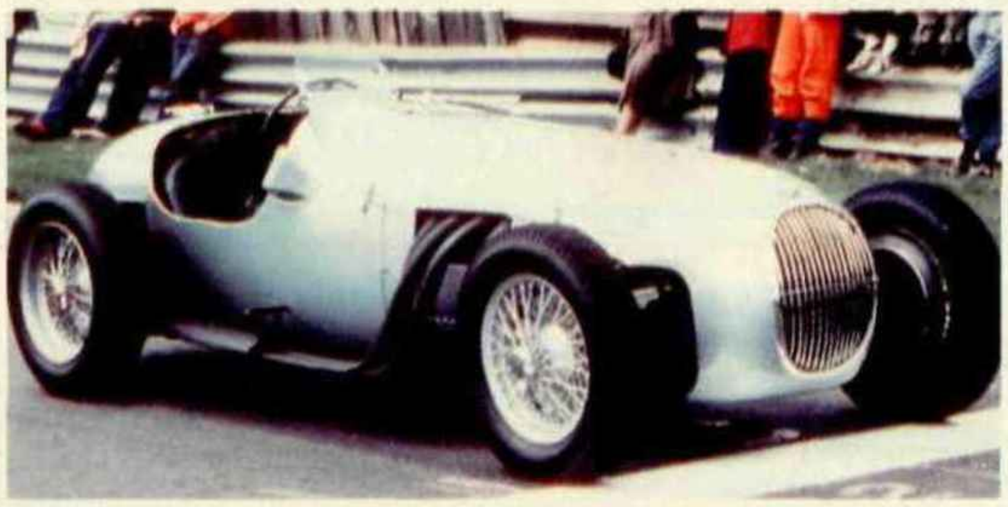
(i) **LEFT-HAND DRIVE — 117KM: US/European spec (Photo)**
(ii) **RIGHT-HAND DRIVE — 90 MILES: UK Regd. Dark blue/white stripes.**
(iii) **RIGHT-HAND DRIVE — 1800 MILES: UK Regd. UK Regd. B.R.G./white stripes.**
(iv) **RIGHT-HAND DRIVE — 3400 MILES: UK Regd. Dark blue.**

*Note: Uprating of standard 230 bhp engines to 320 bhp is now possible.*

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**Chichester Cup, Goodwood (Abecassis) — 7th**
**Rome GP (Moss) — Lap Record**
**Naples GP (Macklin) — 2nd (beating Faglioli)**
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### AC COBRA 289 Mk2 — Right Hand Drive

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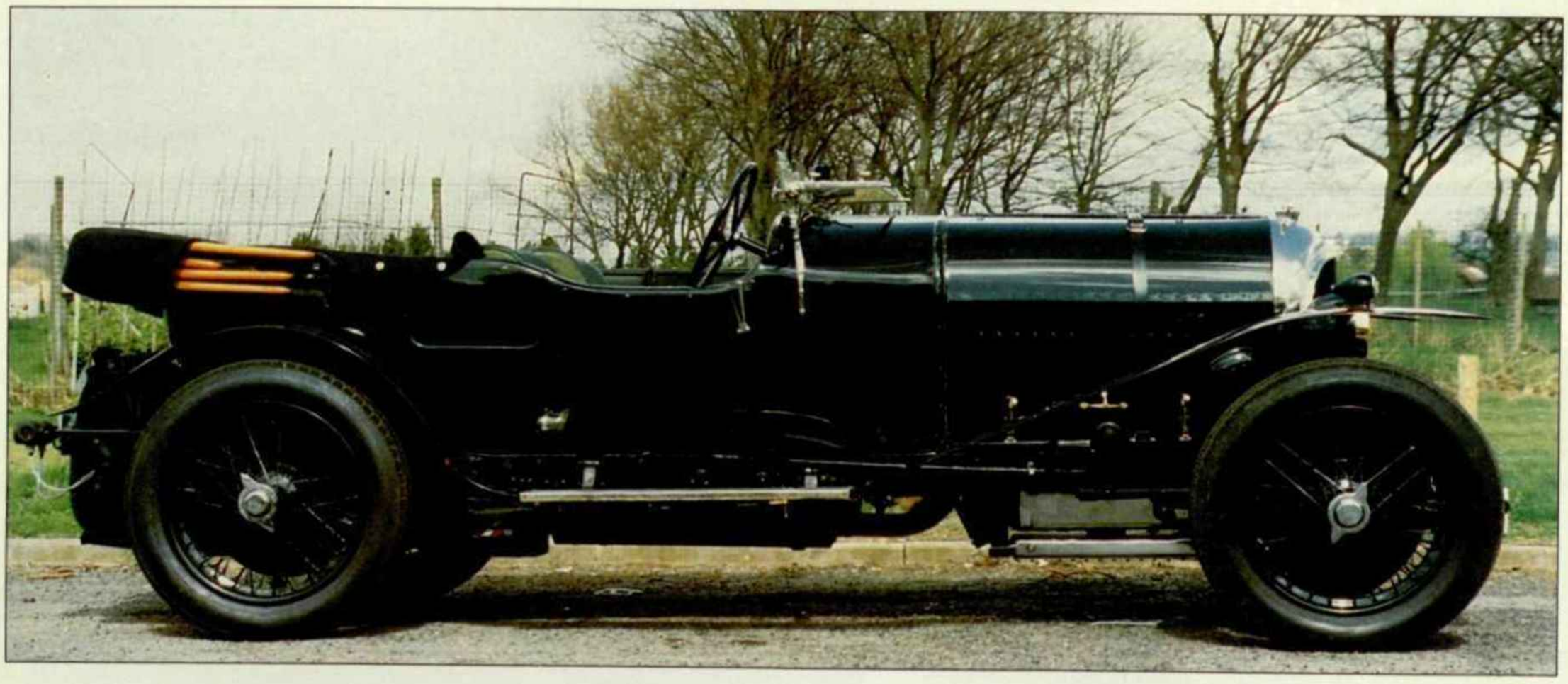
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**1939 Wolseley 16/60 (?).** Dead would be being polite. Make an offer.



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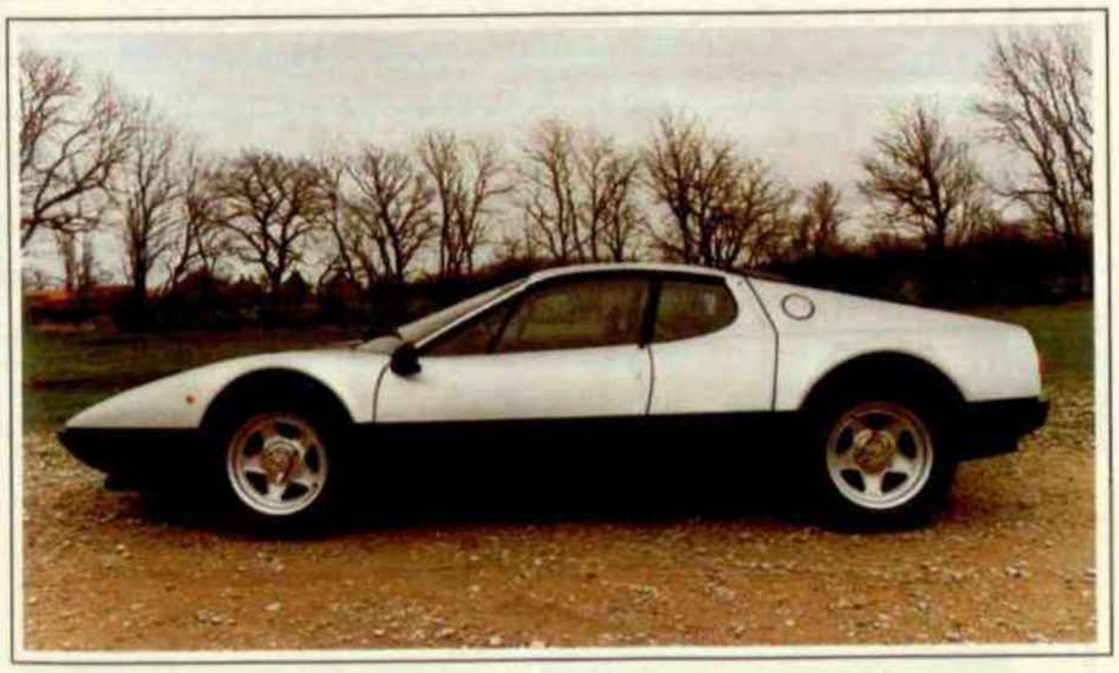
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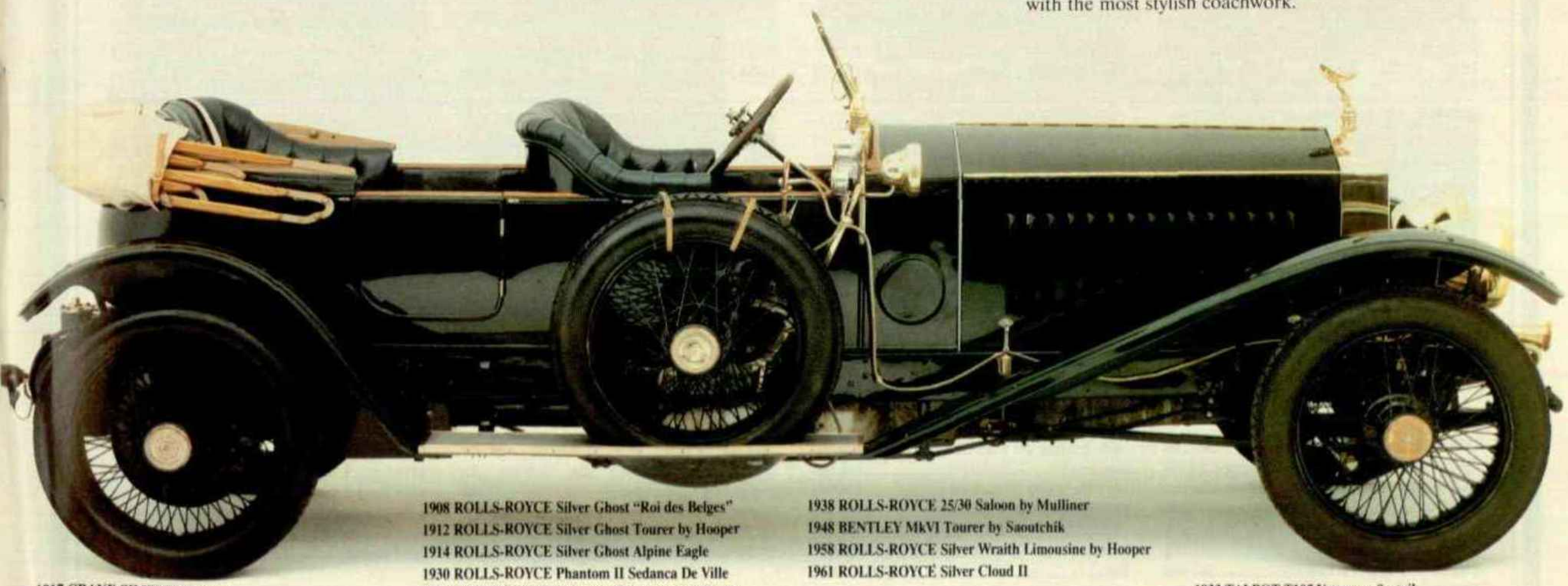
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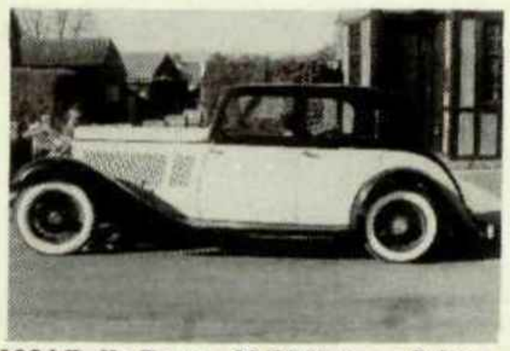
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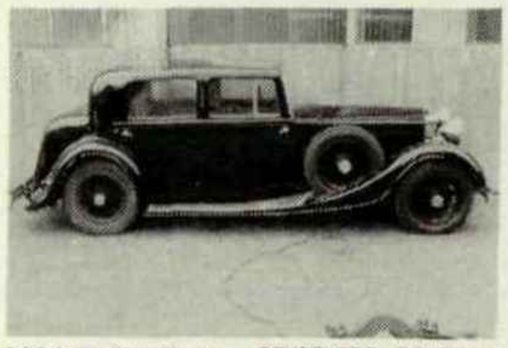
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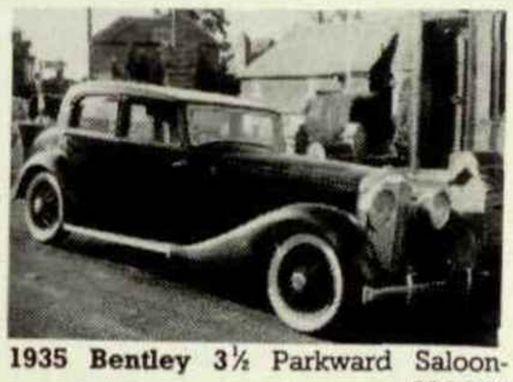
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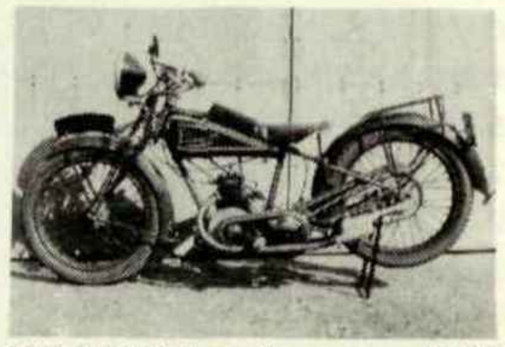
**1934 Rolls Royce 20/25** Hooper Saloon ..... **£26,500**



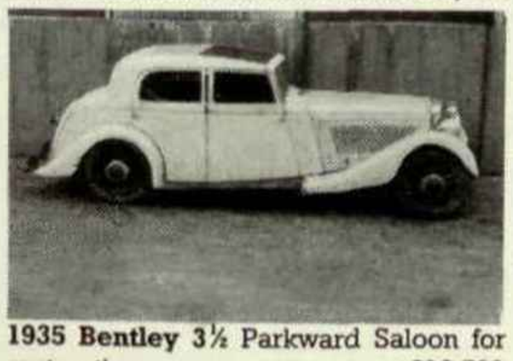
**1934 Rolls Royce 25/25** H.J. Mulliner Saloon..... **£28,500**



**1935 Bentley 3½** Parkward Saloon- ..... **£24,500**



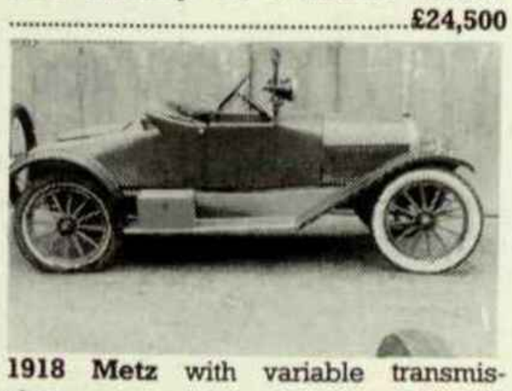
**1931 Eriol** Motorcycle..... **£1,750**



**1935 Bentley 3½** Parkward Saloon for restoration..... **£16,500**



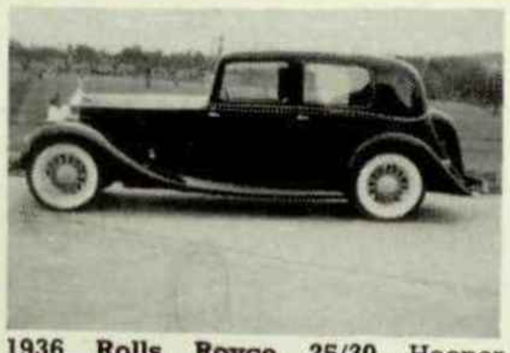
**1931 Alvis 12/60** Beetleback..... **£34,500**



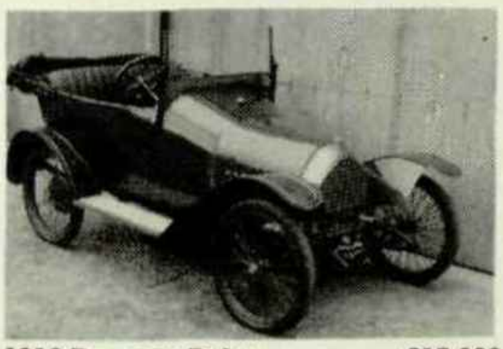
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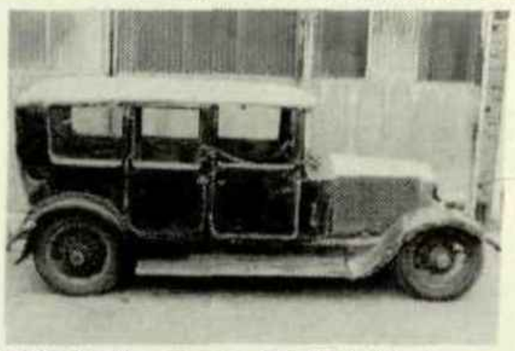
**1936 Rolls Royce 25/30** Hooper Saloon..... **£29,500**



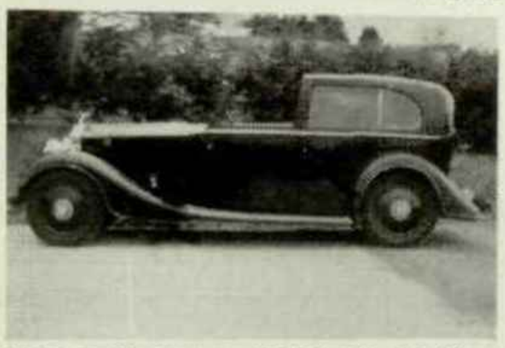
**1913 Peugeot Bebe**..... **£15,000**



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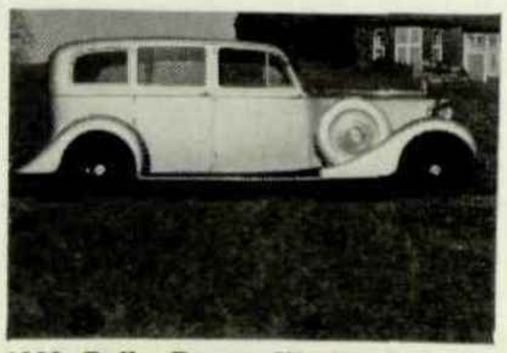
**1928 Rolls Royce 20 HP** Windovers Limousine for restoration..... **£15,000**



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**1931 Alvis 1/60** Beetleback..... **£34,500**
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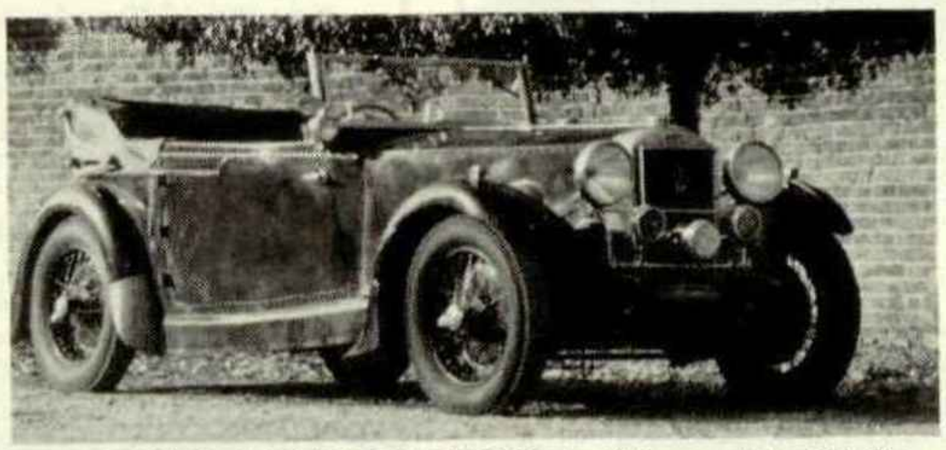
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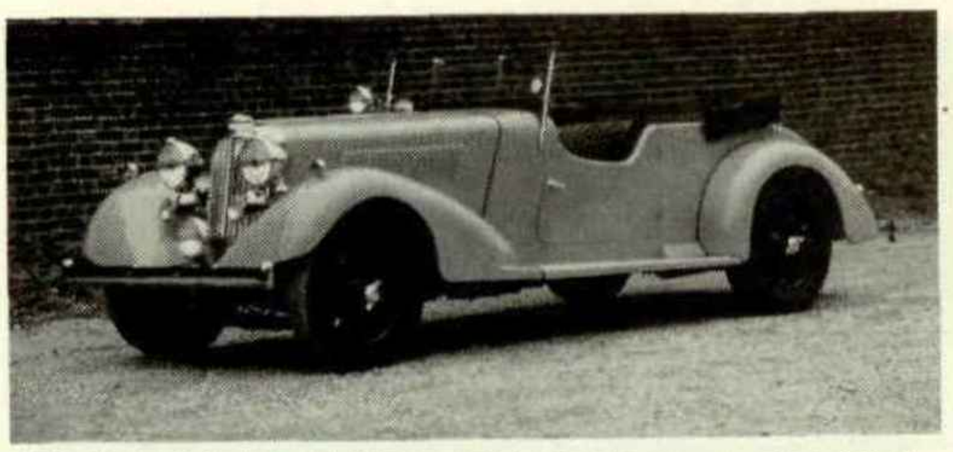
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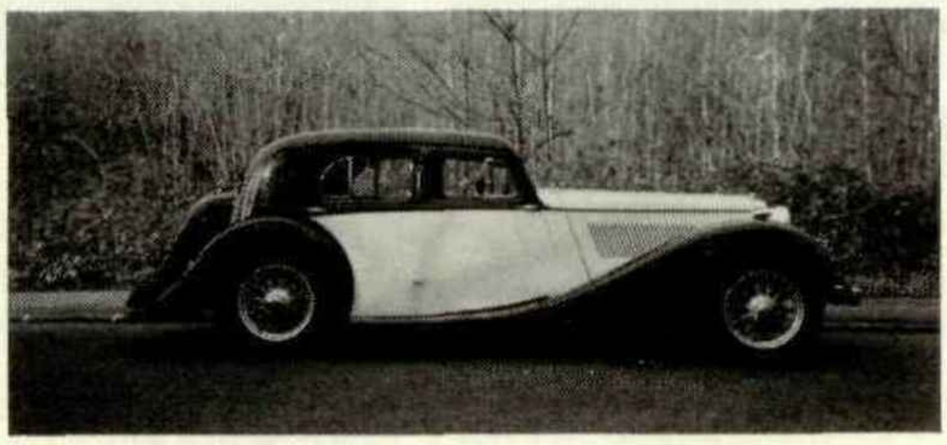
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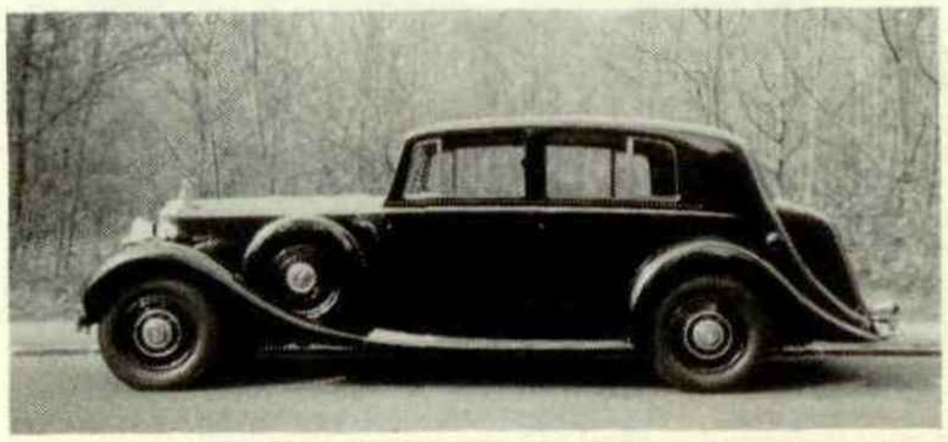
**1932 INVICTA 3 LITRE DROPHEAD** by Salmons with fold flat windscreen and twin spares. Interesting race history.



**1936 TALBOT 105 TOURER.** Beautifully finished in grey with original leather interior.



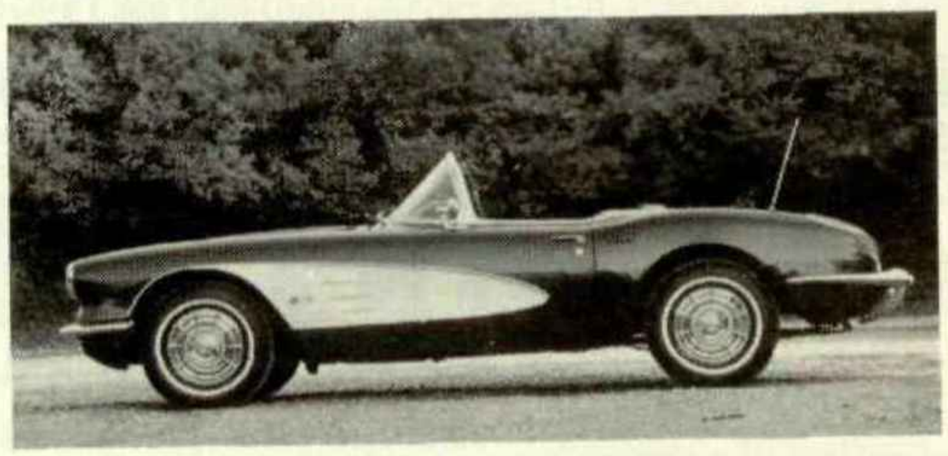
**1938 MG SA SPORTS SALOON** in burgundy over cream with burgundy interior. Superb throughout.



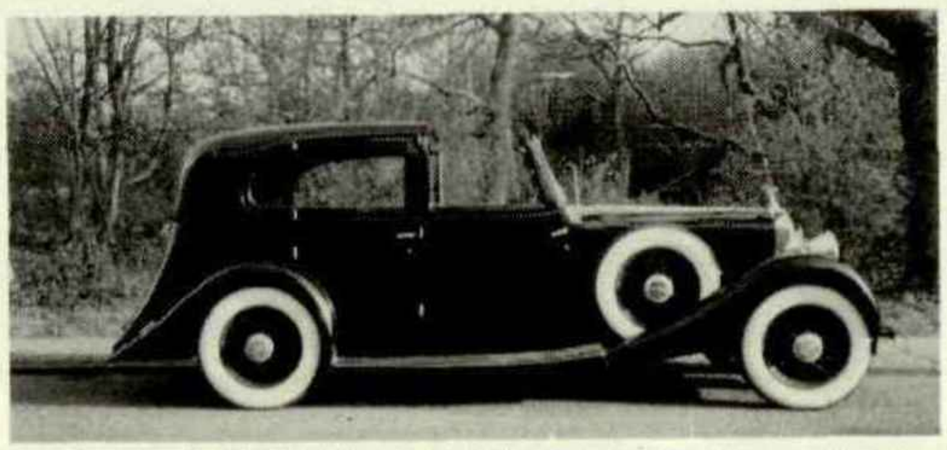
**1938 ROLLS ROYCE PHANTOM III** Touring Limousine with coachwork by Park Ward. Magnificent original condition.



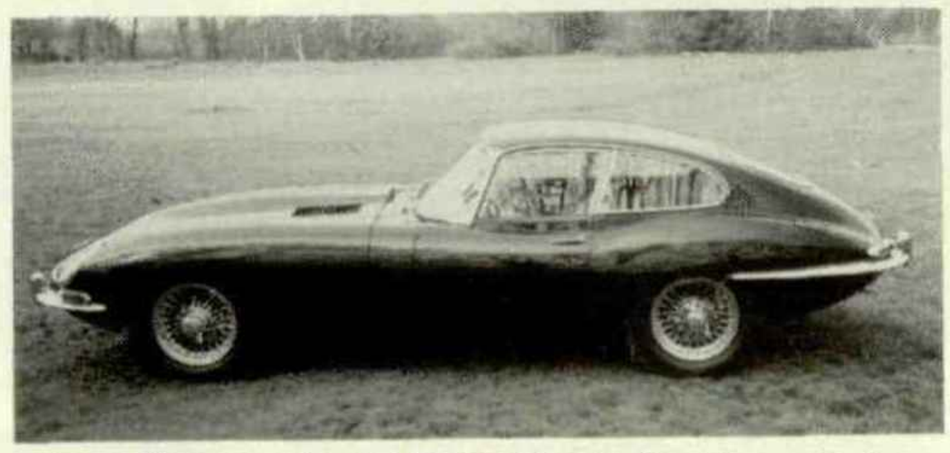
**1966 AUSTIN HEALEY 3000 MkIII** in white with black interior, LHD, outstanding conditon.



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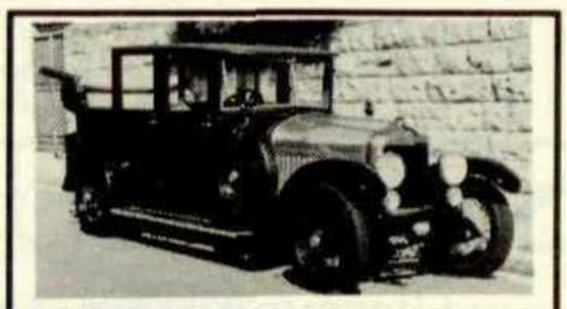


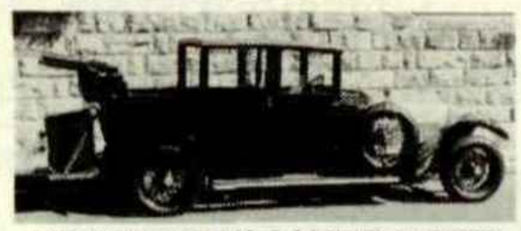
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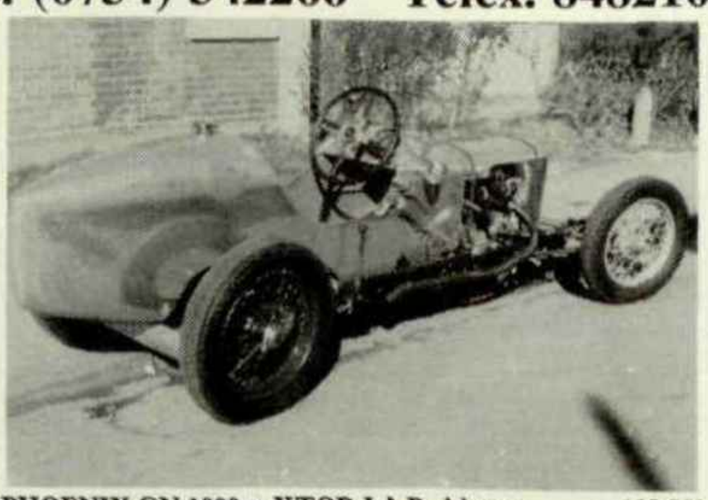
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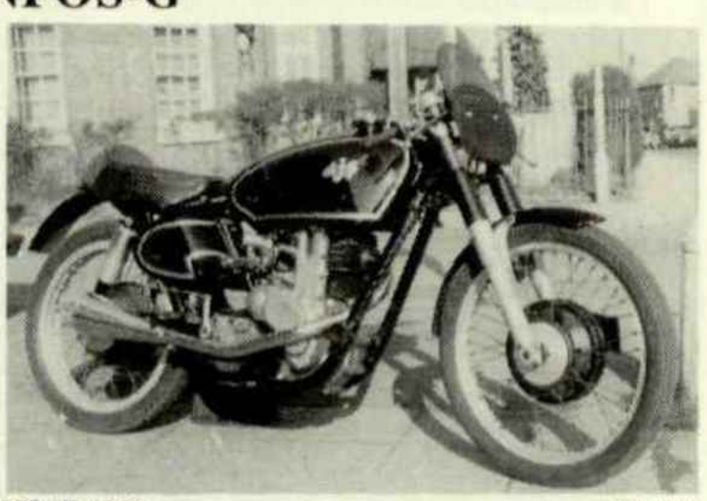
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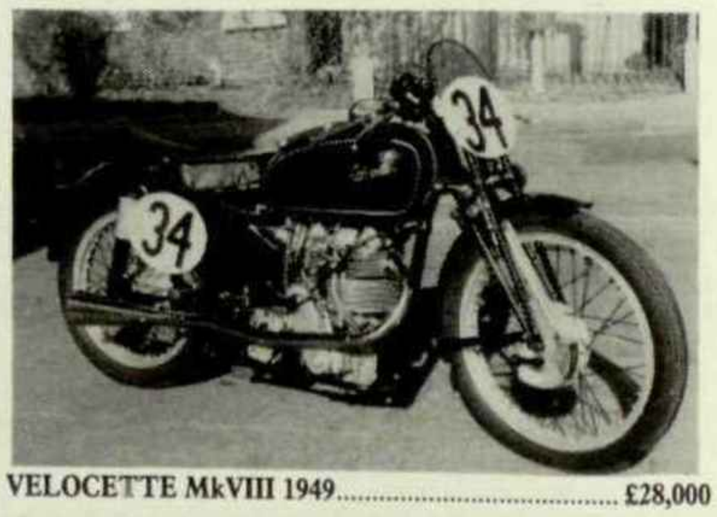
PHOENIX GN 1000cc KTOR J.A.P., history ..... £28,000



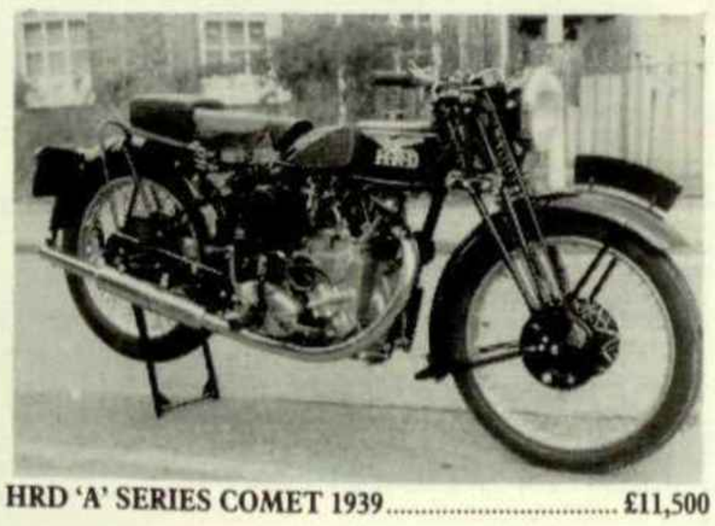
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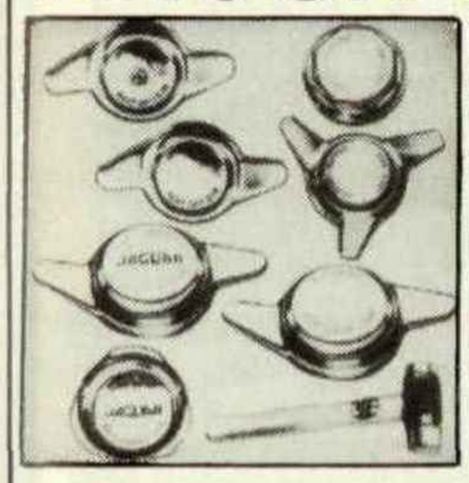
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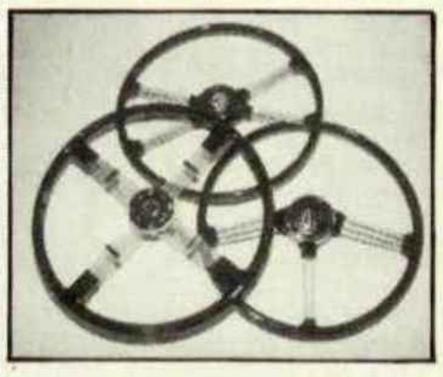
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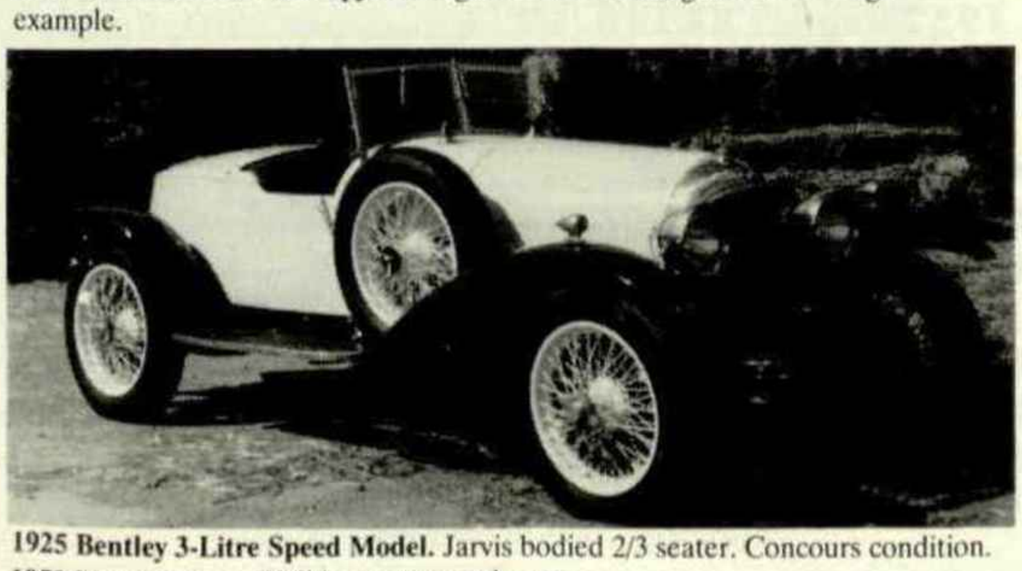
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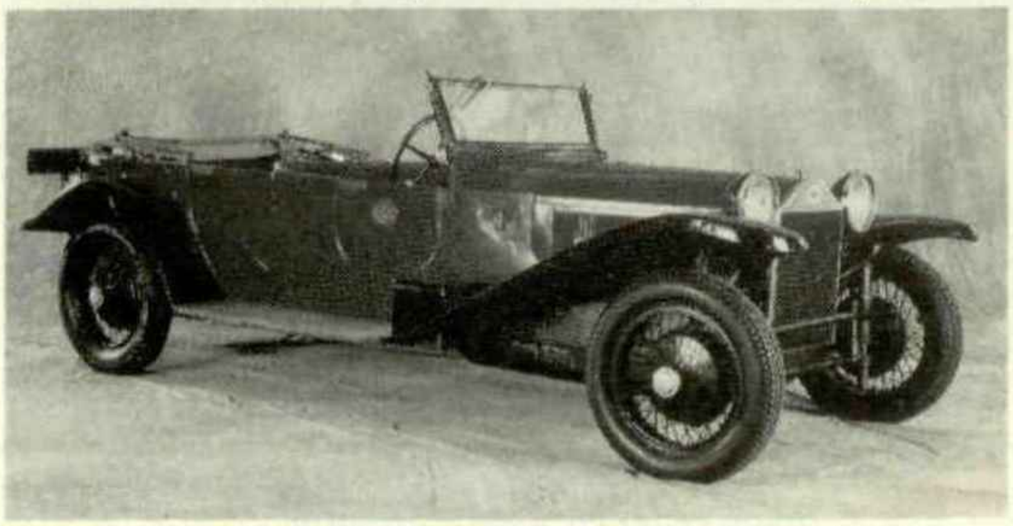
**1955 Lancia Aurelia B24 Spyder.** Right hand drive, original low mileage example.



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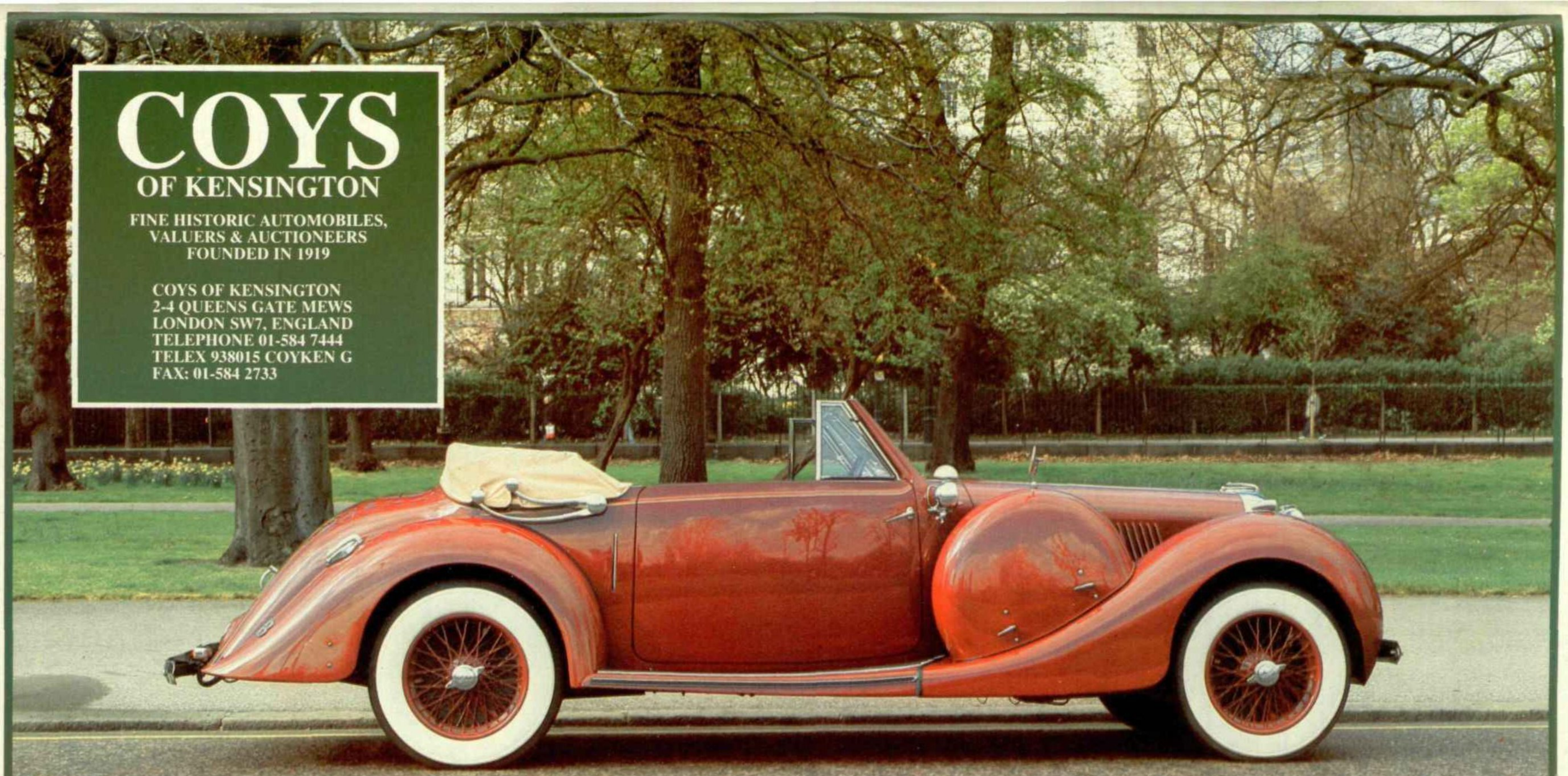
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