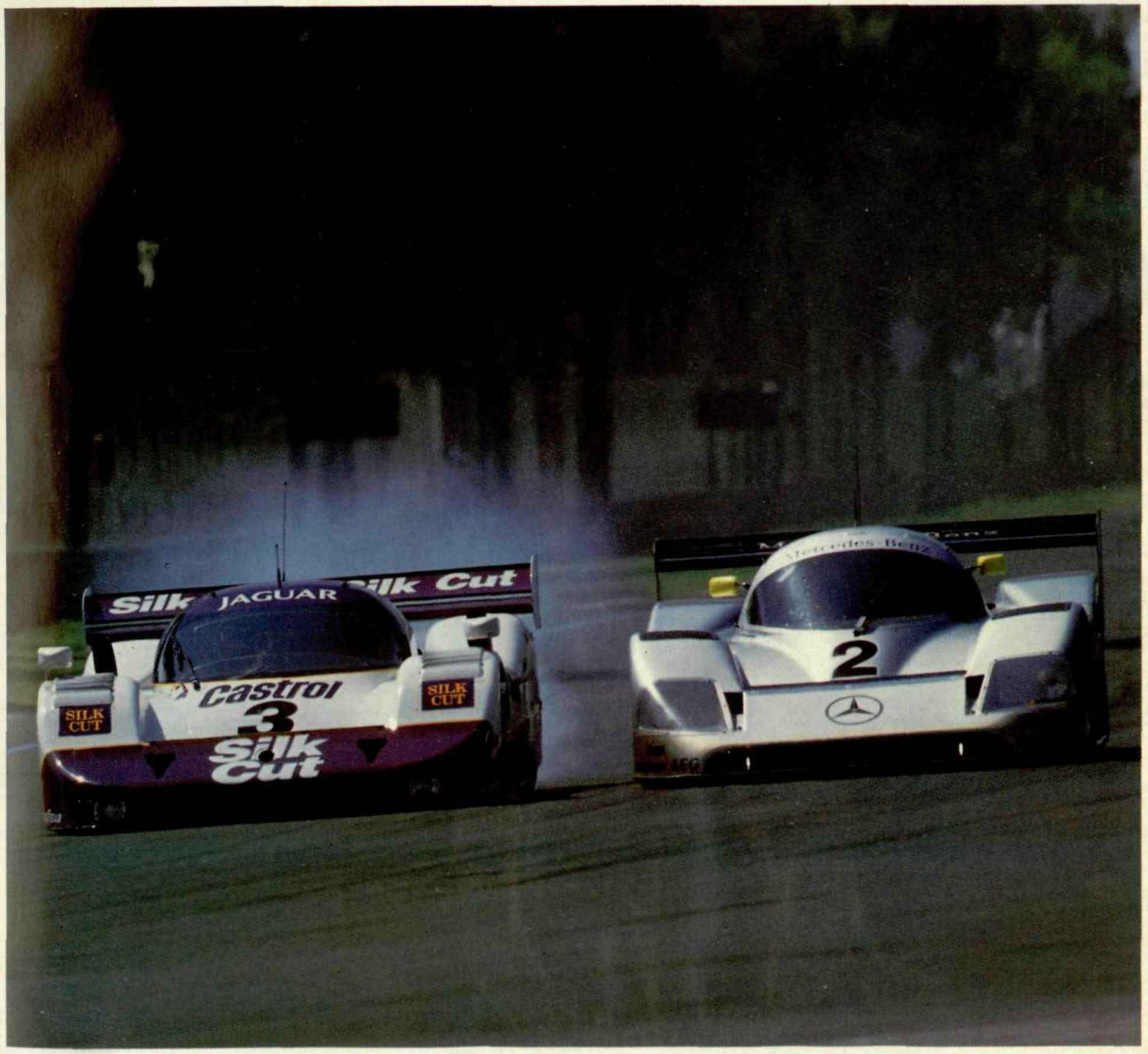
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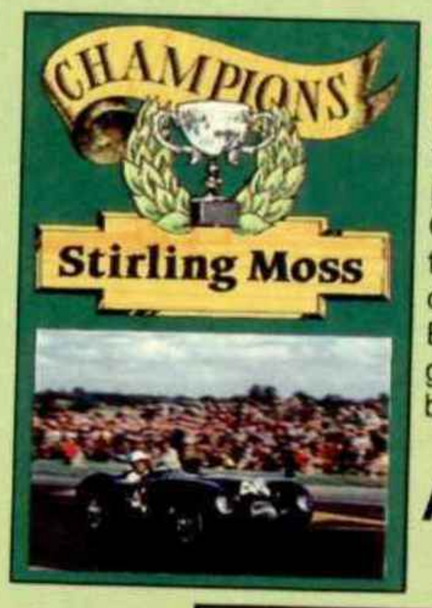
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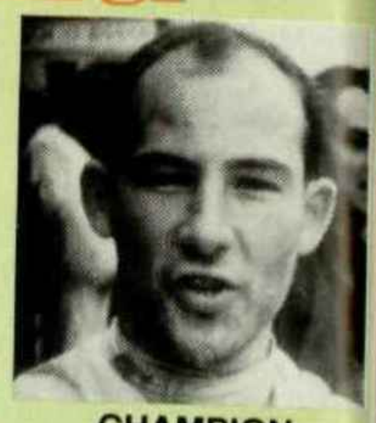
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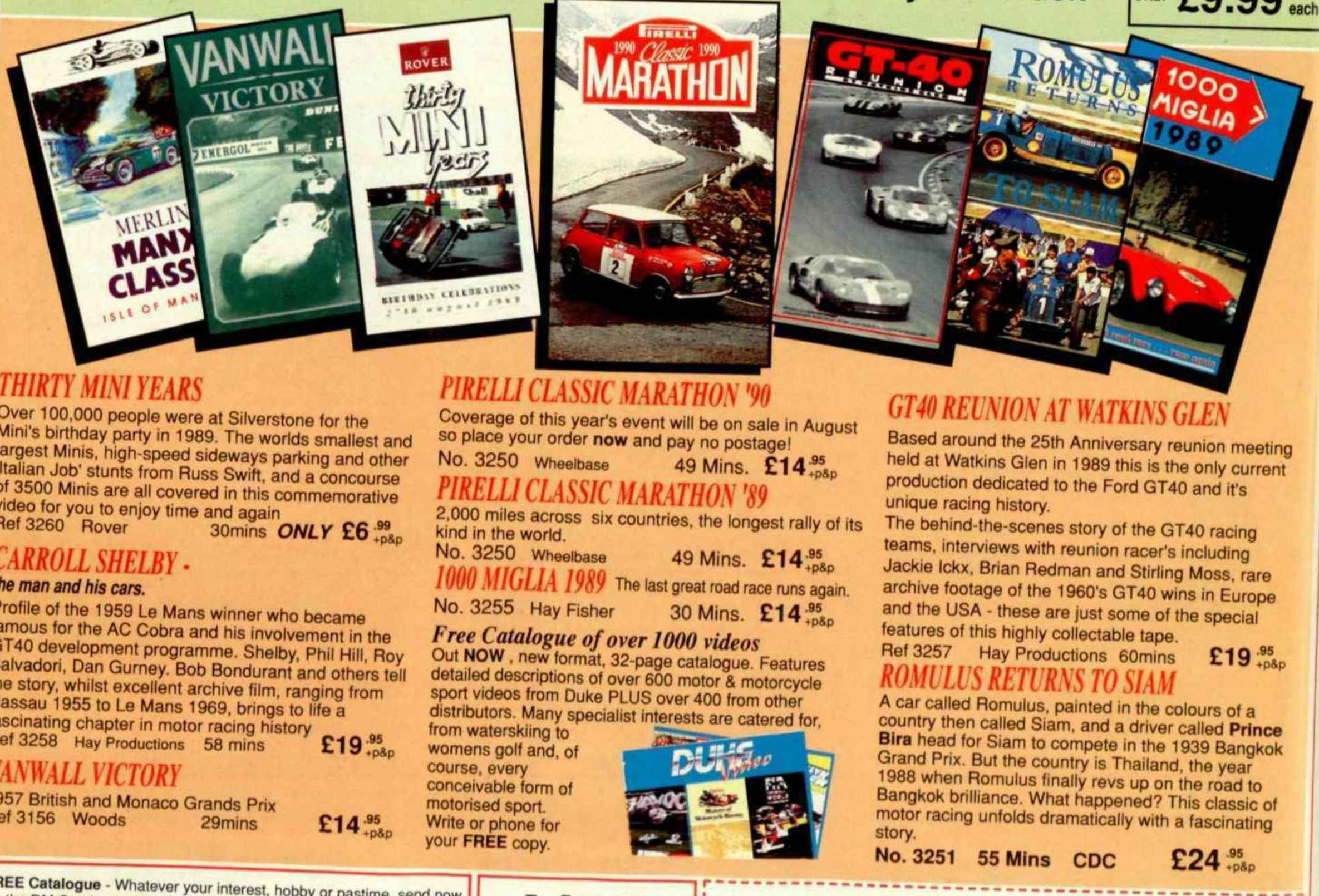


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MOTOR SPORT

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

VOL LXVI No.10 NOVEMBER 1990

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FRONT COVER: *Although the Sauber-Mercedes have had the upper hand all season, Martin Brundle in the Jaguar was not going to let them have it their own way in Mexico, the last race of the season. Full race report on page 1184.*

MOTOR SPORT
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MATTERS OF MOMENT

Outlook Uncertain

The sad situation in the Middle East is affecting car owners and, if it flares up, will go down in history as the Oil War. Already, without a shot having been fired, except at ships which appear undisturbed, petrol prices have risen to over £2.40 a gallon.

It now seems ironic that when the 1200 mile oil pipeline from Kirkuk NE of Baghdad, to Haifa, (of which *The Aeroplane* had the story in 1923/24 before any daily newspaper discovered it) was finally opened officially in January 1935, by HM King Ghazi of Iraq, who flew there in an aeroplane of the Iraqi army, he was received by Sir Francis Humphreys, the British ambassador, who arrived in his own light aeroplane accompanied by the Earl of Stanhope, and that others who attended included Sir Robert (and Lady) Waley Cohen, MD of Shell, and representatives of British, French and American oil companies. Indeed, Sir Robert had been flown in an Imperial Airways' Short Syrinx four-motor bi-plane, with an Avro Ten monoplane in attendance, bringing the European party to this and the separate celebrations at Damascus, Tripoli, Haifa and Amman, through which this pipeline, an insurance against having to ship the precious oil round the Persian Gulf and through the Suez Canal, passed.

Equally ironically, in those times the pipeline was guarded by British RAF fighters against possible interference from Turkey. Before that our supplies of oil might have been reinforced from Russian oil wells. But such fuel was not popular here and ROP petrol found few advertising outlets, apart from the back covers of MOTOR SPORT. However, now that Russia is extending the hand of friendship to the West, this might become a possible source of reinforcement of what we are assured are, at present, ample stocks of petroleum. Another useful source of oil might well be produced from British coal, especially with the prevailing plight of coal mines, the closing of which is putting so many miners out of employment. Such petrol was successfully produced before the war, indeed, in the mid-Thirties the RAF had a squadron of Bristol Bulldog fighters flying on just this kind of British benzole.

The disturbance in the Gulf cannot be a good omen for the alleged Depression, Recession, Slump or Decline, call it what you will, in Britain's financial affairs, nor under these circumstances, and remembering what the Falklands War cost us and the present policing of the Middle East is now costing us, can inflation now be easy to reduce? But let us remember that in the days of the Harold Wilson (Labour) Government, it was as high as 25%. The rise in the cost of petrol, which the Oil Barons are unable or unwilling, to control, obviously implies not only expensive motoring but a general decrease in living standards. If the worst happens and petrol has to be rationed, as it was during World War Two, thrifty drivers may be reduced to coasting down hills, if they are not doing so already. We have an idea that Officialdom frowns on this practice, although it is surprising what it can do to improve one's mpg figures. In pre-war days a number of cars were equipped as standard with freewheels, like bicycles, but the view then was that brakes were not always up to the added burden. In these enlightened 1990s, when almost all cars have efficient brakes and synchromesh gearboxes make it foolproof to engage a gear from neutral, will someone please tell us what is dangerous about sensible coasting down reasonable gradients and how, if it is illegal, can we stop our cars, for instance at red traffic lights, without stalling our engines?

Finally, let us hope that morality soon returns to the Gulf. If it does not, perhaps we should recall, and sing, that least known verse of our glorious National Anthem, which goes:

'O, Lord our God arise,
Scatter his enemies
And make them fall.
Confound their politics,
Frustrate their knavish tricks.
On Thee our hopes we fix.
God save us all.'

WB



The concours winning Ferrari 375 Plus entered by David Cottingham. This 1953 car still had the original body but had been the subject of a ground-up restoration.

MOTOR SPORT's Concours d'Elegance

Although only in its second year, the MOTOR SPORT Concours d'Elegance attracted cars of an extremely high calibre causing an extraordinarily difficult task for judges Nathan Beehl, Andrew Bell, Malcolm Clube and Alex Moore in selecting the top three. There were no prerequisites with regard to the cars which meant that there was quite a catholic assortment present.

Machines of interest to the sporting enthusiast was Michael Fisher's 1974 Porsche Carrera RSR with a fairly distinguished racing history, while David Cottingham's 1953 Ferrari 375 Plus, one of only five made and only temporarily in this country, was a sight for sore eyes. Of less historic value, but nevertheless an interesting machine was Roberto Giordanelli's Group A Maserati Biturbo which was covered in a plethora of decals.

The four Ferraris in the concours set a particularly high standard, three scooping the top honours and the other one coming seventh overall.

Traditional British sports cars were well represented and of these John Atkins' Triumph TR3A was in mint condition and only just failed to get into the top three. Bob Harper's Morgan Plus 8, with its special drophead coupé body, and Bill Lodge's Austin Healey 3000 were also worthy of consideration for top honours as well. John Worrall's 1964 Morgan Plus 4 Supersports was a replica originally made for Peter Morgan of the class-winning Le Mans car of 1962. After 14 years of successful club racing, it is now being returned to its original authentic state although the owner still intends to use it in historic car events.

There were a number of rare cars present including Tony Crowther's 1929 Chrysler Imperial and Warren Kennedy's 1958 Vauxhall Victor Estate. The former sported a mahogany boat-tailed 2-seater body, designed by the owner, while the less ostentatious Vauxhall was one of only six known survivors and was the first ever factory estate car.

With historic Grand Prix and sports cars providing an atmospheric backdrop, the concours at Silverstone was adjudged a great success.

WPK

NOVEMBER FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
Oct 27	**500 MRC**	**Kirkistown, Cloughey, Belfast**	**Rallycross**	**N**
Oct 26-28	**BRSCC**	**Brands Hatch, Dartford, Kent**	**Race Meeting**	**INT**
Nov 4	VCC	Hyde Park Corner, London	London-Brighton Run	
Nov 4	Enterprise AC	Cadwell Park, Louth, Lincs	Rallycross	N
Nov 4	**Confederation of Aus. Motor Sport**	**Adelaide, Australia**	**Australian Grand Prix**	**INT**
Nov 10	VSCC	The Lakeland Trial	Trial	R
Nov 10	**AC von Deutschland**	**Hockenheim, Germany**	**F3000 Championship**	**INT**
Nov 17	500 MRC	Kirkiston, Cloughey, Belfast	Rallycross	N
Nov 24-25	**Commissao Organizadora GP Macau**	**Macau**	**Macau Grand Prix (F3)**	**INT**
Nov 25-29	**RAC MSA**	**Harrogate, West Yorkshire**	**Lombard RAC Rally**	**INT**
Dec 1-2	**RAC MSA**	**Rallycross GP Brands**	**Rallycross**	**INT**

Before goint to a particular race meeting, we strongly advise you to check with the circuit concerned that the scheduled meeting is taking place.



Nick Cartwright's 1965 Ferrari 275 GTS, beaten into second place by just one point, had also undergone a full restoration.



The Morgan + 8 of Bob Harper features unusual drophead coupé coachwork.



John Atkins' 1959 Triumph TR3A has covered only 1500 miles since its rebuild.



The third placed Ferrari 512 BB of David Cottingham has only done 2104 miles ***since new.***



The restoration of this 1966 Austin Healey 3000 was completed by Bill Lodge just before the concours.

"VAUXHALL'S STUNNING



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We've just emerged, pinching ourselves, from a decade when we got rather used to the unexpected. But in the motor industry, the 'eighties saved their biggest surprise until the very end.

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START TO THE NINETIES."



the year when Vauxhall redefined the sports coupé.")

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Iberian Interlude



With his win in Portugal and second place in Spain, Nigel Mansell more than made up for his disappointments of the same races a year ago.

The European part of the Formula One season ended with two races on the Iberian peninsular on consecutive weekends. The Portuguese Grand Prix took place on the pleasant little circuit at Estoril on 23rd September, while the Spanish Grand Prix on the circuit at Jerez followed a week later on September 30th. Both events were won by the Scuderia Ferrari team, in Portugal Nigel Mansell was dominant and in Spain it was Alain Prost who took the initiative. At both events the only serious opposition came from Ayrton Senna and McLaren-Honda, and on both occasions Senna looked set for victory until varying conditions decided otherwise. In Portugal Senna finished second to Mansell and in Spain he was forced to retire when a support strut from an AGS undertray fell off and pierced the McLaren radiator.

At both events a strong contest between Ferrari (Fiat) and McLaren (Honda) started from the moment practice began on Friday morning and reached a climax on Saturday afternoon at the end of qualifying, so much so that the races themselves came as something of an anti-climax, race lap times at Estoril being 5 seconds slower in general, than qualifying times, and in Spain the difference was more than 6 seconds. In Portugal Mansell took a courageous pole position ahead of Prost and Senna, with a time of 1m13.557s while his best race lap of 1m18.577s would not have qualified for the grid and was the sort of pace that Barilla (Minardi) and Tarquini (AGS) were achieving while failing to qualify. In Spain it was a similar story, with Senna taking pole position (his 50th since he joined Formula One) at 1m18.357s and his best race lap being so slow that it would have only been good enough to be next to last of the pre-qualifiers! Even Patrese's race lap, which was the fastest of all, at 1m24.513s would not have got him on the grid the day before.

Fortunately the whole field of runners are running equally slower on race day, so the difference is not noticeable, the same front runners are at the front, the midfield are struggling to sort themselves out and the backmarkers are still the backmarkers, the only real difference being the slowest four cars in qualifying do not get to start the race. The pace of the front runners during qualifying, both on Friday and Saturday, especially on Saturday, is so fast and furious, and so competitive that at times the end of the frantic hour between 1pm and 2pm comes as something of a relief after you have been actually in the middle of it all. It is something that no amount of television coverage can really show with any degree of reality, though there are occasional flashes of excitement to be seen by those fortunate enough to have the right sort of equipment. There have been times when the thought of race day repeating the tempo of qualifying, and for twice as long, has seemed to be more than I could stand. For that one lap that decides grid positions everything is wound up tight to its maximum, the engine, the chassis, the suspension, the aerodynamics, the brakes, the gear ratios, the drivers, the engineers, the mechanics and the whole team. It is a "tightness" around the top teams' pits that you can feel, and once the job is done there is metaphorically a great exhalation of air that says "Whew!" and you know that no-one could keep up that pressure for every lap of a 70 lap race. If they could then the races themselves would probably be more than many spectators could cope with. So races are run at a much less frantic pace, but if anyone said on Saturday evening that tomorrow's race was going to be run at the pace of Gachot in the Coloni, or Langes in a EuroBrun, most people would want to go home!

Fortunately everyone has to detune themselves for the actual race, and as there are various ways of doing it, the interest lies in the methods and the end result. Senna racing against Prost or Mansell would be as competitive if they changed their Formula One cars for 250cc Karts.

At both races in Iberia tyres played an important part and pit stops for a change of tyres was unavoidable for the faster competitors, though the Benetton team were able to take a gamble on running through nonstop. They could not match the performance of the Honda, Renault and Ferrari powered cars, but had enough power to keep them in sight, and by avoiding a stop for new tyres it was hoped they could stay close enough to profit from a nonstop run. The Estoril circuit, with its lap speeds over the 120 mph mark was just too fast for the gamble to pay off, though Piquet finished fifth and Nannini finished sixth. At the slower Jerez circuit with the average down nearer to 100 mph the gamble nearly paid off, for Piquet actually led for two laps while the faster cars were



Jean Alesi did not star in either race, but set the track alight in qualifying.

making pits stops. He was forced to retire with electrical trouble, but Nannini came home third, though mostly by reason of faster cars retiring.

In Portugal Mansell was in his best fighting form, not only taking pole position from Senna, but he appeared to fight his team-mate Alain Prost. When the starting light shone green Mansell veered across the track to the right, nearly putting Prost into the pit wall, and this strange manoeuvre let Senna and Berger shoot through into the lead.

After the race Mansell said he got too much wheelspin and nearly lost control of the car but few people believed him. In a novice's hands that could have happened, but one can hardly describe Mansell as a novice! Whatever the reason, and recently Formula One has been suffering from too many people opening their mouths and being incapable of distinguishing between truth and untruth, Mansell's strange manoeuvre put Prost right off his stroke so the Portuguese Grand Prix became a straight fight between Mansell and Senna.

Apart from two laps during which the front runners stopped for new tyres, Senna led the Portuguese Grand Prix until the start of lap 50. At this point Mansell had been in second place since lap 32, having disposed of Berger without too much trouble, and had been pressuring Senna. The only place to pass an equal adversary on the Estoril circuit is the fast bend after the downhill pits straight, and last year Senna and Mansell tangled at this point. This year, when Mansell made his challenge for the lead, Senna let him through, having decided that second place was better than another tangle, and remembering that to win a World Championship you have got to finish. Mansell led the remaining twelve laps in a dominant manner to score his first win this season, and apart from the "funny business" at the start, it was a thoroughly deserved victory. A very disgruntled Alain Prost was third and he spent the next two days whingeing and moaning about anything coloured red with a Ferrari horse on it, in particular the team manager who is supposed to be controlling the team!

The following week it was the same cast in the lead, but a different scenario. This time it was Prost who gave Senna and the McLaren-Honda a hard time, and once again confirmation was given that there are really only two teams in Formula One with any real hope of winning. McLaren-Honda and Ferrari-Fiat, and there is nothing wrong with that. Senna took pole position at Jerez with a lap half a second quicker than Prost, just when it looked as though Ferrari had got pole position sewn up for the second race in succession. Senna then led for 26 laps, until he came in for a tyre change, by which time Prost had already been into the pits and out again. Both the Ferrari and the McLaren pit stops were as fast as anyone could wish for, but Prost had pulled a masterly tactical stroke, and it paid off — just! His stop was on lap 23, and his next three laps on new tyres were 1m29.799s; 1m27.256s and 1m26.519s during which time Senna was leading on worn tyres and lapping at over 1m29s. As the McLaren left the pit lane Piquet was going by, having inherited the lead, with Prost and Mansell right behind him, with Mansell being all friendly to his team-mate and letting him through into second place. Senna came out of the pit lane to find the track full of Ferraris and a Benetton and just managed to squeeze into third place, between the Ferraris. Piquet then ran wide onto the grass, through missing a gearchange, and Prost and Senna were by, but it was all over for the Brazilian.

Right from the start the Ferrrari had got the measure of the Honda, as could be seen by the way Prost was holding Senna with ease, never getting left behind, though the gap varied around the lap as the McLaren was faster in some places and the Ferrari in others. Once in the lead Prost was able to pull away relentlessly and the remainder of the 73 lap race looked like being a case of stalemate with Prost 1st and Senna 2nd. There was still the possibility of a change as it seemed certain that the leaders were going to need another stop for tyres, but then fate



Poor Martin Donnelly's season came to a premature end with a horrific incident in Spain.



Senna, Prost and Mansell were the three drivers to figure prominently in the two Grands Prix although the Brazilian fared less well than the two Ferrari drivers.

stepped in. The first indications were what looked like a puff of smoke from the right-hand sidepod of the McLaren, but then it was clear that it was steam, which could only mean radiator trouble and subsequent overheating.

Senna could feel the rear end of the McLaren sliding about more than was normal, and not knowing he had his own water spraying on his right rear tyre, thought the tyre must be losing pressure. He was into the pits, with what he thought was a puncture, had a new set of tyres on in double-quick time and was gone, but for only one more lap as the engine was overheating and gave up the ghost very quickly. Just why the Honda telemetry and indicators were not ringing alarm bells has not been explained. After the race it was found that an AGS undertray support rod had pierced the radiator, and Ron Dennis was heard to say, "and I am not giving it back to them."

The only difference that all this made to Prost was that Mansell moved up into second place, but nearly half a minute behind, so the little, whingeing Frenchman scored a brilliantly tactical victory, beautifully driven, with Mansell making it a Ferrari 1-2. This weekend wasn't Mansell's, his mind being more on how he was going to explain his 180 degree turn around since his decision to retire which he made at the British Grand Prix back in July. He mumbled about having a sticking throttle system, like he had suffered at Monza, but even if it was true not many people were interested, least of all the Ferrari technicians.

So Ferrari left the Iberian peninsular on a very muddled "high" having won both races, trounced Mclaren and Honda, but with everyone distrusting everyone and a lot of backbiting and behind the scenes wrangling going on. Let us hope they have got their 1991 engine well advanced, for rather than weep tears of self pity McLaren and Honda got down to some serious test sessions with the 1991 Honda V12.

That was what was happening up the front of Formula One in the races in Portugal and Spain, but there was a lot more happening in the overall scene, bearing in mind that after the two Ferraris and two McLarens there are still twenty nine other cars and drivers with aspirations ranging from the hopeful to the desperate.

Unusual was the fact that at both races there were only 25 starters, instead of the regulation 26. In Portugal the Japanese driver Satoru Nakajima caught a bug that laid him really low so that he missed the Saturday testing and qualifying completely. The qualifying time he had recorded on Friday was good enough to ensure him a position on the starting grid, but in the Sunday morning warm up session he only got halfway round his first lap before he crashed, his sense of balance still being lacking, so there was no option other than to post him as a non starter. This late in the proceedings the rules did not allow the substitution of the first non qualifier. In Spain it was a different story altogether, though the end result was the same. During the Friday qualifying session Martin Donnelly's Lotus 102 suffered a suspected suspension component failure and the car had a monumental crash into the safety barrier, which shattered the car into pieces leaving the Ulsterman lying on the track with very severe injuries. Media reports quoted speeds of impact at anything up to 180 mph, depending of the assumed mentality of the reader, but the Lotus on-board telemetry was reading 220 kph (135 mph) when it all disintegrated. Regardless of the whys and wherefores and details, it was a very nasty accident from which Donnelly was lucky to be alive.

Naturally he took no further part in the event, but the time he had already

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recorded qualified for the grid, so once again no-one moved up from the non qualifiers who were 27th down to 30th.

Both races took their toll of drivers and machinery and in Portugal there were only 13 cars running at the finish, though under the strange FIA rules two of the cars that were off the track were classified as finishers, and in Spain there were only 10 cars running at the end. At both races there seemed to be an unnecessary amount of bumping and boring or simple collisions, some of them fairly minor, while others were pretty serious. In Portugal Alex Caffi and Aguri Suzuki had a "coming together" near the end of the race, from which Caffi came off second best with foot injuries which put him out of the Spanish GP, his place in the Arrows team being taken temporarily by the German driver Bernd Schneider. It merely caused the Arrows team more expense, as he did not qualify.

The Caffi/Suzuki collision caused the Portuguese race to be stopped on lap 62, as the little Italian was trapped in his car and the medical services could not do a proper job with the race still in progress, and the race director wisely brought out the red flags. As there were only 10 laps to go to the finish it did not effect the points scoring outcome, and it is unlikely that Senna would have done anything about Mansell's lead, but then again, a lot could have happened in those last 10 laps.

Altogether it was an unfortunate collision, for both drivers had been going well; Caffi is not a driver to have accidents and this season Suzuki has been showing great improvement and showing as much potential in the Larrousse-Lamborghini team as the much vaunted Frenchman Eric Bernard.

Another "coming together" in Portugal was between Philippe Alliot and Nigel Mansell, though the Frenchman knew little about it and Mansell was so busy at the time that he was barely aware of it. He was driving hard to keep ahead of Senna as they lapped some tail-enders near the end of the race. Alliot was very busy in a little dice of his own and just did not see Mansell behind him as he turned into a downhill right hand bend at the precise moment that



The Benettons were the best of the rest after Ferrari and McLaren.

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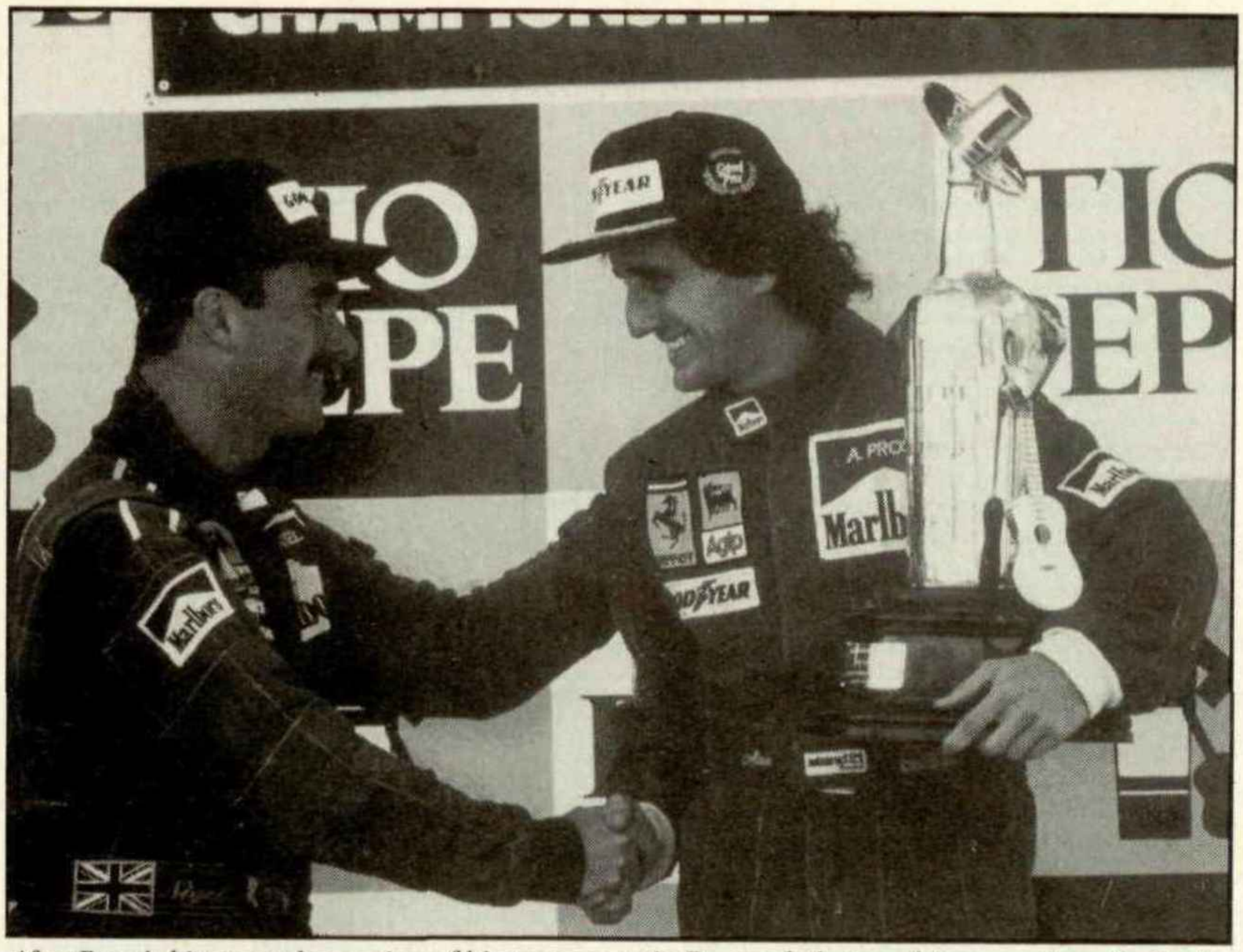
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After Prost's bitter condemnation of his team-mate in Portugal, the two drivers made up in Spain.

Mansell was about to go past on the inside. There was no time for either of them to do anything and the Ferrari left front wheel nudged the Ligier's right rear wheel. The French car spun neatly out of the way and Mansell's car hardly wavered as he went by, closely followed by Senna's McLaren. Unfortunately the Ligier thumped heavily into the barriers causing a lot of damage, but the driver was unhurt and more embarrassed than angry.

In Spain the collision continued, with Berger nudging Alesi's Tyrrell under braking for the first corner after the start, which bounced the blue and white car sideways into Patrese's Williams. All would have been well had the Tyrrell not broken its left rear wheel rim on the "rumble kerb" which let all the air out of the tyre so that when Alesi tried to turn right into the corner the car spun out onto the gravel trap. Two thirds of the way through the race when Berger was running in fifth place behind Boutsen's Williams-Renault, he tried to force his way past on the inside hairpin. The McLaren touched wheels with the Williams and literally spun and vaulted over the top of the Belgian driver's car, landing in the gravel trap and out of the race. Silly boy! It was especially irritating for the McLaren team because Senna had only just retired with his "cooked" engine, and they lost all hope of collecting a few points towards the manufacturers' championship.

Throughout the two weekends there were numerous spins and off-road excursions by individual drivers, most of them harmless enough but some with extensive chassis and suspension damage. At times it all seemed a bit like "end of term at school". Perhaps the season had been going too long? Yet when everyone left Spain there were still two more major journeys to make, one to the Japanese Grand Prix and the final one to the Australian Grand Prix. DSJ

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STARTING GRID

2
MANSELL
Ferrari F1/90
1 min 13.557 secs

1
PROST
Ferrari F1/90
1 min 13.595 secs

27
SENNA
McLaren MP4/5B
1 min 13.601 secs

28
BERGER
McLaren MP4/5B
1 min 14.292 secs

6
PATRESE
Williams FW13B
1 min 14.723 secs

20
PIQUET
Benetton B190
1 min 14.728 secs

5
BOUTSEN
Williams FW13B
1 min 14.934 secs

4
ALESI
Tyrrell 019
1 min 15.122 secs

19
NANNINI
Benetton B190
1 min 15.411 secs

29
BERNARD
Lola L90
1 min 15.673 secs

30
SUZUKI
Lola L90
1 min 16.012 secs

16
CAPELLI
Leyton House CG901
1 min 16.284 secs

21
PIRRO
Dallara BMS 190
1 min 16.290 secs

15
GUGELMIN
Leyton House CG901
1 min 16.296 secs

12
DONNELLY
Lotus 102
1 min 16.762 secs

23
MARTINI
Minardi M190
1 min 16.795 secs

10
CAFFI
Arrows A11B
1 min 16.946 secs

22
DE CESARIS
Dallara BMS 190
1 min 17.066 secs

9
ALBORETO
Arrows A11B
1 min 17.081 secs

26
ALLIOT
Ligier JS33C
1 min 17.120 secs

11
WARWICK
Lotus 102
1 min 17.259 secs

25
LARINI
Ligier JS33C
1 min 17.269 secs

8
MODENA
Brabham BT59
1 min 17.341 secs

18
DALMAS
AGS JH25
1 min 17.621 secs

7
BRABHAM
Brabham BT59
1 min 17.715 secs

3. S. Nakajima, Tyrrell 019,
1 min 17.097 secs — withdrawn, driver unwell
25 starters

1990 WORLD CHAMPIONSHIP

DRIVERS		CONSTRUCTORS	
Ayrton Senna	78	McLaren-Honda	118
Alain Prost	60	Ferrari	85
Gerhard Berger	40	Williams-Renault	44
Thierry Boutsen	27	Benetton-Cosworth	43
Nelson Piquet	26	Tyrrell-Cosworth	15
Nigel Mansell	25	Leyton House-Judd	7
Riccardo Patrese	17	Larrousse-Lamborghini	6
Alessandro Nannini	17	Lotus-Lamborghini	3
Jean Alesi	13	Arrows-Cosworth	2
Ivan Capelli	6	Brabham-Judd	2
Eric Bernard	5		
Derek Warwick	3		
Alessandro Caffi	2		
Stefano Modena	2		
Satoru Nakajima	2		
Aguri Suzuki	1		
Mauricio Gugelmin	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 14.530s	1m 13.595s	1m 18.396s (52)
2	Nigel Mansell	Ferrari F1/90	G		1m 14.861s	*1m 13.557s*	1m 18.577s (49)
3	Satoru Nakajima	Tyrrell 019	P		1m 17.097s	no practice	withdrawn
4	Jean Alesi	Tyrrell 019	P		1m 16.092s	1m 15.122s	1m 20.916s (32)
5	Thierry Boutsen	Williams FW13B	G		1m 15.646s	1m 14.934s	1m 20.575s (29)
6	Riccardo Patrese	Williams FW13B	G		1m 15.539s	1m 14.723s	*1m 18.306s* (56)
7	David Brabham	Brabham BT59	P		1m 18.967s	1m 17.715s	1m 22.275s (28)
8	Stefano Modena	Brabham BT59	P		1m 17.962s	1m 17.341s	1m 23.232s (18)
9	Michele Alboreto	Arrows A11B	G		1m 18.630s	1m 17.081s	1m 20.792s (55)
10	Alessandro Caffi	Arrows A11B	G		1m 18.725s	1m 16.946s	1m 21.843s (49)
11	Derek Warwick	Lotus 102	G		1m 17.904s	1m 17.259s	1m 23.510s (4)
12	Martin Donnelly	Lotus 102	G		1m 17.414s	1m 16.762s	1m 22.625s (11)
14	Olivier Grouillard	Osella FA1M	P	*1m 19.394s*	1m 18.512s	1m 17.775s	
15	Maurico Gugelmin	Leyton House CG901	G		1m 17.569s	1m 16.296s	1m 21.894s (32)
16	Ivan Capelli	Leyton House CG901	G		1m 18.242s	1m 16.284s	1m 21.623s (47)
17	Gabriele Tarquini	AGS JH25	G	1m 20.942s	1m 20.226s	1m 18.815s	
18	Yannick Dalmas	AGS JH25	G	1m 19.885s	1m 18.581s	1m 17.621s	1m 24.879s (3)
19	Alessandro Nannini	Benetton B190	G		1m 16.123s	1m 15.411s	1m 18.355s (59)
20	Nelson Piquet	Benetton B190	G		1m 15.542s	1m 14.728s	1m 19.713s (54)
21	Emanuele Pirro	Dallara BMS 190	P		1m 17.653s	1m 16.290s	1m 22.231s (40)
22	Andrea de Cesaris	Dallara BMS 190	P		1m 17.252s	1m 17.066s	no time
23	Pierluigi Martini	Minardi M190	P		1m 17.045s	1m 16.795s	1m 21.186s (35)
24	Paolo Barilla	Minardi M190	P		1m 18.669s	1m 18.280s	
25	Nicola Larini	Ligier JS 33C	G		1m 18.958s	1m 17.269s	1m 20.958s (55)
26	Philippe Alliot	Ligier JS 33C	G		1m 17.330s	1m 17.120s	1m 20.914s (41)
27	Ayrton Senna	McLaren MP4/5B	G		*1m 14.246s*	1m 13.601s	1m 18.936s (48)
28	Gerhard Berger	McLaren MP4/5B	G		1m 14.552s	1m 14.292s	1m 18.438s (52)
29	Eric Bernard	Larrousse-Lola 90	G		1m 16.477s	1m 15.673s	1m 22.434s (21)
30	Aguri Suzuki	Larrousse-Lola 90	G		1m 17.189s	1m 16.012s	1m 20.349s (41)
31	Bertrand Gachot	Coloni-C3B	G	1m 20.000s	1m 20.662s	1m 20.516s	
33	Roberto Moreno	EuroBrun 189B	P	1m 21.188s			
34	Claudio Langes	EuroBrun 189B	P	1m 23.447s			
39	Bruno Giacomelli	Life L190/1	G	no time			

RESULTS
Portugese Grand Prix, Estoril, September 23
61 laps of 4.35 km circuit (265.350 km; 164.880 miles)

Pos.	Driver	Nat.	Car/Engine	Time
1st	Nigel Mansell	(GB)	Ferrari F1/90-Ferrari V12	1h 22m 11.014s
2nd	Ayrton Senna	(BRA)	McLaren MP4/5B-Honda V10	1h 22m 13.822s
3rd	Alain Prost	(F)	Ferrari F1/90-Ferrari V12	1h 22m 15.203s
4th	Gerhard Berger	(AUT)	McLaren MP4/5B-Honda V10	1h 22m 16.910s
5th	Nelson Piquet	(BRA)	Benetton B190-Cosworth V8 EXP	1h 23m 08.432s
6th	Alessandro Nannini	(I)	Benetton B190-Cosworth V8 EXP	1h 23m 09.263s
7th	Riccardo Patrese	(I)	Williams FW13B-Renault V10	1 lap behind
8th	Jean Alesi	(F)	Tyrrell 019-Cosworth V8 DFR	1 lap behind
9th	Michele Alboreto	(I)	Arrows A11B-Cosworth V8 DFR	1 lap behind
10th	Nicola Larini	(I)	Ligier JS33C-Cosworth V8 DFR	2 laps behind
11th	Pierluigi Martini	(I)	Minardi M190-Cosworth V8 DFR	2 laps behind
12th	Mauricio Gugelmin	(BRA)	Leyton House CG901-Judd V8	2 laps behind
13th	Alessandro Caffi	(I)	Arrows A11B-Cosworth V8 DFR	3 laps behind (retired)
14th	Aguri Suzuki	(J)	Lola L90-Lamborghini V12	3 laps behind (retired)
15th	Emanuele Pirro	(I)	Dallara BMS 190-Cosworth V8 DFR	3 laps behind
16th	Philippe Alliot	(F)	Ligier JS33C-Cosworth V8 DFR	retired on lap 59
17th	David Brabham	(AUS)	Brabham BT59-Judd V8	retired on lap 53
18th	Ivan Capelli	(I)	Leyton House CG901-Judd V8	retired on lap 52
19th	Thierry Boutsen	(B)	Williams FW13B-Renault V10	retired on lap 31
20th	Eric Bernard	(F)	Lola L90-Lamborghini V12	retired on lap 25
21st	Stefano Modena	(I)	Brabham BT59-Judd V8	retired on lap 22
22nd	Martin Donnelly	(GB)	Lotus 102-Lamborghini V12	retired on lap 15
23rd	Derek Warwick	(GB)	Lotus 102-Lamborghini V12	retired on lap 6
24th	Yannick Dalmas	(F)	AGS JH25-Cosworth V8 DFR	retired on lap 4
25th	Andrea de Cesaris	(I)	Dallara BMS 190-Cosworth V8 DFR	retired on lap 1
26th	Satoru Nakajima	(J)	Tyrrell 019-Cosworth V8 DFR	Did not start

Fastest lap: Riccardo Patrese (Williams FW13B) 1 min 18.306 secs on lap 56, 199.985 kph (124.264 mph)
Winner's average speed: 193.725 kph (120.375 mph). **Conditions:** Warm and dry.
NB: 71 lap race stopped on lap 62 due to accident to A Caffi.

DNQ	Olivier Grouillard	(F)	Osella FA1M-Cosworth V8 DFR	1m 17.775s
DNQ	Paolo Barilla	(I)	Minardi M190-Cosworth V8 DFR	1m 18.280s
DNQ	Gabriele Tarquini	(I)	AGS JH25-Cosworth V8 DFR	1m 18.815s
DNQ	Bertrand Gachot	(L)	Coloni C3B-Cosworth V8 DFR	1m 20.516s
DNPQ	Roberto Moreno	(BRA)	EuroBrun ER189B-Judd V8	1m 21.188s
DNPQ	Claudio Langes	(I)	EuroBrun ER189B-Judd V8	1m 23.447s
DNPQ	Bruno Giacomelli	(I)	Life L190/1-Judd V8	no time

STARTING GRID

1
PROST
Ferrari F1/90
1 min 18.824 secs

27
SENNA
McLaren MP4/5B
1 min 18.387 secs

4
ALESI
Tyrrell 019
1 min 19.604 secs

2
MANSELL
Ferrari F1/90
1 min 19.106 secs

6
PATRESE
Williams FW13B
1 min 19.647 secs

28
BERGER
McLaren MP4/5B
1 min 19.618 secs

20
PIQUET
Benetton B190
1 min 19.700 secs

5
BOUTSEN
Williams FW13B
1 min 19.689 secs

11
WARWICK
Lotus 102
1 min 20.610 secs

19
NANNINI
Benetton B190
1 min 20.367 secs

15
GUGELMIN
Leyton House CG901
1 min 21.167 secs

23
MARTINI
Minardi M190
1 min 21.060 secs

3
NAKAJIMA
Tyrrell 019
1 min 21.215 secs

26
ALLIOT
Ligier JS33C
1 min 21.170 secs

21
PIRRO
Dallara BMS 190
1 min 21.277 secs

30
SUZUKI
Lola L90
1 min 21.244 secs

29
BERNARD
Lola L90
1 min 21.551 secs

22
DE CESARIS
Dallara BMS 190
1 min 21.467 secs

25
LARINI
Ligier JS33C
1 min 21.996 secs

16
CAPELLI
Leyton House CG901
1 min 21.910 secs

17
TARQUINI
AGS JH25
1 min 22.466 secs

21
GROUILLARD
Osella FA1M
1 min 22.288 secs

18
DALMAS
AGS JH25
1 min 22.716 secs

12
DONNELLY*
Lotus 102
1 min 22.659 secs

9
ALBORETTO
Arrows A11B
1 min 23.161 secs

8
MODENA
Brabham BT59
1 min 23.133 secs

* 12 M. Donnelly did not start. Entry withdrawn after accident on Friday afternoon.

Only 25 cars started.

1990 WORLD CHAMPIONSHIP

DRIVERS		CONSTRUCTORS	
Ayrton Senna	78	McLaren-Honda	118
Alain Prost	69	Ferrari	100
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Nigel Mansell	31	Benetton-Cosworth	47
Thierry Boutsen	30	Tyrrell-Cosworth	15
Nelson Piquet	26	Larrousse-Lamborghini	7
Alessandro Nannini	21	Leyton House-Judd	7
Riccardo Patrese	19	Lotus-Lamborghini	3
Jean Alesi	13	Arrows-Cosworth	2
Ivan Capelli	6	Brabham-Judd	2
Eric Bernard	5		
Derek Warwick	3		
Alessandro Caffi	2		
Stefano Modena	2		
Satoru Nakajima	2		
Aguri Suzuki	2		
Mauricio Gugelmin	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 20.026s	1m 18.824s	1m 25.177s (53)
2	Nigel Mansell	Ferrari F1/90	G		1m 21.005s	1m 19.106s	1m 26.957s (23)
3	Satoru Nakajima	Tyrrell 019	P		1m 22.690s	1m 21.215s	1m 30.347s (5)
4	Jean Alesi	Tyrrell 019	P		1m 19.923s	1m 19.604s	no time
5	Thierry Boutsen	Williams FW13B	G		1m 20.721s	1m 19.689s	1m 27.206s (41)
6	Riccardo Patrese	Williams FW13B	G		1m 20.562s	1m.19.647s	*1m 24.513s* (53)
7	David Brabham	Brabham BT59	P		1m 25.899s	1m 23.163s	
8	Stefano Modena	Brabham BT59	P		1m 23.641s	1m 23.133s	1m 31.467s (4)
9	Michele Alboreto	Arrows A11B	G		1m 24.043s	1m 23.161s	1m 28.712s (65)
10	Bernd Schneider	Arrows A11B	G		1m 24.675s	1m 23.924s	
11	Derek Warwick	Lotus 102	G		1m 22.111s	1m 20.610s	1m 26.252s (59)
12	Martin Donnelly	Lotus 102	G		1m 22.659s	withdrawn	
14	Olivier Grouillard	Osella FA1M	P	1m 22.708s	1m 24.784s	1m 22.288s	1m 29.692s (30)
15	Maurico Gugelmin	Leyton House CG901	G		1m 23.019s	1m 21.167s	1m 26.773s (37)
16	Ivan Capelli	Leyton House CG901	G		1m 23.866s	1m 21.910s	1m 28.436s (30)
17	Gabriele Tarquini	AGS JH25	G	1m 22.592s	1m 23.260s	1m 22.466s	1m 31.062s (4)
18	Yannick Dalmas	AGS JH25	G	*1m 22.470s*	1m 23.249s	1m 22.716s	1m 27.710s (45)
19	Alessandro Nannini	Benetton B190	G		1m 21.383s	1m 20.367s	1m 26.599s (48)
20	Nelson Piquet	Benetton B190	G		1m 21.111s	1m 19.700s	1m 25.095s (44)
21	Emanuele Pirro	Dallara BMS 190	P		1m 23.485s	1m 21.277s	no time
22	Andrea de Cesaris	Dallara BMS 190	P		1m 22.953s	1m 21.467s	1m 28.471s (29)
23	Pierluigi Martini	Minardi M190	P		1m 22.255s	1m 21.060s	1m 28.314s (26)
24	Paolo Barilla	Minardi M190	P		1m 25.093s	1m 23.274s	
25	Nicola Larini	Ligier JS 33C	G		1m 23.290s	1m 21.996s	1m 26.104s (62)
26	Philippe Alliot	Ligier JS 33C	G		1m 23.783s	1m 21.170s	1m 29.329s (6)
27	Ayrton Senna	McLaren MP4/5B	G		*1m 18.900s*	*1m 18.387s*	1m 27.430s (28)
28	Gerhard Berger	McLaren MP4/5B	G		1m 19.643s	1m 19.618s	1m 26.250s (49)
29	Eric Bernard	Larrousse-Lola 90	G		1m 22.403s	1m 21.551s	1m 29.296s (8)
30	Aguri Suzuki	Larrousse-Lola 90	G		1m 21.740s	1m 21.244s	1m 27.158s (36)
31	Bertrand Gachot	Coloni-C3B	G	1m 24.603s	1m 26.593s	1m 25.114s	
33	Roberto Moreno	EuroBrun 189B	P	1m 24.621s			
34	Claudio Langes	EuroBrun 189B	P	1m 25.736s			
39	Bruno Giacomelli	Life L190/1	G	1m 42.699s			

RESULTS
Spanish Grand Prix, Jerez, September 30th
73 laps of 4.218 km circuit (307.914 km; 191.328 miles)

Pos.	Driver	Nat.	Car/Engine	Time*
1st	Alain Prost	(F)	Ferrari F1/90-Ferrari V12	1h 48m 01.461s
2nd	Nigel Mansell	(GB)	Ferrari F1/90-Ferrari V12	1h 48m 23.525s
3rd	Alessandro Nannini	(I)	Benetton B190-Cosworth V8 EXP	1h 48m 36.335s
4th	Thierry Boutsen	(B)	Williams FW13B-Renault V10	1h 48m 44.757s
5th	Riccardo Patrese	(I)	Williams FW13B-Renault V10	1h 48m 58.991s
6th	Aguri Suzuki	(J)	Lola L90-Lamborghini V12	1h 49m 05.189s
7th	Nicola Larini	(I)	Ligier JS33C-Cosworth V8 DFR	1 lap behind
8th	Mauricio Gugelmin	(BRA)	Leyton House CG901-Judd V8	1 lap behind
9th	Yannick Dalmas	(F)	AGS JH25-Cosworth V8 DFR	1 lap behind
10th	Michele Alboreto	(I)	Arrows A11B-Cosworth V8 DFR	2 laps behind
11th	Derek Warwick	(GB)	Lotus 102-Lamborghini V12	retired on lap 64
12th	Ivan Capelli	(I)	Leyton House CG901-Judd V8	retired on lap 60
13th	Gerhard Berger	(AUT)	McLaren MP4/5B-Honda V10	retired on lap 57
14th	Ayrton Senna	(BRA)	McLaren MP4/5B-Honda V10	retired on lap 54
15th	Nelson Piquet	(BRA)	Benetton B190-Cosworth V8 EXP	retired on lap 48
16th	Andrea de Cesaris	(I)	Dallara BMS 190-Cosworth V8 DFR	retired on lap 48
17th	Olivier Grouillard	(F)	Osella FA1M-Cosworth V8 DFR	retired on lap 46
18th	Pierluigi Martini	(I)	Minardi M190-Cosworth V8 DFR	retired on lap 42
19th	Philippe Alliot	(F)	Ligier JS33C-Cosworth V8 DFR	retired on lap 23
20th	Eric Bernard	(F)	Lola L90-Lamborghini V12	retired on lap 21
21st	Satoru Nakajima	(J)	Tyrrell 019-Cosworth V8 DFR	retired on lap 10
22nd	Gabriele Tarquini	(I)	AGS JH25-Cosworth V8 DFR	retired on lap 6
23rd	Stefano Modena	(I)	Brabham BT59-Judd V8	retired on lap 6
24th	Emanuele Pirro	(I)	Dallara BMS 190-Cosworth V8 DFR	retired on lap 1
25th	Jean Alesi	(F)	Tyrrell 019-Cosworth V8 DFR	retired on lap 1
26th	Martin Donnelly	(GB)	Lotus 102-Lamborghini V12	did not start; qualifying accident

Fastest lap: Riccardo Patrese (Williams FW13B) 1 min 24.513 secs on lap 53, 179.674 kph (111.644 mph)
Winner's average speed: 171.025 kph (106.270 mph). **Conditions:** Hot.

DNQ	David Brabham	(AUS)	Brabham BT59-Judd V8	1 min 23.163 secs
DNQ	Paolo Barilla	(I)	Minardi M190-Cosworth V8 DFR	1 min 23.274 secs
DNQ	Bernd Schneider	(D)	Arrows A11B-Cosworth V8 DFR	1 min 23.924 secs
DNQ	Bertrand Gachot	(L)	Coloni C3B-Cosworth V8 DFR	1 min 25.114 secs
DNPQ	Roberto Moreno	(BRA)	Eurobrun ER189B-Judd V8	1 min 24.621 secs
DNPQ	Claudio Langes	(I)	EuroBrun ER189B-Judd V8	1 min 25.736 secs
DNPQ	Bruno Giacomelli	(I)	Life L190/1-Judd V8	1 min 42.699 secs

Concorde in France

The most unhappy, damaging and unnecessary episode in the history of sports car racing came to an end in Paris on September 18 when FISA President Jean-Marie Balestre and ACO President Raymond Goulomes signed a contract said by JMB to be historic. It guarantees the 24 hours of Le Mans a place in the World Sportscar Championship for the next five years, and neither party was prepared to speak of "victory".

Neither shall we. The Automobile Club de l'Ouest had to acknowledge the authority of FISA, and conceded all television rights to the event. FISA will time the event, by the Longines/Olivetti system, and will have total control over privileged passes, including (and especially!) those for the pits lane.

In return FISA agreed to respect the special nature of the event, and allow the Syndicat d'Initiative to retain financial control. Scrutineering will still take place in the Place des Jacobins on Tuesday and Wednesday, and qualifying will take place on Wednesday and Thursday evenings.

"The FISA and the ACO are delighted at the way the situation has evolved," says a joint statement, "and consider that it is in the interests of motor sport for both parties to contribute jointly to the success of the Sportscar World Championship, and of the Le Mans 24-hours".

We believe that Bernie Ecclestone, FISA's vice-president for marketing, can take a lot of the credit for the peace effort. He is not a sports car fan, as he makes clear, and has never been to the 24-hour race, but the absence of the event from the World Championship calendar was a serious obstacle to the promotion of Group C, and especially to the television "package" that he so dearly wants.

The classic event went out of the World Championship last year for a whole host of reasons, one of them being irrevocable television contracts, and Ecclestone was frankly astonished to hear, later, that the ACO actually paid to have cameras installed. The ACO themselves pointed out, with pride, that the event has a potential of 376 million viewers in 26 countries, but the distribution, often via cable companies, and revenues were not what they ought to have been. It's likely that the ACO will do far better with the "FOCA package".

Negotiations with Ecclestone were undoubtedly realistic and business-like, in contrast with the warmongering rhetoric which passed between the two French communities last winter. Only the French, one feels, could celebrate the anniversary of a revolution that other nations might prefer to forget, had it been part of their own history, and their continuing capacity for being horrid to each other is not surpassed in the civilised world.

Problems remain, but they won't be insurmountable. It remains unlikely that as many as two dozen cars will be registered for the 1991 World Sportscar Championship, now that the turbos have effectively been frozen out by the 1000kg minimum weight limit. Somehow FISA has to double this number, at least, as part of its commitment to Le Mans, and Balestre acknowledged this when he declared; "We must work with Le Mans to study all the possibilities in respect of the regulations to get 50 cars. For Le Mans we agreed that one constructor can have six cars, or more. If Mercedes have two cars in the World Championship they can have five cars at Le Mans, or Porsche, 20!"

While the entrant would run the usual quota of championship registered cars; Jaguar a pair of XJR14s, Mercedes a pair of C291s, and so on, they will in addition be allowed, encouraged even, to run any number of Group C cars currently eligible. This, I'm happy to say, is precisely the solution proposed in the August edition of MOTOR SPORT (page 854) because it will enable TWR to run two or three 7-litre XJR-12s, and Mercedes their C11s.

After all, we will see a return match between Jaguar and Mercedes, because both Jochen Neerpasch and Tom Walkinshaw have indicated their interest in running the "unlimited" cars again. Walkinshaw wants to beat the Mercedes fair and square (as he feels he would have done this year, had they shown up), and Neerpasch is equally keen to repeat last year's success. He says he took no notice of remarks that Mercedes wasn't interested in defending the victory, but the barbs did strike.

Toyota will continue with their existing cars until Le Mans, we believe, and Nissan's management in Tokyo is in the last stages of deciding to carry on with the R90C for another year, uncompetitive though it will be. Toyota is behind with the development of the V10 powered 3½-litre car, and Nissan's target date for a V12 has always been the end of 1991, for a full season in '92. The chassis, however, will be designed in California by Trevor Harris, the man responsible for the hugely successful Nissan IMSA cars.

Porsche's management in Stuttgart is now in a quandary, having advised customers not to support the 1991 World Sportscar Championship. This was on the grounds that the 962C was designed for an 850kg class and would need to undergo rigorous tests before it could be declared safe for 1000kg starts (plus driver, plus fuel).

One can understand the concern of Dr Ulrich Bez, Porsche's technical director, and sympathise with the instinct to keep well clear of the new-style championship, especially at the shortened 430 kilometre distance, in which the 962Cs will appear to be lumbering dinosaurs.

For Porsche, though, the worst scenario has happened. Le Mans is back in the World Championship, and the marque can't be represented unless at least one 962C is registered for the entire series. There hasn't been a Porsche-less Le Mans since 1950, and even now Porsche provides the backbone of the entry. Make no mistake, even at 1000kg some good Porsches would stand a real chance of winning the race, because the new 3½-litre cars simply will not go the distance without problems at their first appearance.

Perhaps Richard Lloyd is waiting by his phone, at Silverstone. There, at GTi Engineering, he has a unique chassis designed by Nigel Stroud, and built in England. The RLR Porsche would not be subject to any doubts cast by the factory, and would make an ideal Trojan Horse for Weissach.

A fine debut for Peugeot

The new French Group C car didn't last long in the Montreal race, but it made a superb impression during qualifying. For a start, certain aspects of the design have surprised Jaguar and Mercedes, who now see the French definition of the 1991 regulations in a couple of grey areas, notably in the cockpit width and door apertures. Beautifully styled, and with a Peugeot "house" resemblance, the 905 is painted white with strong sponsorship from Esso and Michelin. Many supposed that it would grow some lumps and bumps as the track time clocked up, but this wasn't so. The Peugeot breaks the mould of Porsche look-alikes in Group C, and that's no bad thing as we enter a new era.

It was the sound, though, that drew every enthusiast to the rails. The eerie shriek of the V10 as Keke Rosberg changed it down through the six-speed gearbox, hitting the 12,000 limit each time, and the sight of him outbraking three Porches in one huge effort, was the highlight of our trip to Canada.

There was a noise we hadn't heard since the last Matra V12s were wheeled into a museum in 1974. Oh, those lost years! Porsche's turbos gave us a different sound, of muffled power, and the fuel consumption formula introduced in 1982 brought about a new phenomenon, top-gear racing.

Somewhere down the line sports car racing enthusiasts have lost 15 years of aural excitement, and in 1991 we're going to get it back again. Every World Sportscar Championship team, from the first to the last, will hope that sound, and close competition, are the missing ingredients about to be restored, and that spectators will return to Group C in huge numbers. The future of the WSC series depends on it.

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The Peugeot 905 made a reasonable debut and promised a great deal for the future.

Memorable for the Wrong Reason

History has a nasty habit of repeating itself, as the World Championship sports car teams were reminded when they went to Canada. The first and last time Group C was run in Canada, 50 races ago in August 1985, the Jaguar XJR-6 made its debut at Mosport but the occasion was overshadowed by the accident which took the life of Manfred Winkelhock.

This year, in September, the Peugeot 905 made its debut but the event was cut off in its prime by a terrible crash caused by a loose manhole cover, of all things. Fortunately the Spanish driver, Jesus Pareja, walked out of the inferno of his wrecked Porsche with nothing worse than a singeing, but there was a feeling of *déja vu* . . . some professional drivers had voiced their concern about safety, just as they had at Mosport, and they'd been proved right.

In the lead, when the red flag was displayed just after half distance, was the Sauber team Mercedes C11 driven by Jean-Louis Schlesser and Mauro Baldi, so they notched up their sixth victory in eight championship races and were duly declared the World Champion drivers.

It wasn't in the usual style of Mercedes' runaway victories, though, for Martin Brundle's Silk Cut Jaguar had led most of the first hour, yielding to Julian Bailey's Nissan. With the gift of hindsight Bailey shouldn't have been slowing down, to save fuel, and certainly shouldn't have allowed himself to be overtaken by Baldi just two laps before the race was stopped, but hindsight is a rare gift.

Both Jaguars retired with broken driveshafts, so only one chance remained, in Mexico, for the Kidlington team to beat Mercedes fair and square before the current GpC expired.

There can be few tracks in the world more attractive than the Circuit Gilles Villeneuve, on the Ile de Notre Dame. The Grand Prix teams know it well, and Thursday's raft race for the mechanics is a popular feature of the calendar. The inaugural raft race for Group C mechanics was won by Team Obermaier, since they adopted the "softly, softly" approach also used on the track, and were the only ones not to be capsized by rivals! The class of the field, before they were sabotaged, were Nissan's pit crew, the same men who won the pitstop competition earlier in the day.

The 2.72 mile track is set in lush parkland, reminiscent of Crystal Palace, but has walls and armco like a street circuit. Baldi expressed his concern on Friday, that it might just suit Grand Prix cars but Group C cars were bigger and heavier, and needed more space, especially in the braking areas. Brundle added his thoughts about the Esses, "Which we take at 185 mph with concrete walls a few inches away. It's scary. Street circuits are all very well, but speeds are lower."

The manhole covers in the road weren't mentioned, either because they hadn't been noticed or, perhaps, because everyone assumed that they'd been welded down, as is customary on North American temporary circuits.

Safety wasn't really a leading topic once the qualifying got under way. Then the focus of attention became the pristine Peugeot, which looked so small and fragile among the Porsches and Mercedes. The sound was something from a forgotten past! Keke Rosberg's approach to the slow Turn 1 was quite spectacular, braking heavily on a piece of road not entirely straight, deftly working down through the six-speed gearbox, and passing one, two or even three heavy Porsches at a time.

Formula 1 drivers were able to forget about fuel consumption a couple of seasons ago, and drive like that all the time, but this was something new, and refreshing for Group C, and of course the speed differentials were huge. Rosberg wasn't used to the differentials, and didn't like the average driving standard at all, but if the new-look WSC series achieves anything in 1991, it will be to weed out the Salamins and Almerases (nice people though they are!) and distil some of the best at a new level of competitiveness.

Jean-Louis Schlesser was on pole position, as usual you might say, but not with the usual ease. "We have lost our usual aerodynamic advantage this weekend," said Dr Hermann Hiereth, Mercedes'



The Bailey/Blundell Nissan led for part of the race and could have won.

racing technical director, but it was hard to feel too sorry for the team. Montreal consists of a couple of short, but fast straights, a fast swerve onto the pits straight, and a number of very slow second gear corners. There wasn't enough room for Mercedes to exploit their high-speed dynamic advantages, nor enough fast corners to induce much downforce; rather, they had the advantage of huge torque, well illustrated out of Turn 1.

The quality of the fuel supplied by the organisers was poor, right on the minimum 97 octane level, and Mercedes' sophisticated Bosch MP 1.8 system was retarding the ignition timing as far as it would go. Dr Hiereth tricked the Motronic on Schlesser's car to make the fastest time on Friday, at 1 min 25.407 sec, but risked an engine blow-up in the process and said that the team wouldn't try again.

Their prayers were answered by rain on Saturday afternoon! This was the one track on which Martin Brundle might have made pole, for Silk Cut Jaguar. He knew the circuit, the XJR-11 was performing well, and only a nasty bit of blocking by Schlesser on the very last lap prevented him from setting the fastest time on Friday.

Brundle was fuming after being baulked, having to settle for an earlier time of 1 min 26.034 sec, seeing Mark Blundell go faster in the ever-improving Nissan (1 min 25.897 sec). Brundle, incidentally, had Jan Lammers as his co-driver for the last two races of the season, having been a little disappointed with Alain Ferté at times. Davy Jones, TWR's IMSA driver, shared the second Jaguar with Andy Wallace.

Jochen Mass, partnered in Canada by Karl Wendlinger again, was fourth quickest after coping with a very noisy misfire in his Mercedes engine — they didn't bother to "trick" Mass' V8, and it clearly didn't accept a higher boost level with that fuel. Fifth were Jonathan Palmer and Hans Stuck, for the Joest Porsche team that still springs the odd surprise, and sixth were Jones and Wallace, delayed half an hour by a broken driveshaft. Another broke on Saturday, a bad omen for Jaguar's race.

A Real Race!

It looked as though Mercedes had some real competition at last, too late, of course, in the penultimate race of the fuel consumption formula. Brundle started his Jaguar from the second row on Goodyear's soft 160 compound tyres, guessing that the Mercedes team had opted for the safer 240 compound.

Soon pushing Blundell's Nissan out of the way, Brundle latched on to the Mercedes and neatly outbraked Schlesser going into the hairpin on the second lap, giving the World Champion a nudge when alongside, to make sure he had the message. Blundell soon had to yield third place to Mass, the Nissan suffering a low-speed pick-up problem, and Davy Jones had a similar ailment in his Jaguar's V6, caused by low water temperature.

The race was only three laps old when François Migault had a tyre blow-out, hitting the wall and parking his ALD on the outside of the hairpin with its wheel askew. That brought out the pace car for a tedious 10 laps, robbing Brundle of a hard-earned 2.7 second lead.

At this early stage the Peugeot was running tenth, and Rosberg was having difficulties with low fuel pressure; slow running behind the pace car was making life even more difficult for the Finn.

Brundle extended his lead again when the pace picked up, but it wasn't much. Just 1.4 seconds separated his Jaguar and the two Mercedes at the 20 lap mark, and now Geoff Lees had moved his Toyota into fourth place ahead of the Nissan. Wayne Taylor, in the works Spice, was giving Rosberg a hard time and nudged him into a spin at the hairpin. Rosberg recovered with a flick turn and set off in hot pursuit, keeping Taylor wide awake as he watched his mirrors!

Another pace car interval dropped the speed and the Peugeot was soon gone, lacking fuel pressure completely. It had been a good debut, and promised a great deal for 1991.

Leading cars were aimed for the pits, Blundell being the first to go in for fuel and a driver change. Bailey took the Nissan out before the pace car came round and caught up with Harald Grohs' Porsche, Pascal Fabre's Cougar and Bernard Santal's Porsche, none of which had yet stopped.

Lammers, fifth on the road when he came out of the pits, was picked up by the



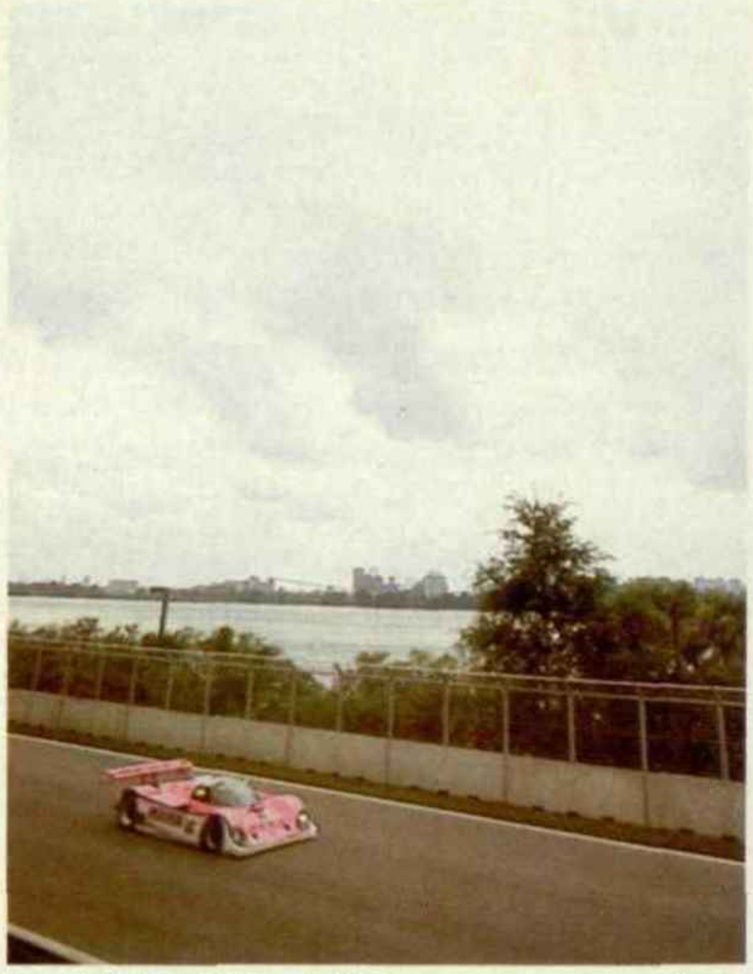
The leading protaganists battle it out in the early part of the race.

pace car purely on the basis that his Jaguar had been leading before the stops, and although it was clearly a mistake the French FISA officials were still defending their position volubly three hours after the race ended. When the three late stoppers had been put in their place, Bailey led the race by 76 seconds.

Despite the slow average speed a number of teams were in trouble with fuel consumption, as predicted for this slow and difficult track. Some admitted the fact, others were less revealing, but there was no mistaking the fact that Lammers and the two Mercedes drivers, Wendlinger and Baldi, were hauling Bailey in at two or three seconds a lap. On instructions from his pit the Nissan driver was making great efforts to get back on the fuel schedule but later, with hindsight, he heartily wished he'd kept going!

This was some of the best racing of the season, as Wendlinger attacked Lammers, and Baldi attacked the pair of them. The Austrian, who actually led the World Championship after Spa, showed that his induction course was finished when he made a daring move on Lammers, only to find Baldi by his back wheel.

At last, on lap 39 (out of the planned 110) Wendlinger did get past the Dutch driver, and it was only a few seconds more before Baldi passed as well — and



The Richard Lloyd 962 came a worthy third.

Bailey's lead was down to 29 seconds, shrinking rapidly.

Wendlinger lost his chance of a result when a rear tyre went flat, after he nipped a Porsche in a slow corner and broke the valve. He returned to his pit with difficulty and lost the best part of two laps.

The moment of truth came on the 58th lap when Baldi and Lammers caught Bailey. The Mercedes driver spent a lap sizing the Nissan, then took the lead from the unresisting Bailey, but the Jaguar disappeared from sight — its driveshaft had broken, just as Wallace's had done a short while before.

Soon the race was over. Kenny Acheson, whose Nissan was classified fifth, thought he dislodged the manhole cover when he passed the spot on the previous lap. No-one seemed quite sure where the cover went but the rim, a heavy piece of cast-iron, was hit first by Fermin Velez in the works Spice, then by Denis Morin's Cougar, and immediately afterwards by Pareja's Brun Motorsport Porsche. Just behind Pareja was his team-mate Harald Huysman, whose Brun Porsche was also heavily damaged after swerving into the wall.

The impact ripped open the oil tank of Pareja's car, and the Spaniard was extremely lucky to escape from the wrecked, blazing Porsche. The race had to be red flagged, just as the Portuguese Grand Prix had been earlier in the day, and once the scale of the problem had been realised there was no more talk of a restart.

The professional drivers were, frankly, shocked that such an accident could happen in 1990, when the danger of manhole covers is so well known. It had been a lively race, certainly, but will be remembered for the wrong reason. MLC

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP
Round 8, Montreal 480 km, September 23

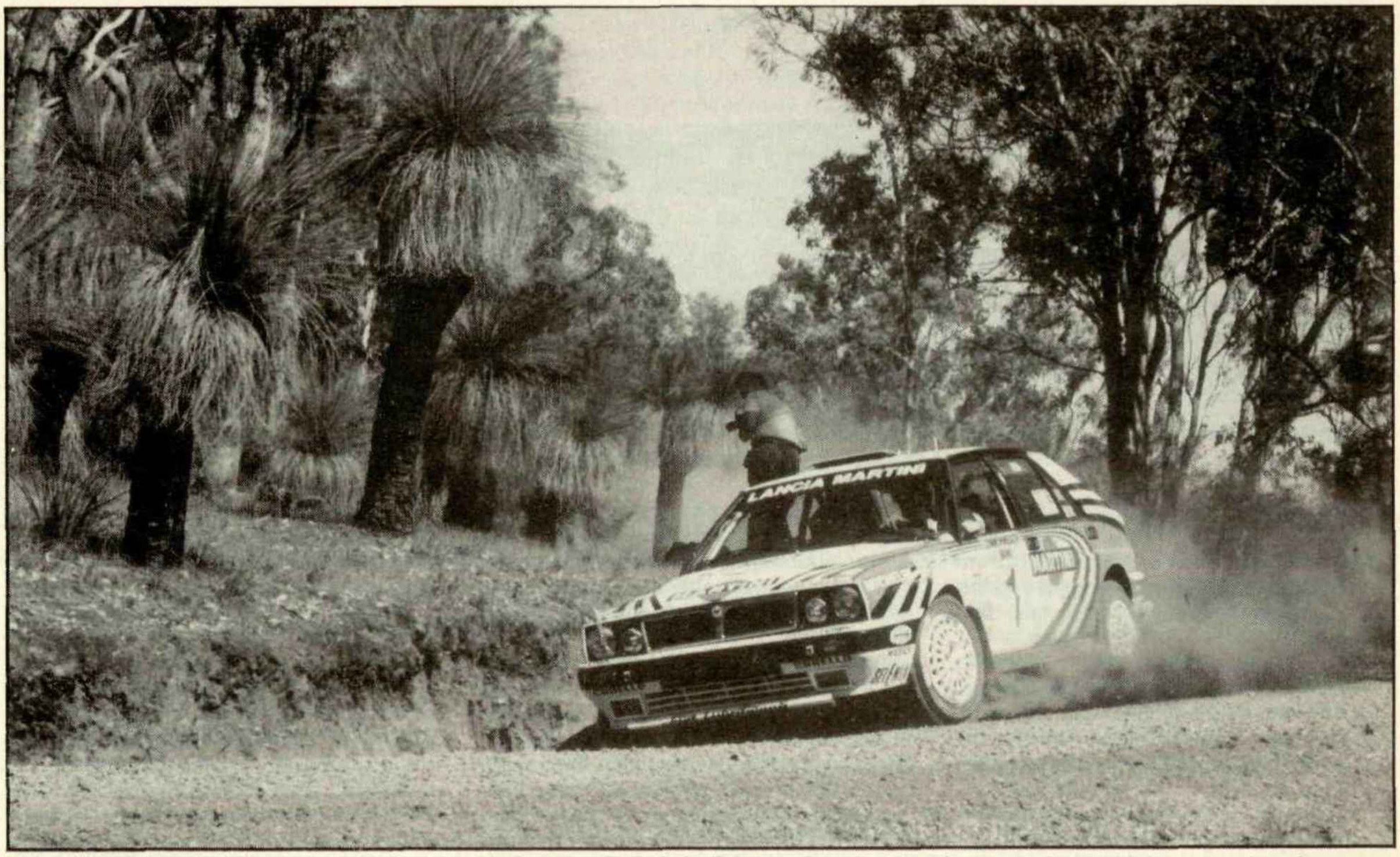
QUALIFYING TIMES

Schlesser/Baldi	Mercedes	1m 25.407s
Blundell/Bailey	Nissan	1m 25.897s
Brundle/Lammers	Jaguar	1m 26.034s
Mass/Wendlinger	Mercedes	1m 26.086s
Palmer/Stuck	Porsche	1m 26.739s
Jones/Wallace	Jaguar	1m 27.489s
Wollek/Jelinski	Porsche	1m 28.103s
Lees/Watson	Toyota	1m 28.377s
Acheson/Brancatelli	Nissan	1m 28.460s
Schneider/Barth	Porsche	1m 28.633s
Larrauri/Huysman	Porsche	1m 28.993s
Rosberg/Jabouille	Peugeot	1m 29.257s
Reuter/Andskar	Porsche	1m 29.375s
Dumfries/Ravaglia	Toyota	1m 29.648s
Fabre/Trollé	Cougar	1m 30.497s
Taylor/Velez	Spice	1m 31.916s
Grohs/Altenbach	Porsche	1m 32.008s
Altenbach/Lässig	Porsche	1m 32.440s
Santal	Porsche	1m 32.517s
Winter/Pescarolo	Porsche	1m 32.670s
Taylor	Spice	1m 32.802s
Hepworth/Gabbiani	Spice	1m 33.421s
Pareja	Porsche	1m 33.846s
Konrad/Toivonen	Porsche	1m 35.020s
Adams/Haussmann/Piper	Spice	1m 35.687s
Thuner/Morin	Cougar	1m 37.847s
Almeras/Almeras	Porsche	1m 38.602s
Francia	Alba	1m 40.209s
Salamin/Cohen-Olivar	Porsche	1m 40.801s
Lee-Davey/Stermitz	Porsche	1m 41.073s
Migault/Taverna	ALD	1m 42.803s
Randaccio/Barberio	Spice	2m 09.097s
Adams/Haussmann	Spice	2m 45.182s

RACE RESULTS

1st	J-L. Schlesser/M. Baldi	5.0t Mercedes C11	1h 44m 42.012s
2nd	M. Blundell/J. Bailey	3.5t Nissan R90C	1h 44m 48.460s
3rd	M. Reuter/S. Andskar	3.2t Porsche 962	1h 46m 05.576s
4th	B. Schneider	3.2t Porsche 962	1h 46m 06.153s
5th	K. Acheson/G. Brancatelli	3.5t Nissan R90C	1h 46m 33.317s
6th	B. Wollek/F. Jelinksi	3.2t Porsche 962	1h 46m 34.385s
7th	G. Lees/J. Watson	3.6t Toyota 90C-V	60 laps
8th	J. Palmer/H. Stuck	3.2t Porsche 962	60 laps
9th	J. Mass/K. Wendlinger	5.0t Mercedes C11	60 laps
10th	O. Larrauri/H. Huysman	3.2t Porsche 962	59 laps
11th	H. Grohs	3.2t Porsche 962	59 laps
12th	R. Piper	3.5 Spice-Cosworth SE89C	59 laps
13th	J. Winter/H. Pescarolo	3.0t Porsche 962	59 laps
14th	J. Dumfries/R. Ravaglia	3.6t Toyota 90C-V	59 laps
15th	M. Brundle/J. Lammers	3.5t Jaguar XJR-11	58 laps
16th	B. Santal/J. Pareja	3.0t Porsche 962	58 laps
17th	O. Altenbach/J. Lässig	3.2t Porsche 962	58 laps
18th	J. Almeras/J-M. Almeras	3.0t Porsche 962	57 laps
19th	B. Thuner/D. Morin	3.0t Cougar-Porsche C24S	56 laps
20th	A. Salamin/M. Cohen-Olivar	3.0t Porsche 962	56 laps
21st	W. Taylor/F. Velez	3.5 Spice-Cosworth SE90C	55 laps
22nd	F. Konrad/H. Toivonen	3.2t Porsche 962	52 laps
23rd	P. Fabre/M. Trollé	3.0t Cougar-Porsche C24S	46 laps
R	D. Jones/A. Wallace	3.5t Jaguar XJR-11	driveshaft
R	T. Lee-Davey	3.0t Porsche 962	wheel stud
R	A. Hepworth/B. Gabbiani	3.5 Spice-Cosworth SE90C	electrics
R	K. Rosberg/J-P. Jabouille	3.5 Peugeot 905	low fuel pressure
R	J. Pareja/W. Brun	3.2t Porsche 962	crashed
R	G. Francia	4.5 Alba-Buick CSA1	engine
R	F. Migault/G. Taverna	3.3 ALD-Cosworth	crashed

Fastest Lap: M. Baldi, 5.0t Mercedes C11 1m 28.725s (178.123 km/h)



Juha Kankunnen returned Lancia to the winner's circle with a finely judged drive to keep his slim chances in the World Championship alive.

Duel in the Sun

In the days when first Peugeot, then Lancia, dominated World Championship rallies, events late in the year were hard pressed to attract a good spread of worldwide entries. The championship had probably been settled earlier in the year; the leaders no doubt felt that budget conservation was more important than adding to an already unbeatable score; the others considered that competing just for academic points would be a futile exercise.

The exceptions were events which generated their own publicity regardless of the championship; the Lombard RAC Rally, for instance, last round of the series, although Lancia has been known to pull out of that one. The RAC always attracts a healthy entry because, just like the Safari, it needs no championship prop to attract worldwide attention. On the other hand, Lancia has never ducked out of the Sanremo Rally. The home market is far too important even to consider that.

When an event late in the year has also been on the opposite side of the world to the greatest concentration of professional rally teams, in Europe, cost has combined with a settled championship to produce a twofold reason for staying away, but this has sometimes led to closer and more interesting competition. Without the top professionals in their superior cars, the "middle men" have been left alone to a more even match, and close, exciting contests have often been the result.

It is therefore much better for an event to be without any factory teams at all than to have just one whose cars would be so dominant that the only real fight would be for the places behind them, although you'd probably never get an organiser to base his entry-attracting strategy on that principle.

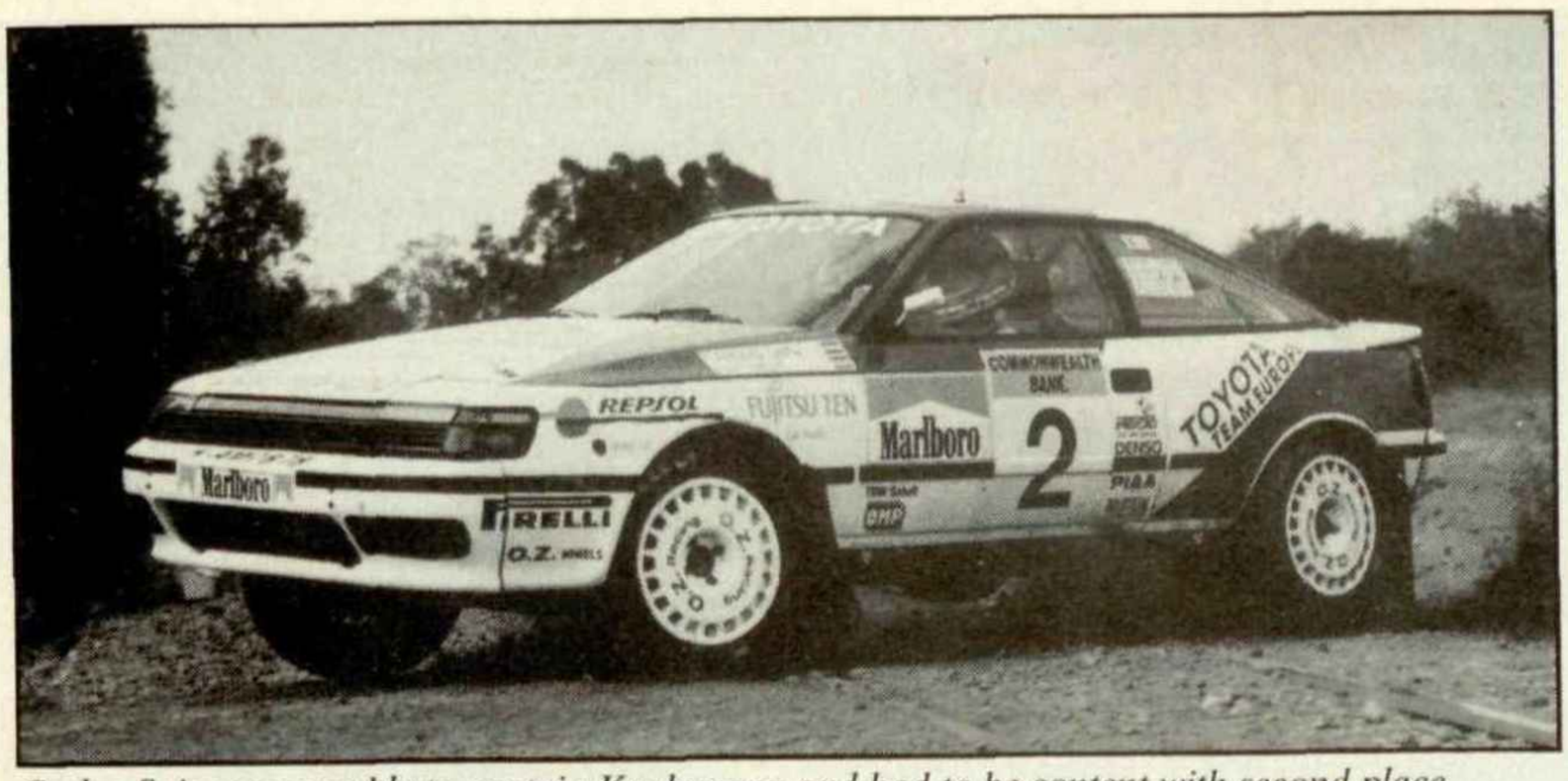
All this is what can, and has, happened when one team stands out ahead of all others. The moment that well matched rivals for championship victory emerge, the situation changes. And that is just what happened this year in Australia.

Had Lancia still been cock-of-the-walk, who knows what kind of entry list Western Australia's Commonwealth Bank Rally would have amassed? But the Italian team is no longer in that position, and what did turn up in Western Australia was as impressive an array of professionals as has been seen anywhere, although the overall number was just 62, less than one third of the total gathered by Finlands's 1000 Lakes Rally in August.

Such a direct comparison would be unfair unless we went further by emphasising the obvious; that Australia's rallying population is scattered over a huge area, whilst Finland's and its neighbouring countries' are not; that Australia is more than 22 times bigger than Finland, its population only some 2.75 times greater. On the practical side, consider a Brisbane driver who wants to tackle his own country's World Championship qualifier. He would be faced with a round-trip journey which is the equivalent of driving from London to Monte Carlo and back no less than three times, and then nipping across to, say, Prague or Berlin for good measure!

As it happened, the organisers and everyone else concerned with the Australian Rally could have been nothing short of delighted with the turn-out, of both visitors and Australian drivers. Toyota, Lancia, Mitsubishi, Mazda, Subaru, Volkswagen and GM were all there, as were the various Group N contenders from around the world, including Renault, and both lady crews in contention for the Ladies Trophy of the World Championship.

Having Carlos Sainz in such a commanding World Championship position, and being in a good position to oust Lancia from the lead of the makes' series, Toyota naturally took the Australian event very seriously. The team sent two Celica GT4s from Cologne for Sainz/Moya and Ericsson/Billstam. Lancia, in a determined bid to keep the makes' lead, was even more serious. Not only had the Turin team embarked on a lengthy test programme in Australia, they shipped three cars for Kankkunen/Piironen, Auriol/Occelli and Fiorio/Pirollo. Using their Lancias in the search for Group N points were Recalde/Christie (Argentina) and Trelles/Muzio (Uruguay).



Carlos Sainz was unable to contain Kankunnen and had to be content with second place.

There were also three Mazdas, but from different sources. Two 323s with Japanese-built engines were sent from MRT Europe in Belgium for Ingvar and Per Carlsson and De Mevius/Hertz, whilst New Zealanders Millen/Sircombe had a car prepared in their own California workshop, with an engine from Europe. All three cars had 1.6-litre engines, but the suspension and transmission details of the Belgian and Californian cars were different.

Mitsubishi sent only one car from Ralliart Europe, for Eriksson/Parmander, but another was entered locally for Australians Dunkerton/McKimmie. In addition, there were three Group N VR-4s entered privately and driven by Ordynski/Brown (Australia), Inoue/Hayashi (Japan) and Mäkinen/Harjanne (Finland).

Volkswagen decided to send one Golf Rallye to Australia, for Weber/Feltz, whilst another solitary entry was that of a Subaru Legacy for New Zealanders Bourne/Freeth. It was not from Prodrive in England, but a car rebuilt in New Zealand from the one which Kirkland had driven there two months before.

The GM entry was that of a Vauxhall Astra for Louise Aitken-Walker and Christina Thorner, the pair who have been indulging in an on-off but very close fight with Paola de Martini and Umberta Gibellini for the WRC Ladies Trophy this year. Both crews were there in Australia, the Italian crew driving their usual Audi 90 quattro.

Before the days of the World Championship, Australia used to have a widely acclaimed event in the form of the Southern Cross Rally, right across in the East of the continent, in the forests and hills inland from Port Macquarrie, North of Sydney. But that event and this are widely different in character, the special stages in the East being similar in a way to those of Britain, but those around Perth being much looser and said to be just as slippery in the dry as in the wet.

The roads have firm foundations, but the surface layers are loose, with pebbles of various sizes mixed with the shingle. Indeed, the tyre and surface experts considered it unique, and Michelin even circulated a close-up photograph of the surface itself with the company's pre-event publicity material. It reminded us of the days when Japanese teams visiting Europe for the first time invariably took photographs of road surfaces, believing that this would be sufficient data to enable their tyre suppliers to provide them with the finest possible equipment. We will never forget the look on the face of one Japanese tyre engineer during the RAC Rally nearly twenty years ago when, on a fine, crisp, sunny, but occasionally muddy November morning, he was asked for snow tyres when there could have been no snow nearer than Mont Blanc!

Based at Perth, the 35-stage, four-day event returned to base each night, the first leg running in a loop and the others almost in herringbone pattern, with special stages going off from central main road spines which were used on both outward and return journeys.

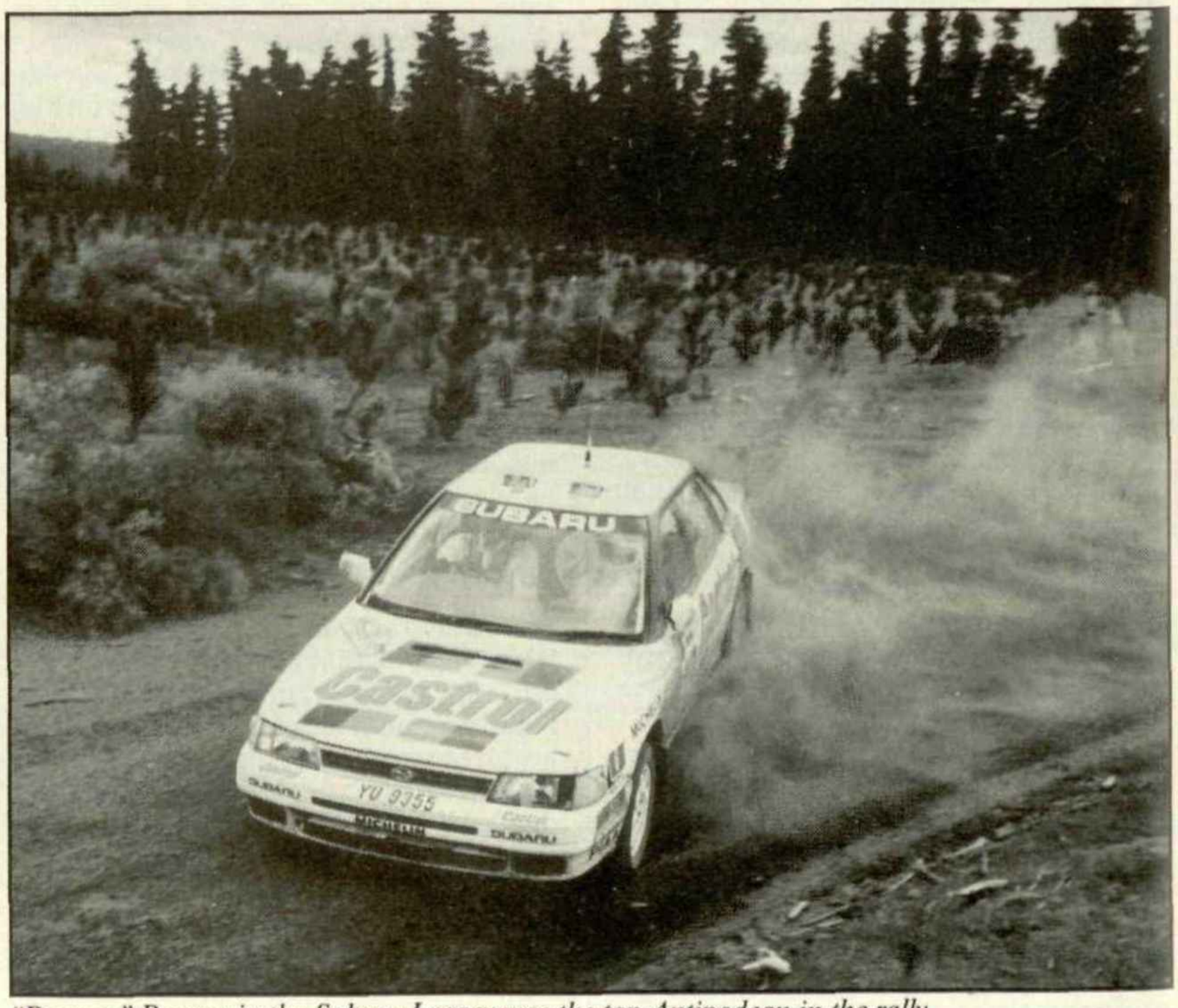
On some rallies, opening legs tend to be incident free, but it was not like that at all in Australia. All manner of things happened on the first day, even in just four stages totalling 40 miles, not the least of which was the elimination of one of the Lancias on the second special stage. Auriol rolled, being unfortunate enough to hole his radiator which caused his engine to cook by the time he had limped to the end of the stage. During practice, Auriol had succumbed to some kind of bug and, despite medication, had been feeling pretty awful when the rally started, which might have accounted for this lapse.

Ericsson also went out after the second stage, following its completion on a front tyre which had slowly deflated completely. Mechanics changed a halfshaft when a joint was seen to be leaking, but when it became necessary to change the differential as well there simply wasn't enough time and maximum lateness was overstepped.

Another to go no further than stage two was Oreille who, somewhat uncharacteristically, hit a hidden tree stump and wrecked his Renault's front right suspension and broke the halfshaft. There was no going on, and suddenly three prominent drivers were out on the same stage.

Millen's prop shaft broke on this same stage and ripped open both the floor pan and the exhaust, which meant a stop for a makeshift repair. This, plus the time lost later on the road, dropped him right to the bottom of the field, and as he did not relish going on in that position, he did not restart the next day.

Meanwhile, Kenneth Eriksson had been surprising everyone in his Mitsubishi, and finished the first leg six seconds ahead of Kankkunen and 24 ahead of Sainz who, as



"Possum" Bourne in the Subaru Legacy was the top Antipodean in the rally.

usual, had begun rather cautiously. However, Eriksson's sojourn as leader was short-lived. After a close fight with Kankkunen, his Mitsubishi's clutch failed suddenly and noisily and, here again, the available service time was not enough to have the clutch changed.

Fiorio made something of a mess of his car by going off the road, but he did manage to keep going, even to finish third, which was quite remarkable since the car ended up crabbing almost as much as a Kenyan bus and it must have been very difficult indeed to control at speed.

Up front, the fight developed, as it did in Finland, into a duel between Kankkunen and Sainz, except that on this occasion it was the Finn who kept the advantage, albeit a very small one at times. Each suffered little setbacks, Sainz a puncture and a spin which caused the engine to stall and Kankkunen a clout with a projecting branch whilst using the handbrake after overshooting a turn.

Weber was troubled by his Golf's reluctance to take hairpins cleanly and lost precious seconds several times due to this, whilst De Mevius, who was getting used to having his pace notes read in English for the first time, suffered a serious power loss. A turbocharger change failed to restore it, and it was later found that the quick replacement of a sensor cured the trouble. In such cases of doubt, a good maxim is to go for the simplest things first! Team-mate Carlsson also lost time due to nothing more complicated than a turbocharger pipe coming off.

Both the South American Lancia drivers had experienced trouble, Trelles a puncture and Recalde a bent wishbone, and Mäkinen had taken the lead in the Group N category. Among the Antipodeans, Bourne (Subaru) and Dunkerton (Mitsubishi) were closely matched, although the former lost a small advantage when a differential blew.

The ladies were also battling away, but the Scots girl moved ahead when De Martini broke a half shaft against a log and lost much time. However, she begen reducing the deficit until a serious misfire set in and her Audi's engine finally gave up. This allowed Aitken-Walker to score more championship points by finishing in the first twenty overall.

Weber, after having bent a steering arm, had his engine die on him right at the start line of a special stage. A push was required, but the engine would not start until mechanics had run in complete with new battery and alternator. The efforts were in vain, for the German was later disqualified for failing to start a stage under the car's own power.

In the final leg, after stirring battles between Kankkunen and Sainz, the Toyota management finally decided that continued attempts to pass Kankkunen posed too many risks. It was better to make sure of second place than risk everything on the slim chance that Kankkunen could be overtaken. Thus the two held station during the final day, although Kankkunen's rally all but came to an end due to a brush with a kangaroo. The animal dashed into the road right into the side of the Toyota. Had it been a split second sooner, the Lancia would have hit it head on and would doubtless have been put out of the rally. However much one indulges in sophisticated development and preparation, the unexpected can always happen. "The best laid plans . . . ."

The duel between Bourne and Dunkerton seemed to have been resolved in favour of Dunkerton, and Bourne resigned himself to fifth place. However, just five stages from the end Dunkerton hit a tree stump and rolled out of the rally. Dunkerton himself was unhurt, but co-driver McKimmie was thought to have damaged a few lower vertebrae and was taken to hospital for a check.

Mäkinen took the Group N category comfortably, seventh overall, but by finishing one place behind him Trelles scored enough points to take over the championship category lead from Oreille.

Sainz still holds a comfortable lead in the World Championship, and, although theoretically just possible, it will be very surprising indeed if Kankkunen manages to wrest it from him. Among the makes, Lancia's position is now stronger, but again it is not yet finally settled. Two events remain for the makes series, the Sanremo Rally and the RAC, whilst for the drivers there are those two plus the Ivory Coast Rally, although who will be going there in late October is still not clear. GP

Rally Australia, September 20-24

Round 8 World Championship for Makes,
Round 9 World Championship for Drivers

1st	Jahu Kankkunen/Juhan Piironen (Lancia Delta Integrale)	5h 43m 48s
2nd	Carlos Sainz/Luis Moya (Toyota Celica GT-Four)	5h 45m 28s
3rd	Alex Fiorio/Luigi Pirollo (Lancia Delta Integrale)	5h 49m 28s
4th	"Possum" Bourne/Rodger Freeth (Subaru Legacy RS)	5h 57m 45s
5th	Ingvar Carlsson/Per Karlsson (Mazda 323 4WD)	6h 00m 49s
6th	Grégoire de Mevius/Arne Hertz (Mazda 323 4WD)	6h 04m 57s
7th	Tommi Mäkinen/Seppo Harjanne (Mitsubishi Galant VR-4)	6h 09m 44s
8th	Gustavo Trelles/Daniel Muzio (Lancia Delta Integrale)	6h 14m 26s
9th	Kiyoshi Inoue/Satoshi Hayashi (Mitsubishi Galant VR-4)	6h 20m 00s
10th	Ed Ordynski/Jeremy Browne (Mitsubishi Galant VR-4)	6h 20m 31s

67 entrants/38 finishers

World Championship for Drivers

1. Sainz 130; 2. Kankkunen 70; 3. Auriol 67; 4. Biasion 64; 5. Ericsson 26.

World Championship for Manufacturers

1. Lancia 134; 2. Toyota 128; 3. Subaru 43; 4. Mitsubishi 39; 4. Mazda 30; 5= Audi and Renault 24.

Next event: Sanremo Rally, October 14-21

Home Win in Cyprus

Much of what we said about entries in Australia's Commonwealth Bank Rally also applies to the Rothmans Cyprus Rally. This late September round of the European Rally Championship, even at the highest coefficient of 20, rarely attracts more than a handful of contenders for the title simply because the series is usually settled before the event takes place. This is a great shame in a way, although due to its complex make-up the series has never attracted many serious title-chasers since the coefficient system began and the number of qualifying events increased to its present massive total of 47.

Before the days of the International Championship, leading to the World Championship, the European series was the only one at which a determined competitor could aim his sights, and there were some really close finishes. But those days are gone, and what is now the ERC is such a complex affair that it needs a clever strategist to determine which events to tackle and which to miss. There have been times when drivers who had no real intention of going for the title have found themselves, some months into the year, in a position to take it, almost by chance, and it is invariably settled long before all the rounds have taken place.

In reality, the lower coefficients of the series are conferred upon events merely as a token, crumbs tossed by FISA to those who do not merit loaves, and only the eleven coefficient 20 events have any real bearing on the series as a whole.

This year, after Robert Droogmans settled the title, he decided not to contest the Cyprus Rally, and of course none of his rivals were there either, at least not with championship points in mind.

When it began some twenty years ago, the Cyprus Rally was modelled as a kind of hybrid of the RAC Rally and the Acropolis; using the special stage, penalty and marshalling systems of the former, along a route which was as rough, dusty and as tightly timed as the latter.

The event is run now largely as it was then, although road timing has been slackened to some extent. This should make it more attractive to privateers, and we often wonder where that yearning for adventure-tinged rallying, that led private



Dimi Mavropoulos finally won the Cyprus Rally on his 16th attempt.

crews, especially the British, to the most unlikely events, has gone.

The rough roads do put some people off, of course, although that is all part of the character of the rally, and it's the same for everyone. The thing to remember is that you don't really want a highly sophisticated, costly but temperamental car for an event such as this. Speeds are much lower in Cyprus than they are elsewhere, and sheer performance is not as important as strength and reliability. As an example, the winner's average speed over all the special stages this year was just 35.6 mph, whereas at the other end of the scale in Finland it was over 70 mph!

Based at Nicosia, the rally has four legs but they are not related to days because the whole thing is packed in from 2.30 pm on Friday to 3.30 pm on Sunday. The first stop, at Paphos, is for 5h 37m at night, the second, at Nicosia, for 6h 46m by day, and the fourth, also at Nicosia, for 13h 14m at night.

The route runs firstly westward through the high central mountains to Paphos on the south-west coast, then returns, again through the mountains but with some coastal stages thrown in. The third and fourth legs are in the region formed by a triangle drawn to connect Nicosia, Larnaca and Limassol.

Among the visitors this year was to have been Saeed al Hajri from Qatar, but the Gulf situation left his parts and equipment stranded in several places and his Sierra Cosworth had to be withdrawn.

However, the RAC of Jordan did enter two of the six Fiesta XR2s bought from Ford for use by promising Jordanian drivers. They were driven by Bustami and Abu Samra. Alas, neither finished.

Harald Demuth came from Germany with a Mitsubishi VR-4 entered by the German importers with support from Sachs, whilst from Sweden came former Saab works driver Ola Strömberg with a Group N Sierra Cosworth. Strömberg has a car preparation company in Sweden, and he looks after the similar car of Lebanese driver "Bagheera" whom we were delighted to discover was none other than Maurice Sehnaoui who became friendly with many of the British and other privateers who used to tackle Lebanon's Rally of the Cedars years ago.

From Greece came the very promising Group N driver Manolis Panagiotopoulos in a Toyota Celica GT, whilst the only privateers from Britain were former Cyprus-based servicemen Mark Burnage and Colin Hubbard in a Subaru. Another British pair, Andy Bolton and Mark Thake serving with the army in Cyprus, drove a Lada Samara and, by dint of backing from the local importers, found themselves in the same team as two similar cars from the Soviet Union driven by Artemenko and Alyasov. They remarked that it was very strange indeed to find themselves being serviced by Russian mechanics!

Among the Cypriot drivers, the two who were certain to have the closest fight were Dimi Mavropoulos from London in his Audi Coupé quattro and Vahan Terzian from Nicosia in a Honda Civic. Terzian is a former winner of the rally, but Mavropoulos, although he has several times been Cyprus Champion, has never won the Cyprus Rally. This year he won all previous rounds of the series and was determined to round off the season with the victory which had so far eluded him.

In the early sections some problems were caused when novice marshals misinterpreted the timing system, but it all seemed to be resolved later. Demuth and Strömberg each led briefly, but these two visitors each had a very short rally indeed.

Demuth first broke a shock absorber which led to total suspension failure and a time loss which dropped him to 28th place. He slowly recovered, but on the way back to Nicosia he broke a halfshaft and holed his gearbox. There was no question of there being enough time to have it changed, and the German crew was out.

Demuth's first problem gave the lead to Strömberg, but he lost time having a change of halfshafts and dropped several places. On the return journey, he became very concerned when his gearbox temperature went up beyond the gauge end stop, but he needn't have worried, at least not on that point. He hit a tree with a front corner, causing considerable damage, and whilst going slowly to the end of the stage the wheel came off completely. There was no time for repair, and he too was out.

Meanwhile, Mavropoulos had inherited the lead, and kept it despite a badly cracked rear sub-frame which had to receive much welding attention, even back at Nicosia, before it was pronounced fully fit again.

Terzian was by no means letting Mavropoulos run away with things, and the way in which he drove that amazingly sturdy and agile car, with just a 1590cc engine, was quite incredible. Something for Honda UK to have a look at, perhaps!

Another surprising performance came from the Russian driver Alexander Artemenko who got his Lada up to third place. An incident at the start of one stage, when Artemenko failed to leave the line as the signal was given, led to a protest from Lancia driver Tsouloftas, who was fourth, that the car had been serviced in a control area. But, after hearing what officials on the spot had to say, the stewards rejected the protest but endorsed a penalty of two minutes for failing to start the stage within 20 seconds of being given the start signal. A further penalty of one minute for making a false start was removed.

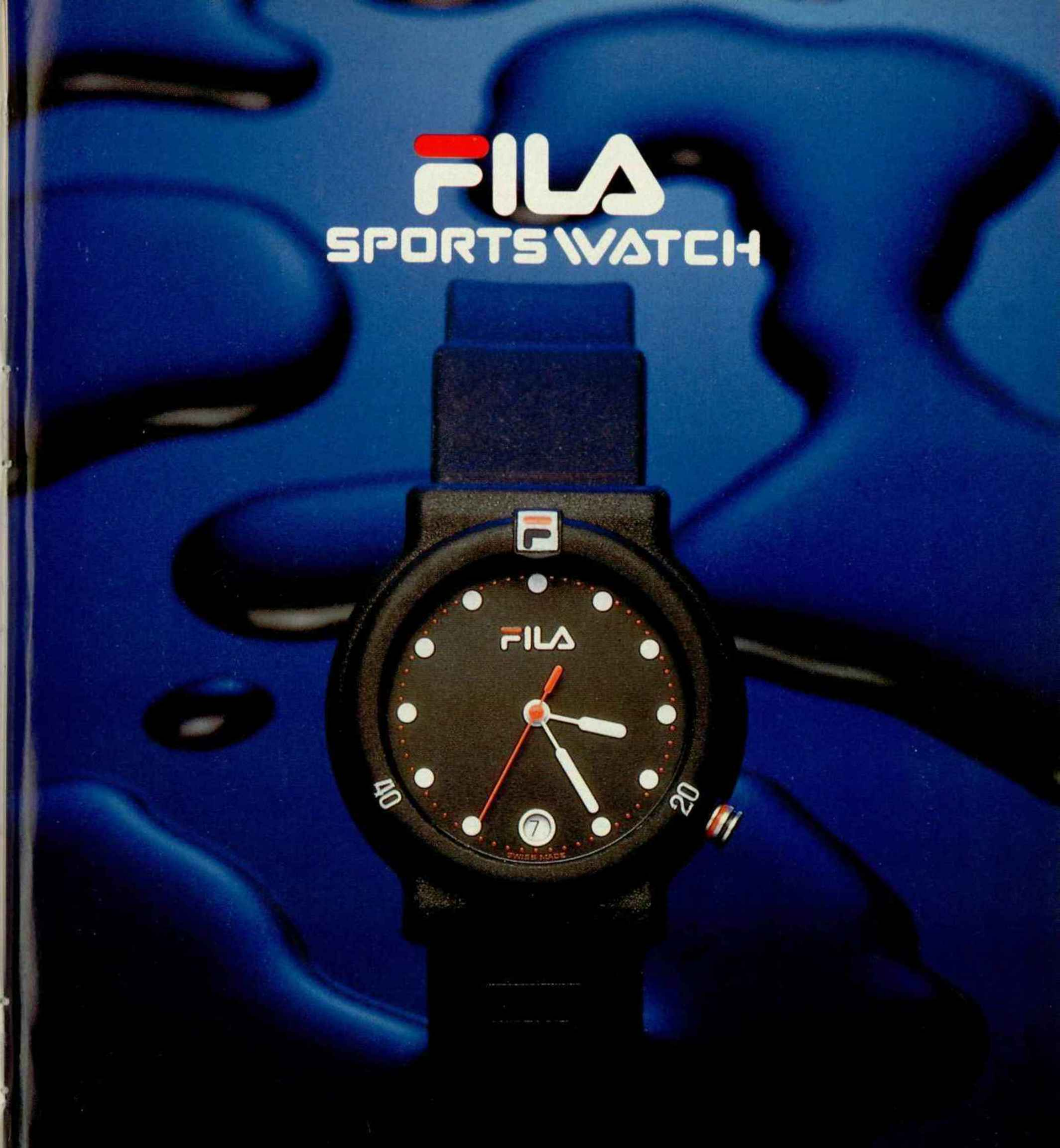
On the last day, which he began with a two minute lead over Terzian, Mavropoulos appeared confident. No less so was Terzian, but the latter had already decided that it was going to be impossible to catch the Audi. However, it all became very tense just before the Limassol service stop when the Audi's alternator stopped charging. It was a very close thing indeed, and work was continued at the roadside even after the car had left the service area for the 10.5 mile drive to the next stage. Twenty minutes were allowed, and seven of those were taken up in restoring the car after the alternator change, but they made it just in time.

That's how it finished, but the ensuing discussions went on until the early hours of Monday morning, partly over Tsouloftas' protest and partly over a report from the FISA technical delegate that an engine support bar on Mavropoulos' car was a Group B part not ratified for Group A cars. Eventually it was resolved, after papers were produced, that the part was not illegal. In any event, the stewards took the view that its presence did nothing to enhance the performance of the car, nor indeed to strengthen it, and Mavropoulos finally went to bed happy.

Our opinion of this event has remained unchanged throughout its 20 years. It is a splendid rally which has as tough a route as you will find anywhere, and it takes place in a friendly island where the hospitality really has to be experienced to be believed. The mountain villagers are as helpful as the organisers, and he would be a rare man indeed who would leave Cyprus without a determination to return. But remember; you do need a strong car! GP

Cyprus Rally, September 28-30

1st	Dimi Mavropoulas/Nicos Antoniades (Audi Coupé quattro)	6h 36m 55s
2nd	Vahan Terzian/George Sergides (Honda Civic)	6h 39m 52s
3rd	Alexander Artemenko/Victor Timkovshi (Lada Samara)	6h 58m 53s



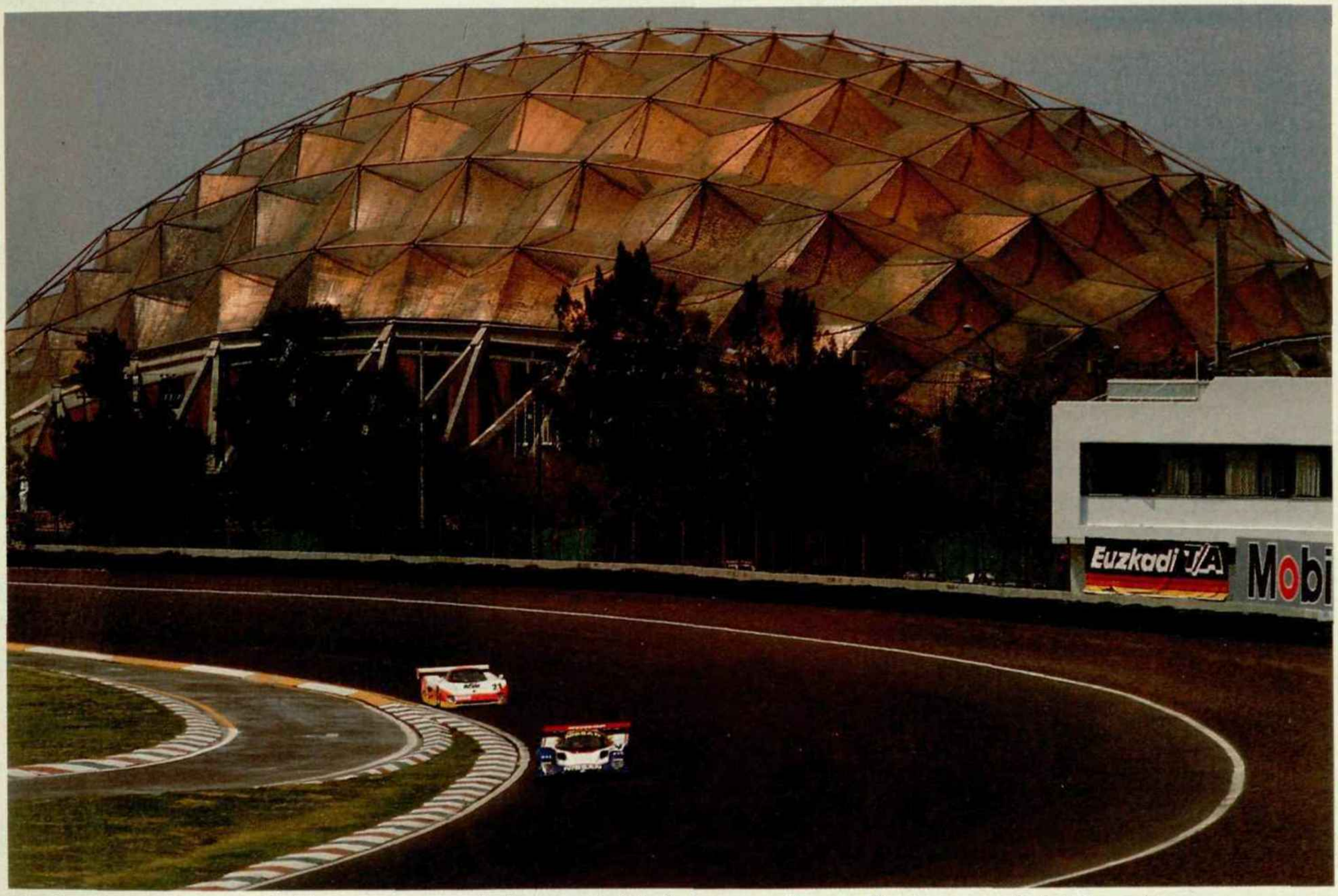
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The Autodromo Hermanos Rodriguez was stage to the last round of the fuel consumption era. Few tears were shed at its passing.

The Last Post

The fuel consumption era was ushered out in the rarified atmosphere of the Autodromo Hermanos Rodriguez on October 7, but gave one last dying kick as the winning Mercedes driven by World Champions Jean-Louis Schlesser and Mauro Baldi got disqualified for being overfuelled, by one tenth of a litre. The fact that 25 litres were drained from the tank afterwards made no impression on the stewards, whose job was simply to see that the correct amount went in to the tank.

Jochen Mass and Michael Schumacher, who inherited the victory, were the moral winners anyway since their Mercedes had been quicker all weekend; only a wrong decision by Mass to complete another lap on slicks, when a rainstorm swept the track, lost them the lead in the last half hour of the race. Second, in the final classification, was the Nissan R90C of Julian Bailey and Mark Blundell, and third the Silk Cut Jaguar of Andy Wallace and Davy Jones.

Pole winner Martin Brundle, in his last race for Jaguar for the time being, fought an inspiring battle with the Mercedes in the first hour but had to give up when a dud alternator defeated the XJR-11's engine.

If Pedro and Riccardo were up there, looking down on the event, one can imagine their reaction to the petty adjudication going on in the steward's office after the event. They were real racers, as indeed are today's professionals, and the many and various farces brought about by the 'economy' formula — if that's what you call an equation which demands 4.5 mpg from the Group C cars — would have held no interest for them.

May the present Group C Rest In Peace. Any teams unfortunate enough to need to run turbocharged cars next year, Nissan and Toyota perhaps, will be increasingly frustrated by the weight penalty and the slow refuelling procedure. The 'unlimited' cars (which could include the 7-litre Jaguar XJR-12 at Le Mans) will need to weigh at least 1000kg at scrutineering, to refuel at 1 litre per second, and to use commercial grade fuel supplied by the organisers. The 3½-litre sports cars will weigh a minimum of 750 kg, and will benefit from gravity fuelling and special (but not exotic) fuel at around 102 octane.

With the advantage of perhaps 100 horsepower, the 'unlimited' teams might have a theoretical advantage only at Le Mans and in Mexico City, unless FISA raises the weight handicap still further.

Effectively, if not in fact, Mexico was the last race in which turbo teams could enjoy their advantage, and even an exceptional effort by Keke Rosberg couldn't produce anything better than 11th place on the grid, his Peugeot 905 down to an estimated 440 bhp on account of the 7200 feet altitude and restricted to a speed of 156 mph across the start-finish line. By contrast, the Mercedes were both timed at 182 mph and a Nissan at 181 mph, and they were just changing into fifth at the time!

The two Peugeots (the race car and the first-built T-car) had been air freighted back to Velizy after Montreal for special preparation. As well as tuning the V10 engines for the altitude, chief engineer Andre de Cortanze — the man who drove an Alpine-Renault to eighth place at Le Mans in 1968 — had instituted changes inside the six-speed gearbox to make for easier changing, and fitted new fuel pumps off the shelf, from the old Paris-Dakar 'Raid' cars.

The team was well-rewarded with a total of 171 laps in qualifying, almost free of difficulties, and a race that was mechanically sound, although time was lost at each pit stop with restarting problems. During qualifying a powerful offboard starter motor is used, complete with a long T-bar for the mechanic to hang on to, but the rules don't allow that in the race.

The procedure is to start the car with the external motor, cut the ignition then res-

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tart on the button, something the V10 isn't very good at. But that's exactly why Peugeot has taken part in the last two races, to get miles on the car and to give the entire crew good race experience, and all these problems will surely be solved before next season gets under way.

Martin Brundle's class, as a driver, earned him and Silk Cut Jaguar the pole position in Mexico, when a huge effort on Saturday afternoon put him in the lead at 1 min 20.626 sec. That was 1.9 sec quicker than Mauro Baldi's pole time last year, in the Sauber Mercedes C9, and this time Baldi wasn't able to respond.

The C11, twice as stiff in the chassis, was bouncing around like a drum on the rippled, earthquake affected surface, and at 1 min 21.124 sec the Italian called it a day. "Eet's getting dangerous," he conceded, although Jochen Mass' car was for some reason set up better, and the German went onto the front row with a time of 1 min 20.923 sec.

Just how good was the number 2 Mercedes was shown when Schumacher, the 21 year old 'apprentice', lapped at 1 min 21.9 sec on race tyres, and with normal boost. In the race, Schumacher would set a new Group C record at 1 min 23.25 sec, nearly two seconds faster than the existing record.

Since Le Mans the cautious Japanese manufacturers, Nissan and Toyota, have allowed their World Championship teams a little more boost for qualifying, and this had certainly livened things up a bit and made them look more respectable. Geoff Lees, the last man to deprive Mercedes of their customary pole position at Suzuka back in April, was fourth on the grid in his Toyota, and the two Nissans qualified fifth and seventh, sandwiching the Andy Wallace/ Davy Jones Jaguar XJR-11.



Despite being disqualified for having 1/10th of a litre too much fuel, Schlesser and Baldi clinched the World Championship.

Then on what may well be their last World Championship appearance, the two Joest Racing Porsches qualified safely in eighth and ninth places. The first nine cars were all quicker than last year's pole position, which shows that development didn't stop altogether in the last year of the formula.

The best showing undoubtedly came from the Tom Walkinshaw directed Silk Cut team, since it was the first time Jaguar had run a turbo in Mexico. Last year they dusted off a pair of V12s, which showed just how desperately they needed to get on with V6 turbo development during the winter months. Walter Brun, whose team was decimated in Montreal a fortnight before, has set a team of lawyers to work on a Cda$3 million lawsuit taking into account one singed driver, one crashed and burned out Porsche 962C, another damaged 962C which was repaired in the meantime, and the cost of flying another to Mexico. Compounding his misfortunes, Bernard Santal damaged the nose of the replacement car on Saturday morning, and removed the left side almost entirely in a crash in the Sunday morning warm up. Neither of the Brun Porsches that started the race got much beyond the halfway mark, either.



Brundle put in an almighty effort to fend off the Mercedes in the early laps, but a 360° spin put him out of the running.

Jaguar leads!

The first hour of the race provided the spectacle we'd been waiting for all season, though the Montreal round had given a pointer to current form. Knowing all about the prodigious torque of the Mercedes alongside him, Brundle floored his Jaguar's throttle coming out of the Peralta turn and was travelling at pretty well full speed when the starting light turned green, leaving Mass well behind. Jaguar's experience of IMSA racing, mainly on bumpy streets, was undoubtedly paying dividends in the last couple of World Championship races and for six happy laps Brundle kept his Silk Cut XJR in the lead. Mass trying all ways to pass, and time after time Brundle veered to the right towards the end of the main straight; if the Mercedes driver wanted to pass, he'd have to do so on the wrong side. At last, Mass found enough momentum to get past before the end of the straight early in the seventh lap, by which time Baldi had caught up after a poor start. He couldn't get by, though, but enjoyed a mighty scrap with the Jaguar driver, a battle that real professionals can engage in without having each other off the road.

Eventually Baldi did get a nose ahead, only for the future Brabham driver to come back at him, but moments later the Jaguar got into an enormous 360 degree spin. Recovering from that Brundle went straight to the pits with blistered tyres and returned to the track in the shadow of team-mate Wallace, but a lap down.

The difference between the two cars was marked, because Brundle overtook his team-mate and, even with a full tank, drove away. Wallace and Jones had never been happy with their XJR's balance, especially after a front wheel fell off during Saturday's practice, and only ever looked able to pick up a few points. To the dismay of the whole team, Brundle's engine started to misfire, and the popping and banging got progressively worse. Two battery changes later co-driver Jan Lammers had to retire the car with a broken alternator.

A very determined drive by Baldi got him within a second of Mass when the pit stops were due, but now the presence of Julian Bailey, in the Nissan, was keeping them awake. Thanks to an early (and therefore, shorter) pit stop Mark Blundell was well placed to seize the lead on the 40th lap when Mass stopped, keeping ahead until lap 46 by which time his mirrors were full of silver images. If he'd had time to study them, the Londoner might have recognised Schumacher and Schlesser as the drivers.

Schlesser had a problem which prevented him from pursuing his young team-mate into the lead, as the Mercedes was vibrating badly at the front. "I thought a wheel was falling off," said the Frenchman, who considered stopping to have the car checked.

Earlier Baldi had experienced the vibration, though not so badly, and the team had expected this to be due to an imbalanced tyre, or wheel. It was, in fact, a damaged front splitter which caused the nose panel to move about, more so at high speed, but even at the second stop the cause wasn't established.

With some reason, Schumacher was able to consolidate his lead, from seven seconds at the 50 lap mark to 17.7 seconds at 70 laps. A rather tardy stop for number 1, while the technicians looked for the problem, put Baldi 42 seconds behind when he was back up to speed again, and he was still losing half a second per lap to Mass. So far as Peter Sauber's team was concerned the contest was as good as finished.

Darkening skies, and a brief but heavy rainstorm, changed the whole race. Mass, 48 seconds in the lead, hesitated in the Peralta turn and decided to go round again on slicks. "I knew, I just knew, I had made a mistake as soon as I went past the pit-lane," said the mortified German later.

Cameras around the track picked up Mass' Mercedes floundering on a road that was soon awash, seemingly going at half speed. Baldi benefitted from being half a lap behind and went straight in for rain tyres, emerging with a lead of 38 seconds. It really was his lucky day, so far, because although Mass drove his heart out over the last dozen laps there was no chance that he'd get back on terms.

That storm had Bailey and Brancatelli spinning their Nissans, Wallace his Jaguar and Fabre his Cougar, but fortunately none came to any harm. At the finish Baldi had a lead of 21 seconds over Mass, and challengers Nissan and Jaguar had gone two laps behind.

Half an hour later came the Last Post, the requiem for fuel consumption racing as the stewards announced that the Schlesser/Baldi car would be excluded for taking a cupful too much fuel on board. The error was made by the most senior member of the team, Peter Sauber himself being one tenth of a second too late in moving the 'off' handle, and if that's what sports car racing is all about, most of us wouldn't want to give it the time of day.

It remained a mystery why Sauber's team should want to claim every last drop of fuel, since the reduction in power meant that nobody could use the entire allocation anyway. Most teams under-fuelled by a litre or two at the last stop just to be on the safe side, but memories of Schlesser's retirement last year, at Spa, must still be sharp in Sauber's mind.

Despite the disqualification, the year ended well for Mercedes with their customary victory, and their sixth 'on the road' 1-2 result. Nissan were deservedly third on the road, Jaguar fourth, and promotion in the classification was a bonus. Up, too, went the Joest Porsches to fifth and sixth, behind the Acheson/Brancatelli Nissan which had recovered well from a delayed start. Hans Stuck, a welcome returnee, and Jonathan Palmer overcame an understeer problem to claim fifth place, ahead of Bob Wollek and Frank Jelinski who'd had to cope with a turbo over-boosting, and overheating.

The fuel consumption formula has produced some good races, notably in 1986 when the World Championship was keenly contested by the Brun and Silk Cut Jaguar teams, and in 1988 when Sauber Mercedes tried to wrest the advantage from Jaguar. In other years, though, a certain dominance was exercised by three of the most esteemed car manufacturers in the world, first by Rothmans Porsche, then by Silk Cut Jaguar, and finally by Sauber Mercedes.

In theory the new World Sportscar Championship should provide better racing, foot-to-the-floor stuff from start to finish, and all the manufacturers involved will hope fervently that the crowds return in large numbers. There was a sort of a crowd in Mexico, unofficially put at 40,000, but sports car racing needs more. The next two seasons will be very critical for the formula. MLC

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP
Round 9, Mexico 480 km, October 7

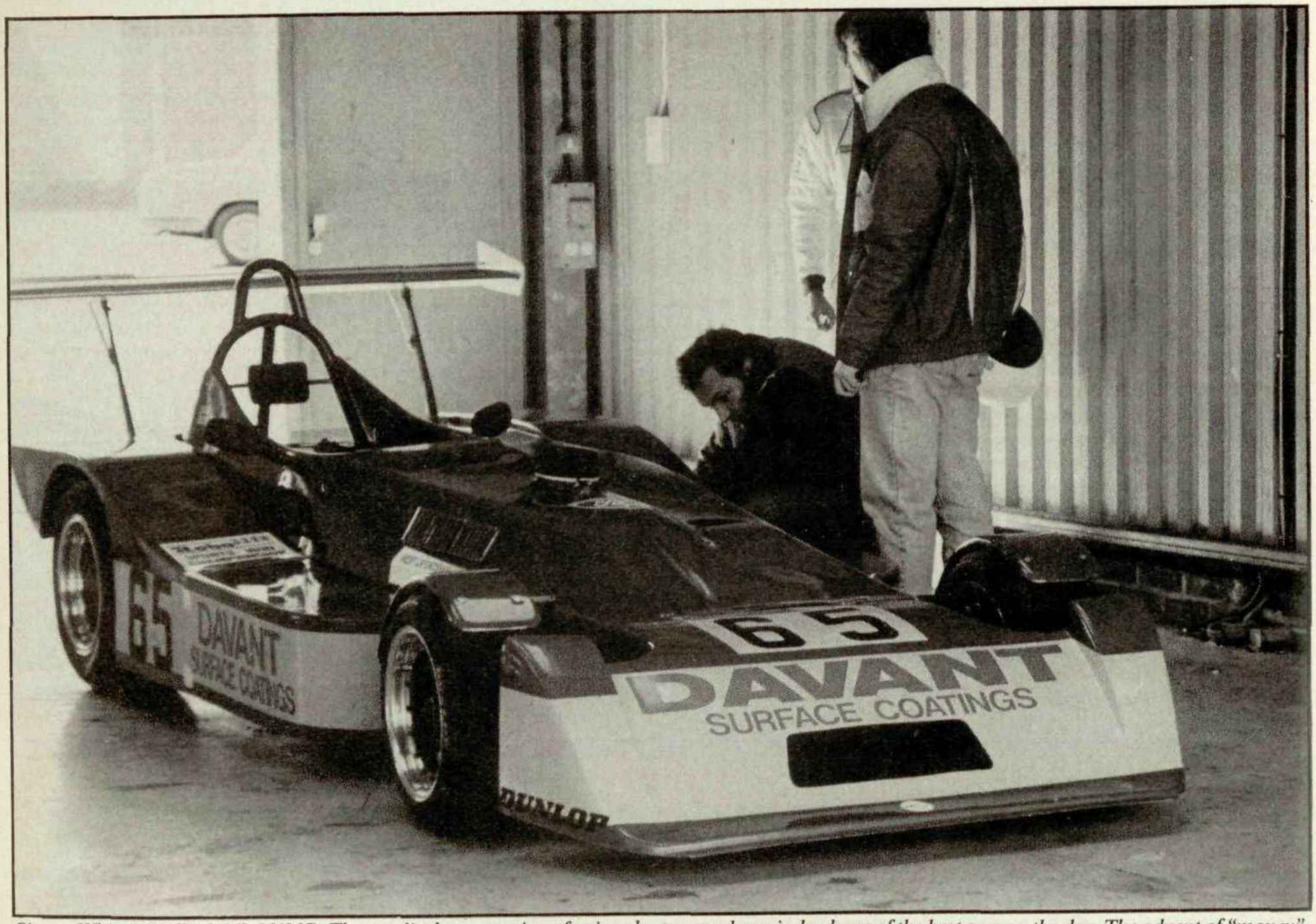
QUALIFYING TIMES

Brundle/Lammers	Jaguar	1m 20.626s
Mass/Schumacher	Mercedes	1m 20.923s
Baldi/Schlesser	Mercedes	1m 21.124s
Lees/Watson	Toyota	1m 21.661s
Bailey/Blundell	Nissan	1m 21.751s
Wallace/Jones	Jaguar	1m 22.058s
Acheson/Brancatelli	Nissan	1m 22.319s
Jelinski/Wollek	Porsche	1m 22.397s
Palmer/Stuck	Porsche	1m 22.459s
Schneider/Lopez	Porsche	1m 22.943s
Rosberg/Jabouille	Peugeot	1m 23.778s
Larrauri/Huysman	Porsche	1m 24.010s
Reuter/McCarthy	Porsche	1m 24.032s
Dumfries/Ravaglia	*Toyota*	*1m 24.306s*
Fabre/Trollé	Cougar	1m 24.412s
Pescarolo/Winter	Porsche	1m 24.511s
Brun/Pareja/Sigala/Santal	Porsche	1m 25.149s
Grohs/Altenbach	Porsche	1m 26.028s
Sigala/Santal	Porsche	1m 26.382s
Salazar/Velez	Spice	1m 26.714s
Konrad/Toivonen	Porsche	1m 26.715s
Jourdain/Jourdain	Porsche	1m 28.125s
Haussmann/Piper	Spice	1m 28.340s
Salamin/Cohen-Olivar	Porsche	1m 30.503s
Almeras/Almeras	Porsche	1m 30.580s
Hessert/Contreras	Spice	1m 31.183s
"Stingbrace"/Barberio	Spice	1m 31.612s
Francia/Migault	Alba	1m 34.962s

RACE RESULTS

1st	J. Mass/M. Schumacher	5.0t Mercedes C11	2h 47m 54.907s
2nd	J. Bailey/M. Blundell	3.5t Nissan R90C	107 laps
3rd	A. Wallace/D. Jones	3.5t Jaguar XJR-11	107 laps
4th	K. Acheson/G. Brancatelli	3.5t Nissan R90C	106 laps
5th	J. Palmer/H. Stuck	3.2t Porsche 962	106 laps
6th	B. Wollek/F. Jelinski	3.2t Porsche 962	105 laps
7th	B. Schneider/T. Lopez	3.2t Porsche 962	105 laps
8th	J. Winter/H. Pescarolo	3.0t Porsche 962	103 laps
9th	H. Grohs/O. Altenbach	3.2t Porsche 962	103 laps
10th	E. Salazar/F. Velez	3.5 Spice-Cosworth SE90C	103 laps
11th	P. Fabre/M. Trollé	3.0t Cougar C24S	102 laps
12th	F. Konrad/H. Toivonen	3.2t Porsche 962	102 laps
13th	K. Rosberg/J-P. Jabouille	3.5 Peugeot 905	101 laps
14th	*T. Hessert/E. Contreras*	*3.5 Spice SE90C*	*91 laps*
15th	B. Jourdain/M. Jourdain	3.0t Porsche 962	88 laps
16th	G. Francia/F. Migault	4.5 Alba-Buick CSA1	85 laps
R	J. Almeras/J-M. Almeras	3.0t Porsche 962	turbo
R	J. Dumfries/R. Ravagalia	3.6t Toyota 90C-V	transmission
R	O. Larrauri	3.2t Porsche 962	oil line
R	J. Pareja/W. Brun	3.0t Porsche 962	driveshaft
R	A. Salamin/M. Cohen-Olivar	3.0t Porsche 962	gearbox
R	M. Brundle/J. Lammers	3.5t Jaguar XJR-11	alternator
R	M. Reuter	3.2t Porsche 962	engine
R	C. Hausmann	3.5 Spice-Cosworth SE89C	electrics
R	G. Lees	3.6t Toyota 90C-V	oil pressure

Fastest lap: M. Schumacher, 5.0t Mercedes C11, 1m 23.250s (191.178 km/h)
Driver's Championship: 1. Schlesser and Baldi 49.5; 3. Mass 48; 4. Wallace 25; 5. Wendlinger and Schumacher 21; 7. Lammers 21; 8. Brundle 19; 9. Bailey 18; 10. Blundell 16.
Team's Championship: 1. Sauber-Mercedes 67.5; 2. Jaguar 30; 3. Nissan Motorsport 26



Simon White's Mallock Mk 20/21B. The car displays a semi-professional set-up and was indeed one of the best cars on the day. The advent of "money" into the formula would defeat the object of the exercise though.

The Clubman's Formula

"A Poor Man in Search of Motor Sport" and "A Poor Man Goes Motor Racing" (MOTOR SPORT, October 1959 and March 1961 respectively) were the two articles which leapt to mind when an invitation came into the office from Charles Cook to attend a practice session with the Clubmans Register.

Although I had attended race meetings at which these clubman's cars had participated, or to be more precise, the Sports 1600 (class B) and 2-litre class A cars, they had never really interested me enough to watch them actually race. Ungainly, front-engined single-seaters, with mudguards over the wheels, they were neither one thing nor the other. With their engine layout, I could not relate them to any form of single-seater racing, nor could I see them as sports cars, even with the cycle wings. They bore no relation to anything seen on the public road, and so, in my eyes, they tended to be regarded as unusual hybrids, front-engined cars that had long ago gone out of fashion.

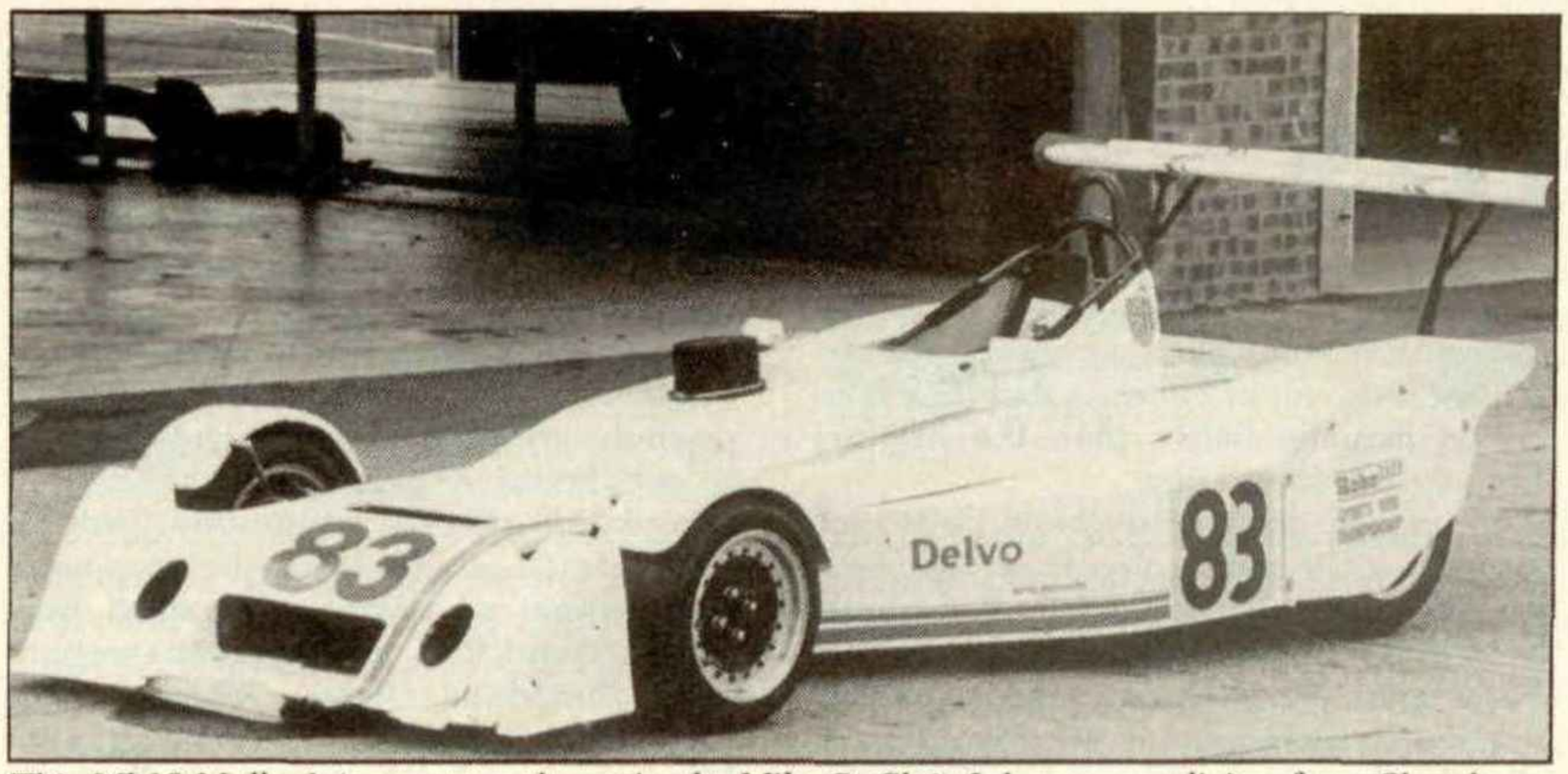
The main proponent, and indeed manufacturer, of these cars is one Arthur Mallock, a man still very much on the scene, and one who is continually working on the next model. It was his articles in MOTOR SPORT 30 years ago in which he set out his stall on behalf of the impecunious racer.

At that time, he had just left the army and was a fledgling constructor. Since his first race in 1947, through two unsuccessful years in Formula Three and periodically up to 1958, he had primarily used just one car, a supercharged, LMB-suspended Austin Seven Special, registered WJ 1515, which was mutilated and re-engined from season to season, but which was the car upon which he first offered to make replicas. "WJ 1515," stated his 1959 article, "was designed to use inexpensive and readily available components with the maximum of modifications, so that anyone wishing to take up 1172 Formula racing at low cost (about £200) with a proven design could do a lot worse than build a replica. The only difficult part is making the frame. Here the Mercury Stable comes to the rescue by offering replicas of the frame at a highly non-professional price, so that U2 can have a chassis like mine." Thus were the roots of the Mallock car, born out of the need for impecunious enthusiasts to go motor racing.

The Mallocks used in the present championship may have been constructed more recently, but there is an underlying trait in all of them which blares out "Mallock". The construction is strong and crude, the engineering basis well developed and any aerospace technology virtually absent. Today's Mallock could have been built in 1977, or indeed 1967.

There is a reassuring quality, though, about this lack of technology and the antique engineering theme, in the sense that if anything goes wrong, it can't be too expensive to rectify, while the longevity of the one hand on the tiller ensures that the cars are terribly well sorted as each succeeding model is a continuation of a theme. It is also reassuring for most competitors that Arthur and his son Richard are at hand at most meetings to sort out problems.

Sometimes wrong turnings are taken, which is why the Mark 22 is hardly seen in



This Mk18 Mallock is run on a shoestring by Mike St Clair-Johnson, a solicitor from Slough.

Clubman's racing, but in the Mark 18s, 20s and 20/21s there are some cars still competing today which have a history going back 13 years.

It is the propensity of Mallocks never dying which makes them such a popular clubman's car. They inundate hillclimbs, and they are popular in trials as well. According to Arthur Mallock, there must be at least 190 currently competing, for according to his company's own records, they have logged that number which have needed their back axles straightened. The days have long gone, though, when Arthur Mallock was helped by Colin Chapman in setting up his cars, such as the time when the Lotus founder allowed his rival to trawl Lotus Engineering for high tolerance camshafts which Chapman himself had scrounged from the local Ford agents.

The Clubmans Register is responsible for two championships, one solely for Sports 1600s alone for cars fitted with engines which comply with Formula Ford 1600 regulations, and the other for the 1600s running alongside sealed 2-litre DOHC Astra-engined cars as used in the Vauxhall-Lotus Challenge, the cars which have superseded the original class A restricted Ford engines which finally become ineligible at the end of next year.

The cars themselves are simple. The regulations demand that they be constructed from steel, aluminium or aluminium alloy, the steering wheel is in the centre and that cycle-type mudguards, separate from the bodywork, cover the front wheels. The engine, which must be mounted upright, and gearbox nestle in front of the driver between the front axle and the cockpit.

Four forward gears are the maximum allowed, quickly interchangeable ratios are outlawed and the box itself must be derived from a Ford, GM or Rover unit. Other regulated transmission items include the prohibition of limited slip and locked differentials, while Dunlop slicks are the dry weather control tyre. There is no restriction on wet weather rubber.

The only area in which the designer has a free hand is in the suspension set-up, choice of brakes and choice of wheels. Tough though the constraints are, it is done to keep the costs as low as possible while at the same time giving a free enough hand for the better prepared car to have the advantage.

If the regulations are aimed at keeping the costs down, do they succeed? Typical running costs include the £58 entry fee per race (£85 for a trade entry) £600 for a season's travel expenses, £100 for fuel and oil and £120 for replacement wheel bearings, rose joints etc. Annual expenditure would include £300 for a set of calipers, discs and pads, £340 for a set of Dunlop slicks and the same amount for a set of wets and £160 for a Mallock set-up. An engine re-build would cost £1500, but it would then last two seasons while other capital costs would include a set of secondhand wheels (£200), new nose cone and frame (£200), a Quaife gearbox (£650) and a set of differentials (£200 each). The price of the cars themselves vary according to age and model, but £6500 for a Mark 20 would seem to be the going rate which might also include a trailer. As can be seen, the annual running costs work out at around £2500 excluding the cost of the bi-annual engine build.

There is no question, though, that the cars themselves look strange, but what do they drive like? On a warm and sunny Silverstone day, the Clubman's Register had organised a number of cars to be tested. On the one hand was the "Mitchell", a car designed, built and raced by Ian Mitchell, while on the other was a well prepared Mallock Mark 20/21 owned and raced by Simon White.

It has to be said that this is motor racing at its most basic, but the alliance of slick tyres, light weight and tuned engine ensure that even the Sports 1600s are comparatively quick around the circuit, especially those where handling characteristics predominate.

All the cars were alike inasmuch that the stubby gear lever was located on the left of the cockpit, the engine revs were restricted to 6300 rpm and the view to the front was slightly restricted by the Pipercross air filter.

It took a little while at first to adjust to the cornering potential of each car. Despite the advice that Copse could be taken in fourth, I found myself dropping down to third in my first outing in Mitchell's car, and yet I could feel that it was nowhere near the limit. A second outing in a Mark 18 Mallock boosted my confidence a little more, so that by the time I tried the Mitchell again, I could quite happily take Copse in fourth.

But still my times were some seconds slower than similar cars on the track. It was the few laps in White's car, though, which brought home the pleasure of these cars. The machine itself was well set-up, no washers missing from suspension links as on another car, and it was free from vibration and weaving when braking hard. It also had an engine that was capable of being pushed a little further. Within a lap the car gave me enough information about its parameters: how far it could be driven through a corner, how late it could be braked into a corner and how far the engine could be stressed. Despite feeling comfortable in the car, I could never quite simply momentarily lift off for Copse in fourth, although I did reach the stage where I eased off rather than brake. For the rest of Silverstone's national circuit, it was third at Becketts, reach maximum permitted revs in fourth down the club straight before braking hard and taking Brooklands and the complex in third, and then up to fourth again at the clip point at Woodcote. It was really quite easy, although I could never break the 1 min 19 secs barrier which a couple of colleagues achieved. The car remained neutral all the way round, the tendency for understeer easily averted by lifting off, but being the short wheelbase car it is, it's the tail which actually whips out of line once the adhesion is lost. The cars are reportedly a handful in the wet.

The day had been an eye-opener since it illustrated that these funny, squat little cars were actually fun to play in, belying their simplistic and basic appearance.

An Ayrton Senna or an Alain Prost is unlikely to appear from its ranks, but it fulfills many an aspiration by simply being a low cost formula.

MOTOR SPORT would like to extend its thanks to the Clubman's Register and to Charles Cook, the organiser, and to those clubmen who turned up and allowed a stranger to drive their cars. Further information on Sports 1600s is available from Charles Cook on 071-242 2002 WPK



Slick tyres, wings, and a mildly tuned engine ensure the performance level is adequate.

Words

Dear Reader,

I have been interested to read letters from readers deploring the wrong use of the English language, with particular reference to the word *unique*, in the September and October issues of MOTOR SPORT. I was brought up to believe that 'unique' is just that, there being no qualifications to unique. 'Most unique', 'Quite unique', 'Very unique' even 'Almost unique' are expressions that make me curl up. Having been involved with two unique racing cars over the years the situation has often arisen where I have been forced to correct someone. The most embarrassing was at a VSCC race meeting where the racing car I was messing about with was unique. It was the only one ever built and was still very much as built by the factory.

A man came to look at it and said: "This must be almost unique," to which I replied: "No," whereupon he looked at me a bit sideways and said: "But surely they only made one of these?" "You are absolutely correct, which is why it is not almost unique. It is unique". Before either of us could continue the conversation his wife, who was standing by him, said: "There you are, I keep telling you, unique is unique, there are no degrees of being unique." While I got on with my fettling they wandered away having a good old family argument between themselves and I wished I hadn't said anything, for I think I spoiled his day.

Then there were the people who opened a conversation with "This car must be unique," and when I asked "Why?" they replied, "Well, it is the only one the factory made," obviously being quite knowledgeable about the car, but my answer had to be: "There is no question of this car must-be-unique, it is unique and there needn't be any qualifications about it." Mind you, my fetish about the word unique is not the best way of making friends and influencing people, though I am sure that VSCC member's wife would have been my friend for life.

I find words are really quite simple and straightforward things to use, though some people go out of their way to complicate things. If I look at a 250F Maserati that is looking like a 1957 Grand Prix car and I know it was not built in the Modena factory, then, in my simple language, it is a fake. The same goes for any other make of car or motorcycle. The motor trade is notorious for thinking up words other than fake to try and present an air of respectability and honesty, while the Auction House catalogue writers deserve medals for their use of anything but the simple straightforward word. Every month in our advertising pages there are fake cars for sale described in glowing terms of how accurate a copy it is of a well-known historic car, some even suggesting with an almost naive air of honesty, that their fake car is actually better than the original because it is brand new.

I suppose most of us have particular words that either give pleasure or to which we object strongly, especially if we have been in the "word game" for a long while. More years ago than I care to remember the word entrepreneur was used in a slightly derogatory manner to describe someone who was involved in some sort of dodgy business. Nowadays it is used to describe someone who is a successful and smart business man, but I find it hard not to remember my early use of the word.

"The motor trade is notorious for thinking up words other than *fake* to try and present an air of respectability and honesty. . ."

Sometimes I wonder if the meaning has actually changed! The mother of a very old friend of mine had a thing about abbreviations, and if either of us abbreviated a word we would get a severe reprimand and the correct full length word would be pronounced impeccably. Afterwards my friend would confide in me that his family motto was *Abbrevs Avulge* and explain away his mother's fetish about abbreviations. He was the man who would say in all seriousness: "It's unlucky to be superstitious."

The actual spelling of words is full of more pitfalls than using words, especially racing driver's names. It was years before I could spell Patrick Depaillier, Hermann Lang, or Rudolph Carracciola, and Gianclaudio Regazoni! Name titles are even worse, especially when someone gets himself knighted or changes his rank in the services. The problem about writing of the past is to decide which rank to use; the one someone had at the time you are writing about, or the one he finished up with.

Recently a famous old Sunbeam racing car was in the news and it was mentioned that it had held the Land Speed Record at one time. It was driven by the then Major Henry Segrave, but later he became Sir Henry Segrave, so which title do you use when talking about the record he broke with the old Sunbeam? Captain Archie Frazer Nash is a continual source of trouble, because in 1938 he changed his name officially from Frazer Nash to Frazer-Nash, with a hyphen. Do you backdate the hyphen to his birth or restrict it to anything about him after 1938?

Grand Prix races are another bone of contention that not enough people give enough serious thought to. The first race to use the title Grand Prix was the 1906 Grand Prix of the Automobile Club de France and there must be someone somewhere who knows exactly how many Grand Prix races have been held since that date, always assuming they can define a Grand Prix accurately. Recently there has been much talk about the forthcoming Australian Grand Prix being the 500th Grand Prix. Such a statement is so untrue that it is laughable. What is really meant is that the Australian Grand Prix of 1990 will be the 500th event to count in the FIA World Championship for Drivers which started in May 1950. But that does not make it the 500th World Championship Grand Prix, because for the first eleven years the Indianapolis 500 Mile race counted towards the FIA World Championship, and that race was always run to its own rules and not to Grand Prix rules, so it could never be considered to be a Grand Prix. To describe the Australian Grand Prix on November 4th as the 500th event in the FIA World Championship for Drivers series is fair enough, but it is nothing more than that, and even that is not really significant in the overall scene of motor racing that is soon approaching its 100th anniversary.

The first accepted motor race, as distinct from motoring competition, was the Paris to Bordeaux and back event held on June 13th 1895, which was won by Emile Levassor with a Panhard et Levassor car. In 1995 we can celebrate 100 years of motor racing, though not continuous as it officially stopped during some of the war years, and in the year 2006 we can celebrate 100 years of Grand Prix racing, with the same reservations about war years. 2006 may seem a long way off, but it is only 16 years and your small children will be clamouring to own their own motor car, if the world around them allows such a thing as private ownership by then. Sixteen years ago was 1974 when Emerson Fittipaldi was World Champion driving a McLaren and Regazzoni was his main adversary driving a Ferrari. Seems as if very little has changed over that period of time, so what chance of Ferrari supplying the car for the Champion in 2006. If the FIA Championship is your scene then it is worth recalling that a Ferrari driver was fifth in the championship in 1950, and won the Championship in 1952 and 1953. If Grand Prix racing is your scene then you will know that the name of Enzo Ferrari was not far away in 1925 and by 1929 the Scuderia Ferrari was a force to be reckoned with. Yours DSJ

Jointly organised by the Jaguar Car Club and the Jaguar Enthusiasts Club, the Jaguar Spares Day will be held at the National Agricultural Centre, Stoneleigh, Warwickshire on Sunday, October 28th. Gates open at 9.30am and admission costs £1.50 with children under 14 free.

The Jaguar Enthusiasts Club is also involved in a "Meet the Motoring Press" at 8.00pm on Thursday, November 22nd. The venue is the "Packhorse and Talbot", 145 Chiswick High Road, London W4. Further information from Keith Trotter on 081-743 3627.

The Morris Bullnose Club had a scoop story in its magazine for August/September, about a journey made in 1930 from Cape Town to Cowley, England in a 1934 Morris Oxford tourer bought for £20, and crewed by Margaret Belcher and her lady companion. The Club hoped to have the companion's daughter at a show of the lantern slides made of the epic journey, at one of their Oxford meetings. A much more recent Morris marathon is that to Russia by a member of the club, in *his* bullnose Morris.

Those who believe that historic motor industry buildings should be preserved will be distressed to learn that the great ex-Argyll factory and office buildings in Alexandria, Glasgow is now in a sorry condition. However, according to the local newspapers, it may yet be saved.

The annual turn-out of the 12/50 Alvis Register at Hartley Wintney last June had the support of 34 Alvis cars, all 12/50s or 12/60s apart from seven Silver Eagles and two 12/40s.

The Vintage SCC went to Kent for its October 16th rally which started from the Great Danes Hotel near Maidstone. 60 had entered, but a Chrysler 70, a Swift Ten, L Wickham's 12/50 Alvis, a 3-litre Bentley, a 2-litre Lagonda, an Alvis Silver Eagle and a Riley Lynx did not start and those which failed to finish were an 18/80 MG, an Alvis Speed 20 and a replica C-type MG. D March's Brescia Bugatti was penalised for riding on a trailer to the scene of operations.

Results. 1st Class Awards: J Potter (Lea-Francis), P Weston (A7), K Burnett (12/50 Alvis), R Fayter (Riley 9). 2nd Class Awards: G Toms (Fiat 505B), C Hanna (A7), G Glover (12/50 Alvis), J Creed-Miles (A7), C Newby (Alvis SE), P Riley (4¼ Bentley), R Keyworth (A7), B Ducker (Riley 9). 3rd Class Awards: C Marsh (A7), A Jones (30/98), P Longden (3-litre Bentley), A Ducker (12/60 Alvis), J Harris (Lagonda Rapide). Of course, the navigators deserve some, sometimes all, of the credit. WB

Nathan's Studio, the emporium for all things Ferrari in literature, models and gifts, is holding its fourth annual exhibition of Ferrari Art. The address is Nathan's Studio, College Farm, High Street, Pulloxhill, Beds. For further information contact Nathan Beehl on 0525 718508.

The ERA name lives on, apart from the very regular and highly successful appearances of these cars at historic car race meetings, because ERA is now a part of the Jack Knight Group of Companies, and ERA Specialist Cars has been formed to make the ERA Mini Turbo. The original ERA concern was moved from Bourne to Dunstable, Beds in 1946 but the racing project faded out and in 1953 was sold to Bristol Cars, who campaigned the successful Bristol 450 Le Mans cars, etc. The Zenith Carburettor Company then took over, and later became part of Solex, the company name changing to Engineering Research and Development — but ERA retained a motor sporting connection with the preparation of competition cars for the Rootes Group, driven by Stirling Moss and Sheila van Damm among others. Pioneering work was done on emission control etc at the former ERA works at Dunstable. Then in 1986 Fuel Tech PLC took over and the title was later changed to the Jack Knight Group PLC, now with a turnover of some £4 million and employing 55 people. WB

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Christopher Bibb dashes to a Time Control after the navigator's door has failed to open.

Smiling Eyes

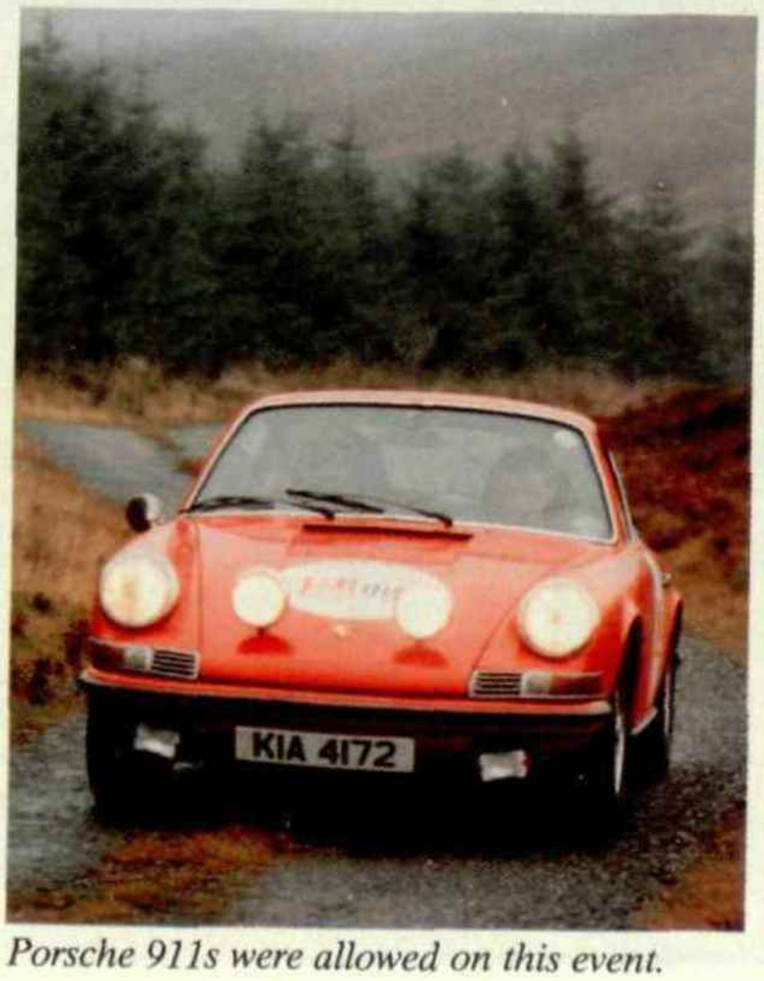
As the organisers do with the Pirelli Marathon in recreating Alpine rallying of another era, so the Ulster Automobile Club seeks to recreate the Circuit of Ireland which reached a peak of popularity in the Fifties and early Sixties.

The competition consisted of a number of disciplines including driving tests, night navigation, regularity and selectives. These combined to form a challenging event, similar in spirit to those previously dominated by the likes of Paddy Hopkirk and Ronnie Adams, but whilst retaining a competitive edge, the whole weekend was blessed by a certain easy-going magic unique to the Emerald Isle.

The Circuit of Ireland is tough, the countryside wild and the roads quite unforgiving. Competing cars take a real pounding — far more so than on either the Pirelli Marathon or Coppa D' Italia — which precludes less than business-like machinery. Agility is required for the driving tests and so the field this year was dominated by such small cars as Mini Coopers and Austin Healey Sprites, the balance made up of MGs, Triumphs and Sunbeams, the faster Jags, big Healeys and the occasional Reliant Sabre. As the organisers had set the cut-off date at 1972, it also enabled a posse of Porsche 911s and Lotus Cortinas alongside the rapid but fragile Elans. Some rarer machines included an Aurelia, a Fulvia and an Alfa Romeo Duetto.

Ron Gammons of Brown and Gammons, more often referred to as 'Uncle Ron' amongst the historic rally fraternity, has built a significant reputation for his faultless preparation of MGs. Ron and his son Malcolm are serious competitors themselves, but for the last two years have also prepared an MGB for Stirling Moss and other notables. We were driving Malcolm's car which was in pristine condition and sported several modifications to improve its chances of survival on the Circuit: the underside — the exhaust system in particular — had been skidded, a rear reversing light fitted and electric points incorporated on the dashboard for the navigator's magnifying light. However these were minor modifications to a well proven motor car — Malcolm's Stelvio ascent time on this year's Marathon was beaten only by the very fast E Type of Bobby Unser.

The car itself was easy to drive and within a quarter of an hour I was at ease with it, but this relaxed state of mind was soon to be shattered. Upon reaching Hollyhead for the ferry across the Irish Sea, we were informed that the 3am boat was fully booked with the next boat due to sail at 3pm the following afternoon. This was too late by far to be able to make the start in Newcastle, County Down. In the end our car was squeezed on board with less than six inches to spare!



Porsche 911s were allowed on this event.

Scrutineering was thorough from the safety point of view but map marking was an intense operation, made more difficult by the quaint set of 1:126,720 maps. By lunchtime most of the field had arrived and last minute preparations were underway — that is unless your name is Peter Banham. He was to be found at a nearby garage changing the clutch of a Healey 110/4, crewed by two guys from Miami. The clutch was fine, the newly lightened flywheel being the problem. A thicker clutch plate would do the trick and Don Pither, the chairman of the Historic Rally Car Register, miraculously located such in the middle of nowhere. Another helper rushed it back to Peter who had it fitted in less than half an hour. Thus, against all odds, the Healey made the start. The organisers sportingly allowed Peter time to wash and shower by re-allocating his start time. Already the spirit and camaraderie of the event was emerging.

Early starters included a 1956 Ford Prefect reputedly sporting a demon tweak and Erica Storrs in a fine 1936 Lagonda LG 45. We followed the Sunbeam Rapier of Peter and Betty-Ann Banham which flew around the first driving test, going as rapidly but with far less confidence.

I have never appreciated the finer points of this pub car park-type activity and looked upon the myriad of cones with slight disdain. The object is to complete the often long, convoluted and superimposed course against the clock. Illustrations provided as a guide were of little assistance and usually had the appearance of a plate of spaghetti. Tight manoeuvring and reversing was inevitable, yet some of the tailenders were forced to complete at least two of the first night's driving tests in fading light or darkness.

As the night approached and with three tests completed the MGB skirted the infamous Warrenpoint and headed for the South, leaving behind the beautiful but forbidding Mourne Mountains. Already it had been discovered that the large Weber carburettor and straight cut gearbox hindered progress around cones but to drop five seconds or so against smaller cars was altogether inevitable.

The hour-long break for supper misled others as it did us for it left us all quite unprepared for the frantic scramble that ensued as we began the night navigation sections. The roads were narrow throughout; very narrow, bumpy, fringed with thick hedgerows and peppered with blind crests and bends. The map sheets, four for this section alone, indicated that the countryside varied from rugged, mountainous terrain around Baileborough, to wet lowlands around Athlone. From inside the car, though, little distinct-

ion could be made — roads converged from all angles and the lack of signposts augmented navigational difficulties for co-driver Andy Beaumont.

I had thought that the high intensity bulb, fitted especially for the event, would be effective but there was a definite need for the brightest of spotlights. At the very start we 'wrong slotted' necessitating some interesting motoring. Naivety was revealed when I suggested backing off slightly, after having reached the first checkpoint, but my naviagtor insisted that the roads and maps were tight, complex and indistinct, requiring us to create a cushion in lieu of inevitable errors. This was fine by me and I began to enjoy myself, pushing the car to the limit of visibility. It was heartening to see so many cheering spectators dotted along the route. So often, just as doubts began to emerge, their existence provided confirmation that we were heading in the right direction.

In building a cushion we caught and passed several cars; occasionally we passed the same cars twice but at least we were making the checkpoints on time. The tail lights of other cars became targets to haul in and outstrip. With the exception of one lurid slide — close to the night halt and involving a degree of hedge trimming — this was fast becoming one of the most rewarding drives of my life. Whilst extricating our machine, two fellow competitors managed to make the same mistake. I sat inside waiting for the impact but thankfully both drivers missed.

By daybreak rumour buzzed that over a quarter of the field had enjoyed a similar excursion. We also discovered that only around 20 cars had avoided time penalties and that we lay in 14th position. Such news gave rise to a smile, though small and agile cars dominated. There were four Mini Coopers and 'Spridgets' in the top ten, which reduced scope for improvement. I need not have worried.

We had arrived in Athlone well after midnight having refuelled ready for the morning. We had already used our spare fuel and that from car No 44, but such thirst was judged acceptable considering the MG's exemplary performance.

The following day's weather deteriorated towards lunchtime, after which began the regularity test. An average speed of 30 mph was set which had to be maintained precisely throughout this test. All our clocks and charts were calibrated in kilometers which necessitated an overload of mental arithmetic. As if this was not enough to destroy our chances over the 90-mile test involving 16 secret checkpoints — within the first mile the Halda broke. Unfortunately, before it gave up the ghost, it coughed out some faulty readings which resulted in utter confusion. Thus, throughout the afternoon we sat behind the Mini Cooper of Palmer and Williams who guided us home with reasonable accuracy and far better than we could have achieved without instruments.



A Mini Cooper storms through a damp valley.

Much of the following morning was taken up by navigational stages. Our progress was not as effective as on the Friday night and culminated in a 9 minute delay as a result of a wrong slot. Both of us were deceived by several cameramen who, by logic, could be expected to locate themselves on a turn. Not a bit of it, the correct junction lay 200m ahead; minus five on the amusement chart.

The Cork countryside is simply splendid and on this occasion the weather was in concert. We headed through the Shehy Mountains, skirting Lough Allua before veering west towards Bantry Bay for a short lunchstop and refuel. The roads were bumpier than ever and in order to make times the poor MG bottomed and scraped her way along. In this area, roads often consist of two parallel metalled strips divided by vegetation. Looking out for junctions becomes something of a lottery, since private roads and drives are often of better quality than the roads themselves. There was one amused farmer who greeted over 50 competitors together with the Clerk of the Course atop his three mile driveway! One marshall confessed, that on the way out three official cars lost their way.

The afternoon consisted of ever more complex driving tests and two selectives. These are run in exactly the same manner as the Stelvio Special Test on the Pirelli Marathon, except one merely had to beat the bogey time. The Healy Pass is part of the old Circuit of Ireland route and resembles a miniature Alpine Pass. Numerous hairpins and turns are bordered by jagged marker stones, each highlighted with splashes of yellow paint. Unlike the Stelvio it features several blind crests which serve to make life far more interesting.

With petrol in excess of £3.00 per gallon I began to feel a little light. A simple solution was to have a small wager with Ealand in the Jaguar. He resolutely refused to bet the ferry fare home but after considerable abuse he reluctantly agreed to place a fiver on it! The ascent was glorious. The little MG worked for all her worth putting its relatively meagre power on to the road with minimal fuss. Second gear was just right for the hairpins and overdrive second invaluable. This is an MGB that revs willingly and drives like a lightweight. Rarely did she point ahead as she swept towards the finish line.

As if in slow motion the car stopped astride the line. There was a pause accompanied by muffled shouting but Andy didn't jump out. The door had locked itself! With the clock ticking away I fought at my harness. After what seemed an age I ran to stop the clock. My face was red and the surrounding air very blue as I returned to the car. Moral victors perhaps, Roger nevertheless relieved me of the fiver.

The second selective was even more of a challenge. The road was narrow and carried the apt title of Ballaghbeama Gap. The ribband of tarmac was screened from view at the start, but in fact scythed through a constricted, rock-strewn gorge before emerging, downhill into an open valley. On the downhill sections my navigator warned of gravel. I backed off slightly but the car rarely strayed off line. At the next passage control, we were informed that we were 8 seconds ahead of the nearest competitor. This I found difficult to believe, considering the potential of several early Porsche 911's, works spec Healey 3000s et al, but it proved to be accurate, except that a spirited drive in his father's Healey Sprite put Andy Johnson within two seconds at the finish.

Our final placing was pretty disappointing after our malfunctioning navigational equipment let us down, but the selectives provided real satisfaction. To win this event one must certainly clean all navigation and regularity sections for there is absolutely no scope for error. Similarly, driving test times must be competitive, however, a reasonably agile machine will suffice, as Don Pither proved by finishing third in his Reliant Sabre Six.

The event was a well balanced affair with a tremendous atmosphere of camaraderie. It could be improved and everyone hopes that next year more selectives are included; better still, if selectives could be run as special stages. Such a move would exercise larger cars, allowing them to make up in speed what they lack in agility and furthermore, special stage skills would complement the other driving disciplines.

The competitions may have been over but the event had not finished. A gala supper was held back in Killarney and attended by all. Speeches lasted forever but the prize for eloquence went to John Kane and Skip Jones from Miami. John replied superbly after having been awarded the 'Transformer Trophy'. The American crew entered a Sunbeam, ran in a Healey but finished in an Opel Corsa! Don Pither declared the event to be 'the best within the Historic Rally calendar' which was seconded by the deserved winners Mervyn Johnston and Ian McFarland.

My thanks must go to Malcolm Gammons who allowed me to play in his very competitive machine. Derided though MGBs often are, this car is a real credit. CB



An American car out of its element. S L Baxter's 1928 4-litre Chrysler in the Welsh Rally.

The VSCC Welsh

The Welsh event, which dates back to 1939 as a main VSCC fixture, had 80 entries this year, fewer than in 1989, and consisted of a 200-mile run-in to Presteigne on the Saturday, by any route the intrepid drivers of their pre-1931 cars cared to take, and on the sunny Sunday the traditional trial or a map-reading road rally of some 60 miles, to choice.

Presteigne was filled with the competing cars, among which one heard Gunn's Ulster A7's warning siren and noted that Adnam's A7 Chummy was seeking more charge from its third brush. Longhurst was already plotting the 'morrow's route on behalf of his Riley, we admired the pristine condition of one Meadows Frazer Nash and saw that Proctor was changing to more grippy rear tyres on his. Riddle had come alone in his GN, using his parallel-valve ohv engine, Walker was off to do a little mild adjusting of the Gwynne's cone clutch, and the 1917 Studebaker looked in need of the same treatment. . . .

Meanwhile, Di Threlfall had been seen apparently intent on seeing the sea at Aberystwyth, in getting up mileage in the Ford saloon, and we were at last able to record the wording of the advertisement that graces the back panel of Chris Gordon's 1915 Hudson rhd tourer with its central gate gearchange — in case anyone else is interested it reads: "Manning Auto Repairs Service, 11OW Front Street", somewhere in the USA obviously. But this time Chris was a bouncer in a 12/50 Alvis.

The dry weather had the hill 'sections' in easy conditions; the VSCC really will have to support the Green Party, to encourage wet instead of 'greenhouse' conditions in future trials. In fact, there was some evidence that mysterious rites were being performed in the hope of a return of the rains, such as a ladies' umbrella strapped to the running-board of Dyer's 1923 Frazer Nash and a protective gaiter over the external handbrake of that delectable Montlhéry AC. . . . The first hill we observed on Sunday, Lloyds, did have a modicum of mud on it, defeating some, Kearney's nice 1925 A7 Chummy and the two-stroke Aero wouldn't look at it, and Hulford's 12/50 Alvis fared little better. Baxter's Chrysler did well to get as far as marker-11, then Felton's Brescia Bugatti made it to '15', amid the scent of burnt castor-oil. A bonny bouncing crew got Bruce Spollon's 30/98 to '16', the all New Zealand crew of Monro's 30/98, Eoin Young among them, rose to '18', but it was David Marsh in *his* 30/98 who cleaned it. As expected Spence raced up in the Lea-Francis, as if at Prescott, but Tony Jones's 30/98 stopped at '12' and Rankin's failed about halfway, as did the lhd Ford two-seater of Miss Jones, with its white-capped crew.

The Austin 20 managed '9', Hirst's Alvis '11', but Welch's A7 Chummy, sportingly using aeroscreens, didn't stop until it had reached marker-12.

However, unless you have a reporting team out on all the hills, writing up a trial is somewhat pointless (*somewhat?*). So I went on to look at 'Railway', so called because the splendid mid-Wales scenic route runs right beside the start. On the way a bonnetless side-valve Riley was in need of a push and at the hill a pump was trying to control an apparently unquenchable fire at a tip for disposable tyres. It's never dull in Wales, as the tourists brochures will tell you. . . .

The trial ended with three 'sections' at Pilleth, where it was so dry that dust rose from some back tyres. It seemed better to look around the paddock and admire the sophisticated exhaust arrangements of Dames-Longworth's Ulster A7, in contrast to which Hall's Ulster scorned an exhaust tailpipe. Gosling's A7 Ulster had lost its accelerator linkage and Seymour Price's A7 Chummy broke its crankshaft before doing the final hill. Barry Clarke had a communal suitcase strapped to the back of his Godfrey & Proctor A7/GN and Toms ran his two-seater 1921 Fiat, which made a sure but steady ascent of Pilleth one. Another rare entry was Howard's Ballot, with those little doors in its bonnet so that you can take a peep to see if the engine is still there. After which, I think I had better hasten to the results. WB

Results: 1st Class Awards: J Evans (A7), A Jones (30/98), H Spence (Lea-Francis), C Rides (Invicta), D Marsh (30/98) H Monro (30/98). All the placings were very close and Marsh won the *Presteigne Trophy* for best performance. 2nd Class Awards: J Blake (GN), B Clarke (A7/GN), A Carlisle (GN), C Gunn (A7), R Low (A7), P Blakeney-Edwards (Frazer Nash), Mrs J Tomlinson (A7), B Spollon (30/98), Mrs D Threlfall (Ford), T Riley (Ford). 3rd Class Awards: R Felyon (Bugatti), Miss J Winder (A7), A Hall (A7), J Wheeler (Morris), W Urry (Riley), C Marsh (Morris), C Collings (Bentley). Again, the results were very close. *The Road Rally* was won outright by Judy Daniels (40/50hp Rolls-Royce), navigated by D Filsell.

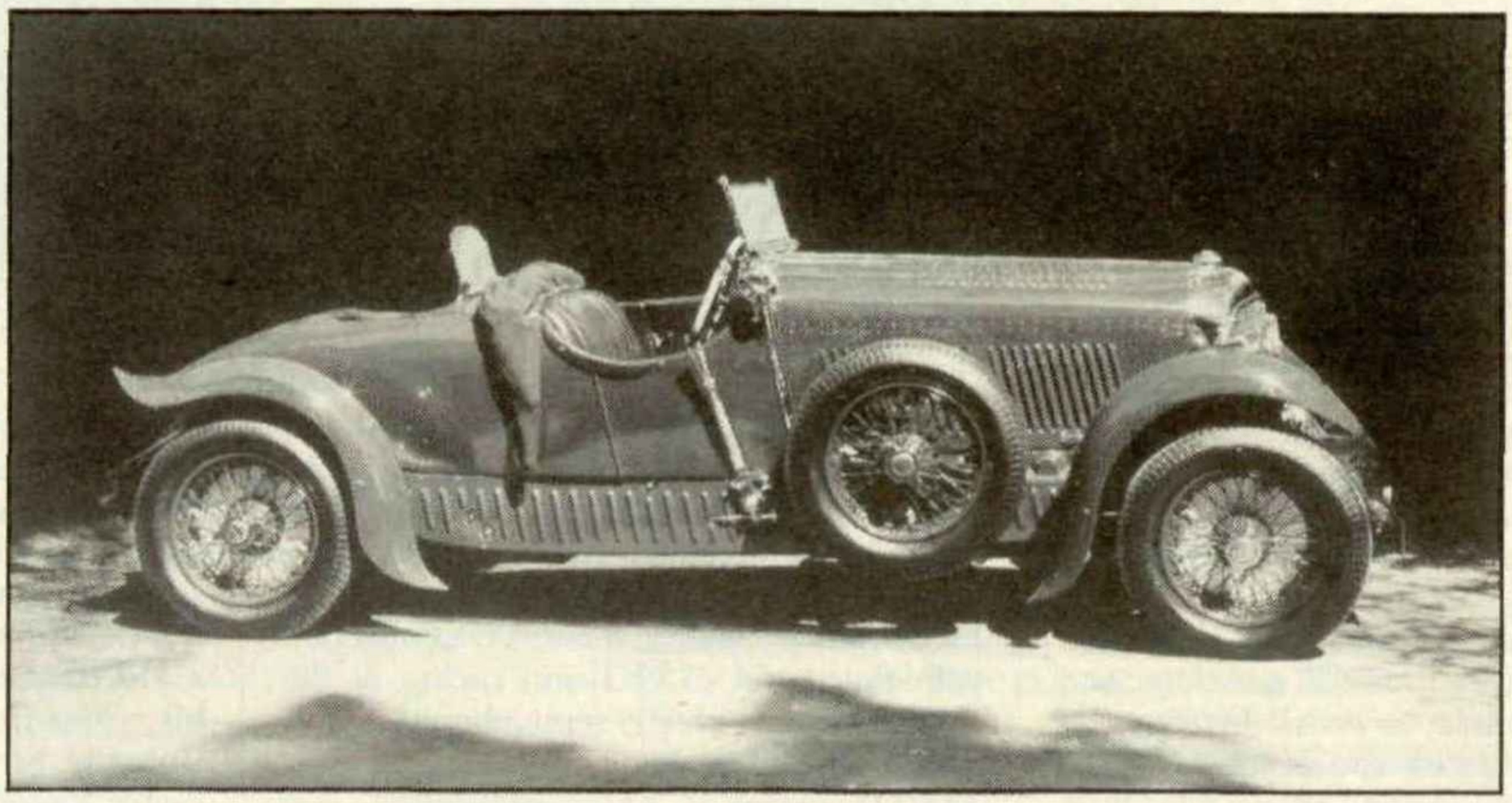
H-S on TV

In October 14th the BBC "Top Gear" programme sent Willie Rushton to cover the Hispano Suiza Hotel Ritz Spanish Rally, which brought out a record number of these rare cars, some from Britain, of which the most notable was John Howell's 8-litre coupé, co-driven by Morin Scott. That V8 Hispano-powered hybrid which enlivened VSCC Colerne some time ago was there going well, and the oldest car was a 1906 30/40 hp tourer. Another rare one was the 1918 de luxe Barcelona model with it HS coachwork.

Over a tough route not much trouble was experienced, although one K6 lost its final drive, and the NMM's Alfonso came home on a truck after running a big end, to the confusion of its attractive helmeted and be-goggled girl driver. Another Alfonso required push starts. The very "period" Concours d'Elegance was won by Jim Hull from Los Angeles. Rushton made the expected gaffes, like calling an ignition advance lever, on which one engine was started, a "compression lever", and spoke of "Silver Storks", a term which I dislike as much as I do "Silver Arrows" in a different context. WB

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Stanley Edge

The Austin 7 world and the motoring scene in general is the poorer for the death, aged 86, of Stanley Edge, who will forever be associated with the birth of the A7. Young Edge joined Austin's aeroplane division in 1917, and after a spell in the armoured car department, Herbert Austin took the lad on to help in the drawing office he had set up at his house, the threatened Lickey Grange, Bromgrove, on the design of the new baby-car.

When I interviewed Stanley many years ago, he told me how he was able to deflect Austin's thoughts of a flat-twin air-cooled engine, based on the successful Rover 8, to the tiny four-cylinder water-cooled power unit that now we know all so well. He also told me how, after drawing the chassis and engine of the original 1922 A7 and assisting with the first racing car versions of it, in 1927 he went on to Triumph's, to guide them with the production of worm-drive Triumph Super 7, etc.

Before that Stanley Edge had worked for Standard's and the Clayton Wagon Works and then he returned to work on Dewandre vacuum-servo brake equipment, and remained a consultant on such braking systems and power steering after his retirement in 1956.

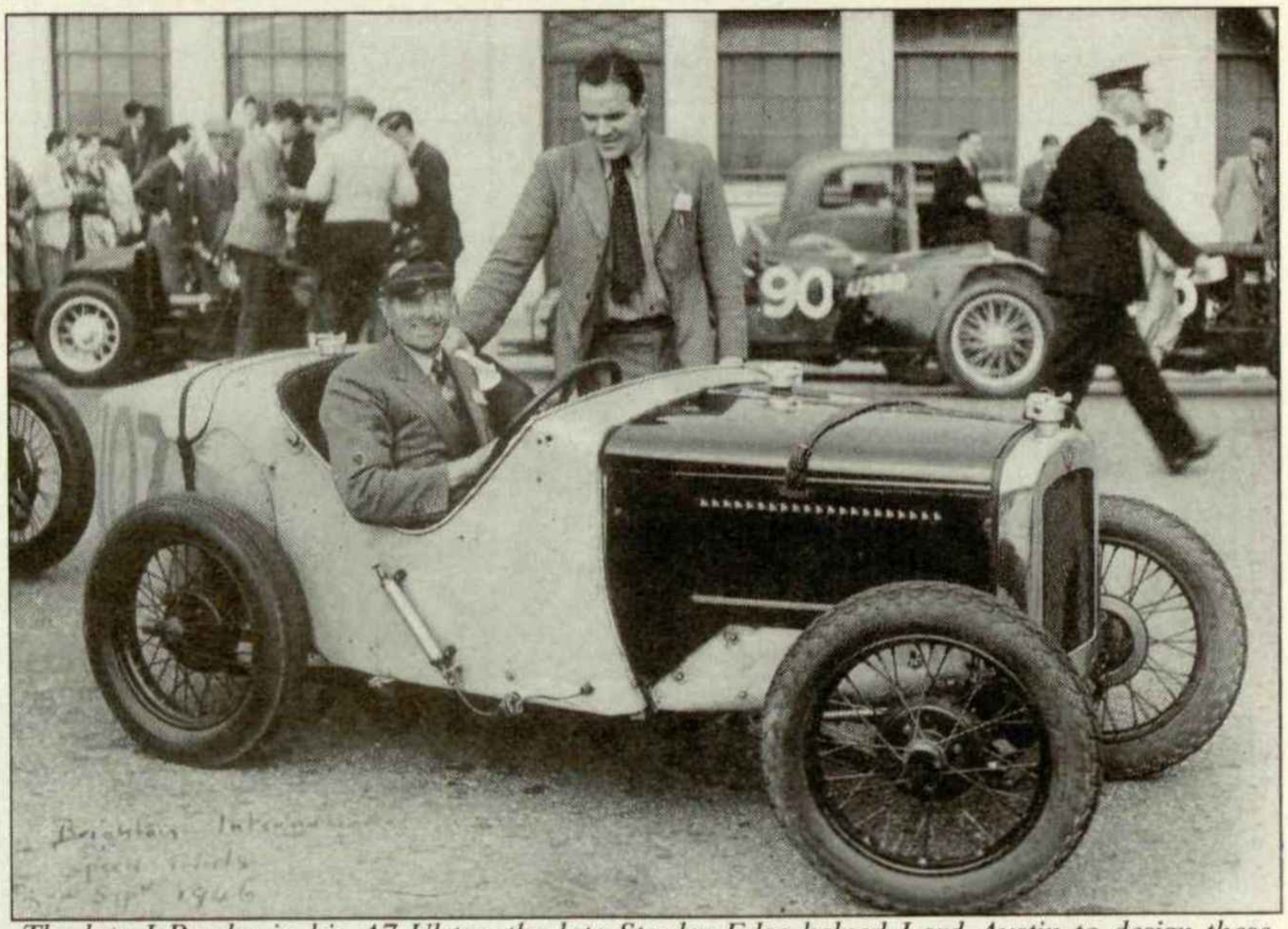
In recent years Edge derived enjoyment from attending various A7 meetings and he was ever ready to recall his days at Austin's and discuss the ubiquitous A7. We who own and enjoy these jolly little cars will ever remember Stanley Edge.

David Hampshire

It is with sadness that we have to report the death of David Hampshire, the amateur driver of Bugatti cars and a 6CM Maserati before the war. After the war he raced the Maserati again before joining Reg Parnell's *Scuderia Ambrosiana* and racing their 4CLT Maseratis. Hampshire also drove an ERA and after a break he returned to run a Lister-Bristol with good effect at Silverstone and in the Nine Hour sports car race at Goodwood in 1955, after which he returned to his business interests in Derby. He was 72 when he died there. WB

A Ashton Rigby

We are saddened to learn of the death of Aubery Ashton Rigby, of Burgess Hill, Sussex, who raced MG cars at Brooklands and elsewhere before the war. He drove his MG Magna in the 1934 Ulster TT, but failed to finish. At Brooklands he won the Junior Short Handicap in his blue L-type MG Magna at the 1933 Inter-Club Meeting, lapping at nearly 81 mph, and was twice placed third in races at the full-scale BARC race meetings that year. He followed this with an excellent win at the 1934 August Brooklands Meeting, lapping at almost 96 mph in the 1087cc MG to win the Esher Junior Short Handicap, undeterred by a terrific spin in the very wet LCC Relay Race beforehand, when he hit one of the barriers. At the opening 1936 races at Brooklands Ashton Rigby won another race, in spite of a re-handicap. With his passing we have lost another connection with the world of MG and racing at the Track, but he is clearly remembered. WB



The late J Bowles in his A7 Ulster; the late Stanley Edge helped Lord Austin to design these famous Sevens.

John Bowles

A lifelong motoring enthusiast, John ("Joby") Bowles, has died, aged 83. He had associations ranging from friendships with WO Bentley to Colin Chapman. It began when as a boy he joined Bentley & Bentley, agents for the DFP. This led to Bowles being present at New Street Mews in London when the prototype 3-litre Bentley engine was started up for the very first time. He continued to work on DFPs, his enthusiasm having been fostered by an FN motorcycle he was given when he was very young. When the DFP agency changed hands in 1925, Bowles set up in business on his own, at the bungalow near Thewdon Oak in Essex, which he had discovered empty some years earlier, while out on test with Mr Bentley on a DFP chassis.

He remained essentially an enthusiast, his personal cars including several Bugattis, two Marendaz Specials, a blown 2-litre Lagonda and many other exciting ones. I recall going to see "Joby" for MOTOR SPORT in 1951, when I drove his ex-Bagratouni 2.6 Monza Alfa Romeo and admired his supercharged Ulster Austin 7. He was in at the beginnings of the 750 MC and joined the West Essex CC, remembered for its lively magazine *Wheelspin*. Colin Chapman picked up much useful information about tuning A7s at Bowles' workshop and "Joby" himself did well with the Ulster at Prescott and elsewhere. He retired in 1970 and concentrated on model steam engines. WB

The Brighton Run

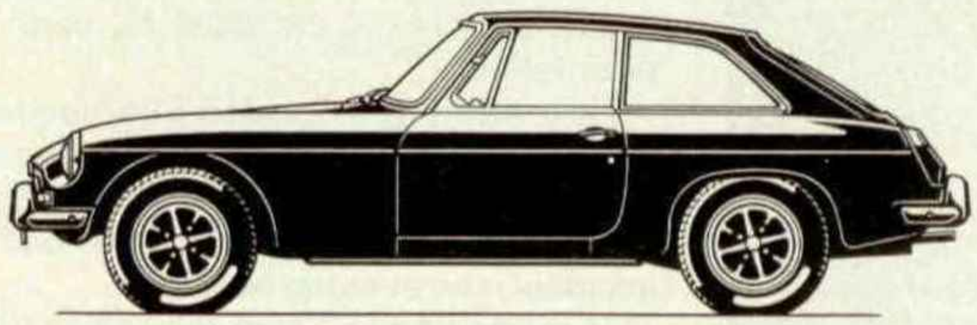
After "Driving the Veterans" (pages 1215-1218) had gone to press we received Shire Album No 251 *The Brighton Run* by Lord Montagu of Beaulieu, which goes over the same ground in more detail, covering both the original 1896 Emancipation Run, and those later Commemoration runs from 1927 onwards, together with the description of the post-war events and Lord Montagu's personal view of those veteran cars which he has frequently driven since 1950 when he drove his 1903 De Dion Bouton. With a colour cover and 51 good pictures in its 32 pages, this little book published by Shire Publications Ltd of Princes Risborough, Bucks, is excellent value at £1.95 WB.

Power for the Pioneers

Those who like engines are advised that AE Tagg has produced a short history of Green and ENV aero-engines, called *Power for the Pioneers* which is is packed with many illustrations to back up the informative text. Indeed those who like early flying machines will find 221 thumbnail pictures of aeroplanes and airships powered by Green or ENV motors. Surviving engines are included (ten such Green engines are listed), among them the circa 1910 Type F ENV V8 which was run-up again in 1966, after having been in store since 1914. This fascinating book is available for £8.50 post-free, from the author at 23 Mill Rise, Hinchley Wood, Esher, Surrey. WB

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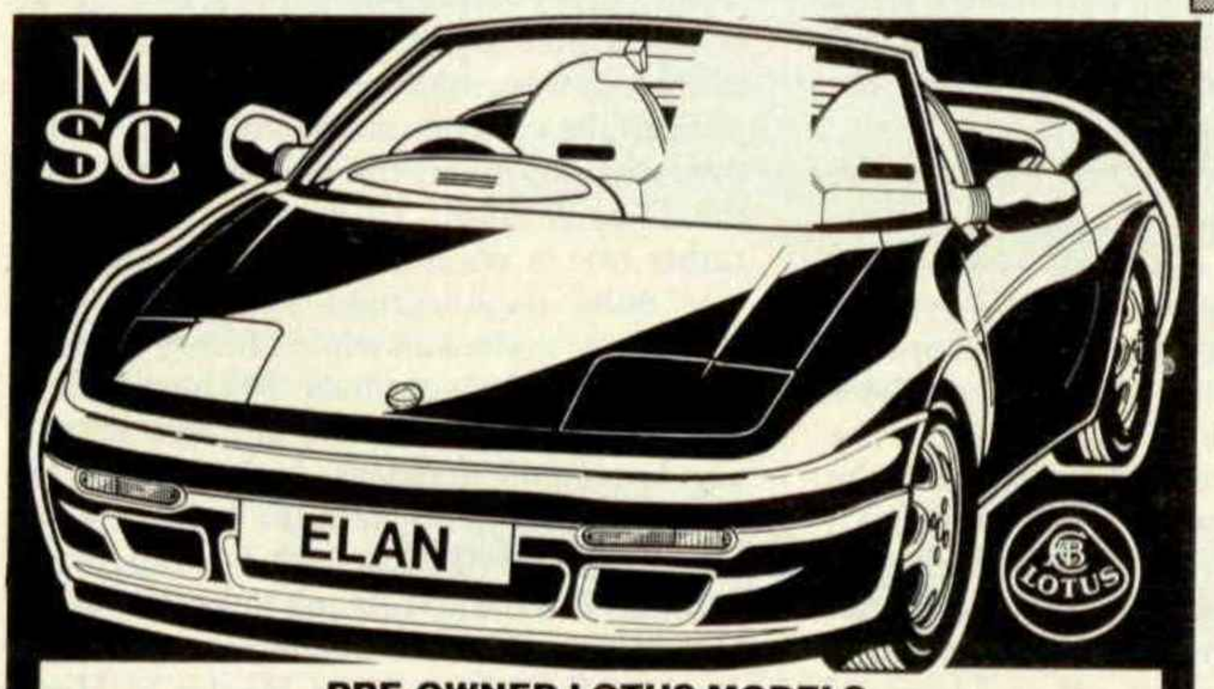
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WHEN THE DAY WENT BADLY



WB and the ill-fated Ford Escort Mexico.

A contemporary monthly has been running a series called "Went The Day Badly", about disasters or near disasters remembered by the road testers. I do not have many such memories but there was one such day, which was to result in humorous undertones, that may be worth recalling.

It happened back in 1971, when I was doing a long-duration road assessment for MOTOR SPORT of the excellent Ford Escort Mexico. The Press departments of the bigger car companies used to lend us cars for quite long spells in those happy times and this Mexico was of considerable appeal to me, as the next in line of a number of impressive GT-style Escorts I had approved of previously. It so happened that I got up one morning at around 6 am and set off in it for the London offices from my Welsh hideout.

Work completed, I commenced the 180 mile return journey that evening, stopping some way before Hereford to ring my wife and remind her that I had eaten little but a sandwich since breakfast and was looking forward to a late dinner, only to discover that she had gone to bed and hot food was unlikely. This made me a bit cross and I speeded up, against the low rays of the setting sun and with an odd misty atmosphere hampering my vision. Along the Roman Road that bypasses Hereford town I pressed on, in the willing Mexico, and became conscious of something motoring fast on my left-hand side. "Ah," I speculated, "Someone is enjoying themselves, in that field!"

But it wasn't in the field behind the hedge. It was a van full of TV sets, on the nearside main road of a fast approaching crossroads. I realised this at the last split second, as they say in racing, locked over to take the impact on the left front wing, and we collided with an almighty explosive bang. Bits of the Ford flew off, including the bonnet, the tyres burst, and I had some difficulty in forcing open the driver's door and emerging. In my defence was the fact that at that time this crossroads was difficult to see, the Give Way sign obscured by overhanging foliage, and the lane opposite giving the impression of an unbroken road in front of one.

I felt fine, except that the index finger of my right hand, caught in the whiplash of the steering wheel, was at an angle to my hand. I expected the driver of the vehicle I had collided with to come up and offer to knock me down. Instead, he asked if I was alright, said he was, and miraculously drove away. By this time people were emerging from their houses, telling me that there were frequent accidents at this ill-signposted minor junction, enquiring whether I wanted a chair to sit on and a brandy (I didn't) and informing me that an ambulance and the police had been sent for.

Oh dear! There was the Mexico in the middle of the crossroads, and a yellow Ford Escort "racer" is not the best of cars to display in such a situation. When the police Panda car arrived the occupants wanted to know what I had hit, as there was no other vehicle to be seen. The ambulance chaps wanted me to lie in the back of their big white "bloodwagon". This I refused to do. I realised afterwards that they thought I was concussed and that it was better to humour me! So up in the cab I got and we went off to Hereford General, narrowly missing a Morris Eight at the very first roundabout. It seemed the only thing to do, as I knew of no public transport for the 40 miles home and clearly the Mexico was unusable.

The Indian doctor was superb, snapping the finger back into place while distracting me by talking, telling the young nurse present not to faint, as the patient hadn't. After that, I asked if the hospital porter could get me a taxi. "Taxi?" the Sister said, "No taxi will do an 80 mile round trip at nearly midnight." "Well," I answered, "Perhaps an hotel or b & b?"

"Better idea," she responded, "You look a bit pale (no real food all day and I was still clutching a heavy 1911 BARC records book I could not afford to lose) so you had better stay the night." I was shown to a bed and screens were put around it. This made me suspicious, until, after I had rung home, a four course meal was wheeled in! The nurse with this splendid NHS dinner informed me, "If the other occupants of the ward saw this, they would get very cross; they complain enough as it is!"

Without, I was being discussed: "Motor accident, screens, he must be very bad, poor fellow...!"

Next morning I decided I had better go to the police station and report. I arrived there, still clutching that valuable BARC record book, and said that I had had this accident, the evening before.

"Couldn't have," said the Duty Officer, "No motor crash reported." I was anxious to tell Ford's where the Mexico's remains had been taken, but that was all I got. "Where have you come from?" I was asked. "The hospital." "Which hospital?" the officer asked hastily. I suppose he thought I was probably an escaped mental patient. (No comments by my friends, please!) I explained further, and asked for advice about getting home. "Nothing really, but try the bus station."

Without much hope, that is where I went, now feeling a bit the worse for wear, (that heavy NHS dinner), still firmly clutching the record book. But my luck was in. I was told that a "Mystery Tour" was about to start, and that it went through my village; if I promised not to tell the other passengers, I could board it. "But," the bus station lady said, "It's pretty expensive." "How much?" "Fifteen shillings." So I bundled in and when I saw eventually the back lane to my house, called on the driver to stop. As I trudged away, resolutely clutching . . . I noticed the coach was still stationary. I fear they thought it was the call-of-nature, and that that Mystery Tour must have been rather late in resuming its course. My wife was quite unconcerned and sitting in a deck chair in the sun when I finally arrived.

There are three sequels. 1) I heard afterwards that, almost to the moment when I was having my accident, Jenks had run his E type Jaguar gently into the back of a bus in Paris, dazzled by the same low rays of the sun and the oddly opaque light that evening! 2) When I eventually went to find the crashed Ford Mexico, at Henlys in Hereford, I was told it was rolled up into a metalball and that the unfortunate driver could never have survived. (I was then anti-seat belt but perhaps the rally-type seat had saved me?). The Ford people, bless 'em, had the Mexico like new in about three weeks and offered it to me again as proof of this. I accepted, but practically got out at every crossroads while I was driving it. Imagine having to phone and say "You know that Mexico you have just rebuilt...."

And 3) In spite of my many letters of complaint and photographs shown in my defence in Court, the obscured signs and high hedges at that crossroads remained *in situ* for a very long time indeed. Only in recent times has it become a traffic-lighted junction, and further along the route two very "difficult" junctions remain virtually unchanged. That day went badly, but it was all in the day's work.

WB.



The Reliant Scimitar is an attractive car, but the looks are slightly spoilt by the large grey plastic bumpers.

The Blunt Edge

"Now is the time for a car that is exciting, responsive and fun. Now is the time for a car that rekindles the great tradition of British open top motoring. Now is the time for the Scimitar SST from Reliant." Thus begins the epic sounding sales blurb in the Reliant SST catalogue; a bit melodramatic perhaps but I suppose that I would have to agree with them, on the first two counts at least. There is a noticeable lack of reasonably affordable good quality British sports cars on our roads at the moment. Cars that thirty years ago would have been open top two-seater sports cars are now plain Jane four-seaters with a hot engine under the bonnet. Whether it is quite the time for the Reliant SST to solve the problem is a claim probably subject to one or two reservations, and having had the 1400 version for a two week road test in France (thereby making a holiday moderately useful), I would say that one big reservation must be the engine, or more particularly the engine in its tsetse fly state of tune. My overall impression of the car is that it has a superb chassis, well finished and attractive bodywork, an indifferent interior and an engine that would have sand kicked in its face if engines had legs and went to beach parties. As it is it just gets out-accelerated at the lights.

It is true that Reliant do assemble a very quick version of this car with an 1809 cc turbocharged Nissan engine, and this sells for about £2500 more than the £11450 you need to buy the 1400. It is therefore clear that Reliant are aiming for a slightly different market with their 1400 version; a market not quite so preoccupied with ultimate performance, but more with low price (purchase, insurance and petrol) fun. So they should be, for we need more of that type of car. But I do not really see any reason for providing it with quite such a gutless engine. The fun of a drophead sports car is slightly diminished if you get blown away by any old family saloon. You should at least be able to give them a run for their money; the exhaust should at least sound rorty and unrestricted, and you should be able to hear the eager hiss of two, if not four, carburettor trumpets. With the SST 1400 you have to remain content with the wind in your hair, and the superb roadholding. I think that for want of an uncompromising decision and a few hundred pounds Reliant are not doing justice to their 1400 SST.

While most sports car engines have something of a power band this one seemed to have more of an elastic band. Eager to find out why I was not being pinned to the back of my seat with quite the ferocity I had hoped for, I opened the bonnet to see what was what. A casual glance revealed what must be half the problem: a big plastic cowpat of an air filter, with an intake tube of a diameter only slightly greater than that of a drinking straw. This sits above a single carburettor, and an intake manifold with more angles in it than a dodecahedron. The exhaust side of the equation is not much better, the four into one that is fitted being far from any thing one might call free-flow. It all struck me as being rather similar to MGBs and MG Midgets; cars equally gutless in their day, but now generally praised for being very responsive to tuning. The same must surely be true of the Reliant, and I would by no means suggest writing it off just because of its poor performance. Its 1400 cc engine with an overhead camshaft and a compression ratio of 9.5:1 could easily be coaxed into producing more than its current 75 bhp. It is all relatively simple under the bonnet, and some well balanced home tuning would make a world a difference. A more generous carburettor and a better exhaust would be a start, and one could also work on the cylinder head to a certain extent. All this would cost only a modest amount, and should provide one with a much revived motor car, with at least enough poke to take advantage of the superb chassis.

With the car in its present state driving quickly is a case of maintaining as constant a speed as possible. One does not so much accelerate as gain interest on one's current velocity, and so it is important to take the corners as smoothly as possible so as not to scrub off speed. The relative lack of power and the agility of the car are such that the brakes are not used excessively, but they are smooth, progressive and well balanced and always inspire one with confidence. The car handles extremely well, but more power from the engine could only improve this; the car's attitude in cornering would then become that much more malleable, and any trace of the slightly inherent understeer could then be wiped away with a quick flex of the go-faster pedal.

What really puts the icing on the cake of the silly disparity between engine and chassis performance is the gearbox that thinks it should be in a Ferrari. Fifth is such that the engine would only reach the red-line as the car approached 135 mph. The fact is that in fifth the engine cannot get anywhere near the red-line. Top speed is about 100 mph, leaving as spare some 2000 rpm. All the way through the gearbox the ratios seem too high, and if you can find a power band then a change of gear will drop you right out of it. Surely a close ratio gearbox, with much lower gearing, would make sense for an engine of this power output? Of course with a few more hay-munchers under the bonnet the gearbox might turn out to be quite appropriate, but with the 1400 as it stands there is a mismatch somewhere along the line.

After that tirade of abuse I feel that I should point out that the car is not as bad as I have made it sound. In fact the general competence of the machine makes its errors all the more glaringly obvious and annoying. It seems a shame that such a well designed and constructed chassis should suffer only for want of a properly thought out power-train. As I have said it is only a few modifications away from being a very good small engined sports car, and if I had the readies and a few hundred to spare for the modifications then I might well be tempted to buy one.

The French certainly liked it. Wherever we went the Reliant would turn heads: ruddy faced tractor drivers would gawp in amazement, schoolchildren would stop and stare. A war veteran came over to ask about it, and pointed out that the Scimitar was a good plane when he used to serve with so and so in the Mediterranean etc etc. One old French lady herding cattle along a lane stopped to say, *"Elle est belle, la voiture"*. It seemed shameful that a nation which produced the Bugatti, Delage and Delehaye could be quite so spellbound by a modern drophead two-seater, but it is a fact that they simply don't have them in France.

In fact the French seem content to put up with one or two deficiences in the motorised vehicle market. For one thing petrol *"sans plomb"* is still very rare, at least in the countryside, but more strangely the French youth seem blissfully happy to scream about the place on absurd looking motorised bicycles. These devices have virtually unsilenced engines that cannot be more than 50 cc, with various bits of plastic and fibreglass taped and screwed on to a useless looking frame in order to make them look a bit sporty. The general idea is to whizz about town like a bee in a jam jar wearing nothing but shorts and a cheap crash helmet. The really 'cool' way to ride them is with both feet up in the middle, looking like you are about to fall backwards whilst skiing. These bikes are so underpowered as to make slipstreaming slow moving lorries the most popular way of covering long distances. Hills are definitely out. Someone should show them all a proper motorbike; I expect that they would all be as amazed as they were by the Reliant.



The weather in Brittany was not always perfect, but the close fitting hood could be raised quickly when the rain got too heavy.

If a nation as artistic as the French thought that it was a *"belle voiture"* I would hesitate to disagree with them. In fact I also think that it is a pretty car, although one major failing must be the slabs of grey plastic at the back and front. The front would look fine if it was coloured GRP like the rest of the bodywork, but the toy-town rear end really should be redesigned. Apart from that it does have a pleasing shape, especially above the lines formed by the two slabs of plastic, and it looks just as good with the hood up or down.

The interior of the car is very comfortable; whilst most cars with the modern preference for monkey like driving positions give me backache after a couple of hours, I could sit in the Reliant for much longer than that without the slightest twinge of discomfort. Small two-seaters always prove to be comfortable, with one's legs stretched out and the steering wheel and gearstick in the right position.

There are some thoughtful aspects to the interior layout as well; for example there is a neat storage box between the two seats, with easily enough room for fifteen or so tapes, a wallet, driving license and keys. When closed it provides a good armrest with the gearstick easily falling to hand just ahead of it. Behind the seats there is also some useful storage space, and I was surprised by just how much shopping (in Britanny this was mostly wine, fruit and seafood) could be stored in that area.

However, the level of finish of the interior leaves a little to be desired. The carpets etc all look a little DIY, and it is a shame that the dashboard and central consul are of such an inappropriate design for this type of car; they are of the same grey plastic slab nature as the front and

rear of the car. Again I feel that a slight rethink in this area could provide a great improvement; not from a functional point of view, for there is little wrong with the actual positioning of the controls and dials, but from an aesthetic point of view. The steering wheel, a tiny, but very thick rimmed device coated in leather, should be larger (the steering was very heavy at low speeds), with a wooden rim and chrome or aluminium spokes. The walnut inlay theme, only modestly exploited should be extended to the central consul and dashboard. Instead of the clumsy plastic buttons there should be high quality toggle switches, and the dashboard should contain chrome-rimmed black on white chronograph dials. After that one might have a British sports car that looks and feels like a British sports car, and not something with an identity crisis.

Having said that, for two weeks touring in Britanny it was a fun machine to have. There is nothing better than a soft-top car and some twisting tree lined roads to put a proper perspective back on life, and the Scimitar gradually revealed its likeable character and temperament. Being quite a mellow car it blended in with the pace of life in Britanny, which in many respects is quite like Ireland and Cornwall. It was pleasant to lower the hood at the slightest glimpse of sunshine, and in the cold of the early morning to motor along with the heating on and the cold wind blowing across the back of the neck. The neat and close fitting hood could be lowered and raised with comparative ease. Every so often a psychopathic Frenchman, driven to distracted envy at the sight of a sports car, would hang on to your tail and scream past at the first opportunity, although in the corners it was amusing to watch them try to keep up with the sure-footed Scimitar on porridge-like French suspension.

The Britanny roads are perfectly suited to a touring holiday, with mile upon mile of empty roads of much higher quality than English ones. There are very few other cars off the beaten track and in two weeks I did not once see a caravan. Perhaps the French have sensible laws banning them. If so it would be about the only sensible law concerning motoring that they do have. Once one has yet again got one's mind around the utter absurdity of driving on the wrong side of the road, it is then necessary to remember that French roundabouts give priority to joining traffic. This is something to make steam come out of the ears of anyone with a brain, but in fact it seems that even the French are at last relenting: signs announcing *"vous n'avez pas la prioritée"* are now on the approach to many small roundabouts.

One thing that I did like, however, was the fact that all the French drive quickly. Even modest Renault 5s and 2CVs are hurled along at unlikely speeds, and everyone seemed to be of the opinion that driving is much better fun when you are going fast. It was a shame then that the Scimitar could be outdragged by so many ordinary saloons, although as I have said, in the corners one could get one's revenge.

One look under the Scimitar explained why it did handle so well. The build quality



Brittany has many narrow, winding and empty roads that are excellent for a touring holiday.

seemed particularly high, and the chassis looked to be carefully constructed of two parallel square section steel tubes on a fabricated centre tunnel. Forward inclined shock absorbers, semi trailing arms and an anti-roll bar control the rear, whilst the front is on double wishbones, coil springs and transversely mounted dampers. The ride of the Scimitar is quite harsh, but there is little body roll in cornering and no noticeable flexing of the stiff chassis.

The design and construction of the engine bay, with the careful positioning of all the internals, is also of a high standard, and contrasts with the unimpressive interior of the car. It has thoughtfully been designed with the home mechanic in mind, because there is plenty of working space and all vital components look as if they can be easily reached. The wide and high-lifting bonnet allows plenty of working room, and also allows easy access to the spare wheel and jack that are tucked away at the front. This makes the boot all the more capacious. It could easily accommodate a couple of medium sized cases, coats and hand luggage, and there is even more room in the small space under the boot that would accommodate the spare wheel in most cars.

The Reliant SST therefore, is a car of strange contrasts. It is highly competent in some areas, and slightly amateur in others, whilst the instalation of the 1400 engine in such an uninspired state of tune must surely be a false economy. Although one can imagine that there is something of a market for this car in its present form, and one says this bearing in mind its many attributes, it seems clear that a certain amount of engine tuning, and a redesign of the dashboard and some of the interior layout would be a vast improvement, and would make the car a very reasonably priced competitor to the Mazda MX5 and Alfa Romeo Spyder. CSR-W.

RELIANT 1400 SST
SPECIFICATIONS

ENGINE:
4 cylinder in line, water cooled, four stroke petrol engine, cast iron cylinder block, aluminium cylinder head with overhead camshaft.
Cubic capacity (cc): 1392; **Compression ratio:** 9.5:1; **Bore mm.:**77.24; **Stroke mm.:** 74.30; **Power DIN kw/PS:** 55/75; **at revs/minute:** 5600; **Torque DIN Nm.:** 109; **at revs/minute:** 4000; **Ignition:** Electronic; **Lubrication:** Crankshaft driven gear type pump

FUEL SYSTEM
Type: Carburettor twin venturi; **Fuel pump:** Mechanical; **Tank capacity (litres):** 45.4; **Fuel:** 97 octane/94 RON Unleaded

GEARBOX
Fully synchromesh, 5 speed; **Gear ratios:** first 3.65:1; second 1.97:1; third 1.37:1; fourth 1:1; fifth 0.82:1; reverse 3.66:1

FUEL CONSUMPTION
Constant 75 mph: 31.6 mpg
Touring average: 29 mpg

PERFORMANCE
0-60 mph (seconds): 12.7; **Maximum speed:** 100 mph

COOLING SYSTEM
Pressurised radiator. Thermostatically controlled electric fan. Belt driven water pump.

CLUTCH
Single disc, diaphragm spring type. Diameter: 215mm.

DRIVE SHAFT
Single shaft with hookes joints.

REAR AXLE
Hypoid bevel differential unit mounted on separate sub frame. Differential ratio 3.92:1. Unequal length axle shafts with tripod type joints.

STEERING
Rack & Pinion type. 3 spoke safety steering wheel with leather rim. Energy absorbing linkage to steering rack. 2.9 turns from lock to lock. Turning circle 9.14 metres (30ft).

SUSPENSION
Front: Independent double wishbone with coil springs and anti-roll bar. Transversely mounted damper units.
Rear: Independent with rubber mounted semi trailing arms, concentric coil springs and damper units. Anti-roll bar.

CHASSIS
Steel frame on fabricated centre tunnel. Hot dip galvanised for corrosion protection.

BRAKES
HI split, dual circuit hydraulic brakes with direct acting vacuum servo. Centrally mounted handbrake operating rear brakes. **Front:** 226mm diameter discs, 4 pot calipers. **Rear:** 203 × 38mm drums with self adjusting brake shoes.

New Cars for 1991

The economy may be heading for a depression, there may be a positive downturn in trade and there may even be the threat of petrol rationing should the Gulf erupt in flames, but that did not stop the world's manufacturers from putting on a tremendous show in Birmingham in September.

While many of the models displayed are already on the road, it was a chance to examine models that had not until then been available for viewing by the British public. For those unable or unwilling to get to the Show, we herewith bring you up to date with the majority of new cars we can soon expect to see. Many of the manufacturers make great play on the use of catalytic convertors in their models, but it is hardly a big deal since it is now a legal requirement. Take it for granted, therefore, that all the models listed below will be fitted with catalytic convertors of some sort unless powered by a diesel engine.

Alfa Romeo

In the 164 Green Cloverleaf (£26,000), Alfa Romeo have a new top-of-the-range model which now expands this range to four models, the 164 and 164 Lusso having recently been joined by the 2-litre Twin Spark.

Another new model available from October is another top-of-the-range model, the 3-litre V6 75 Cloverleaf costing £17,315. Revised suspension for better grip and an extra 4 bhp, to bring it up to 192 bhp, differentiate it from the rest of the range.



Alfa Romeo 75 3.0 V6 Cloverleaf



Alfa Romeo 164 Green Cloverleaf.

Alpina

As mentioned in the October issue, Alpina have launched at £85,000 the 350 bhp B12 Coupé, their version of the BMW 850i. The 360 bhp B10 Bi-Turbo has also become available, but don't expect to see too many on the road as these £57,250 cars are only available in left-hand drive.



Alpina B12 Coupé.

Aston Martin

Cashing in on as much publicity as possible, Aston Martin launched the new Virage Volante with a fanfare at the Motor Show. It was all hype really as the £150,000 convertible version of the Volante will not be available for at least another year.

Audi

While Audi, the marque which has done most to claim the 'green' crown, used the Show to announce further developments in anti-pollution and safety measures in their models, they also reminded the enthusiast that they are still capable of producing quick and exciting motor cars which we can soon expect to see on the roads.

In the Coupé S2, we have a throwback to the original magnificent Quattros (in those days with capital Qs). It is a limited edition car using a development of the familiar turbocharged 2.3-litre 220 bhp 24-valve engine and is Audi's fastest production car to date being able to reach 154 mph. Likely to cost around £30,000, the car goes on sale at the end of the year.

Of more importance to Audi, because of its wider sales appeal, is the new top-of-the-range 80 Sport 16V. Priced at £16,696 this 130 mph saloon, powered by a 1984cc 137 bhp 16-valve engine, falls into the tax-efficient sub 2-litre sector, although just how much longer that is relevant remains to be seen. For another £2499 the same car comes equipped with the quattro four-wheel drive system.

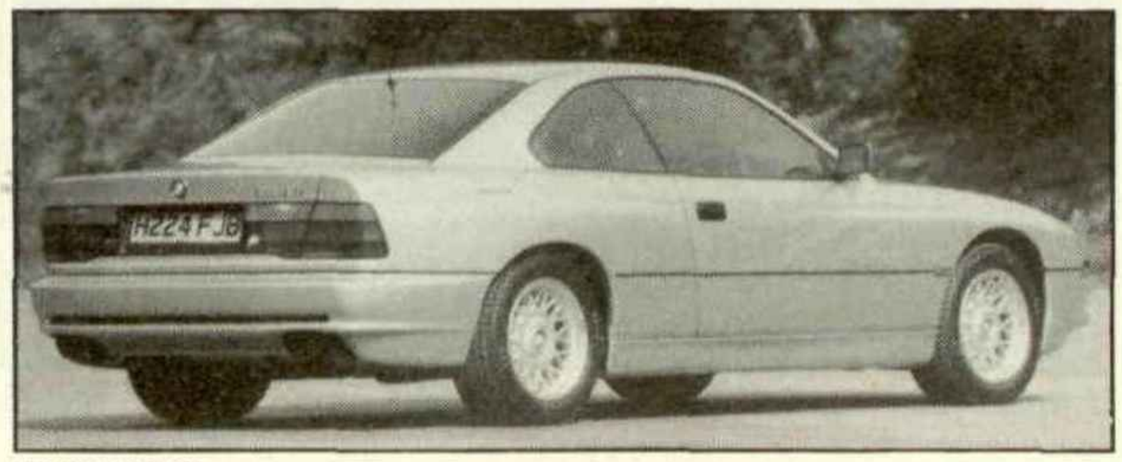


Audi Coupé S2.

BMW

The star of BMW's stand was the stylish 850i, the car berated by JW in the July issue. Unperturbed by this, the £59,500 5-litre V12 coupé already has a three year waiting list in Britain.

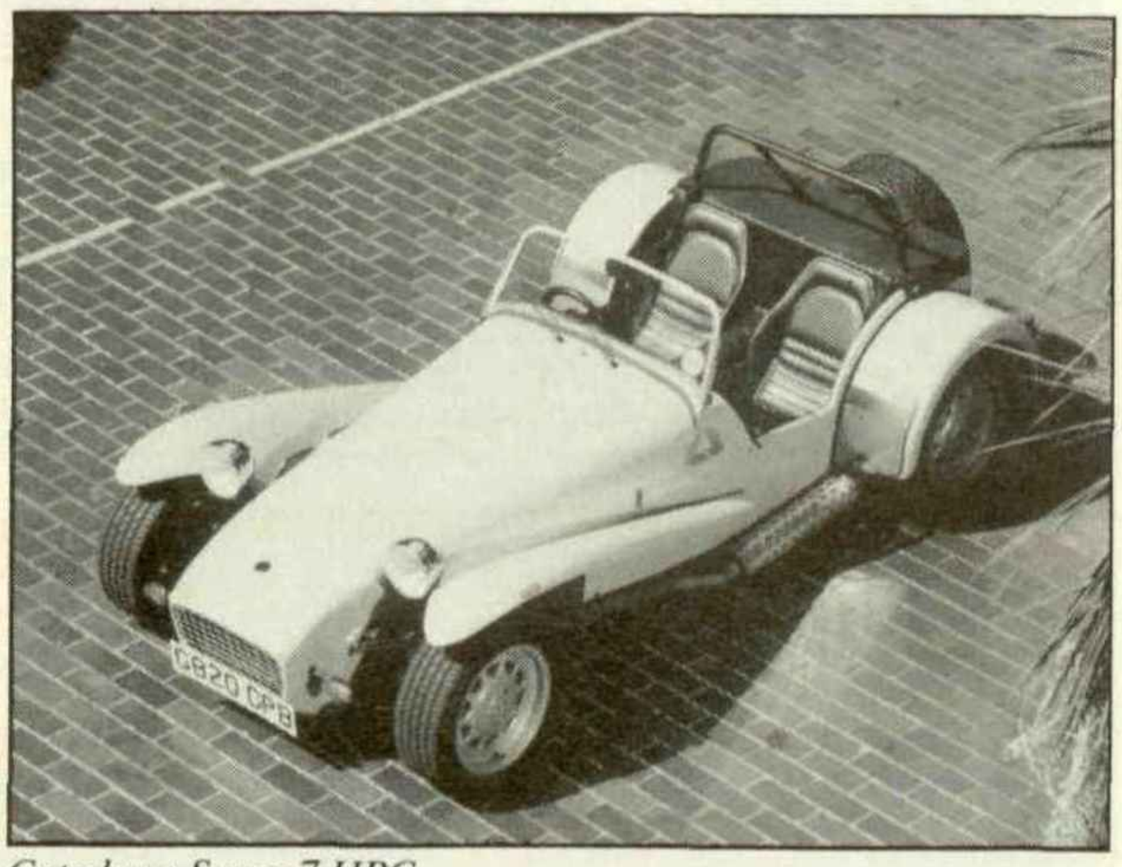
Of less visual interest, but just as important, was the introduction of new 24-valve engines for the 520i and 525i, which are claimed to be more fuel efficient and requiring less service. At £18,915 and £22,490 respectively, the new models are five per cent more expensive than those they replace.



BMW 850i.

Caterham

Although only experts will be able to distinguish it from older models, Caterham have unveiled the 1991 Caterham Super 7HPC, which represents a switch to GM's 2-litre DOHC 16-valve from the 1.6 and 1.7 Ford based units used until now. A prime focus of media attention, but actually a bit of a gimmick, is the 'Prisoner's edition' of the car from the TV programme of the same name.



Caterham Super 7 HPC.

Citroën

A 24-valve V6 version of the XM, priced at £26,910, is the new flagship for Citroën's range of cars, although the arrival of the high-spec AX11 TZX and the sporty looking BX TZD, at £7415 and £13,102 respectively, are probably just as pertinent. We can also expect to see 2- and 3-litre XMs available as automatics very soon.



Cirtroën XM V6 24-valve.

Daihatsu

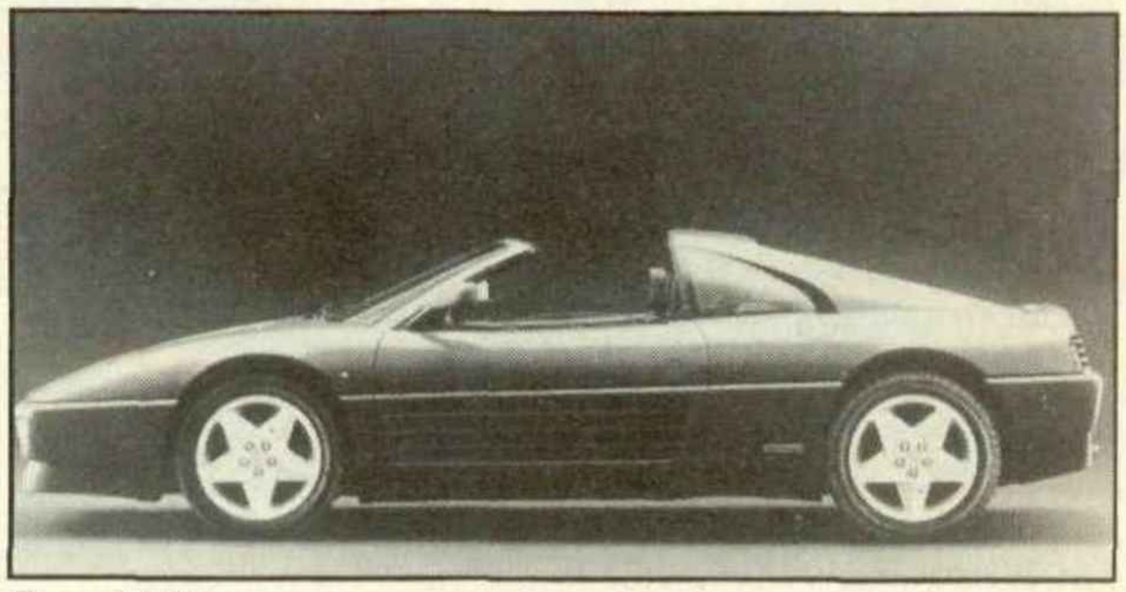
Yet another top-of-the-range introduction is Daihatsu's Fourtrak EL Special which costs £15,150, but it is yet another limited edition model and only 200 examples will be brought to Britain. More widely available is the 1.6 Sportrak EFi costing £11,340.



Daihatsu Fourtrak Turbo Diesel EL Special.

Ferrari

Ferrari's latest Spyder, the 348ts, made its British debut at the Motor Show, but as the 348tb, the Berlinetta fixed-head coupé model which was revealed at last year's Geneva Motor Show, is only now being delivered to patient customers, it seems quite likely that it will be a while before the 348ts reaches our shores.



Ferarri 348ts.

Fiat

The Tempra is Fiat's bid for the fleet market and they will be making a big effort to have it considered alongside the Cavalier and Sierra. The range will soon be extended with the addition of the Station Wagon due to go on sale next year with a variety of engine options.

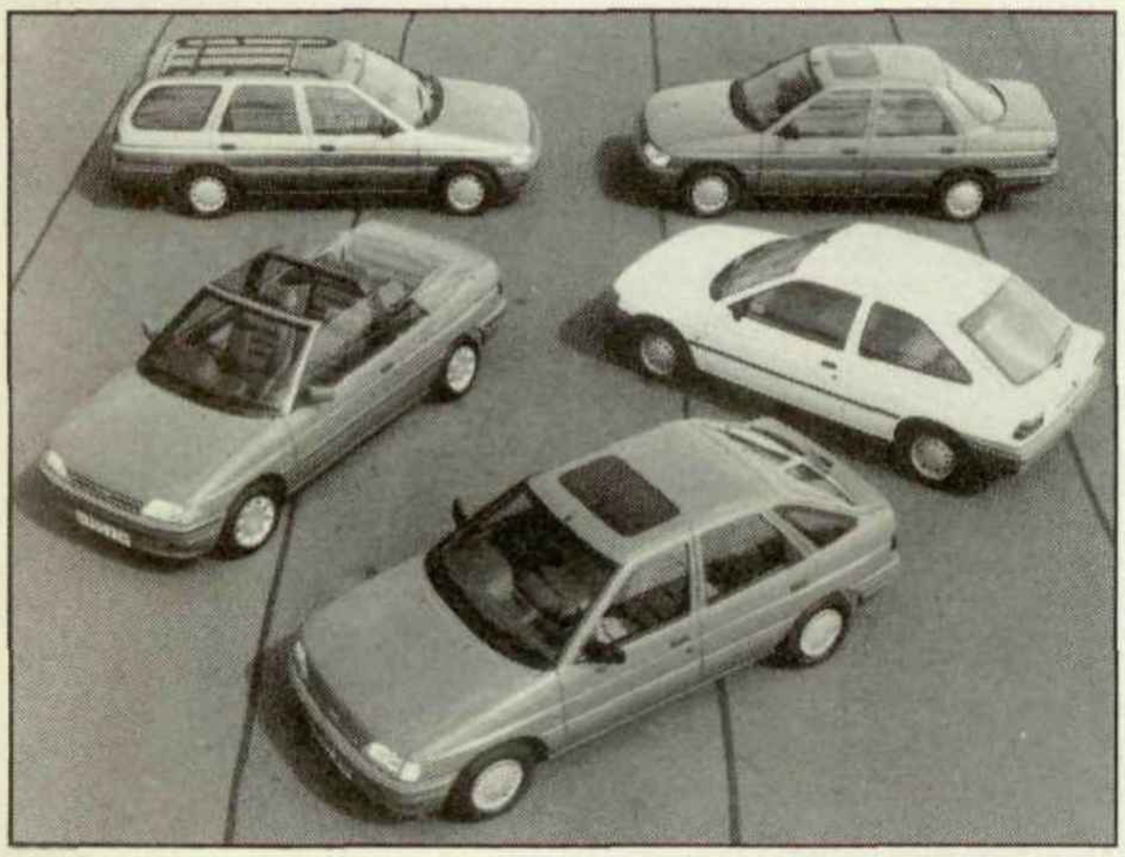
Two new Tipos, the 110 bhp 1.8ie and the 1.6 Selecta, went on sale at the end of October, while the revised Uno range features a number of new derivations including the 1400cc Uno Turbo ie at £9936, the 1372cc Uno 70 SXie at £8575 and a Uno 60S with a 1108cc version of the FIRE engine at £6295.



Fiat Tempra.

Ford

Of great importance to Ford is the arrival of the new Escort and Orion range featuring 18 new models, six bodystyles, six trim and equipment levels, three engine families and three transmission systems. The all-new body is more aerodynamically efficient than the one it replaces and is roomier and lighter. Prices start from £7580.

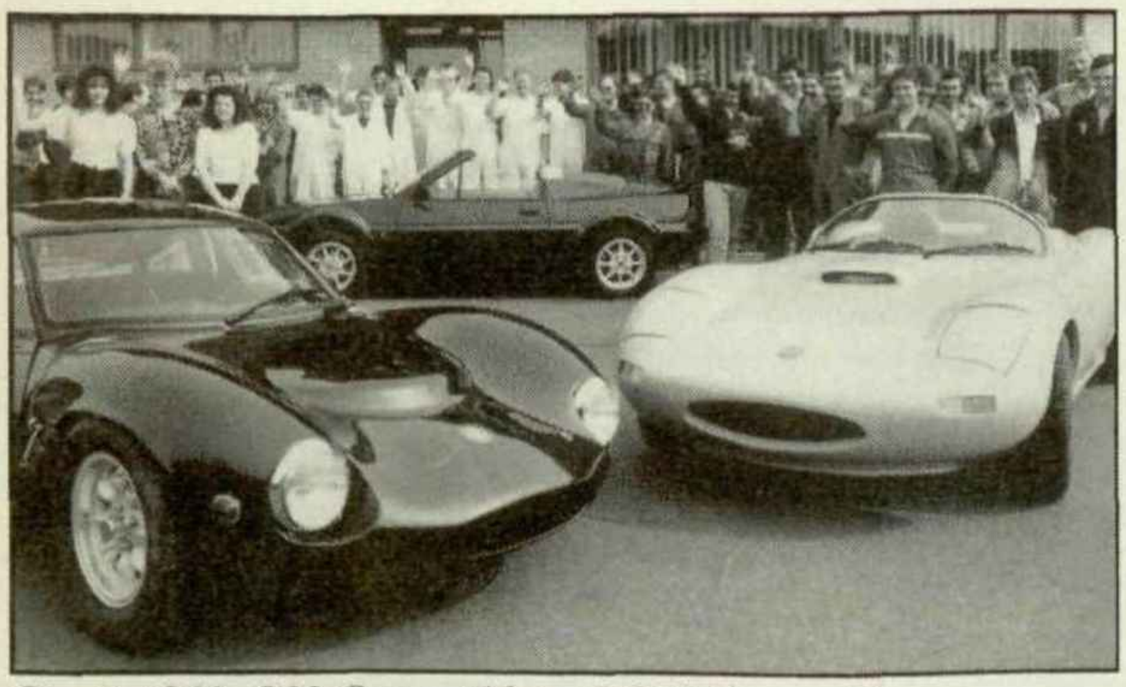


Ford Escort/Orion range.

Ginetta

Ginetta have launched two new models which will be of interest to MOTOR SPORT readers. The G32 Convertible is derived from the coupé and is available with either the Fiesta-derived 1.6 engine or the Ginetta-modified 1.9 unit. It is mechanically identical to the 112 mph coupé but costs £900 more at £14,600 for the 1.6 and £16,210 for the 1.9.

The G33 Convertible is a new design and a true performance car. Utilising the latest 3.9 fuel injected Rover engine, which gives a useful 200 bhp, or the less powerful 145 bhp 3.5-litre unit, the car boasts a snappy performance and offers plenty of fun. It is available from £16,775.



Ginetta G12, G32 Convertible and G33 Convertible.

Honda

As already revealed in September, the latest car from Honda is the sensational new NSX with its 24-valve 3-litre V6 VTEC engine, all-aluminium body and user-friendly driving aspect. The stylish 167 mph two-seater will cost £60,000.

Although rather in the shadow of this new flagship, Honda has some other interesting new models. Its advanced DOHC VTEC engine now finds itself in the Civic CRX, to become the CRX 1.6i VTEC at £13,900, and also in the Civic, which becomes the Civic 1.6i VTEC at £12,700.

The Accord and Prelude have been updated and there is now a saloon version of the 5-door Concerto (£11,525-£13,175) as well as a saloon version of the Civic (£9995 manual, £10,565 automatic).

Hyundai

"X2" is the designation given to the latest models in Hyundai's Pony range, the first completely new design since the launch of the front-drive Pony in 1985. Both the 1.3 and 1.5 engines have been greatly modified principally allowing a greater torque. Prices range from £6799 for the 1.3 X2 Pony LS 5-door to £9249 for the 1.5 X2 Pony GSi 4-door.



Hyundai X2 Pony 1.5 GSi 4-door saloon.

Jaguar

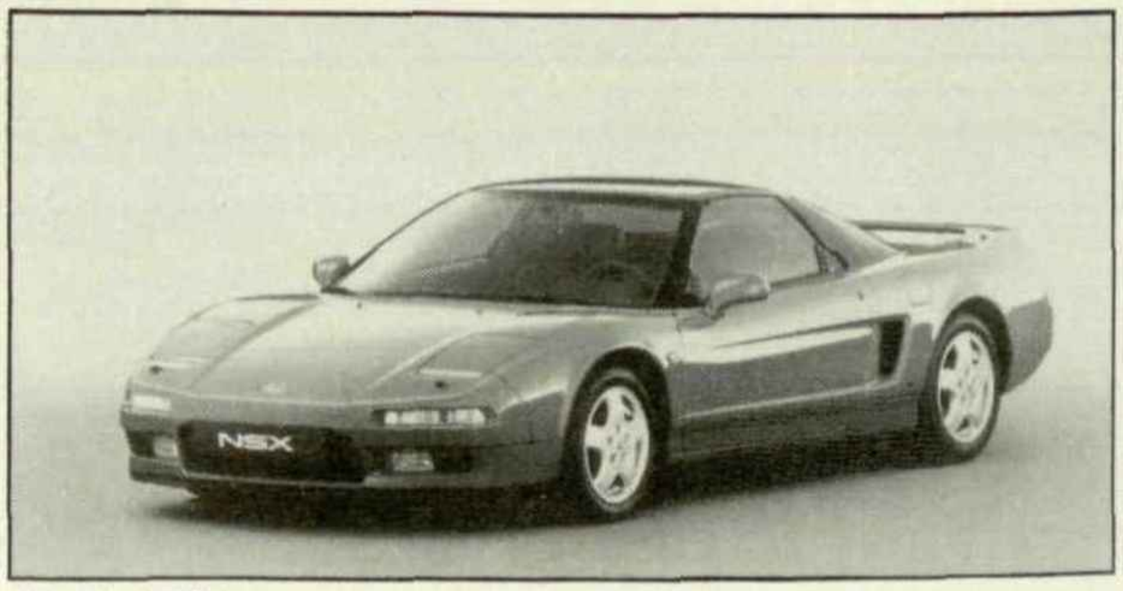
The replacement of the 2.9-litre engine by the £23,750 3.2 is the most significant revision to the XJ6 range for 1991, but there are many other detailed changes as well including the introduction of a sports handling pack option and new wheels and tyres.

The Jaguar V12 (£37,000) and Daimler Double Six Series III (£41,000) saloons also benefit from the addition of a fully electronic anti-lock braking system as standard equipment, as it is on all Jaguar's saloons and sports cars.

A Special Edition XJ-S V12 coupé, badged "Le Mans V12" celebrates this year's victory at the Sarthe circuit, but only 280 of the £38,700 car will be produced.



Jaguar Sovereign 3.2/4.0 with Sports Pack option.



Honda NSX.

JaguarSport
In line with the restyled XJ6 range, JaguarSport's XJR 4.0 has obviously been revised. Its version of the 4-litre Jaguar engine develops 11 per cent more power at 248 bhp at 5150 rpm than the standard version. This gives it a top speed of 145 mph and a 0-60 mph time of 7.2 seconds.



Jaguar Sport XJR 4.0, XJR-5 6.0 and 1990 Le Mans winner.

Lada
The Lada Samara Convertible made its UK debut at the Motor Show, but the decision still has to be made whether it will be available in Britain. Otherwise the six model, front-wheel drive Samara range has been slightly restyled with the addition of spoilers and revised front grilles.



Lada Samara 1500 SLX.

Lamborghini
At long last the Diablos destined for the British market should become available in November. Only 45 of the £155,000 cars are expected here in the next 12 months.



Lamborghini Diablo.

Lancia
The Dedra and Thema Station Wagon are the new models available, although the latter will not be available in Britain until next spring.

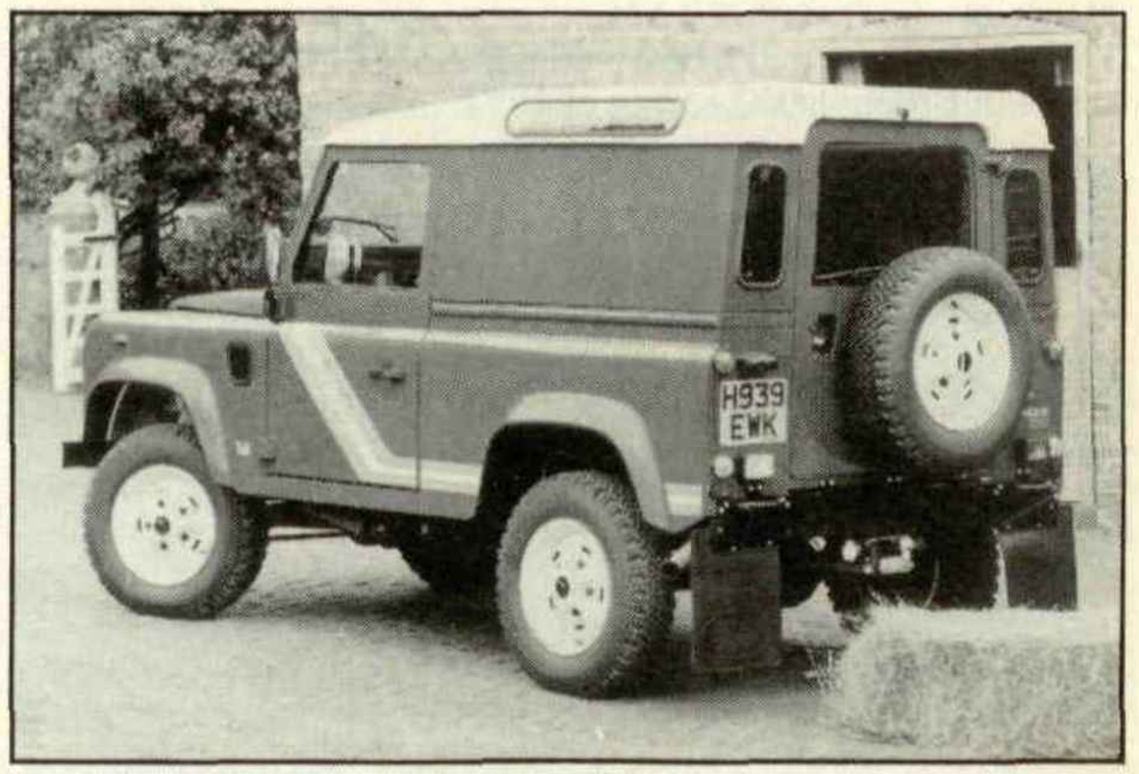
Land Rover
The 5-door Discovery was one of the hits of the Motor Show, but it was not the only new product from Land Rover. New for 1991 is the 3.5-litre V8 petrol injection engine which replaces the carburettor version in the Discovery.

Based on the Land Rover 90/110 is the Defender, a derivation which is distinguished by the fact that it uses the 200 Tdi turbocharged intercooled direct injection diesel engine which has only been seen in the Discovery to date.



Land Rover Discovery V8i (5-door).

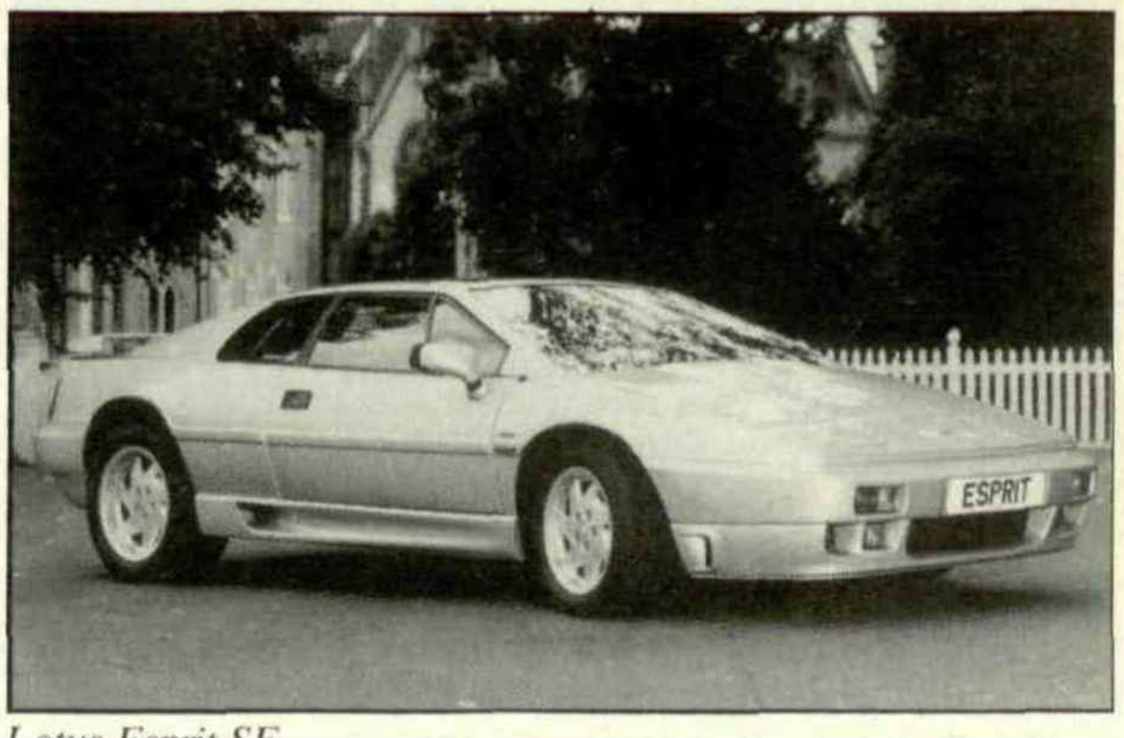
It was years before Land Rover offered the Range Rover in 4-door form, and then soon after they finally did, they dropped the 2-door. Now its back. Badged as the CSK, the initials of designer Spen King, the vehicle is powered by the 185 bhp 3.9-litre petrol injection engine and comes in manual or automatic form. Another manufacturer's gimmick, it is a limited edition model and only 200 will be made with the manual costing £28,995 and the automatic £30,319.



Land Rover Defender 90 Hard Top Tdi.

Lotus
With the Elan's star still in the ascendancy, the rest of the range has tended to be overlooked. Work has been continuing on the Lotus Esprit, though, and the Esprit S now supersedes the Esprit Turbo. It utilises a 228 bhp version of the Lotus 2.2-litre engine and has a maximum speed of 155 mph and takes only 5.2 seconds to reach 60 mph from standstill.

The base Esprit itself has also been improved as well and the manufacturers claim a 25 per cent increase in power over the model it has replaced. The Esprit is available at £34,900 and the Esprit S for £4000 more. The top-of-the-range SE, introduced in May last year, remains unaltered.



Lotus Esprit SE.

Marcos
A 2-litre version of the Rover-engined Marcos was announced at the Motor Show. The new 125 bhp Ford-engined model has been built primarily to meet overseas demand, but it is bound to find a certain clientele in Britain as well, the £19,950 price of the Spyder being a £6550 saving over the 3.9-litre SE30 while the 2-litre coupé is £19,250.



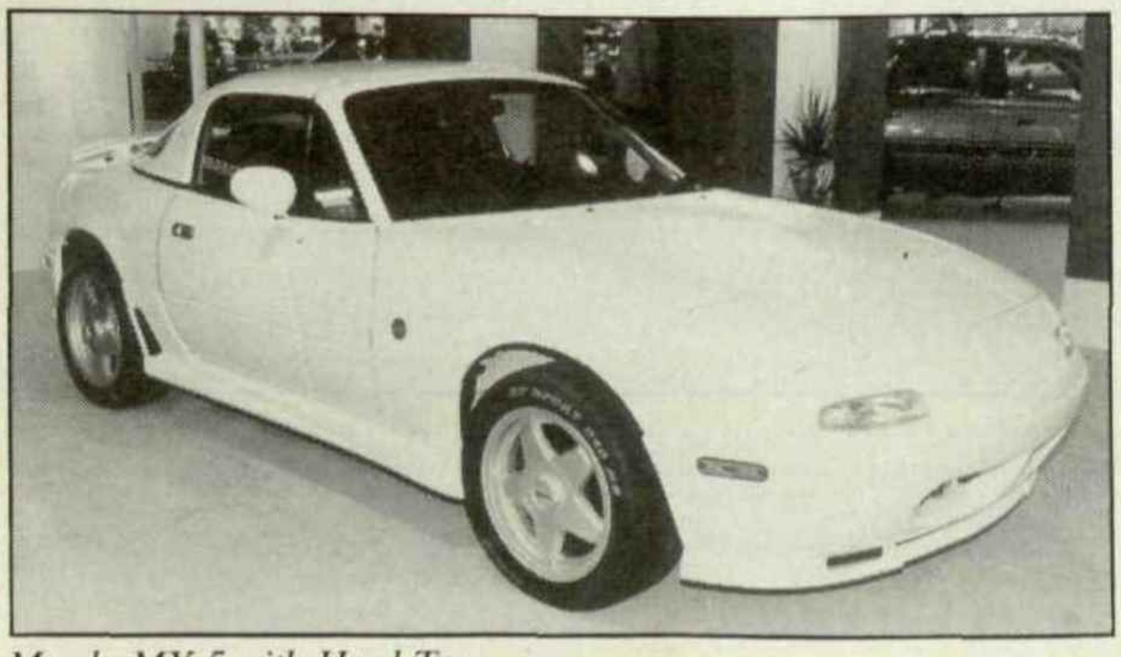
Marcos 2-litre.

Maserati
The new Shamal, a 325 bhp twin-turbo 3.2-litre V8 engined car, is due in Britain in the spring of 1991.



Maserati Shamal.

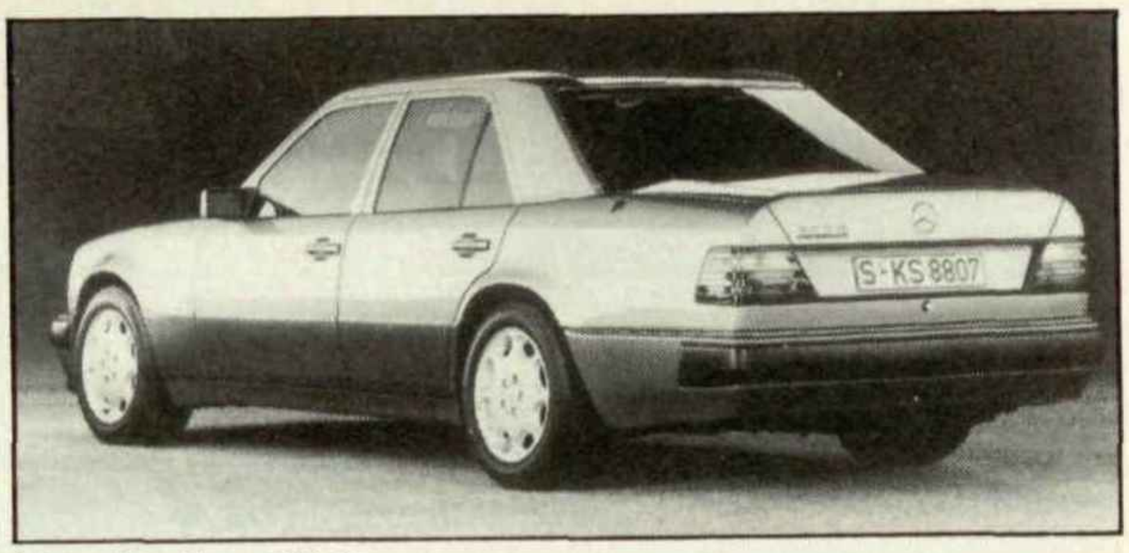
Mazda
Despite the presence of the Gissya MPV concept car on the stand, Mazda's plans for the future lie in a different direction. Within two years there will be a new range of executive cars which may even be badged differently, similar to the Toyota and Lexus. In the meantime, Mazda will be introducing an authorised turbocharged version of the MX-5 from BBR and a removable Hard Top for the less hardy.



Mazda MX-5 with Hard Top.

Mercedes-Benz
A facelift for the G-wagen, a new 1.8-litre engined 190E and a long wheelbase limousine based on the 200-300 mid-range saloon are the new additions to the Mercedes range.

A little more exciting perhaps is the arrival of the 500E, a hand-built saloon from Stuttgart. Apart from phenomenal



Mercedes-Benz 500 E.

performance — 156 mph electronically governed not to be exceeded, 0-62 mph in 5.9 seconds — it also features "intelligent" control functions which "talk" to each other as the car is driven.

Only 12 of the 5-litre V8 cars will be made a day and annual production will be limited to 2400. 125 500Es are due to come to Britain in 1991, but the price has yet to be announced.

Mitsubishi
Whilst the Colt and Lancer models receive the new 12-valve 1500cc engine, it is the HSX 3000GT which will undoubtedly capture the headlines when it goes on sale in 1991/92. This 24-valve, twin turbocharged V6 machine is capable of 165 mph and can accelerate from 0 to 60 mph in 5.4 seconds. Most of the other models feature minor styling changes for 1991.



Mitsubishi 3000 GT.

Nissan
The Primera, a British built Nissan, is aimed directly at the fleet market. Available in 1.6 or 2.0 form, it comes in various levels of trim and in hatchback, saloon and estate versions. Prices range from £9995 for the 1.6L 4- or 5-door up to £16,997 for the 2.0E ZX 4/5-door.



Nissan Primera.

Peugeot
Whilst the 405 range sees a comprehensive specification improvement, the 405 GRDT is an entirely new addition, available as both a saloon and estate car. The main attraction of this turbocharged diesel model, priced at £12,710, is the economical fuel consumption it offers.

The same engine, without intercooler, is also offered in the 205 and in the 309 so that Peugeot can now justifiably claim to offer a high-performance, diesel turbo engine in each model in its range.

To round off the top of the range, Peugeot have introduced the



Peugeot 605 SVE24.



Renault Clio.

605, the prices of which vary from £16,600 for the manual 605 SLi to £26,520 for the high-performance 24-valve V6 engined 605 SVE24, the five models in between being the 605 SRi at £18,420, the 605 SVi at £19,150 for the manual and £19,950 for the automatic, the 605 SV3.0 at £22,500, the 605 SVE3.0 at £24,900 and the 2.1-litre diesel turbo, the 605 SRdt, the price of which has yet to be fixed.

Porsche

In December Porsche will introduce another derivation on the 911 theme, this one being the 320 bhp, 3.3-litre 911 Turbo, replacing the fondly remembered, but demon, 911 Turbo. The new model sees an extensive increase in power endowing the car with a top speed of 168 mph. Priced at £72,993 it is not cheap, but is bound to have a clientele anxious to buy it.

Later next year a new lightweight 911, the 260 bhp 911 Carrera RS will be introduced. Closely based on the 911 Carrera 2 Cup cars (see MOTOR SPORT June 1990), the production is scheduled to start in the summer with a total projected production run of approximately 1800 units.

A new rear spoiler for the 944S2, new optional sport suspension for the 911 Carrera 2 and 4 and additional sound-proofing for the 928 series are the detail changes in the other models.



Porsche 911 Turbo.

Renault

Renault's new mid-size hope is the Clio, a hatchback due into Britain next March. It will be available in 3- or 5-door versions and with a choice of four petrol engines ranging from 1.2 to 1.8 litres and a 1.9-litre diesel. Alongside the Clio is the Renault 5 Campus, an entry level 3-door hatchback with a 1.1 or 1.4-litre engine.

Going a little further upmarket, Renault will be expanding its nine car 19 hatchback range with the introduction of the 137 bhp Renault 19 16V which is capable of 134 mph.

Another performance car is the Alpine GTA Le Mans, priced at £37,000, but since the number to be sold in Britain is strictly limited to 35, it is only of academic interest.

Rover

Of interest to many will be the arrival of the 3-door 200 range. The four model range is topped by the 216 GTi Twin Cam with its 125 mph capability while the other three models use the Rover K series engines. Prices range from £9335 to £13,530.

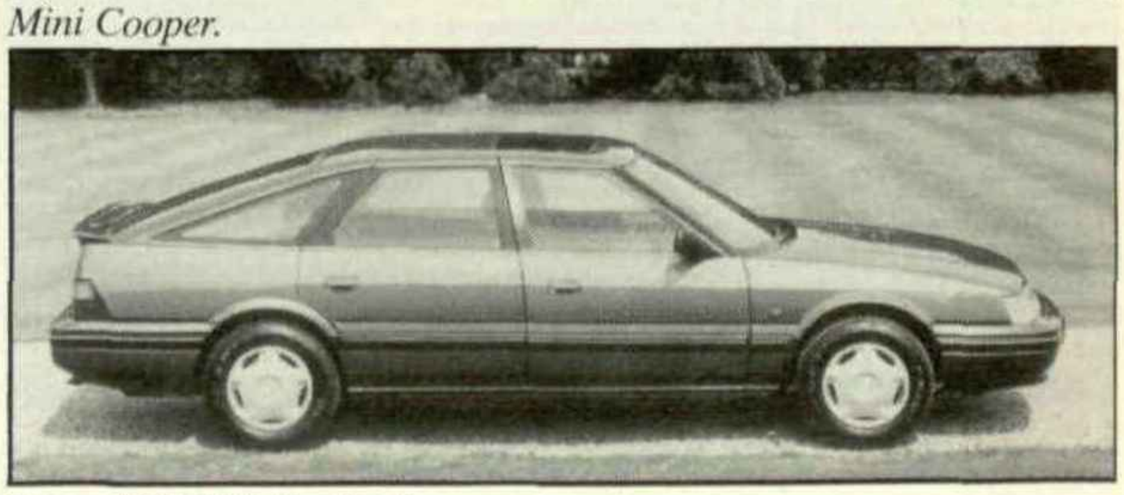
The 200 5-door line-up has also been expanded with the introduction of a new base level 214S priced at £9635 and the 800 series receives a minor facelift. Most surprising, and welcome for romantics, is the return of an old chum — the Mini-Cooper which has just become available at £6595.



Rover 216 GTi 16 Twin Cam 3-door.



Mini Cooper.



Rover 820i 16V Fastback.



Renault 19 16V.

Saab
Saab's 2.3-litre engine, introduced last year in the 9000 and CD models, has now been turbocharged. Apart from receiving the new 200 bhp engine, the 9000 range has also undergone a slight facelift. A Light Pressure Turbo 2-litre engine has also been specifically developed for the new 900S model.



Saab Carlsson with turbocharged 2.3-litre engine.

Seat
A new fuel injected 1.2-litre hatchback is a new addition to the Ibiza range.

Skoda
Whilst Skoda used the Motor Show to unveil the Favorit Convertible, it was only a prototype. The real news from Birmingham was the arrival of the Favorit Estate which is destined for the British market in mid-1991.



Skoda Favorit Estate.

Toyota
Toyota's range of cars has expanded rapidly in recent months, but it is the eight-seater "multi-purpose vehicle" (MPV) Previa which is sure to be a hit in a limited sphere. It carries a price tag of £18,099.

The fifth generation Celica is also upon us, the Celica GT (£17,301) powered by a new version of the 2-litre 16-valve twin-cam 158 bhp engine and the twin turbocharged Celica GT-Four (£22,380).



Toyota Previa.

Turbo Technics
There are several models which have been modified by this Northampton firm, the Minker 323 being one of the most exciting, but new for 1991 is the TT version of the Mercedes 300 and the Range Rover.

Turbo Technics have managed to boost the power of the 3.9-litre Range Rover engine by 25 per cent with the installation of a single Garrett T3 turbocharger, but more impressive is the TT Mercedes. The 3-litre engine, once it has passed through their hands, sees a power output of 280 bhp, an increase of 50 per cent. Watch out, though, for the 24-valve version which is presently under development.



Turbo Technics Mercedes 300.



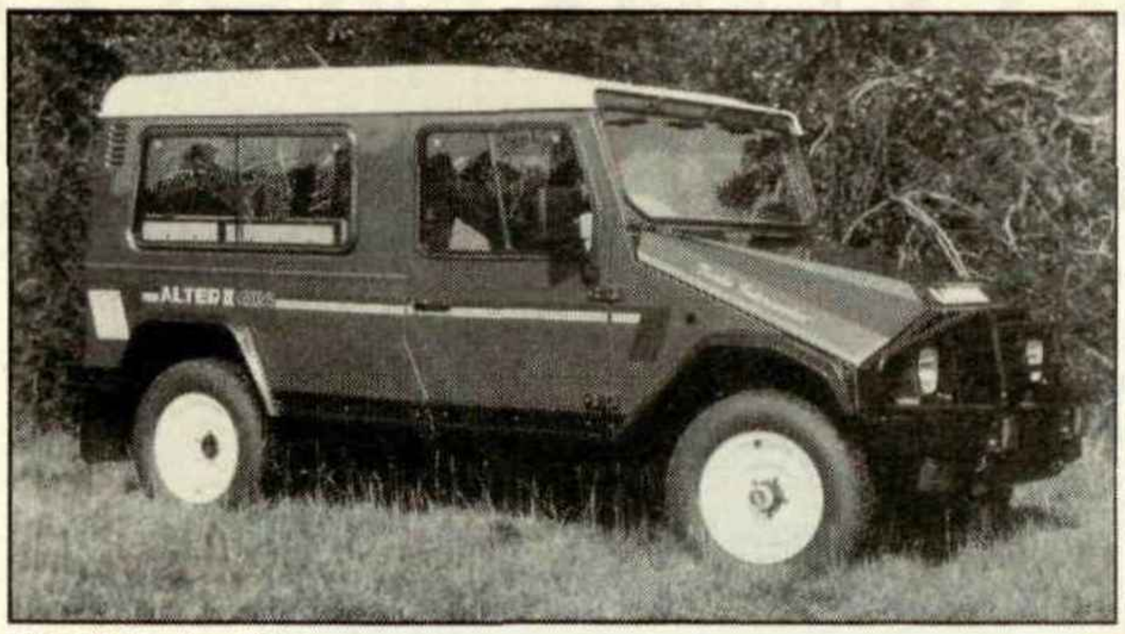
Turbo Technics Range Rover.

TVR
Alongside the Speed Eight, which was shown at Motorfair last year, was the handsome Griffith, the entry level model in the V8 range of TVRs. A GRP body over a rigid tubular steel spaceframe chassis, the car is light and extremely rapid. It is an attractive alternative to its more angular stablemates, but at £21,950 it is not cheap.



TVR Speed Eight and Griffith.

UMM
A rather odd-looking four-wheel drive vehicle, the UMM is a product of Portugal. It is primarily designed as a utilitarian



UMM Station Wagon.



Volkswagen Polo Coupé GT.

vehicle and is not one for the green welly brigade. There are four models in the range, including the imaginatively named Station Wagon, Soft Top, Pick-up and Hard Top, all powered by Peugeot's 2.5-litre diesel engines. Prices range from £9000+ for the Pick-up to £13,834 for the multi-seat turbo diesel Station Wagon.

Vauxhall

Although put in the shade by Ford at this year's Motor Show, Vauxhall have their own new range of cars for 1991.

The small Novas have been facelifted externally and internally and the range has a new entry level in the new 1.0-litre Nova Trip, available as a 3-door hatchback or 4-door saloon. It replaces the Nova 2-door saloon.

The Carlton and Senator model range are blessed with the arrival of a new 2.6-litre 'Dual Ram' engine with low end torque its major characteristic.

The Astra range sees the addition of the 1.6-litre SX and the 1.8 fuel injected SXi while the 2.0i and 2.0i 16V Calibra have been joined by a third model, the 2.0i 16V 4x4 for £19,245.

Major attraction for MOTOR SPORT readers is the arrival of the fearsome Lotus-Carlton. The model has a completely new 6-cylinder 3.6-litre twin turbocharged engine capable of developing 377 bhp at 5500 rpm and delivering a whopping 419 lbs ft at 4200 rpm. The top speed is academic, but at 180 mph, it is truly impressive.



Vauxhall Nova Luxe 5-door.



Vauxhall Lotus Carlton.

Volkswagen

The new Polo range was unveiled at the Motor Show comprising booted saloons, hatchbacks and coupés. The body shape is more aerodynamic and the interiors re-designed. A new £9500 75 bhp GT version, capable of a less than staggering 106 mph, is the top-of-the-range car while the £6000 1.05-litre 45 bhp Fox coupé is the entry level car.

Volvo

The 900 series is Volvo's new flagship range and comes in saloon or estate versions. A new 2.9-litre 24-valve engine powers the 960 whilst the 940 is powered by a choice of turbocharged or fuel injected 2.3-litre 16-valve engine. A 480 convertible is being considered for production in 1991. WPK



Volvo 960.



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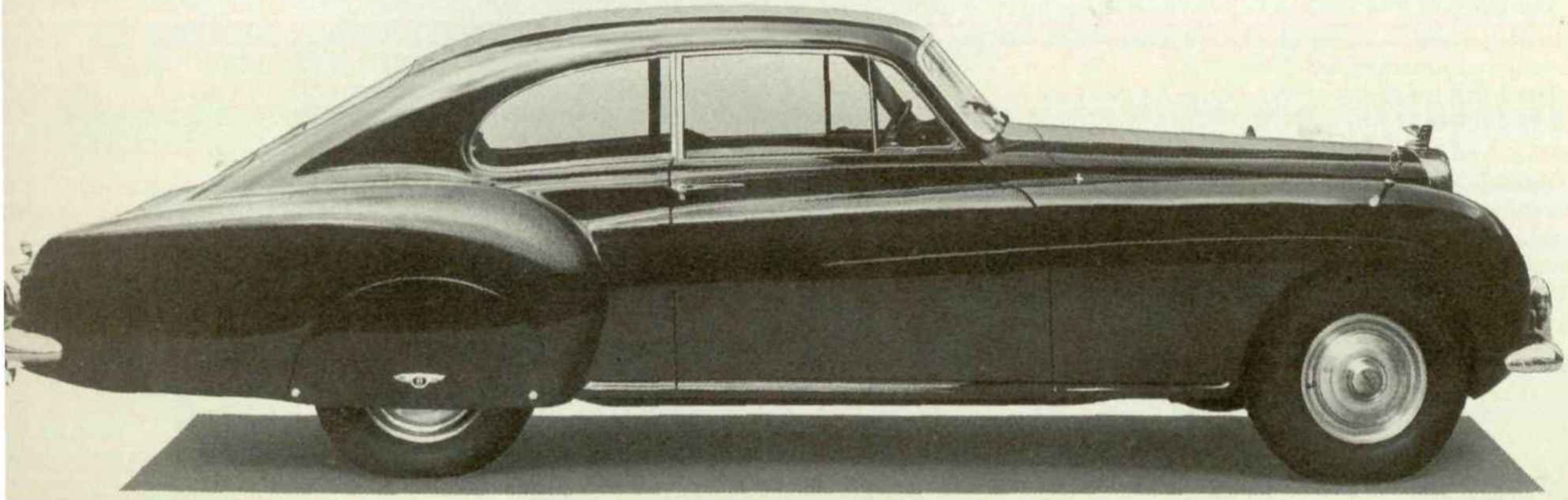
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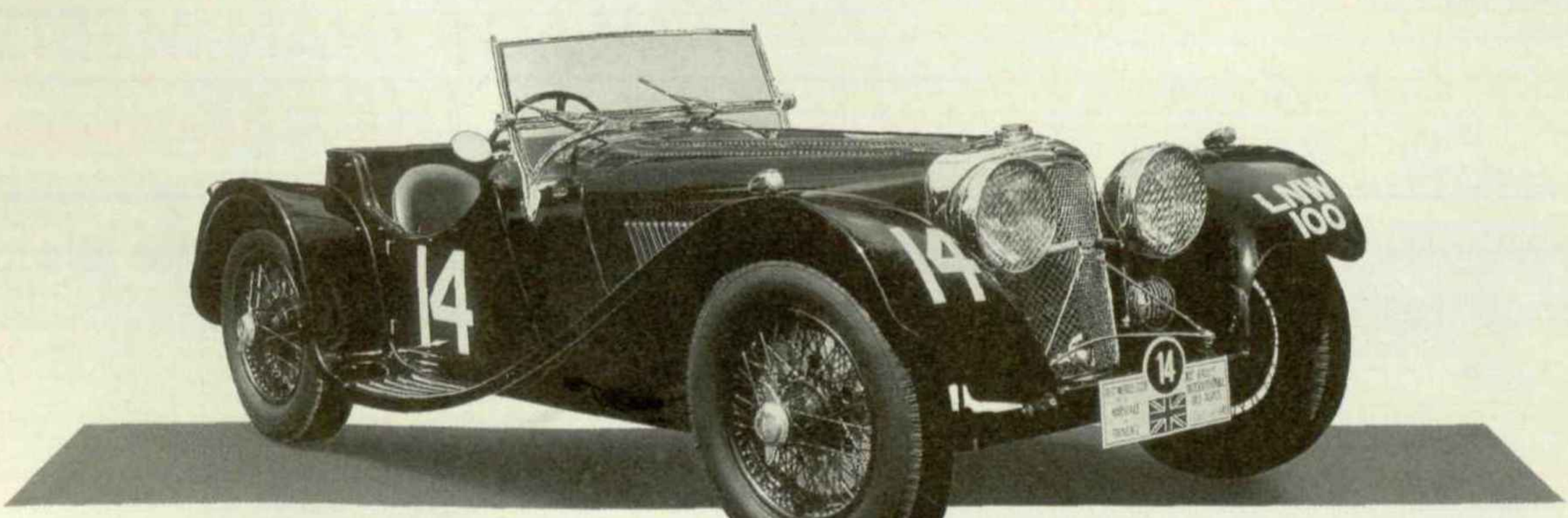
FEBRUARY 1990. COYS LONDON AUCTION.

£1,198,600. World record auction price for 1963 Jaguar E-Type Lightweight "5115 WK."



MAY 1990. COYS NEC AUCTION.

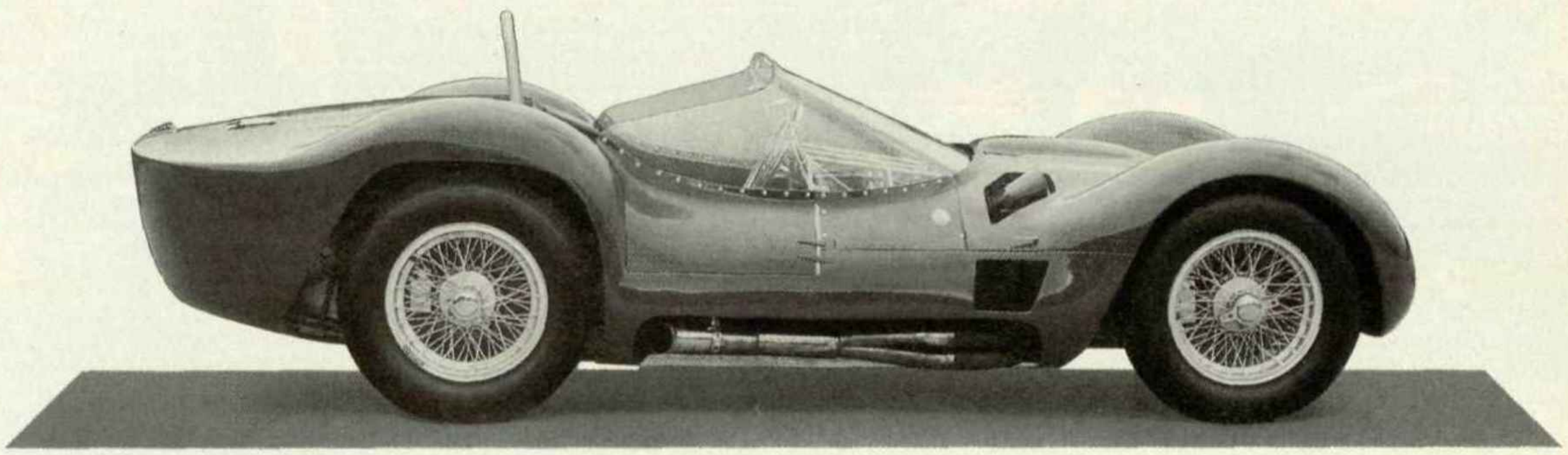
£180,600. UK record auction price for 1954 Bentley R-Type Continental Fastback.



JULY 1990. COYS LONDON AUCTION.

£334,500. World record auction price for 1939 Jaguar SS100 3½ ex-works "LNW 100."

D, COYS' NEXT MAJOR DECEMBER 12TH.



AUGUST 1990. COYS NÜRBURGRING AUCTION.

£1,136,700. World record auction price for 1960 Maserati Tipo 61 Birdcage.

DECEMBER 12, 1990. COYS LONDON AUCTION.

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George Daniels manhandles his long chassis Bentley round the hairpin at Cronk-ny-Mona. A 1928 4½, originally without supercharger, it was the first experimental blower car and was used in Birkin's catalogue. A long racing history, it was one of the three team cars at Le Mans in 1930 but was the second Bentley ever to non-start as the odd petrol provided by the French caused the team to run on benzole instead, which necessitated a change of compression ratio, there being time to adjust the two quicker short chassis cars but not the Dunfee/Kidston machine.



A line-up of 2 Cobras, 3 Austin Healeys and 2 Healey Silverstones going back to the paddock after Saturday's promenade sprint.

As visit to Douglas, on the Isle of Man, is like a time warp to a bygone age. A still-grand town, that has seen better days and is sitting uncomfortably with the 1990s — all seedy colonnaded Victorian hotels, arched walkways, tacky seaside shops and amusement arcades. Douglas is perhaps a dowager Duchess waiting for the chauffeur to remind her of her youth, only to find that he has driven up in an XR3i . . . .

The patina of the inter-war years made it therefore a very evocative venue for the second running of the Manx Classic, held over three days in mid-September. What after all could be more evocative than walking down a sea-front promenade with such a backdrop, past ranks of Riley specials, Jowett Javelins, C type Jaguars and Healey Silverstones? You kept expecting to bump into the shades of George Eyston or Reg Parnell — an expectation vividly made flesh when you came upon Rivers Fletcher chatting happily to onlookers as he leaned against his Alvis Speed 20 — a car that he has owned since 1934 and for which he designed the special sports coachwork.

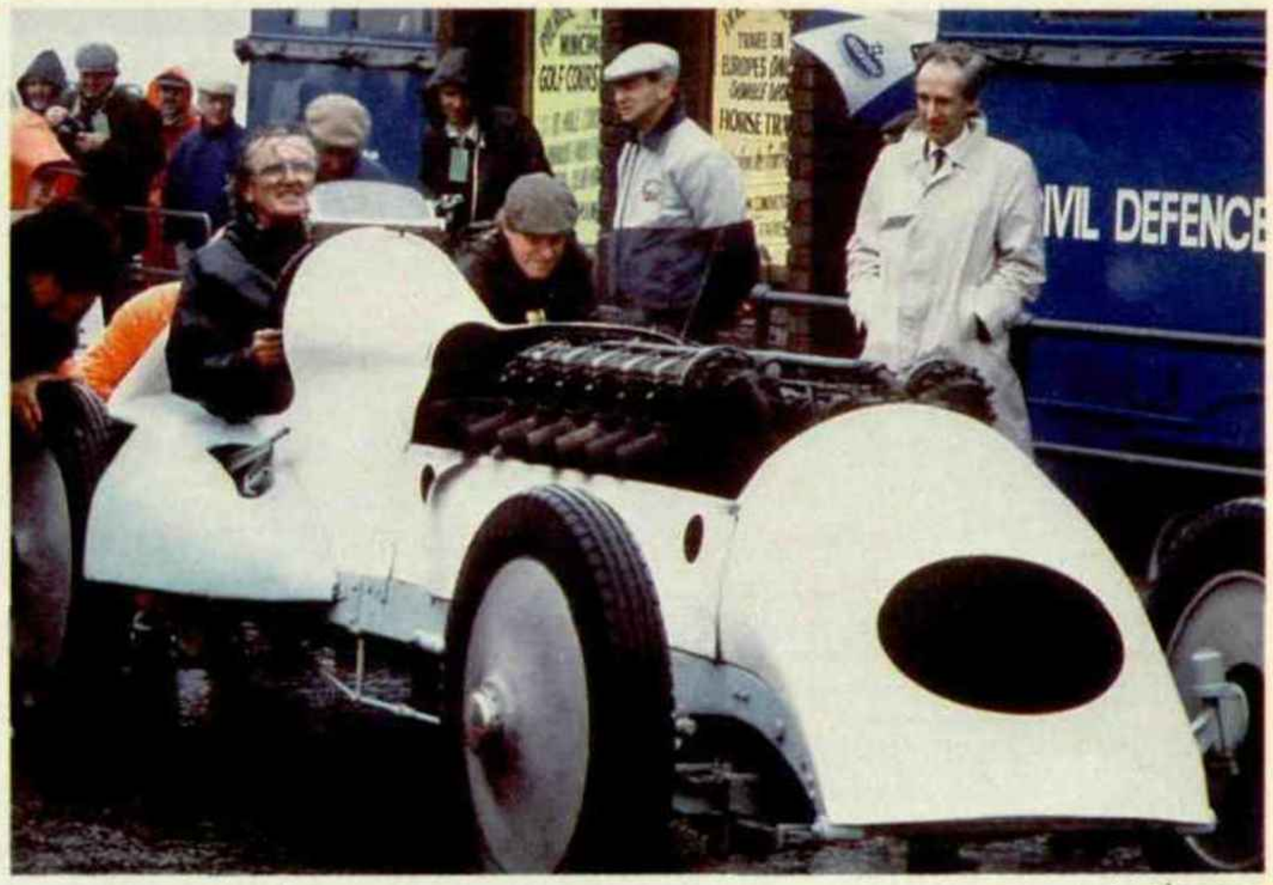
What makes the Manx so unique is that it is unlikely that any similar event could be held elsewhere in the United Kingdom. For instance, the Birmingham Superprix needs a special act of Parliament — and it was a similar Act in 1904 that allowed the racing of "light locomotives" on the open roads of the island.

The week is clearly intended to be Britain's version of the Mille Miglia and Targa Florio retrospectives — and to evoke memories of the British Empire Trophy and Tourist Trophy races held intermittently between the start of the century and the early 1950s.

As such, it was a very brave effort and



Watched by a bemused policeman, Phil Bennett's Lister Jaguar speeds past the pits on Glencrutchery Road.



A plume of water shoots into the air as Wyn Owen receives a push start in "Babs".

for an event only in its second year, one which shows great promise for the future. The organising Manx Motor Racing Club shouldered the responsibility for the running this year, having had the bulk of the work done in 1989 by the VSCC who apparently only see the format as a bi-annual one. As one club member observed though, to have done that would have meant starting from scratch every time and so the Manx Club decided to press ahead on their own for an annual event.

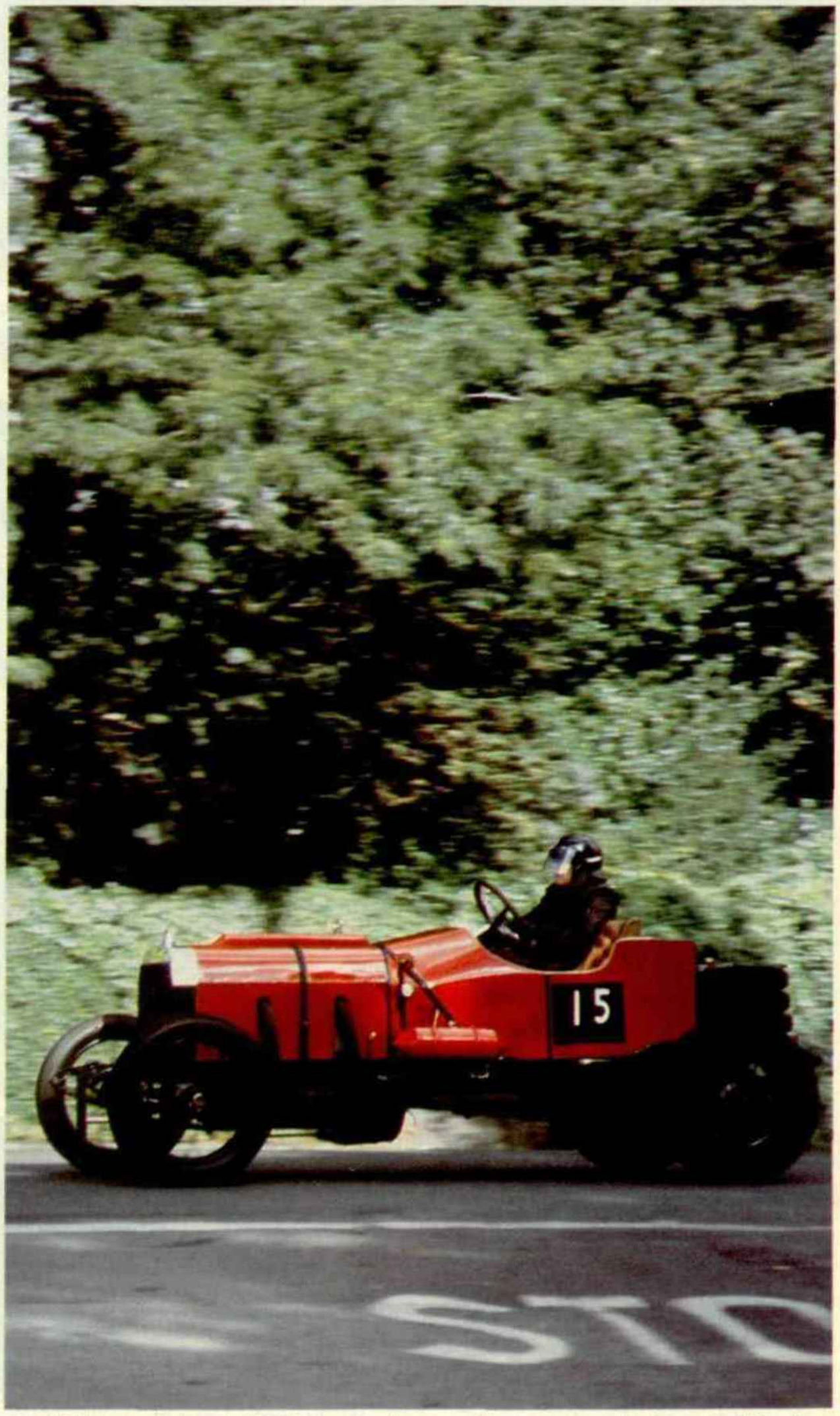
As well as enjoying the willing co-operation and help of the RAC, the Manx Police and the TT and British Motor Racing Marshals Clubs and numerous corporate sponsors, the organisers' principal asset seems to be the infectious enthusiasm of all of its members. They all badly wanted it to be a success — so it was jolly-well going to be!

The large and varied entry of sports and racing cars, attracted mainly from the HSCC and JDC and split into several classes by age, specification and engine size, assembled on Douglas Promenade on Thursday, for the timed sprint events. Unfortunately the spectacle of the event was limited by the rather thin midweek crowd and the necessity of running only one car against the clock at a time, because of the narrow width of available tarmac — the rest being criss-crossed by tramlines. Further frustrations had to be endured when the sprints were limited to 440 yards, instead of the planned half mile, because of the thin rain that started to fall during the lunch interval, persisting throughout the rest of the day.

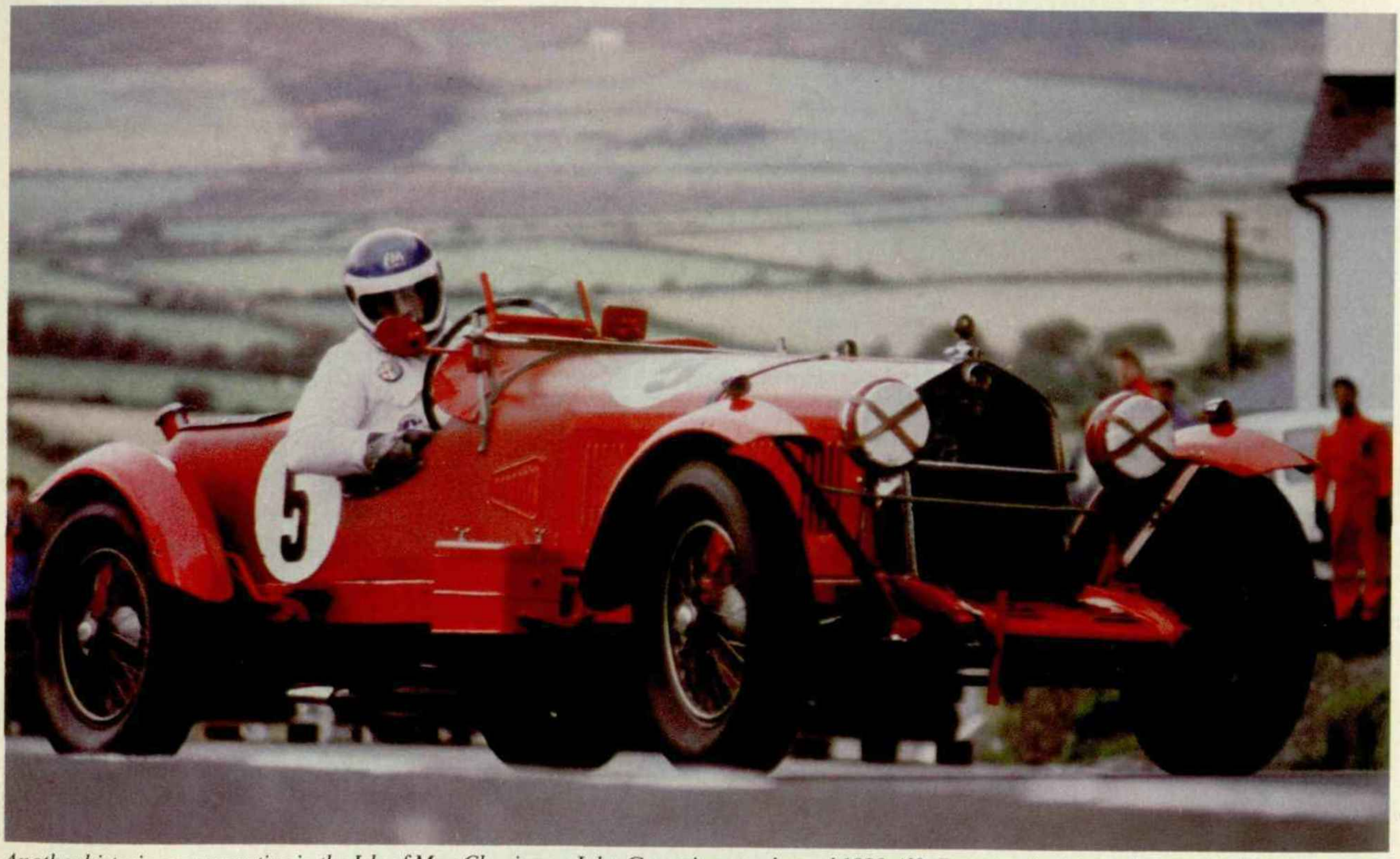
Nevertheless, Phillip Bennett driving a "Knobbly" Lister Jaguar managed to cross the timing beam at the end of the standing quarter mile in just 14.86s, to record ftd. In a plethora of sub-twenty second runs special note should be made of David Ellison who booted his 1934 Riley Brooke Special down the Prom in 16.66 seconds during the very wet first session, to win the pre-1941 racing car class handsomely.

Friday and Saturday were taken up with what most of us had come to see — circuit racing on the old Willaston Empire Trophy Course. This indeed was a hairy chested road-racing circuit in the old tradition. From the TT start by the grandstands in Glencrutchery Road the road dropped down to the hard right-hander at Parkfield and out to another hard right at Willaston and up the hill past the council estate onto the blind sweepers that approach the hairpin at Cronk-ny-Mona. From here the cars kept climbing until just before the blind, adverse camber, high-kerbed Signpost corner, scene of many incidents during the two days, as inexperienced or unwary pilots lurched over the brow, missed their turn-in and either ended up in the outside tyre-wall or shot off down the escape road towards Onchan.

This escape road in fact was part of the old Willaston circuit, but was considered so hazardous, even by the standards of the rest of the course — with its violent descent to the Manx Arms



Cecil Clutton in the 1908 12-litre Itala was able to show a clean pair of heels to many a younger car/driver combination.



Another historic car competing in the Isle of Man Classic was John Guyatt's supercharged 1929 Alfa Romeo, which has a long racing history, much of it in Ireland, including finishes in the 1929 Irish Grand Prix and TT as well as practice use for the TT by Nuvolari in 1930.

— that a relatively safer shortcut to Governor's Bridge was substituted (with no overtaking allowed). At the bridge another tricky right took the competitors on to the long straight back to the grandstands.

All the races were actually run as individual time trials, but naturally, as the fields closed up, dicing became the order of the day, with drivers competing energetically against each other as well as the clock. Nevertheless, the actual results of the week are largely irrelevant in such a format, but several images stick in the mind.

There was octogenarian Cecil Clutton wrestling his 1908 12-litre Grand Prix Itala round an overcast Cronk-ny-Mona, faster apparently than some of the more modern machinery buzzing around him, flagging perhaps towards the end but still able to record a best average lap of 51 mph.

I will remember "Babs" — the Parry Thomas Land Speed Record car resurrected by Owen Wyn Owen and standing proudly outside the faded, but still elegant, Douglas Gaiety Theatre, looking for all the world as she must have done at Pendine in 1927. Her owner took the old lady for a demonstration run along the Promenade and after several abortive attempts the 27-litre V12 Liberty crackled down the half-mile with a mud-spattered Wyn Owen hanging grimly onto the wheel and a six foot plume of water shooting out of the valve gear.



Leslie Cussons in the Aston Martin DB4 GT Zagato.



Peter Austin spins his Cobra at "signpost".

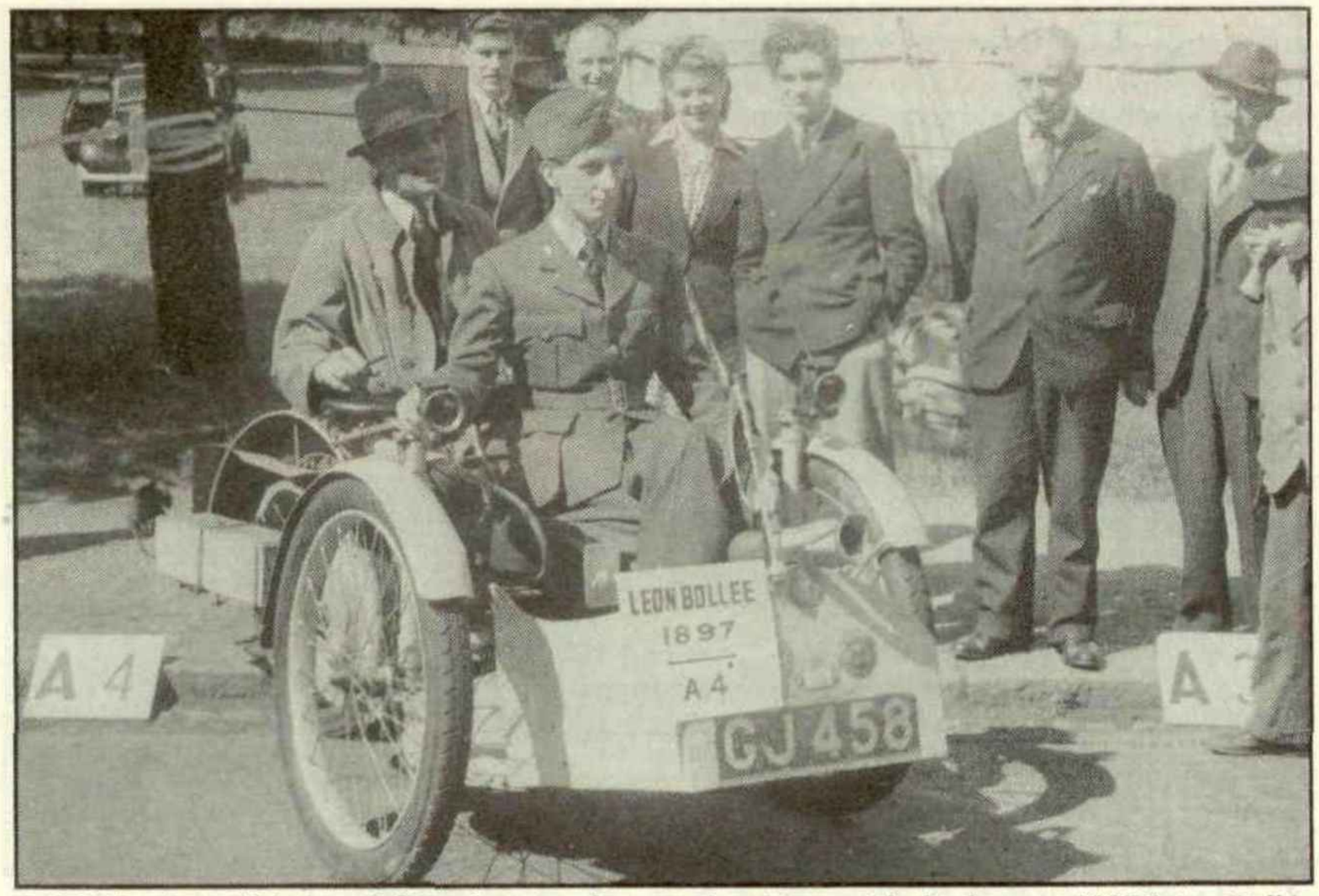


A line of historic machines swoops through Parkfield.

Or how about Barry Williams in a road-trim MGA, hopelessly outclassed by the full-race Cobras and Healey 3000s, deciding to enjoy himself anyway and opposite-locking his way round Signpost with one fist in the air? I think it was the first time that I ever heard a motor racing crowd laugh with such genuine spontaneous pleasure.

The standard of driving was on the whole good, though some drivers exposed weaknesses in driving technique which were not apparently tempered by caution or an awe of their surroundings. There were a number of potentially serious incidents, which can only be described as racing accidents, but the RAC seemed pleased with safety arrangements and in all cases the marshals and emergency services reacted with commendable speed and skill, so that the worst damage was a number of bent cars and the apparently common injury of cracked ribs and a bruising for the unfortunate drivers.

Organisation of the 1991 Classic has already commenced, with September 25th-29th pencilled in as the provisional dates and the MMRC hoping that the RAC will allow them to open out the entry to more modern machines with improved safety devices .... now there's a thought, Porsche Carreras and Ferrari 512Ms at Signpost, or the Honda CRX Challenge boys hustling through Governor's — a vague hope I suppose, but my mind has started boggling already. IB



S C H Davis and his son Colin, who was also a racing driver, with the famous 1897 Léon Bollée "Beelzebub" which Sammy used for many Brighton Runs, carrying a flag signal reading in Naval terms "I am manoeuvering with difficulty, – give me plenty of room," and which he once pushed many miles to the finish in spite of leg injuries received in his Invicta crash at Brooklands.

The Brighton Run How it Began

The annual London-Brighton Run for veteran (pre-1905) cars has become one of motoring's biggest and most popular fixtures, attracting a big entry and an enormous concourse of spectators every November. It has its origins in the Emancipation Run of 1896, staged to celebrate a new Act towards greater freedom to use horseless-carriages on British roads, and as a demonstration (that was the intention, not fully achieved) to horse-riding and pedestrian citizens of what the new-fangled "autocars" were able to do.

Until the passing of the Locomotives on Highways Act that year, motors had had to observe a speed limit of four mph, which prevented any real progress being made in mechanically propelled road travel, which was beginning to spread its wheels on the free roads of the Continent of Europe, especially in France. The new Act raised the speed limit for such vehicles to 14 mph, although Local Government Boards could, and did, reduce this pace to a legal 12 mph, slower than a trotting horse perhaps, and the police remained antagonistic to the new mode of transport. But 1896 represented a considerable stride forward. It was to celebrate all of this that on November 14th 1896, the London-Brighton demonstration was held.

At breakfast at London's Hotel Metropole beforehand the Earl of Winchelsea ceremoniously destroyed a red flag, thereby starting a myth which still prevails, namely that until 1896 the person preceeding an "autocar" had to carry one. In fact, this provision had been virtually rescinded 18 years earlier, by the Highways & Locomotive Act of 1878 which was seen to imply that a man was only required to lead a car if it met horses or other tricky situations, thereby removing a severe halter to vehicles' progress. This notwithstanding, when Wilfred Andrews, the then Chairman of the RAC, completed the 1956 Brighton Run on a 1901 Benz, he destroyed a red flag, and similar inconsistencies have happened since! Even *The Autocar* got it wrong. As did the RAC MSA in last year's Kenco programme.

It is hard now to recapture the atmosphere of that Emancipation Run 94 years ago. The roads were primitive, and the weather was unprepossessing, as the pioneers of automobilism in this country, with many well known Continental experts mingling with them, hampered by a lunch-stop at Reigate and doubting onlookers on the way, endeavoured to show that they could, *sans* horses, get from the Metropole Hotel in London to its namesake in Brighton (London-by-the-Sea) in one winter's day. Racing driver Charles Jarrott, in his excellent book *Ten Years of Motors and Motor Racing* (1906/1912, MOTOR SPORT 1928) remembered "A foggy, dull, wet, typical November morning found me making my way along Holborn to the Central Hall (the garage used to house the cars) to see what was happening. I shall never forget the scene that met my eyes. French mechanics and German inventors, with enthusiasts of all nationalities, were mixed up in indescribable confusion. Huge flares were being carried about from one machine to another to assist in lighting up the burners of the cars. An occasional petrol blaze was seen through the fog which filled the hall, making the scene resemble a veritable inferno. Noise from the motors, which after desperate efforts, the various persons interested had succeeded in getting started, prevented human voice being heard."

Yet it was an historic occasion. *The Autocar*, founded the previous November, celebrated it by printing that week's issue entirely in red ink. The Run had brought over Gottlieb Daimler himself, Léon and Amédee Bollée, and HO Duncan and HJ Lawson, President of the Motor Car Club were there, along with many other celebrities.

Spectators crowded every conceivable vantage point. It was indeed an occasion, although two Englishmen, Henry Hewetson with a Benz and the Hon Evelyn Ellis on his Panhard-Levassor, had used their cars on English roads illegally before this great "awakening", Sir David Solomans had displayed four motor vehicles at his Tunbridge Wells Show the year before, and the following year Henry Sturmey got a gasolene Daimler from John O'Groats to Land's End. Alas, after such a passage of time and as no proper records were kept, it is difficult to say exactly what resulted on this first Brighton Run. Only 14 of the starters have been authentically listed. But these included four racing cars. Otto Mayer had the Panhard-Levassor that had won the 732-mile 1895 Paris-Bordeaux-Paris race at 15.0 mph, Mayade the Panhard that had finished first in the 1062-mile 1896 Paris-Marseilles-Paris contest at 15.7mph, Merkel another of those Panhards, that was second at 15.5 mph, and McRobie Turrell was on yet another, which had come in fourth in that event.

Besides these famous cars, van Toll drove Gottlieb Daimler on a belt-driven Canstatt Daimler (it had already appeared in the Lord Mayor's Show, having been bought by Lawson), Ellis had his aforesaid Panhard, the Bollée's two of their frightening three-wheelers, the boy Gort rode a Beeston tricycle, Archibald conducted an Arnold oil-carriage, Cornell a similar vehicle, and Altree a Panhard dogcart. In addition, two vans took part, forecasting the coming commercial vehicle movement. One was Peter Robinson's Panhard parcels carrier, fitted up to act as a breakdown tender. Unfortunately, it broke down itself and did not arrive until the early hours of the following day! The other van was Daimler's works-hack, driven by JS Critchley, works manager of that company.

Some cars arrived at the finish behind horses, others were said to have been put on the train, unloaded at Preston Park (where the Run ended, prior to forming a procession into Brighton) daubed with mud, and masquaraded as finishers. The

true results will never be known. But rumour claims that the Léon Bollée tricars got in first and second, some 2 hours 22 mins ahead of the racing Panhards. After this the Run became an annual event. Not always to Brighton, however, Southsea, Oxford and Richmond being other venues. But by 1902 it had petered out.

It was a copy of the 1896 Emancipation Run which the *Daily Sketch* and *Sunday Graphic* thought up as being a useful stunt in 1927. By then cars were, of course, a common sight, but among the more modern ones some pre-war examples were still in use, even to a few "turf-turfs", and others had been put away in factories or left derelict in country barns. To encourage people to bring them together, the newspapers offered prizes for a revival of the original Brighton run. It was a fairly lighthearted affair. Entries were supposed to be at least 21 years old but dating was casual (in later times the Veteran CC was commendably meticulous over this), the car's occupants tended to dress up in comic style, some cars carried comic notices, and the term "Old Crocks" was applied to the runners, a description that was to persist for many years. However, that did not stop such renowned personalities as Lt Col Charles Jarrott, SF Edge, JS Critchley, JW Stocks, EMC Instone, and WC Bersey acting as Judges.

An elaborate marking system had been evolved, taking into account age, condition, departure from original design, involuntary stops (5 marks per minute), and the shedding of passengers on hills (observed by exchanging them at the start, a method viewed with horror by the VSCC, presumably on the grounds that you might lose your best girlfriend to another driver). I never heard the outcome — of the marking I mean — and think most of the drivers just concentrated on getting to the finish at Patcham by 3pm after a 9am start from the Embankment.

51 aged cars were entered and it is of interest to discover how many of them were in regular use at that time, and to speculate on how many may have been seen on recent Brighton Runs. Thus an 1897 Daimler (I quote ages as then declared) had been in service certainly since 1902, a Panhard of the same age, bought in France in 1904, was said to have been running ever since, one of Vincent of Reading's collection, an 1899 Benz, was another in general use and also used for cutting timber, and a 1901 Siddeley, entered by University Motors, had, they declared, been used since 1903. There was a 1902 De Dion that was still working every day in Brighton and another that had been working constantly for the previous 12 years.

Then there was a 1906 Renault used from new as a taxi, a Fiat that had given, its proud owner declared, no trouble in the last 70,000 miles, and a Panhard and a De Dion, both 1906, running about as delivery vans, in Belgravia and Beaconsfield respectively. FS Bennett had put in the famous single-cylinder 1903 Cadillac



Lord Montagu of Beaulieu and Stirling Moss, seen here in the 1899 Daimler, which they drove in the London to Brighton run.

from the 1903 RAC 1000 Mile Trial, which it had re-enacted in 1913 and was to do again in later years, as I well remember. Some cars took part in later events, like the 1898 Stephens, laid up in 1908, and the ex-Queen Alexandra Renault. A 1906 Rolls-Royce already had a more recent sports body by 1927. One Renault declared honestly a non-original Zenith carburettor, others claimed complete originality, like Mary Miles' 1897 Benz, and the oldest car was John Bryce's 1893 (?) Panhard (V 46), with centre pivot steering. It is interesting that General Motors had unearthed an Oldsmobile and a Cadillac, Percy Kidner a 1904 Vauxhall, Victor Leverett a Riley, University Motors an early Star to keep its Siddeley company, and that Copley had the Daimler built in 1898 for the Company Manager. The last named had won first prize in a recent Coventry Hospital Carnival and a 1904 Wolseley the Comic Car prize in a Lowestoft fête, being driven afterwards to London to find a home in the Wolseley showrooms.

That was the flavour of this 1927 re-enactment of the historic 1896 Run. As a curtain-raiser, the *Daily Sketch* had held a run for the "Old Crocks" from Grey's Inn Road to the Olympia Motor Show. The Run itself had 44 actual starters, of which 37 got to Brighton, 21 of them non-stop, over a road much less easy to drive than it is today, if less congested. A pilot car led them, dire penalties being imposed on any veteran that overtook it, emphasing, as ever, that this is not a race! There were the usual adventures. The Riley and the Vauxhall had short circuits in their ignition, the Siddeley lost a pin from the gear lever, the 1897 Daimler with closed bodywork broke a petrol pipe, and the 1897 four-cylinder Panhard van retired at Purley with a cracked cylinder. Even now, better prepared and understood veterans have such troubles! The cars carried huge boards advertising the newspapers concerned, and the crew of GM's Cadillac (AB 731) all wore top hats. But the future scene was set, as veterans like a Rover (LF 569), Morrison's solid tyred Benz (A 7510), and the rest made their slow way to the finish. The dinner then was at the Royal York Hotel.

The search soon started for cars suitable for the next Run, more at first for the fun of it than to preserve priceless heirlooms or to enhance social status. Then a penniless 17 year old, I found a suitable De Dion Bouton under a pile of rubbish outside a Waddesdon garage but could not afford the few pounds asked for it. Kent Karslake described well in MOTOR SPORT *his* search for a Brighton veteran (February, 1931). He found a 6hp De Dion engine in a yard full of traction engines, dated 1902 in a letter from the makers, and at the owner's house the car to which it had belonged. It was loaded onto a lorry and entrusted to the village garage, whose owner had known a tube-ignition Daimler once used by the local laundry to deliver washing. He set about restoring the derelict De Dion and in time had it running. Indeed, Karslake was able to complete the 1930 Run on it at 15.9 mph, delayed only by water leaks, although an inlet valve head had broken off the previous day.

Long-forgotten veterans began to emerge, from under hedges, in ditches and outhouses. RO Shuttleworth paid 25/ (125p) for a Paris-Amsterdam Panhard-Levassor and got a rocket from pioneer St J Nixon for continuing to drive it to Brighton after its friction-driven water pump had packed up. He replied in polite but terse terms, guaranteeing that in future his veterans would be properly prepared .... The Run became bigger and bigger and, apart from World War 2 and the 1947 petrol shortage, was held annually. After the 1930 event the VCC was formed by Masters, Davis and Wylie at *The Old Ship*

in Brighton. By 1931 the RAC was organising this unique event, which was to grow to International status. Average speed certificates were issued to those who reached the finish on time, although this was discontinued after 1938. Madeira Drive accommodated the finishers by 1935 and the Ministry of Works permitted the Hyde Park start from 1936, when the VCC became joint promoters with the RAC.

The fun of finding suitable old cars was enhanced by discovering how they worked. Led for years by industrious Dennis Field, the VCC then dated the "finds". Some cars were found to be too modern for the Run, and one disgruntled person took his Bollée all the way on a trailer, incensed that it had been dated as 1897 instead of 1896 or thereabouts. Top racing drivers were not adverse to driving the veterans, among them Dick Shuttleworth, Sir Malcolm Campbell, Capt GET Eyston, Stirling Moss (who has recently acquired a primitive veteran of his own), Graham Hill, Bruce McLaren, Jack Brabham, Mario Andretti, etc. SCH Davis found a 3½hp Benz (BM58), before buying in France his beloved 1897 Bollée "Beelzebub" (CJ458), and in recent times famous pop stars and TV and other Showbiz personalities (including Terry Wogan and Gloria Honeyford) have been persuaded to take the wheel.

The Brighton Veteran Car Run has developed in a way none of the enthusiasts who took part, for a bit of a lark, in the 1920s and 1930s, could have foreseen. But thank St Christopher no-one has listened to the miniscule minority who have advocated making it a summer's day event, or bringing in the Edwardians to further congest what is now a very overcrowded, but efficiently policed, route. Entries of pre-1905 cars (pre-1904 in 1928) grew from a permitted 250 in 1960, to 270 by 1973, 300 in 1979, 330 by 1984. Last year the permissible number was increased to 330, with 451 hoping to go, as reserves were brought up. They came from America, Germany, France, Belgium the Netherlands, etc, even from as far away as Australia. The Run remains the greatest possible fun, as I can affirm from having watched some of the very early revivals, and with a personal "score" now of 16 drives or co-drives and 21 other "rides". Sponsored by Kenco it all happens again on Sunday November 4th, starting at 8am from Hyde Park. Watch it by all means, but please give the veterans plenty of roadspace.

WB.

Driving the Veterans

When the plea goes out to drivers of more modern cars to give the veterans plenty of road space on Brighton Run Sunday this does not imply that they have ineffective brakes or are in any way dangerous. They require MoT certificates of roadworthiness like any other car that has had at least three years' usage. They do not career out of control down the hills; it is simply that they need more space than today's powerfully braked cars in which to pull up, and that if impeded it takes a long time for their slow-speed engines to pick up. Some of them have quite normal controls. Others have distinctly individual features. Years ago, when these veteran cars had been largely forgotten, much of the fun was discovering how they were intended to work and how to drive them, in the absence of instruction books. It is now very different. Most owners have come to terms with their ancient vehicles, which are invariably in excellent condition. This notwithstanding, the Brighton Run is still an adventure and some new techniques have to be observed, among those who are handling these very aged motor cars.

I recall a few of the veterans' idiosyncracies. For instance, while a 1903 698cc single-cylinder De Dion Bouton had much to recommend it on the congestion-free roads of its heyday, it is less easy to conduct through thick traffic. This is because its driver needs more than a mere two hands to control it effectively! The two gears are engaged by a lever beneath the steering wheel. This also controls the clutch. To obtain neutral the lever has to be centralised, from full forward to engage top speed or fully back, through some 90 deg, to get "low". That is fine if the clutch then fully disengages. But if a quick stop is called for, the right hand will be pushing forward the outside lever that applies the brakes. So no hand remains free for steering, or for playing with the tiny throttle and ignition levers should the engine decide at that moment that it wants to stall. It is not always easy to find the exact spot on the quadrant where the clutch can be made to free; the only mild "bump" I have had on a Brighton Run resulted from this deficiency — very slowly into an extremely rusty Datsun, the Asian owner of which yelled abuse and wanted the police fetched immediately.

Much less difficult to control was a 6hp horizontally-engined 1904 Brushmobile, in which I completed successfully three Brighton Runs — perhaps familiarity helped. Anyway, its 978cc single-cylinder engine pulled down to incredibly low revs, so that changes of gear using the right-hand quadrant-lever were not often required, and were anyway easy. Speed was controlled by a hand throttle — no foot accelerator — which as on a Morgan 3-wheeler, would disappear as one turned the steering wheel. The engine was really a single-speed affair, taking its time to get up to its maximum of about 600 rpm. But if you were patient this was no problem and the brakes, foot and hand controls actuating on one drum each, were more than adequate.

Two veterans which I found far more tricky were a 1903 6hp Humberette and an 1898 3½hp Decauville. The Humberette had a detachable starting handle which you had to wind anti-clockwise and which was apt to fly off into one's face. The single-spoke steering wheel controlled higher geared steering than I had ever before encountered and around it were clustered two gear levers and three more controls. Being below the steering wheel the gear lever had to be fumbled for and if you found it while cornering the wheel-spoke would endeavour to chop off your hand. The engine responded so slowly to the little throttle lever that by the time one had found top speed it was necessary to get back into "low" on the two-ratio box. There was also an air lever in front of the steering wheel to play with, as on a motorcycle, and as the foot transmission brake seemed ineffectual, it was desirable, when traffic cut in, to reach for the outside handbrake, which worked the diminutive back-wheel brakes, disengage it with difficulty from its ratchet, and push it forward. There was also a bulb horn I couldn't reach and a mirror I could see nothing in.

The Decauville twin, composed of two single-cylinder De Dion engines on a common crankcase, giving 479cc, was steered by a sort of crossbar and started actually quite easily, by winding a chest level starting wheel. The little engine easily took top gear (again, there were but two speeds), the clutch was light and progressive, but engaging low speed carelessly would stall the engine.

The ride was comfortable in spite of the absence of back springs, weather protection entirely absent. (To compensate, there was independent front springing.) One problem was keeping the ignition advanced, with a tiny lever between my legs, its ratchet inoperative and my passenger's hand too frozen to hold onto it.

Fortunately, the Humberette expired with a "flat" battery just outside Hyde Park, and I felt justifiably able to retire the Decauville at Redhill as it was seizing up and its trembler-coil was only feeding one plug. Incidentally, an oil can would have been needed every 30 miles to lubricate the exposed gears and the four plain bearings of the back axle.

In contrast to these two, driving a 1903 vertical-twin 1.6-litre Centaure-engined Panhard was much less troublesome. The position of the piano-pedals was awkward, the steering heavy and very direct, but otherwise it was easy, after the 3-speed quadrant gearchange with shorter lever movement between bottom and second than between second and top had been mastered, especially as the one-time steer-



Woolly socks and warm clothing are 'de rigeur' even on sunny days as WB well knows having participated in 47 Runs. He is seen here partnering Louis Holland in the 1903 20 hp Berliet.

ing wheel spoke twist-grip controls had been deleted. Less simple, those "one-lunger" veteran Cadillacs, also of 1.6-litres! There is a pedal with which to get the low-speed, which has to remain trodden on until you want the high-speed, when a long right-hand lever has to be pushed forward, feeling as if it is engaging a clutch, which it is. Neutral is obtained by pulling this lever back, reverse by pushing it further back. A pedal applies the contracting rear brakes. If better braking is required, reverse is eased in. Once understood, however, these simple Cadillacs present no anxieties; they slog like mad, yet will gallop along splendidly.

Experience of the mighty Sixty Mercedes suggests that it is not all that simple to master, and the scroll clutch, while providing super grip, can engage fiercely. (Comment from Collings forthcoming?) The Daimler-Benz Museum's 1902 Benz Spider, a lusty 3-litre horizontal-twin, was sampled briefly on the Brighton road and found to have light steering, the engine speed controlled mainly with the mixture lever, a centre pedal you have to press to engage the belt drive, then step on another pedal to engage neutral or for changing gear, this pedal also being connected with the handbrake. The gear lever for the 4-speed box is of quadrant-type and a separate lever puts in reverse.

Lord Montagu's fine 1903 22hp 4½-litre four-cylinder Daimler is rather like an early vintage car to control, clutch and gearshift easy, the brakes powerful, and plenty of power, although the push-on handbrake is somewhat difficult to use, having a strong affinity for its body-mounted ratchet. Reverse is selected with its own lever.

Once understood, a 1902 8hp Beaufort was also simplicity to drive, but two hands were again needed to free a reluctant handbrake from its ratchet, and more than one right hand would have been useful for moving the advance and throttle levers, which move in opposite directions, and the gearlever of this single-cylinder car across the quadrant; however, the transmission brake is notably reassuring, steering light and accurate. Another veteran calling for no special skill is the 1903 20hp Berliet, remembered for accurate steering, a smooth clutch, and a nice gearchange once I had ceased to try to shift speeds with the close-set handbrake and had discovered that to go from 2nd to 3rd you have to go "round the corner" of the gate. Of the two brake pedals, it is customary to use the bigger one. As on most veterans an occasional glance has to be kept on the oil dripfeeds, and in this car, on the exhaust pressure (fuel-feed) manometer.

More in the "early primitive" tradition was a 1901 solid tyred 10hp Wolseley, horizontal engined, of course. It really required driving with legs crossed, because the clutch pedal was on the right, brake on the left! I had almost to stand up to get the clutch cones to free and the pedal travel was very short, although the drive engaged smoothly. The steering was also very heavy. The gears engaged nicely going up, but going down the delay was so long that crunching the cogs in seemed to be the accepted practice. Engine vibration was pronounced when idling and you drove it on the ignition and gear levers.

But all this gives the impression that I am an expert, which I most certainly am not! As for the speed of the veterans, back in 1930 the slowest London-Brighton average was 7.10 mph by Shuttleworth's 1896 Daimler, the fastest 27.72 mph, by Fedden's 1903 Mercedes.

WB.

SEASIDE SPEED TRIALS



Typical seaside speed trial scene. Cars at the Weston-Super-Mare speed trial.

Weather-wise, as in other ways, the VSCC is truly wonderful! On October 6th, the day before its speed-trials along the front at Weston-Super-Mare, rain lashed down and a gale blew trucks over on the Severn Bridge, and the modern cars couldn't run (existing course record: Lane-Pilbeam MP58 — 10.9 sec). The next day the sun shone and it couldn't have been nicer, for the older cars, at this free and easy combined meeting of the Burnham-on-Sea MC, the VSCC, and Woodspring District Council.

Again the VSCC had triumphed and all was set for an efficient sprint over the ss half-kilo course, after Bruce Dowell had opened it by driving the Mayor along it in his stately Sunbeam landaulette. On the two previous occasions when the Club has followed tradition by holding these seaside speed trials, FTD had been made by Anthony Mayman (ERA R4D) in 14.70 sec. and Rod Jolly (Giron-Alvis) in 15.54 sec. This year Mayman brought his 1959 Lotus 16 and made FTD in 14.33 sec, a new class course record. There was little opposition, apart from Payne's 1952 Cooper-Bristol, which recorded no times, and the 1949 s/c 1100cc Djinn driven by Roberts, with its creator, Rupert Instone, there to see it run. Incidentally, post-vintage entries outnumbered vintage by 59 to 44, backed up by four post-war Historic cars and five from the veteran and Edwardian eras.

The 'star' runner was in the last named class, in the form of the ex-Douglas Fitzpatrick Métallurgique with its 21-litre 6-cylinder T-head Series AZ 160 x 170mm Maybach aviation engine, now with new bolts to secure flywheel to crankshaft, and in the hands of its new owner, Brian Moore. It had been driven down from Cambridge on the Saturday and an intrigued crowd gathered to watch its great engine being turned over with a crowbar, "Chitty" fashion, and started on the trembler coil switch. Alas, it was a non-runner, as water was found in No 3 cylinder. (The 1914 TT Humber was an absentee, as Neve was unwell). As compensation for Moore's disappointment Nick Ridley generously let him compete in his purple 1914 TT Sunbeam and Brian was quicker than Nick, by 0.66 sec (25.08 sec). Fastest here, however, was Williamson on the 1908 GP Itala (21.70 sec), a new Edwardian course record, with Collings' 1903 Mercedes winning on handicap in 23.06 secs.

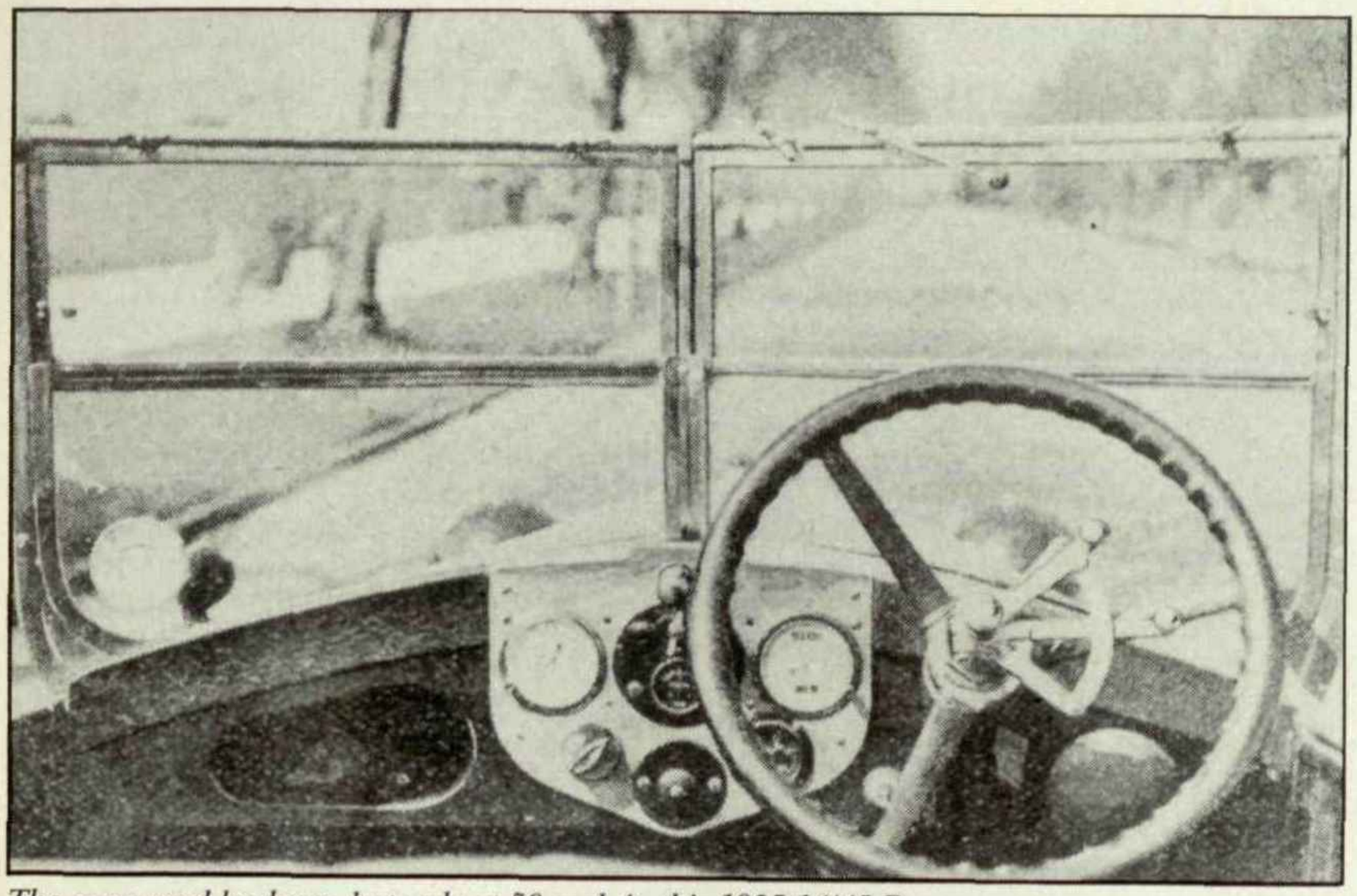
Fastest vintage car time was set by V Mallya, the new owner of the celebrated Sunbeam "Tiger", who drove it calmly to a time of 15.92 sec on this, his first appearance with the car. Joy Rainey vanquished all the other ladies, in the well-known sports s/c 2.3 Alfa Romeo, with a time of 18.74 sec, which beat her father's time by just 0.06 sec in the same car. Of the class winners, Judy Hogg in the Aston Martin (19.99 sec) beat the best vintage time, set by Champion's quick Meadows Frazer Nash (20.41 sec). Keith Hill, instead of his Coach-Helix, drove a Wolsely Special with a 1934 1257cc engine of this make, possessed of a McEvoy head, in a 1937 Fiat Topolino tubular chassis with ifs, the whole endowed with a smart blue sports body and disc wheels (23.83 sec). The next class up was a victory for Spiers' 1936 4.3 Alvis, in a new class record time of 18.47 sec, best vintage being Conway's Bugatti (20.94 sec). Of the special and supercharged 1500cc sportscars, Rides' Riley Special was best, with a new general class record, (20.01 sec), and it was good to see Tom Delaney demolish the vintage class record with his TT Lea-Francis (21.68 sec). The category for the bigger sports cars was exciting, as Craig Collings in his 8128cc Bentley beat Stanley Mann's 8200cc Bentley record-car by 0.90 sec, in putting the vintage class record to 16.48 sec and Burrell's 8-litre Bentley-Royce (the non-blown one) was second in class (16.89 sec).

Of the racing cars, all in the 1000cc class were post-vintage, Foster's blown 750 MG winning in 18.10 sec from Keeling's blown PB MG (18.55 sec). Caroline's wonderful Morgan 3-wheeler took the "middle class", in 18.70 sec and was only .01 sec slower on its second run, a new vintage class record. Gray in the Morgan did not approach these times closely but was second, and it was good to see the Amilcar Six of T John fill third place. Mallya then made his excellent bid for the big racing car division, but the post-vintage cars of Bruce Spollon in ERA R8C and Guy Spollon in the same ERA, led the class overall, with a Presidential win in 15.28 sec, although this did not beat Mayman's old ERA record. Noble's A7 was in trouble, it was said with a puncture, nor was Bronson's 2500cc Riley Special with the big blower fit for its second run. But the aged vee-twin ex-Davenport BHD, in the tradition of such speed trials, did a 21.92 sec run at J Parker's bidding and the temperamental Djinn 16.65 sec on its only appearance before it broke a con-rod. Very entertaining, and no time for buckets and spades.

WB



Sad exit for the 1907 Métallurgique-Maybach



The open road beckons, but only at 50 mph in this 1925 14/45 Rover.

Rover's Gamble The ill-fated 14/45

Not a forgotten make, a forgotten *model*. A bit of a sad Rover story, in fact. There is no doubt that the Rover is, and was, one of Britain's great cars, although orientated to the 'Rovonda' theme in recent times. The Rover Company Ltd got off the motor-car mark in 1904, with production models, some of which were good, some not so successful, and had the distinction of having factories both in the Motor City of Coventry and in Britain's industrial Midlands, just outside Birmingham.

In fact, Rover mechanically propelled vehicles went back to before 1904, if we include the experimental electric Starley of 1888 and the tricars made by the JK Starley Rover bicycles firm in 1903. But so far as Rover cars are concerned, it began with a sound little 8hp single-cylinder model with tubular backbone chassis, designed by EW Lewis, also made in 6hp form and tough enough to serve in remote corners of the Empire as well as along the lanes and undeveloped main thoroughfares of the Home Counties. Later on Rover adopted the Knight double-sleeve valve engine for its smallest models, but in these small cars it was less successful than in large and stately Daimler, Minerva and similar cars.

The best car made by Rover's before the Great War was the Owen Clegg-designed four-cylinder Rover Twelve. Clegg had a railway engineering apprenticeship and had joined Rover from Wolseley's. Not long after he had gone to Rover's he left to join Darracq, Mark Wild taking his place as Rover's Works Manager.

The War Office wanted another sound car, the 16/20hp Sunbeam, in such quantities during the war that Rover made it in their Coventry factory, along with 3 ton Maudslay trucks, as well as Rover motorcycles and munitions. After the Armistice the pre-war Twelve was revived, with some notable improvements, but the price of the tourer had risen from £350 to £750, although this was to be progressively reduced. It was renamed the Rover Fourteen, but engine size was unchanged. For a time success was maintained. The Rover name was associated with quality, and there had been pre-war racing victories to embellish its prestige, E Courts had won the 1907 IoM TT on a 20hp Rover, at 28.8 mph, beating a Beeston Humber, and this became a production model, priced at £450. The well established Rover Twelve was matched in the early 1920s by the popular little JY Sangster-designed 998cc air-cooled, flat-twin Rover 8. Apparently £400,000 was spent on tooling up to make this economy car. It proved a good move for a time, its successes in trials proving that direct air-cooling was no disadvantage and at first it undercut in price the Austin 7. But the new motorists soon preferred four-cylinder engines and as the price of the A7 came down, bought Austins instead of Rovers, in spite of the latter also having a car-type (as distinct from a cycle-car) transmission. Moreover, by now new models had emerged from other manufacturers and Rover profits turned into substantial losses, in spite of a four-cylinder 9/20hp model having been rushed out, using 8hp chassis parts, in 1924.

It was then that Peter August Poppe saw his opportunity. His name was well known as joint MD of the company which had become Britain's largest supplier of proprietory engines. William Morris had used T-head White and Poppe power units in his first Morris Oxford in 1912, although after the war he turned to the American Continental and French Hotchkiss engines. In the same way as other engineers, like JG Parry Thomas with his Leyland Eight (Britain's first production straight-eight), Sidney Guy with the advanced Guy V8, and JA Kemp with his twin-cam 2-litre Maudslay, had planned their ideal cars at roughly the same time, so Peter Poppe set out to design his concept of what the post-war medium-sized car should be, starting in 1918.

In 1919 Alfred White had sold his company to Dennis Bros of Guildford. Poppe went to them but by 1924 he had lost patience with their policies. Poppe was a friend of Alex Craig, a Rover director, and no doubt a talk with him set him trotting off to see JK Starley, son of the Rover cycle foundation which had pioneered the 'safety' bicycle, who was now in charge of Rover. The Rover board at that time was not possessed of much engineering knowledge and, in a desperate situation, Poppe's ready-to-produce 14/45 seemed just what it needed.

It was certainly a very advanced design. At a time when hemispherical combustion chambers had scarcely been adopted for racing car power units it is interesting that both Peter Poppe and Parry Thomas incorporated them for their production engines. Poppe did not wish to go as far as using twin overhead camshafts to prod valves with an included angle of 90 deg. Instead he came up with a very unusual valve-gear. He used a single overhead camshaft, driven by a worm-gear from a vertical shaft at the back of the engine, but made it operate the inclined inlet valves through short rockers. To actuate the inclined exhaust valves he used horizontal pushrods, running through tunnels in the head casting, and a further set of rockers. In effect, a combination of overhead camshaft on the inlet side and conventional pushrod operation, but turned through 90-deg, on the inlet valve side of the engine.

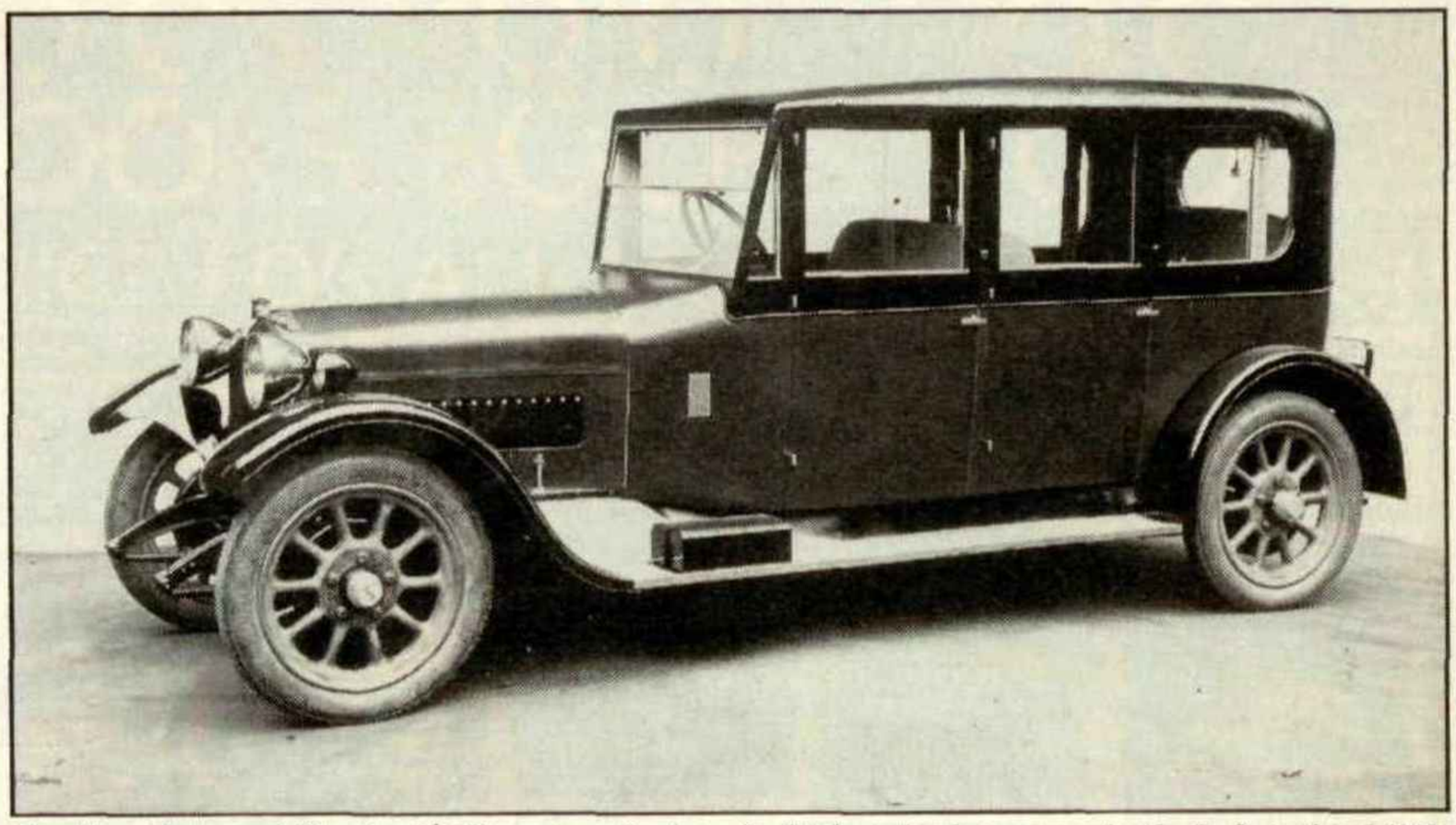
It is difficult to see what Poppe hoped to achieve with this complex layout. In later times cross-pushrods were used to actuate fully inclined overhead valves, but the camshaft has been retained in the base-chamber. Certainly the 14/45 Rover had the sparking plug in the desirable central position in the head, which a central overhead camshaft precludes. Poppe may have sought to reduce reciprocating weight by using shorter rockers (and lighter pushrods) than a central camshaft would have permitted. He also claimed that heat expansion could be controlled to an extent that tappet clearance would never vary by

more than 1½ to 2000th of an inch from this cause. But the fact is that the layout still required two rocker shafts and a full set of rockers as well as the cross pushrods, nor did it reduce the height appreciably of this long-stroke engine. Incidentally, the valve cases were duplicated, giving the uninitiated the impression that the 14/45 Rover had a twin-cam engine anyway.

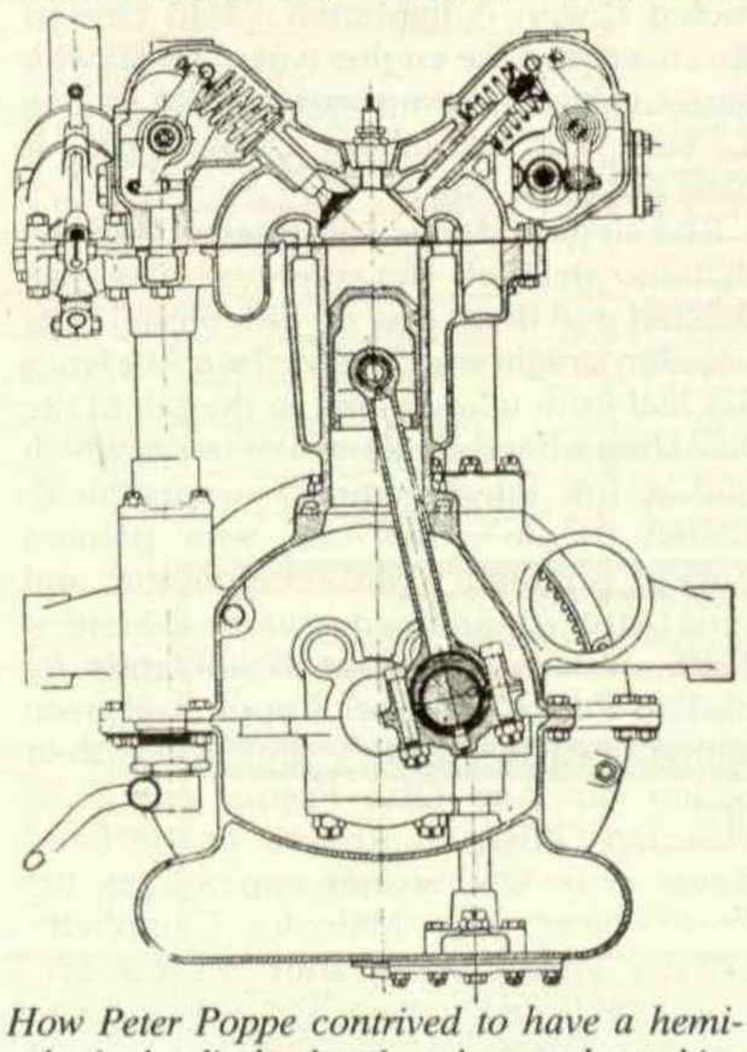
Having introduced this complexity, Poppe adopted others. Instead of the steering box being mounted on a chassis sidemember, it was at the top of a vertical shaft in a casing forming part of the crankcase, the "drop-arm" actuated by the worm and sector actually being horizontal, but connected to a normal draglink; Poppe's idea may have been to improve engine accessibility and give a better rake to the shortened column, apart from obtaining a more rigid mounting. The carburettor, on the offside, took in warmed air from a passage cast across the top of the crankcase. The crankshaft ran in four plain bearings, of which the rear one was double, to accommodate the worm-drive for the vertical shaft driving the camshaft. In an age when bearing trouble was a problem, a very thorough lubrication system was provided. A sump holding about three gallons of oil had two large filters removable downwards. The submerged oil pump was driven from an extension of the camshaft-drive shaft and fed the drive gear and main bearings at some 70lb sq/in. The big ends were pressure-fed and oil ran up the hollow tubular conrods to the gudgeon pins of the aluminium three-ring pistons. Oil under pressure also ran up the hollow camshaft-drive shaft to feed the top worm and by oilways both rocker shafts. From the camshaft casing lubricant returned by gravity to the sump via the steering box, so that the steering was automatically lubricated.

In addition to this thorough engine lubricating, the four-speed gearbox was also pressure lubricated from the main system, via the clutch and the driving and driven gear shafts, after which it fed the box itself, surplus oil flowing into the clutch pit, from whence it was flung by the flywheel back into the engine crankcase. The designer of this ingenious engine had also taken steps against overheating. The belt-driven fan, with an oil chamber to lubricate it, also drove a water impeller. A passage within the water jacket fed water from the base of the radiator up to the impeller, which sent it to cool the cylinder head, the block being thermo-syphon cooled so that previously warmed coolant did not directly reach the head. From the back of the head the water was returned to the radiator by a single large pipe. The radiator had the headlamps mounted on it in previous Rover fashion. The ML magneto was driven from the top of the camshaft-drive shaft and was mounted vertically for accessibility. The starter was mounted on the clutch housing and the dynamo, on the gearbox housing, was chain-driven from the clutch-shaft.

The gearbox cluster could be withdrawn from the rear of the box without taking it from the car, and gearlever rake was adjustable. Poppe also had ideas about equalised braking; the Rover's four-wheel brakes were operated by pedal and lever, with a failsafe linkage, but because, he said, the rods were usually coupled to the cross-shaft on the off or driver's side, the shaft twisted and so the o/s brakes came on before the others. In his car the various brake rods went into a spur gearbox, acting as an equalizer — more complication! The brake lever was at first a pull-up cranked affair, a reminder that postwar "Auntie" Rovers had a shepherd's crook lever. Those are only some of the unusual features of this ingenious 1924 car. The engine had a bore and stroke of 75 x 120mm (2120cc) and was claimed to run up to 4000 rpm and give a bmep of 105lb/in. The cast-iron cylinder block was separate from the alloy crankcase, the single-plate clutch ran in oil, the wheelbase was ten foot and the tyres 32" x 5¼". The gear ratios were 20.3, 13.75, 9.3 and 5.0 to 1. Care had been taken to reduce the chore of chassis lubrication. Final drive was via an enclosed propshaft to a spiral-bevel back axle, unusual on a Rover. The speedometer was driven from the gearbox. Suspension was by half elliptic springs, with a 5 inch travel at the rear, but no front shock absorbers. The exhaust manifold was four-branched and an SU carburettor was used.



Another Rover misfit, the 3½-litre six cylinder of which only three were built, before the 14/45 replaced it.



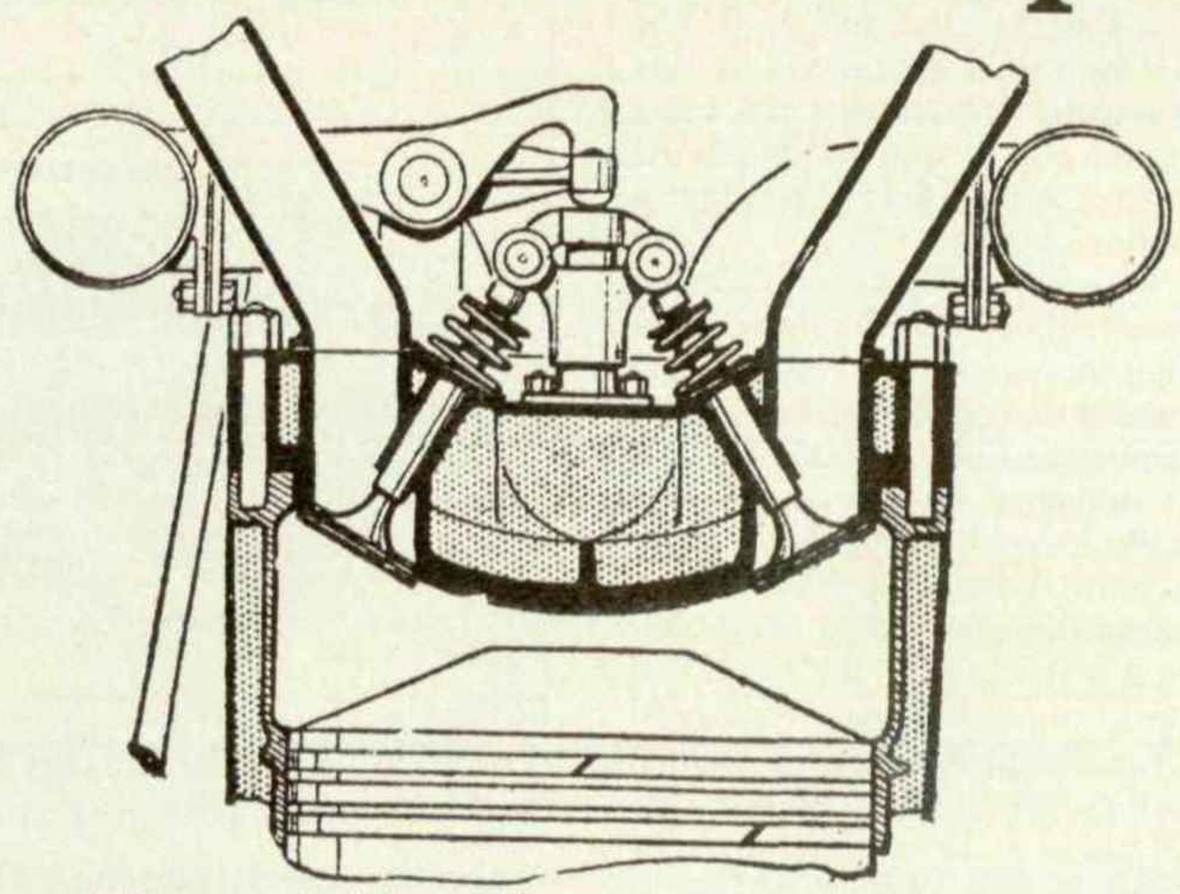
How Peter Poppe contrived to have a hemispherical cylinder head and central sparking plug on the 14/45 Rover without recourse to twin overhead camshafts.

That was the car which the 54 year old Norwegian Peter Poppe presented to Managing Director JK Starley in 1924. He specified it as able to do 65 mph and 25 mpg, sell in open form for £450 and weigh 25 cwt. At that time Rover employed 1500 workers at the main Meteor factory in Coventry, a like number of hands had been taken on to produce the Rover 8 at Tyseley near Birmingham, bodies were made at Parkside, Coventry, the quality motorcycles at St James's, and there was a nearby repair depot at Fleet Works, Coventry, showrooms in London's Bond Street, and the Seagrave Road repair depot in Fulham. But things were desperate and the 14/45 design was readily accepted.

Alas, as with the other "ideal" designs, the Rover 14/45 proved too expensive to make and it had teething troubles. It is said that the cylinder head weighed around one hundredweight and that when Mark Wild, the Works Director, saw the first one he walked out, never to return until the 14/45 was discontinued! For the time being, a brave face was put on things. What looked like a powerful engine developed only about 20 bhp per litre, the weight came out at 27 cwt and the fuel consumption at 16/20 mpg, top speed at 52 mph. The four-seater was priced at £550, or £100 more than the estimate and at the end of 1925 Rover's were losing £14 on each one sold. Nor was that all. The camshaft drive was noisy, giving the impression of a run big-end, fuel consumption heavy, and a 4.7 to 1 axle ratio was desirable. So cars queued at the Service Departments, adding to warranty losses. Modifications were put in hand and things improved. Some owners and testers approved of the 14/45 and in Dudley Noble Rover's had a good publicity man.

It was said that to improve mpg the engine had to run hot, which could be why Noble

Valve Angles: A Postscript



This unusual cylinder head was the subject of a 1921 patent.

I should have been cured of any obsession with combustion chamber shapes and valve angles at the age of 14, when, having spent a considerable sum of pocket money on a copy of *The Automobile Engineer* I nearly went mad endeavouring to follow the arguments of Ricardo, Whatmough and Weslake as to whether turbulence, squiz, swirl or stratification was the best way of flowing the charge into a cylinder head. It was like trying to understand Relativity or the Universe. Afterwards I kept my two bob (10p) for the annual Motor Show Extras of this learned publication, with their fine photographs of engines, transmissions, springing systems, and brakes, etc.

However, following last month's piece about valve angles, I think I should tell you of another valve formation I came across the other day. It was described in a patent taken out in May 1921 jointly by a gentleman with the marvellous name of Signor Lanzerotti-Spina and Mr KJ Thomson. Spina had designed a complicated aero engine during the war and had some association with the Thomas Inventions Company, formed with Thomas Foreign Patents Ltd, to promote the inventions of JG Parry Thomas, who before he became Brooklands' most successful racing driver of the 1920s, had himself designed a 350hp eight-cylinder X-formation water-cooled aero engine while Chief Engineer at Leyland's in 1917 and prior to that had invented the Thomas electro-mechanical transmission and was later to patent the torsion bar springing, in conjunction with anti-roll bars of that type, used on his Leyland Eight car.

KJ Thomson was the brother of Hedley Thomson who had financed the Thomas Inventions ventures and who after Parry Thomas's death at Pendine in 1927 formed the partnership of T & T (Brooklands) Ltd with Kenneth Taylor, Thomas's skilled engineer and machinist.

Anyway, what the patent covered was a cylinder head with valves at a steep included angle, but with their stems pointing inwards instead of outwards, the combustion chamber they occupied being concave instead of convex. It was intended for large engines with four or more valves per cylinder. The advantages claimed were ports that would emerge vertically from the flat top of the head, the close proximity of the valve stems simplified (the patent drawing showed pushrod and rocker actuation) valve operation, and if a valve stem broke the valve would be restrained by the cylinder walls from falling into the cylinder, which was a more common cause of mechanical mayhem then than now.

Finally, a PS to this PS: in last month's piece some italics crept into the last paragraph which made a nonsense of the respective valve-angles of the 1919 3-litre Bentley and the racing 1914 Humber and Mercedes which W O had studied at the design stage. These were 30-deg; 90-deg; and 60-deg respectively, which was the point of the argument. WB

Continued from page 1221

organised 50 ascents of Bwlch-y-Groes, which in 1925 earned the covetted RAC's Dewar Trophy. It wasn't until late that year that the car was in full production, but Noble had amassed six 14/45s for a preview at Burford Bridge, Dorking, and a chassis and tourer had been readied for the 1924 Olympia Show. The solution to the sluggish performance was to increase the cylinder bore to 60mm (2413cc) in 1926 and this 16/50 model ran concurrently with the 14/45. It went better, some owners getting 60 mph but Rover was glad to pass it out on test at 54 mph. But it was very expensive, the saloon listed at £775, the tourer at £575. A Lanchester vibration damper smoothed out the 50 bhp.

Poppe refused to give up and introduced two- and four-seater sports models of both the 14/45 and 16/50hp, which in spite of pedestrian-looking bodies, were fast. Indeed, at Brooklands in October 1925, a sports 14/45 was officially timed, *sans* mudguards, to lap at 83.94 mph and to cover the mile at 85.49 mph. Again, they were expensive, the two-seater at £650, or at £750 with the bigger engine. But this encouraged Poppe to build a racing Rover. A lightened 14/45 chassis was used and the engine was a 16/50 with larger valves, a compression ratio of 7 to 1, and twin Stromberg carburettors. It gave about 92 bhp.

The electric starter was retained but the dynamo deleted. Reverse gear was also deleted and there was no differential. The unladen weight was 21 cwt. Two Autovacs fed fuel from a large tank in the tail of the well streamlined single-seater body, which had a full length smooth undershield. Called "Odin", the car was painted orange, probably to attract attention, and even better streamlined towards the end of 1926. It was driven at Brooklands by Ehrling Poppe (Gunner Poppe had been apprenticed to Austin's and drove their racing cars and Olav Poppe was Chief Planning Officer at Rover's in the Land Rover era). On its first appearance the Rover racer gave Malcolm Campbell's 1½-litre Bugatti a 3sec start. It never won a race but in seven starts that season it was second in three, third in one, once from scratch. It lapped at 102.9 mph, so was good for some 110 mph.

Alas, it was too late. Rover had lost £201,395 in two years, no dividends had been paid since 1923, and the value of a 16/50 chassis had dropped to £380. Starley was again desperate, especially as, before Poppe's arrival, a 3½-litre Rover Six had flopped after only three had been made. This sad situation was resolved when Col Frank Searle took over. He sold off the remaining Poppe cars as a job lot to David Rosenfield in Manchester, a company that survived the war but seems to have vanished (otherwise it would be interesting to know how they disposed of these cars and at what prices!), got rid of many of the staff, and sent Starley off on a sales tour, sacking him when he had reached New Zealand . . . ! But Searle, too, must have been desperate, because he retained Peter Poppe to design another Rover. It was a far more simple 2-litre pushrod ohv Light Six, selling as a Weymann in 1928 saloon for £395.

It was an improvement but trouble still lay ahead; Searle had a row with Poppe, who left in September 1929. It took Spencer King and others to regain Rover's good name. WB

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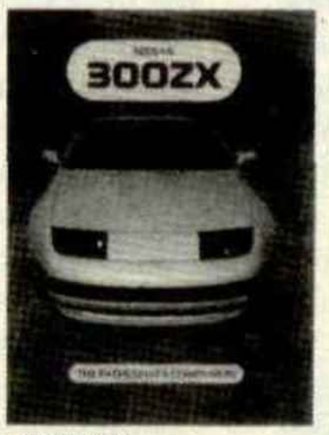
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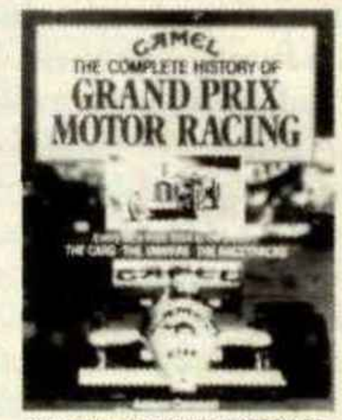
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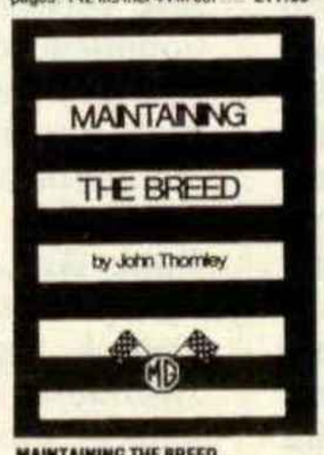
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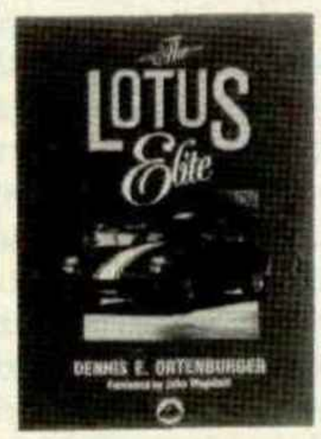
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Henry — A Life of Henry Ford II
by Walter Hayes. 285pp. 9¾" x 6". Weidenfield and Nicholson, 91 Clapham High Street, London, SW4 7TA £18.95.

The late Henry Ford II, taking over the mighty Ford Car Company established by his famous grandfather, had a very different task to accomplish, fraught with intrigue and setbacks, as he strove to keep it a family business. No-one is better able to tell his story than Walter Hayes, who did so much to establish Ford competition activities in this country, who obtained the finance for the successful Cosworth F1 Ford V8 power unit at a difficult time, and who became Vice-Chairman of Ford of Europe before his retirement,

Hayes reckons that between 1976 to 1986 alone he spent 1952 hours — more than 80 full days — in aeroplanes travelling for the Ford Motor Company, flying well over 1,000,000 miles on Ford business. Henry Ford II covered greater distances, round the world, looking after his affairs. Accompanying him on many such journeys, Hayes got to know Henry very well indeed and his biography of this versatile, powerful, yet endearing industrial leader is compelling reading. Hayes' earlier newspaper editorship no doubt contributes to his crisp, concise style. Although I usually rate a motoring book by the detail it affords the reader, *Henry* contrives to tell a great life story without any boring asides. It is, of course, far more than a motoring book, and it will have a wide public. It reflects American, even world, history and politics including the Middle East, as it unfolds, and although it does not profess to deal with the technical aspects of Ford cars, and only thrice mentions Model T, I found it quite irresistible.

Hayes' comparison of General Motors' with Ford's business methods confirms a long-held view, the enormous pains taken to decide on the best name for the ill-fated Ford Edsel, with the poet Marianne Moore consulted, are a revelation, and Hayes' account of how Ford viewed and finally killed off, its "Total Performance" concept and of how the GT40 was pruned to the much needed and vaunted Le Mans victories, are just fascinating and essential additions to the broader canvas. The book fully achieves its purpose, that of showing how almost alone, Henry Ford II took on the enormous task of reforming his great Motor Empire, engaging and sometimes sacking many well known top executives, like Bunkie Knudsen, Ernie Breech, John Bugas, etc, with Lee Iacocca prominent among them. Private papers and other documents aided Hayes' work, but mainly his book is alive because he worked close to the controversial Henry Ford II. So the private pleasures of the man, Henry's three marriages, his houses, yachts, his taste in cars, all this and more, come over interestingly and informatively in this very welcome book. The author admits to "dining out" on his friendship with Stirling Moss and DSJ, but is in error in saying their Mille Miglia win at record speed with the Mercedes-Benz was the last in the series. It was in 1955 and the event lasted until 1957.

There have been many previous Ford histories, some short, one very long, but I have read none so compulsively, enjoyed any other as much as this one. Henry II's dedication seems to me to be still rubbing off on Ford products, which lead sales in the UK, have introduced to the customer advanced features such as 4WD and anti-lock braking with no noticeable service setbacks, and which continue to appeal alike to sporting and competition drivers and daily travellers. 100% reliability from three XR 4x4s helps personal opinion here, as you knew I would feel compelled to say!

Hayes' book is in my view destined for a very wide readership; I could extract many interesting items to embellish this review, but that is unfair to any author. Let me, therefore, just strongly recommend it. The 34 pictures from Ford family archives are also excellent and, to conclude, Walter's comments on a visit with his family to see Alan Bennett's play *Getting On* is a splendidly succinct view of declining moral standards. WB

Power And Glory — Volume 2: 1952-1973
By William Court. 319pp. 11¼" x 9¾". Patrick Stephens Ltd, Wellingborough, Northants, NN8 2RQ. £55.00

The long awaited second volume of William Court's *Power And Glory*, his in-depth *History of Grand Prix Motor Racing*, has now been published by Patrick Stephens Ltd.

It follows the previous William Court style, with erudite observations on the drivers and the cars, by this enthusiastic, conscientious, and observant lawyer who was inspired to chronicle events in motor racing by the works of Laurence Pomeroy.

The book is an enormous contribution to a field very nearly exhausted, until Court brings fresh light to illuminate it. He offers his students, as before, quotations from literature far removed from the world of roaring cars, but also from every conceivable source, including MOTOR SPORT, and devotes a 3½ page Epilogue to explaining his methods, and his views about the book, to which Eoin Young contributes an enthusiastic and understanding Foreword. The second volume takes Court's view of GP history from 1952 to 1973 and a third volume is promised, to run it to the present, as far, that is, as any work of this sort can ever terminate. At first I thought that, from the chapter headings, the previous format had been abandoned, but I then realised, although these headings emphasize the parts played so prominently by Ascari, Fangio, Moss, Clark and Stewart, that the book continues to cover events race by race, in Court's own inimitable way. The scope is indicated when I say that 214 racing drivers figure in his book.

Because it is concerned with F1, the usual championship tables are included. Court enlarges on his canvas with views on how the past affects a later period, remembers those who gave their lives for motor racing, and in other ways makes this a "different" history. The book is beautifully produced, is crammed with marvellous pictures, many of which with their captions, are again "different", and circuit maps and tabulated race results form a part of it. Avid enthusiasts will find it unique, a great tribute to the greatest of all sports. WB

British Cars at Le Mans
by Dominique Pascal. 146 pp. 11¼" x 8" GT Foulis & Co, Sparkford, Yeovil, Somerset, BA22 7JJ. £14.95

The French motoring journalist Pascal had produced two earlier books about the Le Mans 24-hour race, *Porsche at Le Mans* and *Ferrari at Le Mans*. The idea of doing another, on the many British cars which have appeared there, successfully or otherwise, seemed an excellent one, although a task involving vast research. Pascal seemed to have pulled it off very well indeed, and we found this both a fine browsing book and an informative one, the latter because each picture of 326 British cars that ventured to Le Mans is captioned with what befell them, their racing numbers entrants and drivers, and how they were placed if they finished the race. It all seemed very good indeed, as we enjoyed the large opening pictures of the Bentleys which initially did so impressively at the Sarthe and, delving deeper, discovered that even the two Lotus 23s of Colin Chapman, one with Ford-Cosworth 105E 997cc and the other with a 750cc engine, which were after the Index of Performance Award but which the officials refused to let compete, on the grounds, Pascal says, of improving French hopes in this category, are included.

Then the blow came! We got to the section on the 1935 Le Mans race and although the lead-in told of how a Lagonda won at record speed that year, there was no picture of the car! In amazement, I closed the book. Others will find the many studies of most of the other British marques great stuff, crash, pictures and retirements, as well as those of successes, being depicted. Drivers of Lagondas will be excused if they tear the book apart and drive their 4½-litres over the remains!

If you buy *The Turbo Decade* by Behram Kapadia, don't expect a technical appraisal or analysis of the turbo era, you will be disappointed, for it isn't anything of the kind. If you buy the book and expect to see plenty of colour pictures, all taken at British circuits incidentally, then you will not — in fact, it's rather like looking at any enthusiast's selection of photos taken at British Grands Prix over the years, except that these have been printed in a book.

Priced at £14.95, this 160 page volume is the sort of book Auntie Mary will give little Johnnie for Christmas, and which

you can expect to see in the Bargain Boxes in the summer. WPK

Well now we know, and it has been the lot of the City Editor of the *Sacramento Bee*, an American daily newspaper, to enlighten us: the Ford Cortina has finally been accepted into the ranks of vintage cars. If you don't believe me, you can turn to page 142 of *Vintage Racing British Sports Cars* and scrutinize the specifications of a "Vintage Racing Cortina". Want something different, well why not go for a "Vintage Racing Mini-Cooper" or a "Vintage Racing MGB", or, if you want something with class, a "Vintage Racing Aston Martin DB5 and DB6".

Yes sir, here is a book on Vintage Racing British Sports Cars, published by Robert Bentley, yet not once does its namesake, one of the most pre-eminent vintage marques, get a look-in.

Mind you we should know, shouldn't we, that when foreigners talk about "Veteran", "Vintage", "Post Vintage Thoroughbred", "Classic", they don't know their Armstrong Siddeley from a Frazer Nash, so why be surprised when a book on Vintage Racing British Sports Cars is nothing of the kind.

But let's be positive about it. It has 194 pages of useful information, such as a glossary of terms. Did you know, for example, that a grid is the starting order of cars entered in a race, or that a fuel cell is a rubber bladder encased in a metal shell that replaced the gas tank? If not, read on. In the second chapter on "Getting Started" we are warned that not all clubs are the same, and that not all cars are eligible for racing. Fascinating stuff.

The chapter on the individual marques are in fact quite good, especially on race preparation, and the black and white pictures are not bad either, but the rest is pure nonsense.

As far as I know, the book is not yet available in Britain, but if you have a passionate desire to get hold of a copy, you can write to Robert Bentley Inc, 1000 Massachusetts Avenue, Cambridge, MA 02138-9712, USA who, I am sure, will be glad to quote you a price. The foreword, by the way, is by Stirling Moss. Sadly.

On the other hand, if you are prepared to fork out quite a lot of money for a properly researched book by an American author on some American racing cars and by it from a British publisher (G T Foulis & Co) then I can highly recommend a fabulous book called *Corvette Grand Sport — A Photographic Race Log of the Magnificent Chevrolet Corvette Factory Specials 1962-1967* by Lowell C Paddock and Dave Friedman.

I must confess it was not a subject that immediately appealed to me, but once I picked the book up, I quickly became absorbed in a subject I knew very little about.

Firstly the pictures were fascinating. They were so well laid out that each and every one told a story, and each was was complemented by a lengthy and informative caption. This in turn led to my reading the text to find out more about what was happening.

Okay, so the story is only about a handful of racing prototype Corvettes that escaped captivity and had no right to race at all, but their story is dramatic and interesting.

It was in 1962 that Zora Arkus-Duntov, godfather of the Corvette, began top secret work on a Corvette racer to take on the best of the European and Anglo-American cars, particularly the Cobras. 125 was the number that was originally planned to be built, but as soon as the top brass got wind of the project, it was a question of downing tools immediately or get out. Fortunately five had already been made and escaped into private hands where, with the conivance of the Chevrolet insiders, they were campaigned for three glorious seasons, beating on occasions the much respected Cobras. That they were powerful, ill-handling monsters comes through loud and clear with the innumerable quotes from drivers who raced them including AJ Foyt, Roger Penske and many other top names.

Unfortunately for us, we never had the opportunity of seeing the cars in Britain, so the next best thing is to read about them. There are 290 black and white photographs from the Grand Sport's inception, through all its races and modifications, to the time they had become too outdated in the late Sixties. The *Corvette Grand Sport* is a must for all Corvette fans, but I would venture to say that it is also for those who appreciate a good story in a well presented book.

Latest in the well-respected PSL 'Enthusiast's Companion' series is Ray Hutton's coverage of the Nissan 300ZX, with new full colour illustrations. It is sold at £11.95. Both these books have purchase and maintainance hints and competition data. WB.

Car owners troubled about corrosion of their cars may have studied previous books about this worrying malady, hoping to discover how to stem its advance. Now comes a deeply technical work *Motor Vehicle Corrosion Prediction On Vehicles (1950-present Day* by Hugh McArthur, Ph.D, (Cantab), MICT, published by Expert Books, Woodhouse Eaves, Nr Loughborough, Leics, LE12 8SD at £7.95. It is a very scientific discourse which I do not pretend to understand fully, telling of how the flow and constituency of road water effects body corrosion, how to answer the retort 'Sorry Sir, it's stone-chipping' when claiming under a corrosion warranty, the difference between scab, metal perforation, etc, and generally what starts corrosion. It is hoped the book will be available at MoT testing stations and it could be useful to defending Council.

Of limited general appeal, *Post-war Standard Cars* is a 94-page book from Classic Support Services at £9.95.

Daily Express sports writer, Christopher Hilton, has told us about Honda's Championship-level F1 racing achievements. He has now done the same about Honda's motorcycle racing successes, over the past 30 years, in a high class 200 page 10" x 7¼" book with magnificent action pictures, a centrespread of sharp colour plates and descriptions of what it is like to lap the TT course at full bore. Wayne Gardner has done the Foreword and two-wheeler exponents will welcome *Honda Conquerers of the Track*. It is a Patrick Stephens/Thorsons book, priced at £15.99. WB

Pure Luck — The Authorized Biography of Sir Thomas Sopwith, 1888-1989
by Alan Bramson. 288pp. 9¾" x 6" PSL/ Thorsons Group, Wellingborough, Northamptonshire, NN8 2RQ. £15.99.

For many years the great Sir Thomas Sopwith resisted the desire of authors to tell his remarkable lifestory. But as last, just before his 101st birthday, he relented. So here it is, by that well-known aviation author, Alan Bramson. Tommy Sopwith had wide-ranging interests and accomplished many great achievements. Thus this is a book not solely about his pioneer flying and his long line of great aeroplanes, but of sailing folklore, his two attempts to win for Britain the America's Cup, of his impressive industrial successes, from the days of his Sopwith aeroplanes to the establishment and development of the Hawker-Siddeley enterprise, etc. Sopwith was also a sportsman, and is said to have done some motor racing. We learn of his narrow escape at Brooklands when the cylinders came adrift on a racing Mercedes and sent the bonnet onto a front wheel, which is new to me. He also raced motorcycles. I do not have a note of any Brooklands successes in car or motorcycle races, but he rode a Peugeot motorcycle in the 1906 TT.

Bramson explains why the Sopwith Aeroplane Co became HG Hawker Engineering Ltd, while Sopwith was still in control. He describes the Victorian/ Edwardian Sopwith family, their houses, their triumphs and tragedies, the building of the racing yachts *Endeavour* and *Endeavour II* etc. It is a complete biography, with tabulated results of Sir Thomas' ballooning Log, his many sailing and other yachts, the various aeroplanes produced by his companies, from the 1912 Sopwith Hybrid to 1983 DH 146, a total of 75,456 aeroplanes in all, and other reproduced letters and documents. (I note that the author prefers the popular concept of Harry Hawker's death in the racing Nieuport Goshawk at Hendon in 1921, instead of that based on the official AM report which I summarised in *Aeroplane Monthly* some years ago.) There is even a *History of Brooklands* in one of the Appendices.

Anyone interested in the life of this remarkable gentleman should enjoy *Pure Luck*. The Foreword is by HRH The Prince of Wales. WB

An Appreciation

Sir
Having been an ardent reader of MOTOR SPORT for more years than I can actually remember, and finding enjoyment in reading even the advertisements and the "Monopoly" prices often quoted, there are two items I would like to comment upon.

The first is that dear old DSJ's regular articles provide one of the high-spots of my perusal; his recent column of 'This and That' (Sept, 1990) really was quite superb, especially on the mixed-up situation regarding 'fakes and originals'. His proposed Serendipity Championship is very amusing indeed. The second point is to ask if it would be possible to start a series of articles of F1 drivers away from racing. I have in mind details of their lives, interests, cars and perhaps even detailed interviews with them. I know one can read informative snippets which are published about them (often just prior to our own F1 races) but I am sure that the average reader has very little 'in depth' knowledge of his, or her, favourite driver.

Finally, a 'thank you' to all the reporters who help to put together MOTOR SPORT — it is greatly appreciated by at least one of your many, many readers.

Robert Gibbs,
Long Crendon, Bucks.

Replica Boxes

Sir
If anyone thinks Jenks is going over the top with his 'fake/replica' comments and Serendipity Championship, a look at the diecast model collecting scene reveals to what extent this sort of madness is being taken.

Because the 'serious' model collector will pay far more for a mint condition Dinky or Corgi model in its original box, there are now people making replica cardboard boxes, complete with ageing effects and rusty staples, and passing them off as originals.

One reputable model dealer writing in a recent issue of a collector's monthly is threatening legal action against the perpetrators of counterfeit cardboard boxes. I wonder how long it will be before there is an auction for genuine boxes — there will be no need to collect the actual models as you can't see them inside the box anyway!

Paul Finn,
Ascot, Berks.

Sound or Noise?

Sir
I was interested in DSJ's article on sound and/or noise in the August issue of MOTOR SPORT. I have an idea that this could have emanated from a conversation we had at Silverstone in April when I said that I was looking forward to hearing the 158 Alfa at the June meeting and how much I enjoyed listening to the V16 BRM. Jenks told me then that he didn't like the noise of the V16 because it signified failure and the two cars that really made his adrenalin flow were the 158 and the W196 Mercedes.

When Jenks states that it is the association of ideas that creates either "sound" or "noise" he makes it clear that his are very much related to success. I see the point, and I was not disappointed when I finally heard the 158 Alfa — and racing cars don't come any more successful than that.

At the Christies meeting in June a childhood dream came true when I was able to see and hear Neil Corner's Mercedes and Auto-Union in action. These cars certainly give a new meaning to the term "Historic Racing Car" and it was interesting to hear the difference between the V12s, the Mercedes sounding the smoother, the Auto-Union slightly gruffer and deeper. I have to say that part of the appeal was the mystique that surrounds the pre-war German cars and the total dominance they enjoyed in their heyday which supports Jenks' view, as does the *noise* made by a young chap who goes past my house on a moped which has a decibel rating higher than any racing car.

Notwithstanding this, I beg to differ over the question of the V16. To Jenks, the noise equals disaster and failure. Perhaps I am more romantic. To me, when I listen to that extraordinary exhaust note, I remember the sheer audacity of Peter Berthon's design; one that would have stretched the resources of even Daimler-Benz. I remember Raymond Mays' untiring efforts to get the project off the ground. I remember those of little faith who failed to give support when it was needed and I remember Albi when at long last the car showed the world what it could do. There is no failure in producing over 550 bhp from one and a half litres.

I am aware of Stirling Moss's opinion of this car but in Fangio's latest biography, the five times World Champion goes to the extent of devoting a separate chapter on the V16, "The most fantastic car I ever drove."

Tony Haynes,
Ockley, Surrey.

A Czech Merc

Sir
In the summer I visited the National Technical Museum in Prague, Czechoslovakia where one of the cars on display was a 1939 Mercedes-Benz W163 Grand Prix car.

An elderly man in overalls, who appeared to be in some official capacity in the museum, said that it had last raced in Tripoli in 1939. However as this race was for 1½-litre cars I think it unlikely. He lifted the bonnet and there was a V12 engine and two superchargers under it. He also said that the driver's seat was original, and it certainly looked as though this was the case. He said that the car had spent many years in Stettin in Poland, and had also spent one year in England. The condition of it was somewhat tatty, the paintwork was flaking and was a yellowish colour, suggesting that it was silver many years ago. There were many dents in the bodywork but it appeared to be complete. The tyre sizes were 700 x 19 rear and 5.50 x 19 front. It had pride of place in the museum being in the centre of the main floor.

Would you have any information on this car and know if it has been to England, and if so how has it come to be in a Czech museum? The museum itself is situated in Kosteini Street which is to the rear of the Expo 58 restaurant, (a well known landmark in Prague) and is well worth a visit as there are not only cars but aeroplanes, motor cycles, bicycles, models, cameras and many such like things.

Like one of your letter writers in the September issue I saw Fangio win the 1956 Grand Prix and Ascari win in 1952 in the days when one could enter the paddock and see the cars in detail as another of your readers mentions, but as you say on page 997, some of us live largely in the past.

Although not a bike fanatic it was nice to see Chain Chatter return to MOTOR SPORT after so many years. When I was introduced to it over forty years ago I was told that it was the best magazine. It still is.

GH Bell,
Emsworth, Hants.

1911 Marion Speedster

Sir
I wonder if through your columns your readers can help me with information on a 1911 Marion Speedster, serial number 30839, I have recently acquired.

The car is in a very original condition having laid in a Danish furniture store for a number of years. The original speedo still works and shows a reading of 9000, which bears out the excellent mechanical condition of the chassis. The car is fitted with a 4-cylinder L-head engine, separate cylinder blocks on an aluminium crank case, camshaft-driven lubrication system and a Shedler carburettor.

Ian Renall,
Stroud, Glos.

Stolen Classic

Sir
I would be extremely grateful if you would publish the following notice which in modified form has also been circulated to dealers, Scotland Yard and local stations. The notice concerns the theft of my classic car and I am hopeful that publication may lead to information regarding its whereabouts.

Jaguar Mk1 3.4 Saloon BRG, Green Interior, RHD, CWWs, Man O/D, Chassis No 3973351 DN, Engine No KE 8076/8.

On Thursday August 30th this car was

stolen from its parking place in Notting Hill Gate, London W11. The car was securely immobilised and could only have been towed away or carried on a transporter. If you are, or have been, offered a Mk1 Jaguar or parts of trim or mechanics for one of these rare vehicles, please ensure that you are not being offered stolen goods. We are absolutely heartbroken to have lost the car we have personally devoted four years restoring over many evenings and weekends. We know every nut and bolt on this car and could identify many subtle repairs and modifications. If you are offered a Mk1 please contact me on 071 727 5590 for confirmation of its legality!

A substantial reward is being offered for information leading to its recovery.

Matthew,
London, W11

Bill Little's Alfa

Sir
After reading Bernie McDonald's letter in MOTOR SPORT (September, 1990), and noting his kind reference, I should point out one small detail. The likely source of the coachwork was given as Fritz E Cie of Worblaufen whereas it should have read Fritz Ramseier & Cie. Often their coachwork is identified simply as Carrosserie Worblaufen. Quite recently another of their examples built on an Alfa Romeo chassis was discovered in Switzerland having been unused for many years, this time an Alfa Romeo 1900 Super Sprint Cabriolet.

Peter Marshall
Surrey.

A Model Alfa

Sir
I doubt whether you now recall it, but I was one of those young lads fortunate enough to possess a CIJ P2 Alfa. It was shortly before Christmas 1932 that as a 10 year old I was taken to the West End to see the lights and to be dragged around many shops in which I had not the slightest interest. Until, that is, we reached Selfridge's toy department where I gazed transfixed at these marvellous models, the like of which I had not hitherto seen. Thoughts of possessing one, however, quickly faded when I saw the price — 25 shillings, prohibitively expensive at that time.

I was near to tears when we departed without one but a glimmer of hope emerged when, on the bus on the way home, this very tired small boy began to wonder why his mother had dragged him away from the counter without his father, who re-appeared clutching a largish parcel which he did not previously have. But, during the remaining days up to Christmas, despite diligent searches of all accessible cupboards when my mother was out, I could find no trace of it. Deep despondency returned; perhaps I was wrong after all. Leaving home at Christmas time when you are 10 has its disadvantages, so to preserve sanity I renewed interest in my aged toy Panhard Levassor. . . . just in case.

I managed to hold out until Christmas morning — about 5 o'clock I think it was when all doubts were dispelled and there it was! The other presents were alright but received short shrift. Breakfast and subsequent meals (except, perhaps, the Christmas pudding) were no more than necessary intrusions into my time with this new pride and joy.

Throughout its life it has been well looked after but, inevitably, with a tinplate toy, time has taken its toll and although nothing on it was broken, it began to look pretty tatty and two of the original tyres went missing, whilst the other two became badly perished and distorted. At one stage I had replaced them with Meccano tyres which, with their larger section, looked better! During the war I also contemplated installing an engine and running it as a control-line model but, unfortunately, that never materialized and the basic parts remain unaltered.

After further ideas I began, about a year ago, to restore the car to its original condition with new tyres in silicone rubber moulded identically to the originals in both tread pattern and sidewall details. (These, among several other features, differ on some versions of the toy.) The body was dismantled, including unsoldering as necessary, and all components removed to allow, after anti-rust treatment, a total repaint, in paint mixed to the original colour, together with nickel replating of all relevant parts. The seats, which were painted by a special process to simulate worn leather, are still causing me a headache, but in the interests of historical accuracy, these too will be exactly as they were.

This is the only item now preventing completion, I don't want to sell it.

Bob Newton
Farnham, Surrey.

I too craved one of these P2 Alfa Romeos, but it was too expensive. My war-widowed mother settled for a 10/6d clockwork 7.5hp Citroën. And now we see such an Alfa Romeo advertised for £3750. Times have changed! WB.

A Question of Choice

Sir
In reply to Dr Christopher Pearson on the subject of roll-over bars and strapping in drivers.

One could argue either way and state instances to prove either case, but must we have legislation for everything, is there no such thing as liberty?

We legalize suicide and yet force people to don seatbelts, we're told too much medical time is wasted in casualty wards, but my guess is that there is much more time wasted through the effects of smoking than not 'strapping in'. If people wish to smoke fair enough, if people wish to be thrown out rather than go with the biggest biff — fair enough.

If one wishes to fit a farm gate onto the back of a vintage car — fair enough, but please don't try and force me. We can see where legislation in taking us and the liberty of the individual with it.

PA Jackson,
Whitby, N.Yorks.

Connaught 2-litre Engines

Sir
If Bob Burrell's Connaught A6 is fitted with a Lea Francis engine, it is only the second "A" series Connaught to be so equipped, although it began life with a 2-litre Connaught engine. The first "A" series car ran from August 1950 to December 1951 with a 1¾-litre Lea Francis engine, acquiring the first Connaught 2-litre engine, C1, in December 1951. The wet sump "Leaf" engine has an iron block and chain drive to the high camshafts. The Connaught 2-litre cylinder block is cast in aluminium with wet liners, the camshafts are gear driven, and the dry sump is cast in magnesium alloy.

Lea Francis investigated a 1½-litre aluminium block engine for the American market, but did not proceed with it, and aluminium block castings based on this design were supplied to Connaught, as were camshaft-drive gears, cylinder heads, pushrods, rockers, the timing gear case and the oil pump. Connaught Engineering fully machined the blocks in their own workshops and made the wet liners to their own design. Connecting rods and sump we machined to our own design, cylinder heads were finish-machined to Connaught requirements in their own works, while the camshafts, valve springs and valves and pistons were supplied by the specialist manufacturers to Connaught specification. The crankshaft, flywheel and the cast-magnesium rocker covers were made to Connaught drawings; the rockers supplied by Lea Francis were modified at Connaught's request.

I produced such drawings as were needed for these and sundry other engine bits and pieces in my first 18 months at Connaught, in addition to work on chassis and bodies. I think this covers just about everything except carburation, induction and exhaust systems, ignition system; these were developed by Mike Oliver and either made for or by Connaught. Why is the "A" series Connaught so often referred to as Lea Francis-engined? How often does one read about Riley-engined ERAs?

CE Johnson
Woking, Surrey

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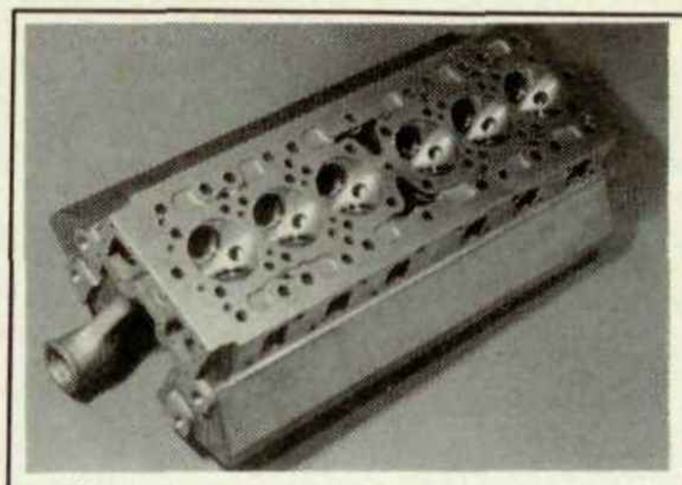
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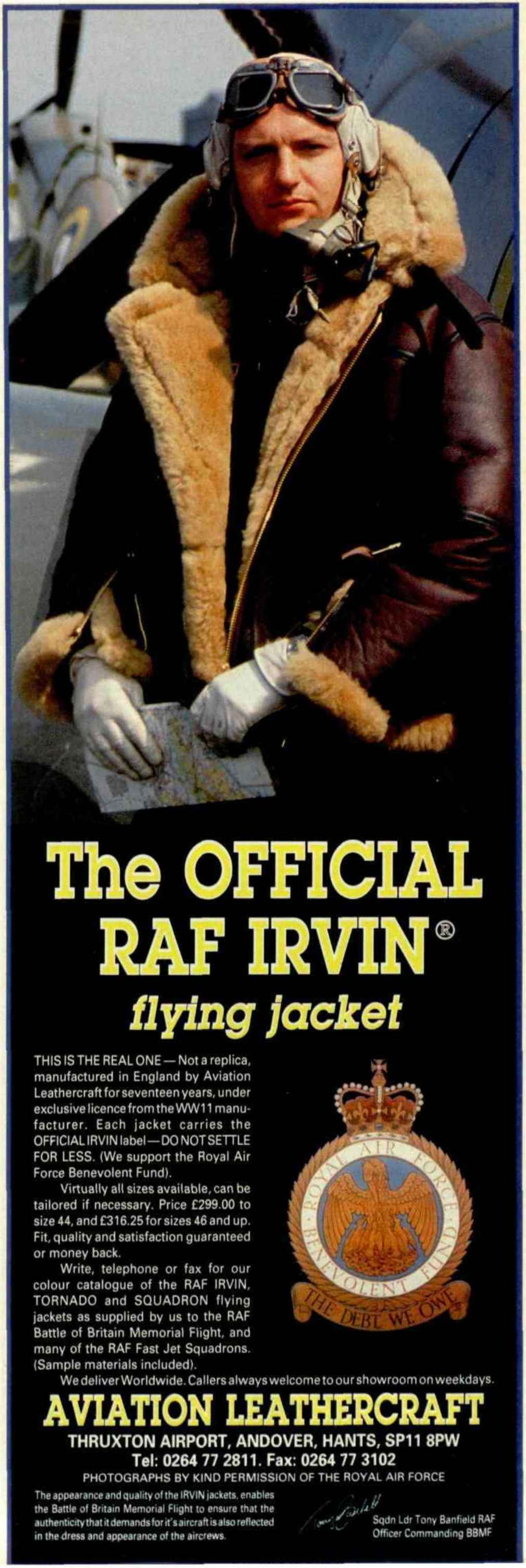
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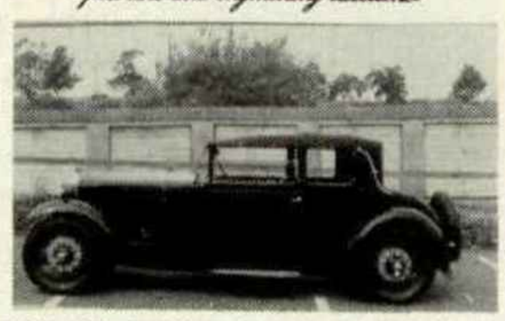
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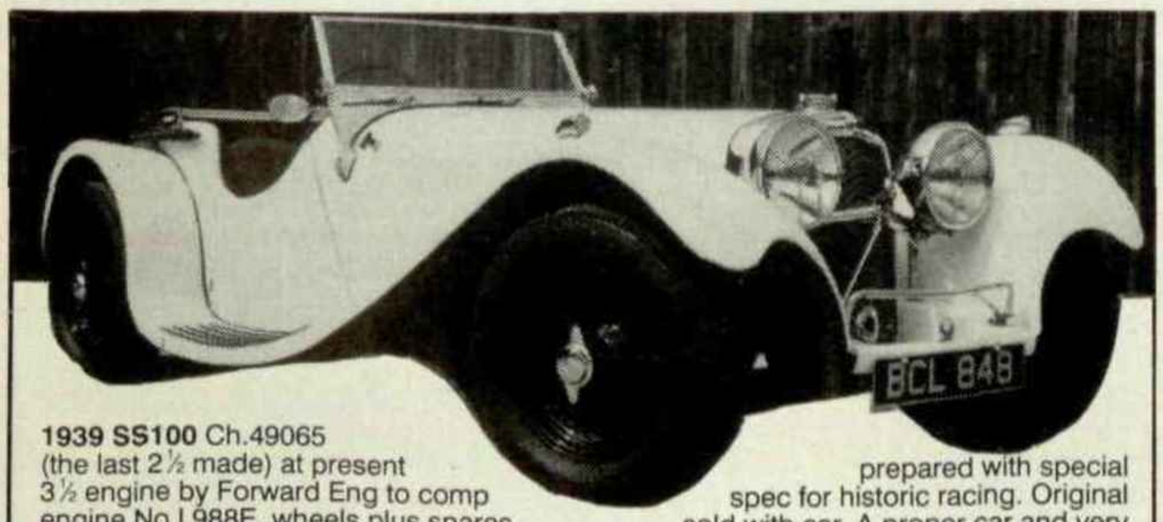


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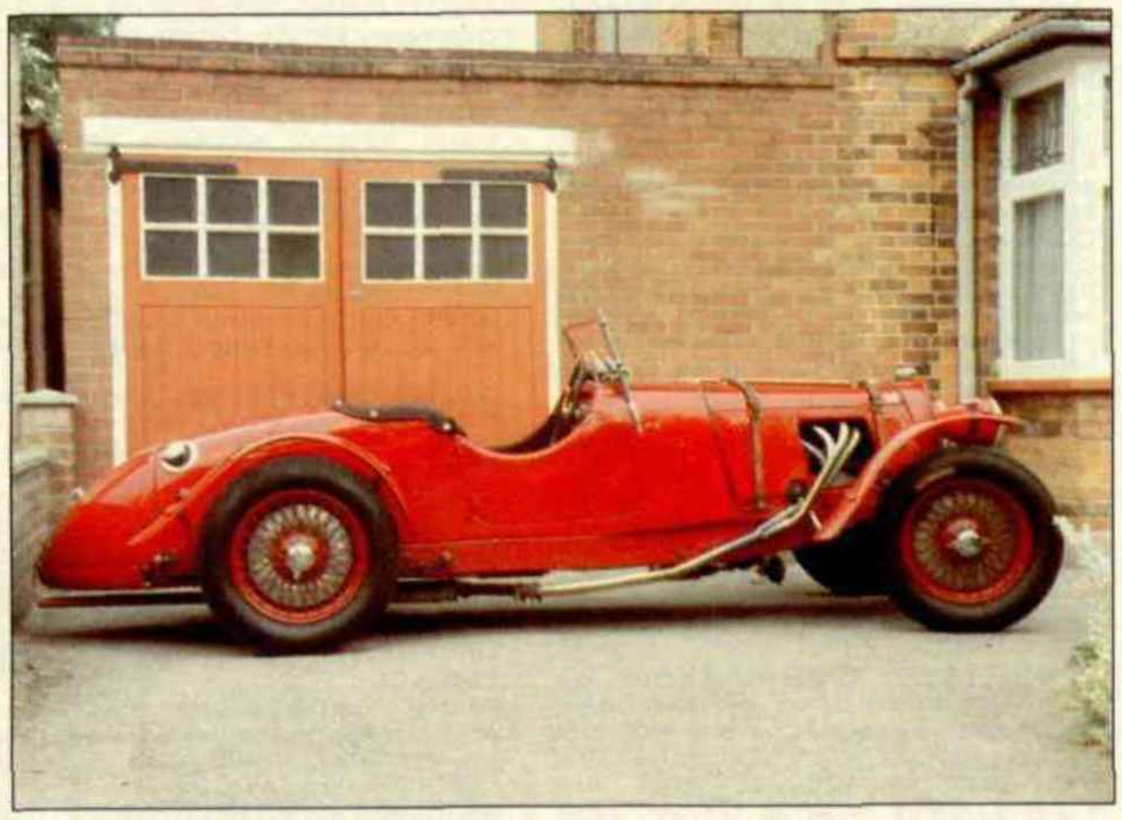
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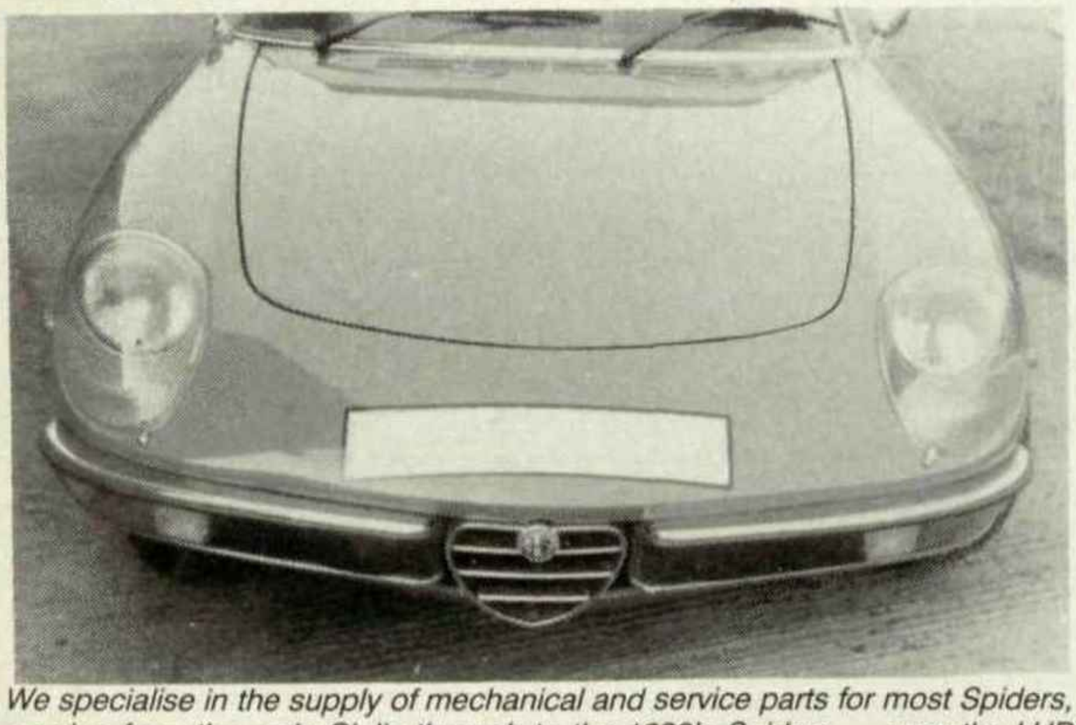
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BMW 2800 CSA COUPE, 1971, auto, PAS, electric windows, Polaris silver with navy blue interior, fine condition, £7,950. Tel: 0225 702674. (966071

PORSCHE 911E COUPE, October 1972, 2-4, RHD, esr/w, white, body/mech restored 1988, engine overhaul 1989, Fachs wheels, SS exhaust, new brakes, lots of history, £15,000 o.n.o. 021-354 8760 (evenings). (966072

BENTLEY CONTINENTAL Mulliner Park Ward, 1965, Regal Red, black leather, lovely original condition, £38,950. Exchanges considered. Newlands Motors (034282) 2274. (221085

PLUS 4 MORGAN, 1959, TR-engined, yellow, black wires, two bucket seats, well sorted car, vgc, no rust, owned since 1983, full equipment, £12,000. For comprehensive data, leave address on answering machine. View Somerset. Teague, 096-324-319. (966076

COBRA 427 REPLICA by Chestah, 1989, white, black interior, all usual fitments, period '4' registration, £10,950. Exchanges considered. Newlands Motors (034282) 2274. (221085

ALFA ROMEO MONTREAL, 1974, one of 180 original RHD versions, truly superb example in all respects, offers/exchanges. 081-529 2158. (228353

PORSCHE 924 LUX, 1984, 58,000 miles, light metallic blue, ESR, full history, £6,950. Newlands Motors (034282) 2274. (221085

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CORVETTE L82 5.7, 1979, silver, Anniversary Model, leather interior, detail painted underbody (body-off), engine only covered 9,000 miles, stunning show car, £16,500. 0673 858232. (966043

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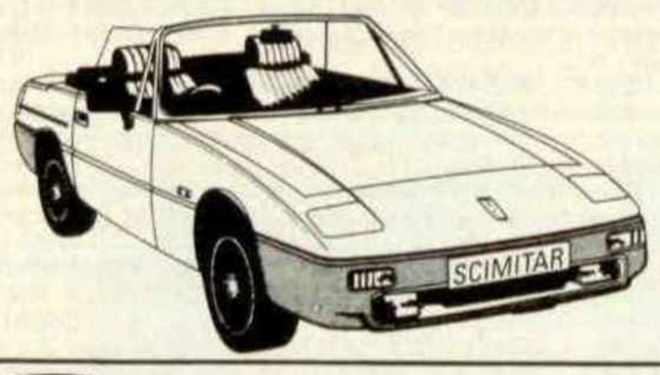
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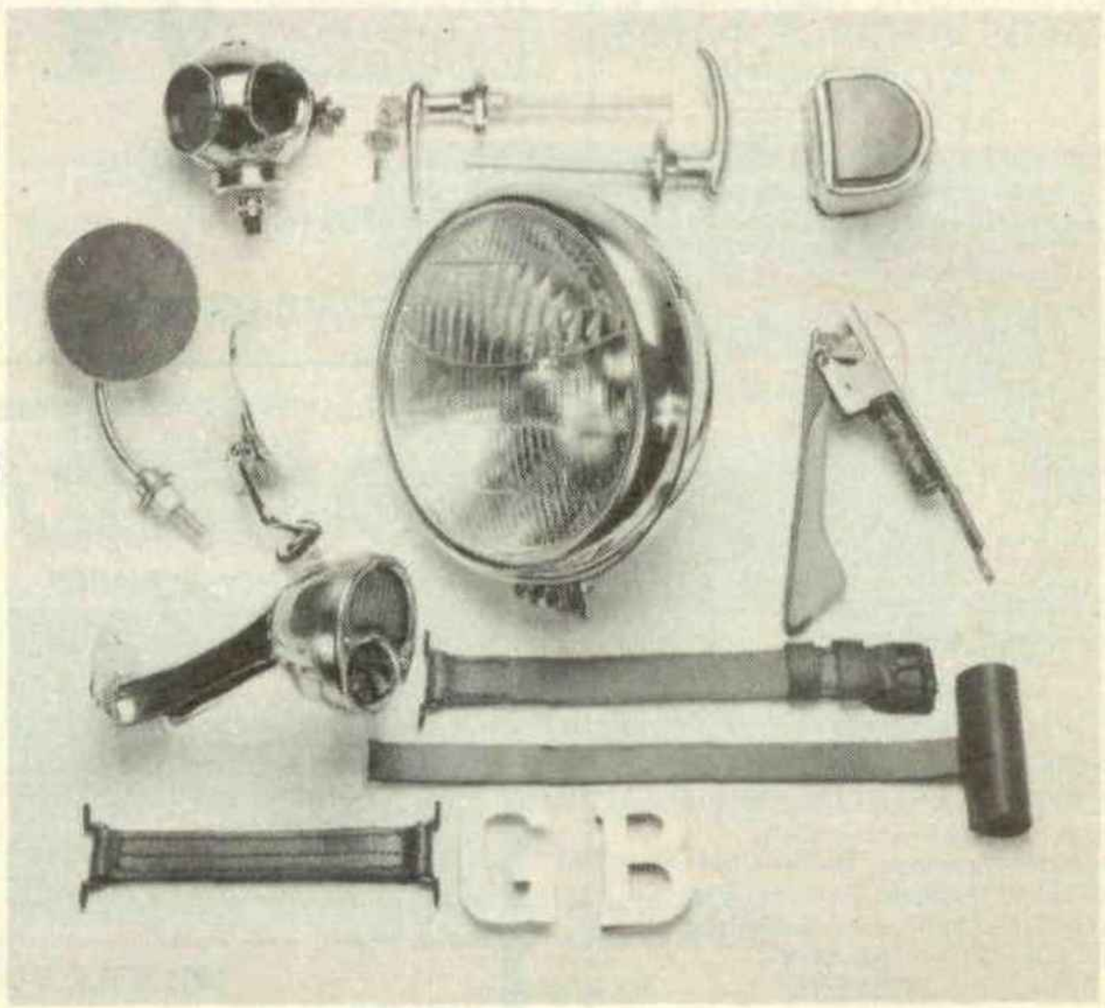
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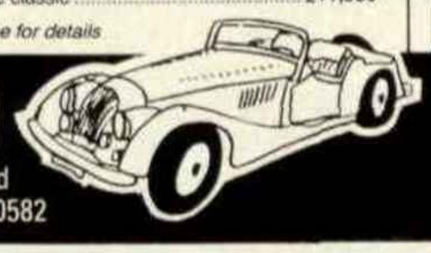
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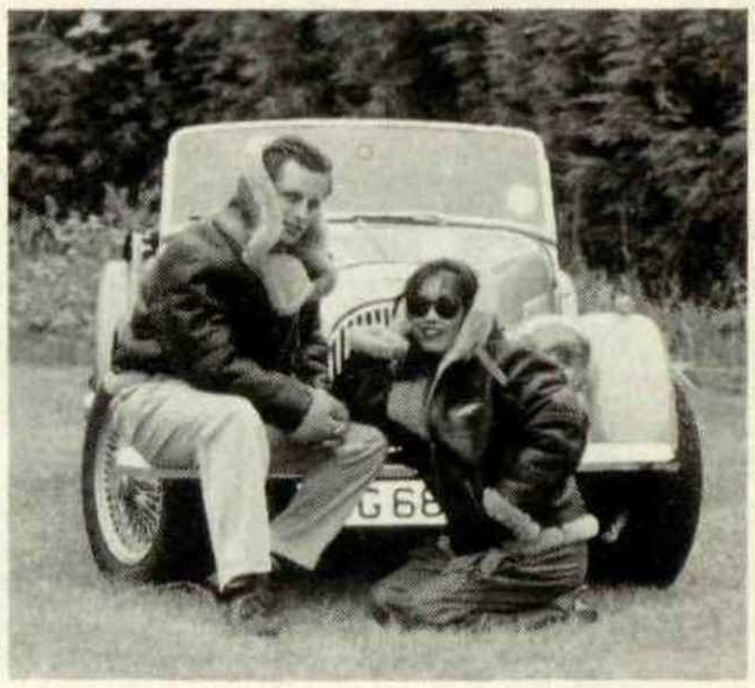
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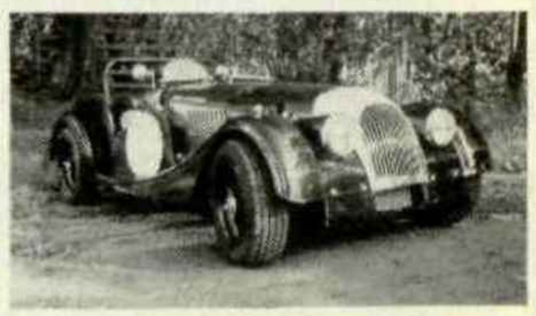
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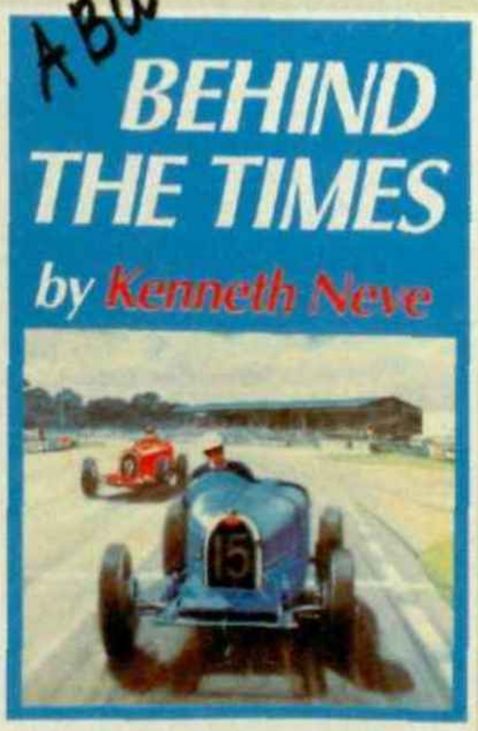
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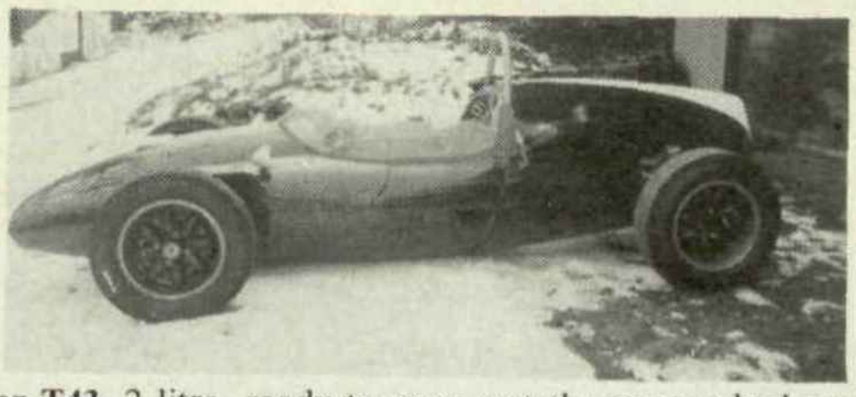
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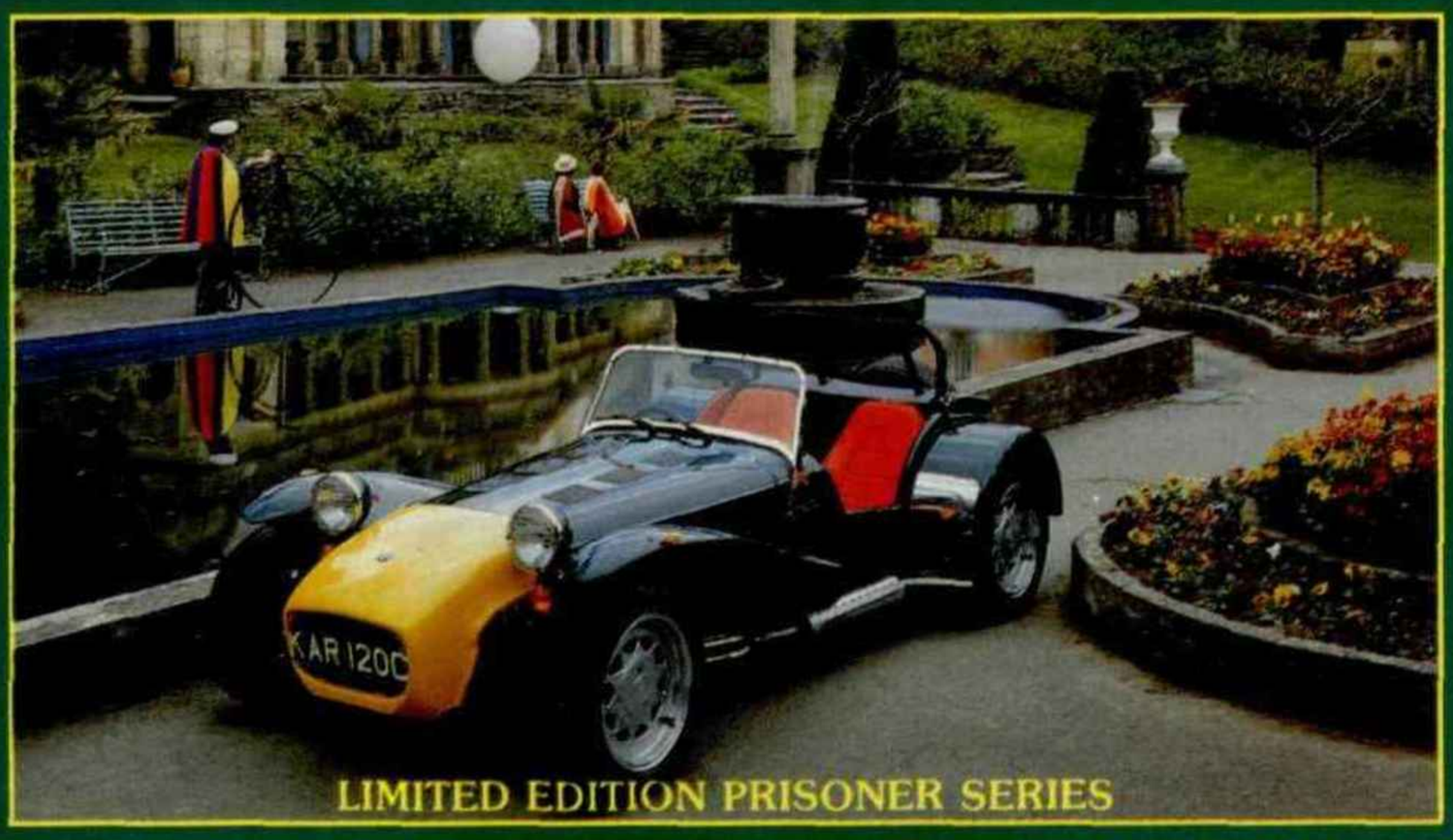
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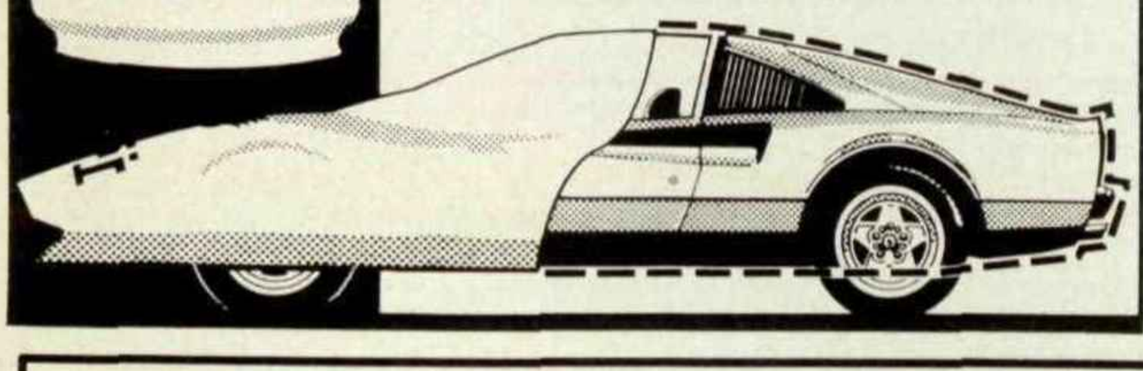
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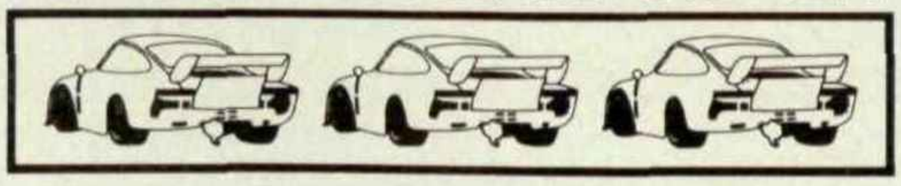
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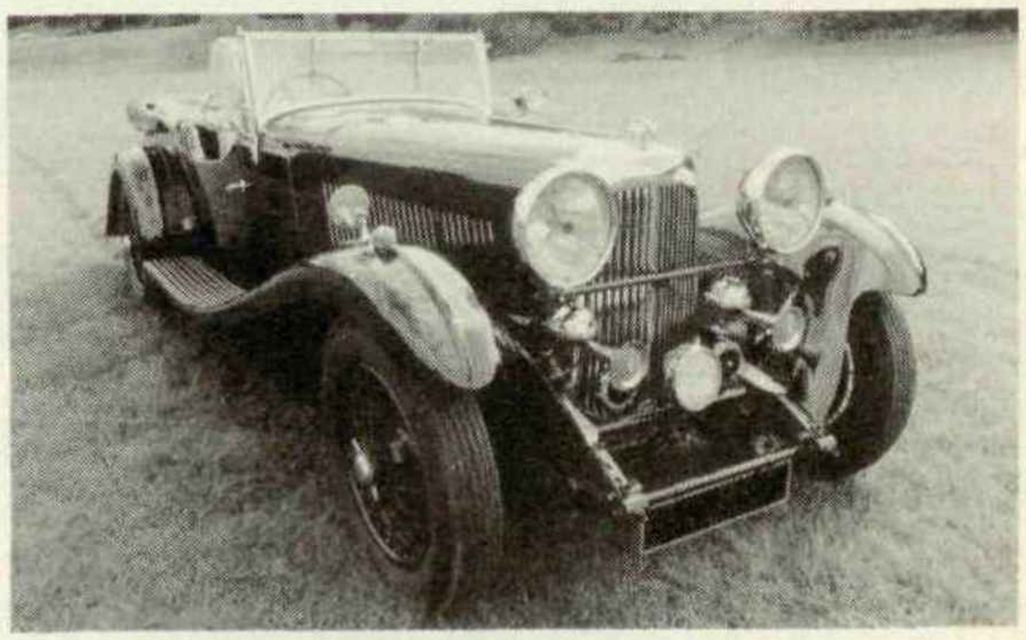
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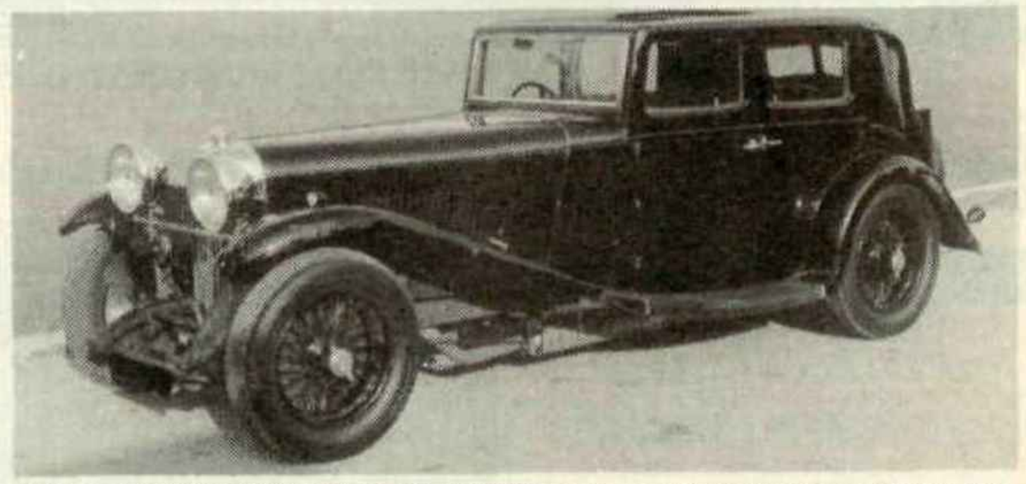


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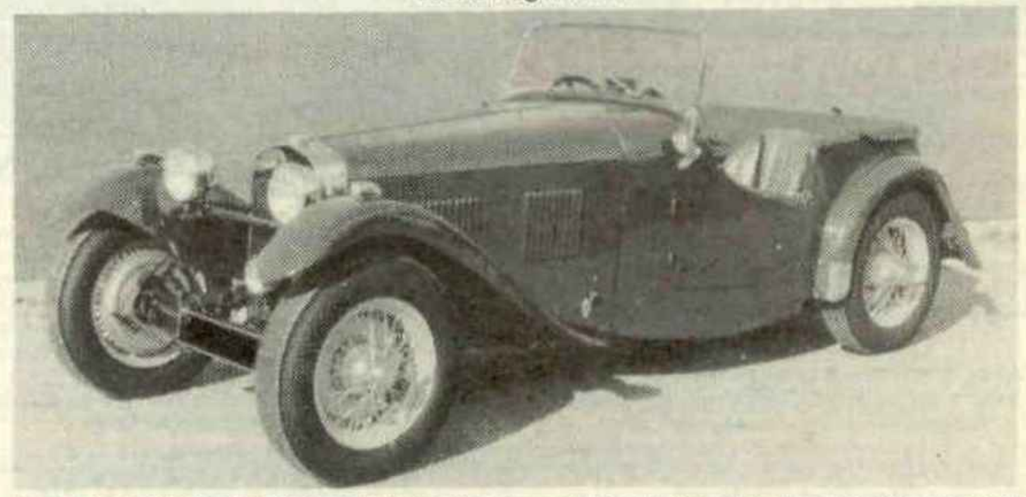
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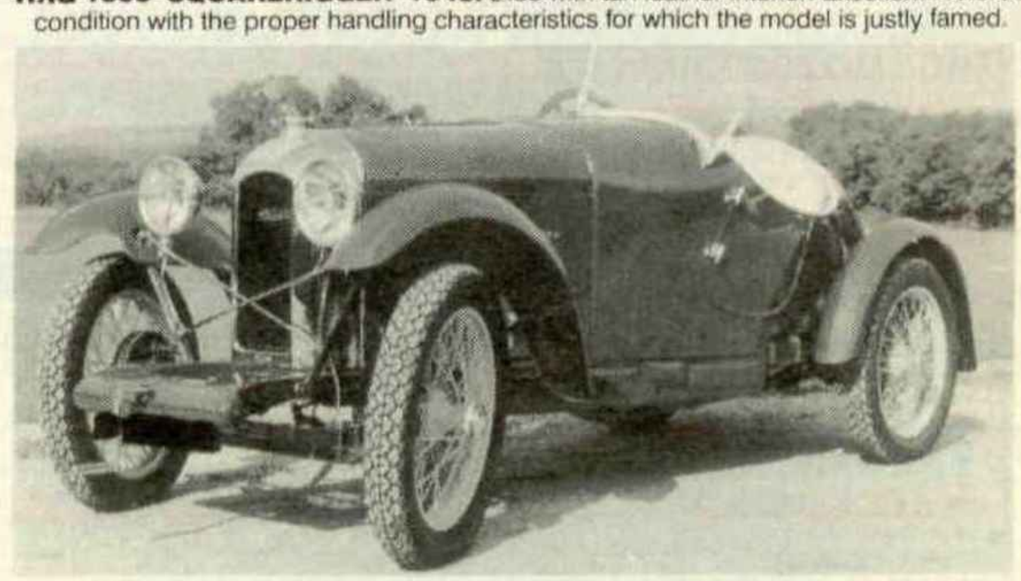
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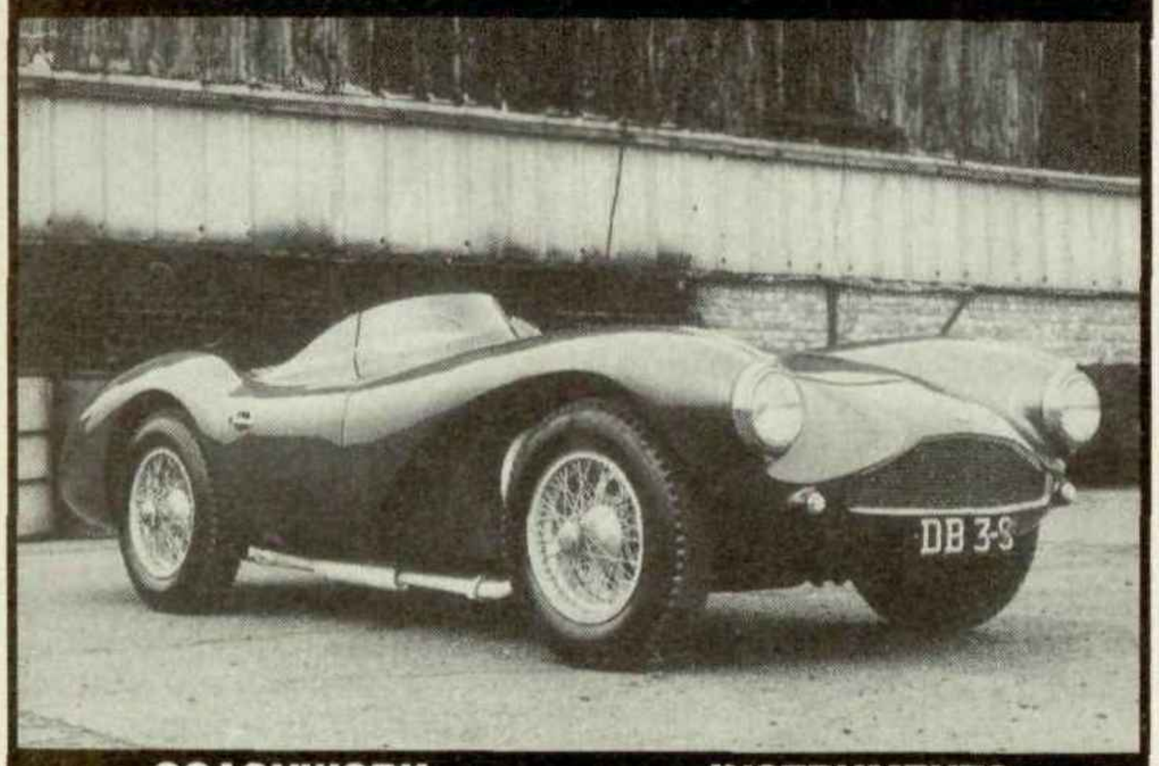
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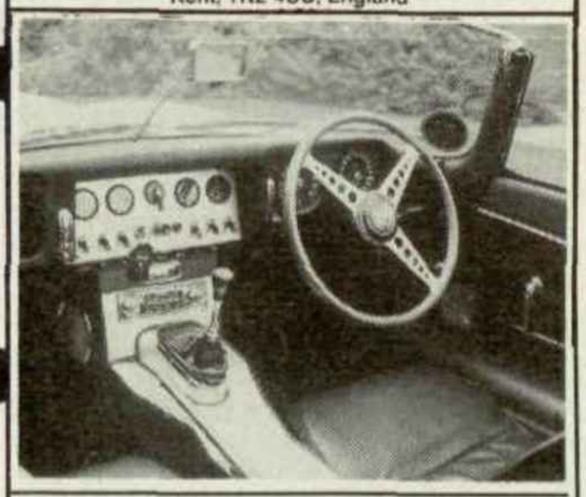
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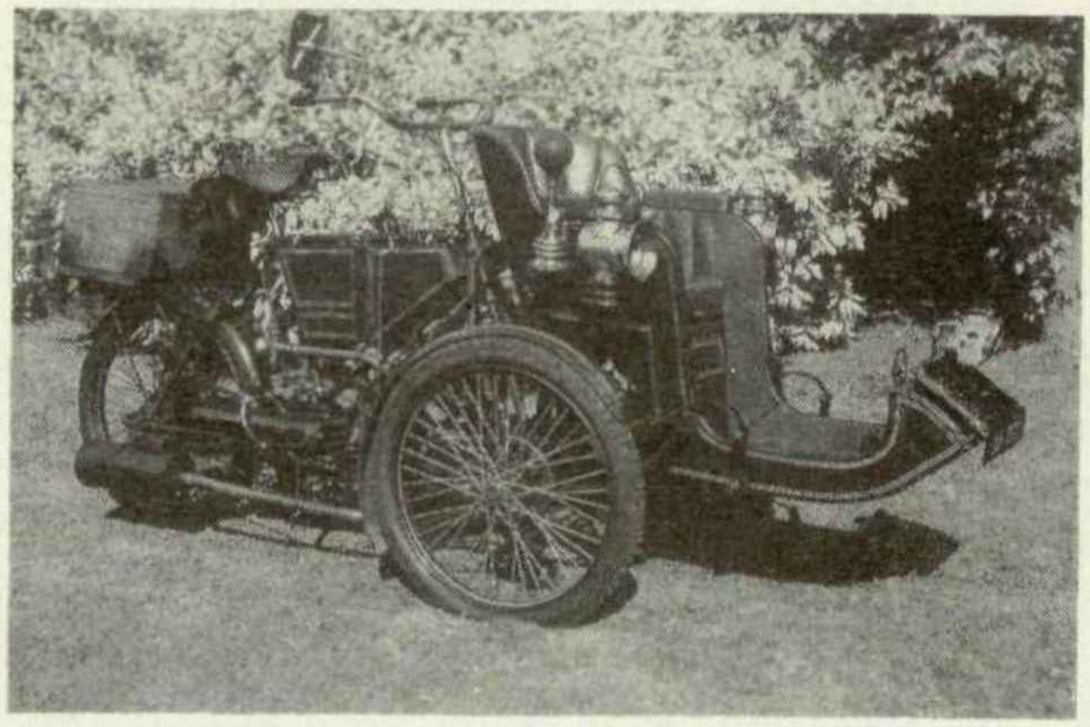
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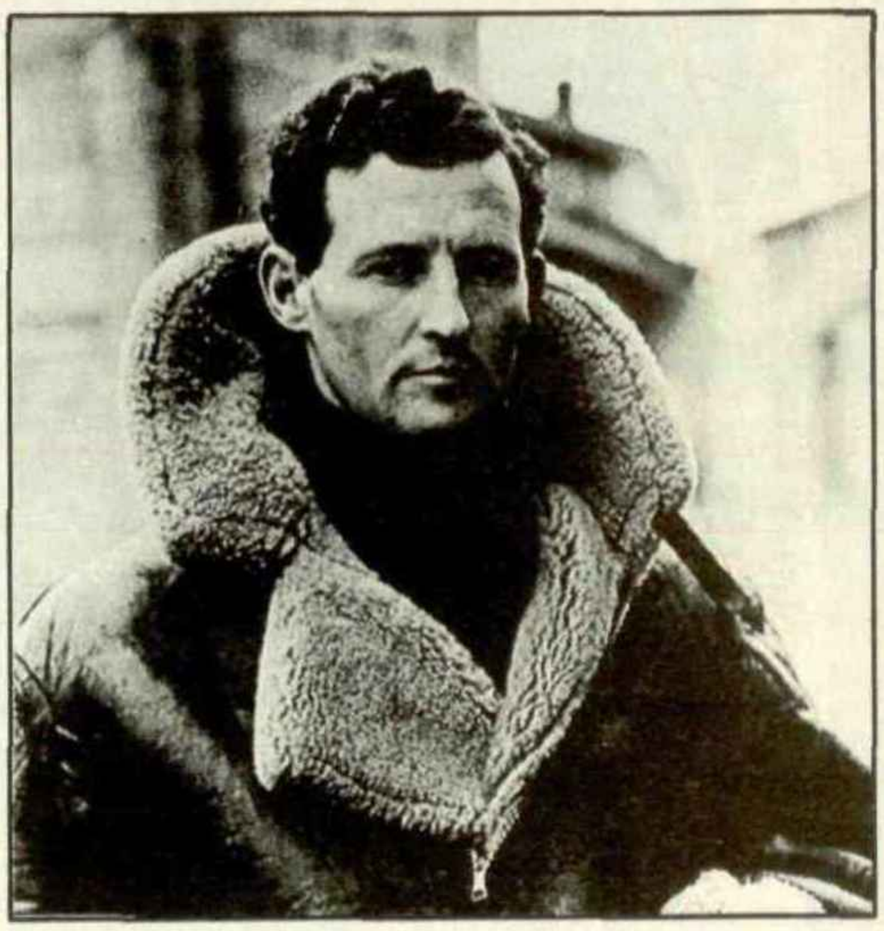
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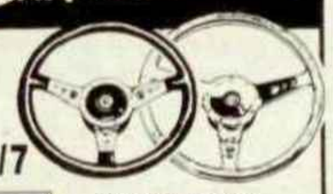
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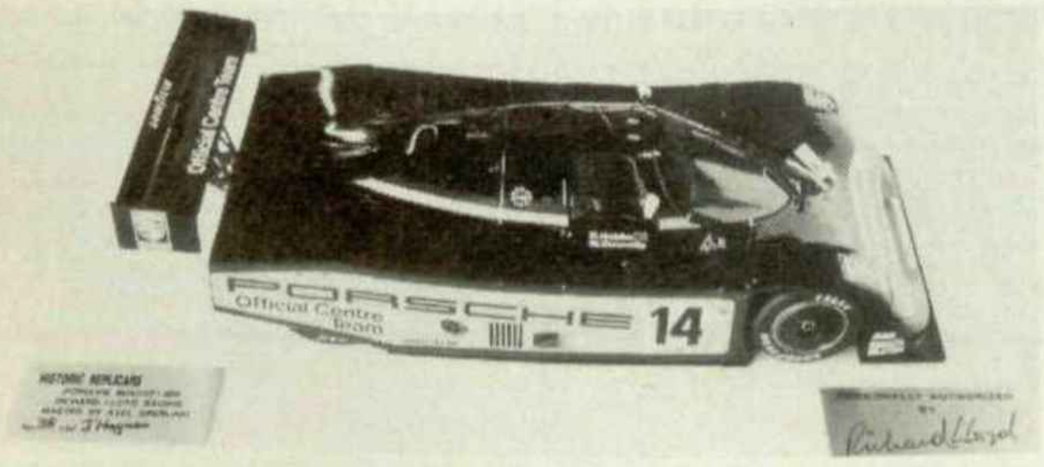
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NOSTALGIA

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As mentioned last month, from January 1991 Autokraft's production of Mk 4 AC Cobras will concentrate on fulfilling a 5-year contract recently signed with a Japanese consortium. This means that THE THREE NEW LIMITED EDITION 'LIGHTWEIGHT C/S' Mk 4 AC COBRAS LISTED BELOW ARE THE LAST NEW EXAMPLES THAT 'NOSTALGIA' HAS SCHEDULED, and will obviously prove to be a splendid investment for the future. The completion of the **EX-WORKS HEALEY SILVERSTONE** to its original Alpine Rally presentation is anticipated for November. As the most famous Healey of them all (Reg. No. JAC 100), it will be worth the wait . . . The second of the two **AC ACE-FORDS** has now arrived and is the best that I've ever seen . . . Also here is the **A/HEALEY 3000 (or 5000!) MkIII V8**, which is proving even better than expected — over 250b.h.p. but absolutely standard in appearance makes it a superb 'Q' car!



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1950 EX-WORKS TEAM HWM-ALTA GRAND PRIX — Ch. No. FB101. Stirling Moss' first GP racing car, also ex-Abecassis, etc. Many famous international successes. Fully documented history. *(Photo as sports-racer — conversion to its original 1950 Grand Prix mode takes 10 minutes).*

1958 AC ACE-FORD RUDDSPEED 2.6. Coupe des Alpes entries 1958/9; ex-Ken Rudd, 170 b.h.p. Stage V Mays engine, 45,000 miles. *(Photo)*

1963 AC ACE FORD RUDDSPEED 2.6. One owner since 1968. 180 b.h.p. Stage V + Rew engine. O/drive. Bare chassis restoration. *(Not shown)*

1964 (Model) AC COBRA 289 Mk2. Total Autokraft reconstruction, with Mathwall 300 + b.h.p. engine. Totally 'Concours'. *(Photo)*

1965 AUSTIN-HEALEY 3000 Mk3 V8 — LEFT HAND DRIVE. Fitted with Cobra 5 litre V8 engine & T10 gearbox, otherwise totally standard in appearance. Amazing performance! Ice blue, black trim. Conversion to right-hand drive possible. Extremely well presented. *(Not shown)*

1972 AC 428 FRUA D.H.C. Only 26 built, this the last of 5 with manual g/box. 32,000 miles. Simply the best, bar none! *(Photo)*

1985 AC COBRA 302 Mk4 — 'STANDARD' 230 b.h.p. – LEFT HAND DRIVE – U.S./EUROPEAN SPEC./TYPE APPROVED. 0 to 100mph (160kph) in 13 secs. 73 miles/117km from new. Stored for 5 years in Arizona. Unique! R/hand conversion possible. *(Photo)*

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

1989 (G) AC COBRA 302 Mk4 — 'STANDARD' 230 b.h.p. — U.K. SPEC. Dark blue with white stripes, 63 miles from new. *(Not shown)*

1990 (Unregd.) AC COBRA 302 Mk4 — 'LIGHTWEIGHT COMPETITION/STREET' 340 b.h.p. — U.K. SPEC. Limited edition model. 0 to 100mph (160kph) in 10.8 secs. Dark blue, blue trim, roll cage etc. *(Not shown but similar to white car at rear in photo)*

1990 (Unregd.) AC COBRA 302 Mk4 — 'LIGHTWEIGHT COMPETITION/STREET' 340 b.h.p. — U.K. SPEC. Metallic maroon, black trim. *(Not shown)*

1990 (Unregd.) AC COBRA 302 Mk4 — 'LIGHTWEIGHT COMPETITION/STREET' 340 b.h.p. — U.K. SPEC. Silver, burgundy trim. *(Not shown)*

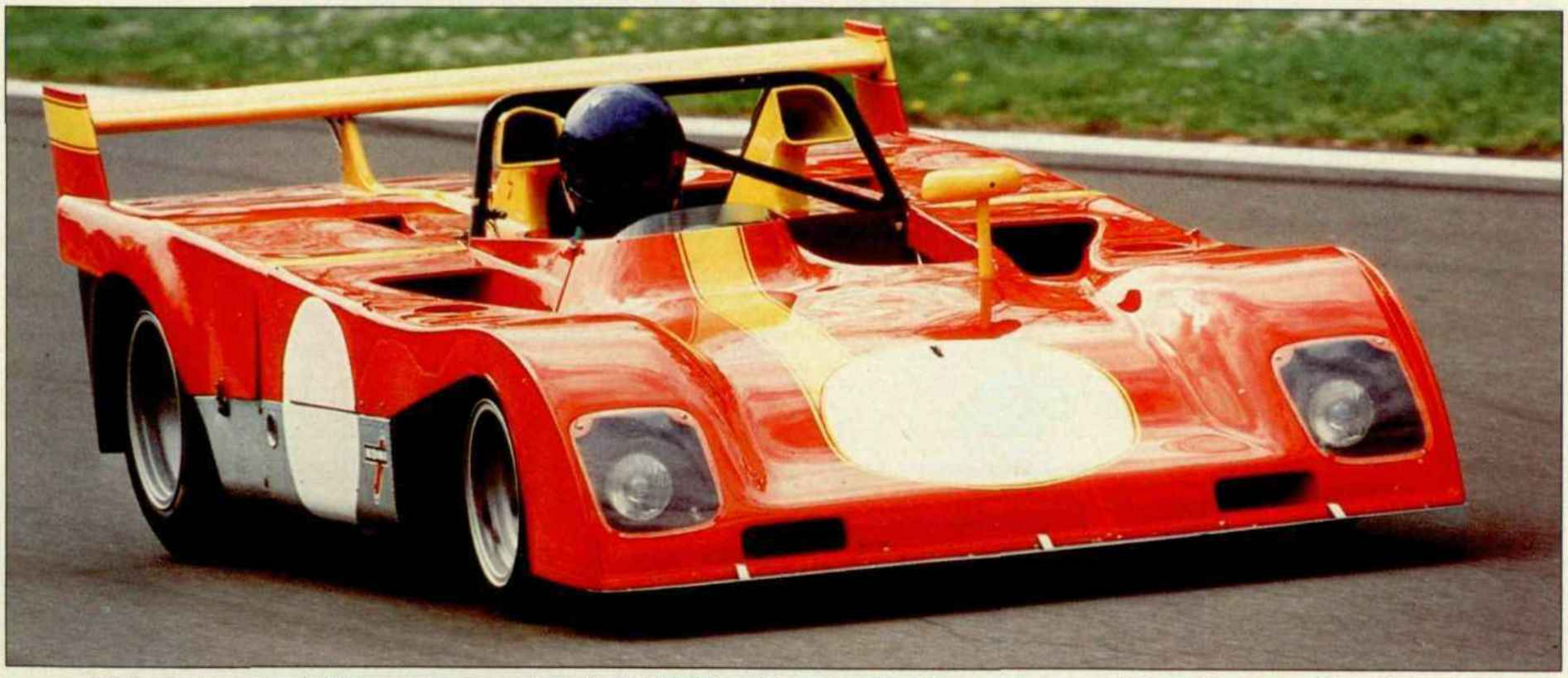
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1000km of Zeltweg, Ickx-Redman, 1st

1973: 6 Hours of Vallelunga, Ickx-Redman, 3rd
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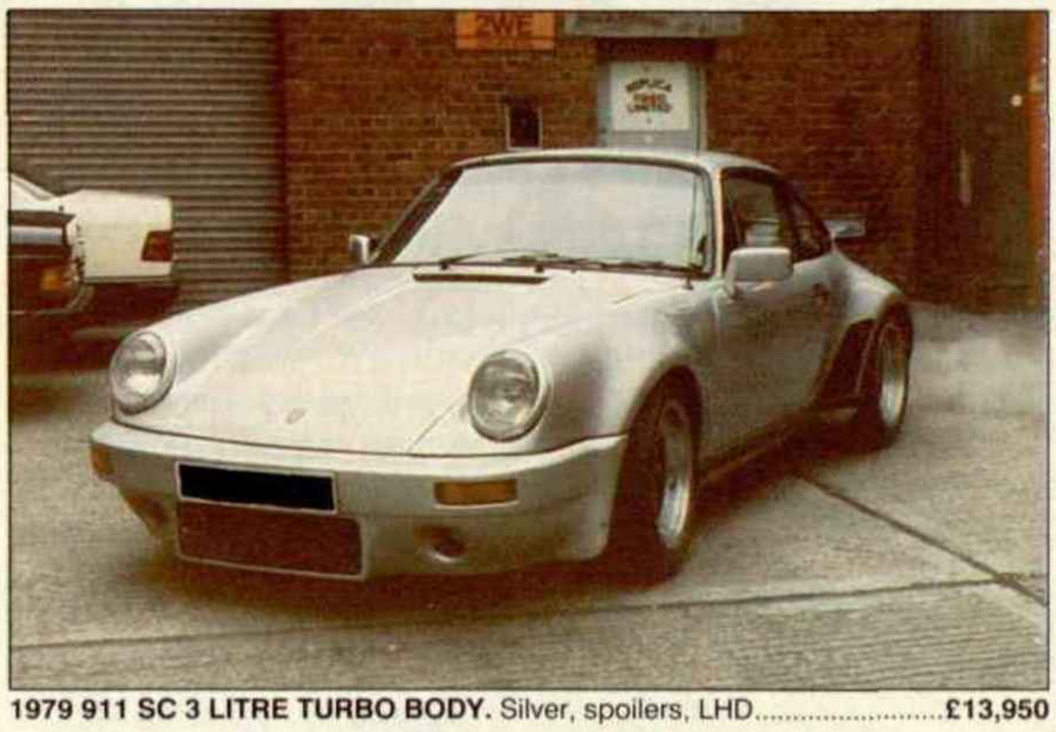


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3,800 miles. P.O.A.

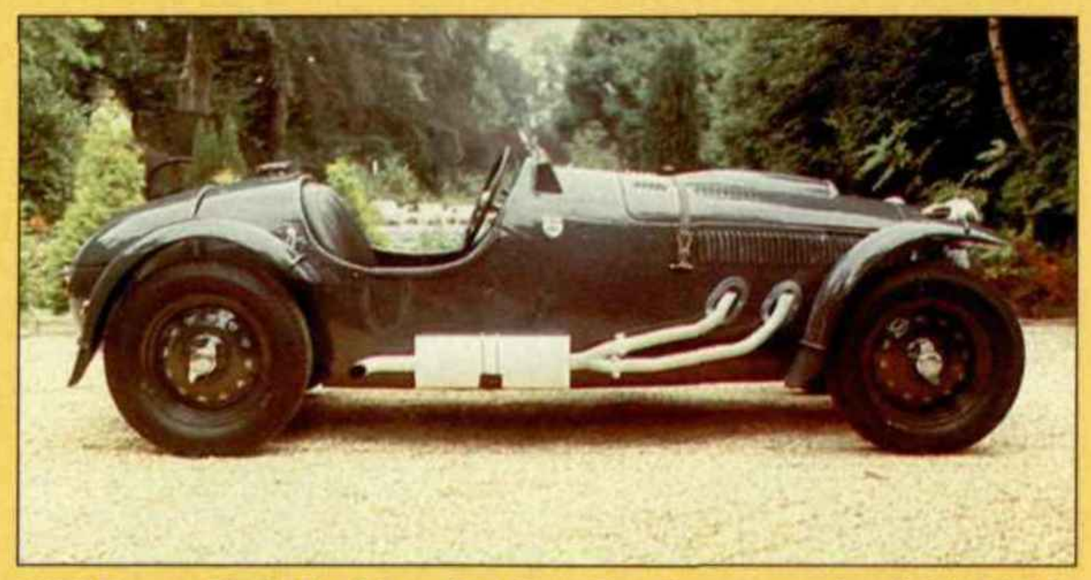
512 BB 1978
Red with magnolia hide, red inlay, red carpets, air conditioned, stereo.
30,200 miles. P.O.A.

365 GT4 BB 1974
Red with tan hide, black inlay, red carpets, air conditioned.
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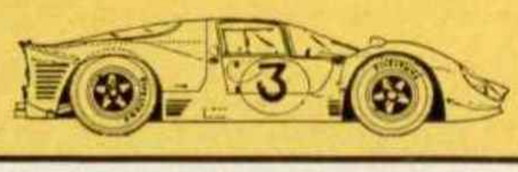
1958 Jaguar XK 150 S Roadster 3.4. Indigo blue/grey trim, concours condition, LHD.

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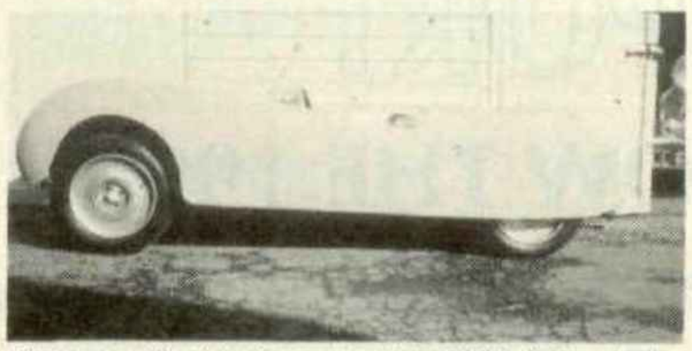
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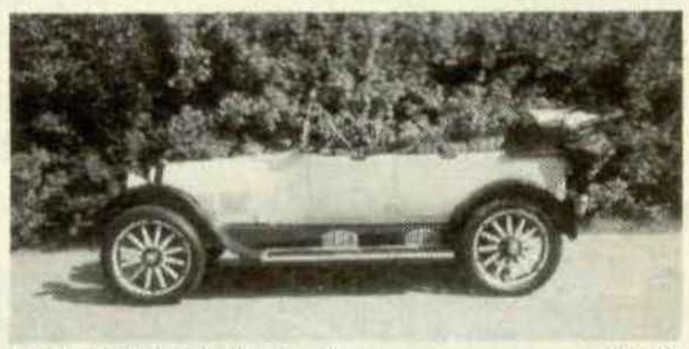
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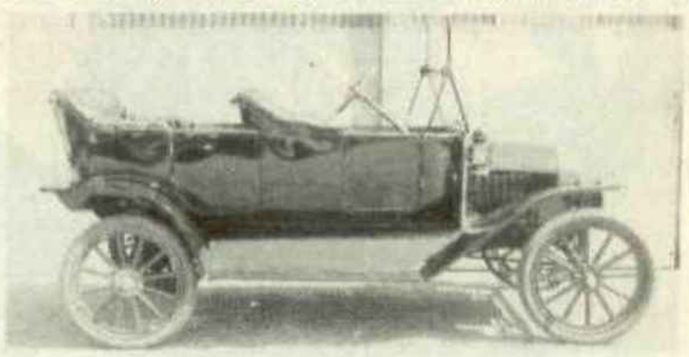
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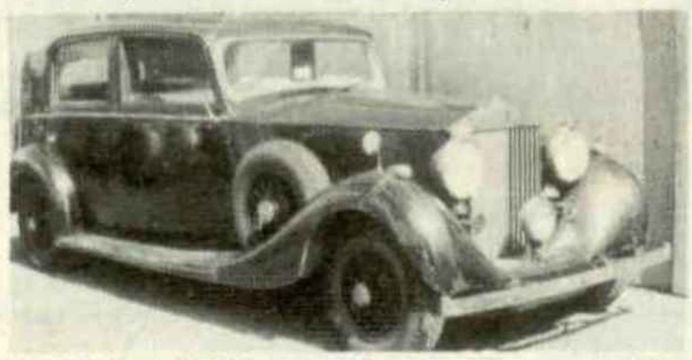
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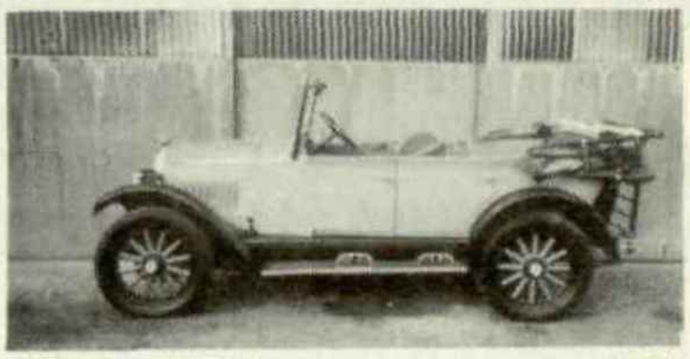
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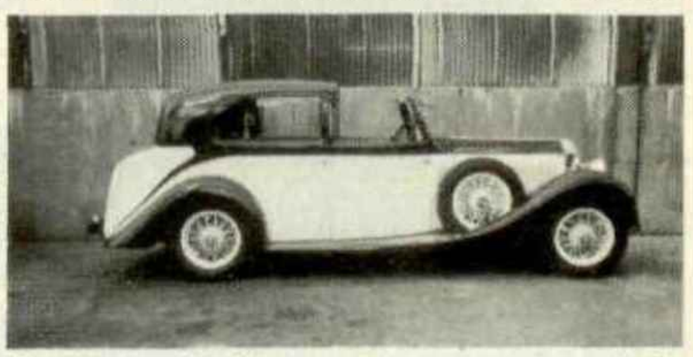
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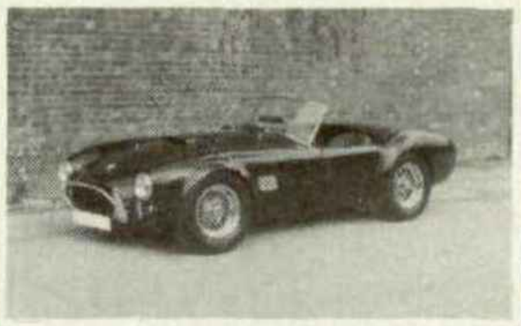
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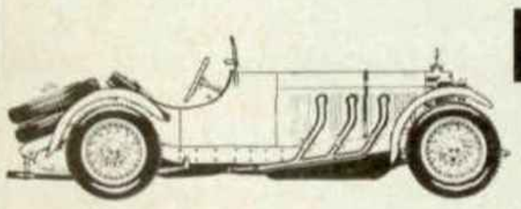
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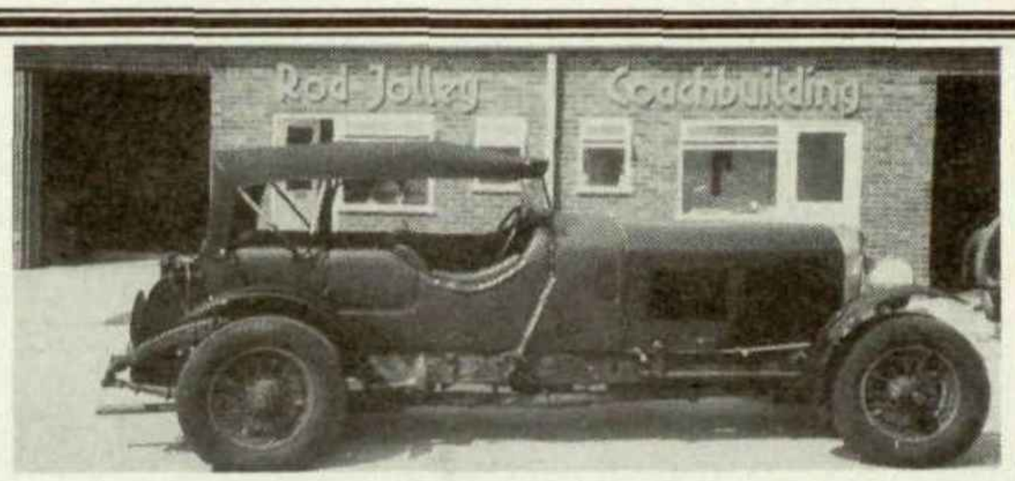
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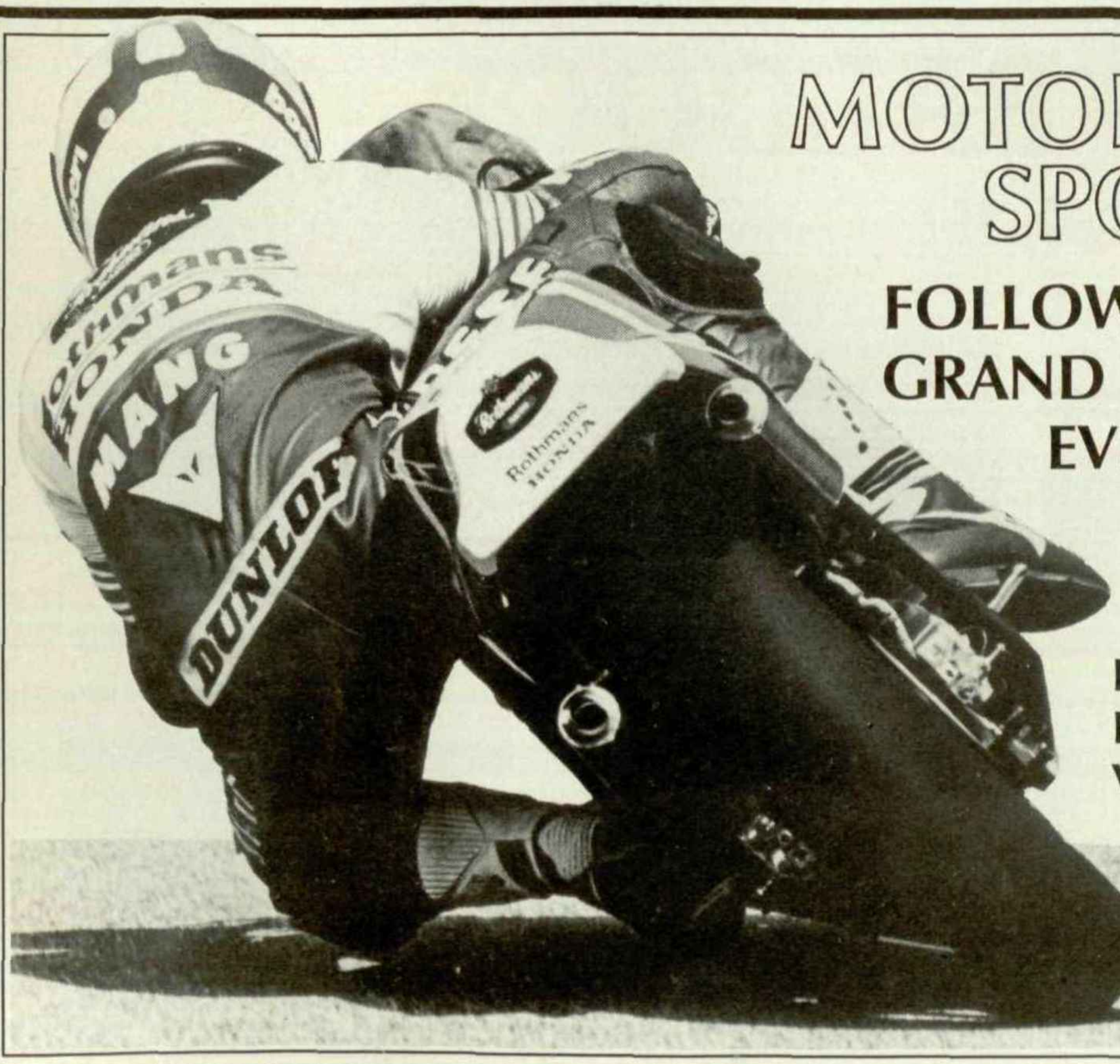
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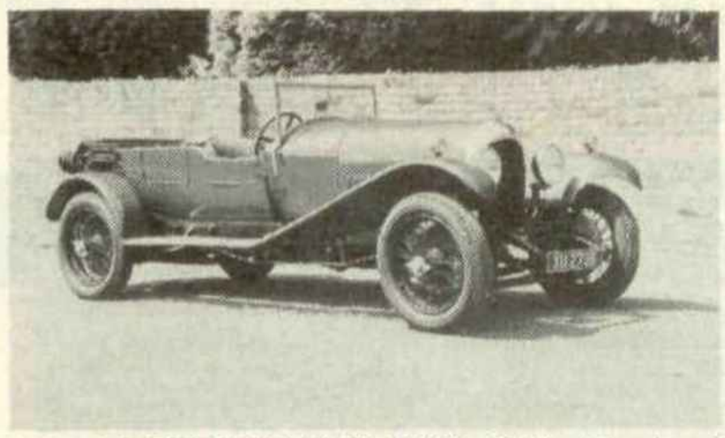
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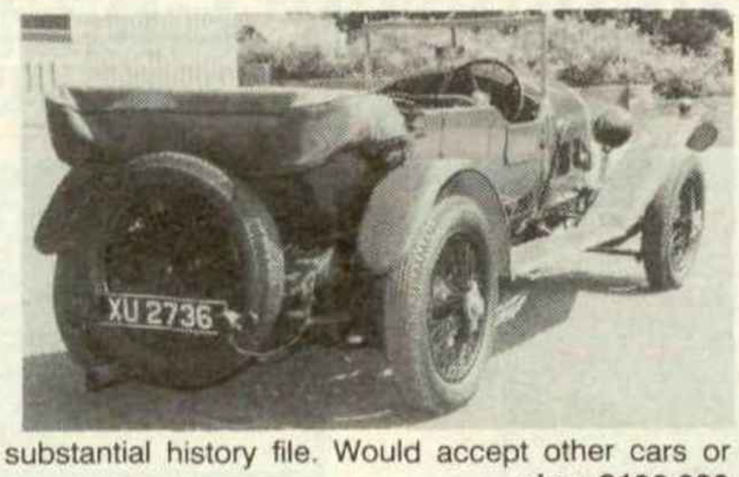
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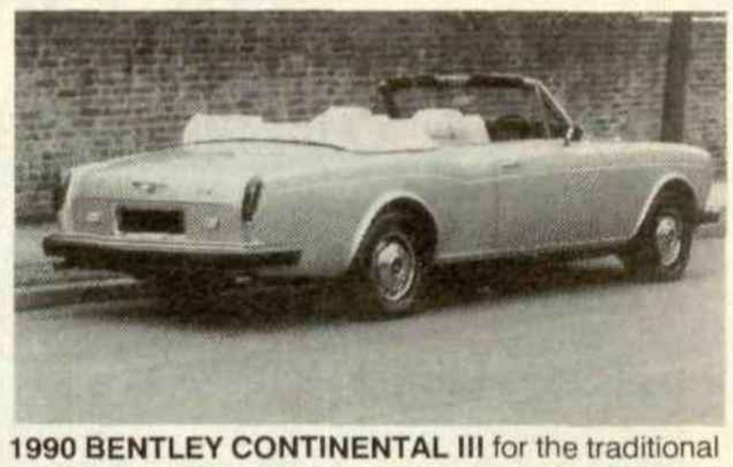
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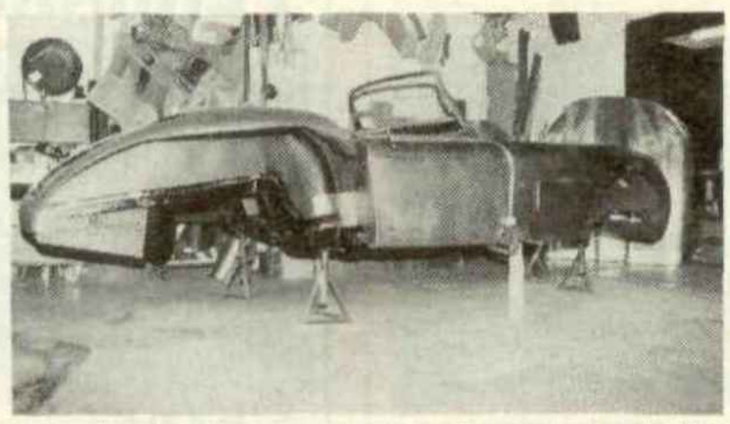
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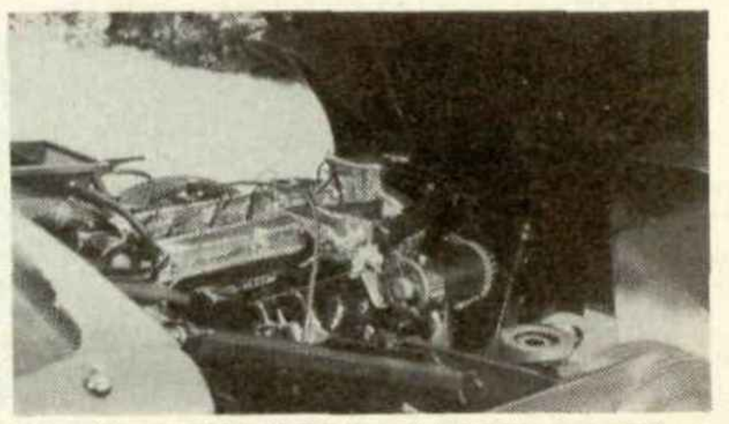
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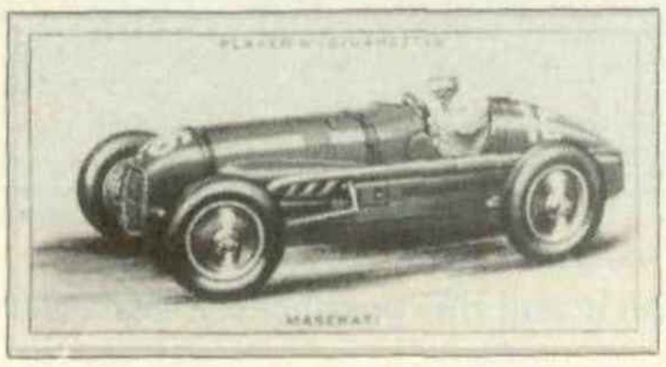
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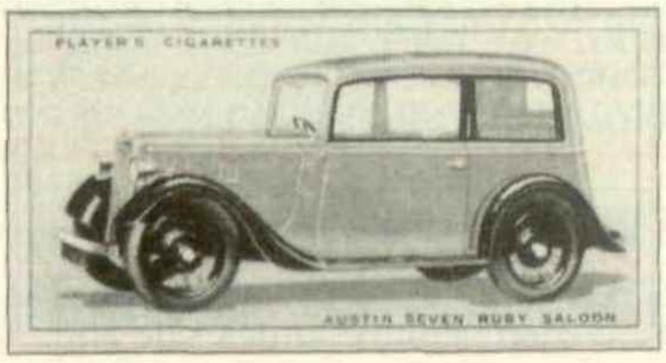


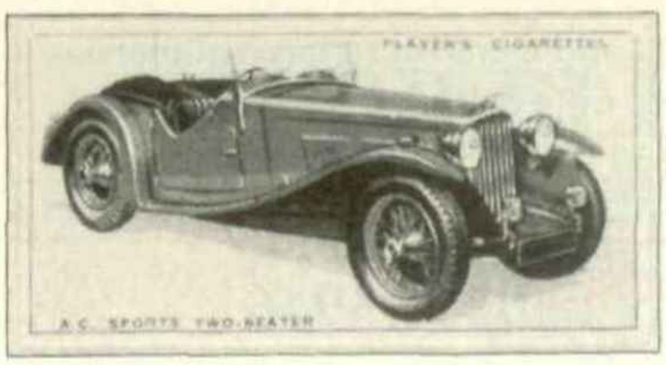
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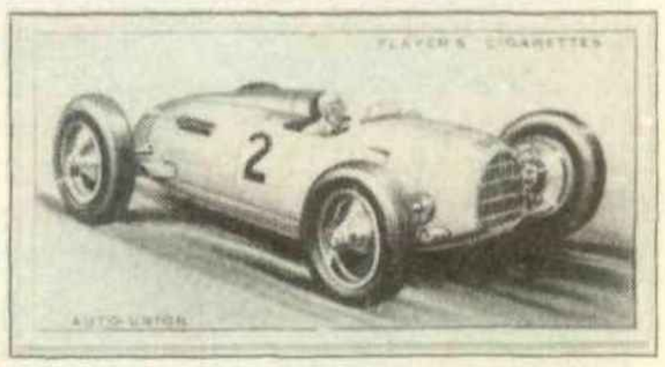
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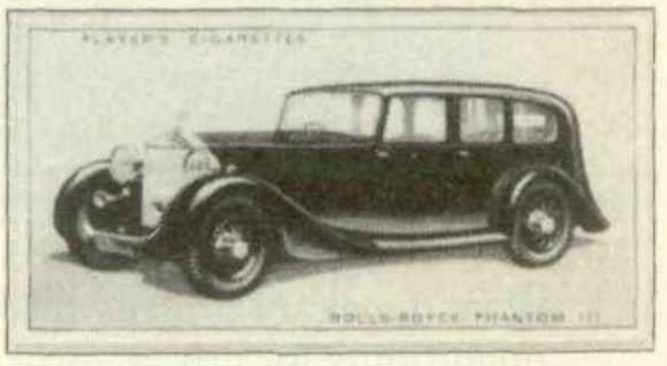
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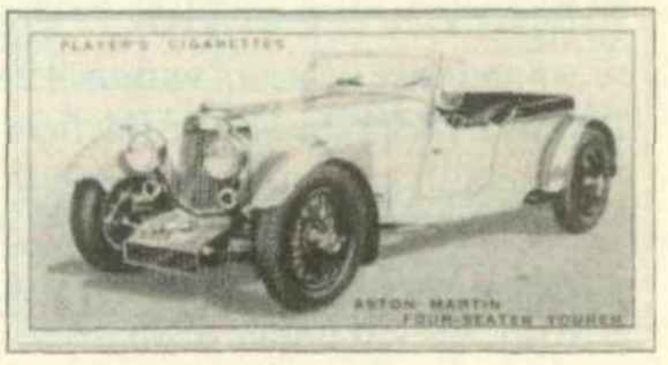
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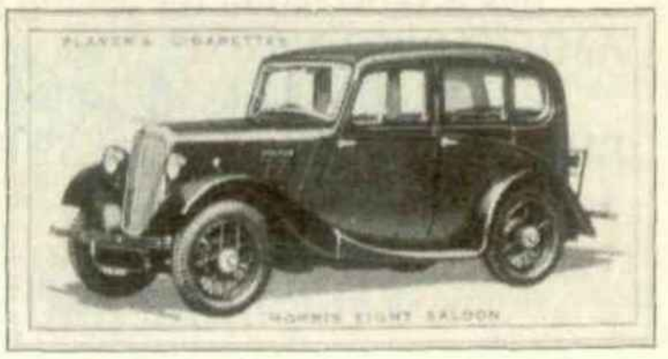
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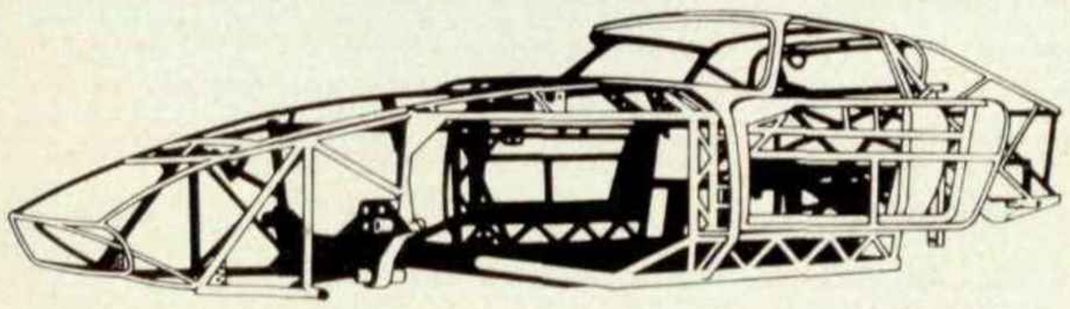






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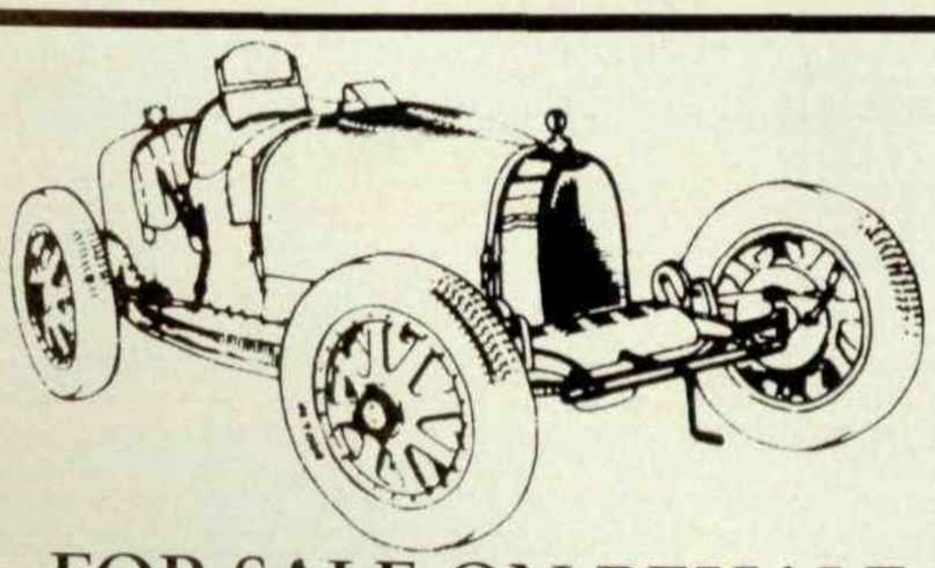
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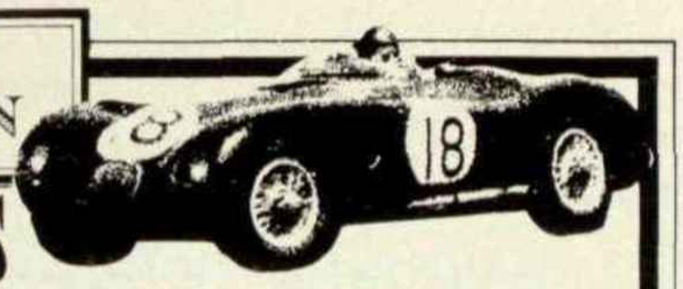
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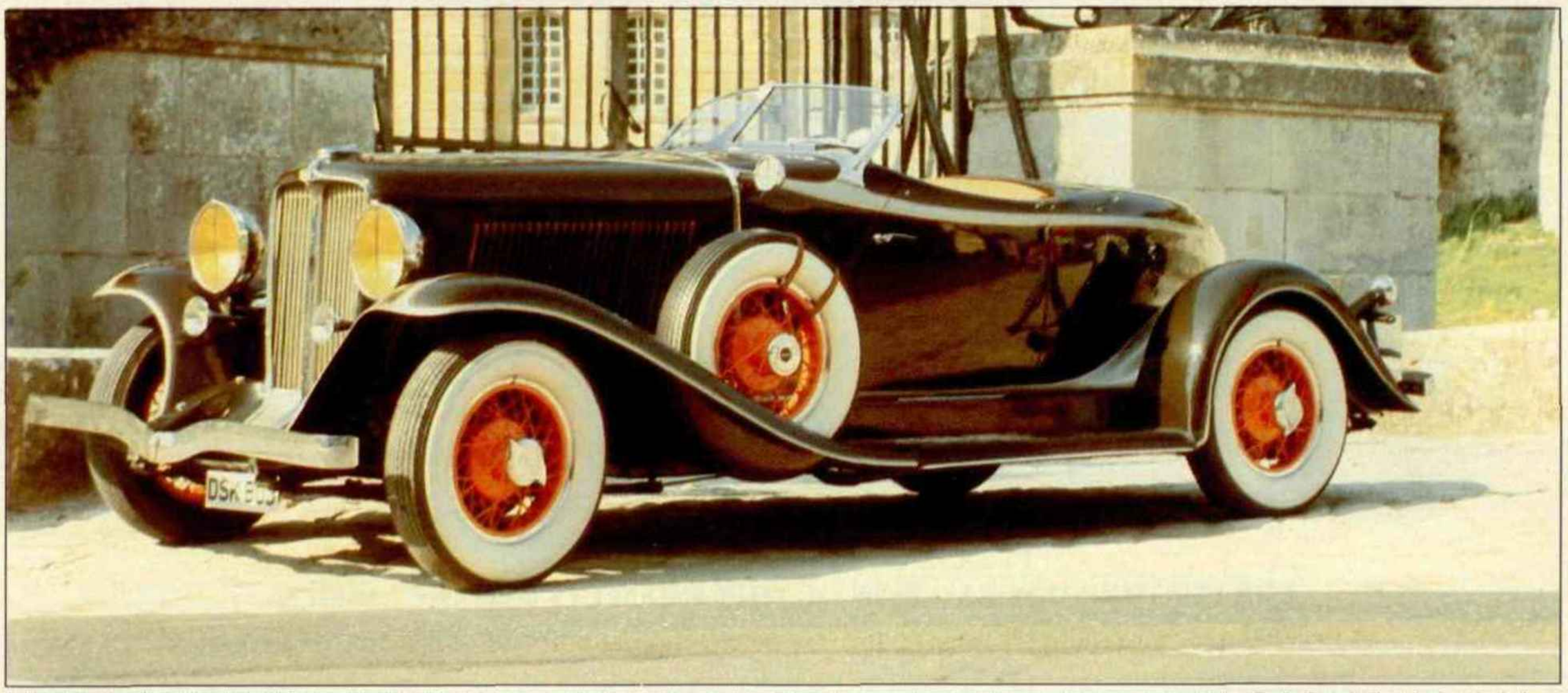
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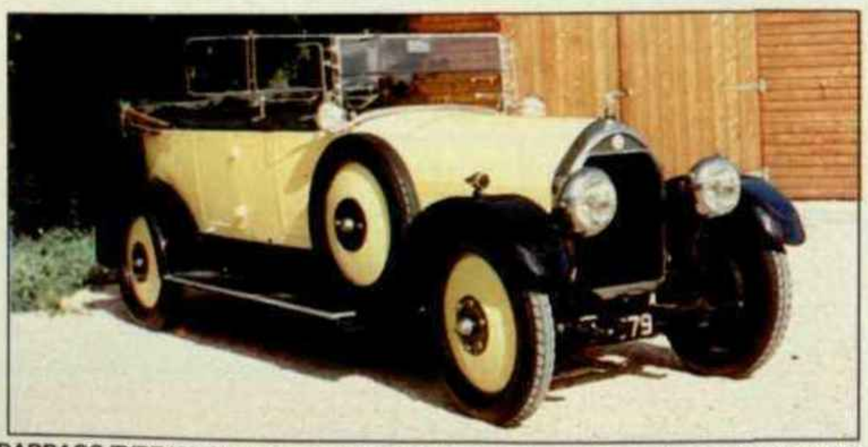


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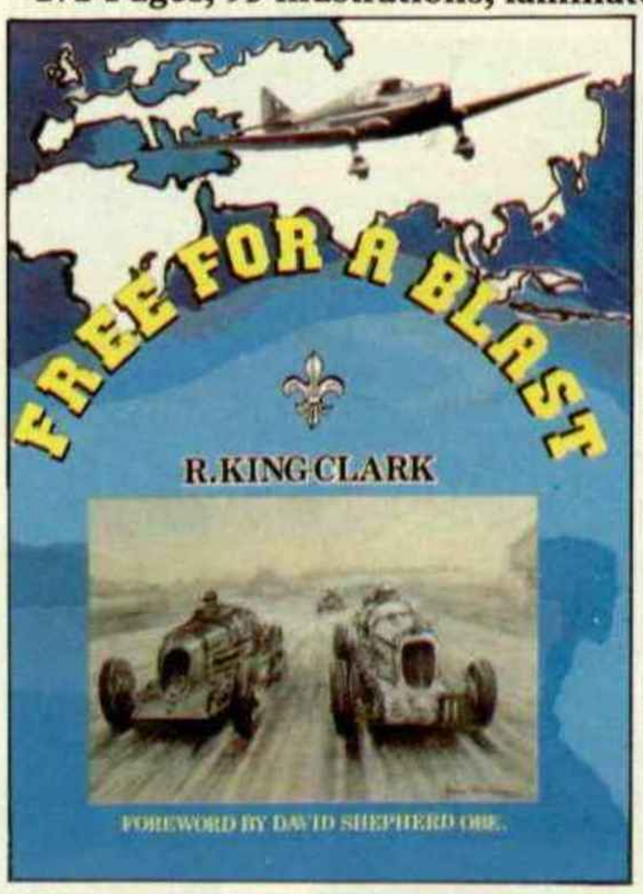
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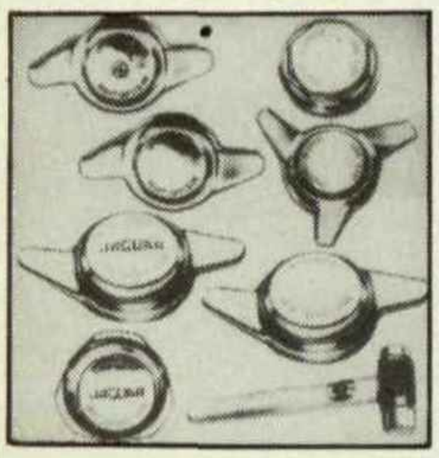
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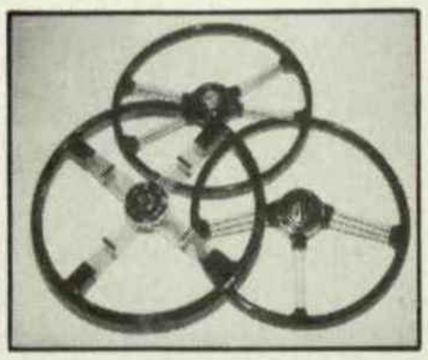
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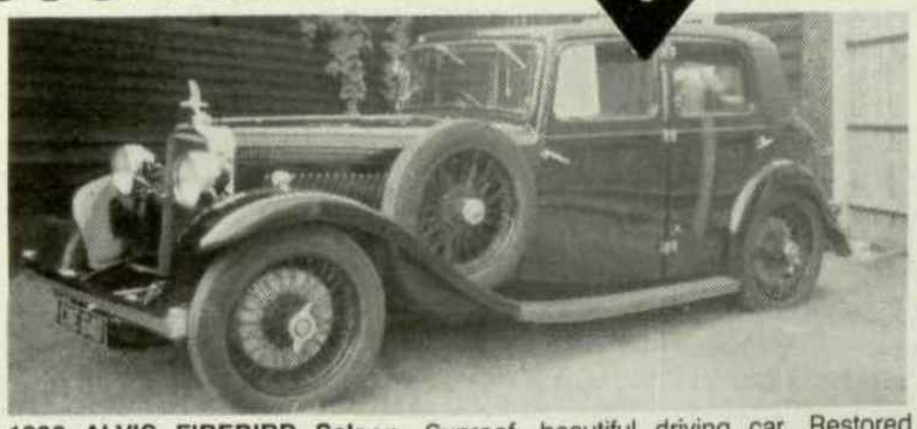
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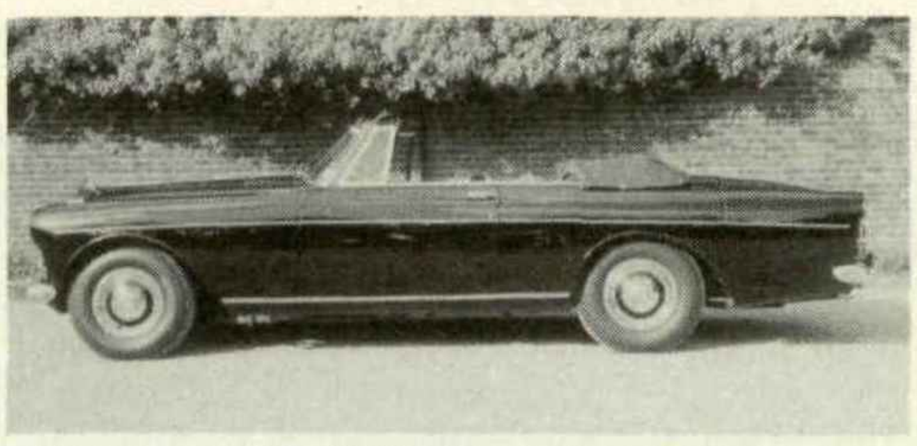
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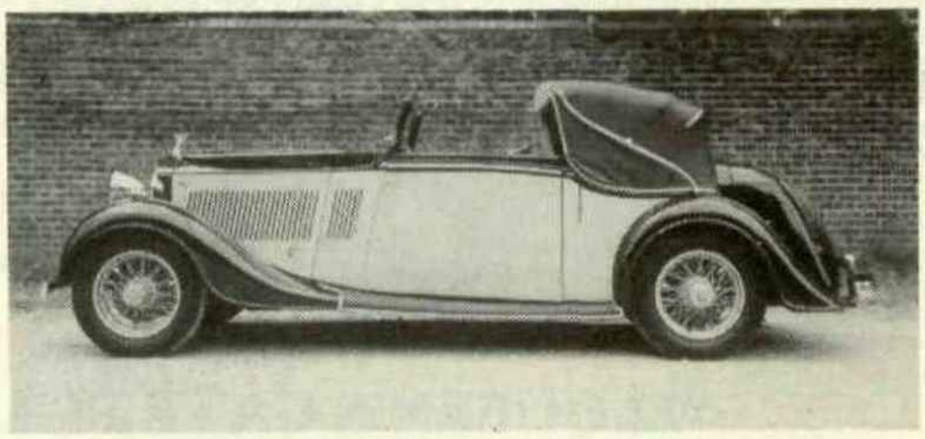
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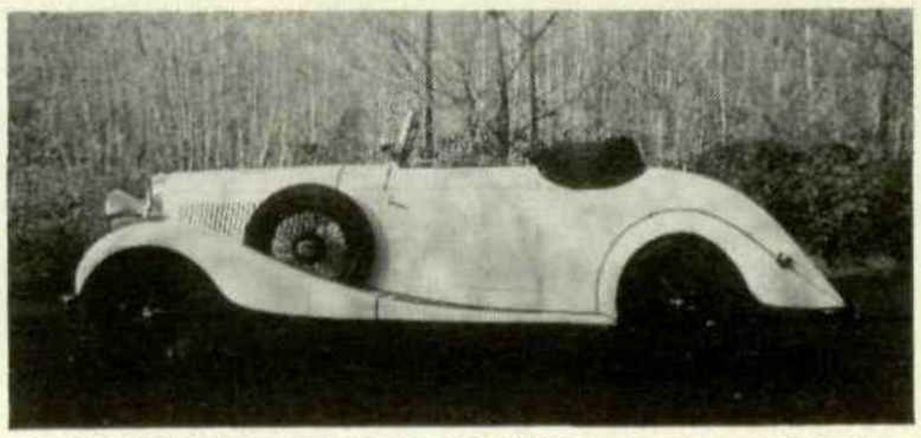
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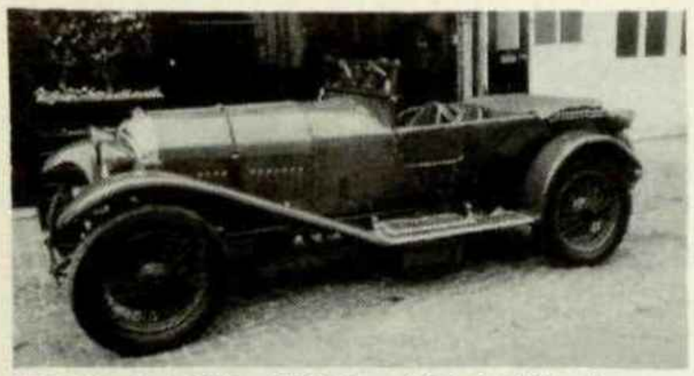
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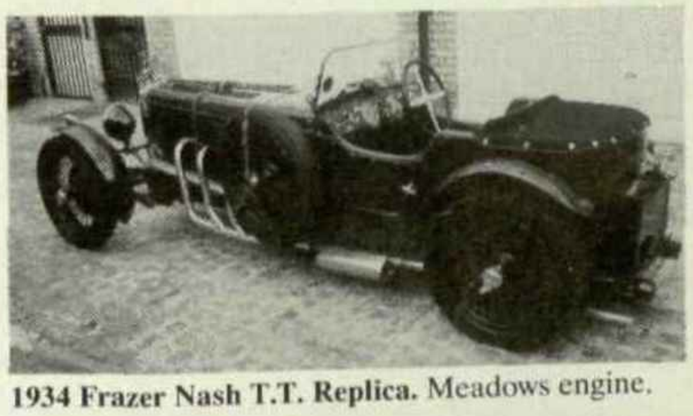
ESTABLISHED 1957



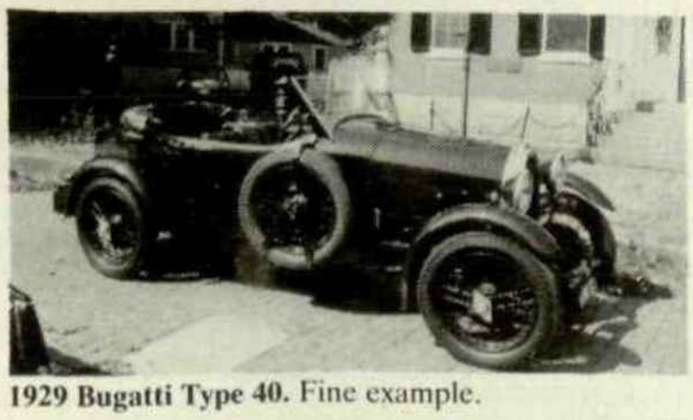
1926 Bentley 3-litre VDP Speed Model. The famous car supplied new to Clive Gallop.



1930 Aston Martin Mark International with original 2 seater body.



1934 Frazer Nash T.T. Replica. Meadows engine.



1929 Bugatti Type 40. Fine example.



1954 Rolls Royce Silver Dawn. Automatic, low mileage.

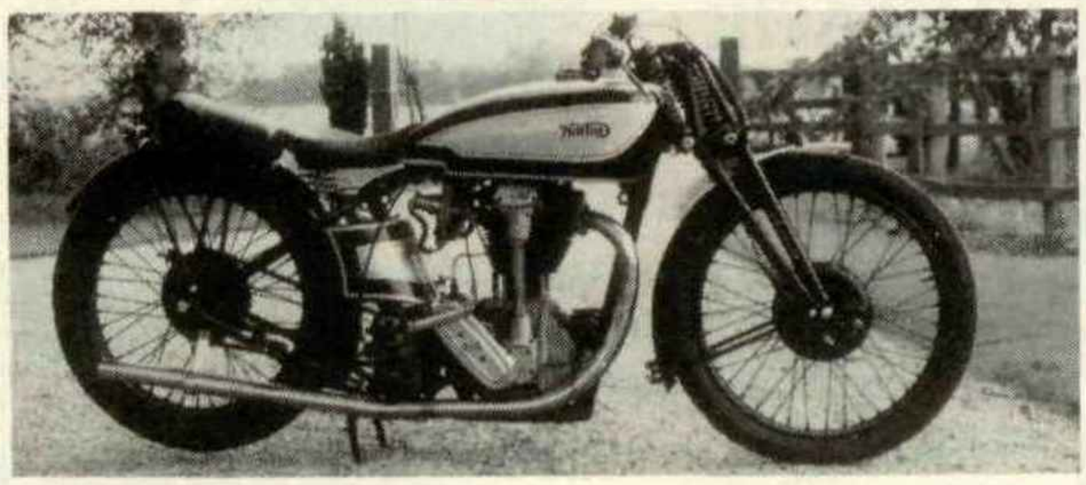


1961 Lancia Flaminia Zagato Coupe. Phone for details.

1937 Rolls Royce 25/30 Roadster by Park Ward. New paint and interior.
1957 Lancia B20 Series 6 G.T. Coupe.

1956 Ferrari 250 GT Coupe. Fine low mileage example.
1934 Aston Martin Mark II. Rebuilt to "Ulster" specification.

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FERRARI TESTAROSSA. Rosso Chiaro, 23,000 miles, outstanding condition.
SUZUKI RG500 MK6. 1980, concours.
YAMAHA TRZB. About 1973, 350cc, ex-John Williams.
FERRARI 308 GTB 1976, fibreglass, one owner from new, 8,800 miles. Yes, 8,800 miles.
JAGUAR D-TYPE REPLICA. *BRG, quite superb.*
FERRARI 400i. 1980, 40,000 miles, excellent.

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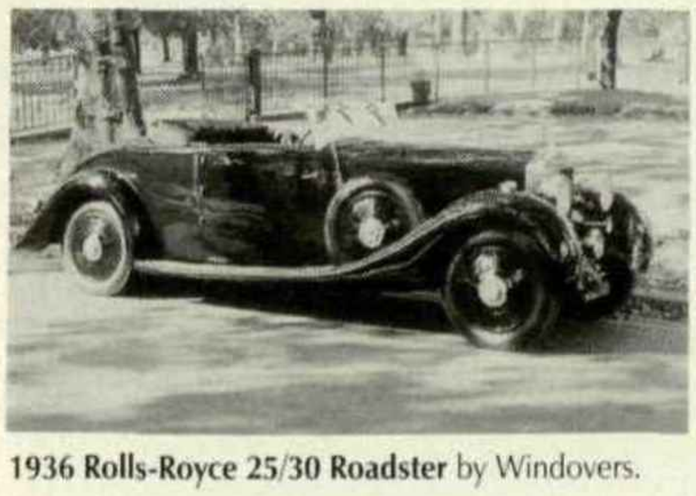
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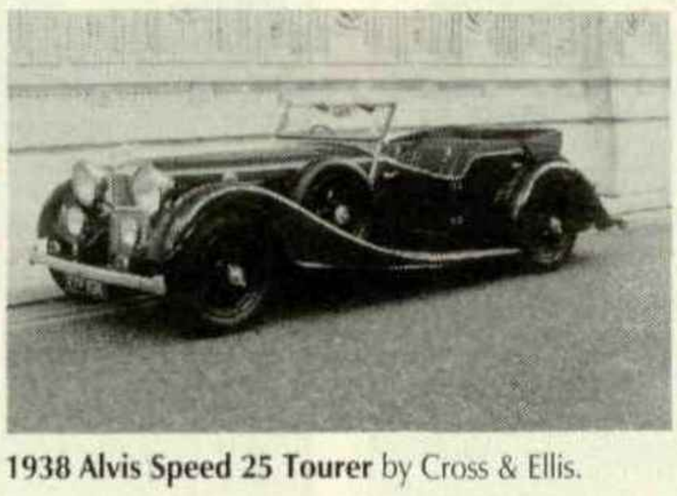
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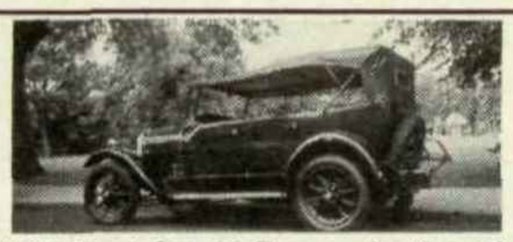


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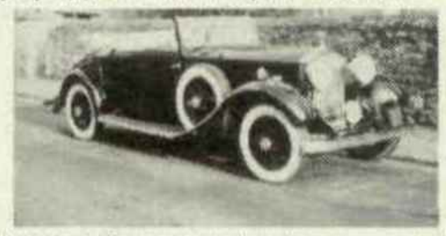
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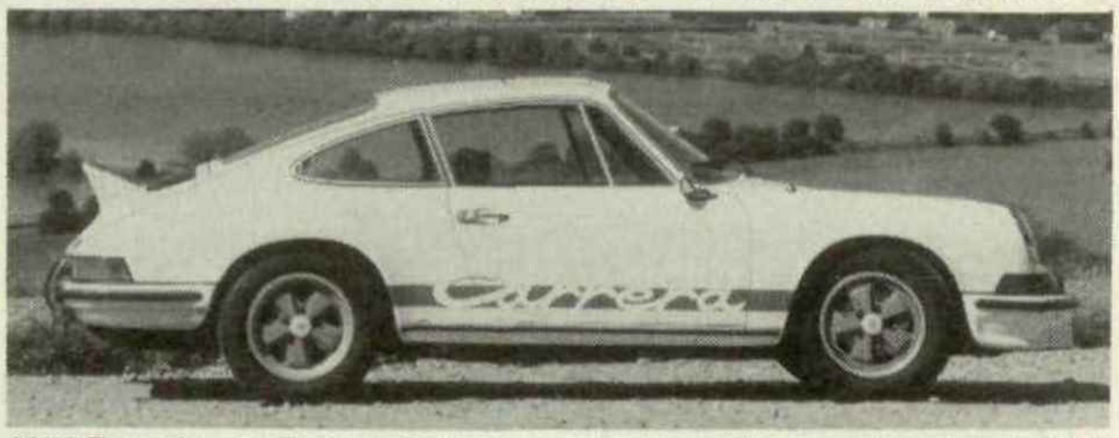
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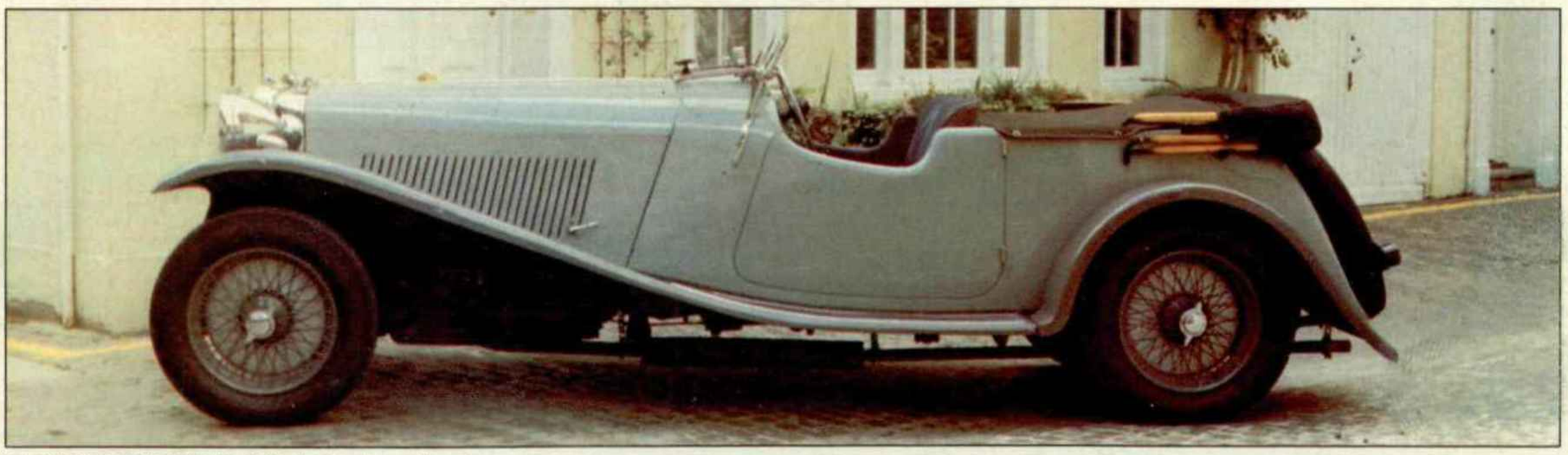
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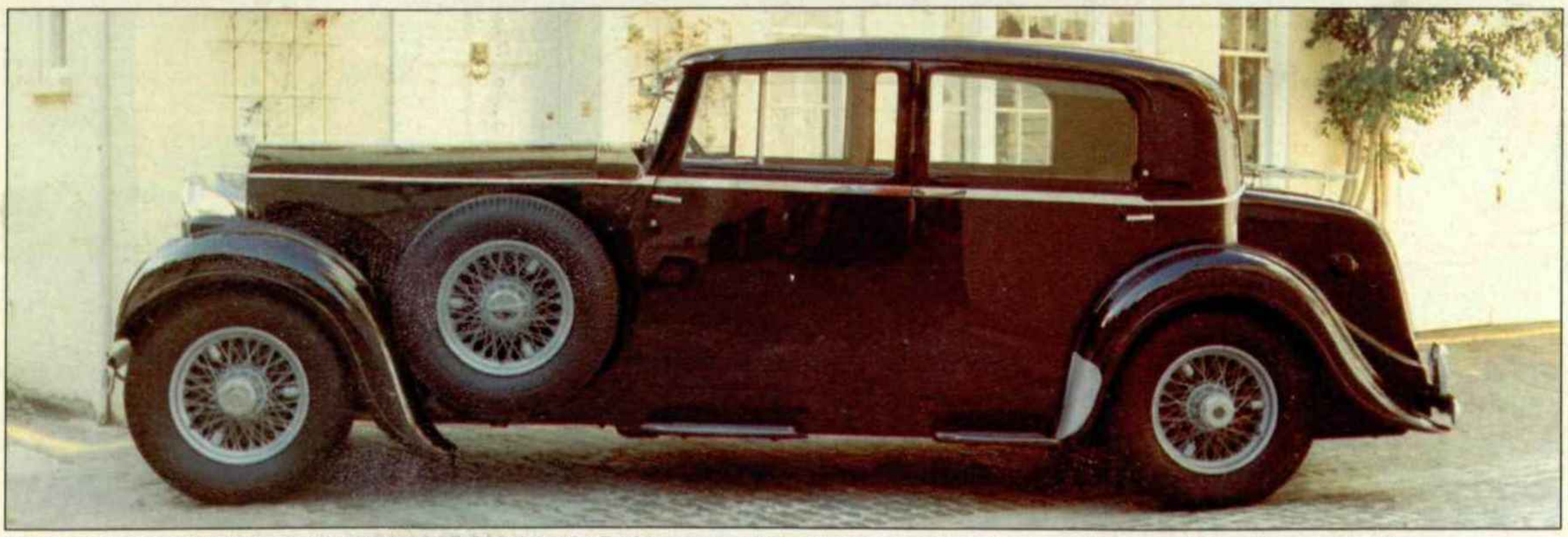
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1937 Jaguar SS100 2½ Litre
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1937 Lagonda LG45 DHC
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