OCTOBER 1987 FOUNDED IN 1924 PRICE £1

MOTOR SPORT

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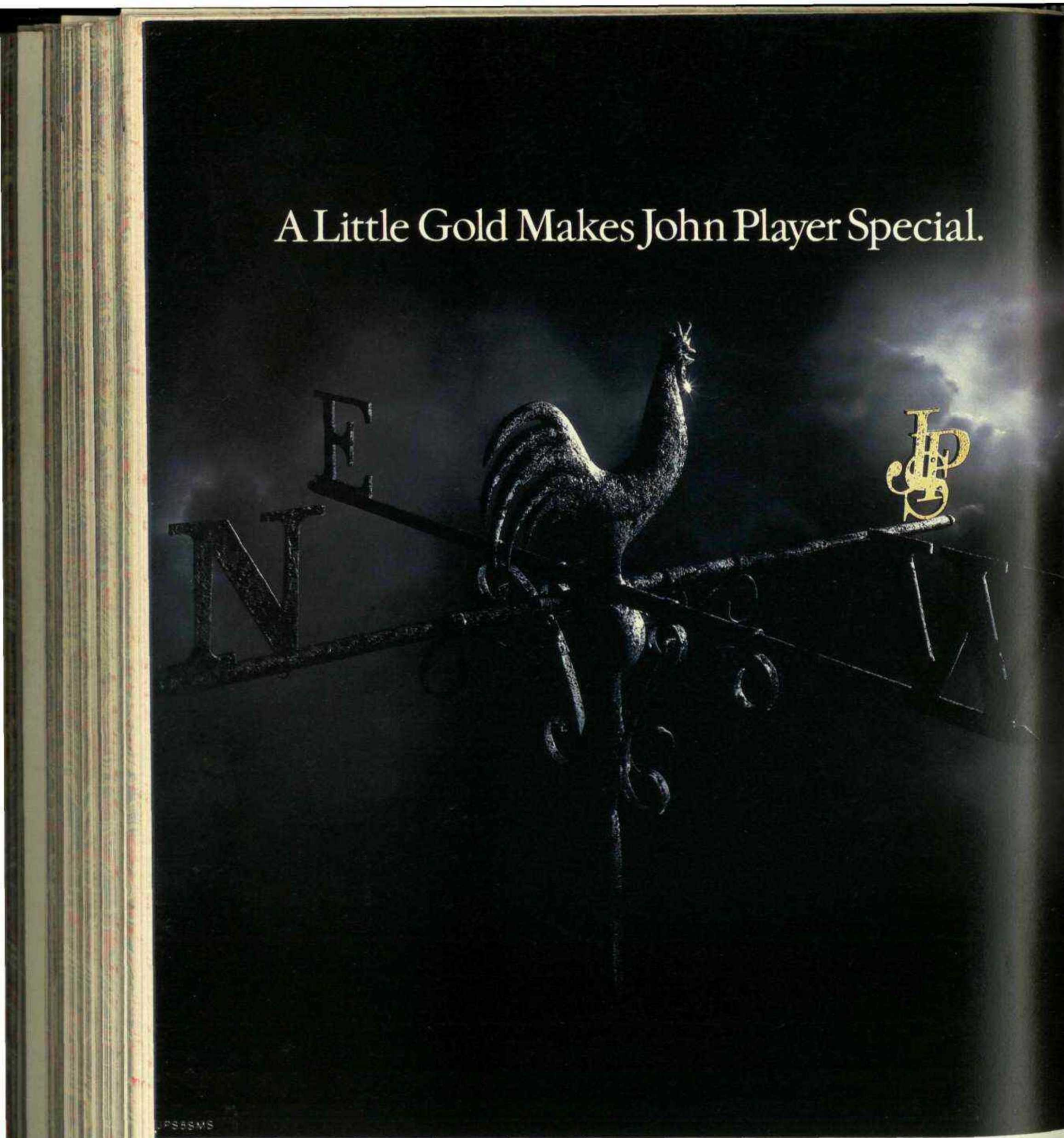


BIRMINGHAM'S CARNIVAL

V12 Ferrari confronts Flat-12

Astra GTE test

Nurburgring "Oldtimer GP"



MIDDLE TAR As defined by H.M. Government
Warning: SMOKING CAN CAUSE HEART DISEASE
Health Departments' Chief Medical Officers

MOTOR SPORT

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Incorporating Speed and The Brooklands Gazette. **Editor: William Boddy.** The November issue will be published on October 30.
Agent Eric Waiter, Gleneagles Drive, New Vernon, NJ 07976. Second Class postage paid, New Vernon, NJ 07976. Postmaster send address changes to Motor Sport, Box 567, New Vernon, NJ 07976.

Vol.LXIII No.10 **October 1987**

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Classic and vintage racers and fans from all over Europe converge on the Nürburgring, where racing isn't everything.

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FRONT COVER
The City of Birmingham staged its second street-racing Superprix on August Bank Holiday Monday and this year the rain held off, helping to make the meeting a roaring success. Here, eventual winner Stefano Modena's March-Cosworth heads the Formula 3000 pack out of Bristol Street start/finish straight onto the inner ring-road. **Birmingham Superprix, page 982.**

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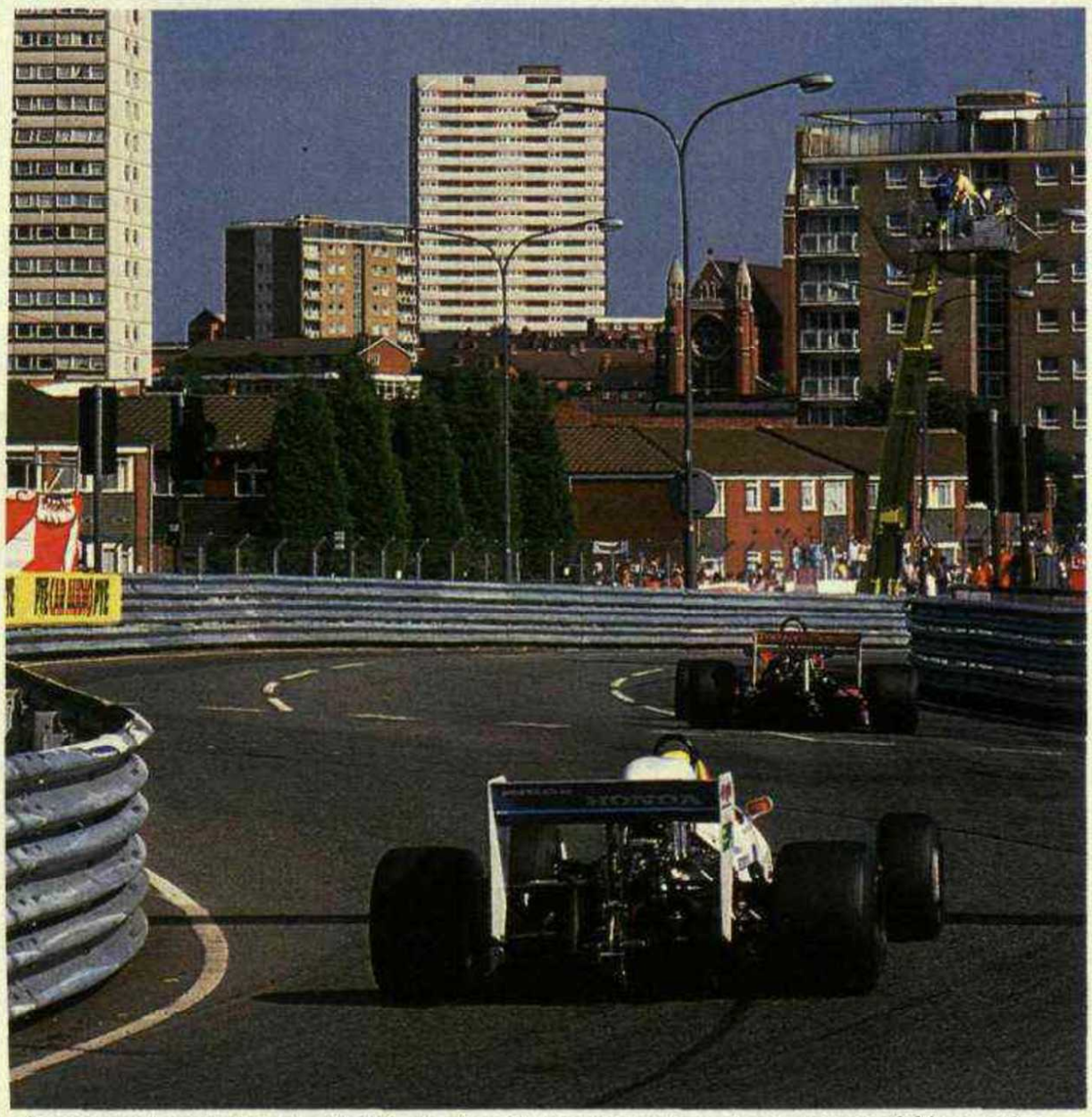
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MATTERS OF MOMENT



An event unique in Britain, the Birmingham Superprix has proved a very successful innovation.

Innovations

Last year saw the first road race on the British mainland in over eighty years of motor racing but it was interrupted by heavy rain. This year no such calamity befell Birmingham City's Superprix, which was an excellent event, with a truly exciting battle for second place.

The race must have further promoted Formula 3000, for there was also very good television coverage, with helicopter views of the circuit and Nigel Mansell giving a driver's commentary. So here is an innovation fully deserving of congratulations to ITV, and to all who were associated with the organisation of the Birmingham festival . . .

Another innovation of recent times has been refinement of car diesel engines. These now contribute to motoring economy while representing hardly any sacrifice in performance, and if petrol prices rise again as a result of the Gulf War more car buyers are likely to invest in c.i.-engined cars.

A Citroën CX diesel Turbo recently did 63.91 mpg on an 862-miles run, and the new British diesel-class records established at Millbrook test-centre by Citroën CX DTR Turbo and BX 19RD cars underline the efficiency of such engines.

Whereas up to the 1950s the international c.i.-class fs kilo record was held by Jackson's Cummins Diesel Special with 117.71 mph at Bonneville, and the 24-hour record by Eyston and Denley's 9-litre AEC with 97.05 mph at Montlhéry in 1937, the production 2½-litre Turbo Citroën saloon has raised these to 120.86 mph and 117.64 mph respectively. A BX 19RD diesel and the CX took other records from Peugeot, Land Rover and Mercedes-Benz.

More innovations have been initiated recently by Ford, in the form of permanent Ferguson-system four-wheel drive, ABS braking on lower-priced models, WTC successes with the RS500 Cosworth, and the use of CTX infinitely-variable transmission for its small cars. This latter marks a return to two-pedal control in a sophisticated form, eighty years after the Model T.

And now Ford has bought Aston Martin Lagonda, just as General Motors has an interest in Lotus and Fiat owns Ferrari. In a way this is a repeat of history, because back in 1922 Henry Ford, wanting a foothold in the luxury car market, acquired Henry Leland's Company which had been making the V8 Lincoln — Ford then turned this into a fast and high class 5.8-litre 4WB production.

Club News

A new Car Book Club has been founded to bring together readers and collectors of motoring literature. Among its attractions are a club magazine, an annual fair, regional meetings, book-swap and information services. Members are able to buy books through the club, but there is no obligation. Annual subscription costs £5, and the Club's address is The Old Stables, Borrow Hall, Dereham, Norfolk NR19 1TF.

For details of the Lancia Motor Club's Northern Touring Rally in the Pennines on October 11, contact Dave Edwards, 258 Prescot Road, St Helens, Merseyside WA10 3HR.

Saab Owners Club's annual general meeting will be held on Saturday December 5 at the premises of Saab Manchester Ltd, Water Street, Manchester.

London is to stage an International Classic Car Show again after an interval of seven years — at Alexandra Palace on April 9-10, 1988. Trade, dealer and autojumble sites will be available, and car clubs will be invited, but space will be strictly limited. The event is being planned by Greenwood Exhibitions of PO Box 230, Tring, Hertfordshire HP23 5PU.

Citroën Car Club's annual general meeting will take place in the village hall in Banbury on Sunday October 25, at 2pm.

Nearly 100 stalls are already booked for the National Restoration Show autojumble and auction at the Royal Agricultural Showground in Stoneleigh, Warwickshire on Sunday, October 18. The show, which will be under cover, will be devoted to pre-1950 transport and parts only. Enquiries should be addressed to John Hipkiss at Walton & Hipkiss, 149a Worcester Road, Hagley, West Midlands DY9 0NW.

Porsche Club Great Britain is having a 356 weekend tour and dinner on October 3-4, starting from the Folton Services on the M6 at 1pm. Bob and Ruth Garretson of Seat Hall Barn, Lower Bentham Road, High Bentham, Lancaster LA2 7BP need to hear quickly from anyone interested.

Crane Valley Motor Club is organising a private test day at Goodwood for silenced two-seater cars on October 24, and the Duckhams Production Car Trial in Dorking on November 8. Would-be competitors or marshals should contact Keith Pettit at 42 Bempton Drive, Ruislip Manor, Middlesex.

Aston Martin Owners Club, unhappy at being asked to share its Brooklands Day on October 4 with up to four other clubs, has moved the venue to Stanway House, near Toddington, Worcestershire.

Shell Oils

KEEP ON RUNNING

Gemini is a breakthrough in oil technology. It's produced by a new process, unique to Shell.

Where ordinary multigrades break down with use, offering less and less protection, Gemini stays in grade. And goes on and on staying in grade, all the way to your next oil change.

Which means it always provides exactly the right amount of lubrication for your engine. Something which has made Shell Gemini Performance oil extremely popular in the world of motorsport.

Currently, Gemini is lubricating seven world champions, including Alain Prost and Derek Bell.

In fact, the racing boots in our picture are the very pair in which Derek Bell walked the 1986 Sports Prototype World Endurance Championship.

So even in the toughest conditions of all, Shell Gemini has been tried, tested and found equal to the task. And the superb long-term protection it provides makes it the wisest choice on the road too.

After all, engines are expected to cope with up to 12,000 miles between oil services these days.

So if you want your engine to go the distance. Use the oil that stays and stays in grade.

GEMINI

Ford takes over Aston Martin

Ford Motor Company has reached an agreement to buy Aston Martin Lagonda, acquiring 75% of the company's shares.

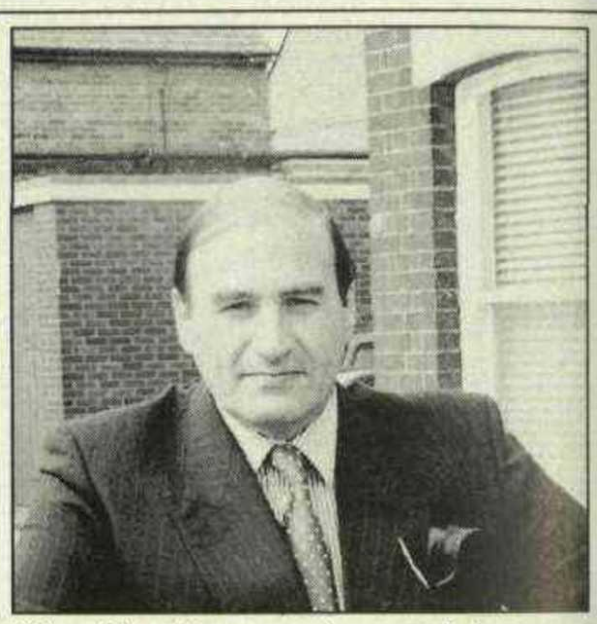
Though Ford now has a majority control, Aston Martin will maintain its own "separate character and identity". Victor Gauntlett will continue to act as Chairman and Chief Executive, and part of the deal will allow AML full access to Ford's technical and research department.

Following the news of the sale, several national newspapers suggested the deal might lead to Aston Martin re-entering the world of motorsport. The *Daily Telegraph* even went so far as to suggest a possible F1 team . . .

Neither AML nor Ford is prepared to comment about this, but it would seem a highly unlikely proposition. More interestingly, news of the Ford buy-out revealed that, when Aston Martin was sold to an American company back in 1982, it changed hands for a little over £850,000. Ford is thought to have paid considerably more!

Aston Martin will continue to be based at Newport Pagnell, Buckinghamshire, with production at present five cars per week. The current AML model range includes the V8 saloon, V8 Volante, V8 Vantage and Lagonda, with prices ranging from £65,000 to £87,500.

Last year, Aston Martin began production of the Aston Martin Vantage Zagato. Plans are to continue with the existing programme, but AML will introduce a new sports car at the end of 1988, unveiling it at the British Motor Show next autumn.



Victor Gauntlett — continues as chairman.

OCTOBER FIXTURES

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

Date	Organiser	Venue	Event	Type
Sep 25-27	**Cyprus Automobile Association**	**Cyprus**	**Cyprus Rally (ERC)**	**INT**
Sep 26	BRSCC	Castle Combe, Chippenham, Wiltshire	Race Meeting	R
Sep 26	LCCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Sep 26	Trackrod MC	Scarborough	Quip Forest Stages	N
Sep 27	**Cirjesa**	**Jerez, Spain**	**Spanish Grand Prix**	**INT**
Sep 27	**Victory Circle Club**	**Fuji, Japan**	**Mount Fuji, 1000km (WSC)**	**INT**
Sep 27	**ASACO des 24 Heures du Mans**	**Le Mans, France**	**Intercontinental F3000 Championship**	**INT**
Sep 27	BRSCC	Cadwell Park, Louth, Lincs	Race Meeting	R
Sep 27	HSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
Sep 27	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
Oct 3	750 MC	Cadwell Park, Louth, Lincs	Race Meeting	R
Oct 3	BRSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Oct 3-4	**BRDC**	**Silverstone, Towcester, Northants**	**FIA European Cup for Formula Three**	**INT**
Oct 4	**Victory Circle Club**	**Sendai-Shi, Japan**	**Sendai Cup**	**INT**
Oct 4	**Australian Racing Drivers Club**	**Bathurst, Australia**	**Bathurst 1000km (WTC)**	**INT**
Oct 4	BARC	Donington Park, Derby	Race Meeting	R
Oct 4	SMRC L	Ingliston, Edinburgh	Race Meeting	R
Oct 4	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
Oct 4	MG Car Club NW Centre	Baitings Dam, Ripponden, West Yorks	Speed Hillclimb Championship	R
Oct 8-11	**ASAC Antibes Jean-les-Pins**	**Antibes, France**	**Antibes Rally (ERC)**	**INT**
Oct 9-11	2300 Club	Tobermory, Isle of Mull	The Tour of Mull	R
Oct 10-11	**BHRC**	**Brands Hatch, Dartford, Kent**	**Formula Three Superprix**	**INT**
Oct 10	Peterborough MC	Silverstone, Towcester, Northants	Race Meeting	R
Oct 10	BARC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Oct 10-11	HDLCC	Arrow Mill Hotel, Alcester, Warwicks	Ken Wharton Memorial Autotests	R
Oct 11	**Real Automovil Club de España**	**Jarama, Spain**	**Intercontinental F3000 Championship**	**INT**
Oct 11	750 MC	Mallory Park, Leicestershire	Race Meeting	R
Oct 11	BARC	Lydden Hill, Dover, Kent	Race Meeting	R
Oct 11	**Australian Racing Drivers Club**	**Calder, Australia**	**World Touring Car Championship**	**INT**
Oct 11-17	**AC SAN REMO**	**San Remo, Italy**	**San Remo Rally (WRC)**	**INT**
Oct 17	JDC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Oct 17	BRSCC	Castle Combe, Chippenham, Wiltshire	Race Meeting	R
Oct 17-18	**BRSCC**	**Donington Park, Derby**	**Production Saloon 4-Hour Race**	**INT**
Oct 17	750 MC	Snetterton, Norwich, Norfolk	Race Meeting	R
Oct 18	Astra MC	Lydden Hill, Dover Kent	Race Meeting	R
Oct 18	TR Register	Goodwood, Chichester	Sprint	CI
Oct 18	**Vitesse 2000**	**Mexico City, Mexico**	**Mexican Grand Prix**	**INT**
Oct 18	BARC	Thruxton, Andover, Hants	Race Meeting	N
Oct 18	BARC	Snetterton, Norwich, Norfolk	Race Meeting	R
Oct 18	BARC	Brands Hatch, Dartford, Kent	Race Meeting	R
Oct 18	MG Car Club NE Centre	Topcliffe, Thirsk, North Yorks	Sprint	R
Oct 22-24	**Real Automovil Club de Catalunya**	**Catalunya, Spain**	**Rally Catalunya (ERC)**	**INT**
Oct 24	SUNBAC	Silverstone, Towcester, Northants	Race Meeting	R
Oct 24	OPRC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Oct 24	Wolverhampton & South Staff CC	Shewsbury, Shropshire	Audi Sport Rally	N
Oct 25	MG CC	Snetterton, Norwich, Norfolk	Race Meeting	R
Oct 25	BRSCC	Mallory Park, Leicestershire	Race Meeting	R
Oct 26	**NZ International GP Association (Auckland)**	**Wellington, New Zealand**	**World Touring Car Championship**	**INT**
Oct 29-31	**Association du Rally du Valais**	**Switzerland**	**Rally du Valais (ERC)**	**INT**
Oct 30-Nov 1	**Racal Clube**	**Algarve, Portugal**	**Rally Algarve (ERC)**	**INT**
Oct 31	750 MC	Silverstone, Towcester, Northants	Race Meeting	R
Oct 31	SRC	Snetterton, Norwich, Norfolk	Race Meeting	R
Oct 31-Nov 1	**BRSCC**	**Brands Hatch, Dartford, Kent**	**Formula Ford Festival and World Cup**	**INT**
Nov 1	**Suzuka Motor Sports Club**	**Suzuka, Japan**	**Japanese Grand Prix**	**INT**
Nov 1	750 MC	Snetterton, Norwich, Norfolk	Race Meeting	R

Didier Pironi killed in Powerboat crash

Didier Pironi, the French former Ferrari Formula One driver, was tragically killed in a powerboating accident off the Isle of Wight on Sunday, August 23. French television broadcaster Bernard Giroux and former Ligier F1 team engineer Jean-Claude Guernard also died in the same accident.

It was an ironic fate for 35-year old Pironi who, five years earlier, had survived a dreadful accident practising for the German Grand Prix at Hockenheim which finished his racing career.

Pironi made his Grand Prix debut for Tyrrell in 1978 and stayed with the team for two seasons, switching to the French Ligier outfit in 1980 and winning the Belgian GP.

In 1981 he transferred to Ferrari where he was paired with the late Gilles Villeneuve. The two men got on well together until the 1982 San Marino GP which Pironi won, overtaking Villeneuve against team orders. Villeneuve was incensed and the two men never spoke another word to each other. Thirteen days later Gilles was killed at Zolder.

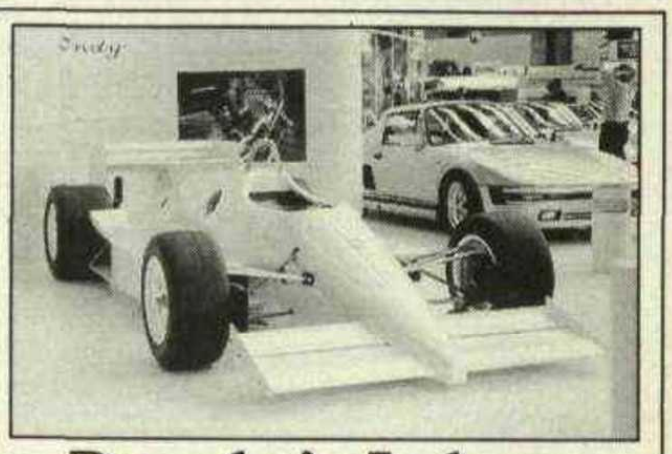
Assuming the role of Ferrari team-leader, Pironi went on to score a dominant victory in the Dutch Grand Prix at Zandvoort and was leading the World Championship going into the Hockenheim race. His bravura seemed to be at an almost worrying peak and it was in an untimed session which did not count for grid positions, in pouring rain, that he ran into the back of Alain Prost's Renault.

Pironi lay trapped in his car for almost an hour as doctors struggled to remove him and save his shattered legs. More than thirty painful operations followed, Didier spurred on by the thought of possibly returning to the cockpit.



Didier Pironi — tragic bravura.

But he never regained the strength and movement in his right leg that he would have needed and, as a substitute for the thrill and spectacle, turned his hand to powerboat racing. Just as at Hockenheim, he was flat-out, squeezing every ounce of potential from his machine, on August 23 . . .



Porsche's Indycar

One new model revealed at the Frankfurt Show was the CART/Indy contender from Prosche. Now that the company's Group C sportscar programme has been put into abeyance, the Indy project has been given maximum priority.

A probable race debut this month will lead to Al Holbert's Porsche Motorsport North America team running one car next year, and two in 1989, an Indianapolis win being the Holy Grail.

Over 700 bhp is expected from the 2649cc V6, which draws greatly on the company's experience with the TAG F1 engine.

Museum Director

Mrs Morag Barton MA AMA, the Brooklands Museum co-ordinator, has been appointed its first Director, having been closely associated with this project for the past ten years. The announcement was made by the Brookland Museum Trust Chairman, Sir Peter Masefield. **WB**

Dreyfus Returns to Montlhéry

René Dreyfus the former Bugatti star who had lived in New York since the War, returned to the Montlhéry circuit recently to relieve the hardest race of his career. One million francs of Government support was the prize he won for Delahaye in a duel against Jean-Pierre Wimille's Bugatti in 1937.

Dreyfus, now 82, described himself as being very moved to drive the Delahaye once again at the scene of its triumph.



René Dreyfus and owner Herve Charbonneaux in the Delahaye on the Montlhéry banking.

Non-Turbo F1 Gains Favour

With F1 engine regulations further handicapping 1.5-litre turbocharged engines in 1988 (their last year before naturally-aspirated engines become mandatory in 1989), an increasing number of leading teams plan to take the non-turbo route from the start of next season, axing costly turbo development programmes to make their engines run competitively on 2.5-bar boost and 150-litres of fuel.

Amongst those taking the long-term view is Ferrari, traditionally a pacemaker when it comes to new regulations, Williams and possibly Benetton — leaving two Honda teams, McLaren and Lotus, as possibly the sole front-line turbo teams next year.

Ferrari has a 3.5-litre V12 under development, to be installed in a brand new John Barnard-designed chassis, while Williams will be using the 3.5-litre V8 developed by Rugby engine specialist John Judd (possibly a medium term expedient); Benetton will almost certainly run a specially-prepared Cosworth DFZ equipped with a five-valve cylinder head on an exclusive basis.

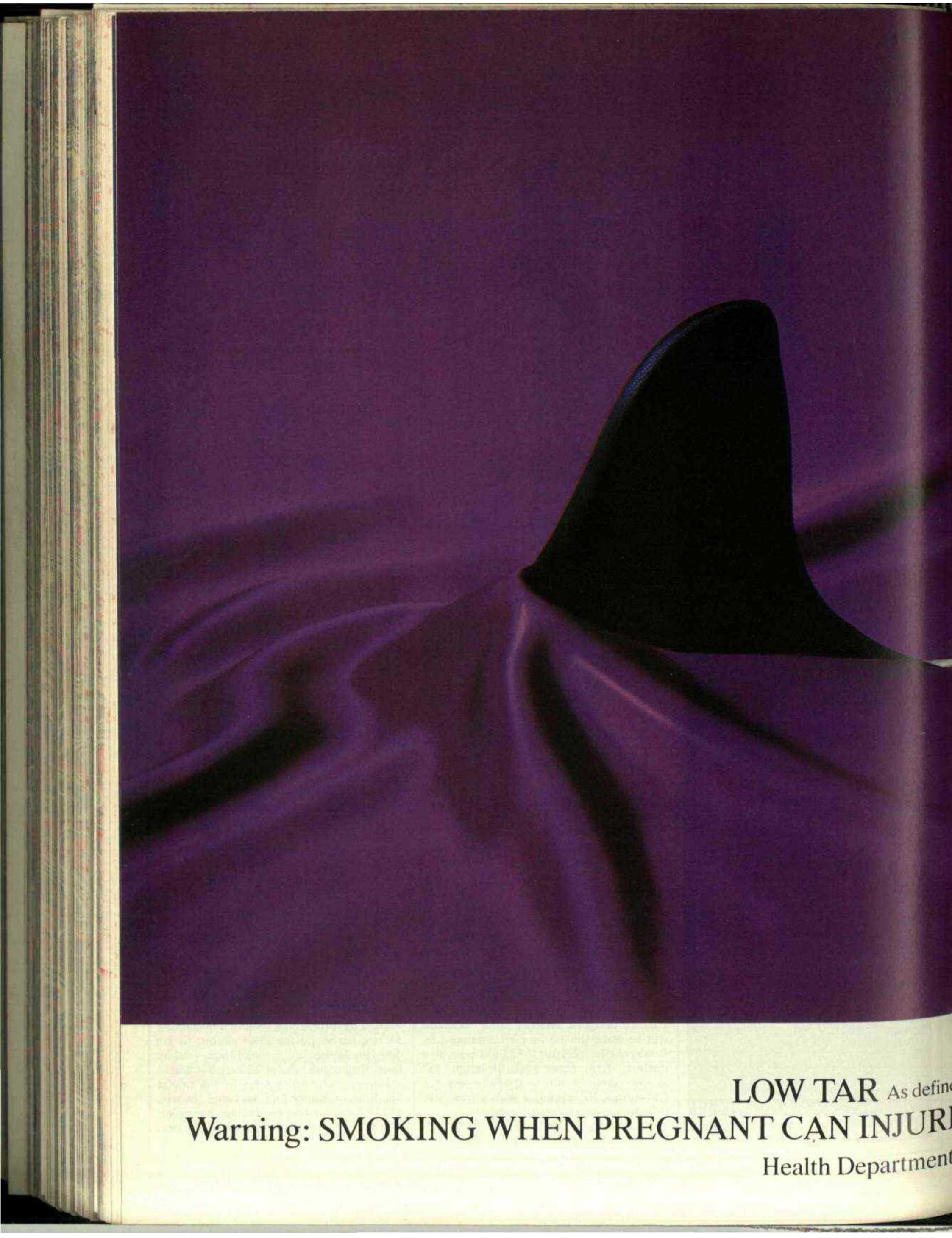
Meanwhile, Honda's original V10 naturally-aspirated programme has received a few technical set-backs and the definitive non-turbo engine will not be ready until next season. That puts quite a load on the McLaren and Lotus development programmes, as both teams may well be faced with the problem of developing cars for two different engines during the course of the year.

Herbert gets Benetton Test

New British Formula Three Champion Johnny Herbert was given a test-drive at the wheel of a Benetton-Ford B187 at Brands Hatch during the week after the Italian Grand Prix, and impressed all present with his confidence.

On a day when Nigel Mansell managed a 34.9sec lap round the short circuit, he got down to a 36.6sec fastest after 40 laps — 0.2sec faster than regular driver Thierry Boutsen!

Herbert, who secured his British title at Spa-Francorchamps four days after the test, will be given another test outing, at a circuit which is less familiar to him, within the next few months.



LOW TAR As define

Warning: SMOKING WHEN PREGNANT CAN INJURE

Health Department

by H.M. Government

YOUR BABY AND CAUSE PREMATURE BIRTH

Chief Medical Officers

FORMULA ONE

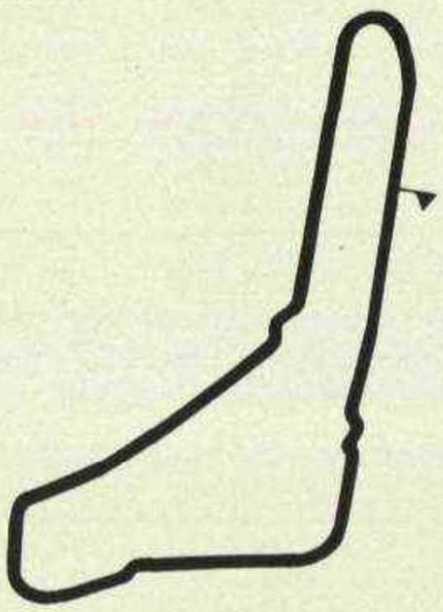
RACE DETAILS

		Fastest Lap
1 **Prost**	5th lap 1; passed by Senna lap 5; pits lap 10 for new electronic box; rejoined last; tyre stop lap 32; **finished** 15th	1.26.882 (37)
2 **Johansson**	8th lap 1; ran at tail of leading group; tyre stop lap 19; **finished** 6th; troubled by faulty rev-limiter and pain from previous accident	1.28.468 (42)
3 **Palmer**	25th lap 1; could not match the pace of other non-turbo cars due to handling deficiences; non-stop run; **finished** 14th	1.35.154 (37)
4 **Streiff**	24th lap 1; passed Capelli lap 3; chased Alliot until collision lap 38 from which Lola came off second best; **finished** 12th and won class	1.34.722 (32)
5 **Mansell**	Poor start; 2nd lap 1; passed by Boutsen and Berger lap 2; held 4th place until tyre stops; briefly 2nd; tyre stop lap 21; **finished** 3rd	1.27.496 (23)
6 **Piquet**	Led laps 1-23; tyre stop lap 24; dropped to 2nd; took lead lap 43 and **won**; typical wily drive; raced "active ride" car for first time	1.26.858 (49)
7 **Patrese**	Fire in engine bay caused start to be aborted; **retired** lap 6 of restarted race, engine failure while 11th	1.31.497 (4)
8 **de Cesaris**	**Retired** at pits lap 8, suspension breakage, while 10th	1.31.279 (4)
9 **Brundle**	17th lap 1; moved to 13th lap 8; running non-stop, moved to 8th; passed by Ghinzani lap 36; gearbox trouble; **retired** lap 44	1.32.663 (24)
10 **Danner**	13th lap 1; led team-mate until long tyre stop lap 26; climbed back from 11th; **finished** strong 9th; a good race	1.31.636 (47)
11 **Nakajima**	14th lap 1; spun off lap 4; restarted and drove consistent race thereafter; tyre stop lap 22; **finished** 11th, three laps behind	1.31.849 (37)
12 **Senna**	6th lap 1; passed Prost lap 5; conserved fuel and tyres; took lead lap 24 as others stopped for tyres; went off track lap 43; **finished** 2nd	1.26.796 (49)
14 **Fabre**	Did not qualify in top 26; **did not start**	—
16 **Capelli**	23rd lap 1; passed by Strieff lap 3; lonely non-stop race; **finished** 13th	1.35.266 (34)
17 **Warwick**	12th lap 1; **retired** at pits lap 10, injection pump trouble	1.33.180 (7)
18 **Cheever**	16th lap 1; passed Danner lap 6; moved to 8th lap 14; tyre stop lap 27; **retired** lap 28, broken drive-shaft joint	1.32.820 (18)
19 **Fabi**	Mechancial trouble in morning warm-up; 9th lap 1; tailed Johansson for much of race; tyre stop lap 20; lapped lap 49; **finished** 7th	1.28.723 (37)
20 **Boutsen**	4th lap 1; 2nd lap 2; held position impressively until under-tray came adrift; passed by Mansell lap 19; tyre stop lap 23; **finished** 5th	1.28.725 (26)
21 **Caffi**	19th lap 1; moved to 14th running with superior cars; **retired** lap 17, suspension failure	1.34.187 (15)
22 **Forini**	Qualified 26th in first Formula One event; ran at back of field until lap 28; **retired** turbo failure	1.37.964 (26)
23 **Campos**	21st lap 1; moved to 13th, running well; **retired** lap 35, fuel leak caused engine fire	1.33.629 (34)
24 **Nannini**	15th lap 1; raced with the Ligiers and a Zakspeed; usual good performance; **retired** lap 46, out of fuel when 11th	1.32.588 (40)
25 **Arnoux**	18th lap 1; moved to 11th lap 14; tyre stop lap 23; ran reliably; **finished** 10th	1.31.335 (40)
26 **Ghinzani**	20th lap 1; ran through reliably and non-stop; **finished** 8th	1.32.488 (35)
27 **Alboreto**	7th lap 1; ran over kerb and dislodged side pod; pod flew off lap 6; lack of air intake overheated turbo; **retired** at pits lap 14, overheating	1.30.124 (39)
28 **Berger**	Drove T-car; 3rd lap 1; passed Mansell lap 2, passed by Boutsen; repassed by Mansell lap 17; tyre stop lap 23; **finished** 4th	1.28.519 (27)
30 **Alliot**	22nd lap 1; led class with ease; slight "off" lap 20 allowed Streiff to catch up; **retired** lap 38, after collision with Streiff	1.34.912 (36)
32 **Larini**	Did not qualify in top 26; **did not start**; first attempt at Formula One	—

QUALIFYING TIMES

		Friday	Saturday	Pos
Prost	McLaren	1.25.340	1.24.946	5
Johansson	McLaren	1.27.420	1.27.031	11
Palmer	Tyrrell	1.34.218	1.33.028	22
Streiff	Tyrrell	1.34.760	1.33.264	24
Mansell	Williams	*1.24.350*	1.23.559	2
Piquet	Williams	1.24.617	*1.23.460*	Pole
Patrese	Brabham	1.26.453	1.25.525	9
de Cesaris	Brabham	1.40.285	1.26.802	10
Brundle	Zakspeed	1.30.144	1.29.725	17
Danner	Zakspeed	1.30.389	1.29.465	16
Nakajima	Lotus	1.28.463	1.28.160	14
Senna	Lotus	1.25.535	1.24.907	6
Fabre	AGS	1.39.393	1.36.679	DNQ
Capelli	March	1.34.205	1.33.311	25
Warwick	Arrows	1.27.543	disallowed	12
Cheever	Arrows	1.29.273	1.28.022	13
Fabi	Benetton	1.26.894	1.25.020	7
Boutsen	Benetton	1.25.250	1.25.004	6
Caffi	Osella	1.32.768	1.31.029	21
Forini	Osella	1.34.467	1.33.816	26
Campos	Minardi	1.31.094	1.30.782	20
Nannini	Minardi	1.29.738	1.31.069	18
Arnoux	Ligier	1.28.946	no practice	15
Ghinzani	Ligier	1.29.898	no practice	19
Alboreto	Ferrari	1.25.290	1.25.247	8
Berger	Ferrari	1.25.211	1.23.933	3
Alliot	Lola	1.34.748	1.33.170	15
Larini	Coloni	1.38.460	1.35.721	DNQ

MONZA
5.800 km



STARTING GRID

6 **N. Piquet** (Williams-Honda V6) 1 min 23.460 secs

5 **N. Mansell** (Williams-Honda V6) 1 min 23.559 secs

28 **G. Berger** (Ferrari V6) 1 min 23.933 secs

12 **A. Senna** (Lotus-Honda V6) 1 min 24.907 secs

1 **A. Prost** (McLaren-Porsche V6) 1 min 24.946 secs

20 **T. Boutsen** (Benetton-Ford V6) 1 min 25.004 secs

19 **T. Fabi** (Benetton-Ford V6) 1 min 25.020 secs

27 **M. Alboreto** (Ferrari V6) 1 min 25.247 secs

7 **R. Patrese** (Brabham-BMW 4cyl) 1 min 25.525 secs

8 **A. de Cesaris** (Brabham-BMW 4cyl) 1 min 26.802 secs

2 **S. Johansson** (McLaren-Porsche V6) 1 min 27.031 secs

17 **D. Warwick** (Arrows-BMW 4cyl) 1 min 27.543 secs

18 **E. Cheever** (Arrows-BMW 4cyl) 1 min 28.022 secs

11 **S. Nakajima** (Lotus-Honda V6) 1 min 28.160 secs

25 **R. Arnoux** (Ligier-BMW 4cyl) 1 min 28.946 secs

10 **C. Danner** (Zakspeed 4cyl) 1 min 29.465 secs

9 **M. Brundle** (Zakspeed 4cyl) 1 min 29.725 secs

24 **A. Nannini** (Minardi-Moderni V6) 1 min 29.738 secs

26 **P. Ghinzani** (Ligier-BMW 4cyl) 1 min 29.898 secs

23 **A. Campos** (Minardi-Moderni V6) 1 min 30.782 secs

21 **A. Caffi** Osella-Alfa Romeo V8) 1 min 31.029 secs

3 **J. Palmer** (Tyrrell-Cosworth V8) 1 min 33.028 secs

30 **P. Alliot** (Lola-Cosworth V8) 1 min 33.170 secs

4 **P. Streiff** (Tyrrell-Cosworth V8) 1 min 33.264 secs

16 **I. Capelli** (March-Cosworth V6) 1 min 33.311 secs

22 **F. Forini** (Osella-Alfa Romeo V8) 1 min 33.816 secs

RESULTS

Italian Grand Prix, Monza, September 6
50 laps of 5.800km circuit (290.000km/180.197 miles)

Pos	Driver	Car/Engine	Time
1st	Nelson Piquet	Williams FW11C-Honda V6 t/c	1 h 14 m 47.707 s
2nd	Ayrton Senna	Lotus 99T-Honda V6 t/c	1 h 14 m 49.513 s
3rd	Nigel Mansell	Williams FW11B-Honda V6 t/c	1 h 15 m 36.743 s
4th	Gerhard Berger	Ferrari F187-Ferrari V6 t/c	1 h 15 m 45.686 s
5th	Thierry Boutsen	Benetton B187-Ford V6 t/c	1 h 16 m 09.026 s
6th	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c	1 h 16 m 16.494 s
7th	Teo Fabi	Benetton B187-Ford V6 t/c	1 lap behind
8th	Piercarlo Ghinzani	Ligier JS29C-BMW 4 cyl t/c	2 laps behind
9th	Christian Danner	Zakspeed ZAK 871-Zakspeed 4 cyl t/c	2 laps behind
10th	René Arnoux	Ligier JS29C-BMW 4 cyl t/c	2 laps behind
11th	Satoru Nakajima	Lotus 99T-Honda V6 t/c	3 laps behind
12th	Philippe Streiff	Tyrrell 016-Cosworth V8-DFZ	3 laps behind
13th	Ivan Capelli	March 871-Cosworth V8-DFZ	3 laps behind
14th	Jonathan Palmer	Tyrrell 016-Cosworth V8-DFZ	3 laps behind
15th	Alain Prost	McLaren MP4/3-Porsche V6 t/c	4 laps behind
16th	Alessandro Nannini	Minardi M186-Moderni V6 t/c	retired on lap 46
17th	Martin Brundle	Zakspeed ZAK 871-Zakspeed 4 cyl t/c	retired on lap 44
18th	Philippe Alliot	Lola LC87-Cosworth V8-DFZ	retired on lap 38
19th	Adrian Campos	Minardi M186-Moderni V6 t/c	retired on lap 35
20th	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	retired on lap 28
21st	Franco Forini	Osella FA1H-Alfa Romeo V8 t/c	retired on lap 28
22nd	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c	retired on lap 17
23rd	Michele Alboreto	Ferrari F187-Ferrari V6 t/c	retired on lap 14
24th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	retired on lap 10
25th	Andrea de Cesaris	Brabham BT56-BMW 4 cyl t/c	retired on lap 8
26th	Riccardo Patrese	Brabham BT56-BMW 4 cyl t/c	retired on lap 6
27th	Nicola Larini	Coloni FC 187-Cosworth V8-DFZ	did not qualify
28th	Pascal Fabre	AGS JH22-Cosworth V8-DFZ	did not qualify

Fastest Lap: Ayrton Senna, 1 min 26.796 secs on lap 49 (240.564 kph). New Record.
Winner's Average Speed: 232.636 kph. **Conditions:** Very hot.



The large Monza crowd's hopes rested with Gerhard Berger's Ferrari, which finished fourth.

In Good Company

"Monza"—you only have to say the word out loud to get the adrenalin flowing. It exudes motor racing and speed and the Italian Grand Prix, the very home of Italian motor racing since 1922. A look down the list of the previous 57 Italian GP races is a history of Grand Prix racing in itself: Antonio Ascari (1924), Varzi (1930), Nuvolari (1932), Caracciola (1937), Alberto Ascari (1949), Fangio (1953), Moss (1956), Clark (1963), Stewart (1965), Regazzoni (1970), Andretti (1977), Piquet (1980), Prost (1981), and Lauda (1984); if you win the Italian Grand Prix you are in good company.

Over the years the *Autodromo di Monza* has been rebuilt, altered, modified, changed, improved, but it has never lost its real identity. Monza is still Monza, and if you don't get an emotional tingle as you drive in the gate, then your heart is not really in motor racing.

This year the race for the lead, which is what counts after all, was such that the rest of the action faded into the background, and this front-running race got away as soon as the track was open for practice on Friday morning. It continued throughout the weekend, right through to the last lap when Piquet led Senna over the line by 1.8 seconds after three days, at a continuous average of around 145 mph.

Few of us have ever driven at 145mph, let alone spent any time at that speed and today's Formula One cars are doing that sort of speed almost immediately after leaving the pit lane. On a flying lap the front-runners were reaching well over 210 mph on the run past the pits and grandstands, into the braking area for the first chicane, and the mid-field runners were around the 200 mph mark. When somebody says "He's a Grand Prix driver, you know", he is talking about someone a bit out of the run of ordinary mortals.

During the race we had a marvellous exhibition of the performance of Formula One cars. Gerhard Berger (Ferrari) and Thierry Boutsen (Benetton) pulled out of the leading bunch at the end of lap 23, came into the pits for routine tyre changes, and rejoined the race nose-to-tail as they left the pit-lane. From virtually a standing start we were able to witness a super drag-race as they accelerated wheel-to-wheel up through the gears, heading for the first chicane.

It was very serious stuff, for fourth place was at stake, and both drivers gave it all they had got: both tachometers right at the end of the dial in every gear, lightning gear changes, and neither giving an inch. It was so exciting that it almost took my mind off the real race!

The two days of practice and qualifying had seen many similar close dices, not on acceleration, but in flying lap times, and all previous records went by the board as the battle for pole position raged. There are still people who cannot understand why a racing driver feels he has to be on pole position. If you have the ability and the machinery and you don't try to make fastest practice time, you are not a racing driver.



Piquet's Williams leads Boutsen and Berger into the Curva Parabolica.

Lap times kept coming down in spite of the FISA limitation on boost-pressure and the Goodyear limit on tyre performance. Last year the fastest qualifying lap was 1 min 24.078 sec and this year three drivers broke into the 1.23 bracket. 1 min 24 sec was a sort of unofficial bogey time. Both Williams-Honda drivers were well into it, vying with each other for top position and it eventually went to Piquet. He was driving the latest version of the Williams FW11B fitted with the Williams hydraulic computer-programmed self-levelling suspension, similar in result to the Lotus "active" suspension, but different in operation.

After 4500 km of testing the Williams engineers were confident that the system was ready to be raced, and Piquet's car was fitted with it. It never gave a moment's worry throughout the three days, and the only time Piquet drove his normal coil-sprung spare car was when the poke of the Honda engine stripped the teeth off top gear during Saturday morning testing of the "active ride" car; it was soon repaired and back in the fray.

The third driver to beat the "bogey-time" was Berger in the number two Ferrari, Alboreto being hampered by various problems most of the time. While third place on the grid for a Ferrari was encouraging it did not rouse the crowds to great enthusiasm, for they still expect to see Ferraris on the front row.

The race itself got off to a shaky start, for after all 26 cars had completed their parade lap behind the leader Piquet, everyone was in position and the starter was just about to set the red/green light system in motion when he saw flames coming out of the back of Patrese's Brabham. He immediately aborted the start with the red flag, and everyone switched off while marshals dealt with the fire. It was not as serious as it seemed, being caused by vapour



Osella field two cars for only the second time this season, Franco Forini (right) joining Alex Caffi for the occasion.

from the fuel tank breather pipe being ignited by the turbo.

After a five-minute delay the field set off on another parade lap, and the race was officially reduced in length from 51 laps to 50 laps, in accordance with race rules.

This time everything went smoothly, except that Mansell jumped the green light, stopped before he infringed any rules and thus got caught on the wrong foot when the green light did come on, and this baulked Senna who was behind him. On the left of the grid Berger, driving the Ferrari T-car as his own had given clutch trouble, was all set to do a "screamer" off the line behind Piquet, but the Brazilian made a very poor start and momentarily lost the lead to Mansell. The two "hot-shoes" in the second row were both temporarily frustrated, but nevertheless everyone got away safely.

Piquet led Mansell at the end of opening lap, but the British driver got in a bit of a muddle trying to fend off an attack from Berger, who was a bit sideways over the kerbs, and the result was that Boutsen passed them both in a beautifully smooth manoeuvre and finished lap two in a strong second place behind Piquet, followed by Berger and a rather annoyed Mansell, who had now lost contact with his team-mate.

Prost and Senna were not really in the picture at this point, the Frenchman because the Bosch electronics on his Porsche engine were playing up, and the Lotus driver because he was scheming something, which we found out about afterwards. Most drivers were planning for a stop for a new set of tyres around half-distance, but Senna was planning to run through non-stop, and the important part of this plan was to conserve the tyres in the early stages. At the same time he could also conserve fuel, and thus be in a position to turn on the pressure in the second half of the race.

Out in front Piquet was in total command but when he went into the pits at the end of lap 24, Senna sailed by into the lead, having moved up from fifth to second when Mansell, Berger and Boutsen all made their tyre stops.

Most onlookers expected Senna to make his pit stop for tyres within a few laps, and inevitably let Piquet back into the lead, and probably also allow Mansell into second place. But Senna did not make a pit stop.

As Piquet made up a bit of ground it was becoming increasingly obvious that Senna was going to run through non-stop, and the Williams driver was not gaining groud rapidly enough, so all looked set for a Senna/Lotus-Honda victory.

That was until lap 43, when Senna made one of his rare mistakes for which he later accepted full responsibility, and it lost him the race. Coming down the back straight into the braking area for the *Curva Parabolica* he caught up with Ghinzani's Ligier, to lap it for the second time; Ghinzani was in the middle of track, lining up to take the fast right-hander as Senna came up behind him. The Brazilian was going to dive inside him on the right, realised it wasn't on, changed his line to the outside and then it was too late. He was going too fast and rather than try a desperate manoeuvre and risk a spin he took to the run-off area and let the car take its own course, delicately keeping it under control and bringing it round in a long curve back on the track, but not before Piquet had gone by into the lead.

Luckily for Senna, four hours of heavy rain the night before had made the sandy run-off area reasonably sticky rather than dusty, and Senna only added 13 seconds to his lap time as he took the long way round the *Curva Parabolica* — but it was too much. For the remaining seven laps he put on a brilliant display of driving as he closed up on Piquet, but the Williams driver was equal to the situation and had everything under control.

On the penultimate lap Senna clocked 1 min 26.796 secs, a new lap record, but Piquet had clocked 1 min 26.858 secs and the crafty little Brazilian knew he had it made as he covered the last lap, to finish 1.8 seconds ahead of his young countryman.

It was a splendid finish to a splendid weekend, and a new lap record on the penultimate lap of the race summed it all up, but not everyone was happy. On lap 10 Prost had been forced into the pits to investigate the electronics. This involved a long stop, and



Ayrton Senna's gamble of completing the distance on one set of Goodyears nearly won him the race.

even when the engine was restarted it was still a bit hesitant and altogether Prost lost four laps. Undeterred he got back into the race and drove hard and fast right through to the finish, even though he never rose from last place; a true champion's performance.

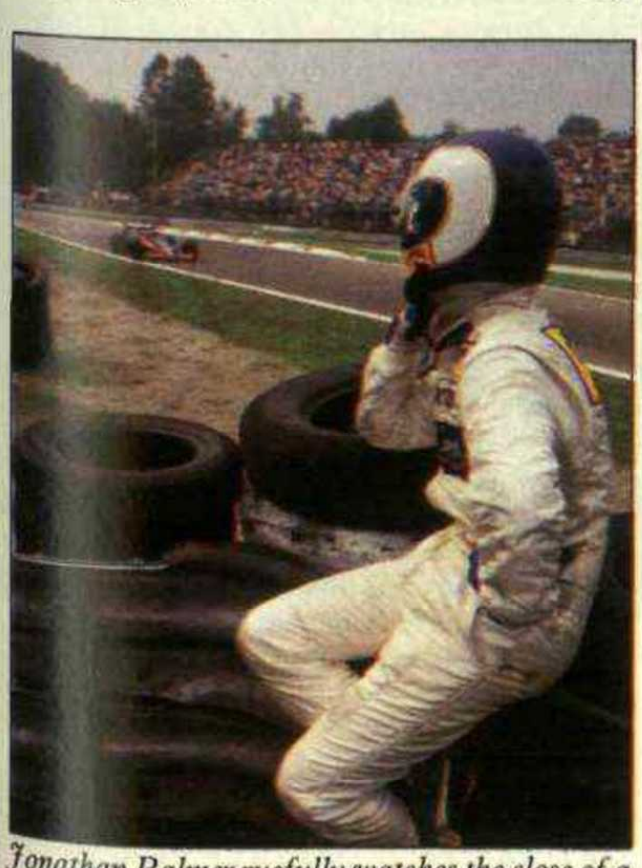
From the whinge-department came complaints of "down on power engine" from Mansell, even though he was often putting in faster laps than leader Piquet in the first twenty laps, and Fabi complained of "no grip" yet managed to make a faster lap than his team-mate with the Benetton-Ford.

An interesting aspect of this year's Italian GP was that FOCA/FISA rules had somehow been manipulated in order that two Italian drivers could have their first try at Formula One. At one time it was normal practice for new young drivers to get a chance to try Grand Prix racing in their "home" event, but the FOCA/FISA rationalisation of Formula One put a stop to this, and if you didn't join a registered team before the start of each season you had little chance of ever trying your hand in the top echelon of racing.

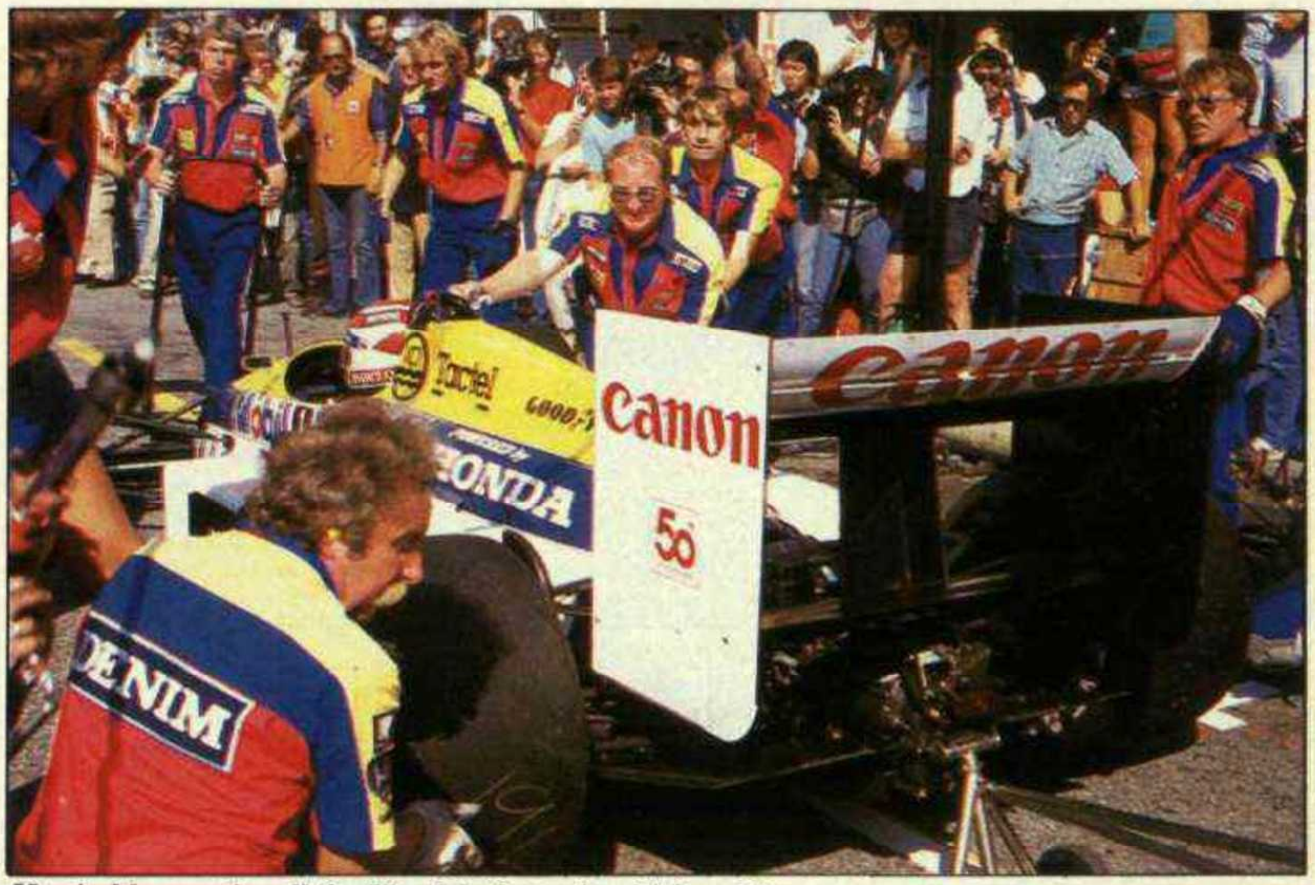
At Monza we had Franco Forini, from just over the Italian border in Switzerland, making his debut in the second Osella-Alfa Romeo, and Nicola Larini in a new car powered by a Cosworth DFZ built by Enzo Coloni. The former qualified for the last place on the grid; the latter didn't quite make it, but at least had the opportunity to try.

Had this sort of thing happened at the British GP back in July we could have had a trio such as Johnny Herbert, Andy Wallace and Mark Blundell being given the opportunity to try their hand in their "home" Grand Prix, even if they did not qualify.

The limitations and control of entries has smacked of "closed shop" for far too long, so perhaps Monza has started a return to the past for young hopefuls. **DSJ**



Jonathan Palmer ruefully watches the close of a practice session after spinning his Tyrrell.



Hectic Monza pit-call for Honda's favourite, Nelson Piquet.

Honda and Formula One

Before we go into the whys and wherefores of the recent upheaval in Formula One circles caused by the Honda Motor Company's decision to supply engines to McLaren instead of Williams in 1988, I think we ought to get a few things into proper perspective.

Honda is an industrial giant of the twentieth century in the true sense of the word, probably bigger than anyone in Great Britain can really appreciate, and certainly beyond the imagination of most people in the secluded world of Formula One. The racing branch of Honda Research and Development is deeply involved in Formula One, Formula 3000, motorcycle Grand Prix racing, motorcycle trials and Motocross, and all these activities are for the benefit of Honda, not for the people and teams involved.

The Honda racing department does not exist for the benefit of the Williams team or the Lotus team, or for the benefit of drivers or riders. They are all being used by Honda, for Honda's benefit, and the Japanese giant is willing and ready to pay well to get the best to work for it; but it does expect results for its outlay, and results in the form it wants them.

Honda industry is worldwide in a sense few people seem to appreciate, not only in selling cars and motorcycles but in every imaginable form of motive power. If there is something useful that can be driven by an engine, you can be sure that Honda makes it and markets it anywhere from the North Pole to the South Pole, if there is a market for it.

In this vast industrial complex Formula One is a minute particle, though a very important particle, for it is a worldwide show-place, and a show-place where Honda can demonstrate its engineering capabilities; it does not hesitate to buy the best available talent to demonstrate its wares.

To the man-in-the-street, the Formula One racing season has but one objective, and that is to produce a World Champion driver at the end of the year. It is the man-in-the-street who buys Honda cars, motorcycles, charging plants, grass-cutters, light agricultural devices, leisure toys and everything else Honda produces, and the "man-in-the-British-street" is a very small part of the "man-in-the-streets-of-the-world" to whom Honda sells.

Worldwide, the name of Nelson Piquet is known not only as a Formula One driver, but as a World Champion, so when Honda turned full-power onto Formula One it was Nelson Piquet it had its eye on to promote its products throughout the world by becoming World Champion with Honda power. It rightly joined forces with the Williams team, as the Didcot firm was undoubtedly one of the best available, if not the best, and for 1986 Honda brought Piquet and Williams together to achieve its aim.

It did not write anything specific into the contract (whereby it was to supply the Williams team with engines and all the things that go with engines) that Piquet was to be World Champion; it was taken as read. The



Senna looks towards the Japanese for further success, and they to him.

only thing it did specify was that Piquet was to be number one driver in the team, and he was to be afforded everything a number one driver needed. The fact that Honda paid a very large sum of money to move Piquet from the Brabham team to the Williams team should have made it obvious to anyone that the Brazilian was Honda's choice for its World Champion.

By normal team standards the Williams number two driver would have been expected to provide support and back-up to the number one in his quest for the Championship. But this did not happen in the Williams team, and by half-way through the 1986 season it was clear that the two Williams drivers were arch-enemies as far as winning races and gathering Championship points were concerned. The season-long battle for Championship honours went right down to the last race, and due to one thing or another Alain Prost became World Champion, driving a McLaren powered by a German Porsche engine.

This was not what Honda had planned and paid for. The team rivalry between Piquet and Mansell within the Williams team continued into 1987, which did not make sense to Honda. It provided the racing spectators with some stirring battles, especially the British Grand Prix, but it was not the script that Honda had written, even if it didn't show it to Frank Williams. Clearly the Williams team is operated for the benefit of the Williams team first and foremost (and who can blame Frank for that?) but the parting of the ways was inevitable.

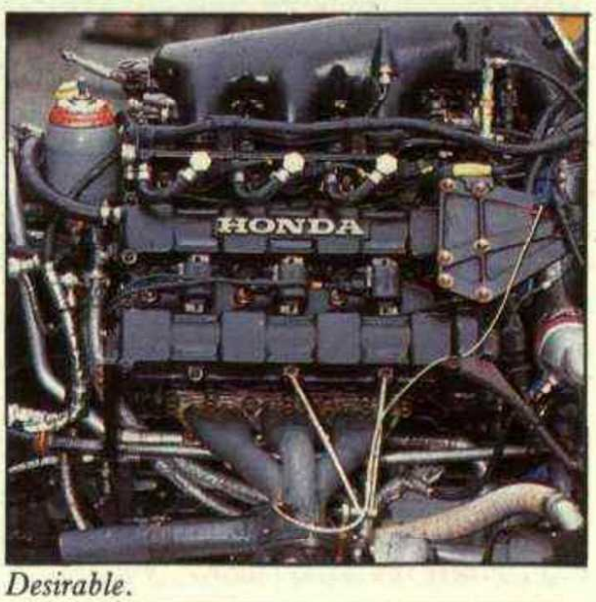
In the meantime Honda planning in Formula One was continuing, and there were two important new aspects appearing. One was an eventual successor to Piquet, and you did not have to be very near the Formula One paddock to see that Ayrton Senna was the next choice; the other aspect was to give encouragement to a Japanese driver into Formula One. I cannot imagine Honda being very impressed when Frank Williams turned down the offer of Satoru Nakajima as number two to Piquet for 1987, insisting on retaining Nigel Mansell who was obviously of no interest to Honda.

Great Britain and parts of Europe may well be enthusiastic about Mansell, and he may be a household name on British television, but I doubt whether Eskimos lighting their igloos in Greenland with Honda generators have ever heard of him. Equally they may not have heard of Nelson Piquet, but I am sure the whole of South America, Mexico, Australia, New Zealand and the Far East have heard of him, and that is where Honda markets are; so the Eskimo would soon have been told that Honda's World Champion driver was Nelson Piquet, except that it didn't happen.

The Williams team might have won more than 20 races for Honda, but that was not the object of the exercise; winning races was supposed to have been a corollary to winning the Championship.

Expanding Honda's activity in Formula One in 1987 to supporting two teams saw Team Lotus given engines, and earn itself a Japanese bonus by accepting the gift of Nakajima as number two driver. It already had Ayrton Senna on its books, and during 1986 he had given the Williams pair a lot of trouble with the Renault-powered Lotus.

1987 looked good for Honda, with two of the top teams using its engines, their two favourite drivers safely ensconced and an opportunity for the first Japanese driver in a serious works team to learn the trade. The only problem was that Piquet and Mansell were still being allowed to race against each other, to the point of absurdity at times, especially during qualifying for the starting grid.



Desirable.

It used to be a simple edict of a good team manager that when conditions were "dodgy" you made sure your drivers were well separated. If a catastrophe arrived you didn't lose your whole team in one accident. Yet I lost count of the times that Piquet and Mansell would leave the pits one behind the other to challenge for pole position; worse still, they were actually competing against each other, not sewing up the situation for the team by co-operating. If it had not been for the innate skill of the two drivers there were occasions, such as the French GP and the British GP, when they could have both finished up in the guard-rails and a rival team could have "lucked" into the victory.

Some idea of the Honda attitude to Formula One was there to be seen at the British GP, when Honda-powered cars finished 1-2-3-4. The first three were fully expected to fill the first three places, for that is why they were bought by Honda, but the real icing on the Japanese cake was Nakajima bringing his Lotus home in fourth place, thus completing a Grand Slam. Honda made no bones about showing their great pleasure at its countryman's achievement to make their day complete. It almost overruled their dismay at Frank Williams letting the "wrong" man win the race.

For people who cannot, or will not understand this attitude to racing, I would recall for them Karl Kling winning for Mercedes-Benz at the Avusrennen in 1954 and Stirling Moss winning at the British GP in 1955 in the Mercedes-Benz team — just two examples of industry-orientated team control.

The growing discontent between Williams and Honda did not happen overnight; it has been growing over a fair period of time, probably since the Australian GP at the end of 1986. Before the Italian GP at Monza the Honda 1988 plans were announced officially, even though they have been known to a lot of people for a long time.

Honda will be taking its engines and Nelson Piquet away from the Williams team, giving Piquet to Team Lotus, which already has Honda engines, and the Williams engine contract goes to McLaren International. In addition, Ayrton Senna is being moved from Lotus to McLaren, to join Prost in one of the most professional and well-balanced teams of all time. Prost and Senna have been announced as joint number one drivers, and McLaren International has shown in the past that it is well capable of handling two top drivers, which few other teams have managed.

Nakajima stays with Team Lotus and continues to learn his trade, so Honda should be happy in 1988, but there is no guarantee that all will go smoothly; Formula One has never been like that.

DSJ



MIDDLE TAR As defined by H.M. Government

Warning: SMOKING CAN CAUSE FATAL DISEASES

Health Departments' Chief Medical Officers



England's second city opened its doors and closed its roads for Formula 3000, and a man called Modena from Modena made himself at home.

Modena's Latest Thoroughbred



Gary Evans' damaged Ralt held up Roberto Moreno's stunning charge for longer than most.

If ever there was a racing driver who ought to be in F1 on the strength of his name, it is Stefano Modena. The 23-year old Italian even comes from the city with which he shares the name, not so far from the Ferrari factory at Maranello. He first came to my attention a couple of years back at Monaco, where he pulled a Formula Three overtaking manoeuvre into *La Rascasse* hairpin in such an audacious manner that it has stuck in my mind ever since.

On August Bank Holiday Monday, at the wheel of Mick Earle's Onyx Racing March Formula 3000 car, he ran out a convincing start-to-finish winner of the second Birmingham Superprix, the only street race in England.

This event had been enterprisingly staged for the first time in 1986, and the organisers were in no way put off when the race was swamped in the slipstream of Hurricane Charley and had to be flagged to a premature halt. This year the weather Gods played fair and more than made up for the lousy weather of 1986. Modena led from start to finish in wonderfully sunny conditions, in front of an encouragingly large crowd.

Organisationally, Birmingham was run in suitably slick fashion. After an early delay to the practice day schedule, when dozens of bolts were found to be missing from various sections of guard-rail all round the circuit, the proceedings ran smoothly and without fuss. The circuit remains bumpy and restricted in

Birmingham Superprix



This year's F3000 race was remarkably accident-free; not so the Ford Fiesta support race.

places, but it was the consensus of both Jackie Stewart and Nigel Mansell that it could be made into a perfectly good Grand Prix venue without too much difficulty.

The previous weekend's Brands Hatch F3000 race had raised hopes for another home win in Birmingham. At Brands, Julian Bailey had driven superbly, leading from start to finish in his GA Motorsport Lola.

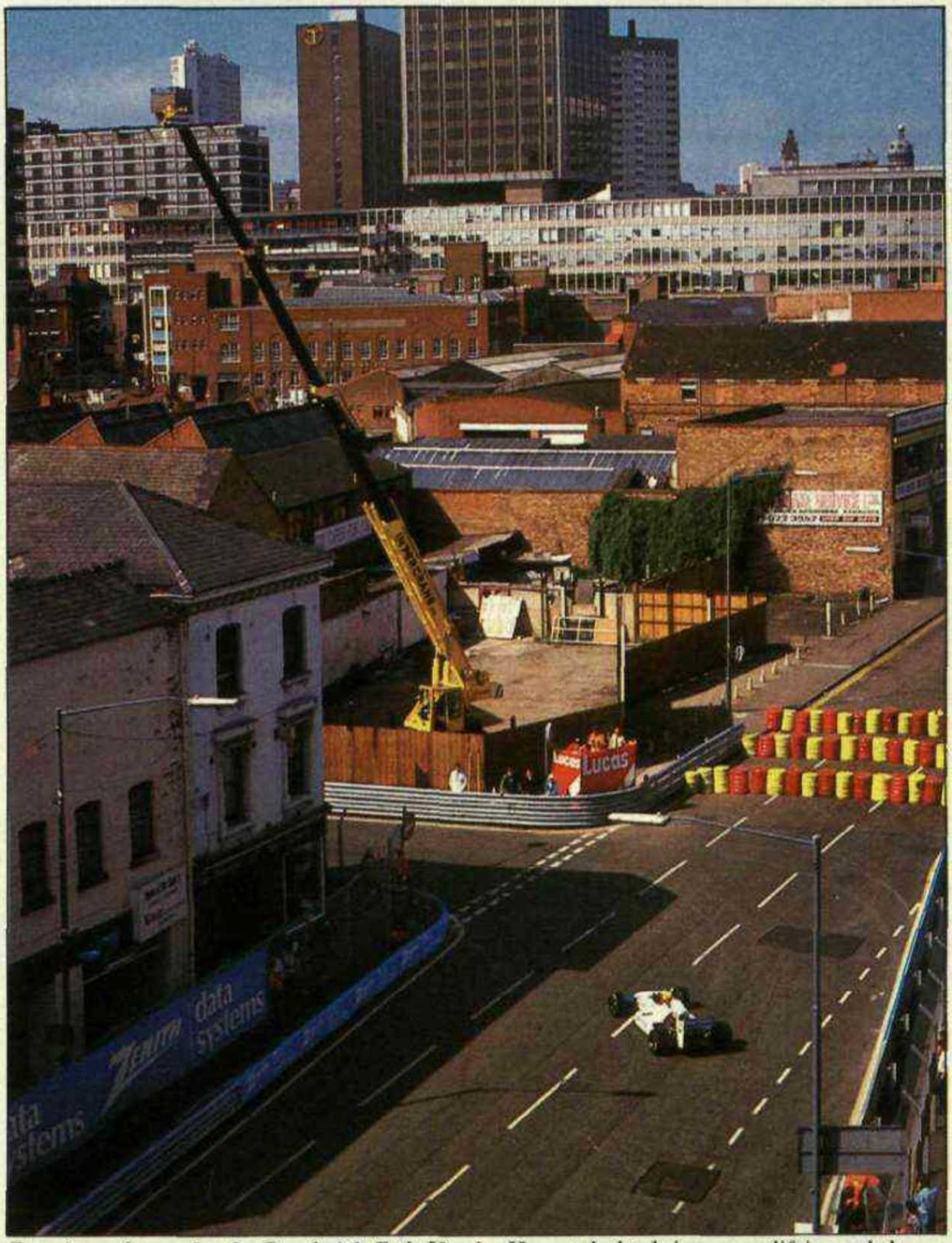
Unfortunately Bailey could not repeat his qualifying performance on the street track, qualifying mid-grid, so it was reigning British Formula Three champion Andy Wallace in a similar Lola entered by Madgwick Motorsport who held fastest time for much of the second session, only to be pipped by Mauricio Gugelmin's Ralt-Honda which took pole on the very last lap.

Modena took second place in the line-up, by virtue of being fastest in the second group of cars (qualifying had to be divided into two groups to accommodate the 35 entries), demoting Wallace to the second row alongside Olivier Grouillard's March 87B. Roberto Moreno's Ralt-Honda was fourth in its group after failing to get a clear lap, sharing row four with Gabriele Tarquini's March 87B, behind third row men Pierre-Henri Raphanel in a March and Michel Trollé in a Lola.

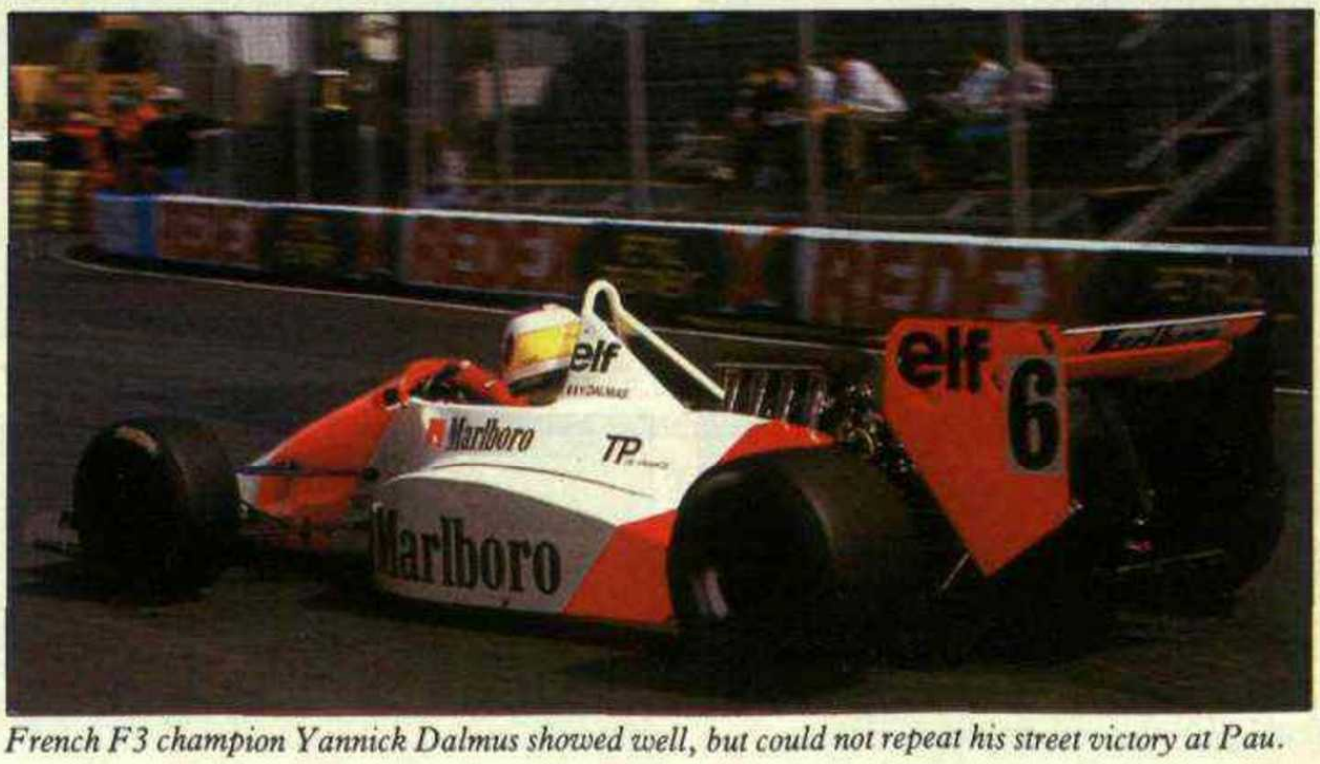
The Ralt-Hondas certainly looked strong, but their prospects were dealt a blow when Gugelmin crashed his race car during the Monday warm-up session and had to start in the team spare. Then Moreno was pushed off the grid when his car developed a fuel-pump problem and was obliged to start from the pit-lane after everybody else, once the Honda V6 was coaxed into life.

At the start Modena simply ran away from the opposition, lapping smoothly and methodically all the way to take a fully deserved victory. It was probably just as well that he did not have to battle too hard because he was grappling with a gearbox problem, losing the use of third gear just after half-distance.

Wallace held second place from the outset, battling hard to fend off the two Ralt-Hondas, initially Gulgelmin and later Moreno whose climb through the field was quite the most electrifying aspect of the race, Modena aside. Moreno eventually hauled through to a strong third place and began pressuring Wallace



Practice makes perfect for Gugelmin's Ralt-Honda. He snatched pole just as qualifying ended.



French F3 champion Yannick Dalmus showed well, but could not repeat his street victory at Pau.

relentlessly all round the circuit.

Then, with only a few laps left to run, the Englishman was caught out by a combination of the pressure and his Lola's fading brakes. He skittered straight on at one tricky right hand corner and slid to a halt in the escape road. By the time he had spin-turned back into the battle, Moreno, Gugelmin and 1986 Birmingham winner Luis Sala's Lola had gone through, leaving Wallace to content himself with fifth place.

After the race, Moreno did not mince his words, describing Wallace's weaving tactics while he was running in front of his Ralt-Honda as "not acceptable", although Nigel Mansell, sharing the television commentary job, felt he was doing just fine. Either way, the two F3000 men were at loggerheads over this matter.

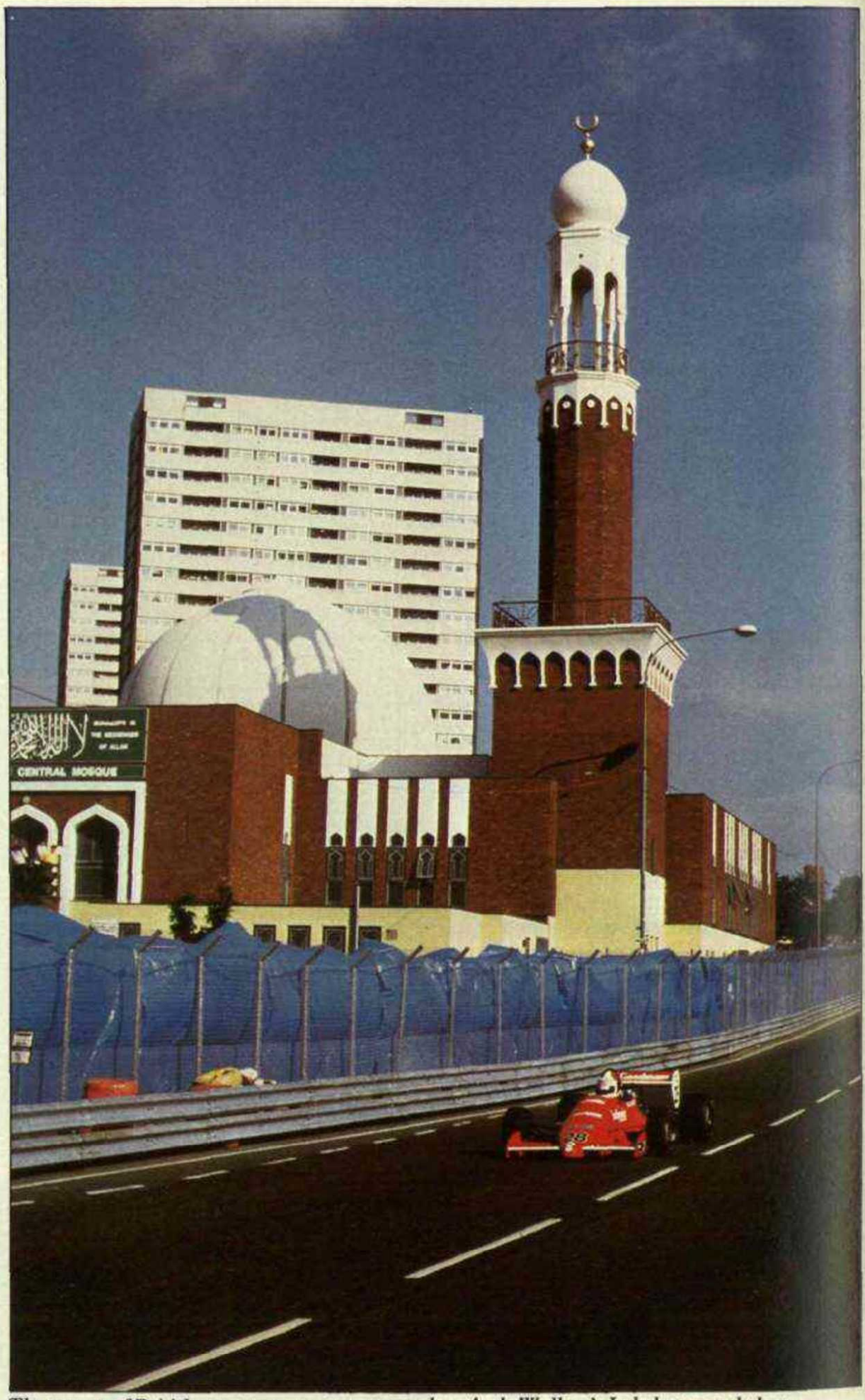
Meanwhile, Bailey had retired early with a broken throttle cable and the other leading Englishman Russell Spence was left to put on a good, if unobtrusive, performance to finish eighth in his March 87B climbing through from the back row of the grid following a troubled qualifying session.

Modena, meanwhile, calmly and simply explained how happy he was to have taken the lead in the F3000 Championship points table again as the first driver to win more than one race so far this season (he triumphed at Vallelunga earlier in the year), although he would not allow himself any false optimism about prospects for the remainder of the year.

His whole demeanour reflected a dogged singlemindedness and commitment which put me firmly in mind of Ayrton Senna. His team boss Mick Earle tells me that is no illusion. "He eats, breathes and sleeps motor racing," said Earle, "to the point where he will sometimes come to the workshop and sit watching his car being prepared. He is unbelievably committed." It certainly looks that way. **AH**



1986 Superprix winner Luis Sala had to settle for fourth place this time around.



The prayers of British spectators went unanswered, as Andy Wallace's Lola lost second place.

RESULTS
Halfords Birmingham Superprix, August 31

1st:	Stefano Modena	March 87B-Cosworth	1h 11m 44.52s
2nd:	Roberto Moreno	Ralt RT21-Honda	1h 11m 55.94s
3rd:	Mauricio Gugelmin	Ralt RT21-Honda	1h 11m 57.82s
4th:	Luis Sala	Lola T87/50-Cosworth	1h 12m 00.64s
5th:	Andy Wallace	Lola T87/50-Cosworth	1h 12m 17.29s
6th:	Olivier Groulliard	March 87B-Cosworth	1h 12m 17.55s

Fastest lap: Moreno, 1min 22.91sec (107.24mph).
Winner's Average Speed: 105.35mph.

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LETTER FROM ITALY

Dear AH,

With reference to your comments in your Hungarian GP report (MOTOR SPORT, September 1987) on how we disagree on certain aspects of Grand Prix racing, all I can say is, thank goodness we disagree on something, otherwise our after-dinner chats at the Formula One races would be awfully boring. Can you imagine it? We'd sit there over a brandy or two, grinning smugly at each other, thinking all was well with the world, and we'd have nothing to talk about.

The important thing is that we agree on the basics of Grand Prix racing; the whole scene of racing is very dear to us, and united we would defend it to the end. You like Alain Prost and I like Nelson Piquet, and that is no bad thing, while our readers get the benefit of reading both sides of almost any argument. I always bear in mind the words of a famous motor racing personage of the past who said, "Show me an unbiased critic and you show me a fool".

However, though a healthy argument over the rights or wrongs of some situation is good fun, it is very satisfying when we spontaneously see and appreciate something of which we are both enthusiastic at the same time. There have been many of these over the years, and the recent Italian GP at Monza provided another one, in the form of Thierry Boutsen's drive in the Benetton-Ford.

Afterwards, it wasn't a question of asking "What did you think of Boutsen's drive?" It was spontaneous, as we both said "That was some drive by Boutsen, and didn't he look smooth and confident in second place". Back through the years there have been many such occasions where our appreciation of a driver's ability has been spontaneous. I have only to mention Lauda, Andretti, Villeneuve, Peterson or Senna amongst many more, for you to know instinctively the occasion, or occasions I am thinking of.

One thing that worries me is that you and I seem to be out of step with those in power who control the destiny of Formula One, particularly as regards circuits or races. We always enjoyed the Long Beach Grand Prix and the South African GP at Kyalami, and others such as Zandvoort, Nürburgring (the real one) and Montreal — and they have all been got rid of. Now there is a nasty undercurrent of opinion that is suggesting that the Österreichring is due for the chop, to be replaced by an event at some new "facility".

I know you still weep tears at the loss of Interlagos in Brazil, and I weep tears at the loss of Montjuich Park in Barcelona, and so it goes on. Although we seem to be out of step with the rest of the world, there are some things that suit us, like the loss of Nivelles, Zolder and Jarama, so it is not all bad. But it is worrying in the long term, for after Österreichring, where next? We had better keep quiet about the circuits or races we like, or someone will take them away from us.

I know you are not into the old car game in any great depth, nor the hysterical historic racing, though you are well apreciative of a good old car and a truly historic one, especially if the past history involves Grand Prix racing; but I must draw your attention to the advertisements in the back of the September issue of MOTOR SPORT.



Edward VIII's Buick — "magnificent", "superb", or just a tidy old Yank?

Accord

There were four "genuine fake cars" advertised for sale, with carefully-worded descriptions which could not be faulted. For the prices being asked you could have bought a really nice usable modern car. In the second-hand-car trade these prices are described as "replica price" suggesting that a genuine car of the same type would be a much higher price. Roughly, the trade put a ratio of about two-to-one on a "real" against a "fake". The second-hand car trade and the auction world have created an "acceptable" scene where "genuine fake" cars are valued at £100,000 or more, claiming that it is because a "real" car is worth £250,000.

When the building of fake cars began in earnest, the results were not really worth more than their scrap-metal value in weight. Now some of these fakes have been around for 25 years and the motor trade is spreading the idea that they are valuable "collectors' items" — not as valuable as the real thing, of course!

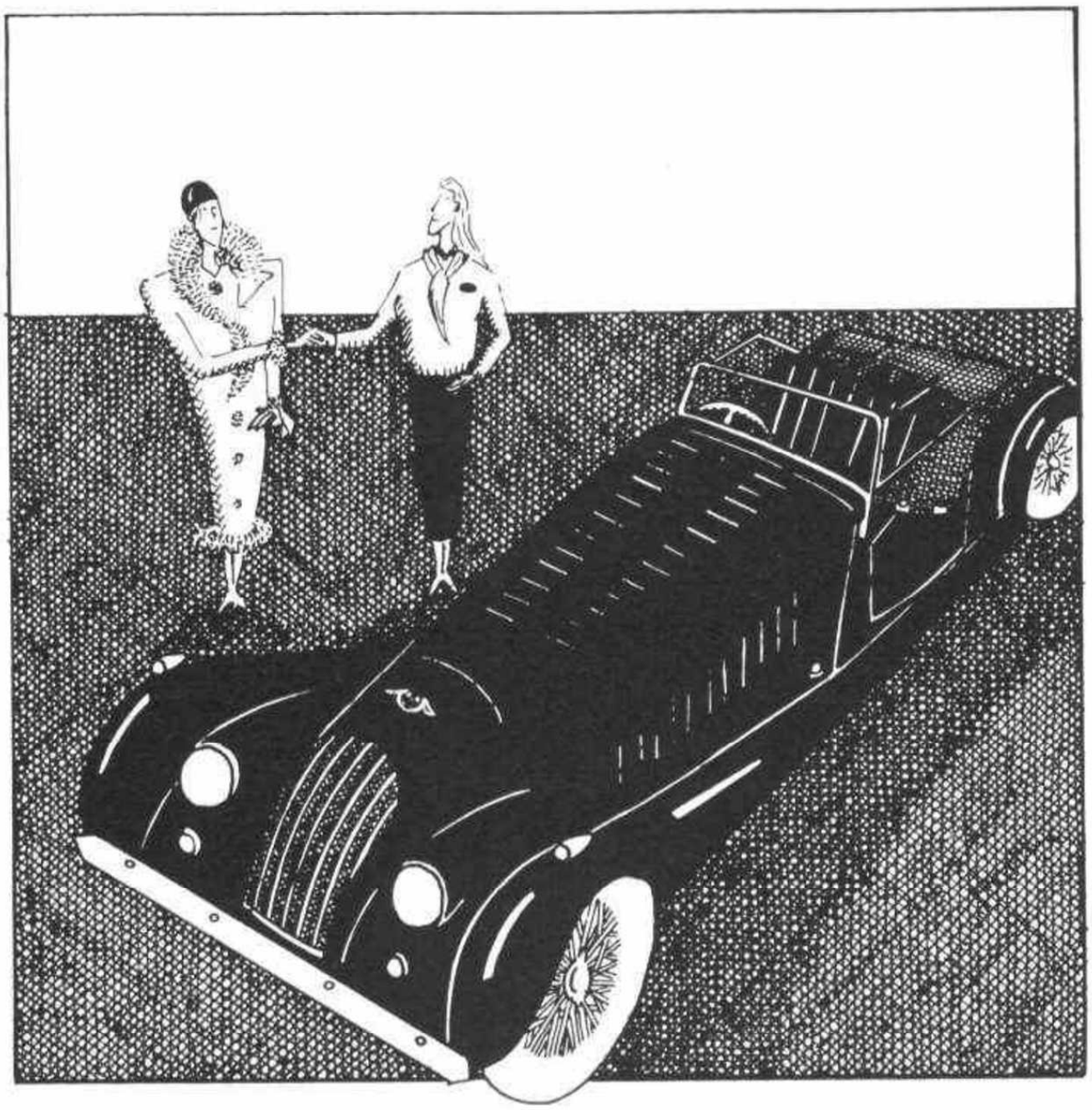
Not long ago a copy of the Mona Lisa, done by an Irish artist in the middle of the nineteenth century, came up for auction. The art world valued it at about £4000 and staggered back when it sold for £25,000. One writer pointed out that, regardless of the fact that it was a copy of the Mona Lisa, it was a very old painting "in its own right" — more than 100 years old, so it just had to be worth a lot of money! There are some fake vintage cars that were built 25 years ago, so they must be worth a lot of money, for in certain parts of our strange civilization "old is valuable".

Some of the specialist writers in the old-car magazines overuse the adjective list as soon as anything old appears. If the paint and chrome are nice and shiny your old car is "magnificent", "superb" or "beautiful", even if it was a load of rubbish when it was new. Bad cars of the 'Fifties are now considered to be "splendid", "superb" or "magnificent" providing they are very shiny and polished; and they win *concours*.

The term *Concours d'Elegance* goes back to when cars and people were elegant, and some of the creations of people in the Thirties were pretty breathtaking to ordinary mortals. Nowadays the word elegant is not used so much, because there is nothing very elegant about a Phase III Standard Vanguard, or someone dressed in jeans and a T-shirt. There are plenty of *concours*, though "of what" I am not quite sure. While on the subject, the word *Concours* is being changed to "Concourse", which is something I don't understand.

All this is a far cry from Formula One, but I wish sometimes someone would describe a Williams-Honda or a Ferrari F187 or a Benetton-Ford as "immaculate" or "superb", though I am not going to start the trend. It could easily get out of hand. If "old is magnificent", as seems to be the case with many journalists, I can only sign off as

Yours, Magnificent DSJ



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Eddie Cheever and Raul Boesel did not dominate in Germany — but they were ahead at the finish.

Jaguar's Crown

Five years of Porsche domination in Group C ended at the Nürburgring, when the Silk Cut Jaguar team recorded its sixth victory of the season and secured the 1987 Teams championship. Eddie Cheever and Raul Boesel took the flag three laps ahead of Derek Bell and Hans Stuck in the Joest Racing Porsche 962C, with Jochen Mass and Oscar Larrauri a further two laps back in a Walter Brun Porsche.

Last year Jaguar and Derek Warwick came close to winning the two major World Sports-Prototype Championship titles, despite winning only one race, at Silverstone. If Cheever hadn't accidentally knocked off the battery master switch at Fuji, if third place had been second, then Jaguar would have achieved successes with a hollow ring.

In 1987, though, every victory has been gold-plated, earned by the most professional team with the best equipment and drivers, and even Porsche's loan of factory-prepared 3-litre engines to the leading private teams has not been enough to halt an overwhelming force from Coventry and Kidlington.

Although Jaguar won the Le Mans 24-Hours five times in the 1950s, the marque has never before won a constructors' championship, and the 1987 record could only have been bettered by winning this year's 24-Hour race.

Jaguar's reliability is still not perfect, for only at Jarama, Monza and Silverstone have both cars been completely trouble-free — suggesting that there is still room for improvement, as Tom Walkinshaw is very well aware — but that winners' luck is on the side of Cheever and Boesel, the Brazilian having increased his lead in the Drivers' Championship.

John Watson and Jan Lammers have been rather less lucky since Silverstone. Theirs was the car which Win Percy crashed in the night at Le Mans, the one which had a broken transmission at the Norisring, a wheel bearing failure at Brands Hatch — and a broken valve-spring at the Nürburgring, stopping their progress within the first hour. Their luck, surely, can only improve, although the team's effort swung behind Boesel, who took a somewhat slender 11-point advantage over Bell and Stuck.

Although no Porsche team can catch Silk Cut Jaguar, it is too soon to write off the chances of further race victories for the Stuttgart make. The Britten-Lloyd Racing Liqui Moly 962 showed again that the Nigel Stroud chassis is extremely competitive, as Mauro Baldi claimed pole position at the Neue Nürburgring, the Italian shaving 0.05sec off Hans Stuck's qualifying record set in the Supercup meeting in April, at 1min 25.43sec.

Baldi and Jonathan Palmer qualified and raced with the 2.8-litre engine, Palmer finding that the 3-litre lacked sharpness and throttle response, but a 50-minute engine change before the race had Baldi starting with lack of turbo boost on one bank, so he lost seven laps in the opening stages.

Klaus Ludwig, partnered by Bob Wollek, set out to prove that the 962 is not yet obsolete. The German qualified fifth fastest at 1min 26.53sec, behind the two Jaguars and the Kouros Sauber Mercedes, and completely dominated the first half of the race. Having pulled out a minute in the first 30 laps, then stopped early for fuel, Ludwig set people thinking . . . had Reinhold Joest sent him out with a 3.2-litre qualifying engine, and was he far over his fuel allocation?

In fact the Porsche was running at 2.8-litres, and it only took 80 litres to fill the tank at the first stop; and Ludwig was putting pressure on early, driving a double stint, to make life easy for Bob Wollek who has two broken ribs after a crash in America. Wollek, admitting to being in agony, drove the third hour without conceding anything to the Sauber and the Jaguar (remaining a full lap ahead), only to see Ludwig retire with a broken gearbox five laps beyond the mid-point of the race.

Despite the advantages of a lighter chassis and a 3-litre engine (though it is debatable whether the factory engine really is a benefit) Bell and Stuck counted themselves lucky to finish second. They had a truly awful practice, three seconds off the pace until the engine was changed, with understeer, a broken differential on Saturday morning, and a violent spin for Stuck during the warm-up when a back wheel fell off.

Bell started the race last when the engine refused to run properly then had to drive at reduced speed in the first hour because the fuel computer gauge was over-reading hopelessly. They did not really get into the race until the second hour, when more than a lap behind, and moved into second place in the last hour when the Brun Porsche of Jochen Mass and Oscar Larrauri ran short of brakes.

The Kouros team was impressive again,



Ninth overall, Los and Wood were freak C2 winners with their Cosmik Tiga-Cosworth.

Nürburgring 1000km

although transmission failure stopped the navy blue car after four hours when Mike Thackwell, Johnny Dumfries and Henri Pescarolo were running in second place. There were to have been two cars, but Dumfries was ambushed by Bruno Sotty's slow-moving ALD on Friday, and the Sauber C9 was badly damaged. The Scot moved into Thackwell's car which was updated with heavier driveshafts and bigger AP four-piston caliper brakes.

Although the Swiss team had completed a 1000km test at the 'Ring a week before, the usual transmission weakness showed up as soon as Thackwell went out on sticky qualifying tyres. After one lap the input shaft snapped in the March gearbox, indicating again that the Sauber has more torque than any other.

The Sauber ran second to Ludwig and Wollek for two hours, taking the lead briefly when Ludwig stopped early, and was second to Cheever and Boesel when it retired. Perhaps not too much should be read into that, since it was a slow race with no records broken (the Jaguar ran strictly to its fuel schedule throughout and Cheever finished with three litres in the tank). Although the Sauber C9 has not managed to finish a race this season, a leading result cannot be far away.

Cheever and Boesel were two laps clear of Mass/Larrauri and Stuck/Bell when the Sauber retired with third gear broken, two hours from the finish, and were able to wind their speed down all the way to the end.

In fact the margin increased to three laps when Stuck ran short of fuel towards the end and Mass stopped to have his brakes bled, and that created special problems for the leading runners in the C2 class.

As usual the Spice Engineering and Swiftair Ecurie Ecosse teams were dominating the C2 proceedings, Gordon Spice and Fermin Velez locked in battle with Ray Mallock and David Leslie for five-and-a-half hours. Mike Wilds and Win Percy had fallen back with an acute understeering problem but were comfortably third in class, ahead of Costas Los/Dudley Wood in their Tiga-Cosworth.

So far the race had run to expectations. Will Hoy claimed his sixth C2 "pole" of the season in Martin Schanche's Lucky strike Argo Zakspeed, he and Spice being some three seconds inside last year's qualifying record. Hoy led the first 17 laps as well, until the Argo's battery went flat, and three batteries later Schanche stopped out on the course, with an electrical short being blamed.

Thorkild Thyrring's Tiga-Ford BDT-E was quick in practice but had its race spoiled by water and fuel leaks, and Nick Adams, in Hugh Chamberlain's Spice-Hart turbo, was knocked clean off the track by Lammers' Jaguar and the C2 car did not handle too well after that.

Something the Ecosse team had never experienced before was difficulty in picking up the last 10 litres of fuel. It affected both cars identically, and both misfired as the tanks ran low. Spice, delayed slightly when he needed a new battery, caught and passed Leslie an hour from the end, the Ecosse also suffering now with a slipping clutch. It looked as though Spice had the upper hand again, and that he and Velez would become the World Champion C2 drivers.

Twenty minutes from the finish Leslie stopped on the main straight, the last 10 litres beyond reach of the pumps. Two laps later Wilds stopped as well, so Spice, also critically short of fuel, decided to spend ten minutes in the pits. His nightmare began six minutes from flagfall when the engine refused to start. A new battery made no impression, since the starter motor had jammed solid!

Spice could either be disqualified for failing to cross the line, for failing to complete the last lap in six minutes, or for receiving a push start; it wasn't a nice choice for manager Jeff Hazell to make, and he had the car push-started just before Cheever came round for the last time. Disqualification followed, Los and Wood being as amazed as everyone else to become the C2 winners.

Leslie managed to get his Ecosse round the final lap to earn 12 points, and bring Ecosse to within three points of Spice in the Teams' Championship. There is likely to be as much interest in the C2 class, in the last three races, as in the outcome of Boesel's efforts to take the World Drivers' Championship away from Derek Bell. **MLC**

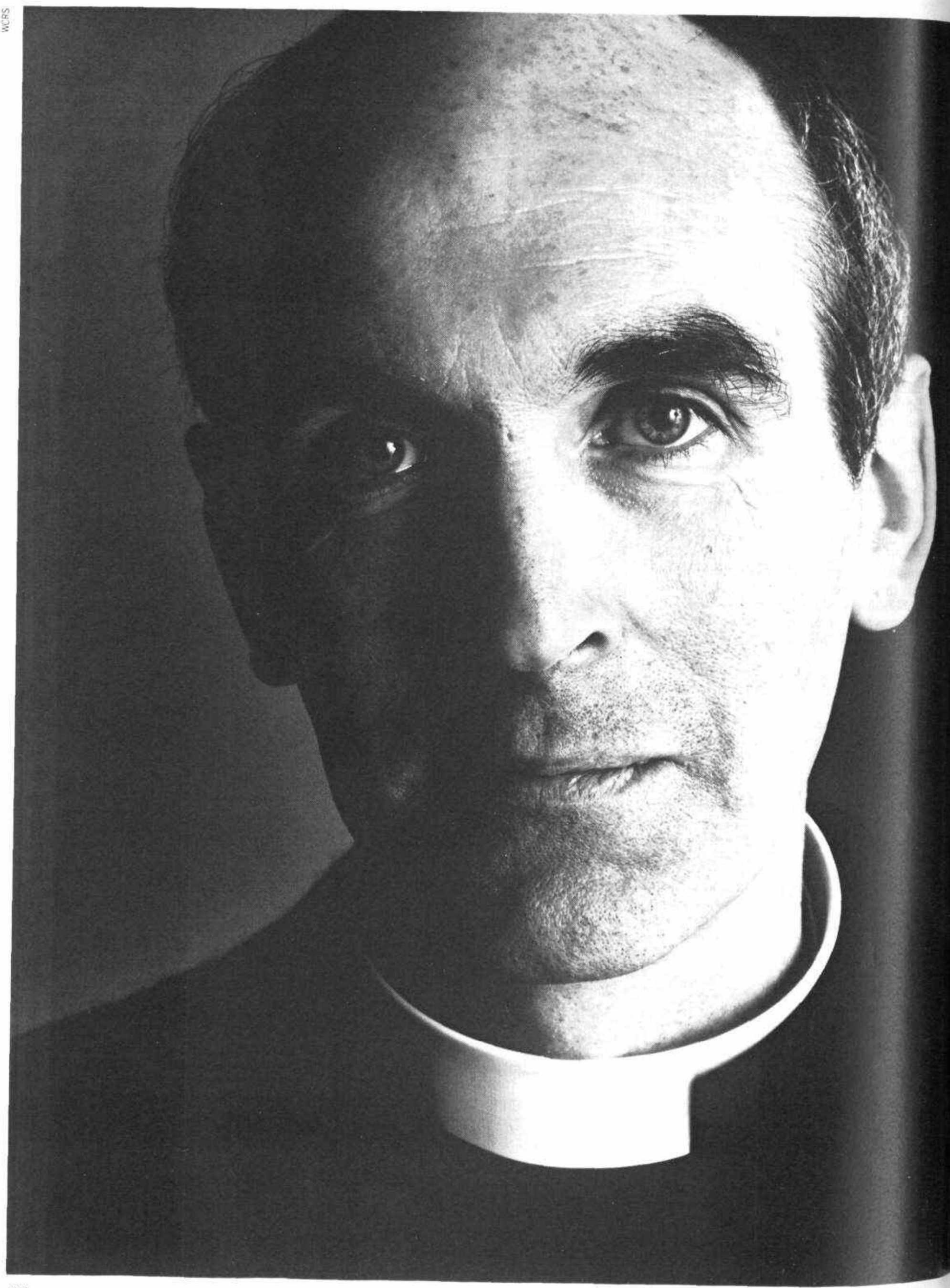


Ray Mallock and David Leslie led Group C2 after 193 laps, but then it all went wrong for Ecosse . . .

RESULTS
ADAC 1000km, Nürburgring, 221 laps

1st:	Eddie Cheever/Raul Boesel	7.0 Silk Cut Jaguar XJR-8	5hr 55m 53.12s	
2nd:	Hans Stuck/Derek Bell	3.0 t/c Joest Porsche 962C		218 laps
3rd:	Jochen Mass/Oscar Larrauri	3.0 t/c Brun Porsche 962C		216 laps
4th:	"John Winter"/Frank Jelinski/Stanley Dickens	2.8 t/c Joest Porsche 962C		212 laps
5th:	Jonathan Palmer/Mauro Baldi	2.8 t/c BLR Liqui Moly Porsche 962C		211 laps
6th:	Hanspeter Kaufmann/Franz Hunkeler/Jesus Pareja	2.8 t/c Brun Porsche 962C		208 laps
7th:	Jürgen Lässig/Bernard de Dryver/Cathy Muller	2.8 t/c Primagaz Porsche 962C		208 laps
8th:	Jochen Dauer/Harald Grohs	2.8 t/c Victor Porsche 962C		207 laps
9th:	Costas Los/Dudley Wood	3.3 GPM/Cosmik Tiga/DFL GC287		198 laps
10th:	Pasquale Barberio/Ranieri Randaccio/Vito Veninata	3.3 Kelmar Tiga-DFL GC286		198 laps

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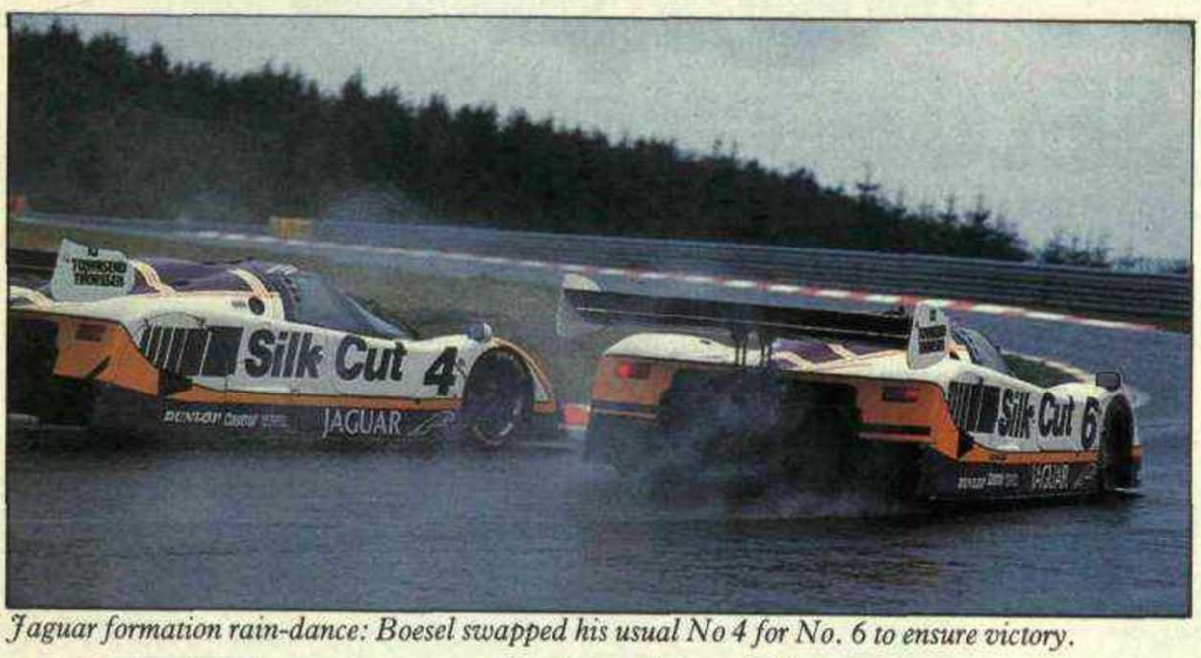
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Jaguar formation rain-dance: Boesel swapped his usual No 4 for No. 6 to ensure victory.

Total Eclipse

Tom Walkinshaw was true to his word when he said the full weight of the Silk Cut Jaguar team would be behind Raul Boesel in his quest to win the World Sports-Prototype Championship for Drivers, entering the Brazilian as the third driver in all three Jaguars at Spa. The ploy worked perfectly, as the cars finished first, second and fourth, Boesel joining Martin Brundle and Johnny Dumfries in the leading entry, and securing the championship.

Derek Bell, World Champion in 1985 and 1986, had to concede his title as he finished fifth, with Hans Stuck and Bob Wollek in the Rothmans-sponsored Joest Racing Porsche. Even Stuck has not been able to make the privately-entered Porsche look anything but ordinary since the factory withdrew, and there is no longer any doubt at all that the conventional chassis has now been eclipsed by the Tony Southgate-designed Jaguar.

The last European round of the 1987 series was a time for farewells. Kouros announced the withdrawal of its support for Peter Sauber's Mercedes-powered team, Liqui Moly will not renew its contract with Britten-Lloyd Racing, and it is believed that Rothmans will now withdraw from Group C after a highly successful association with the factory Porsche team over the past six seasons.

If Sauber can find another "blue chip" sponsor during the winter it could be to his advantage, since the Kouros budget has not been sufficient for more than five races in each of the past two seasons, and the C9 seems ready to win more races, and might be the only car to give the Jaguars a run next year.

Porsche will not start the design of a new Group C car until the FISA executive has defined, or redefined, the regulations. Last October the sportscar manufacturers and teams won a binding agreement through to the end of 1991 but now the battle is being fought all over again, M Balestre and Mr Ecclestone reportedly being determined to impose a 3.5-litre racing engine 6-litre stock block formula, perhaps as soon as 1989, against the determined wills of Jaguar, Mercedes, Porsche, Nissan, Toyota and Mazda, who want to develop the existing formula.

Sauber and BLR were keen to give their sponsors the best possible send-off, and locked into an all-day battle for pole position. In the morning Jonathan Palmer became the first sportscar driver to crack the 200 kph barrier at Spa, recording 2min 04.11sec (201.305 kph), driving the Liqui Moly Porsche with the factory-prepared 3-litre engine for the first time.

Mike Thackwell was a couple of seconds slower in the Kouros car; in fact co-driver Jean-Louis Schlesser set the quicker time when a misfire had been cured, but in the last minutes of the afternoon session Thackwell rumbled the Sauber round in 2min 04.04sec, a great effort which left all three Jaguars breathless in the 2min 05sec bracket.

Silk Cut Jaguar's third entry for Brundle and Dumfries was in the wars, Brundle crashing it on Friday and Dumfries damaging it again on Saturday. Of the three it seemed the least likely to be a race winner, seemingly reducing Boesel's chances of winning the race and securing the title.

In C2 as well, Swiftair Ecurie Ecosse's hopes of denying Gordon Spice two titles seemed to be reduced when Mike Wilds had a major accident in the second car, losing control exiting the fifth-gear Raidillon turn. The Scottish team's mechanics worked through the night to repair the red car and finished their work just before the race started, though it ran well in the warm-up.

The opening laps of the race were dominated by Thackwell and Palmer, with Cheever keeping in touch while Brundle and Lammers dropped back a little, running to a plan.

The race had hardly settled down when Thackwell headed for the pits after four laps with the driving seat catch broken, making it difficult for the New Zealander to reach the pedals. A second stop was needed to pack sorbo rubber behind the seat, and Thackwell then established a new Group C record at 2min 09.30sec to prove that the car was healthy.

Cheever's challenge faded when a wire broke in the engine-management system and put one bank of the V12 onto full rich mixture, the American making an early stop as the fuel consumption readout was giving a warning. He and John Nielsen went nearly three laps behind Palmer, while Brundle moved his Jaguar up to a threatening position, taking the lead when the Porsche stopped for fuel.

Rain swept the circuit at the two-hour mark and kept the track wet or damp for the rest of the race, which ran to its six-hour limit and ended three laps short of the distance. Tyre choices then became critical, Dunlop having an ideal intermediate for the Jaguars, Goodyear able to supply only rain tyres to the Liqui Moly and Joest teams.

Brundle and Dumfries (the Scot having signed an option to drive for Silk Cut Jaguar in 1988) were joined by Boesel in the winning car, Jan Lammers and John Watson finishing a lap behind after losing a minute having the rear wing angle increased. Jochen Mass found his old form after a lacklustre couple of seasons in World Championship racing, finishing a strong third with Oscar Larrauri in the Brun Motorsport Porsche 962C, merely 10 seconds ahead of Cheever and Nielsen at the end. Palmer and Mauro Baldi slipped down the order when it rained, and retired with the differential broken.

Gordon Spice and Fermin Velez dominated the C2 category in their Spice Pontiac DFL, finishing tenth overall, and six laps ahead of Wilds and Marc Duez, the Belgian having put in a superb performance in the rain on his home circuit. Spice and Velez become the C2 champion drivers for 1987, but the C2 teams contest will be settled in Japan. **MLC**

RESULTS

Spa-Francorchamps 1000kms. 6 hours, 142 laps.

1st:	Martin Brundle/Johnny Dumfries/Raul Boesel	7.0	Silk Cut Jaguar XJR-8	6h 00m 16.8s
2nd:	Jan Lammers/John Watson	7.0	Silk Cut Jaguar XJR-8	141 laps
3rd:	Jochen Mass/Oscar Larrauri	3.0 t/c	Brun Porsche 962C	140 laps
4th:	Eddie Cheever/John Nielsen	7.0	Silk Cut Jaguar XJR-8	140 laps
5th:	Hans Stuck/Derek Bell/Bob Wollek	3.0 t/c	Joest Porsche 962C	139 laps
6th:	"John Winter"/Frank Jelinski/Stanley Dickens	2.8 t/c	Joest Porsche 962C	138 laps
7th:	Mike Thackwell/Jean-Louis Schlesser	5.0 t/c	Kouros Sauber Mercedes C9	136 laps
8th:	Jesus Pareja/Uwe Schaefer	2.8 t/c	Brun Porsche 962C	136 laps
9th:	Jürgen Lässig/Pierre Yver/Bernard de Dryver	2.8 t/c	Primagaz Porsche 962C	135 laps
10th:	Gordon Spice/Fermin Velez	3.3	Spice Pontiac DFL C2	135 laps

Fastlap: Thackwell, 2 min 09.30sec (120.07mph).



The Calderari/Mancini BMW M3 was a surprising and somewhat fortunate winner of the TT.

Torrential TT

Britain's oldest motor race, the Tourist Trophy, produced drama right to the end of its 105-lap distance and, as has often been the case since the event moved to Silverstone, threw up a surprise winning combination.

Having run strongly in streaming wet conditions throughout the race, Enzo Calderari and Fabio Mancini guided their BMW M3 past the flag for the penultimate time, just ahead of a charging Roberto Ravaglia's similar car with which it was contesting second spot. By the time they reached Stowe corner, the battle was for the lead.

Amazingly, the leader at that point, Luis Sala, had made a monumental error by spinning away a 45-second advantage and stalling his M3. In quiet disbelief Mancini took the flag by a mere three seconds to record his first ever major international win, and Calderari's first triumph since the days of the TWR Jaguars.

The rain which fell all race long changed the whole plan of the race. Practice had seen Ford's RS500 Cosworth dominate, with Briton Steve Soper waiting until the last minute of a tension-filled practice session to take pole position in his Eggenberger works machine. Up to that point Andy Rouse's Cosworth had been fastest with Klaus Ludwig/Klaus Niedzwiedz, the championship leaders, struggling slightly in third just ahead of Win Percy/Pete Hall and Joachim (brother of the late Manfred) Winkelhock/Jeff Allam, also in Fords.

On a track where sheer horsepower is all-important, the class-B BMW M3s expected to be off the front pace, although Gianfranco Brancatelli/Johnny Cecotto and Emanuele Pirro/Roberto Ravaglia flew the Bavarian standard with honour by taking the fastest non-turbo times. However, the Alfa Romeo squad had upped its showing and was snapping at the M3's heels for class honours.

For most of qualifying, Thomas Lindstrom and Steven Andskar had been the quickest Alfa duo and seemed set for a good race. However, halfway through the second timed session, Andskar suffered a monumental accident when the car hit the barriers backwards, rolled upside down onto the track and caught fire with the unfortunate Swede unconcious inside. He was dragged out by fellow drivers Winkelhock and Peter Oberndorfer, sustaining only a slight neck burn. His race was most certainly run though.

Although most observers expected to see the Fords charge into the distance at the start of the race, as they entered the new Woodcote section at the end of the first lap Ludwig, who had made the best getaway, skated straight down the escape road, and left teammate Soper leading from Pirro and Rouse. Brancatelli crashed on lap one and Percy's challenge soon ended with turbo troubles while Ludwig needed a pit stop to replace the alternator.

At least Ford had the consolation of seeing Soper lead from Rouse and Winkelhock (Pirro having pitted for new rain tyres) but soon Andy was out with transmission trouble and Soper lost his lead with a pit stop to replace the differential.

Despite a couple of visits to the countryside, all part of his spectacular, crowd-pleasing driving style, Winkelhock held a commanding lead over the M3s of Olivier Grouillard (sharing with Sala), Calderari and Pirro.

Through the driver changes and towards the finish, the positions remained the same until Allam, in the lead Ford, felt his car misfire and needed a series of pit stops to cure electrical problems. This left Sala ahead of Mancini and Ravaglia, the two Italians battling ahead of Giorgio Francia/Jean-Louis Schlesser's Alfa, the Mercedes of Oberndorfer and former Olympic skiing champion Franz Klammer and, with Niedzwiedz at the wheel, the recovered Ludwig Cosworth. In the circumstances the latter duo's had been a fine, forceful drive.

That looked the way they would finish — until Sala approached Stowe on that last lap! The result closed the gap between the Ford and BMW men in the championship table and, with Bathurst, Calder, Wellington and Fuji to come, the first World Touring Car title is still open to allcomers. **GD**

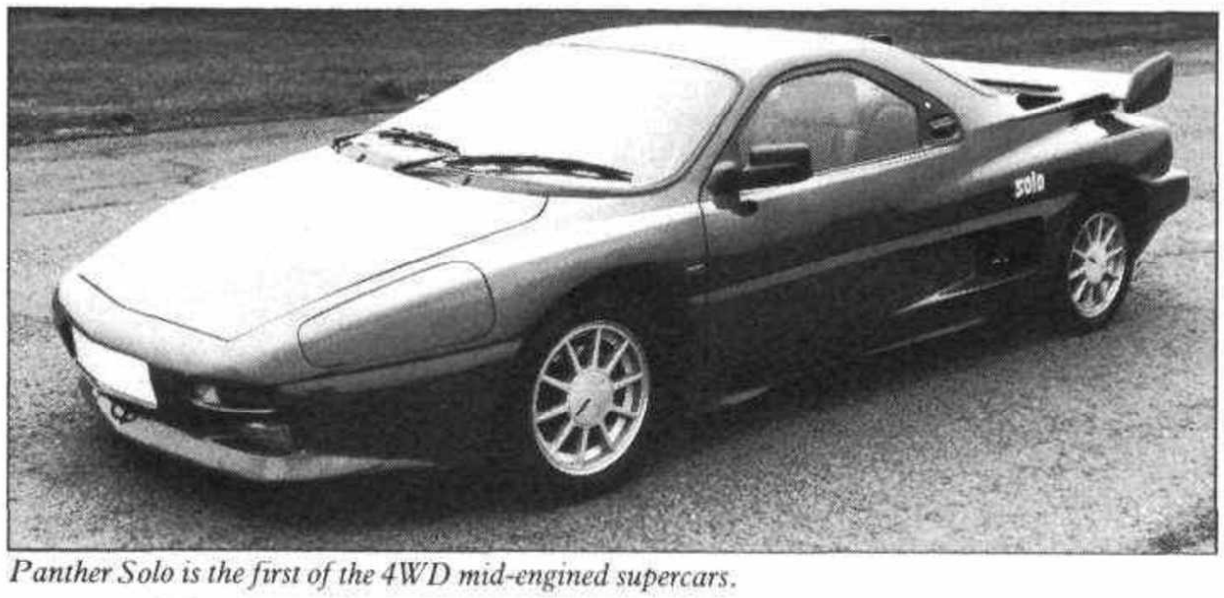


Jacques Laffite forges on through the rain, to finish tenth for Alfa Romeo's works team.

RESULTS

RAC Istel Tourist Trophy, 105 laps, Silverstone, September 6

1st:	Enzo Calderari/Fabio Mancini	Ci Bi Emme 2.3 BMW M3	3h05m28.61s
2nd:	Emanuele Pirro/Roberto Ravaglia	Schnitzer 2.3 BMW M3	3h05m32.64s
3rd:	Giorgio Francia/Jean-Louis Schlesser	1.8 Alfa Romeo 75 Turbo	3h05m59.49s
4th:	Peter Oberndorfer/Franz Klammer	AMG 2.3 Mercedes 190E	104 laps
5th:	Carlo Rossi/Alessandro Santin	Brixia 1.8 Alfa Romeo 75 Turbo	104 laps
6th:	Klaus Ludwig/Klaus Niedzwiedz	Eggenberger 2.0 Ford Sierra RS500	103 laps
7th:	Frank Sytner/Mike Smith/Marc Duez	Prodrive 2.3 BMW M3	103 laps
8th:	Helmut König/Karl Baron	Werginz 2.3 BMW M3	103 laps
9th:	Joachim Winkelhock/Jeff Allam	Wolf 2.0 Ford Sierra RS500	103 laps
10th:	Jacques Laffite/Paolo Barilla	1.8 Alfa Romeo 75 Turbo	102 laps



Panther Solo is the first of the 4WD mid-engined supercars.

Autumn Fare

The established and gigantic Frankfurt International Motor show was bursting with sports motoring interest this year. Rather unfairly, in view of the fact that Porsche displayed its Indianapolis challenger and BMW unveiled its two-seater Z1, it was the British who hogged much of the limelight.

For it was on the eve of the show at a normally unremarkable annual Ford press reception that the company announced it had won a takeover battle, that for Aston Martin Lagonda. This after wounding Sixties rejections from Ferrari and Eighties repulses from Alfa Romeo and Austin Rover.

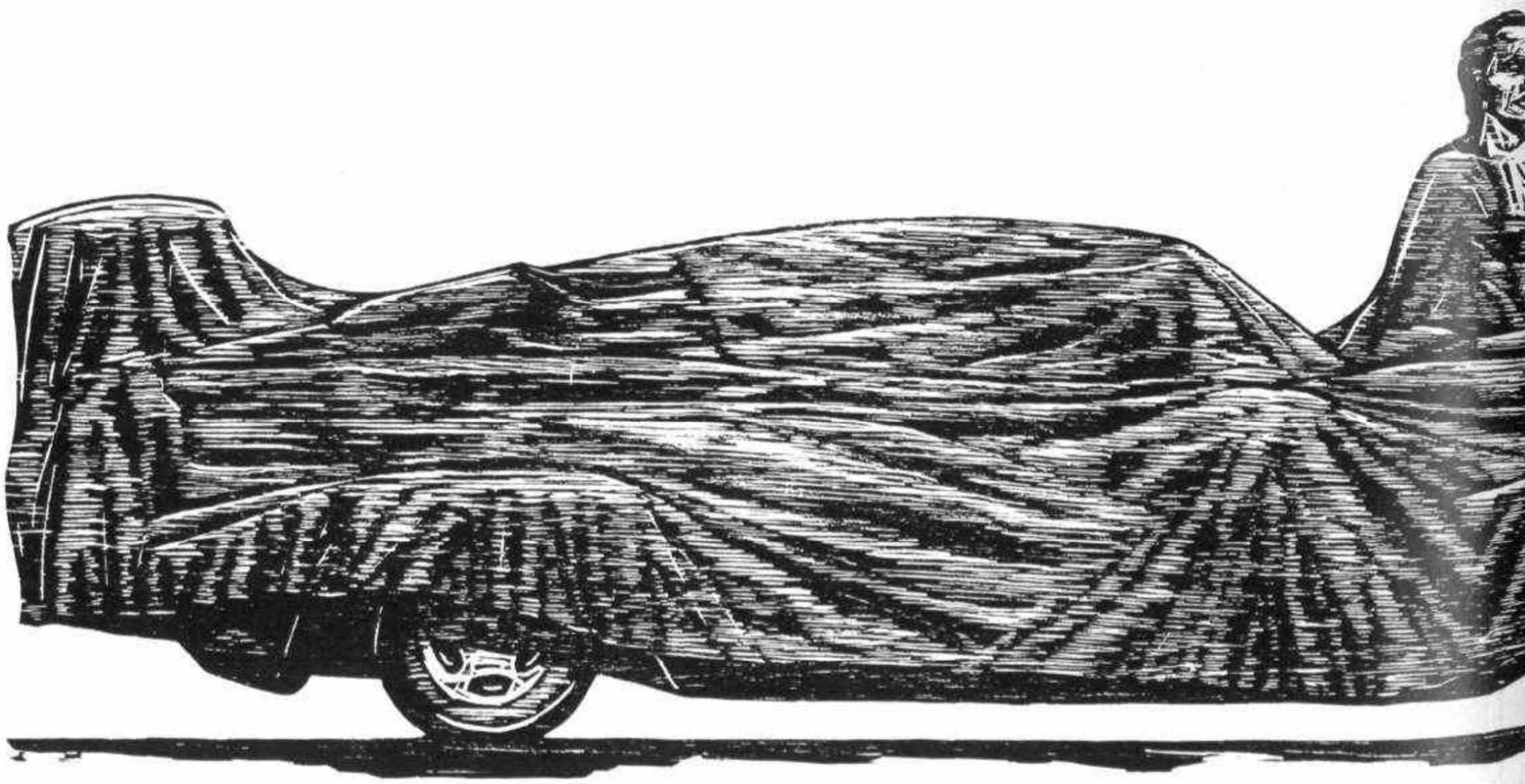
The immediate implications of Victor Gauntlett and the Greek Livanos family selling for an undisclosed sum are unlikely to be major, as Victor stays on as Chairman and Ford had yet to even appoint a board member. The declared intention is to maintain the independence of Aston Martin. Suggestions that Ford might employ the Aston Martin badge in the manner of Cosworth or Ghia are vehemently denied by both parties.

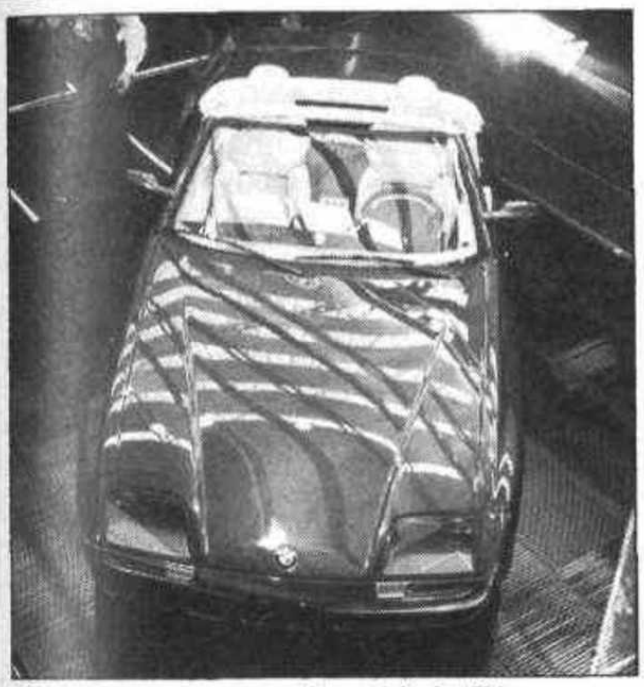
Looking at the longer term, Ford Vice President Walter Hayes allowed that Aston Martin production could exceed 1000 units a year in the early Nineties. That suggests that Victor Gauntlett's ambition of producing a totally new, rather smaller, but still expensive, Aston may be fulfilled. The Newport Pagnell concern has already confirmed it will build a new version on the V8 theme for production "at the end of 1988."

BMW expects June 1988 to mark the initiation of the 325i-engined Z1's production life. We gave some outline details of the innovative BMW's specification last month. The metallic green display example's unveiling and demonstration of unique fold-away doors before BMW Chairman Eberhard von Kuenheim drew the kind of spontaneous applause and sharp intakes of breath that augur well.

BMW plans no RHD model of the Z1 at present, but we will get the neatly executed five door Touring on a 325i base in April 1988 at no less than £20,000.

May 1988 is scheduled to see Panther's





BMW taps a new market with the Z1.

much postponed Solo 2 entering the world from a new production facility in North London. Korean-born Pather Chairman Young C Kim has invested in composite body construction techniques from a March Engineering subsidiary (Comtec), cutting assembly man hours over his labour intensive, and now resurgent, aluminium bodied Kallista, which remains in production.

The "2" in Solo is no marketing cosmetic appellation, for the original Solo of 1984 was completely different. That Solo's Escort XR concept of affordable sports motoring was overhauled by Toyota's 2000-units-a-year MR2 dominance in this market sector. Now Panther expects to charge no less than £28,000 for a 4WD 2+2 that relies on Ford Cosworth's 204 turbocharged bhp and a new home for Ferguson components.

Porsche's hastily completed Indianapolis car (lacking exhausts) was displayed in pearlescent white with its 2.6-litre V6 alongside a magnificent display of 911 and 928 engines deployed for marine and aviation use. Emotively the star of Porsche's stand should have been the 911 reincarnation of the Speedster, but the appearance in fully cowled form, minus windscreen, was redolent of a misshapen and lowline Beetle.

On the other hand, with its re-raked windscreen lying back at a further 5° over standard, the speedster appears functional in the Porsche tradition. Recalling a weight loss of more than 140 lbs, we can expect its standard 231 bhp to prove exceptionally effective, provided the customers do not all start putting in the luxuries that Porsche deleted . . .

Other Show novelties that you can expect to read about in future issues of MOTOR SPORT included a more powerful Lancia Delta HF 4WD, now rated at 180 bhp. Audi's



Fully-cowled Porsche Speedster is hardly attractive, but road-going version is pretty and quick.

original quattro turbo coupé now has the inevitable Torsen centre differential and 2226cc plus raised compression for fuel economy and faster response.

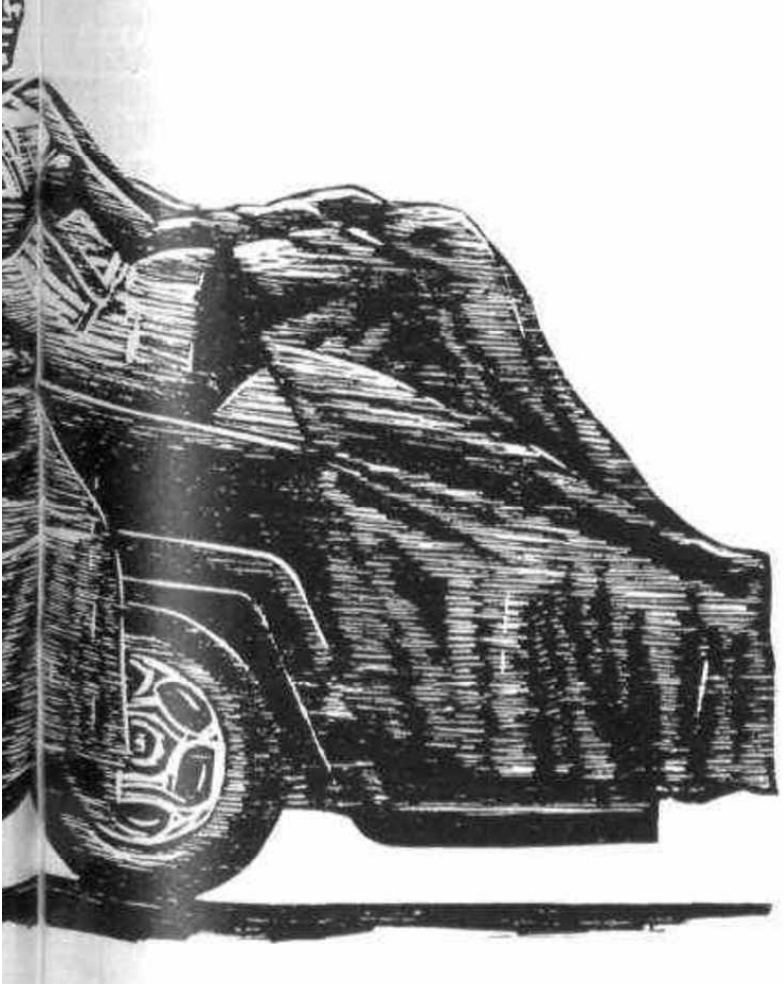
There was also a replacement Honda Civic range (*all* with 16 valves, right down to the 1.3 litre hatchbacks!) topped by a 130 bhp version of the rebodied CRX coupé.

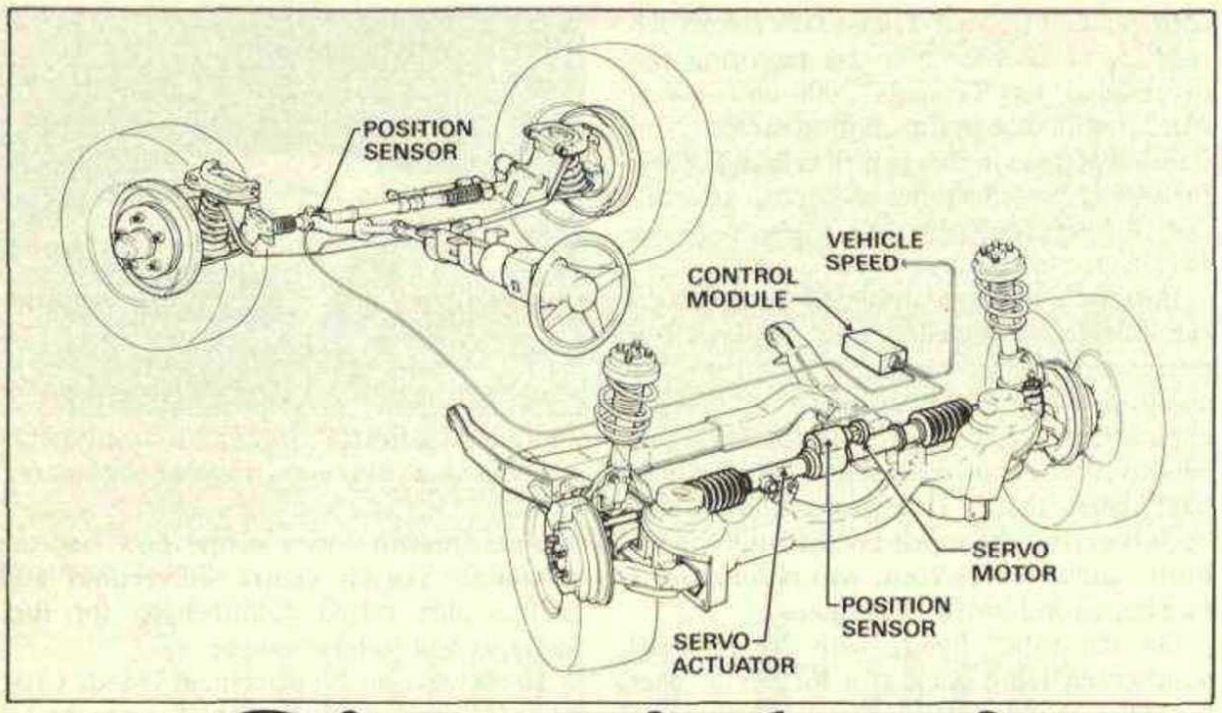
In the increasingly prolific supercar category, Ferrari's F40 was more alluring in composite red flesh and straightforward "road racer" blatant appeal than imagined from that hectic Press preview. The first of 500 planned production F40s in the £135,000 stratosphere of claimed 201 mph motoring should leave the factory in January. **JW**

THE NEW MODELS AT MOTORFAIR.

(A chance to view more than thirty in the flesh.)

This is their UK debut (indeed, for some, their world premier). In contrast, our Special Feature Stands will sport (among others) those most curvaceous of classics, the earliest Bugattis. Speaking of which, Christie's will again be holding an auction of Collectors' Cars. Moreover, what racier occasion than our Motor Sport Day (Oct 27th), where you'll be able to meet top drivers and their hardware. Earls Court is the venue. The dates, Oct 22nd-Nov 1st (Public Preview Day, Oct 22nd). Opening hours, 10am-7.30pm (5pm final day). A word of warning, though. You'll have to motor to see it all in a day.





Gimmickry?

Battling against the advance of an aerodynamically-styled opposition on its home market, GM is searching every technical avenue for a more profitable future. One of the weapons in that fight to escape a public reputation for stodge is motor sport.

The Anglo-American Ilmor Chevrolet racing V8, created in Northampton but most certainly not by Cosworth, has already established its practice pace and ability to win against the ubiquitous Cosworth DFX in the CART Indycar Championship. However, GM also needed to persuade the public that it was staying on the technical pace of developments for the road. Thus projects such as the $52 million Saginaw Vanguard computerised factory and that GM division's promising work upon four-wheel steering (4WS).

Saginaw is not just the provider of General Motors steering systems and an increasing number of front-drive transaxles. Some years ago it was set the task of achieving profits as a supplier to those outside the GM colussus. Ironically one of Ford America's most effective assaults on GM sales has come via the GM Saginaw-equipped Ford Taurus/Sable saloon series.

To demonstrate its prowess in steering and related fields, inside and outside GM, Saginaw recently took the unusual step of bringing some of its prototypes to Britain on a flying visit — unusual because it did *not* then carry on into Europe or the motor show circuit to extensively promote some intriguing work which could put the Americans on par with the Japanese.

For Saginaw came to Hendon, site of just one of its twenty worldwide factories, with one of three 4WS steering layouts it is currently investigating, installed on a Pontiac Fiero mid-engined two-seater.

Avoiding "technology for technology's sake" is the avowed intention of GM's Vanguard factory, and Saginaw emphasised that there are no production plans for four-wheel steering "in the near term", whereas Japanese companies such as Honda (see page 1004) have offered 4WS to their home market since spring of this year.



The Fiero in "Negative Phase Mode".

GM's prototype 4WS has been based on mechanical, hydraulic and electronic operation for a wide variety of vehicles; it is safe to understand that Lotus will not be in ignorance of Saginaw's work and that 4WS may well be included on the Nineties' Etna V8, senior Lotus management apparently delighted with the extra high-speed stability conferred.

Saginaw research 4WS vehicles included leisure vans, limousines and the 165.1-inch Fiero coupé flown over for assessment.

The test Pontiac was equipped with an electronic system, the layout of which is shown in the accompanying diagram. That control module contains the ubiquitous microprocessor which analyses incoming information, from speed to front- and rear-wheel angles. The processor reacts with a series of rapid instructions which save the whole plot from disappearing up its own exhausts.

The Fiero SE comes with a V6 which is not particularly powerful for its 2.8-litre capacity, being 15 bhp down on Ford of Europe's similar-capacity V6. However it fed enough torque to the automatic transmission to stress the Eagle NCT tyres (205/60 front, 215/60 rear) around the 5-55 mph urban layout of Hendon. You need little power to immediately feel the benefits 4WS . . .

As the LHD machine moved away from the kerb I was immediately conscious of the rear wheels counter-steering to my lefthand lock. There was no lurch, but we left the kerbside behind far more rapidly than usual.

In this prototype a number of steering layouts were possible and my Saginaw co-driver had left us in automatic, which meant the front and rear wheels turned in opposite directions until 25 mph was reached. Then the control module instructed the position sensor to reduce what they call the "Negative Phase Mode". As speed rose the rear wheels begun to follow the path of the fronts.

This was fascinating, because we could click back to a conventional straight-ahead path for the rears and then immediately compare that with the 4WS effect. With the rear wheels locked, it felt as if we were fighting against the car's natural turning desires, whereas with mild angles of rear-wheel steer the Pontiac flowed naturally into 50 mph curves.

I did not expect to be impressed above parking speeds. Yet the extra stability and the lack of scrub from the rear was almost as convincing in providing another motoring dimension as my first experience of performance 4WD.

For parking manoeuvres, where the contrary use of the rears promised an obvious reduction in turning circle (from 39ft to 31ft at its best), the extra manoeuvrability was appreciated. Yet it was the extra confidence it gave around tight mini-roundabouts, and in tackling seemingly impossible street intersections, which left the stronger memory. **JW**

Sports·Seen

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CELEBRATES TWO GREAT 'FIRSTS'

On June 4th 1967, Jim Clark debuted the Lotus Ford Type 49 at Zandvoort. In celebration of the 20th anniversary of this debut and of the legendary first victory for the most successful F1 engine ever, Arthur Benjamins has executed an extraordinary painting of Jim Clark oversteering through the Hunzerug from which we have produced high quality prints which allow you to study in close-up the detail of the Lotus Ford Type 49 and, from a distance, to marvel at Arthur Benjamins' impressions of speed.

FROM THE SAME ARTIST

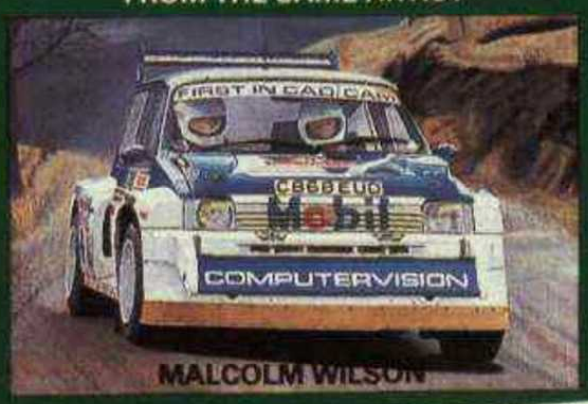


'FERRARI TEAM-MATES' featuring the Ferrari F186's of Michele Alboreto and Stefan Johansson

FERRARI TEAM-MATES

At the end of May 1980, Ari Vatanen scored his first outright World Rally Championship victory with his Rothmans Escort on the Acropolis Rally, the prelude to his World Driver's Championship in 1981. To celebrate this first victory, Rein Brugman has produced another memorable painting featuring Ari, in his usual sideways style, beneath the monastery. This superb painting truly captures the atmosphere and spectacle of rallying during the Escort era.

FROM THE SAME ARTIST



'MALCOLM WILSON' featuring Malcolm Wilson in the Metro 6R4 in the 1986 Monte Carlo Rally.

MALCOLM WILSON

FIRST TIME OUT



FIRST TIME OUT

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FIRST TIME OUT/RS:- VICTORY AT JARAMA
Zandvoort 1967 was the scene of the debut for the Lotus D.F.V. Fords driven by Jim Clark and Graham Hill. This short film follows their fortunes at this event which remarkably Jim Clark won. The new engine, designed and built late 1966 for the start of the 1967 season, was an immediate success and went on to power cars to over 150 more Grand Prix victories, of which none could have been sweeter than this one:First Time Out.

RS:- Victory at Jarama
In October 1971 the works Ford Capris and Escorts went to Jarama with the chance of winning the European Championship for both manufacturers and drivers. This film follows the progress of the cars driven by, amongst others, Dieter Glemser, John Fitzpatrick, Jochen Mass and David Matthews. 30 mins. **£14.95**

THE VATANEN TOUCH
If you're a fan of rallying's greatest era, you'll love this film featuring the incredible Ari Vatanen in his Rothmans Escort battling against Hannu Mikkola, Jimmy McRae, Tony Pond etc. in the 1980 British Open Championship. Plenty of sideways motoring and action from the Mintex, Circuit of Ireland, Welsh, Scottish and Manx Rallies, plus interviews with Ari himself as he competes against one of the greatest forest drivers of all to take the 1980 crown. **£17.25**

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Special Edition

Mazda's recent advertising campaign for the 323 Turbo 4×4 may not have met with unanimous approval, but it had a point: you do not have to pay upwards of £14,600 for an Audi quattro to enjoy the benefits of four-wheel drive and high performance.

An outlay of £11,000 with Mazda buys a sophisticated and exhilarating machine which outruns almost everything on the roads; the "Lux" version costs £11,750, while for a further £750 (plus fitting and VAT) the British importer will supply, to special order, a head-turning version with a Mazdaspeed bodykit.

In Holland, on a circuitous route to the Nürburgring, a solicitor ran downstairs from his office to ply us with questions, pointing out that we had parked behind his Jaguar Sovereign. There were rarely fewer than three people admiring the car in the paddock, where people who know about these things tend to gather; less happily, a policeman who spoke excellent English admired the *carosserie* while issuing a speeding ticket on the way to the track early on Sunday morning! "You wouldn't see the radar, it was cleverly hidden . . . Is this a rally car?"

That is the trouble with the excellent German roads in the Eifel region. They are smoothly surfaced, distinguished by fast, open sweeping bends, and perfect bait for someone enjoying a car like the Mazda 323 Turbo! The 50:50 torque split in Mazda's clever, planetary gear 4WD system transforms the usual transverse-engine, front-drive characteristics and makes the 4×4 a neutral-to-oversteering car at speed, capable of settling on the loaded rear suspension and achieving seemingly impossible speeds through corners.

We have already reported on the "standard" model (MOTOR SPORT, January 1987) which has a 1597cc 16-valve engine, turbocharged by IHI to produce 148bhp at 6000rpm. It will accelerate from rest to 60mph in 7.1 seconds, fast enough to leave a Porsche 944S in its dust, and the maximum speed of 125mph (at 6250rpm) seems almost academic as the car will continue to accelerate to 6500rpm (130mph) on the *autobahn*.

In Tunbridge Wells, Mazda Cars (UK) Limited leaves the mechanical specification well alone, concentrating on an unusually complete body kit for the Lux version at an included price in the region of £13,000. The kits, imported from Mazdaspeed in Japan, involve fitting wider front wings, cutting and installing wider rear arches, and fitting a cowling which partially blanks the radiator (and advertises Mazdaspeed in scarlet, on silver), new front and rear bumpers, side skirts, and an extra aerodynamic device above the rear window.

The workmanship is excellent, especially the fitment of the rear arches which blend plastic and metal so successfully that it looks like a production-line finish; and surprisingly the special version is no wider than the Lux since the wheel-arch flares are deleted. The Mazdaspeed polished alloy wheels, 14in in diameter and with 6J rims, fill the arches as before, and are equipped with Dunlop's excellent SP Sport D60 tyres, 185/60 specification.

The installation of a 148bhp engine in a medium size family 3-door hatchback weighing 1175kg is a guarantee of high performance, which Mazda has exploited further by fitting a 4.105:1 differential which runs the car at 20.0mph/1000rpm in fifth gear.

Almost by definition this is not an ideal motorway car, booming and buzzing setting in at 80mph (4000rpm in fifth) and indicating that another gear is needed fairly urgently. Neither was the fuel consumption particularly impressive, varying from 25.75mpg on European motorways to 27.81mpg in mixed driving, and a strong case could be made for fitting the 3.85:1 differential optionally.

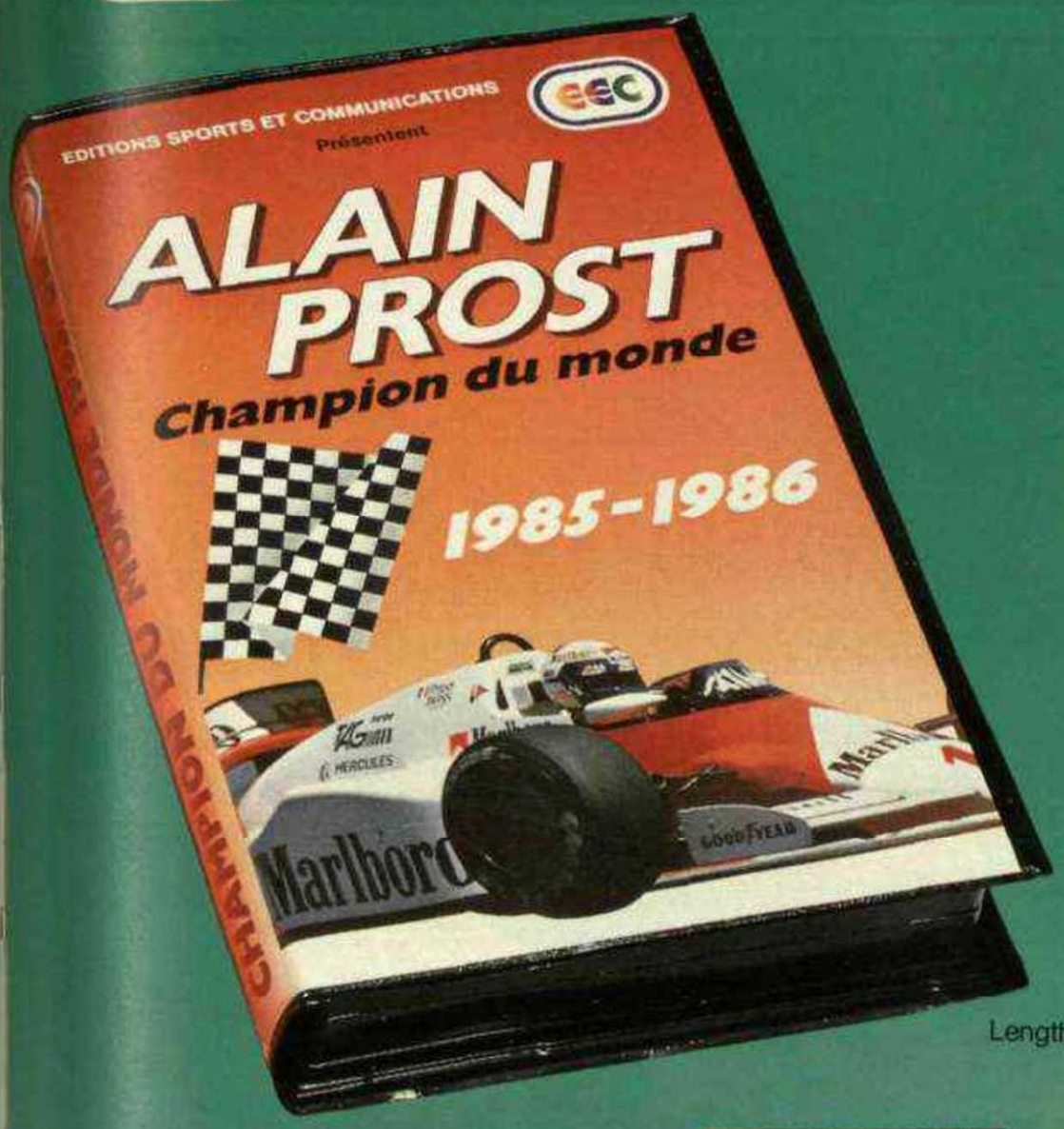
The bonus is always there, of course, in high-gear performance. Fifth-gear acceleration matches expectations in fourth, while fourth gear is superbly responsive, taking the 4×4 from 60-80mph in 6.8 seconds. The engine is very smooth too, happily going to the 6500rpm limit in every gear.

Ideal in its compromise between ride comfort and handling, the suspension is by no means harsh at speed on poor roads. The brake system consists of discs all round, ventilated at the front, well up to the car's performance. It takes a while to master the cable-operated gearchange, which has an ill-defined gate and a rather deliberate action.

For the buyer who has 4WD and the highest possible performance on his list of priorities, the Mazda 323 Turbo 4×4 has a great deal to offer, and at a premium price the special version is attractive and rare. Although well-built, the Mazda lacks a real pedigree and disappoints in the areas of noise levels and overall gearing; for less you can have a Ford Escort RS Turbo and £2000 change, or a BMW 320i on the road, though neither has all-wheel drive.

It would be a difficult choice, boiling down to individual requirements and the desire to own a very rare model. **MLC**

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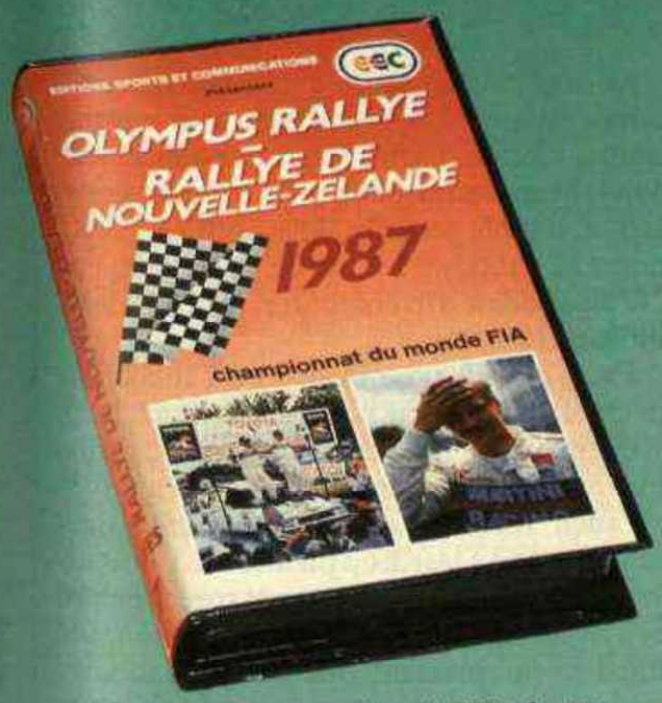




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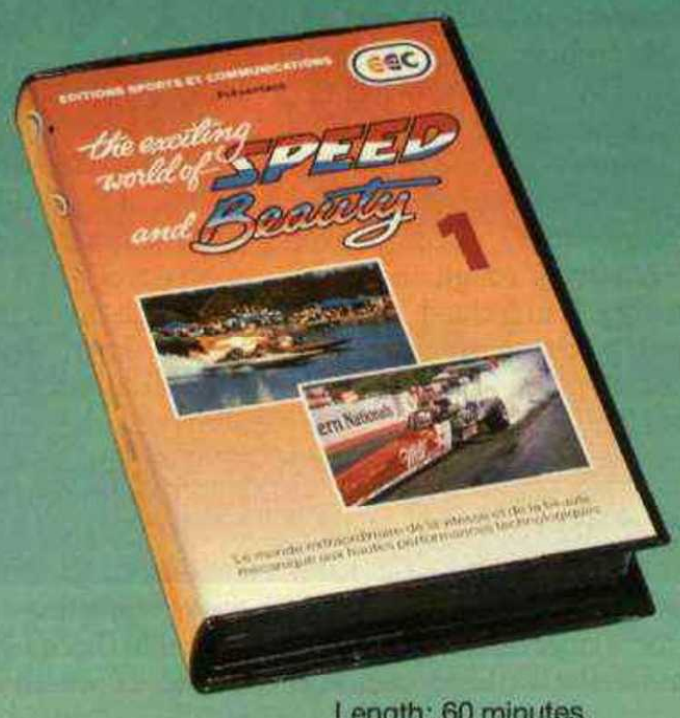








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New Statesman

From being one of the first to virtually remove the front grille on its cars, starting with the Chevette, GM's Vauxhall-Opel arm has returned to an eye-catching, almost Ferrari-like, egg-crate grille to characterise its newest large saloon, the Senator, a 137 mph five-seater flagship.

Two engines are available, both fuel-injected sixes already seen in the range but with minor revisions: the 2.5-litre has 140 bhp and comes in manual or conventional auto form, while the top two versions share the 177 bhp 3000cc unit with the Carlton 3000 and have the option of a new and sophisticated four-speed auto-box. This is connected to the engine electronics, which during hard acceleration retard the ignition, smoothing out the shift. Three programmes are offered: 'economy', with gentle shifts and a high overdrive top; 'sport', allowing higher revs and locking out top, and 'winter', in which the vehicle starts off in third to minimise wheelspin, reverting to 'economy' above a pre-set speed.

Under the label ACT (Advanced Chassis Technology) Vauxhall's big saloons now feature a degree of passive rear-wheel steer, tending to toe-in under unstable conditions, and negative scrub-radius geometry at the front which it claims helps to maintain a straight course when braking on patchy surfaces. However, the only final answer is ABS, and this is standard on the top-line CD, and optional on the others, as is the new electronic ride control, developed by Delco.

Three settings, from 'comfort' to 'sport', are selected by a dash switch, but the computer in charge also considers the speed of the car — 'comfort' reverts to 'medium' over 70 mph. On the relatively rough roads we drove the new Senators on in Ireland, though, the most comfortable setting seemed to be 'sport', since the softest position was very soft indeed, while the stiffest programme remained quite acceptable while noticeably sharpening the car's response.

Feedback through the new Servotronic steering system is equally positive, and the weighting varies smoothly with road speed.

Inside the Senator, a large binnacle encloses normal instruments on the two lesser cars, and LCD readouts on the CD. The system is getting better, but is still difficult to read in sunshine. Height-adjustable front seats include double lumbar supports, and seemed a good compromise between the hard-edged sports-type and the armchair approach. Although this is a saloon, the rear seats can be folded down to extend the boot, and the headrests are mounted on the rear shelf to allow this. Luggage straps are fitted, and the boot opening is generous, with the spare standing upright out of the way.

Other comforts are manifold: air-conditioning comes with the CD, but otherwise the heating system features separate left and right thermostatic control, including rear vents. If air-conditioning is specified, it extends to a neat cool-pocket in the front glove compartment. Door pockets, four reading lamps, electric mirrors and one-touch windows, height-adjustable belts front and rear, and a double-security lock system which closes all windows feature on all models, and CD also adds a trip computer, leather wheel, and electric sunroof.

From outside it is obviously a Vauxhall (or an Opel), despite the novel grille which helps to distinguish it from the very similar Carlton, and the drag factor has been kept down to 0.30 by such features as externally-hung door windows and a teardrop plan-form. Certainly the interior is very quiet even at speed, helped by a larger silencer and bonnet insulation, and allied to the pleasant ride quality and good seating, long journeys would seem unlikely to fatigue the driver.

Whether in manual or automatic form, those 177 horses feel rather restrained, possibly because of the high level of refinement, and a fair amount of shifting is needed to make the most of them. Yet the chassis feels good for a big car, understeering no more than expected, and easily controlled with the large wheel. The Senator has the blessing of an appearance which is distinct from its rivals, which may be of value since these include, apart from the Ford Granada and Rover Sterling, such prestige models as BMW 5-series and the lesser Mercedes, which pitch against the Senator CD's £19,820 tag. The 2.5i and 3.0i will cost £14,830 and £16,500 respectively. **GC**

Ford Fiesta Auto

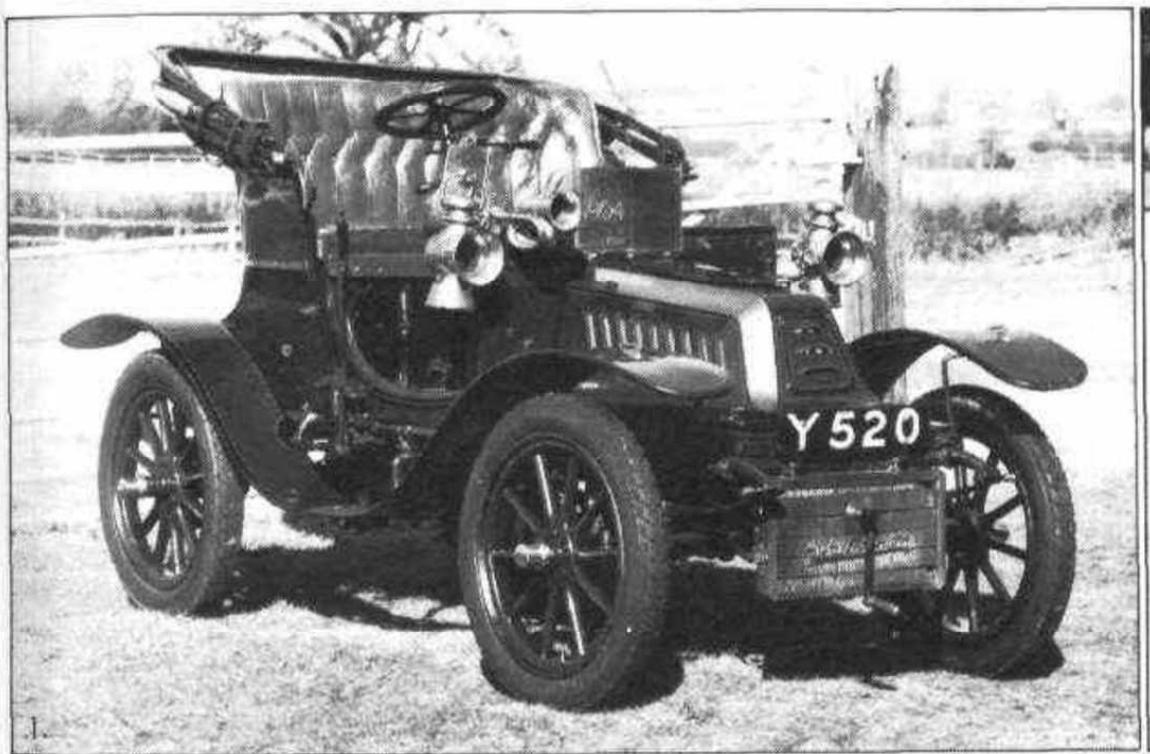
Ford is naturally very chuffed over the infinitely-variable transmission it has applied to the Fiesta (although it modestly refrains from badging the car as anything out of the ordinary) and is comparing the revolutionary device with the Model T's crashproof epicyclic foot-operated gearbox.

JW, as well as myself, tried it on the road (I must say the thought of JW enduring a 1.1-litre Fiesta rather makes the mind boggle!) and the Ford Motor Company has since lent me another (Firestone-shod) Fiesta Auto while the Sierra XR 4x4 was in for servicing at the efficient Ravenhill Main Dealers in Hereford.

I covered 760 miles in the little 1117cc car. It was amazing at times to see the tachometer needle rush round the dial under acceleration, without the speedometer answering to a corresponding degree, as it would on a fixed-gear transmission. Although I drove as hard as I could, consumption was better than 40 mpg, and the Fiesta came into its own in heavy traffic.

Not the enthusiast's delight, perhaps, but a grand family car; Ford and Fiat have produced a new era of foolproof control with commendable economy. **WB**

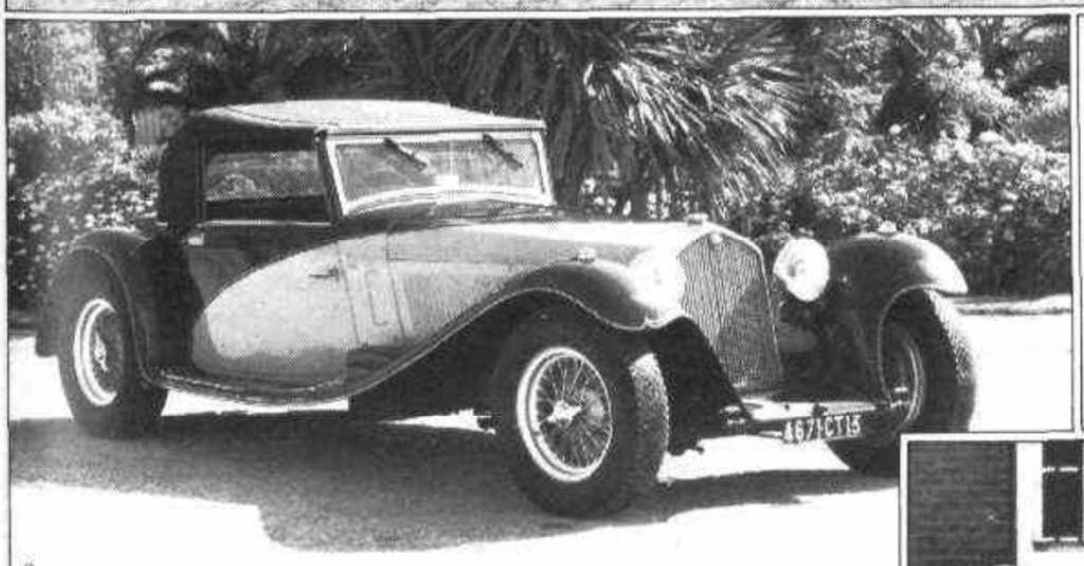
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ROAD IMPRESSIONS Honda Prelude 4WS



Tail-Wagging

Despite offering a couple of rather unusual cars, such as the CRX and the Civic Shuttle, Honda's market appeal, in Britain at least, has traditionally been to the more conventional customer, and noticeably to an older age bracket. But in next year's range, the company will include a technical novelty which is a world first — four-wheel steering.

Turning the front and rear wheels in opposition to each other is not a new principle, having been seen on dumper trucks, fork-lifts, and some military vehicles before now. What distinguishes the current studies into 4WS is that the rear wheels may turn with or against the fronts, depending on other factors. Though both Mazda and General Motors (see page 996) have developed speed-sensitive systems which rely on electronics and hydraulics, they have been beaten to the market-place by Honda's far simpler mechanical device, which depends only on steering-wheel angle and ignores the speed of the vehicle.

Before describing the 4WS, let us look at the car it will feature in. Next year's Prelude is a refinement of the current shape, with flush glazing, slimmer window pillars, and a much lower bonnet-line, achieved by canting the engine back. A rear spoiler is now integrated into the boot-lid, and the boot itself is bigger than before.

Two engines will be available, both of 2 litres: EX models will have a single-cam 12-valve twin-carb unit of 114bhp, while the top 2.0i-16 version boasts 150bhp from two camshafts, four valves per cylinder, and Honda's PGM-FI electronic fuel injection, offering 60mph in some 8 sec.

A five-speed manual gearbox is standard on both cars, but there is the option of a new electronic four-speed auto-box with normal and sport modes. Honda claims to have made a noteworthy achievement with its auto — fuel consumption is virtually identical to the manual in 150bhp form and actually slightly better (25mpg against 23.5) for the EX around town.

Altered rear suspension is clearly necessary to cope with swivelling wheels, and the new Prelude adopts the same unusual design at both ends. Described as a double wishbone layout, the top link is tiny and is mounted virtually at the top of the spring strut, while the exceptionally long curved upright is positioned at the bottom by a transverse arm and a leading link. Also part of the 2.0i-16 package is a revised anti-lock brake system which now controls the front wheels separately.

Interior styling is conventional and effective, with easy-to-read dials in the large binnacle, simple heating controls, and vents set into the doors.

Back to the 4WS: Honda's research shows that steering movements at speed tend to be frequent but small, and it is in these circumstances that the rear wheels are steered in the same direction as the fronts. But as the steering wheel is turned beyond 140° the angle at the rear is gradually reduced to zero, and then reversed so that the hind pair are opposing the fronts. This is an obvious plus during tight manoeuvring, and it knocks a good metre off the turning circle. The advantages of the "same direction" phase, on the other hand, are not immediately so plain, until you try a high-speed lane-change.

Normally, any change of direction instigated at the front takes a little time to load up the rear tyres laterally to the point where they are actually doing some cornering work. The 4WS scheme cancels this waiting period because the rear tyres are being loaded at the same instant as the fronts, and with both ends sharing the work, theory says that steering corrections should be lighter and smaller than on a normal car. Practice seems to agree: driving the Prelude at some speed on a German autobahn, it responded crisply and stably even to severe lane-changes without drawing attention to its unusual workings, and it was only when later driving the EX with 2WS that I appreciated the extra stability, though the conventional car has fine handling in any case.

Over more winding roads across the Odenwald between Darmstadt and Michelstadt, the 4WS car proved to be obedient and responsive with plenty of grip and a predictable attitude through tight bends. But the system is really only apparent when parking, and particularly in reverse — it does take a little time to get used to how sharply it answers the helm when going astern.

What connects front and rear axles is a masterpiece of complex simplicity. Extending from the front rack is a long shaft which runs back through the exhaust tunnel to a gearbox which controls the rear wheels via two track arms. The centre shaft always rotates in the same direction as the steering wheel; reversing the steering action is carried out within the rear box.

Mounted on the input shaft is an eccentric pin on which revolves a wheel with a further eccentric pin, which engages with the trackrod itself. This wheel is toothed, and runs as a planet gear inside a toothed ring, which means that although during the first part of the turn it moves the trackrod the same way as the shaft, by the time the shaft is approaching a half-turn, the eccentric pin has begun to rotate back towards the centre again, bringing the wheels back to neutral. The vertical motion of the pin is accepted by a slider fixed to the trackrod. Simple, foolproof, maintenance-free, and requiring no extra effort from the standard power-assistance system.

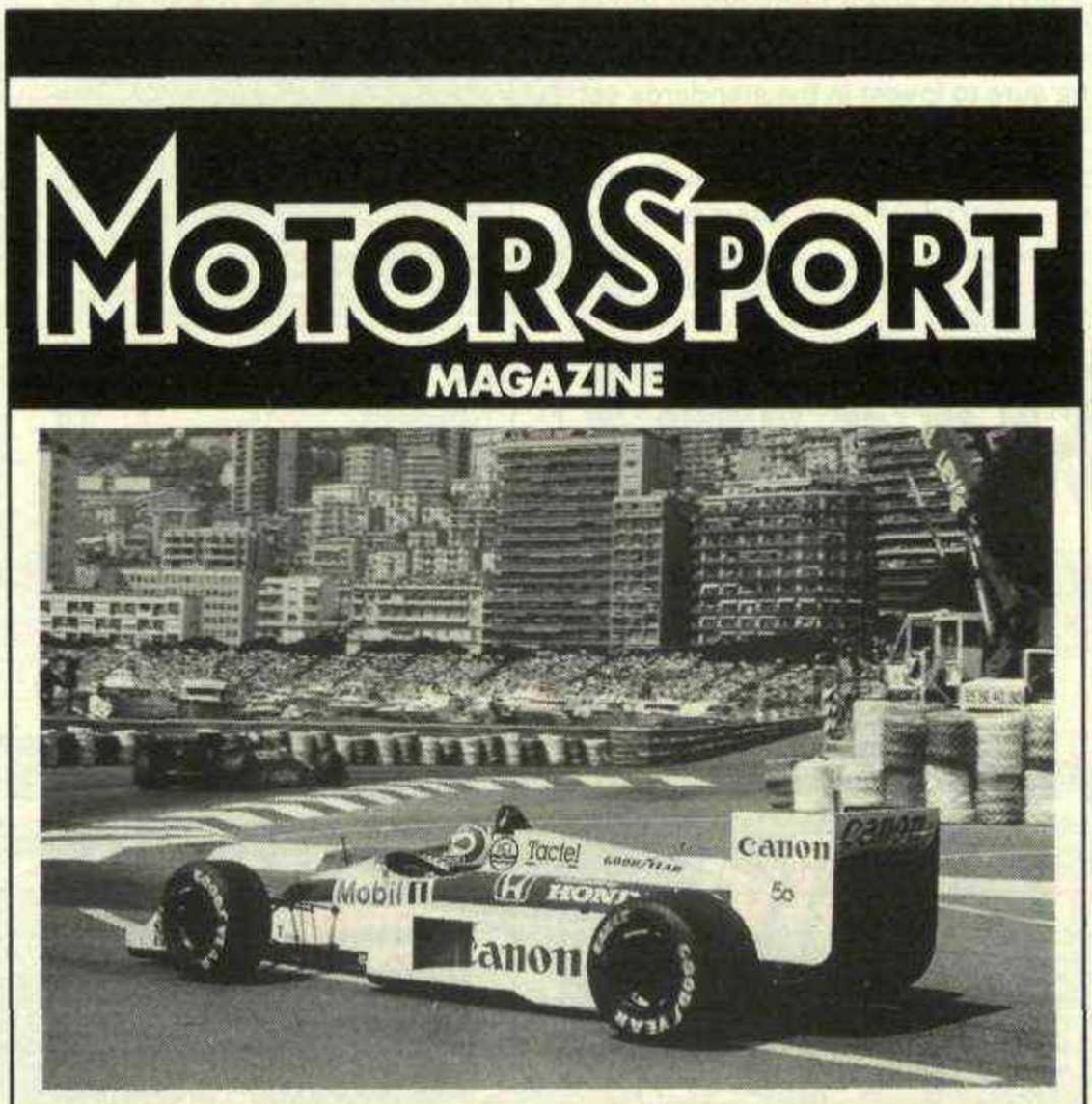
But cars do not often sell on ingenuity, and the average Prelude buyer is rather conventional and in his mid-fifties. It is certainly Honda's aim to appeal to younger sporting drivers, but the new car looks little different from the old; powerful though it may be, it feels as if it places refinement ahead of performance. In Britain, all 2.0i-16 versions will include the 4WS, although it will be a £300 option in other markets. Overall, the system seems to have mild benefits, especially in parking, but I doubt whether it alone is going to radically alter the image, despite the Prelude's performance, handling, and good looks. GC

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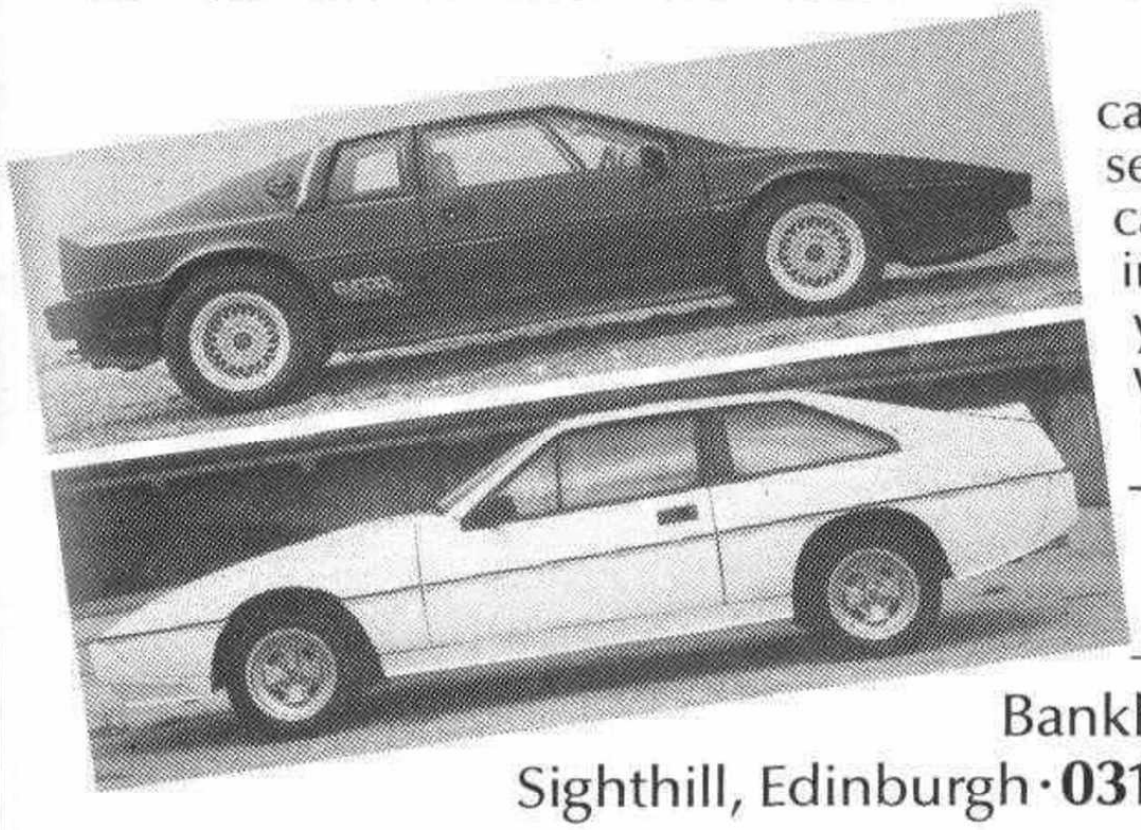


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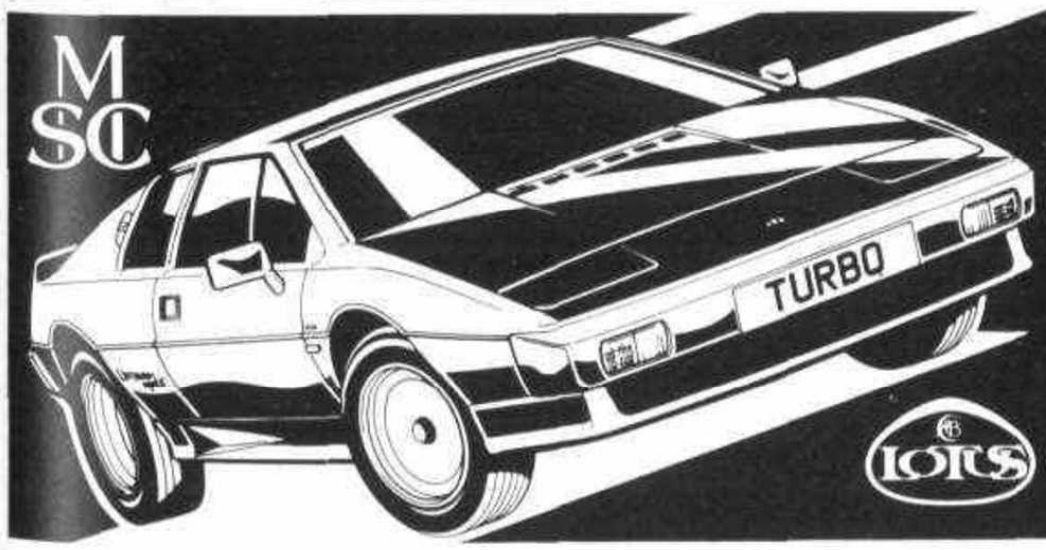
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The visitors' dominance over their hosts was almost embarrassing; here VSCC regulars fill the first half of the FIA GP grid.

'Ring Leaders

While the title may make British brows furrow in distaste, the annual "Oldtimer Grand Prix" at the new Nurburgring is on a much larger scale than any vintage or classic meeting in this country.

To begin with, it combines all ages of car; the Oldtimer tag in its German sense is an all-embracing term covering every era from pioneer vehicles up to Can-Am racers of the Seventies. It is a convenient label with no derogatory slant. Distinctions which seem crucial in this country, such as vintage versus post-vintage, disappear into broader categories which pit Tipo B Alfa Romeos against Connaughts and Brabhams two or three decades younger, while motorbikes of all ages mingle in the paddock with Sixties saloons.

Outside the circuit, too, the atmosphere has a very different flavour from Silverstone or Oulton: the meeting overflows across the road next to the startline grandstand and into the woods and fields opposite, where ranks of Porsche 356s lie alongside the Ferrari OC's neatly fenced corral. Along the road crawls a constant stream of exotic, classic, or customised machinery, neither the occupants nor the onlookers crammed onto the pedestrian bridge overhead apparently displaying any interest in the varied racing going on next door.

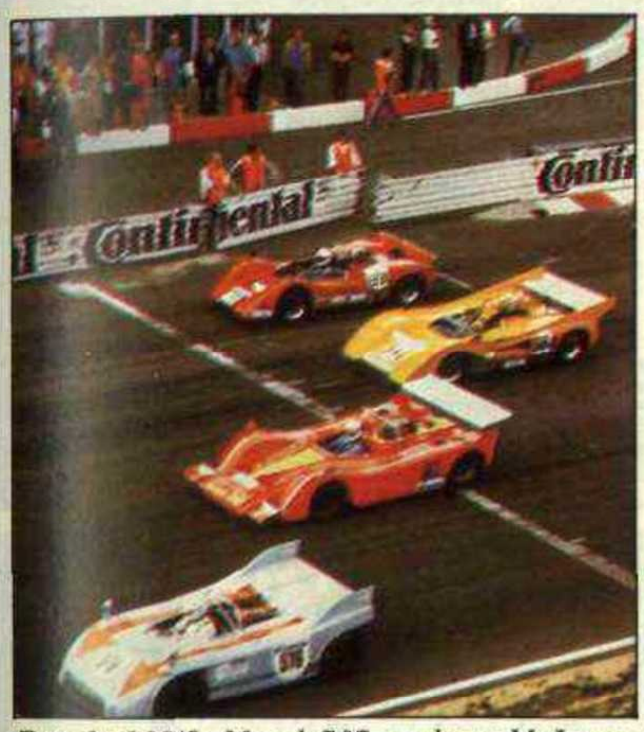
Varied in more than one sense: while some of the German championship rounds featured ferocious tussles, and the large British contingent pushed through to the front of almost all their races, there were special "parade races" in which it was enough to take part without trying too hard, an odd sight to British eyes. Notable amongst these was a grid full of M1 BMWs, Procars mixed with road cars, which occupied the prime spot in the paddock. There was a Le Mans start, too, for the sportscar race — but only for the warm-up lap, the cars then starting from a normal grid.

Also noticeable was the high level of sponsorship: classic cars currently have an all-time high profile on the Continent, the big meetings attracting a wealthy and glamourous paddock set. Shell, Alfa Romeo and Beck's Beer all had their logos attached to a race, the banner of the German magazine MotorKlassic appeared on every car, and the prestige German Steigenberger hotel chain provided a vast VIP/Press marquee with excellent menus, in addition



Yes, that is a sort-of Maserati passing de Cadenet's Monza — a US dirt-racer-style 4CLT.

Nurburgring Historics



Porsche 908/3, March 707, and two McLarens — Super Sports indeed.



Uwe Shaper's Volvo PV544 pressed the leaders hard in the Shell saloons race, despite an open door.

to the Championships it backs for GP, GT, saloon and Super Sports cars. And we were lucky enough to be put up in great comfort at one of the group's hotels, in Bad Neuenahr, some 25 minutes from the 'Ring.

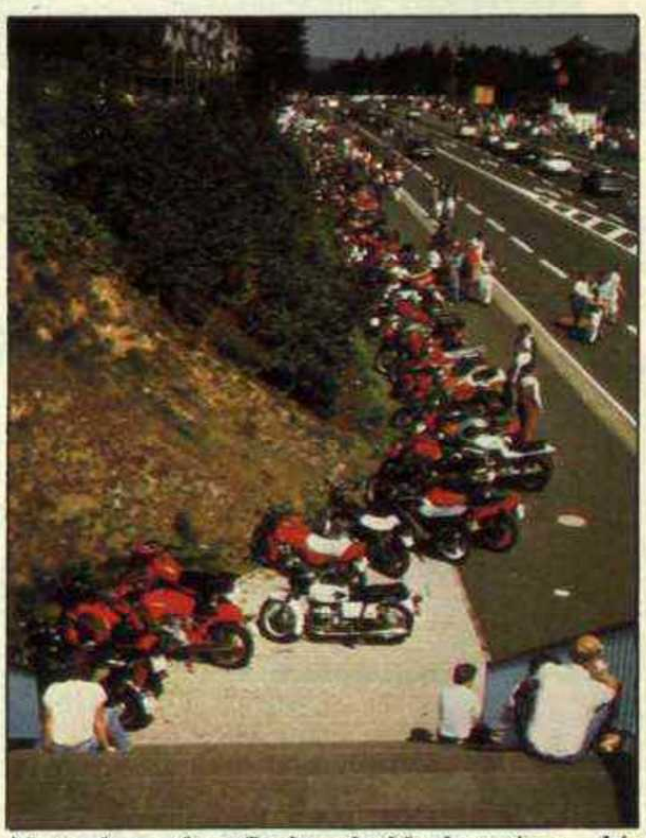
The meeting was run by the AvD, the German Automobile club, together with the FHR which organises the various Classic series, but to a peculiar, not to say incomprehensible, timetable which put Race 7 after Race 21 and repeated the numbers on both days. At least most entries thus had a race on Saturday and Sunday, while there were so many participants in unofficial testing on Thursday that the meeting may add a day next year.

The many years of hard racing development and renewal which the British cars have undergone was very obvious in the results: in the pre-war event, Alain de Cadenet was unsuccessfully challenged by the Alfas of VSCC regulars David Black, Paul Grist and Charles Agg, though a splendid drive by Hartmut Ibing in a Monza stole a second place for Germany. A pair of gleaming white Mercedes Benz, one S and one SSK, made an impressive sight.

Several of these Alfas were out again for the FIA race for GP and F2 cars, with ERAs and assorted Maseratis, minus Bill Summers who had over-revved his 8CM and bent a valve. But the 250Fs did not have it their own way on Saturday: Chris Mayman (Ferrari 625) pinched victory from Tony Mayman driving his ERA, who had to wait for the Sunday leg before putting his 250F first across the line. Jost Wildbolz (ERA) was the Britishers' rival here; he plainly disapproved of Grist's method of regaining third place.

Saloon fans had the spectacular Lotus Cortina of Sir John Whitmore to cheer until it collapsed within sight of victory, a local Alfa GTA winning. Two 300S Maseratis and a 450S belonging to collector Peter Kaus were rare additions in the sportscar race, while the 4CLT of Peter Hannen scored in both halves of the Maserati single-seater event. But for sheer noise and excitement the Super Sports race took the prize — as did Ted Williams' enormous 5-litre McLaren M8C. There was a heart-stopping moment when David Franklin spun his Mclaren trying to catch Williams, and Chris Aylett scraped past by inches. But it did not slow him and he ended fourth, fractions behind John Foulston.

Rarities included the lovely Talbot-Maserati of Manfred Rimboeck, a sports-racing Borgward, a plethora of BMW 700s and DKWs, and the ex-Hans Stuck AFM single-seater of 1950, but it was the mass of cars, not just individual favourites, which left the impact. It was more of a festival than a "GP", and none the worse for that. **GC**



Not only car fans flock to the Nurburgring — big bikes abound too.



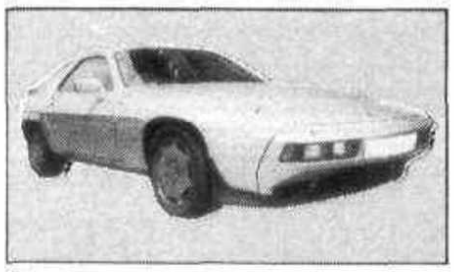
Chris Mayman tried cutting the grass with the Ferrari 625, on his way to first place in the GP event.



Gently-driven SSK Mercedes and T37A Bugatti entered by a German dealer.



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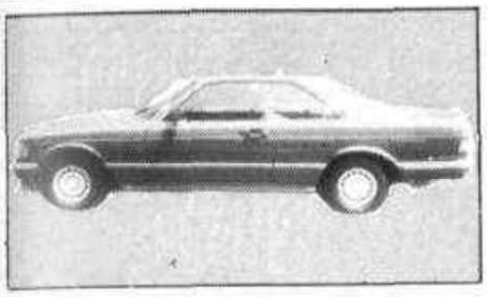
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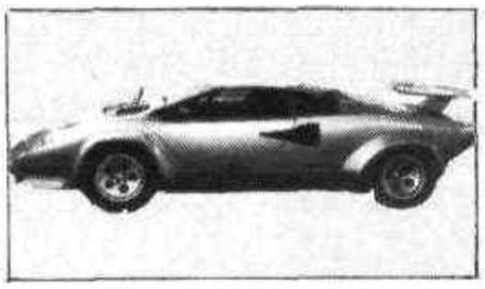
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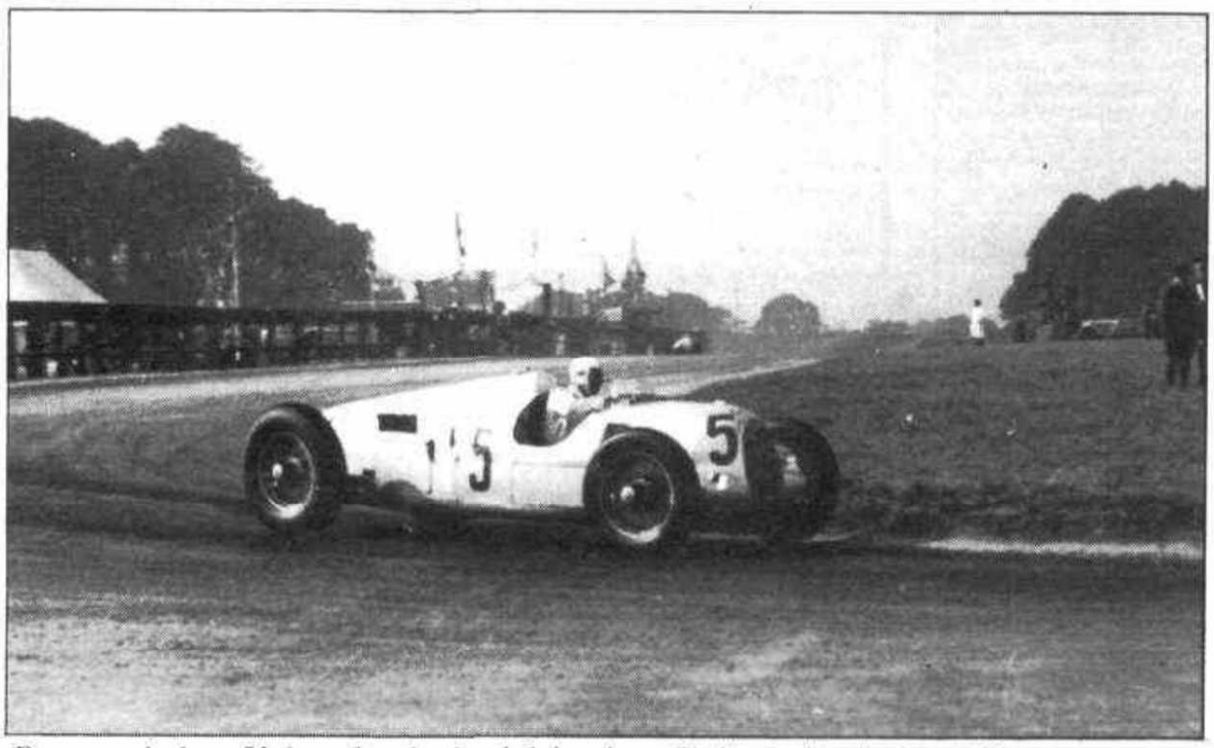


Von Brauchitsch (right) congratulates Bernd Rosemeyer.

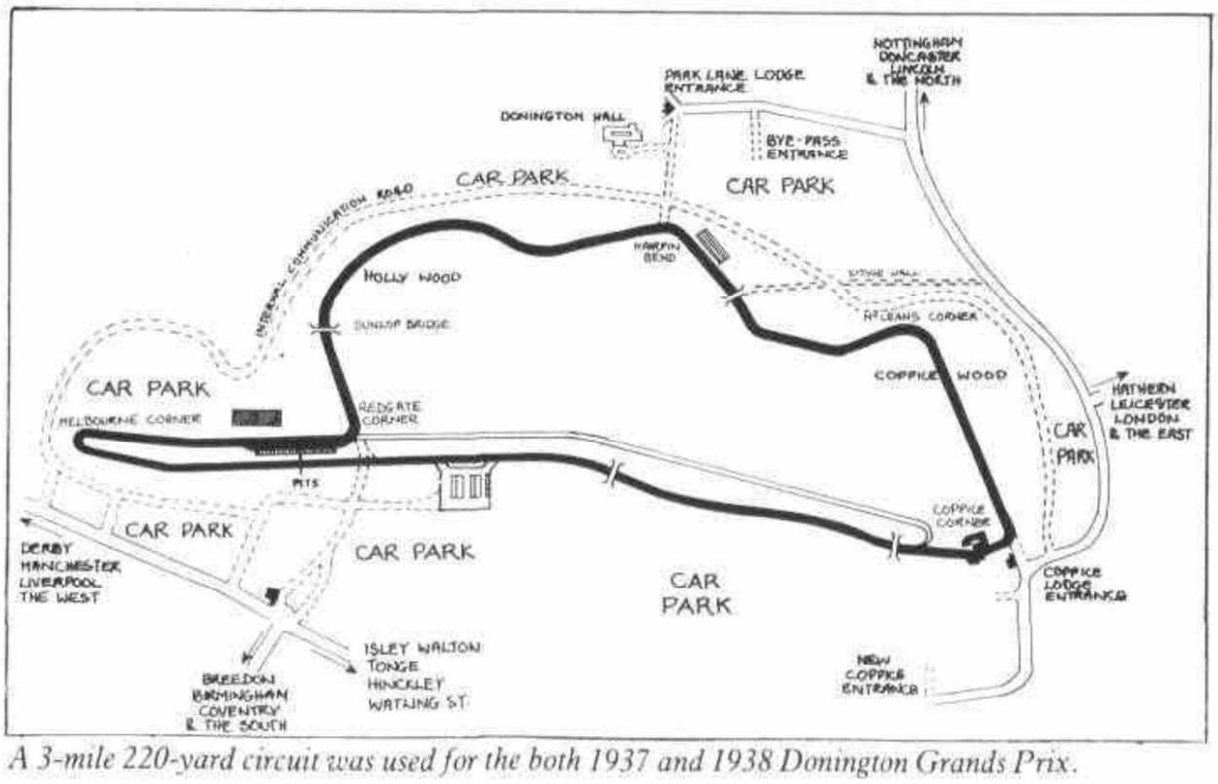


Mercedes' Grand Prix team moved around Europe in a purposeful convoy.

German Invasion



Rosemeyer's Auto-Union takes the then left-hander at Redgate after the pit straight.



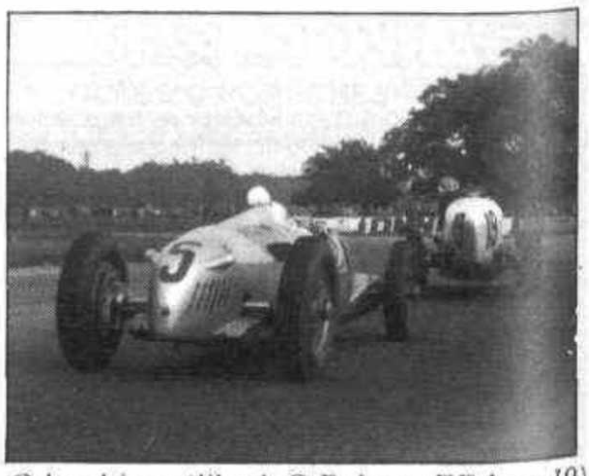
A 3-mile 220-yard circuit was used for the both 1937 and 1938 Donington Grands Prix.

On October 2 fifty years ago, race-goers at Donington Park saw the fabulous 750kg formula German Grand Prix cars do battle for the first time in Britain: four 5.6-litre straight-eight Mercedes-Benz matched against three 6-litre V16 Auto-Unions.

Then the most powerful Grand Prix cars in the world, their performance set standards which were to last for a very long time; and in handling and wheel-spinning acceleration, not to mention the eye-smarting effect of the "boot-polish" fuel they used, they were very spectacular.

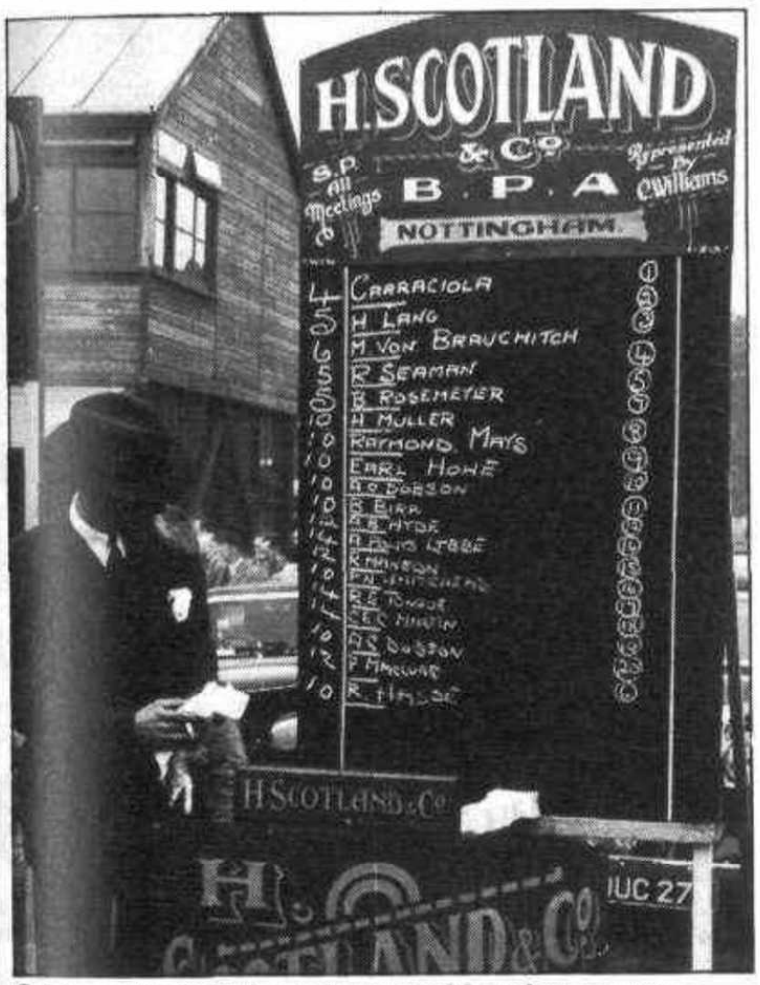
We had never seen anything comparable before. The Mercedes team arrived in an impressive cavalcade of racing transporters, in the care of the legendary Herr Neubauer, and the shrill scream of a W125 approaching through Coppice Wood during practice caused John Eason-Gibson and myself to throw Press privilege away and climb hastily back over the fence!

Drivers of the other competing cars — two Maseratis, five ERAs and a Riley — spent much of the 80-lap 250-mile Donington GP looking in their mirrors, keeping out of the way of Caracciola, Lang, von Brauchitsch, Seaman, Rosemeyer, Hasse and Muller. The fastest of them was nine seconds slower than

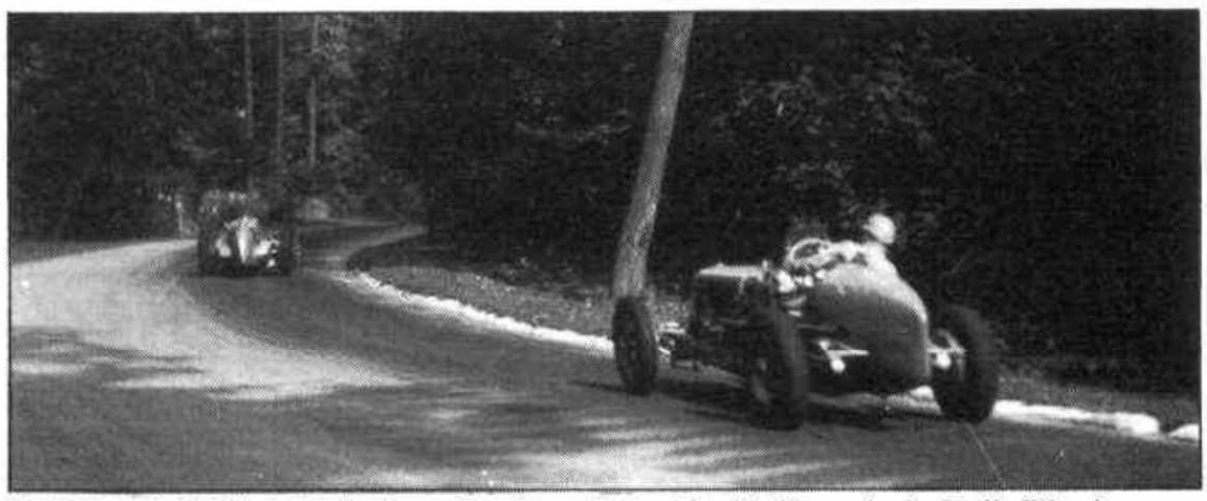


Other drivers (like A C Dobson, ERA no 19) "spent much of the race looking in their mirrors."

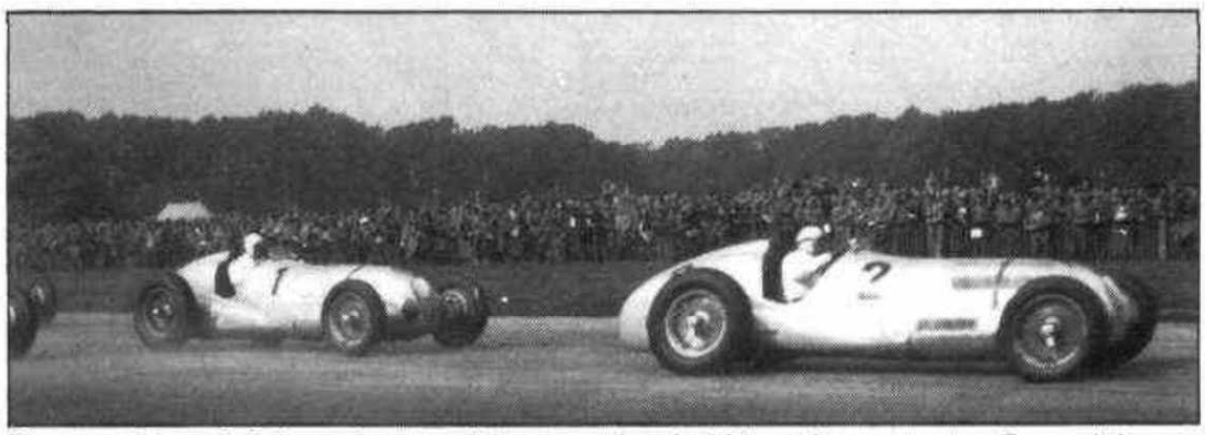
1937 Donington Park Grand Prix



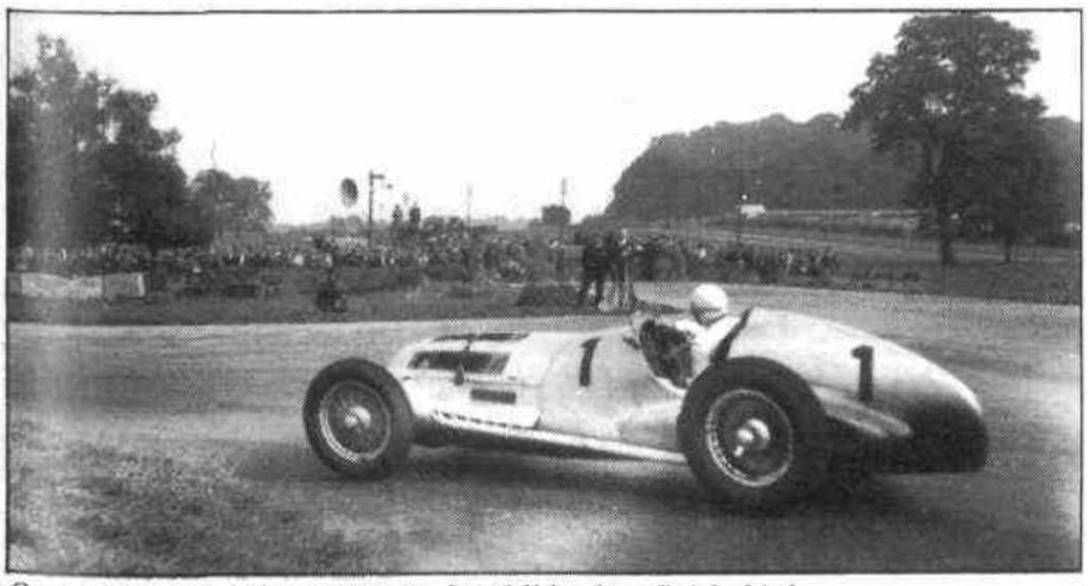
Odds on the British entries proved less than generous. . .



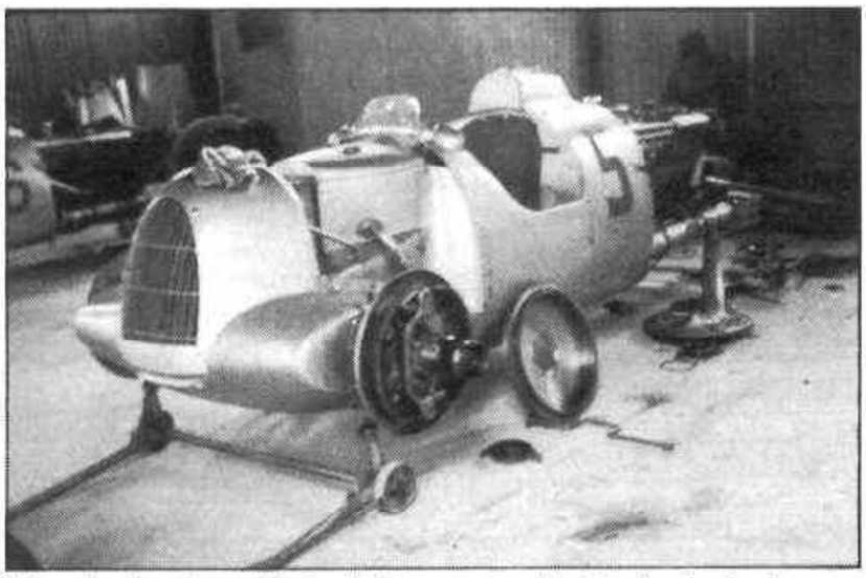
Earl Howe's ERA trails in the wake of von Brauchitsch's Mercedes in Holly Wood.



Hermann Lang led the early part of the race, ahead of Mercedes team-mate Caracciola.



Caracciola, too, led at one stage, but fell back to finish third.



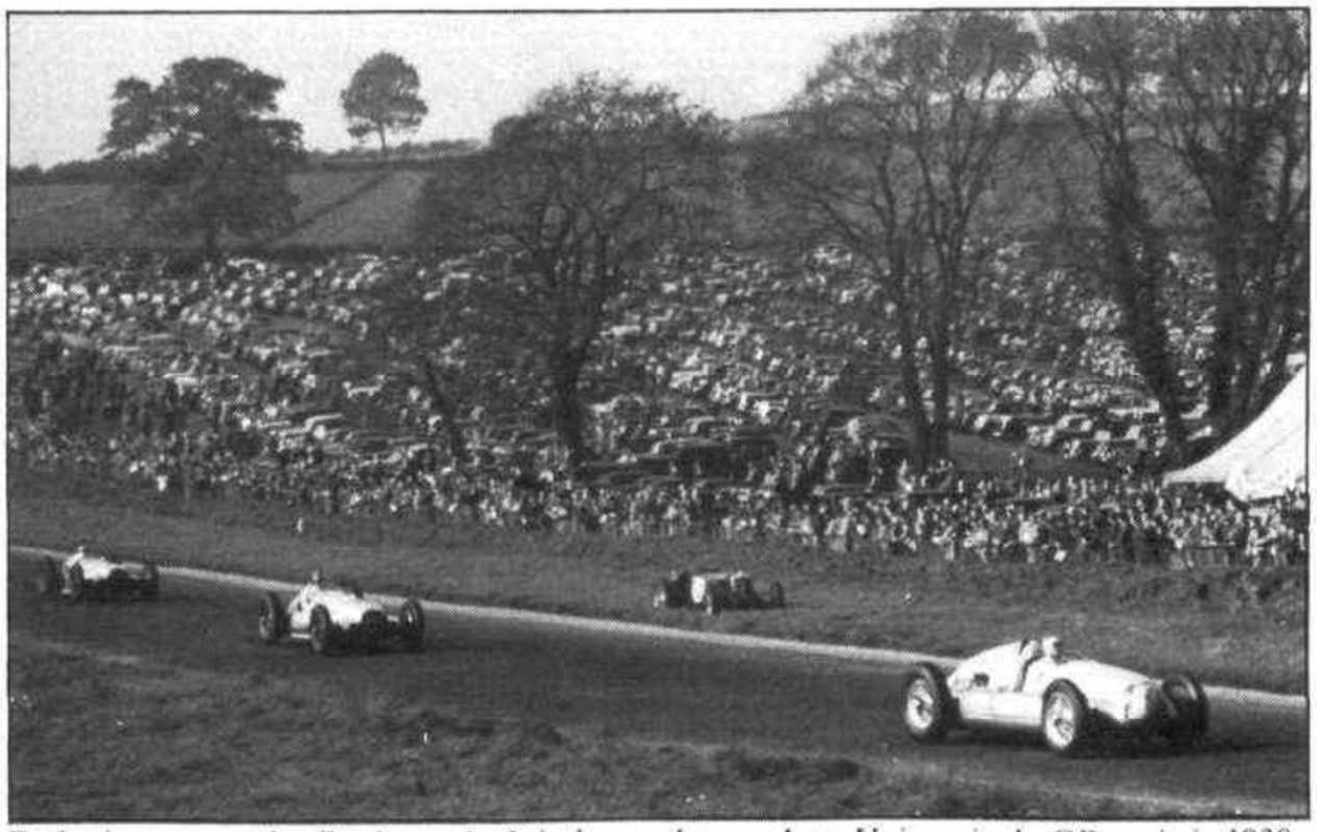
The winning Auto-Union being prepared in its simple shed.

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A great concourse of spectators watched spellbound as Bernd Rosemeyer won for Auto-Union at 82.86 mph, pursued by the Mercedes-Benz of von Brauchitsch and the celebrated Rudi Caracciola. It was a day to remember, and anyone in a little (Auto-Union) DKW who joined the long queue of homeward-bound traffic must have felt pretty smug.

He would do so again in 1938, when the legendary Nuvolari won once more for Auto-Union, followed by the Mercs of Lang and Seaman. In 1937 Mercedes had had the small consolation of sharing fastest race-lap (at 85.62 mph) with the race winner. **WB**

The full story, and the youthful impressions of WB, can be read in The MOTOR SPORT Book of Donington, *which can be obtained for £1.30 including postage in the UK from these offices.*



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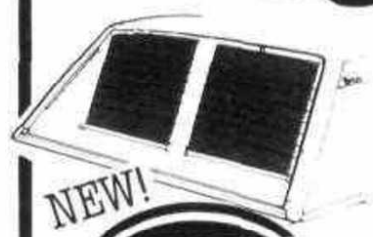
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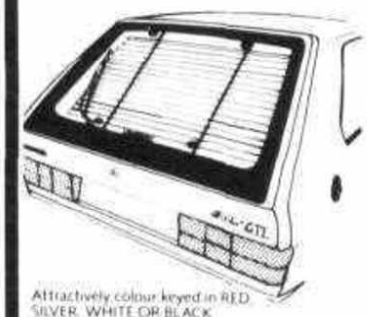
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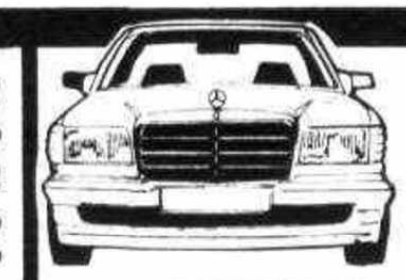
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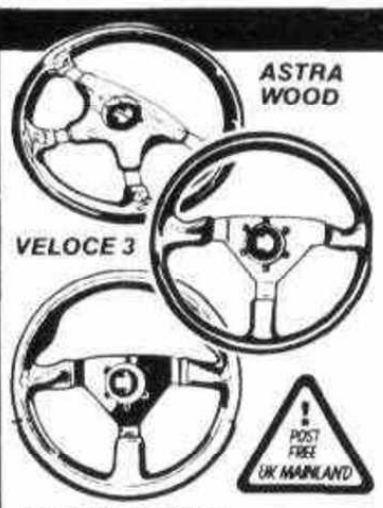
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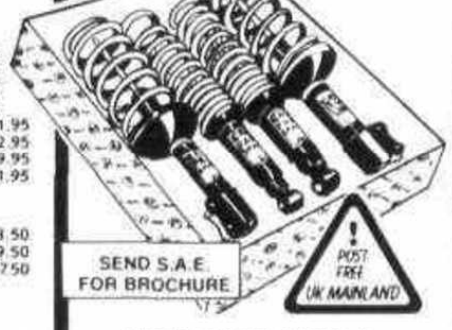
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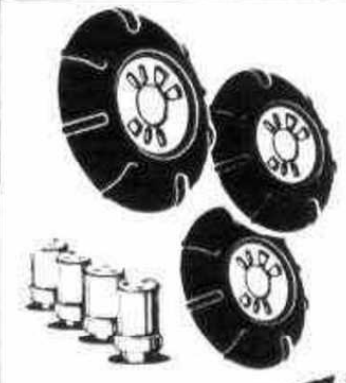
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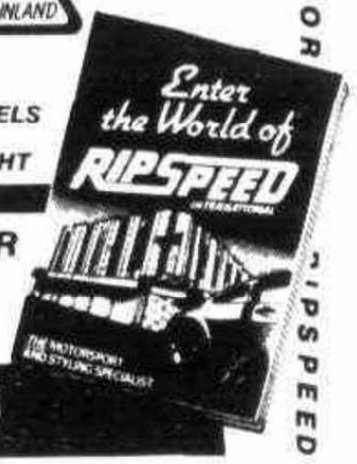
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With the route favouring four-wheel drive and Kankkunen delayed, Markku Alén was untouchable.

More Twists, Fewer Jumps

Long before the World Rally Championship began, a group of international events in several countries enjoyed the reputation of being tough, honest-to-goodness competitions which gave immense pleasure to competitors, spectators and, indeed, organisers. Each had its own character, and there was a marked difference between them not only in their terrain but in style, speed and even the methods they used to define routes, set up controls, award penalties and so on.

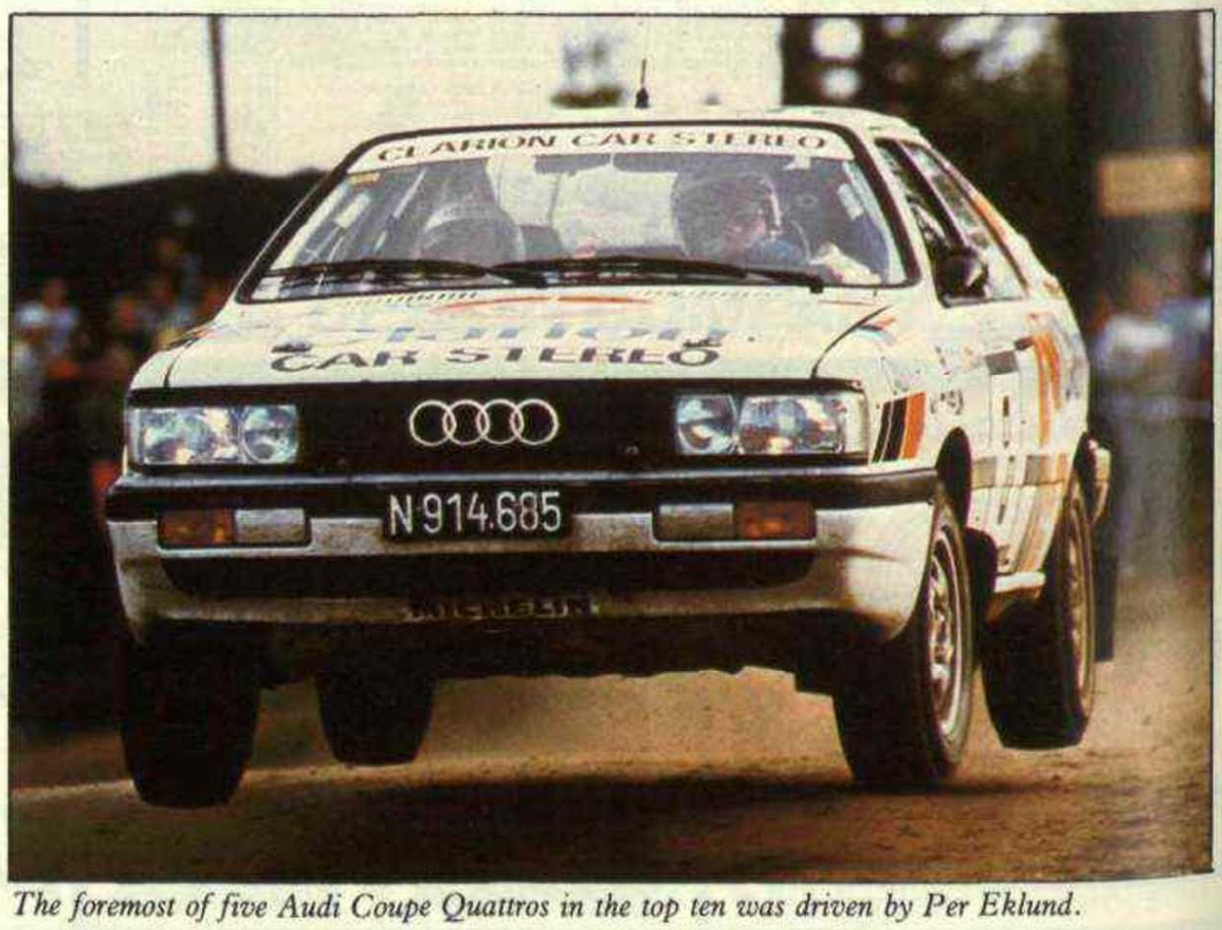
The variety was just what people wanted and expected. It was the way they liked their rallying, and it was unthinkable that a visit to the Safari could be made using the strategy employed for the Monte Carlo Rally, or that a thorough understanding of RAC Rally format would be of any use on the Acropolis or the Rally of the Thousand Lakes.

Organisers knew precisely what kind of contest could best be held on the terrain they had available, and ran their rallies accordingly, between them offering competitors a wide variety of styles which catered for every possible preference. There was plenty of choice, and if a driver liked the idea of diversity, he had a wide assortment from which to choose and could tackle a snow rally one month, the constant pressure of an African endurance rally the next, then the heat and rocks of Greek mountains followed by a virtual road race over tortuous alpine tarmac.

Each had its own way of doing things. Navigation, timing and penalty systems were all different: each group of organisers had its own ideas on how a roadbook should be presented, if at all; and anyone going from one rally to another was offered a completely different type of event in almost every respect.

Sadly, disgustingly, almost criminally, but by no means inevitably, rallies are now being tarred by the same bland brush of conformity wielded by FISA. Even though it professes to have no wish to destroy the character of individual rallies, that is precisely what it is doing.

It is even seeking to destroy the Safari Rally by insisting on special stages out in the deserted bush where none is necessary, flying finish controls, timing in seconds and reduced average speeds. Perhaps it does actually seek the fall from popularity of that great Kenyan classic, or perhaps it is more a case of creating rules not for the good of the sport but merely to provide a means of asserting authority.



The foremost of five Audi Coupe Quattros in the top ten was driven by Per Eklund.

At the end of August that magnificent Finnish contest, The Rally of the Thousand Lakes, was another to suffer. It has always been held over hard, smooth, but loose-surfaced roads undulating their way through dense pine forests and past picturesque lakes. Finnish road makers of old seemed to shun cuttings and embankments and took their tracks *over* the small hills rather than through them, leaving the surfaces untarred in order that they might better survive the rigours of severe, penetrating winter frost.

On such roads, Finland's premier rally acquired a unique character, for the bends seemed to have an easy, flowing rhythm as one merged naturally with another, and the countless crests gave rise to more jumps per

Rally of the Thousand Lakes



Stig Blomqvist looked more competitive than for some time with his Sierra Cosworth — now Texaco-liveried like Ford's WTC challengers.

mile than any other rally we can think of. Speeds became progressively higher but no-one seemed to complain, for that was part of the event's character. In any case, competitors control their own speeds, and if they find themselves going too fast for safety, they have the complete solution — they merely slow down!

FISA seems to have overlooked (or ignored) that simple fact, and has attempted to lower speeds by regulation. As a result, organisers, those in Finland included, have been searching for roads which can be tackled competitively at lower averages.

Gone this year were many of the former traditional and highly popular Thousand Lakes stages, whilst others had their averages reduced by deviations off the main tracks through twisty farmyards. New stages were narrower, twistier, less undulating, and on softer surfaces. This meant far more gear changes, and more need for hard acceleration out of slow corners, giving four-wheel drive cars a distinct advantage.

At first, the organisers were at a loss as to how they would be able to satisfy FISA by reducing stage averages, and they did consider introducing artificial chicanes. Fortunately, this was not done, but the dropping of traditional roads and the introduction of others did change the event's character, and was not at all popular with competitors or with spectators.

The futility of FISA's alleged quest for safety and the absence of logic from their argument can best be demonstrated by a stage on which the overall average speed is reduced from an estimated 80 mph to an estimated 70 mph by the introduction of two slow deviations through farmyards. The overall average may have been reduced, but on sections outside those farmyards cars' speeds can still be as high as 100 mph in *both* cases.



Thorbjörn Edling impressed in Mazda Sweden's car.

Reducing the average does not reduce the maximum speed which a car might achieve, and therefore does absolutely nothing in the cause of safety. That FISA cannot grasp this simple mathematical fact is proof that it understands little of the practical side of rallying and is quite unqualified to administer it, and to foist pointless rules on organisers who would do an excellent job if allowed to get on with things in their own way.

The Thousand Lakes organisers are a practical, dedicated, efficient bunch who travel to many other events in search of ideas which they may be able to incorporate in their own event. They were very concerned about how the new-style event would be received this year and, in view of competitors' reactions, what they do next year remains to be seen.

The rally has always been on the short side, running from Friday afternoon to Sunday morning, so it was well within the distance limit which is another of FISA's demands. As if to compensate for the change of format, they started a day earlier this year, and increased the stage distance from 237 miles to 315.

Practice for the Thousand Lakes has been partly concerned with revising old notes and partly with refreshing memories, for many

RALLY REVIEW



Ari Vatanen joined Ford for the Thousand Lakes, battling with Blomqvist for second place.

of Finland's national drivers, unaccustomed to pace notes, perfected the art of memorising stage roads so well that professionals were forced to do likewise. This year, more notes had to be made from scratch, and memories restocked, so work during the two week recce period was pretty concentrated.

Based at Jyväskylä in central Finland, the rally is centred at the Sandpiper Hotel just outside the town, a spacious, comfortable, well-equipped but prohibitively expensive establishment offering excellent facilities for the rally but hardly the place for a privateer on a limited budget. Fortunately there are much more reasonable hostelries nearby, and a variety of lakeside log cabins to rent.

Lancia has already clinched the World Rally Championship for Makes, but its three drivers are still in the running for the drivers' title. Understandably, only the two Finns from the team, Markku Alén and Juha Kankkunen, tackled the Thousand Lakes. Massimo Biasion stayed at home in Italy, for this was not one of the events on which he was expected to shine, and it was therefore not included in his schedule.

Mazda Europe, now confident that transmission weaknesses have been overcome, sent two 4WD 323s for Timo Salonen and Ingvar Carlsson, and these were backed by two near-similar cars from Mazda Finland for Mikael Sundström and Harri Toivonen, and one from Mazda Sweden for Thorbjörn Edling.

After an unhappy year in which its few appearances have resulted in failures, Ford came back with two Sierra Cosworths for Stig Blomqvist and Ari Vatanen, whilst another virtual comeback was that of Audi, with a 200 Quattro for Hannu Mikkola. An Audi Coupé Quattro was driven privately by Per Eklund, and similar cars by Finns Timo Heinonen, Tomi Palmqvist and Sebastian Lindholm.

A Mitsubishi Starion Turbo from the team's base in Essex was driven by Finn Lasse Lampi, whilst Mats Jonsson from Sweden and Sepp Haider from Austria drove Kadett GSIs for the Opel team.



Finnish admirers watch Sebastian Lindholm urge his Audi on to seventh place.

Finland has had a summer as wet as England's, and at the end of August the sky was grey and heavy, the lakes at high level and the forest roads softer than usual and very slippery. The rain stopped at intervals, but conditions nevertheless favoured four-wheel drive cars and it was no surprise that the two Lancias and Salonen's Mazda were up front from the start.

Mikkola's rally did not last long. On a narrow, twisty section of stage three, the big Audi sideswiped a tree on the left and was flung over to the right to crash sideways so violently into another tree that its boot section was almost ripped off the car. Fortunately, neither Mikkola nor Arne Hertz were injured, but the car was so badly damaged that there was no hope of continuing. Kankkunen hit the same tree on the left, but was able to continue with no more than a dented door pillar.

Toivonen stopped when his Mazda's gearbox broke, whilst Sundström's also broke but was replaced. Salonen was having trouble selecting gears, but he put that down to himself, not his gearbox. Not long afterwards, Carlsson's Mazda began consuming oil at an alarming rate and eventually stopped with piston failure, perhaps due to an ignition timing slip and perhaps to insufficient running in.

Much later in the rally, Salonen's car succumbed in similar circumstances, and one imagines that the team will now seek another engine builder to replace their Swedish supplier.

Eklund had his front left strut jam in the compressed position and drove his Audi off a stage with only three wheels touching the ground. Later, Kankkunen also did a spot of three-wheeling when his right rear wishbone broke, causing the wheel to fold under the car. The car became so difficult to control that Kankkunen stopped, removed and threw away the remains of the wheel, and continued to the stage finish on just three!

The soft roads were cutting up so badly that the going was indeed difficult for the late runners, especially those in Group N cars. An exception was Alessandro Fiorio who, as a B-seeded driver, was at number 19 in his Lancia Delta. He was thus driving in far better conditions than his group rivals and won the category comfortably, although he was given a run for his money by Hämäläinen until his Ford Sierra Cosworth blew its head gasket.

Up front by this time, Alén was extending his lead, team-mate Kankkunen having dropped down. Behind the leader, the two Ford drivers were having something of a fight, but this was eventually resolved when Vatanen moved ahead.

On one tarmac stage in a town, both cars slid into traffic bollards, Vatanen then needing a new drive-shaft and suspension

but Blomqvist only a new wheel. They had been using Monte Carlo type racing tyres which warm up quickly, but they had in fact overheated, causing loss of adhesion. The delays allowed Blomqvist to get ahead of Vatanen, but it was not long before their positions were reversed again.

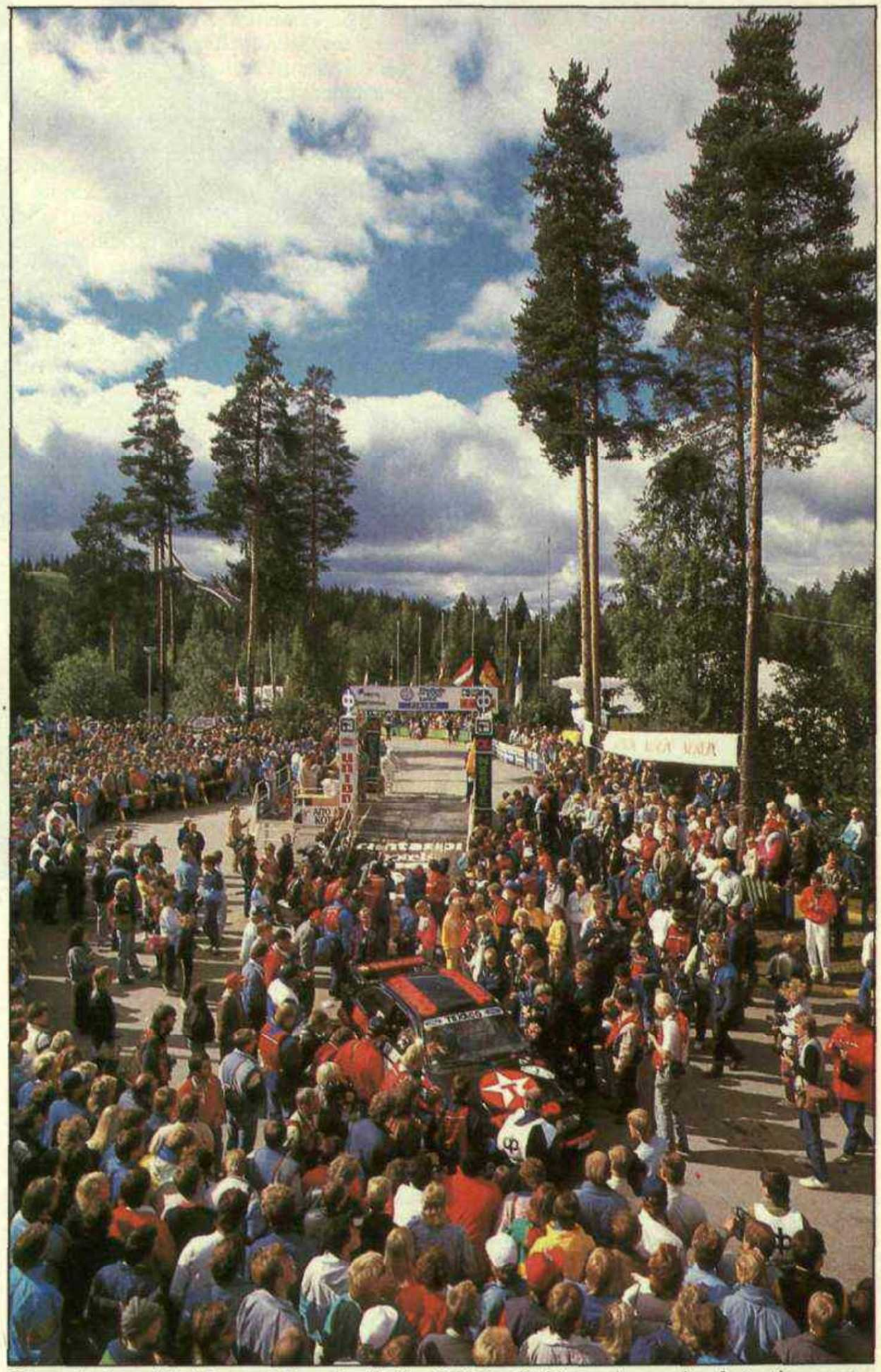
Kankkunen needed a new gearbox, and remarked later that he had experienced more trouble on this rally than during the past two years put together. At one service point he was even heard remarking to his father, "It would be a good day to go duck shooting!"

Eklund began having gear selection trouble which became so bad that eventually co-driver Dave Whittock had to do the gear-changing as well as read the notes, and even had to hold the lever in gear as they drove along the stages. His left palm was red and swollen when they came to the finish — in fourth place.

The result means that Massimo Biasion is now back in third place in the championship, six points behind Alén and Kankkunen who share the lead. In the remaining rounds there is clearly going to be quite a battle, if Lancia's team management allows it.

Despite the unwarranted interference by FISA, the Rally of The Thousand Lakes was nevertheless a huge success and an example of first class organisation.

It would be much better, of course, if FISA kept its meddling hands off the world's great rallies, and they include the Safari, which was said in Finland to be under consideration by FISA for removal from the championship because of difficulties getting it to conform to essentially European standards. What complete and utter rubbish! **GP**



Blomqvist is mobbed by crowds at the finish of Finland's biggest international sporting event.

1987 WORLD CHAMPIONSHIP
Drivers (after 10 of 13 rounds)

Juha Kankkunen (SF)	80
Markku Alén (SF)	80
Massimo Biasion (I)	74
Kenneth Eriksson (S)	48
Jean Ragnotti (F)	39
Hannu Mikkola (SF)	32
Erwin Weber (D)	32
Jorge Recalde (RA)	30
Walter Röhrl (D)	27
Per Eklund (S)	25
François Chatriot (F)	22
Bernard Béguin (F)	20
Franz Wittmann (A)	20
Timo Salonen (SF)	20
Ingvar Carlsson (S)	20

57 drivers have scored points

Makes (after 9 of 11 rounds)

Lancia	154
Audi	74
Volkswagen	63
Renault	57
Mazda	52
Ford	33
Toyota	22
BMW	20
Subaru	11
Nissan	9
Fiat	5
Opel	2
Alfa Romeo	1

RESULTS
Rally of The Thousand Lakes, August 27-30

1st:	Markku Alén (SF)/Ilkka Kivimäki (SF)	Lancia Delta HF 4wd, Gp A		5h 12m 22s
2nd:	Ari Vatanen (SF)/Terry Harryman (GB)	Ford Sierra Cosworth, Gp A	(90s)	5h 17m 54s
3rd:	Stig Blomqvist (S)/Bruno Berglund (S)	Ford Sierra Cosworth, Gp A		5h 18m 51s
4th:	Per Eklund (S)/David Whittock (GB)	Audi Coupé Quattro 4wd, Gp A		5h 21m 00s
5th:	Juha Kankkunen (SF)/Juha Piironen (SF)	Lancia Delta HF 4wd, Gp A	(220s)	5h 21m 24s
6th:	Thorbjörn Edling (S)/Hans Andersson (S)	Mazda 323 4wd, Gp A		5h 23m 47s
7th:	Sebastian Lindholm/Staffan Pettersson (SF)	Audi Coupé Quattro 4wd, Gp A	(50s)	5h 26m 45s
8th:	Tomi Palmqvist (SF)/Arto Juselius (SF)	Audi Coupé Quattro 4wd, Gp A	(40s)	5h 28m 28s
9th:	Erik Johansson (SF)/Jonny Johansson (S)	Audi Coupé Quattro 4wd, Gp A		5h 30m 47s
10th:	Timo Heinonen (SF)/Tapio Eirtovaara (SF)	Audi Coupé Quattro 4wd, Gp A		5h 41m 07s

165 starters, 66 finishers
Figures in brackets denote road and other penalties



Air-inlets are a strong feature of both cars: the oval grille of 275 contrasts with the slatted flanks of Testarossa.

Dream Machines



Not quite two decades apart, the front-engined V12 and mid-engined flat-12.

With one, you just flex the big toe of your right foot and the rev-counter needle leaps a few hundred rpm. With the other, you stab the throttle and it pulls away with the relentlessness of an electric motor, the rate at which it accelerates being the only audible key to which gear has been selected.

I'm talking about the difference between two delectable Ferraris: the former, the splendid four-cam 3.3-litre V12 275GTB/4 of 1968 vintage, the latter a current Testarossa, today's flagship of the Maranello marque's range.

The gulf between the two cars is enormous, reflecting just how the world of the specialist high-performance road car has changed philosophically over two turbulent decades. The 275GTB is every inch a racer, a front-engined joy in which the suggestion of installing a radio would be regarded as heresy. The in-car entertainment is provided by that glorious, raucous V12 scream from beneath the bonnet.

In the Testarossa you glide along in remarkably insulated, leather-trimmed luxury, with two-grand's worth of Pioneer stereo system battling away against the thump of huge rear tyres against the concrete-blocked sections of the M25.

The 275GTB/4 was one of those mouth-

Ferrari 275GTB/4 meets Testarossa

watering confections which helped consolidate my personal interest in fast cars back in the late 1960s. I well recall flicking through the pages of *Autosport* and envying Derek Bell for having one, not to mention Paddy McNally, a member of the staff who paraded around in one. True dream-machine stuff.

Happily, despite my basic enthusiasm developing a healthy coating of cynicism (thanks to 13 years of Formula One reporting!) I am happy to report that when I had my first encounter with one of these terrific machines, the reality was every bit as joyful as the dream had been.

It was to my old friend Terry Hoyle that I turned to make the dream come true. Hoyle, who made his name and reputation building some of the best rally engines in the business for Ford and Audi, is one of that large band of fanatical Ferrari enthusiasts whose whole life is lived in the shadow of the Prancing Horse. Four years ago he let us loose in his Lusso which, after seven years, he sold last year to finance the purchase of his 275GTB/4.

This dark blue example, formerly belonging to the Ferrari stable of Swiss fan Albert Obrist, was first registered on February 27, 1968. One of 27 RHD models, its chassis number (10995) suggests only six more 275GTB/4s came off the production line in its wake, before the model came to the end of its life. I won't begin to discuss what such a pristine machine is worth, but suffice it to say that it is considerably more than the £84,000 which it will cost you to acquire a current Testarossa.

The heart of it all is a light alloy 60° V12, having a bore and stroke of 77 × 58.8 mm and a capacity of 3285.7cc. In four-cam form it develops 300 bhp at 8000 rpm, equipped as it is with six twin-choke Weber 40DCN/17 carburetters, the power transmitted through a five-speed gearbox in unit with the differential.

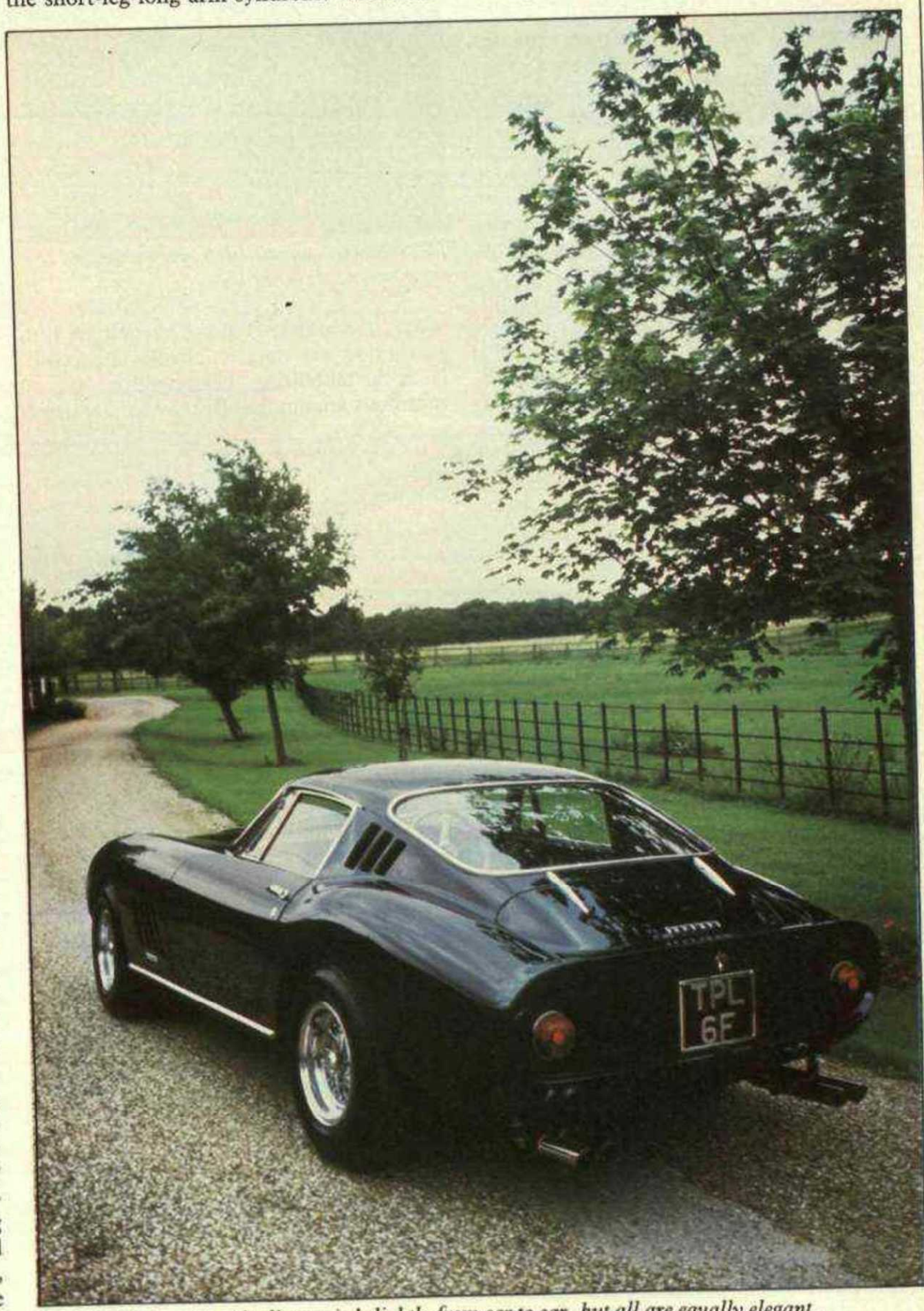
Early 275s had the drive transmitted to this rear-mounted 'box by means of a slender shaft, but on the later four-cam cars, the shaft ran inside a rigidly fixed torque tube, preventing all manner of minor problems caused by the engine and gearbox getting slightly out of line when a lot of torque was put through the transmission. This modification also had the by-product of slightly stiffening up the chassis, although any improvement in handling as a result seemed hardly perceptible at the time.

Designed by Ferrari's favoured designer, Pininfarina, the 275 bodies were built in Modena by Scaglietti who also manufactured the chassis frames. All the steel body panels were hand-made, there being insufficient a production run to justify the making of expensive presses; the doors, bonnet and boot lid were crafted from aluminium alloy, although complete alloy bodies could also be specified at a considerable additional cost. Every one is slightly different.

Internally the GTB, whilst not exactly spartan, was not trimmed in a lavish manner. The seats are small and functional, the instrumentation purposeful and uncomplicated. Behind the seats there is a small carpeted platform which will accommodate a couple of overnight bags, but there is no more to it than that. Electrically-operated window lifts on Terry's car testify to the fact that it is one of the last of the line.

There are also tell-tale signs that this is an elderly design — although surprisingly few, all things considered. The seats are not adjustable, so it is impossible to escape from the short-leg-long-arm syndrome which has pervaded the interior design of most Italian cars for as long as I can recall. I found that a bit of a shame because, unlike some of its rivals, the 275GTB/4 has ample-sized pedals with more than sufficient free space around and between them.

Facing ahead over the bulging front wings, one's view is dominated by that wonderful, wood-rimmed three-spoke Ferrari steering wheel with the black prancing horse on the yellow horn button in the centre. The gear lever looks too far forward to be operated comfortably — something which it is not — while the handbrake is halfway to the bulkhead, hidden under the fascia, and extremely difficult to reach,



Hand-built Scaglietti bodies varied slightly from car to car, but all are equally elegant.

particularly once you have strapped yourself in.

Slam, sorry *shut*, the driver's door and it is time for a dose of instant front-engined Maranello nostalgia. The engine fires up sweetly with a well-oiled rasp which sends shudders of delight down one's spine.

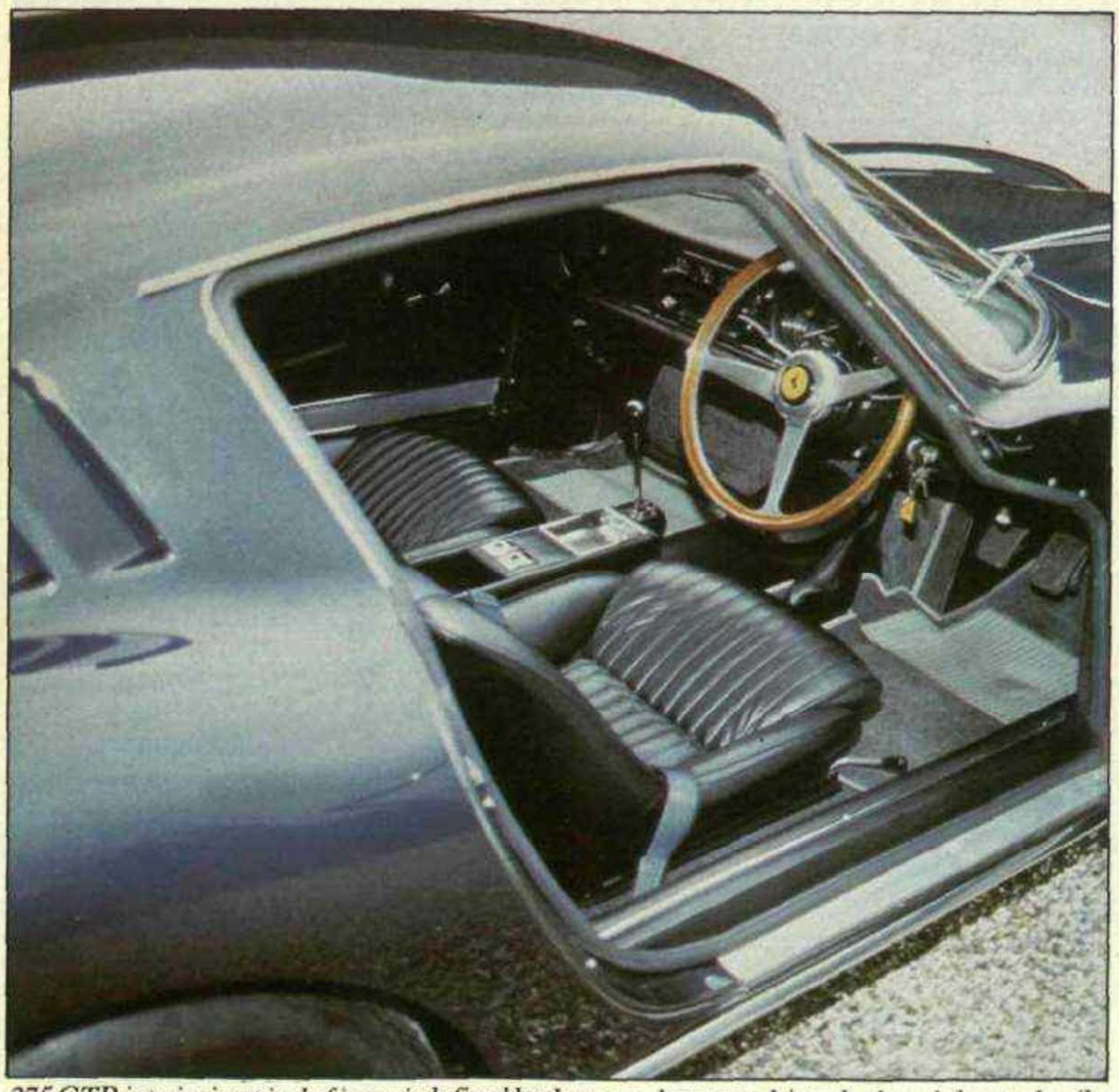
Just like its successor, the 365GTB Daytona, once on the move the 275GTB/4 seems to shrink around its driver until, after a few miles, you begin to feel as though you are driving something with the dimensions of a Lotus Elan. The ride is choppy at low speeds but, as with all thoroughbreds, it evens out slightly at higher speeds, and this Ferrari V12 really carries its years extremely well indeed.

Directional stability is superb, the initially notchy gearchange loosens up slightly, and you start feeling confident that the car's four-disc brake set-up will actually arrest its progress with suitable promptness should there be any sort of emergency. Then it began raining quite heavily, and the value of the 275GTB/4 began cropping up in my mind with increasing frequency. "If you bash it, you buy it," joked Terry cheerfully, although I am not *totally* certain he meant it as a joke.

Its low-speed flexibility beyond doubt, the 3.3-litre V12 really gets into its stride over 4000 rpm, and the surge of power carrying it onwards from 60 mph in fifth gear alone was unquestionably impressive. It is a tantalising beast which has an enormous amount to offer the skilled driver once he has become accustomed to it; by the same token, driven modestly, it is a very forgiving machine, a safe car with plenty in reserve.



No room for an air-filter above the polished intake trumpets of the V12.



275 GTB interior is typical of its period: fixed bucket seats, large woodrim wheel, and chrome details.

At the other end of the scale, 6800 rpm in fourth amounts to 122 mph and, if you can coax your precious jewel round to 7500 rpm in fifth, as has been claimed by acknowledged Ferrariste Ian Webb, with a gearing of 22 mph per 1000 rpm, that amounts to 165 mph. Back in 1967-68 that was very quick indeed. In my book, it still is.

DSJ tells me that, when the 275GTB/4 was in its prime, it was described by many Italians in the know as *poderoso* which, if I have understood him correctly, means slightly bloated and portly. I suppose it did look a bit like that when lined up against the 250GTO and others of that ilk, but, if anything, it seems to have slimmed down in the mind's eye over the intervening years. I feel it blends a well-balanced profile with just enough punchy good looks to give it a classically refined, almost timeless, aura. You would not catch me climbing over it to get at a 1968 Porsche, that's for sure, Jenks!

Wing your way across 20 years — and two fuel crises — and you arrive at the flat-12 engined Testarossa. Just as everybody loved the idea of driving behind a classic V12 bred from the Le Mans winners in the 1960s, so it is equally impressive to waft down motorways in the Testarossa, secure in the knowledge that Niki Lauda's two Ferrari World Championships were won by a flat-12-cylinder engine from which the one purring away behind your left shoulder is derived.

When I say "purring away", I am talking about breezing along in fifth at about 85 mph, at which point this modern, injected 12-cylinder has not a care in the world. As I say, if it wasn't for the harsh ride, the bump steer and the low driving position, you could be relaxing in limousine luxury. Then you change down into second — and hope you are quick enough to grab third before the electronic rev-limiter cuts in . . .

Suddenly you have 390 bhp working hard for you in one direction, that 82 × 78 mm flat-12 hurling you towards the horizon amidst a glorious cacophony of sound. Not as melodious as the 275GTB/4, more a harsh flat metallic bark, but every bit as attractive to the true Ferrari buff in its own way.

The Testarossa is a spectacularly styled creation, with heavily louvred panels on its doors ducting cooling air into the engine compartment. Devout Ferrari fans say that its lines are not so well balanced as the 512BBi (the beloved Berlinetta Boxer which it supplanted in the Maranello range) but that is a purely subjective opinion. I found it breathtakingly impressive, both to look at and to drive.

Unlike the 275GTB/4, the Testarossa *feels* a big car. Its rack-and-pinion steering is wearisome at low speeds and, unless corners

Ferrari 275GTB/4 meets Testarossa

Few manufacturers have the satisfaction of knowing that every one of its models will be considered a classic in the sense enthusiasts use the word.

are approached with a firm and constant throttle application, it yaws onto understeer. It is not taut, forgiving and agile in the manner of a Ferrari 328, let us say.

Yet, once you have mastered the knack of manoeuvring the beast, placing more-than-usual reliance on those huge rear-view mirrors, a whole new driving technique unfolds before you. It has reasonably positioned pedals, the usual quaint Ferrari gearchange, incredible torque and remarkable flexibility. After three days with the Testarossa, I was convinced it was as easy, docile and forgiving to drive as my Sierra XR4x4. A tribute, perhaps, to its Jekyll and Hyde character.

Which one would I have? *Please* don't make me answer that question for fear of offending Shaun Bealey at Maranello Concessionaires or Terry Hoyle. Truth be told, I'd have them both, of course, as I still adore Ferraris with an almost childlike relish. **AH**



Testarossa's flat-12 engine sits high over its gearbox.

For some while the Astra GTE appeared to become the forgotten sports-hatch; although there was a good deal of noise when the original GTE arrived, the newer shape somehow became left behind as new arrivals like the Lancia Delta HF Turbo and the 16-valve Golf pushed the horsepower standard up to 130-plus. Now it is back in the hunt, with 124 bhp to play with.

No turbos or multivalve heads here: the new engine, which also finds its way into the Cavalier SRi, has been on a muscle-building course based on traditional tuning methods. Step one, increase the capacity — this goes up from 1800cc to the full two litres. Step two, raise the compression ratio, from 9.2:1 to 10.0:1. Install modified camshafts, improve the engine's breathing, and of course add the latest in electronic fuel injection and engine management — in this case a Bosch ML4 Motronic system incorporating a diagnostic memory — and your new powerhouse should be ready.

This sort of recipe can often result in a car which is less pleasant to drive because flexibility has been lost. However, Vauxhall has avoided this pitfall by radically revising the basic design of the unit: the block is lighter, as are the pistons and connecting rods, the combustion chamber design has been improved, and internal friction is substantially reduced.

Instead of the somewhat harsh and undoubtedly noisy character of the 1800 version, the GTE 2.0 benefits from a far smoother engine which is at last willing to rev freely and has much more eager throttle response. Not only has the peak power gone up to 124 bhp, but the torque figure of 127 lb ft arrives at a mere 2600 rpm, in line with Vauxhall's promotion of what it calls its LET (Low End Torque) philosophy.

Interestingly, the same 2-litre engine fitted to the Cavalier SRi 130 squeezes out an extra 6 bhp (hence the 130 tag), apparently because of variations in the exhaust run. It also manages a couple of extra pounds of torque, though at 2000 rpm further round the dial. A further advantage of the Motronic system on both cars is that the owner can switch from leaded to unleaded fuel by rotating a small plug under the bonnet.

Translating these changes into sensations on the road, the small drop in 0-60 mph acceleration times (our average figure was 8.8 sec, with one reading of 8.5) and the extra 4 mph on top speed (up to 127 mph) are of little more than academic interest compared to the appreciable gains in the mid-range. In its new form the single-cam four gives the driver both options: when overtaking he can stay in fourth gear and allow the torque to spin the speedometer needle up, or he can flick the lever down into third and use the engine's new-found willingness to rev. Either way the car has much more punch than before, with a pleasing rasp from the unusual oval exhaust-pipe.



Class-leading drag-coefficient means clean lines for Vauxhall's even faster Astra; though new alloy whe

Astral Proje

Overall the feel of the car remains the same, with a light clutch and gearchange and a relaxing, rather upright driving posture which allows the unassisted steering wheel to be twirled quickly when negotiating roundabouts. It feels a little slow for second gear manoeuvres, and the keen press-on driver might wish for a higher ratio even at the penalty of higher parking loads, although the tyres are a reasonably modest 185-section which are unlikely to strain anyone.

Absorbing the bumps at the front is a pair of MacPherson struts with gas pre-loading, while the back end is suspended by GM's variation on trailing arms, which it calls a "compound crank", in which the two arms are linked by an integral beam. Acting on the arms are space-saving "minibloc" coil-springs, wound so that the coils fit one inside the other, making the compressed unit very shallow, while the telescopic dampers stand vertically close to the wheel and thus do not intrude into the luggage area.

A hatch, which opens right down to



els are the only obvious pointer to much-improved engine.

ection

bumper-level, makes for easy loading, though the unequally-split rear seat does not fold down quite flat. And the hatch was particularly awkward to close as there is nothing to grip. Provision is made for storing the rear parcel shelf vertically behind the rear or front seats.

Interior appointments are straightforward: there is little in the GTE that cannot be found in lesser Astras, apart from a check panel covering oil, water, washer and brake fluid, bulb failures, and front brake pad wear. This is situated in the back edge of the neat dash-top tray, which would be more useful if there was a lip to stop objects cascading into the passenger's lap. Below this tray are a glove compartment and an open cubby which offer welcome stowage. In the centre of the fascia, between two fresh-air vents, is a clock, which for a pleasant change is a round one with hands which can be read with the ignition off.

In contrast, the instrumentation is all LCD, as is Vauxhall's habit on the top model of each range, and is only partly successful. All these systems have a problem of legibility in sunlight, which is an intermittent nuisance, even in Britain. But why the insistence on using a digital display for speed? In this case the subsidiary gauges have a graphical output which is perfectly readable, and the tachometer lights up in a representtion of the power curve — a little gimmicky perhaps, but acceptable. Yet speed comes up in large flickering figures which can be very distracting at times.

It is not the LCD principle which is at fault (the sunlight problem apart); an all-electronic system with no moving parts is obviously what the industry will move towards. But how long is it going to take before designers of these devices recognise that a swivelling needle also gives extra information? Apart from actual speed, the driver also receives an idea of the rate-of-change of speed, and what proportion of the scale remains, and in addition the needle's angle can be read out of the corner of the eye. I should be quite happy with an LCD display which reproduced this rotary motion, as indeed the tach does on the new Senator.

In the top corners of the binnacle are a rotary lamps switch and a push-on hazard warning switch, plus two push-switches below the former for front and rear fog lamps, although I see to my consternation that according to the Vauxhall handbook I have apparently been wrong all this time about which symbol means front and which rear. Can no-one think of anything clearer than two lamps, one pointing left and one right? And is this why 50% of motorway traffic (especially Volkswagens) drives with the rear foglamp perpetually on? Surely it would be simple to wire these lamps so that they are cancelled when the ignition is turned off.

Under the clock and conveniently placed is the radio/cassette, with the simple heating and ventilation sliders below, though these are rather indistinct at night. Ahead of the gearlever is a useful storage tray, with a cassette storage rack above it. Electrically adjustable and heated exterior mirrors are fine-tuned from a tiny joystick alongside the handbrake.

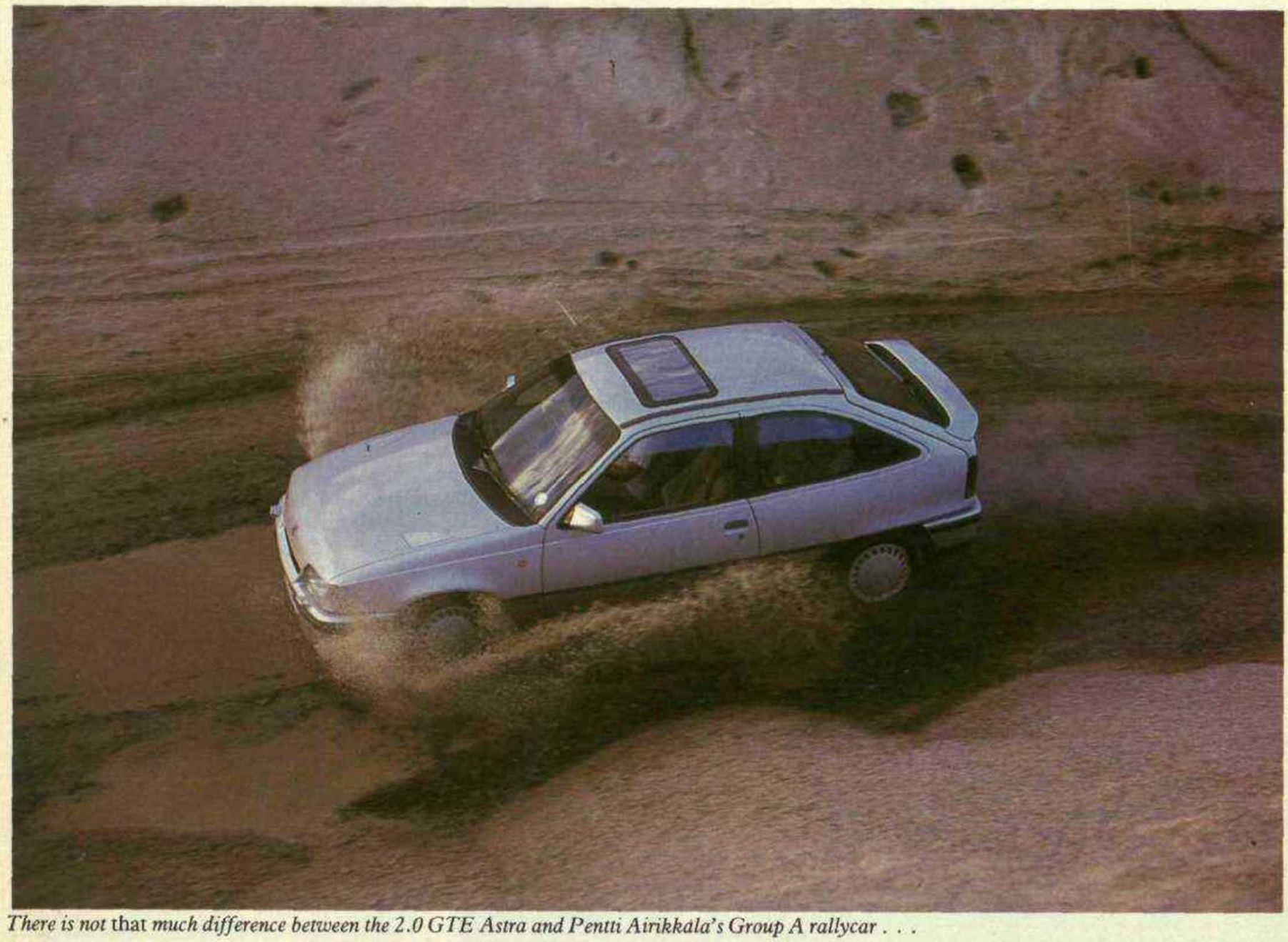
Overhead, the manual glass sunroof both tilts and slides with the aid of a small crank. There are separate left and right map-reading lamps, and the interior mirror has a novel twist-dip mechanism. Further aids to occupants' comfort are the sprung pivoting arm which holds out the front seat belt, making it easier to reach, and the adjustable steering column. High-sided seats with height-adjustment stop the driver sliding around too much, and new "Laser" trim with mild orange striping adds a cheerful note to the interior, although the moulded flock door-panels look rather cheap.

Vauxhall claims that the Cd figure for the GTE is the best in its class at 0.30. Flush seals between headlamp and bumper and between grille and bonnet help to present a smooth front to the airstream, and the air-intake has been reduced to the minimum area needed, to reduce internal drag within the engine compartment. Even the mounting point for the detachable towing hook is covered by a plastic flap in the lower lip of the front airdam, while subtle extended sills and rear-arch lip help to shroud the wider tyres of this performance variant.

Covered channels on the roof deal with rain water, with sliding panels to reveal the integral roof-rack mounting points. Seen from above, the car is slightly tear-drop in form, with a tapering tail to cut drag; this also means that the maximum width is available for the cabin. It certainly has a spacious feel, helped by the longer windows on this two-door body.

While the company does not claim to have revised the suspension in any way between the 1.8 and 2.0 versions of the GTE, the new one did seem to me to be much crisper and more able; perhaps simply because the superior power delivery allowed the car to be used harder through a series of bends without so

Model: Astra GTE.
Maker: Vauxhall Motors, Luton.
Type: Five seat, two door hatchback.
Engine: 1998cc (86 86mm) transverse sohc four cyl, alloy head, 10.0:1 cr. Bosch Motronic fuel injection and engine management system. Power: 124 bhp at 5600 rpm. Torque: 127 lb ft at 2600 rpm.
Transmission: Front-wheel drive, five-speed manual gearbox.
Suspension: (Front): MacPherson strut, gas damper, antiroll bar. (Rear): Trailing arms, minibloc coil springs, gas dampers, antiroll bar.
Steering: Rack and pinion.
Brakes: Servo-assisted. (Front): 9.3in ventilated discs. (Rear): 7.9in drum.
Wheels and tyres: 5½J 14 alloy rims, 185/60 VR14 tyres.
Performance: 0-60 mph: 8.8 sec; 30-50 mph: 3.3 sec; 50-70 mph: 4.9 sec; 70-90 mph: 8.4 sec. Max speed: 127 mph.
Economy: 29 mpg.
Price: £9698.
Summary: Extra power revitalises Vauxhall's fast hatchback. New engine much smoother. Rapid without being raucous, not exactly luxurious, but still the right side of £10,000.



There is not that *much difference between the 2.0 GTE Astra and Pentti Airikkala's Group A rallycar . . .*



Plain interior is enlivened by red detailing; otherwise few extras over basic models.

many unsettling gearshifts. It does dart from side to side just a little under maximum power, but generally it exhibits good traction qualities, even momentary wheelspin failing to upset its course.

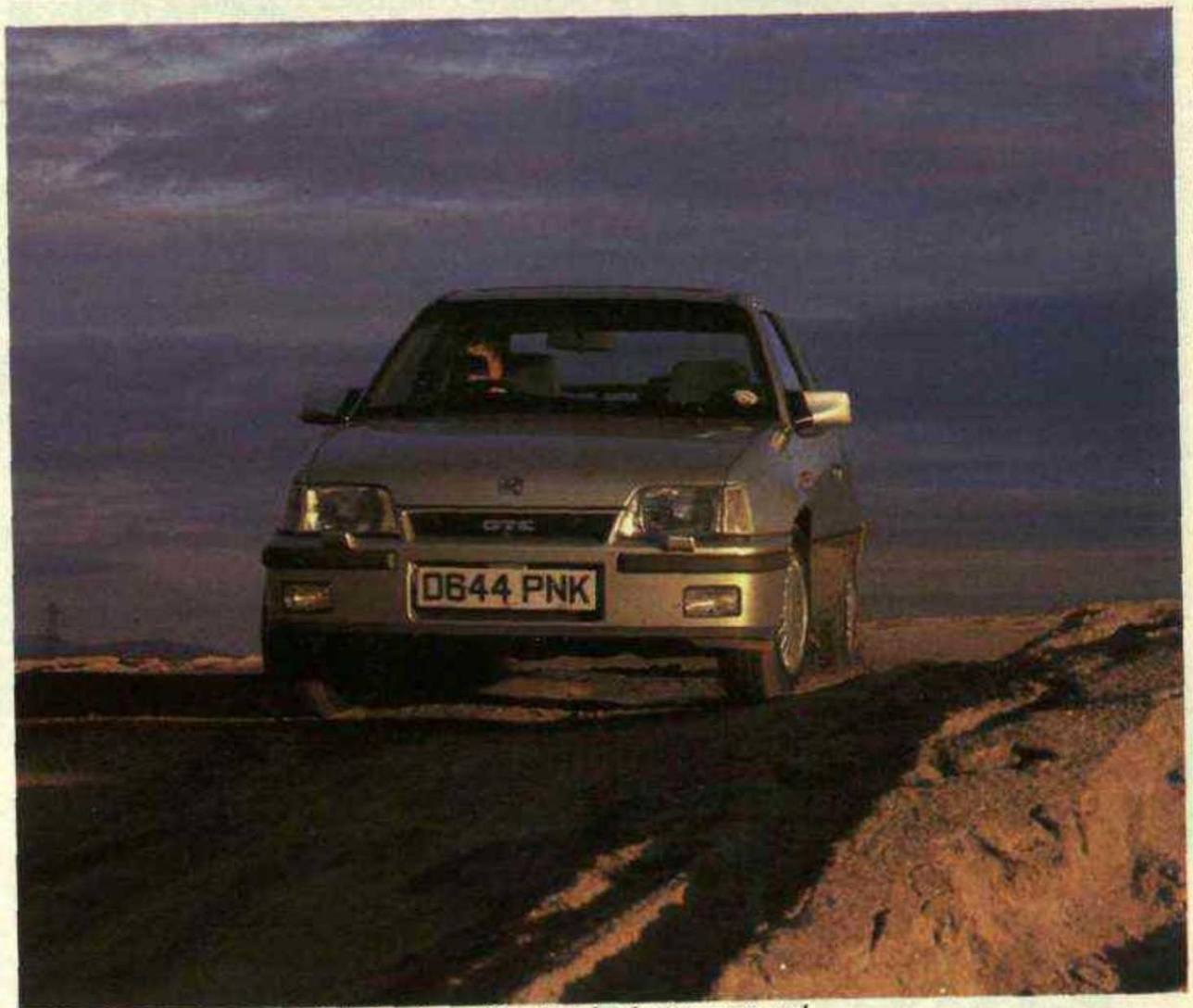
Throttle action was slightly sticky on our example, making traffic rather more stop-and-go than it need have been, but the response in fast driving was excellent, and well-matched to the gear ratios which are comfortably spaced. It is a pity that the throttle pedal is so far from the brake as to make it impossible to heel-and-toe, though. Braking performance from the ventilated disc and drum layout was well up to standard, even after several top-speed runs on the test-track, although the smell was briefly reminiscent of an Inter-City 125 slowing for Crewe Junction.

When tackling interesting and twisty roads, the little Astra shows a lot of poise, flicking from left to right obediently, and letting the new-found urge pull it smartly through. That steering could be a touch faster, but is at its best at higher speeds when the car can be inched in or out to avoid holes and kerbs without forgetting where it was going.

Its 185/60 VR 14 tyres endow it with plenty

of adhesion without the drawbacks often felt on FWD cars with wider low-profile tyres, such as tram-lining or the risk of aquaplaning. Body movement is well-controlled, with little roll or pitch, and the ride quality is just the right side of firm. It is a pleasant combination overall, the sort of car which can be driven very precisely because of its predictability: the driver soon learns just how much the nose will tuck in if he closes the throttle, or how smartly it will dodge a pothole.

No-one could call the GTE a luxury car, with its plain plastic trim and hand-cranked windows, but it does include all the expected sporting attachments in its specification, including the rather attractive alloy wheels. It does not sound like a thoroughbred, and the power-unit looks a shade agricultural alongside the shiny window-dressing under oriental bonnets, but it is performance on the road which counts, and the new 2.0 Astra undoubtedly gives GM a contender in this high-profile market segment. It is visually more distinctive than a Golf GTi or a Lancia HF Turbo, and it is a true five-seater, unlike the Peugeot 205 GTi or Renault 5 Turbo. More refined than Fiat's Abarth 130TC or the humbler Escort XR3i—well, the list could go on, but the Vauxhall, being a fine all-rounder at a little under £10,000, must certainly be on the list of anyone in this market. **GC**



Front view is elegant and distinctive, offsetting the dumpy rear-end.

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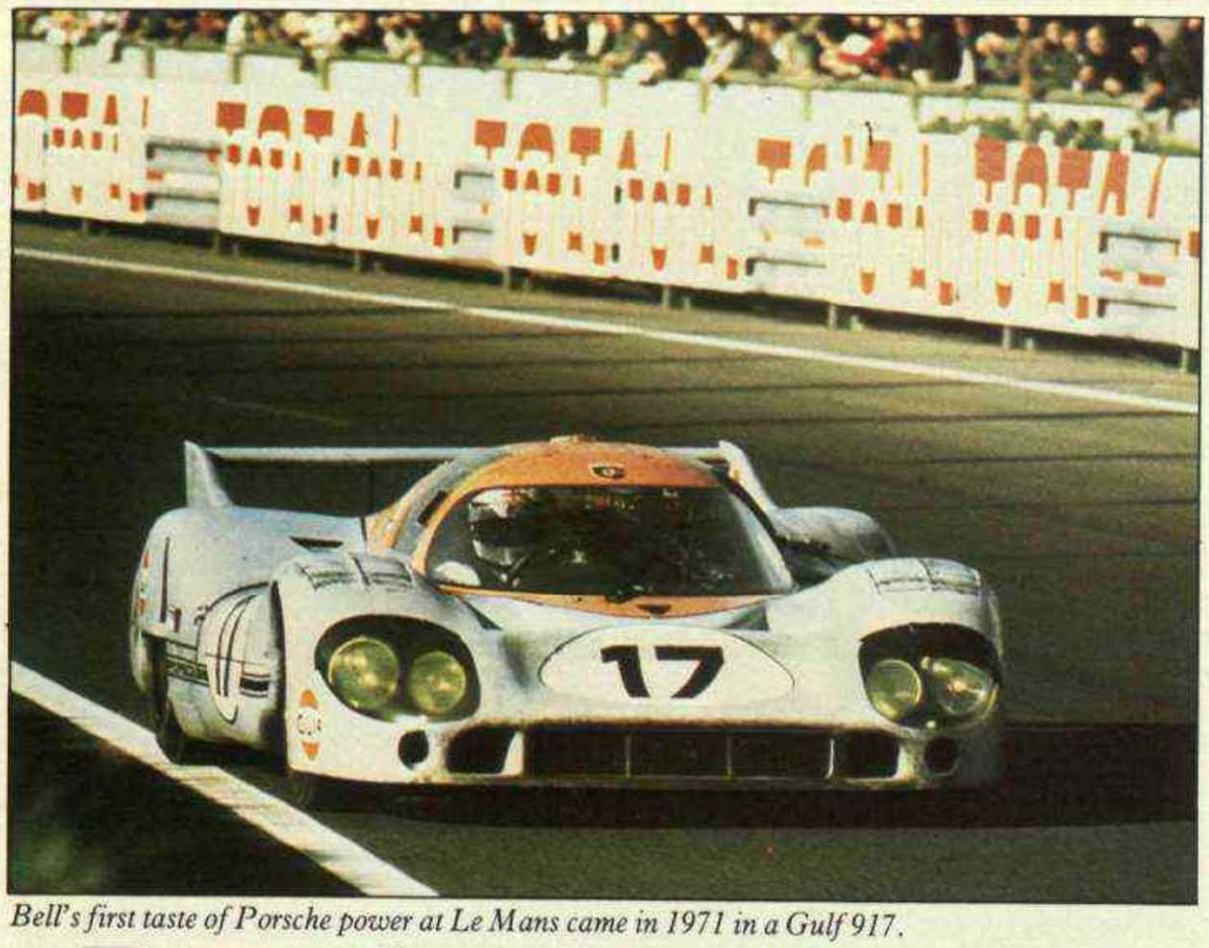
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Bell's first taste of Porsche power at Le Mans came in 1971 in a Gulf 917.

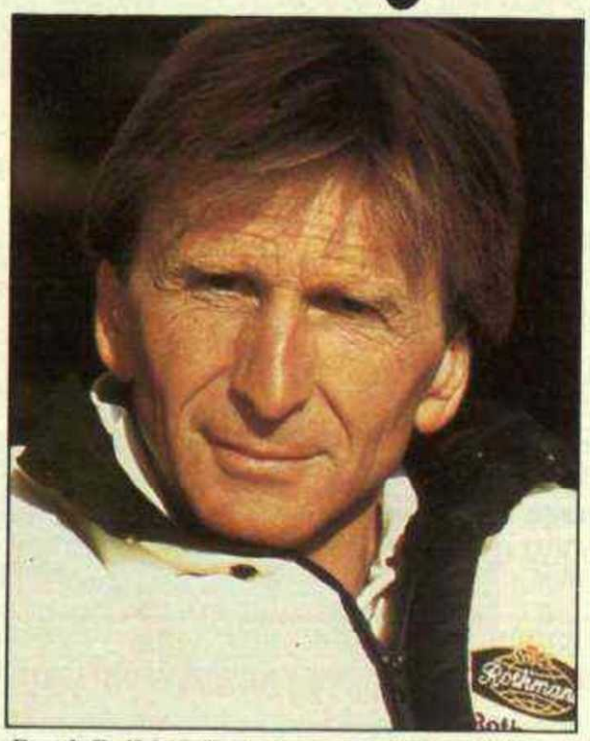
Luck, Skill and Compatibility

Derek Bell MBE, the reigning World Sportscar Champion, won the Le Mans 24-Hour race in June for the fifth time. This is an achievement exceeded by only one man (his former driving partner Jacky Ickx, who had six successes — three of them with Bell) and, at the age of 45, Bell is by far Britain's most successful sportscar driver. After the race, the Englishman talked to us about luck, skill, and his compatibility with co-drivers Hans Stuck and Al Holbert.

"I believe in luck, up to a point, but there must be more to it than that," says Bell. "It's ironic, isn't it, that we had two cars written off before the race, so Jochen (Mass) had our car, and we had Vern Schuppan's? I'm sure they're all exactly the same really, as the car we drove was super, as good as any I've driven at Le Mans. I can only believe that we make the best driving partnership, Hans, Al and myself. We're very compatible. I don't have to worry about the car being there when it's my turn to drive.

"We are the team to beat, and I don't mind being in that position at all, but I don't ever take anything for granted. I knew that a Porsche would win this year, but I didn't know it would be ours."

As well as winning the 24-Hour race for the fifth time, Derek Bell also set another unique record: in 1986 he and Al Holbert won the Daytona 24-Hour race in January, and Le Mans in June, and they pulled off the same double in 1987. That is 96 hours of real endurance racing, unbeaten. Even if Bell never wins again at Le Mans, he has won seven 24-hour races in total, and, of those currently competing, Stuck and Holbert are the only multiple winners who stand a realistic chance of beating that.



Derek Bell MBE, five times Le Mans winner.

Bell's first Le Mans victory was in 197 with Jacky Ickx in the Gulf Mirage DFV. I 1977 and 1978 he led the race for Renault Alpine, but failed to finish, and in 1980 h drove a works Porsche for the first time t 13th place. The 924 Carrera GT was neve going to be a winner, certainly not when i burned out three exhaust valves before th race was over, but this first drive for D Porsche's team was the lift-off point for hi professional career.

In 1981 he and Ickx won handsomely a Le Mans in the Jules-sponsored 936, perfect run during which the cover wa never lifted from the engine. Mass, on th other hand, had a variety of problems an finished 12th in a supposedly identical car

The following year Ickx and Bell led crushing Porsche 1-2-3 victory, only th second race in the 956's life, but in 198 they were very narrowly beaten by Ver Schuppan, Hurley Haywood and Al Hol bert. In 1984 Porsche withdrew its entries i an argument with FISA about rule changes and in 1985 Bell and Stuck finished third (t the Joest and Lloyd cars) in a works Porsch which was less than totally compatible wit its engine management system.

Since 1981, therefore, Bell's record at Le Mans has been first, first, second, third first and first — removing all vanity from the claim that his is the partnership to beat. What, we asked, are the ingredients fo winning 24-hour races?

"You have to remember, all the time, that it's a 24-hour race and not a sprint, subduing the racer instinct. We drove bloody hard, of course, and had a terrific race with the Jaguars. When Brundle passed me we had a super half-hour, or 40 minutes; it really was exhilarating, drafting down the straight, and I haven't had such fun for a long time. When he caught me in the morning though, we were four laps ahead and I didn't really want to get into a race.

"But I didn't want to let him get away, either, because he might have been on my tail again and then it would have been three laps. I just kept him in sight, but then I saw smoke coming out of his car and I thought 'there's no point in getting excited about this, he's not going to last another nine hours'. Sure enough, he stopped three laps later with his engine blown."

One hour into the race the Porsche challenge had been decimated. Two of the Rothmans entries had been written off before the race even started, and Mass' car retired early with engine failure. Everything, absolutely all of the factory's hopes, rested on the Bell/Stuck/Holbert car. How did the drivers feel?.

"We were terribly worried, of course. Just us, against three Jaguars which seemed to be going well. I could only think 'is it going to happen to us?' I kept asking the engineers, 'is our engine alright, when will



Sharing Jabouille's pole position car (No. 9), Bell joined Renault's 1977 challenge to Porsche.

we know?' and they'd reply that we'd know soon. In the evening it was clear that our engine would be alright, and I stopped worrying about it when it got dark. Then I started to get confident that we'd win.

"The Jaguars had never finished Le Mans in recent years, and you've got to finish the race, strongly and without any problems, to stand a chance. I always thought, and Tom Walkinshaw did, that it would take three years. They finished fifth this time, so we'll have to see what happens next year. That should be interesting, if we have a new car.

"We had a few problems of our own. The boost gauge packed up early on, and I took the car from Hans not knowing how much boost there was for about six hours. Then the battery went flat when we were following the pace car, and we changed it again later. And the windscreen was rattling all the time. The rain was coming in round the edges and across the glass on the inside. We'd had that in practice, but we didn't know where the water was coming from; I thought it was coming in round the door. We were right on the fuel limit, while the Jaguars were well inside, but that didn't bother me. Something always happens to get you back on your correct consumption."

In one way the victory was a bitter-sweet occasion. "At one point during the race, when I was out of the car, Professor Bott (Porsche's technical director) told me the team would be withdrawing from the championship. I had my mind on the race, and it didn't really sink in. I was amazed to realise that they didn't tell Hans for another week, and it's hard on us because we are contracted drivers.

"We are Porsche's factory drivers, but we may not race a works car again until Le Mans next year. We hope to do a deal with Reinhold Joest for the remainder of this season, but we can't talk seriously about next year. How can he say to a sponsor, 'I've got Stuck and Bell driving for me' when we might be recalled at any time? He can't, that's all there is to it, so I'll concentrate on my IMSA programme next year, leaving myself available to drive the works Porsche when they ask me.

"Really Hans and I are in a sort of limbo-land now. We may not win this year's World Championship, and probably won't be in a position to win next year's either. I find that very hard to accept, but the factory has good reasons, I know.

"I can be just as happy driving in the States, in Al Holbert's team anyway. The trouble there is not the racing, which is good, but the name of the series, IMSA. The name just doesn't register with people in the same way as NASCAR, for instance. If they'd call it the American Sports Car Championship, which it is, then everyone would know what it was!"

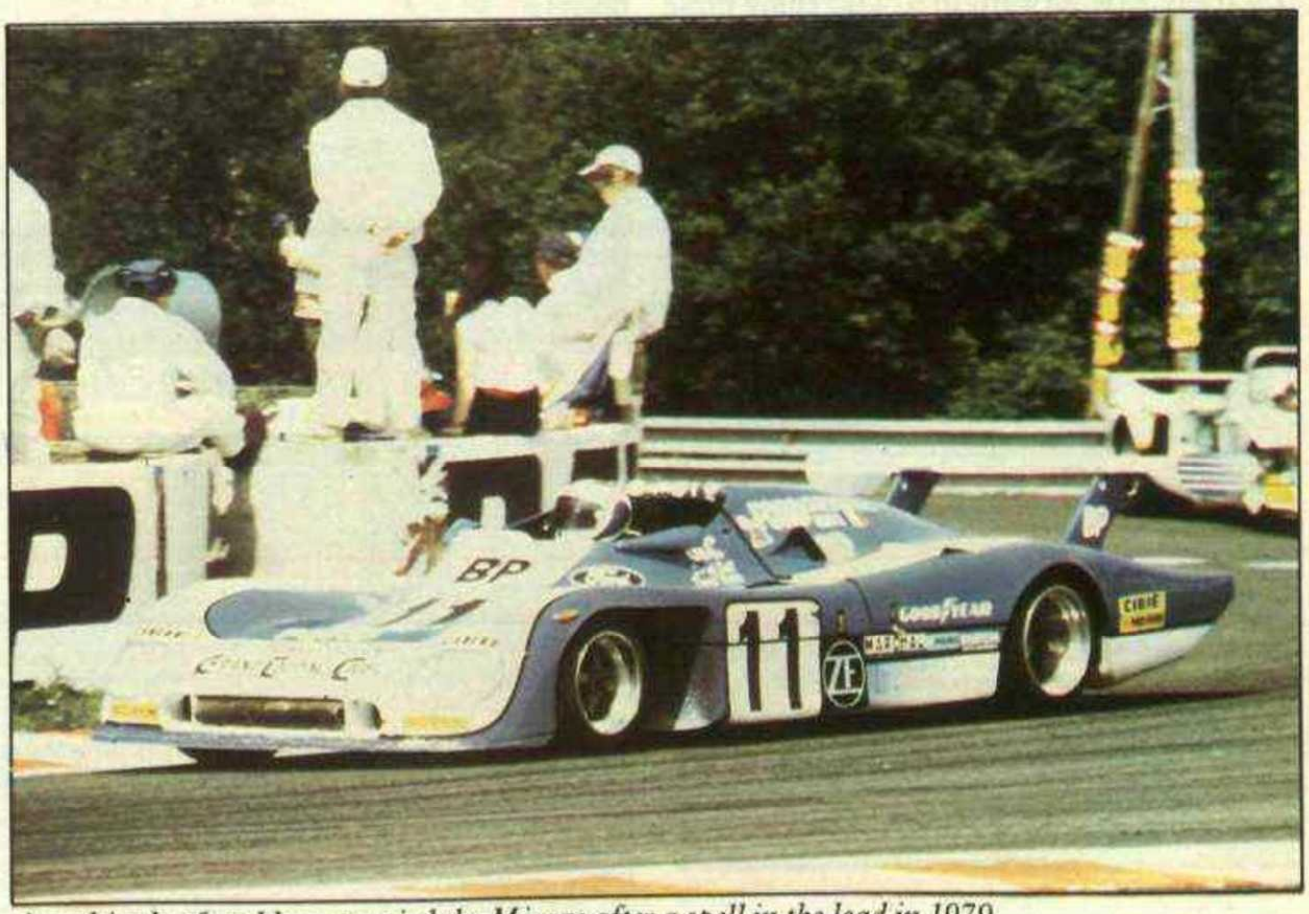
Bell remains deeply unhappy about the World Championship fuel consumption formula, and far prefers the uninhibited American sportscar formula. "We are racing drivers, not computer operators, and you forget what real racing is until you drive in America. I imagine that Formula One is like that as well. Surely there must be some clever people out there who can come up with something better after all these years.

"In America you can get into a really good race without worrying about the consumption, and if you run short you can dash into the pits for a bit more, and that's your penalty against the Jaguars which don't have a fuel consumption problem. There are so many different types of car in IMSA, with so many different engine sizes and configurations, and really they're pretty equal too, without a consumption formula. It's equalised by car weights, and although we moan about the regulations the formula works pretty well, and we have wheel-to-wheel racing.

"With this fuel consumption formula you have to change your driving style pretty dramatically, and I don't think it's real motor racing.

"At Stowe corner, at Silverstone, you back off at 250 metres and get very exciting on the brakes at 150, scrambling round the corner without losing too much speed; and your turbocharger is off the boost, as well. It's not nice, because in qualifying you hit the brakes hard at 175 metres, change down, brake again, and drive round cleanly, and it's far more satisfying.

"It affects the way the car handles, too. Stucky sets it up in qualifying, but for qualifying speeds naturally. In the race you're going two or three seconds a lap slower, and driving in a completely different



A multitude of problems stymied the Mirage after a spell in the lead in 1979.

way, and the car handles like a bus! If we could use that extra 50 horsepower in the race we could kick the back out, tuck the front in, and go round the corners the way the car was designed to."

Time and again Bell refers to the element of luck, which he feels wasn't always on his side. Cynics say that there's no such thing as luck, that every team makes its own destiny, and to a large extent that is true. Even so, there is often an extra ingredient that can't be explained, as Bell found at Le Mans in 1981 and again in 1987.

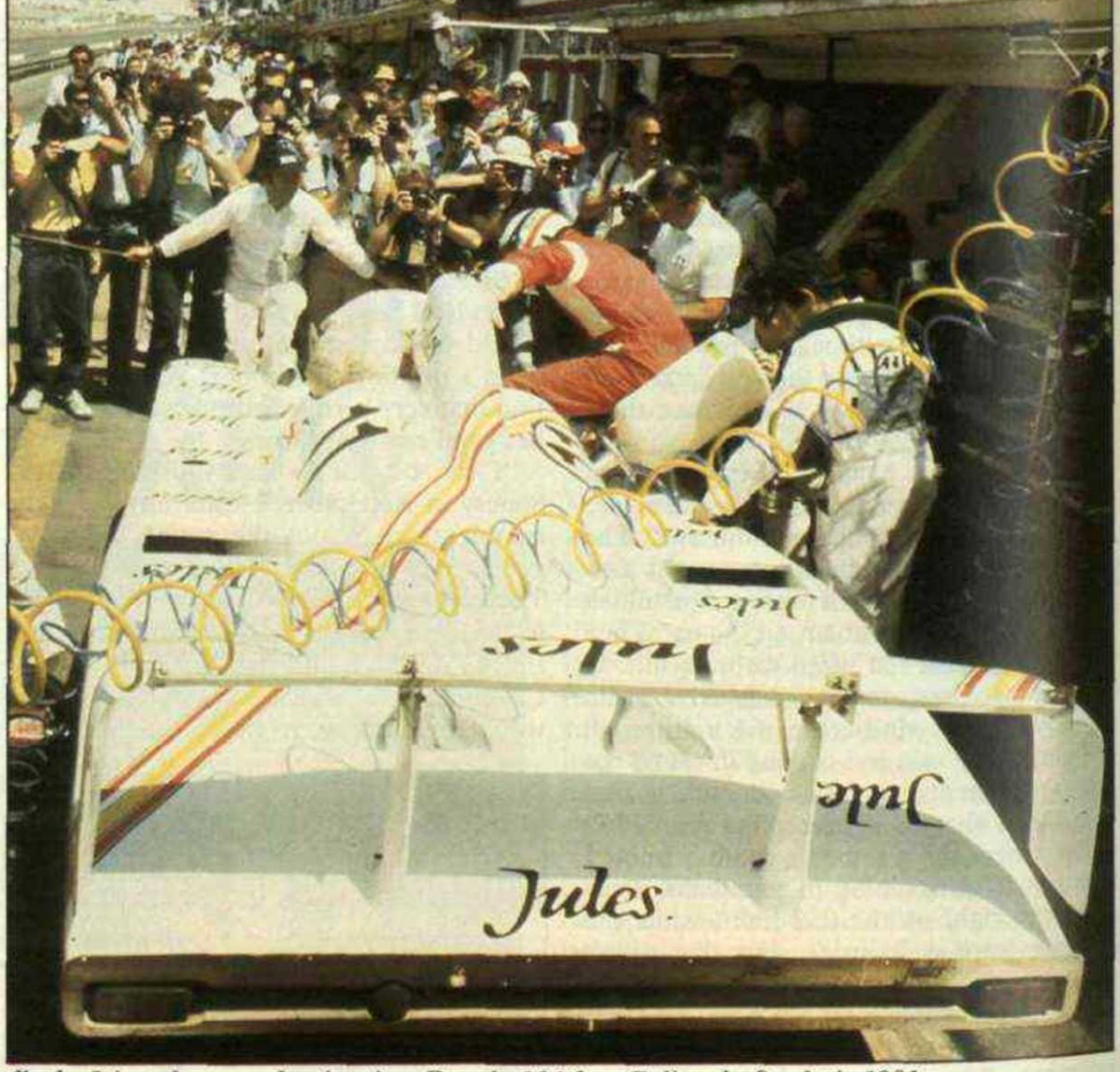
"I think Jacky's luck must have rubbed off on me" says Bell, referring of course to his former partner Jacky Ickx. "I used to dread not driving with him because I knew damned well that everything was going to go right for him. It always did.

"Before I drove with Jacky regularly I used to have the most dismal luck when I needed it most. I led Formula Two races which I didn't finish, I was never in the right Formula One car, and I led the Nürburgring by miles in the Gulf-Mirage until something went wrong. I never thought I had any luck at all!

"Jacky had it all right. I raced with him for a couple of seasons with Porsche, and *he* won the World Championships. I didn't, and I was getting bitter and twisted about it. But now I do have that luck.

"I drove with Stefan Bellof and he was a brilliant driver, helped me no end, and then Hans Stuck. Two star drivers who led the way, and gave me a lot of confidence. Al is brilliant too, his record shows it. He's fast in the sprint races and easy on the car in long distance events." Holbert now has three Le Mans successes, and two at Daytona.

"If I got the chance to drive a works Porsche again next year with Hans and Al, I'd really look forward to it. I do enjoy these 24-hour races, though they're a form of masochism. If you have the best car, and a good chance of winning, of course you enjoy it. Now, though, I wouldn't like to change the team in case the magic was lost. I'd feel we didn't stand such à good chance of winning, and I think that would take the edge off it." **MLC**



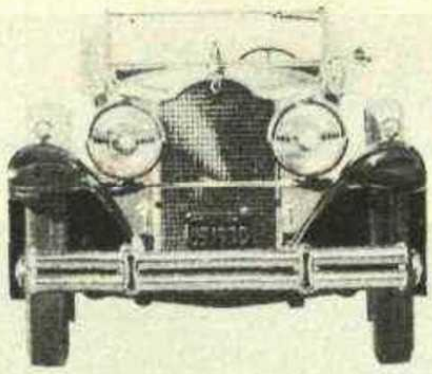
Jacky Ickx takes over the victorious Porsche 936 from Bell at the Sarthe in 1981.



The works 956s staged an impressive Porsche 1-2-3 formation finish in 1982.

DEREK BELL
Le Mans 24-Hour Race record 1970-1987

1970:	Shared works Ferrari 512S with Ronnie Peterson	**Retired** in 4th hour, engine.
1971:	Shared Gulf-Porsche 917 with Jo Siffert	**Retired** in 18th hour, engine.
1972:	Shared ENB Ferrari 365 GTB/4 with Teddy Pilette and Richard Bond	**Finished** 8th overall.
1973:	Shared Gulf-Mirage with Howden Ganley	**Retired** in 18th hour, engine.
1974:	Shared Gulf-Mirage with Mike Hailwood	**Finished** 4th overall.
1975:	Shared Gulf-Mirage with Jacky Ickx	Overall **winner.**
1976:	Shared Gulf-Mirage with Vern Schuppan	**Finished** 5th overall.
1977:	Shared works Renault-Alpine with Jean-Pierre Jabouille	**Retired** in 18th hour, piston.
1978:	Shared works Renault-Alpine with Jean-Pierre Jarier	**Retired** in 11th hour, transmission.
1979:	Shared Mirage M10 DFV with David Hobbs and Vern Schuppan	**Retired** last lap, engine.
1980:	Shared factory Porsche 924 Carrera GTR with Al Holbert	**Finished** 13th overall.
1981:	Shared factory Porsche 936 with Jacky Ickx	Overall **winner.**
1982:	Shared factory Porsche 956 with Jacky Ickx	Overall **winner.**
1983:	Shared factory Porsche 956 with Jacky Ickx	**Finished** 2nd overall.
1985:	Shared factory Porsche 962C with Hans Stuck	**Finished** 3rd overall.
1986:	Shared factory Porsche 962C with Hans Stuck and Al Holbert	Overall **winner.**
1987:	Shared factory Porsche 962C with Hans Stuck and Al Holbert	Overall **winner.**



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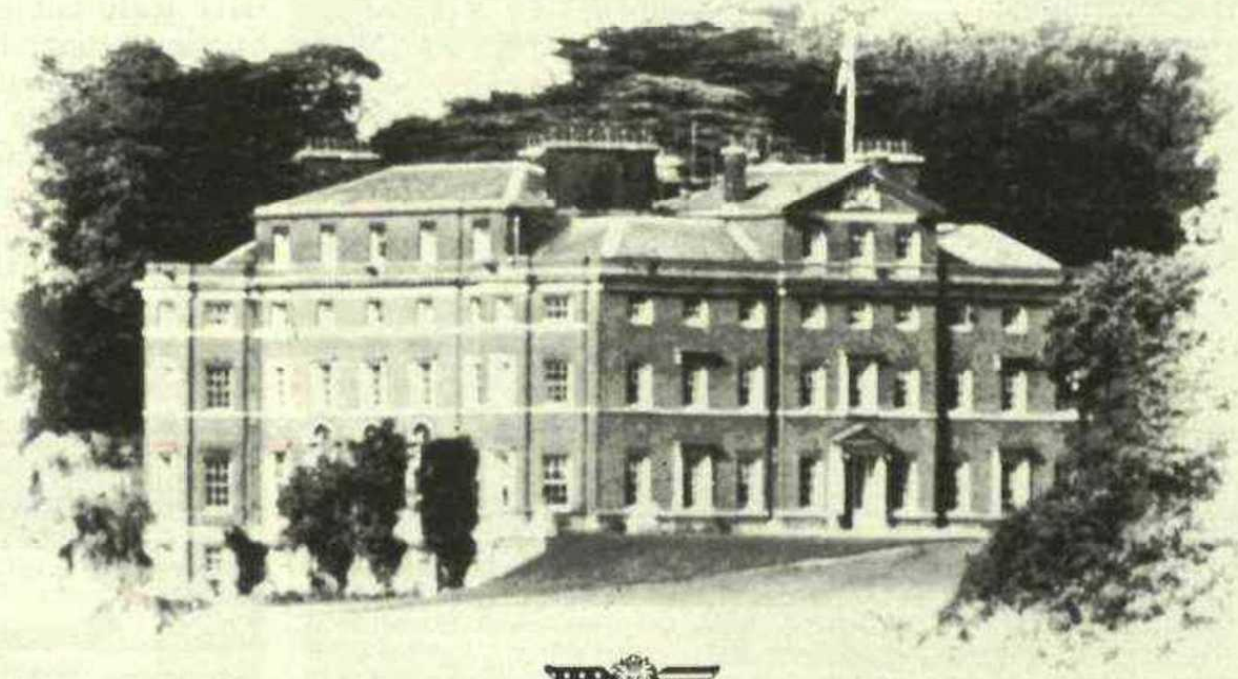
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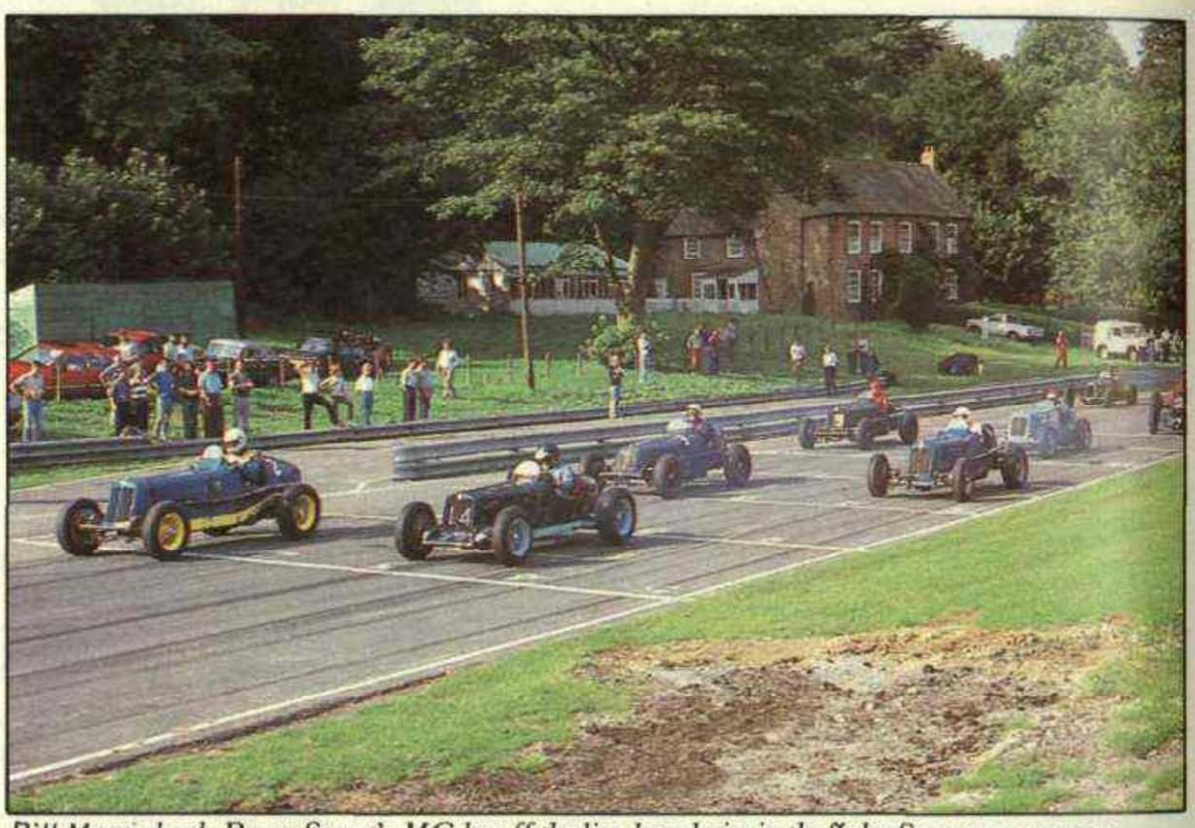
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VETERAN TO CLASSIC



Bill Morris leads Roger Sweet's MG by off the line by a hair, in the John Scott pre-war race.

An August Assembly

Although it was not the last VSCC race this year, the August meeting at Cadwell Park retained its delightful atmosphere, rare sunshine filtering through the trees of the scenic and hilly circuit where BBC cameras were stationed — but only for the motorcycle event of the Bank Holiday Monday. Unfortunately the major event, the Williams Trophy, was curtailed after an alarming accident stopped what had been a terrific race, though thankfully it was less serious than it looked.

Out of the action before racing started was Dick Summers' MG KN, with a new 1500cc alloy block which had proved very rapid but then lost compression on one cylinder, denying Martin Stretton his drive.

Eight laps for the Spero and Voiturette Trophies started the proceedings, and Johnathan Giles had the Morgan/GN at all angles to keep tabs on the Lagonda Rapier of David Fletcher-Jones. But mechanical fate intervened, side-lining Jones on lap three, and handing Giles a healthy lead, and the Spero cup. Behind, Peter Hornby (A7) scooped the Voiturette Trophy away from Wills' Brooklands Riley.

A vast field of Frazer Nash and chain-driven GNs was promised, but a third of them failed to appear on the grid for the five-lap FN/GN handicap; the mathematics say that Barry Clarke's hybrid of both makes won, while the stopwatch said that A D Jones' Frazer Nash Special put up fastest lap at 60 mph dead.

Stuart Harper made a poor start to the first of eight vintage tours, which Randal Stewart made the most of, pushing his wooden-bodied Bentley through the traffic to second position behind Keith Schellenberg's 4½-litre. But it took only a lap for Harper's Aero Morgan to re-establish a lead which Stewart's big Bentley could not break. John Howell had the 16-cylinder twin-block Type 47 Bugatti up to third before being black-flagged and diving into the pit-layby briefly to refit the filler-cap, letting Freddie Giles, who had been chopping through the field steadily, collect that place with his AC/GN Beetle. Neither of the Ford A-engined American racers was happy: Threlfall's MacDowell had a new cam which ended up about 50° out of phase, while Nick Leston struggled with oil washing round his feet from the Lovell-Elkhart's bell-housing after a spin. Fastest lap fell to Harper at 65.32 mph.

Achieving the same honour in a five-lap handicap did not net first place for David Morris in his father's ERA, R11B. Instead, it fell to a Riley Special (G Bellenie), but the penalties were beautifully judged, the event ending with less than a second between the first three.

On to the Williams Monaco Trophy, one of the hardest-fought races in the vintage calendar, and what a terrific dice developed at the front. Sir John Venables-Llewelyn, as usual in Lord Raglan's T51, grabbed an early lead, but missed a gear into the hairpin, letting the pack close up. Ivan Dutton and Martin Morris (T51 Bugattis both) and the Alfa Romeo of Rodney Felton were all squabbling over second place, resolved in Morris's favour by lap four. He by now was nudging a constantly-sideways Sir John, with Felton, Dutton, and Terry Cardy's T51 in line astern, when things





Martin Morris pressing Ivan Dutton hard at the hairpin (left), before giving us a rare view of a Bugatti T51 undertray.

VSCC Cadwell Park



Adding to his father's list of Spero wins was Johnathan Giles in Salome.



Diving past the pond, Bill Morris leaves Sweet to (unsuccessfully) fend off Sir John's ERA.

went wrong. While Sir John streaked past the cottage and down to the barn, Morris, with wheels locked, slid into the tyre barrier; by now moving quite slowly, the blue car tipped onto two wheels and gently toppled over.

Felton and the others were on him before the marshals could move, but all avoided the capsized Bugatti, and after a pause, the driver slid out of his car and stood up. Red flags brought the race to a halt, though several drivers took a long time to notice, and with five laps run, Sir John was declared the winner for the fourth time — with Morris second and Felton third. Quite an achievement for an inverted Bugatti. And Morris, although removed by ambulance, was fit enough to fly off to Spain the next day. However, he subsequently generously relinquished his second place to Felton.

After this excitement, John Brydon's 4.3-litre Alvis ran off with a five-lapper, before the pre-war racers reassembled for the 10-lap John Scott race for pre-war racing cars. The grid positions told the story: Bill Morris (ERA R12B) and Roger Sweet (MG KN) were determined to do battle, and so they did, narrowly leading Venables-Llewelyn's ERA most of the way. Sweet lost his lead to Morris, and on the last lap was passed by Sir John, with the Felton Alfa not quite in touch. Further back, an interesting car returned to the track in the hands of Gregor Fisken: the handsome Alvis Charnock Special with a 4.3-litre block in a Speed 20 chassis.

Despite some post-vintage entries, the turn-out for the Melville & Geoghegan Trophy and scratch race was disappointing, but was made up for by the spectacular antics of Harris' Lagonda Rapide Special, the 4½-litre round-tailed racer sliding from lock to lock through the Mountain. It was not enough, though, to pull in Hugh Conway, who carried off the Melville Cup in his T35T.

Sparrowhawk's 1937 Alvis collared yet another win over five laps scratch, which saw Ted Dunn (Riley) score a photo-finish second over John Seber's Wolseley, while it was the turn of Martin Morris' second son Miles to drive the ERA in the final handicap, another Alvis victory for Wickham's 12/50.

It was a contented crowd which filed out of the circuit after some gripping racing; it was just a pity that the morrow's bikers could not have waited until there was some room in the paddock before flooding in and jamming the gates, thereby trapping the VSCC competitors. **GC**



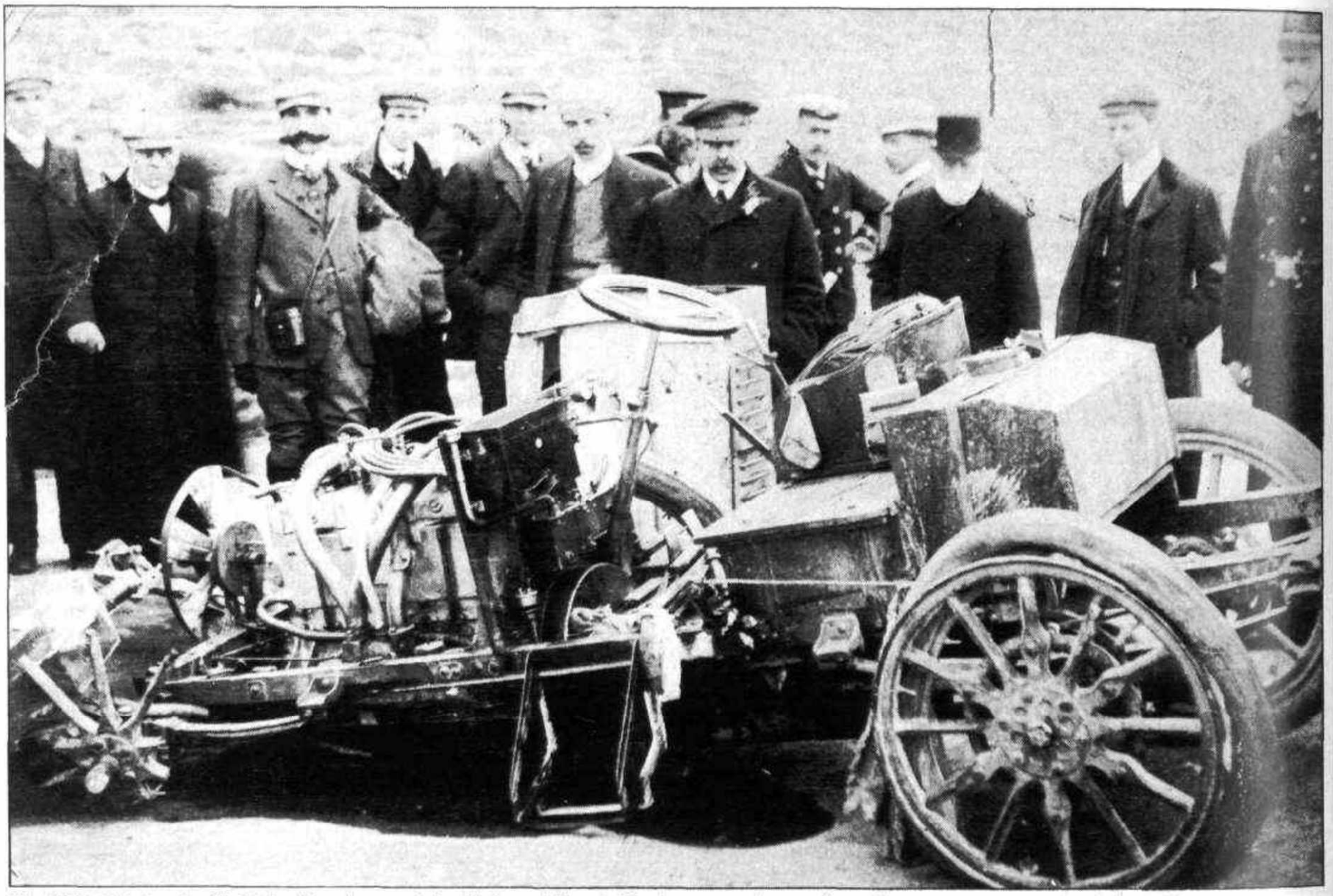
Harper (Morgan) and Stretton (Frazer Nash) watch Stewart's 3/4½-litre Bentley go for the gap.

RESULTS

Spero & Voiturette Trophies: 1, J. Giles (Morgan GN), 62.26 mph; 2, P. Hornby (A7); 3, R. Wills (Riley).
Vintage Scratch Race: 1, S. Harper (Morgan Aero), 63.45 mph; 2, R. Stewart (Bentley); 3, F. Giles (AC/GN).
Williams Monaco Trophy: 1, Sir J. Venables-Llewelyn (Bugatti T51), 66.69 mph; 2, R. Felton (Alfa Romeo).
John Scott Race: 1, W. R. G. Morris (ERA) 70.09mph; 2, R. Felton (Alfa Romeo); 3, R. Sweet (MG).
Melville & Geoghegan Trophies: 1, H. Conway (Bugatti 35T), 56.52 mph; 2, J. Harris (Lagonda Rapier); 3, M. Fountain (Gillow Spl).

1st 5-lap Scratch Race: 1, J. Brydon (Alvis Sp 20), 60.59 mph; 2, Sir J. Venables-Llewelyn (ERA R4A); 3, R. Sweet (MG KN).
2nd 5-lap Scratch Race: 1, A. Sparrowhawk (Alvis), 61.82 mph; 2, E. Dunn (Riley Spl); 3, J. Seber (Wolseley).

5-lap Handicap winners: B. Clarke (Franzer Nash GN); G. Bellenie (Riley); L. Whickham (Alvis).



The 1904 Eliminating Trials in Douglas certainly eliminated Earp's Napier, as can be seen from this contemporary postcard picture!

Wreckage and Restoration

Last month we published a full account of the 1903 Gordon Bennett Napier which has returned to Britain from the USA through the good offices of Lord Montagu of Beaulieu. The car has aroused much attention.

Its history seems accurately documented, although the Curator of the National Motor Museum suggests that, after being rebuilt and rebodied following Earp's crash at Douglas during the Isle of Man Eliminating Trials for the 1904 GB race, it passed into the hands of a Mr J W Simpson of Margate — whereas an earlier report in Lord Montagu's own magazine said a Mr Shaw of Addlestone had invested in it that December.

Perhaps both owned it, before it passed to Mr Douglas Wilson of Hove and then to a Mr Crew of Malvern. The latter seems to have stored it in London (some accounts say for 18 years, others for some 27 years) until his death, whereupon the Blake brothers acquired it.

When the car appeared at this year's Prescott hill-climb it wore racing number six, as had the Napier which Earp crashed. It does seem that the design of the brake-gear was the cause of the 1904 accident, the handbrake-pawl locking on if the brakes were applied without due care. The catch, it is said, had broken and been wired up before the IoM speed trials.

But it seems more likely, knowing the ability of the catch to keep the brakes locked on, that it had been wired so as to give the lever a "fly-off" effect; but that when the wire broke Earp (who was foolishly approaching a barrier across the road too fast after the trials were over) had to apply his brakes hard, and was unable to unlock the back wheels, causing the Napier to run into a wall. Earp and his brother Arthur (who was his passenger) were injured, along with a straying spectator.

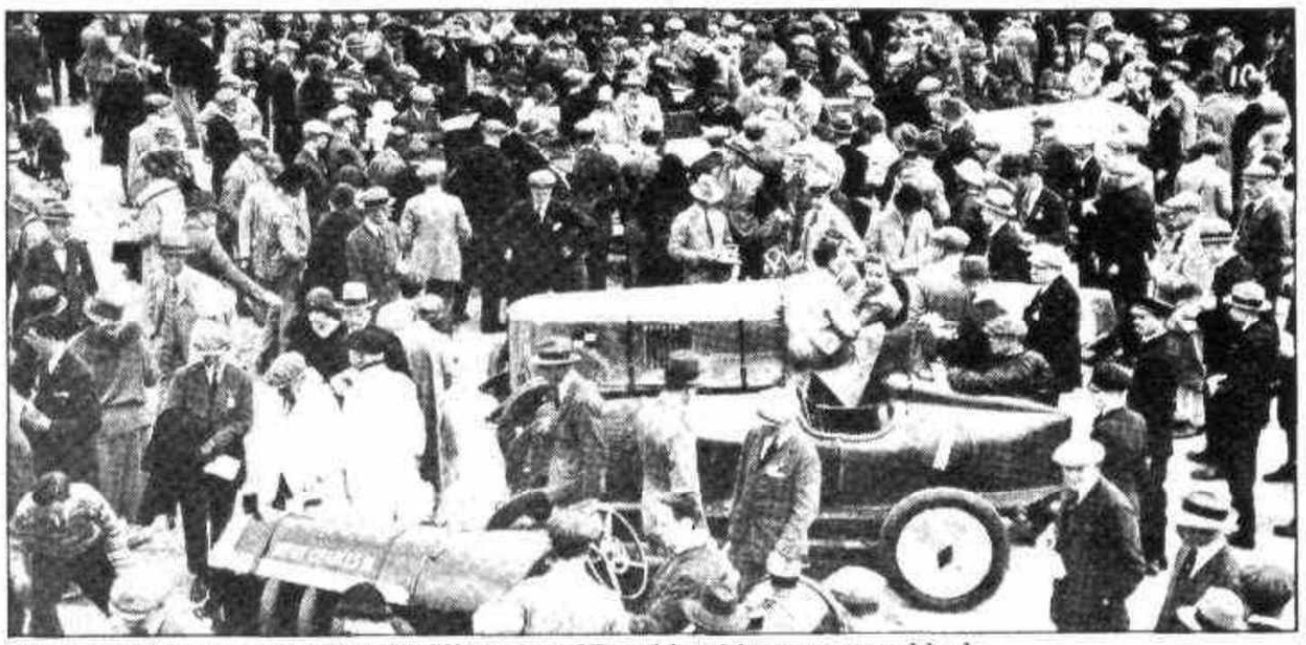
The photograph shows just how much damage was done to the car. So effective was the post-war restoration for Harrah in the USA that the Napier successfully completed the 1975 Brighton Run, which cannot have been easy for this primitive, high-geared racing car. That year it also appeared on the NMM stand at the Motor Show, and at Beaulieu before going back to America.

After Bill Harrah's death it passed into the ownership of Holiday Inns, but now it belongs to Britain again. Surprisingly, with its plated radiator and sprayed-on green paint, one current commentator has described it as looking like something off the lid of a chocolate box! **WB**

The Things They Say

"They (Napier) were the predecessors of important firms such as ERA, BRM, Vanwall, Lotus and so on," building British cars especially for racing, says the National Motor Museum's *The First To Wear British Racing Green* appeal leaflet. But what of the Sunbeam Motor Car Co of Wolverhampton? Some fine examples of these British racing cars are in the NMM at Beaulieu . . . **WB**

The Right Crowd



Even in 1924 "the right crowd" filled a lot of Brooklands' one-acre paddock.

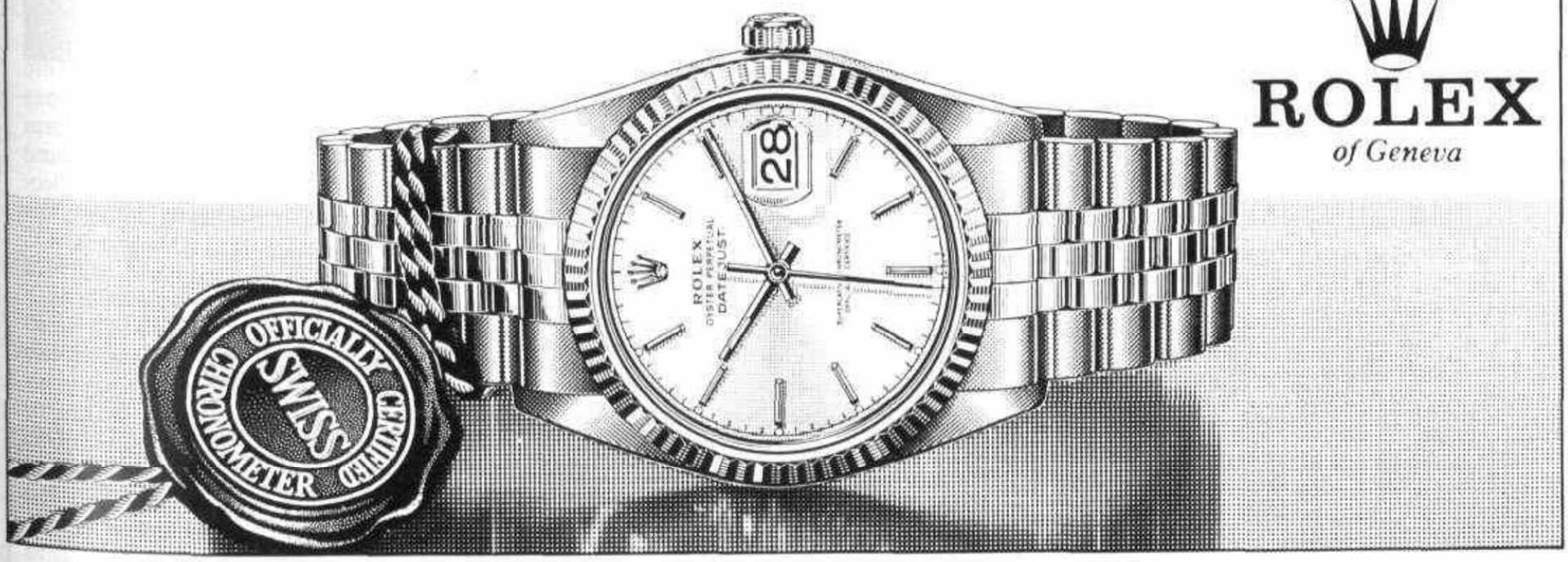
Current comparisons between Brooklands and road-racing give rise to the question of how the popularity of the Track compared with that of artificial road courses elsewhere in England. Obviously, more spectators would watch real road racing on the Continent — up to 300,000 at a German Grand Prix at the old Nurburgring — but how did Brooklands compare with other British circuits?

Figures are difficult to obtain, but the biggest attendance at pre-war Donington Park is quoted at 12,000-15,000 by the time of the 1937 Empire Trophy race (won by Mays' 1100cc ERA), rising to 30,000 for that year's TT. The arrival of the German Grand Prix teams in October produced a crowd of between 38,000 and 40,000, and so fabulous was the racing which resulted that a claimed 60,000 came to watch Nuvolari's Auto-Union win the 1938 Donington GP.

How does this compare with Brooklands? It seems that at the very first meeting in 1907, before the Track was properly organised, 13,600 spectators turned up in 500 cars and horse-drawn carriages. The 1921 200-Mile Race, aimed at "economy" motorists at a time when the country was recovering from the war, attracted 6630 onlookers. But in later years the Bank Holiday meetings would bring 30,000 and more people, and presumably for the big long-distance events this figure would have been substantially exceeded.

It is only natural that post-war race attendance figures have soared, with increased television publicity and growing interest in all forms of motoring — from a desire to own a vintage car to wanting to get into racing with a 500cc car at all costs. So it can be readily understood how the British Grand Prix at Silverstone rakes in more than 100,000, and this year's Birmingham Superprix 120,000 people over two days.

However, when the enormous post-war improvement in transport facilities of all kinds is taken into account, together with the fact that Birmingham's circuit is in the very centre of a great industrial complex, perhaps old Brooklands was not quite as isolated as some would like us to believe. **WB**



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VETERAN TO CLASSIC

Edwardian Class

The great Edwardian, or pre-World War One, racing cars have a class to themselves at VSCC meetings, and they certainly have "class." Their cultivation, long after the races for which most of them were built had been forgotten, arose largely from articles in MOTOR SPORT in the 1930s. Soon after the VSCC was founded in 1934 it was decided to run these giants from a past age again.

Just before another war broke out in 1939 they represented some of the most exciting and fascinating motor cars imaginable, for at that time few people had seen, or been in close proximity to, monsters with engines of twenty-and-more litres; the 8-litre Bentley was regarded then as the maximum literage! The old warriors had been banned as undesirable at Brooklands since 1930, so when they were awakened once more by the VSCC it was a treat indeed . . .

In those pre-war days Cecil Clutton introduced himself and the onlookers to the delights of the 12-litre 1908 GP Itala, and he was quickly joined by Dick Nash with the 1912 15-litre GP Lorraine-Dietrich (valued then at £5) and later Anthony Heal with the 1910 10-litre ohc Fiat. At Prescott in 1938 the ex-Brooklands Fiat, carrying a passenger, made best time in its class at 55.91 sec.

Wike was later to unleash the fantastic aero-engined 21-litre Fiat "Mephistopheles", and Morris the 22-litre 200hp Benz; other Edwardians not much smaller also appeared. They were raced as well as sprinted, and thus the catagory for veterans of class was born.

Prescott hill has been one of the best stamping-grounds for such cars, and this year's VSCC Meeting produced a splendid entry of 15. The "Vieux Charles III" Lorraine non-started, so Nash borrowed the 1913 25/35 Brixia-Zust from the Collings stable. Club President Roger Collings ran his universal 1903 Sixty Mercedes, which needs no introduction, Smith the venerable 70hp 1904 Gordon Bennett Star, Harrison the 35/45 7½-litre Renault, *tres* Szisz, which Mills and Marcus Chambers ran there before the war.



A massive 1904 GB Star owned by R A Smith has joined the Veterans in recent years.



Pipkin's 15hp 1911 Calthorpe, with a racing body, is a newcomer to the Edwardian scene.

Walker drove the magnificent 1908 GP Panhard-Levassor which gets away so rapidly from the start, and Clutton is still campaigning the mighty red 1908 GP Itala. Sam told me he thinks the old car is going as well as ever, and does not believe his driving skills have deteriorated, yet he cannot equal his pre-war times. Maybe the timing is now more exacting?

Tony Jones was on the long-bonneted ex-Barker Sixty Napier, an 11.6-litre Six from 1908, redolent of the early Brooklands days; Boyd drove a 1909 3.3-litre ohc Maudslay, Pipkin an interesting Calthorpe with three-quarter-elliptic back springs, racing body, and a 2867cc engine (which DSJ and I once made a pilgrimage to Newark to inspect), and J Harrison was in the Type-CR ex-Abbott 955cc single-cylinder De Dion Bouton. Teeder was using his vee-twin 12/26 Riley, Grey his equally-familiar big Lancia Theta, Hickling the now-famous Dodge Four.

The class was completed by a very attractive 1912 three-speed Alfonso Hispano Suiza T15 driven by one of Walker's sons — an immaculate car in stripped-chassis form (again so like the early Brooklands cars) acquired recently from the Waterman Collection in America. Valentine Lindsay was driving the 1914 GP Opel he raced at VSCC Silverstone. This is the ex-Corner car which Segrave once raced at Brooklands as a single-seater, and which was owned afterwards by A C Westwood and extensively rebuilt by Brian Morgan.

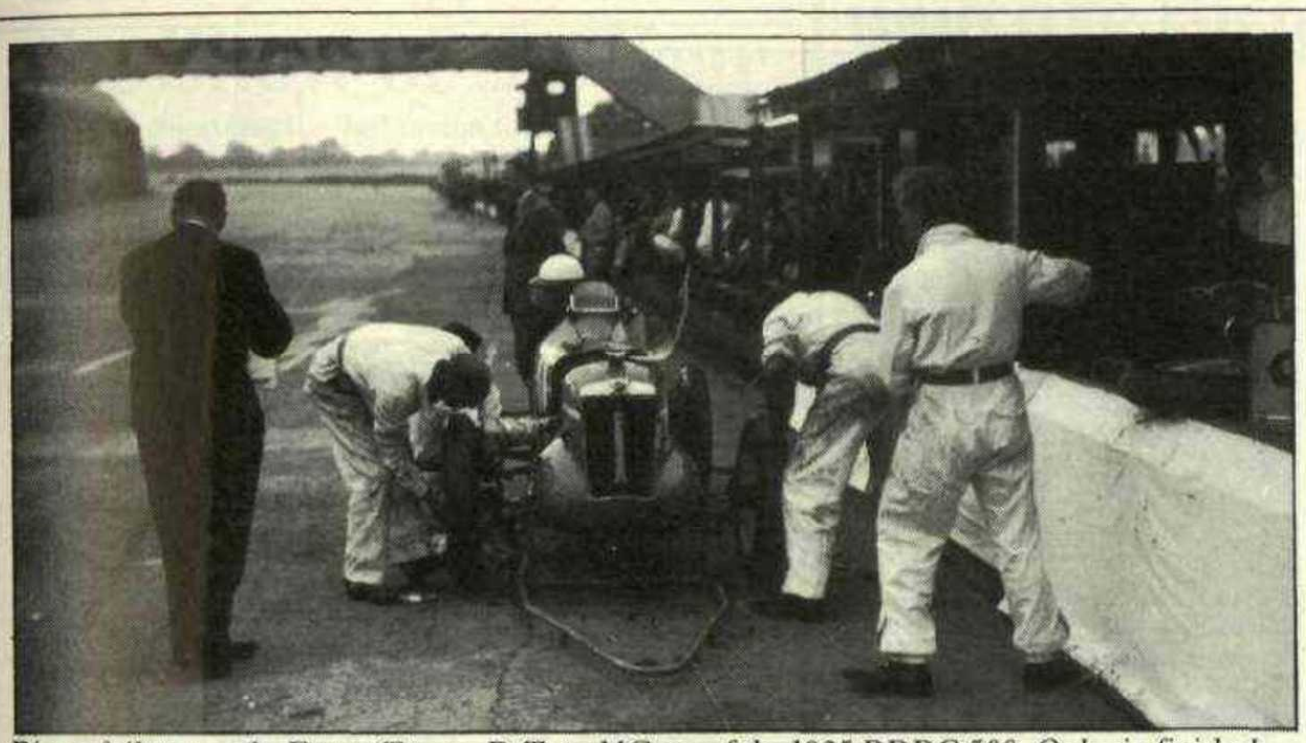


Valentine Lindsay's GP Opel.

Prescott is so well-suited to these cars, or they to it, that it is of interest to compare all the 1987 times (the better of two ascents, although Lindsay and Pipkin did only one each). The class record was set up seven years back by Arnold-Forster in his 5-litre ohc chain-drive Bugatti, at 52.04 sec. **WB**

VSCC PRESCOTT EDWARDIAN CLASS 1987

C. Clutton	1908	12-litre Itala	56.28 sec
J. Walker	1908	12.8-litre Panhard-Levassor	56.72 sec
V. Lindsay	1914	4.5-litre Opel	60.87 sec
R. Collings	1903	9.2-litre Mercedes	61.21 sec
A. Jones	1908	11.6-litre Napier	61.55 sec
T. Walker	1912	3.6-litre Hispano Suiza	62.79 sec
R. Hickling	1917	3.5-litre Dodge	63.77 sec
R. Smith	1904	10.2-litre Star	67.94 sec
D. Harrison	1907	7.4-litre Renault	73.34 sec
O. Grey	1914	5-litre Lancia	74.29 sec
R. Nash	1913	4.7-litre Zust	80.06 sec
A. Teeder	1911	2-litre Riley	80.31 sec
C. Pipkin	1911	2.9-litre Calthorpe	80.96 sec
N. Boyd	1909	3.3-litre Maudslay	83.88 sec
J. Harrison	1911	0.9-litre De Dion Bouton	88.97 sec



Piston failure put the Evans/Tongue R-Type MG out of the 1935 BRDC 500. Only six finished.

So What's New?

DSJ called this year's German Grand Prix a race of attrition, as there were only eight finishers out of 26 starters.

I was reminded of the pre-war BRDC 500-Mile Races at Brooklands which, especially in their later years, were just as much a case of attrition. I used to sit on the pit-counter (being careful not to dangle my legs over the *track* side) wondering, as the long afternoons wore on, whether there would be any finishers at all in these punishing contests

Many cars would already have retired, others would by now be misfiring and generally sounding sick and "flat", if not actually popping and banging. Some would sound all right but would be going more and more slowly, while others would stop in clouds of steam or smoke.

Yet, although Paul Sheldon and Mark Wheeler (*Letters*, MOTOR SPORT, September 1987) might have fits when they think of them, the 500s were remarkable races. Where else but in England could you see such a variety of cars? Track specials, stripped sports-cars, aged monsters (an aero-engined giant amongst them) and the better Continental makes engaged in an all-out "blind" which was won at a faster average speed than was the celebrated Indianapolis 500 until after the war — in spite of the very special cars built for the American contest, and its rolling starts.

The BRDC race began in 1929, when that exclusive club decided to give drivers a chance to go really quickly at the end of the season — when blowing up a car was less of a calamity than earlier in the racing year.

This race of attrition used to commence before mid-day (as early as 10am in 1929) because a class-handicap was used, and the entries ranged from Austin Sevens to the aforementioned aero-engined giant. By mid-afternoon there would have been many retirements and the field would have been thinned-out considerably.

A mere twelve cars finished the first 500-Mile Race, sixteen got home without being flagged off in 1930, only ten the following year and a dozen in the 1932 race. But it was from 1933 that the real attrition set in. Out of 31 starters that year, only seven finished within the time-limit, and the same number out of 32 in 1934; in the 1935 contest, won so ably by Cobb's Napier-Railton at 121.38 mph, a mere *six* cars got to the finish.

Watching from the pits, I would have seen the fast Duesenberg go out when the tail containing the fuel-tank began to break away, the Derby-Miller of Gwenda Stewart break a piston, the Squire split its fuel-tank irreparably and the same trouble eliminate Bertram's Barnato-Hassan, which had taken the lead while Cobb made a very leisurely pit-stop for 50 gallons of fuel and four enormous new wheels (ten minutes was spoken of, whereas today's Grand Prix tyre-changes take just a few seconds).

I would have noted that Dennis Evans' MG's engine failed, that Benjafield's Alfa Romeo refused to restart with a presumed blown gasket, and that Dixon's Riley (which had lapped even faster than the winner) went out with a hole in its crankcase.

That September afternoon down at Weybridge only five cars — a Riley, a sports-engined 3.3 Bugatti, a 2.3 Alfa Romeo, an MG Magnette without a relief driver, and a Hotchkiss — followed the victorious Napier-Railton home. Attrition, you see, was the name of the game at Brooklands that day, just as it was at Hockenheim this year. **WB**

Family Allowance

Last month's *Roads of the 1920s* mentioned a 1927 Morgan three-wheeler which when new was used for Sunday runs between Croydon and the south coast, with two small children in the back. This was, of course, a Family model, not an Aero Morgan, which as we well know was the more exciting *two*-seater sports version of the famous Malvern cyclecar. **WB**

Bishop's Castle Nostalgia

For those who wanted to live in the past for a couple of days over August Bank Holiday weekend, the annual Bishop's Castle Rally had almost everything — the dignity of steam engines from an 1881 Marshall Portable to 1937 Sentinel S4s and a 1910 Stanley steam-car, the putter-putter of stationary engines (the oldest a 1910 3hp Famous), the music of seven fairground-organs, and the clamour of the fairground itself.

Other attractions, included veteran and vintage vehicles. The latter seemed a little less prolific this year, perhaps because the organisers insist on the entrants bearing the full brunt of any accidents. Motorcycles, tractors and commercials were out in force however, and the vintage and post vintage cars included a couple of 3-litre Bentleys, Probert's nice 10/23 Talbot saloon,the inevitable A7s (a Nippy, Cup Model, top-hat saloon, Ulster Replica and a Special) and many larger Austins, including early 12/4s with those railway-carriage door handles, a 1935 16/6 saloon and a 1938 18hp New Windsor saloon.

That 1931 K25 Renault tourer was there, as rough as ever, and Evason's interesting 1930 23.8hp Humber landaulette with big d/d carburettor feeding into a water-jacketed manifold; two Rolls-Royce 20s had ventured out, Lea-Francis was represented by King's P-type, and Banfield's 1922 disc-wheeled Star saloon had come from Ross-on-Wye.



A Kings's 1930 P-Type Lea-Francis.

A smart brass-radiator Model T Ford 7-cwt van representing Ephraim Phillips Ltd, Fasteners & Presswork, made a stark contrast to an XK120 Jaguar bearing a *Rallye Alpine* plaque. Interesting, too, was a little Wolseley Ten two-seater, its performance to be weighed against that of the Brooklands "Moths".

This fine overall display was all contained in one vast Shropshire meadow! **WB**

VETERAN TO CLASSIC

The Baker's Tale

Mr J N Scanlon of Reigate has kindly sent us some evocative photographs and related the driving experiences of his maternal grandmother, who is still alert and healthy at the age of 91.

Her father bought a bakery business, Barber's Bread of Redhill, before World War One, which quickly expanded. On the outbreak of war the roundsmen were soon away to join up, so his daughter volunteered to drive the delivery rounds. After only a few days driving tuition, she drove first a horse-drawn van and, after the winter, the Alldays & Onions light van (Reg PA7281) they bought in 1915, from the Parson's Cycle Co in Monson Road, Redhill. Later this was passed on to another girl driver, and Mr Scanlon's grandmother drove the brass-radiator Model T Ford van they had by now acquired (Reg BY 3038).

This was so successful they got another brass-radiator Model T tourer for family use, and as she was the only one who could drive she was put in charge of it, taking her parents on outings. This tourer was also used on the bread round when a van was in for servicing.

Petrol becoming unavailable by 1916, a gasbag was fitted by Milne & Russell of South Croydon (made by the Spencer Balloon Co), which the young girl used to get filled each day at the local gasworks, for 10d (4p) per charge. She remembers that there was a special carburettor and a tap under the bonnet, for changing over to petrol should the gas supply be exhausted. After about a year she hit a low tree-branch and split the gas-bag, but by then petrol was becoming easier to obtain, so it was not refitted.

The lady changed wheels herself, and once broke her wrist swinging the T. So a new Arrol-Johnston van was purchased from a firm in Horley. This was quickly disposed of, as she found it too heavy to swing and change gear on.

These vehicles were serviced by a local company which became Chalmer's Garage. The mechanic went to America in 1920 as a lumberjack, worked for a Ford agent in Pennsylvania, and on his return home joined the Highbury Corner Garage and finished his career with Dee's of Croydon, the Ford Main Dealers. He also married the girl who had driven the baker's vans! He had claimed that before the war he was the highest-paid mechanic in London, earning £5 a week.

The van girls had different uniforms for winter and summer and grandma remembers how she and other female wartime drivers used to mount teddy-bear mascots on their cars, changing them every few weeks. **WB**



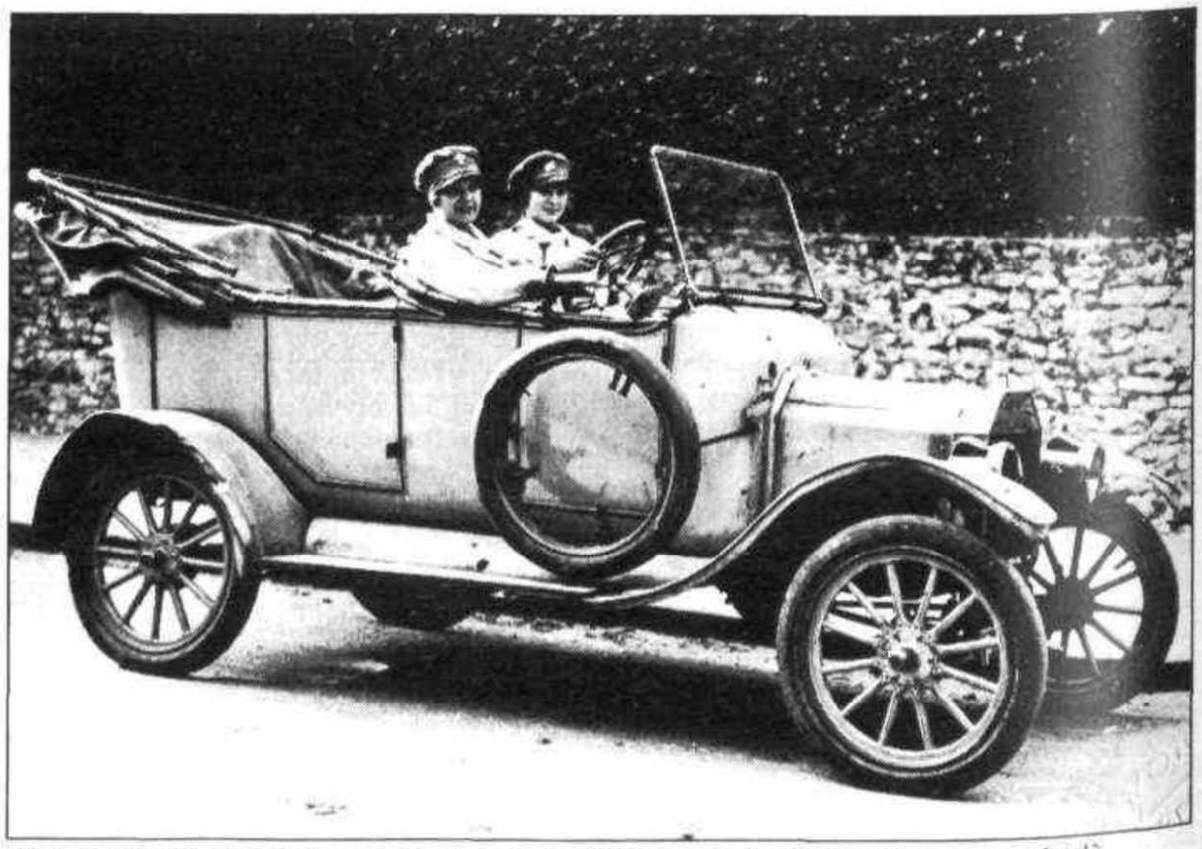
Alldays & Onions (in front) and Model T Ford — the girls' WWI delivery vans.

V to C Miscellany

The STD (Sunbeam-Talbot-Darracq) Register enrolled 14 new members recently, with cars ranging from a 1921 24hp sports-tourer imported from America to a 1934 Sunbeam Dawn saloon. The Register's monthly *Newsletter* has Sunbeam Twin-Cam and Dawn features as well as covering all the STD cars. In view of recent material on pre-selector gearboxes in MOTOR SPORT, it is interesting to remember that there were Sunbeams with such boxes, to Wilson patents, for example on the Dawn and the 21 Sports, and that the former was available with an automatic clutch control, to Gillett patents.

If any readers own a Vulcan car, the descendants of the Southport company would be pleased to hear from them.

Vince Leek has 44 entries on his A7 Register of reproduction Ulsters with Chris Gould bodywork, and would like to bring it up to date. He is modifying a second one for racing, his first having run some 50,000 miles since 1978 and finished second in the 750 MC Racing Championship for the last two years. His home address is Holme Oaks, Upton Scudamore, Warminster, Wiltshire BA12 0AG, where his A7s keep company with a Jaguar XK150. **WB**



This Model T doubled as a bread van in 1917 — its body may be non-standard?

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CLASSIC CAR SHOW



Tony Chesters' recently overhauled Model T is the only surviving British-built Town Car.

Model Ts in Wales

Following a period of change in its administration, the Model T Ford Register held a well-supported rally in mid-Wales early in September. Entries of 26 Ts and two twin-cylinder C-type Fords were set routes of some severity, totalling about 350 miles in the three days, and since the cars came from as far afield as Norfolk, Yorkshire and Devon, the presence of trailers was excusable.

At a reception by Smithfields Garage, Ford dealers in Builth Wells, I noted that rally organiser Arthur Pearce had come in his 1919 tourer and the Register's president Mr Whiteway in his 1912 model. I was pleased to spot two young enthusiasts with female passengers in more sporting Ts — S Meakin's a 1920 with shapely, homemade bulbous-tail body, plated outside-exhaust, aero-screens and no mudguards, F Croft's an equally stark all-black 1922 Speedster with an SU carburettor, modern-style coil ignition, HC head, alloy pistons, 3.1 axle and 60 mph top-speed.

The Ford Motor Company's own Model T took part and the commercial-vehicle side was represented by a 1922 pick-up, a 1922 7cwt van in the livery of K J Dalnare of Kensington, and a 1914 brass-radiator van.

Coming to more detailed spotting, C Beard's 1913 Runabout had a "Bonjon" No 75 gas-generator for its carriage lamps, J Trett's 1915 Roadster had the name "Pup II" on its radiator, A Stainer's 1913 Roadster also had carriage lamps, and there were two late-type cars with wire wheels, of which M Lee's 1927 tourer had the larger drum expanding "Rocky Mountain" brakes of the Roebuck axle (now insisted upon by USA insurers).

The chairman, Tony Chesters, invited my wife and myself to join the second-day lunch and dinner assemblies. He also kindly took us on the run to the Sanic Bryn Dam in his rare 1912 Town Car, the only surviving one from Trafford Park, which he has overhauled since finding it last year in Wolverhampton, where it had been stored since the 1930s.

The taxi-like Ford body with division and occasional seats has an enormously lofty two-piece windscreen but runs well, at 40 or more mph, although when some of the Welsh hills got it off top speed the pace dropped to a crawl, to the accompaniment of all the charateristic clatter and vibration. This of course was of little moment when the car was made, in more leisurely times.

It is a delightfully typical Model T, its tall dash cutting off half the short bonnet as one looks down on it from the front seat. Equipment includes a Stewart speedometer (the only instrument) and H&B generator for the non-original brass Edmunds Jones Mfg Co of Detroit model 466 headlamps, an oil rear lamp, and Firestone and Dunlop 30 3½ tyres. After the rally it went home to Keighley in a fine covered trailer behind its owner's Mercedes-Benz motor-caravan.

What better way of capturing the atmosphere of Edwardian days with Ford Model Ts, than being driven skilfully by Chesters in the autumn sunshine along deserted Welsh roads? This T's 1915 engine (2.9-litres, splash lubricated, thermo-syphon cooled), which does about 25-27 mpg, needed a little water after Caerwen.

The new Secretary of the register is Julia Armer, of 3 Riverside, Strong Close, Keighley, Yorkshire BD21 4JP. **WB**

VSCC Madresfield

Heavy rain tried to wash out these annual Vintage Sports Car Club driving tests, but thankfully it failed.

Hamish Morton's Bentley did battle against three 30/98s, one of which crawled past in the first part of the fast/slow test, whereas the Bentley wanted to gallop. One of the best here was Mackenzie's 4½-litre Invicta coupé, but young Harcourt-Smith's Ulster A7 seemed even slower at 36 seconds and Hancock's dignified 1925 5.7-litre Daimler limousine went by at the rate of one rev of a road wheel per three seconds. Heard's 1932 1½-litre Invicta tourer also went quite slowly here, an interesting point (no pun intended!) being its faired door-hinges.

Turning out smartly — even hood up — was Hall's 1938 16/80 AC tourer, and a racing note was sounded under acceleration by Bell's MG Midget. Lemon's 30/98 managed the slow section sedately, burbling quietly away thereafter, while Wyn-Owen was there with "Babs" (which kept to its



Mrs Gray, a 1922 GN Légère, and rain.

trailer) to see his son drive his Aero Morgan.

John's TT Replica Frazer Nash had three damp SUs peeping from its bonnet, and it was nice to see Beasley in a four-seater air-cooled Rover 8. Miss Brewster and her mother shared a Nippy A7, which was not quite as nippy as it might have been when Ma looked for a lower gear for pick-up after the slow run.

The results tell the rest of Madresfield's rainy story. **WB**

RESULTS

First Class Awards: D. Marsh (Bugatti), M. Lemon (Vauxhall), C. Hancock (Daimler), S. Diffey (A7).
Second Class Awards: I. Hall (Riley), R. Harcourt-smith (A7), T. Tarring (Frazer Nash), J. Brewster (Lea-Francis), M. Parkin (A7).
Third Class Awards: M. Tebbett (Riley), B. Gray (Vauxhall), A. Bell (MG), Mrs Shapland (Talbot).
Ladies Award: Mrs Shapland.



George Daniels from the Isle of Man in the Birkin 4½ Bentley which once held Brooklands' lap record.

Slick Show

On August Bank Holiday Saturday the Bentley Drivers Club held its annual Silverstone meeting, notable for plenty of variety, slick organisation and some exciting racing. It also featured one of the biggest, if not the biggest ever, parades of Bentleys in which everything from early 3-litre to Mulsanne circulated enthusiastically, including a 30/98 Vauxhall gatecrasher (we refrain from saying whose!) and Faud Majzub's 3-litre with the Harry Varley 16-valve 2.6-litre engine.

Racing opened with an eight-lap handicap for slower cars (these handicaps were confusing by reason of some runners having credit laps) which Paul Stafford's AC Ace Bristol ran away with, at 71.89 mph. By now the park for non-competing Bentleys contained some 34 "proper" WO cars, and others continued to arrive — we were reminded of the 3-litre we saw cruising at 70 mph along the M5 after VSCC Prescott, which is what vintage sports-cars should be able to do!

MGs and three-wheel Morgans indulged next in a five-lap scratch battle, in which Innes-Kerr's MGA and Kirkpatrick's MGB went one either side of Blair's Super Aero Morgan in an exciting battle for second place, after O'Neill's MGB GTV8 had won easily at 83.58 mph.

The popular Bentley/Lagonda Handicap followed over five laps, and was won by Gurney's 3-litre at 54.3 mph, from Bentall's 4½-litre and Thompson's 3/4½-litre — all Bentleys of course! Keen's March Special Rapier retired in vast clouds of smoke.

Nineteen MGTs then contested a ten-lap championship round, which had several race-long duels; Clewley came home first, at 76.31 mph in his TB, but Buisti lapped quickest at 79.3 mph in another TB. All had roll frames and looked very professional.

It was now time for the eight-lap Vintage & PVT Handicap, with a big field from which Judy Hogg retired her International Aston Martin. Sayer's Riley Sprite took first place at 74.35 mph, but from scratch the Bentley-Napier lapped fastest at 79.08 mph.

More exciting, the AC Cobras and Crewe Bentley Specials were set a ten-lap scratch contest. We were told, boxing commentary fashion, that Atkins' Cobra had had 48 wins out of 96 starts, which sounded promising; but it failed to appear. So it became a tussle between Paul Channon's smart hill-climb 4.7 Cobra and Hitchins' sister car, the latter going into the lead two laps from the end, to win at 86.98 mph after a best lap at 89.61 mph. Trentham's Mk VI/S1 Bentley indulged in a pit-pause, Shepherd had an early spin in his Cobra and Hescroff's vintage AC with the Victor Bruce "Montlhéry" body was content with only six laps. Third place went to Alan Padgett's well-known Mk VI/S1 Bentley.

The ten-lap scratch race for four-wheeled Morgans (thirty in all, some on slicks, all with roll-bars) was truly impressive and produced very close dicing. With the bored-out 3.9-litre multi-carburettor Rover V8 engine some 300 bhp is claimed. Grahame Bryant's consistently reliable Morgan with only 3½ litres managed to lead all the way, winning at 92.74 mph from Tony Morgan-Trip's bigger Plus-8, which did fastest lap of the day at 94.74 mph. These two gradually left the third-place car, Rob Wells' 3.9 Plus-8, far behind. Julian Ghosh, forsaking Vauxhall vintagery for Peter Garland's Morgan, had a fine dice with Jones, both in "3.9-ers," until the former had a monumental spin going into Woodcote a lap from home — he was overtaken only by Jones. It was a splendid demonstration of how Morgans cling to the road.

The eight-lap Vintage & PVT scratch race saw Morley in the Bentley-Napier (now using his spare "Lion" engine) stay ahead of the



Bentleys aplenty.



Roy Spencer's Morgan Super Aero and friends.

Avon-Bentley and the Bentley-Royce, although smoking a little breathlessly towards the end of a race run at 78.75 mph — the aero-engined giant lapping at 80.96 mph. So three different Bentley Specials (although one had a Standard Avon chassis) were 1-2-3, the first *normal* Bentley being Harvey Hine's, in fifth place behind Sayers' Riley.

Perhaps the car of greatest interest to the spectators was George Daniels' Birkin blower-4½ single-seater, placed eighteenth after lapping at 69.16 mph. A dedicated enthusiast, George drives it to and from meetings, doing some 400 miles this particular weekend. Of the decidedly *special* Bentleys, Overton's 4¼ had a Wade blower and two big SU carburetters, and Ian Bentall's 4¼ sported six carburetters; Bullings' Mk VI, from an earlier race, featured six copper exhaust-pipes and an enormous cheese-grater-protected silencer.

The twelve-race meeting continued with David Newton's Porsche Turbo taking the eight-lap Allcomers Handicap "for faster cars" at 86.42 mph, from O'Neill's MGB GTV8 and Channon's Cobra. Windage's lightened Morgan 4/4 with Ford 1600 Kent engine retired, while the MG lapped fastest at 89.2 mph.

Then we had another of these handicaps, this time for "average" cars, won by Reynolds' Morgan "trike" at 75.62 mph, with Adney's Morgan Plus-4 second, Kirkpatrick's MGB third. Raeside, in his brother's slick-shod Morgan Plus-8, lapped at 80.29 mph.

Came the Bentley Handicap and all eyes should have been alerted to see Sandy Collings' "limit" 3-litre come in the victor at 61.85 mph, having kept ahead of Davis' 3-litre. Padgett lapped at 84.02 mph.

An enjoyable day's sport, which an overcast sky could not detract from, closed with an Allcomers eight-lap scratch race, won by Bryant's Morgan Plus-8 (90.86 mph) from Wells' 3.9-litre Plus-8 (in its first season and on road tyres). **WB**

FORGOTTEN MAKES — No77 The Moveo

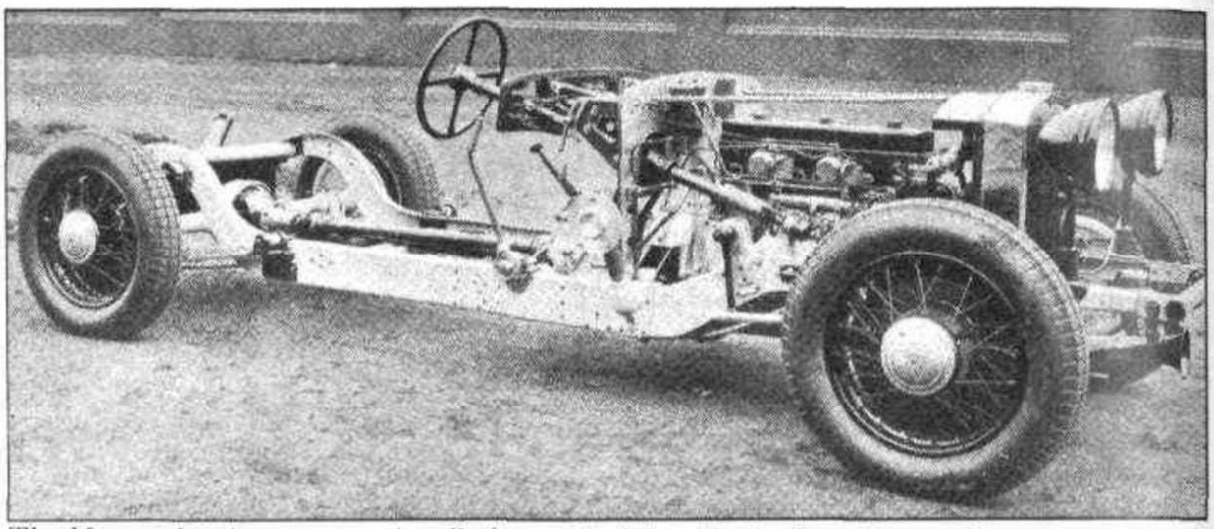
A car of much promise which came to naught was the Moveo, announced early in 1932. The designers responsible were a Mr Haythornthwaite and a Mr Houlding, who had obviously aimed their 3-litre chassis at the hard-driving enthusiast.

The chassis, for instance, was exceptionally low and stiff, the side-members sweeping downwards and outwards behind the engine's rear mounting points, and up over the underslung back axle. These frame members were six inches deep in the centre and were carried straight to the front spring anchorages, with no curved dumb-iron effect.

Tubular cross-members braced these side-members, that behind the gearbox having a diameter of 3in; others united the frame at the extreme front, one behind the radiator, four more spaced along the back of the chassis, two at the back spring mountings, another at the top of the frame upsweep and a final one at the end of the chassis. Cast-iron for brackets was eschewed, and bolts passing through the chassis members were never larger than ¼in, to reduce stresses; these bolts were of high tensile steel, all secured with special locking washers.

This chassis was sprung on half-elliptic springs of flat formation shackled at the outer ends, the other ends of the springs moving in slides. Suspension hardness was adjustable by the driver, using hydraulic Telecontrols, and the front axle had brake-torque cables, as favoured on Aston Martins.

Lockheed hydraulic brakes were fitted, using 17in diameter chrome steel drums with aluminium cooling fins attached by taper and set-screws. The hand-brake lever had a fly-off action achieved by means of jamming rollers, no ratchet being used.



The Moveo chassis was exceptionally low and stiff, with 6in deep side-members.

No Customers?

The Moveo was powered by a six-cylinder 72.5 × 120 mm (2973cc) Meadows engine with push-rod operated overhead valves. This fine power-unit, a standby for so many of the smaller manufacturers, developed 74 bhp at 5000 rpm. It had coil ignition, the coil and distributor accessible on the off-side of the engine. Two Amal carburettors were fitted, fed from a 14-gallon rear petrol tank by a couple of Morriscot Petrolifts.

The drive was taken through a single-plate clutch to a four-speed Moss gearbox (another popular component) possessing a silent third gear. This gearbox was in unit with the engine, and final drive was by a propshaft with Hardy Spicer couplings to a spiral-bevel back axle. The big engine was three-point mounted.

The radiator had top and bottom tanks connected by gilled tubes, and united by four long bolts. It was claimed that, under test, 70 lb/sq in had been satisfactorily resisted, and that if a tube should leak the two tanks could easily be separated. To improve appearance, a "honeycomb" grille was fitted.

Easy maintenance had been one of the aims when planning the Moveo. There were only three chassis greasers, two for the steering king-pins and one for the front universal joint. The two exhaust pipes swept into no fewer than four Carbjector silencers, which were placed in tandem. The wire wheels had large nave-plates.

Two years' experimentation was carried out before the Moveo was put into production early in 1932 from works in De Lacy Street, Preston. The chassis price was fixed at £575, and a top speed of 80-85 mph was claimed, with plans in hand to supply a supercharged 3-litre engine and to install a 4½-litre Meadows power-unit.

It all sounded most promising at a time when individual cars were much in demand, and a coupé demonstrator was built, the intention being to offer bodywork to customers' requirements. Unfortunately, there were apparently no customers, because it all just faded away. **WB**

Royal Vintage

To find out how the distant parts see vintage affairs, or how Celtic historic car shows work out, what better than to take a look at that which formed part of the celebrated Royal Welsh Agricultural Show at Builth Wells (this year's marking the silver jubilee of the Society at Llanelwedd)? The car section was the responsibility of the Rhayader MC for the twenty-third time.

Bikes and cars were divided into pre- and post-1930; this year there was an equal number of each, but more later cars, down to a 1959 Standard Ten. The vintage element consisted of J Carter's very fine Berliet-engined 1903 Sunbeam with automatic inlet valves (well-known to London-Brighton Run followers), J Thomas' impressive 4½-litre Bentley which was used to take spares for the Bentley team to Le Mans in 1928, 1929 and 1930, and R Worthing's 1924 Model T Ford two-seater, in black naturally and recently overhauled into a quiet-running pick-up.

These were backed up by two A7s — a 1929 version rebuilt after serving as a shelter for chickens and my 1930 reproduction Ulster (this was a local run for it and it amuses me in my editorial second-childhood, all good children commencing their active motoring in A7s, surely?)

Also present were the immaculate "regular" 1932 Model B Ford saloon, a local A7 Opel two-seater, a Barker Special Sports Daimler, a nice XK120 Jaguar, a manual-gearbox Rolls-Royce Silver Dawn, and examples of utility transport including a 1938 Austin 12 van, 1949 Land-Rover, 1939 Standard 8 tourer, and a 1938 Austin Cambridge saloon which has run just over 46,000 miles from new. **WB**

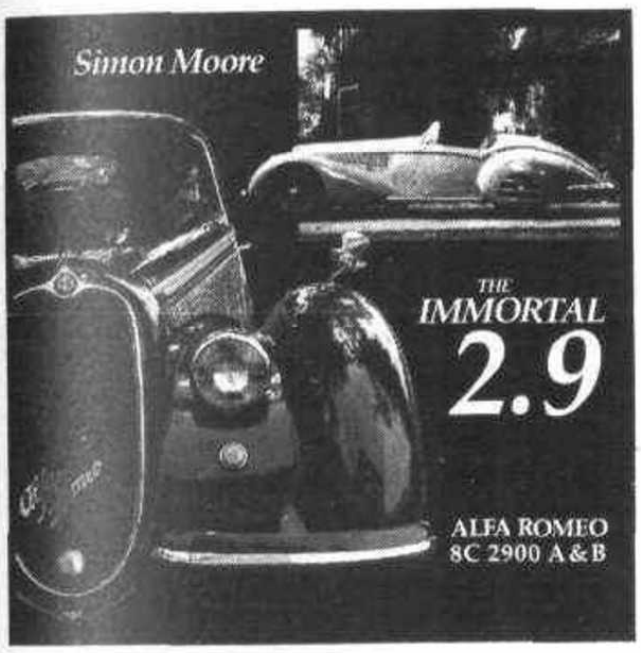
Forgotten Factory?

While the old and imposing Argyll factory at Alexandria just outside Glasgow continues to decay, Crammond Ltd, the property development company which recently bought its famous 20-acre site, has stated that nothing will be done which might cause conservationists any concern. Argyll Motors built this elaborate headquarters in 1906, and it later became a World War One munitions works and a Royal Navy torpedo factory. It was closed down by Plessey in the early 1970s, and when we last visited it, its magnificent interior was being used by small companies as office-quarters. **WB**

Cyclecar Chassis

Further to our *Fragments on Forgotten Makes* (MOTOR SPORT, July 1987) dealing with Grahame-White light-cars and cyclecars, it is interesting to note that parts of one of the latter have recently been discovered — a chassis with the two-speed gear, but no longer with its engine or body. **WB**

BOOK REVIEWS



The Immortal 2.9
by Simon Moore. 270pp. 10½10½. (Parkside Publications, Suite 3210, 999 Third Avenue, Seattle, Washington 98104, USA. £42.50)

Every once in a while a motoring book comes along which quite plainly has to be added to the collection, no matter what the cost. Simon Moore's weighty work on the Alfa Romeo 2.9, the fastest of all pre-war sportcars, is one of these.

Books about a single model can be repetitive, but when the model in question is one of the very greatest automobiles ever assembled, and when every one of the 39 or so built has its own surprising story, and when the author has spent over 20 years following up those histories and examining almost every car, becoming in the process the world's leading authority on them, it is inevitable that the result will be a *tour de force*.

Years ahead of its time in performance and sophistication, marrying a twin-supercharged, twin-cam racing power-unit to an all-independent chassis, the 8C 2900 Alfa Romeo in two-seater sports form carried some of the most beautiful bodies to be sculpted before or since the war, and Moore's book illustrates all of them without stinting, in original form, in any later incarnations, and as they are today — almost all are accounted for, one way or another.

The special bodies are all of interest, but the "standard" touring shapes, long or short-chassised, spider or berlinetta, are in themselves so gorgeous that every page is an indulgence. The many photographs (360 duotones, 18 colour) are accompanied by some priceless illustrations of contemporary sales brochures, and by detailed line drawings of every car.

Written in a very personal manner, as befits the owner of one of these fabulous cars, the text is not merely historical, but enthusiastically describes Moore's journeys of research and his meetings with those connected at any time with the cars, with chapters on the gestation of the 2.9 and its racing triumphs. It is a work of passion, overflowing with the excitement of tracing each car's story, and intensely scholarly over the evidence — undoubtedly my book of the year.

Available from MotoBooks, St Martin's Court, London, or from the author at 50 Winchendon Road, London SW6. **GC**

Saab — The First 40 Years Of Saab Cars
by Bjorn-Eric Lindh. 200pp. 11¼ 9¼. (Motor Racing Publications, Unit 6, The Picton Estate, Croydon CR0 3RY. £24.95)

There are fewer gaps in one-make historiography as time goes on, and a significant one has now been filled by this grandly-produced story of forty years of the popular and individualistic Swedish Saab.

With lavish colour illustrations, and a comprehensive text taking the history from the Saab's forerunners and the early three-cylinder DKW-like two-strokes, through the Saab EJ racing cars, Monte Carlo and other competition successes, the Sonnett and on up to the 900 and 9000 series, it is not surprising that Saab (GB) Ltd has made this a presentation volume to commemorate the opening of its new headquarters here.

The significant aircraft side of Saab is included in this welcome book, whose foreword is by Sten Wennlo, vice-president of Saab-Scania AB and general manager of Saab's Car Division.

The English translation is by Tom Byrne. This useful history includes production tables but lacks an index. **WB**

Motor Racing: The Records
by Ian Morrison. 188pp. (Guinness Books, 33 London Road, Enfield, Middlesex). £8.95.

Bald statistics have always fascinated many a motor racing connoisseur, and no doubt always will. If the sport has long been awaiting the Guinness Book of Records treatment, this heavy, soft-cover volume provides the nearest thing so far.

No sooner is any such work published, of course, than it is out of date — which means this offering (complete to the end of 1986) *has* to be more useful than any forebears. But that is not to say it is fully comprehensive.

Top-six finishers, pole position and fastest lap are given for every Grand Prix since the introduction of the World Championship in 1950, though cross-referencing of driver and marque records is no more thorough than that previously published in yearbooks by such as John Player and Marlboro. Details of earlier Grands Prix, junior single-seater formulae, sportscars, Indianapolis 500, Mille Miglia and Targa Florio have greater rarity value.

But some of the information frankly seems out of place. Tasman and Can-Am series attracted many top-class drivers in their day, but the entire history (both years) of Formula 3000 in tabulated form has little historical consequence at this point. The inclusion of Race of Champions, British Formula Three and Grovewood Award sections gives this book of international records a notably British slant.

Narrative interludes on specific subjects (famous drivers, races, circuits or technical themes) are brief, and there are insufficient exciting or colourful photographs to make this a coffee-table tome.

But while it could not be described as "reading material" in the usual sense, its hours-of-engrossment-to-cost ratio defines it as a bargain for the enthusiast/statistician. **GT**

Lotus — The Sports Racing Cars
by Anthony Pritchard. 160pp. (Patrick Stephens Ltd, Wellingborough, Northants NN8 2QD. £12.95)

In this detailed review which covers the 1950s up to the mid-1960s, Pritchard concentrates on the achievements of Team Lotus and the effect of that seemingly unending steam of race victories when Chapman was making his name as an innovator. But the many private entrants feature too, and the photo selection includes rare race coverage.

Separate chapters describe the most successful models, many contemporary magazine tests are included as an appendix, as is a brief outline of Coventry-Climax engines. Pritchard's admiration for Chapman is plain, but the informative text is thorough and fair, and full of detail both on the racing and on the technical side, making this a welcome addition to the Lotus *oevre*. **GC**

Prepare to Win *and*
Tune to Win
by Carroll Smith (Osprey, Floral Street, London WC2E 9DP. £12.95 each)

Together with Smith's other work in this series, *Engineer to Win*, these two large paperback reference books make up an invaluable source of information on all aspects of getting a racing car first past the flag. In Smith's many years as driver, engineer and team manager, he has developed strong opinions which sometimes go against the accepted methods, but he explains his reasons in colourful style which makes even basic metalwork techniques sound interesting.

Prepare . . . calls itself a nuts and bolts guide to preparation, while *Tune . . .* goes into detail on suspension geometry, aerodynamics, and many other factors, and the author is not afraid to condemn by name those supplying components of doubtful effectiveness.

Users of these books, which are packed with explanatory diagrams, may have their own opinions about tuning, as all specialists do, but so much information is crammed in that the trilogy must be strongly recommended. **GC**

BOOK REVIEWS

Formula Ford — A 20-Year World Success Story
edited by Simon North. 66pp. (Brands Hatch Publications, Fawkham, Dartford, Kent DA3 8NG. 2.50)

Whether in 1600cc, 2000cc or Sports 2000 guise, Formula Ford has gone from strength to strength since its inception in 1967. This slim softback publication, which slips neatly onto the periodicals shelves of the larger newsagents, sets out its stall to prove that premise. And it succeeds.

Advertisements throughout make it clear that it is intended as a promotional vehicle for the formula and for those companies which support it. But it is also a jolly good read which will tell you all you ever wanted to known about FF — including the basics which your newspaper does not appreciate and which the specialist press takes for granted.

A turgid straight history of the concept has sensibly been avoided. Instead, its development from a twinkle in Brands Hatch supremo John Webb's eye to the massively supported annual Festivals and World Cups is unravelled in a series of short articles by expert journalists — including our own JW. Each covers a different aspect of a formula which adopted standard Ford Cortina GT production engines in order to provide low-cost, bottom-rung, competitive motor racing.

Who will enjoy this book? The devotee certainly, but also the casual enthusiast who has yet to experience FF at first hand. Presentation is reasonable for the price, and the photographs (many in colour) are full of action. If this offering is preaching to the unconverted, they may not remain so for long. **GT**

It is a daunting title, but as cars gain more and more microchips, there is much to be learned from **Automotive Electronic Systems** by Trevor Mellard, a 156-page paperback costing £9.95 and published by Heinemann. LCD displays, fuel injection, adjustable dampers, and much more are described, and while it probably will not help you to fix anything, it is satisfying to have it all simply explained. **GC**

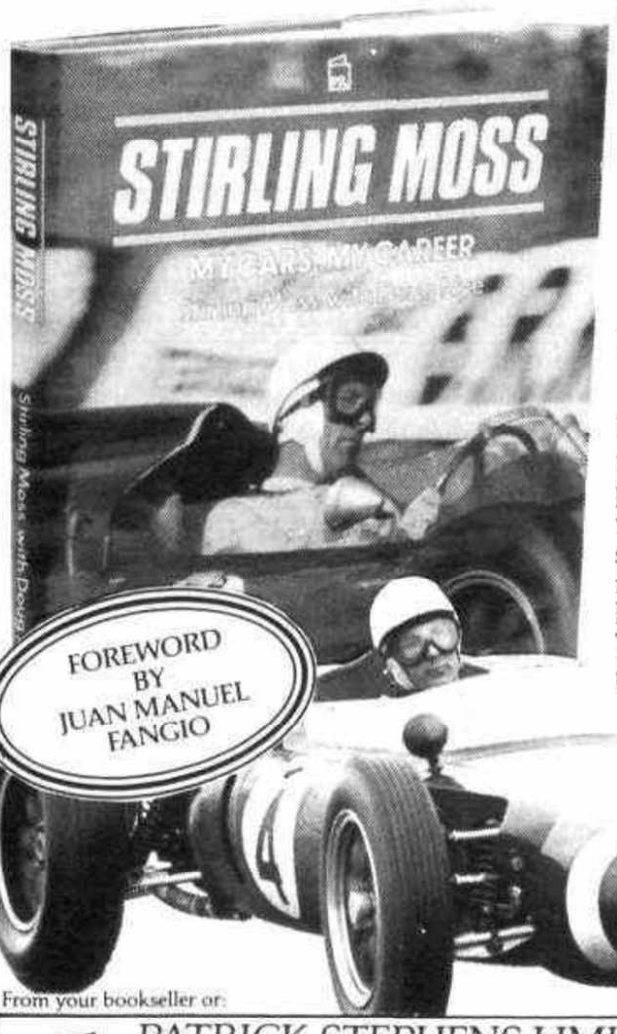
An excellent painting featuring pre-war aeroplanes, a 3-litre Bentley, a Morris 10/4, a GPO van and many personalities from the world of aviation and motoring is contained in **A Flying Start To The Day**, an account of the life of captain E E Fresson OBE, and Highland Airways, which he founded. Another colour plate shows the Monospar which took mails to Orkney.

These are both worth framing, and the entire 60-page book, including modern pictures of important post-war locations, will delight enthusiasts for pre-war cars and adventurous flying. The Miller paintings measure 12¾in x 16in. They are available separately for £2.95 each, the book for £3.95 from the Inverness Museum, Castle Wynd, Inverness. **WB**

Drawings and paintings, however well done, seem to lack the accuracy of photographs where history is concerned — although the camera can be made to lie, as we well know, in the faking of prints. Be that as it may, we have to commend very highly John Blake's **Flight—The Five Ages of Aviation**, as seen through paintings by the Guild of Aviation Artists.

This book contains in its 151 very large (12¼in x 9¼in) pages some of the finest such paintings I have seen, each one fully captioned. Indeed, there is subsidiary text describing the many illustrations (from balloons to fighters and transport aeroplanes, ranging from 1870 to the present) and biographies of the 55 artists whose work has been used, including Nockolds, Cuneo and Shepherd. The foreword is by HRH the Duke of York, and Foulis is the publisher.

Coffee-table maybe, but only for the very best coffee-tables! For these 78 fine pictures, the price of £29.95 is not expensive. **WB**



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LETTERS

Alboreto Innocent?

Sir,

Over the years I have disagreed with DSJ's comments on a number of occasions — nearly as often, in fact, as I have agreed with them — but I now feel I must take issue with him on a matter of fact.

It concerns Alboreto's alleged rule infringement before the start of the Austrian Grand Prix, when he entered the pits to have his steering wheel adjusted as everyone else formed up on the grid for the second re-start.

The view from the television camera high above the track clearly showed the Ferrari suddenly rush forward to close up on the car in front, but then, despite his obvious impatience, Alboreto contained himself until the slip-road to the pits.

Once he was off the track he accelerated hard down the pit-lane, as you might expect, and at this point he certainly passed other cars, but they were on the track while he was not.

I wonder whether the wording of DSJ's report implies that he did not see the incident clearly himself.

R J DAWSON
Weymouth, Dorset

British Registrations

Sir,

I am pleased to read of your interest in vehicle index marks in Britain. Their use dates from 1903 and the original allocation was made, with a few exceptions, on the following basis.

The English and Welsh counties and county boroughs, as well as various areas administered on a county basis, were arranged in descending order of population according to the 1901 census, and issued with one code each in the order A (which inevitably went to London) to Y (Somerset), continuing with AA (Hampshire) as far as FP (Rutland).

Combinations containing S had been reserved for Scotland, and were allocated to counties in alphabetic sequence of name, followed by the burghs in alphabetic sequence. Combinations using I were similarly allocated to the counties and cities of Ireland.

Most issuing authorities subsequently had need of extra codes and these were issued on a rather more random basis. In 1974 various marks were moved to different issuing offices, coincident with the opening of the Driver and Vehicle Licensing Centre in Swansea.

Most vehicles on the road today have a registration number containing a three-letter group in which the letters denoting the origin are the second and third of the group — the first being merely a prefix to the index mark proper. The full list of marks and their issuing authorities used to be published in the annual AA Members' Handbook, but for the current list I have to refer to my daughter's AA Junior Atlas of Britain!

COLIN WARD
Yateley, Surrey

French Logic

Sir,

Many European countries use two- or three-letter abbreviations of the local licensing authority, but of course the simplest and most logical system belongs to the French.

Every number plate contains two digits (up to 99 representing the Mining and Mineralogical District where the car was registered (Paris is 73). Other numbers and letters can be placed on both sides, and as far as I can see the system has not yet run out. The heavy hand of administration had afflicted French motorists even by 1899, and before a car or its driver were allowed on the road they had to be inspected by the local Engineer of Mines.

I appreciate that our registration letters are regarded with affection and nostalgia by many, but surely the end of the present year-prefix means that there can be no further incarnation. Might I suggest that we have a ready made system as used in Europe: the postcodes which cover the whole country which, combined with other characters and even the beloved year-letter, could carry us well into the next century.

R A STEVENSON
Worcester

Hawthorn's Day

Sir,

The feature on Alan Brown (MOTOR SPORT, July 1987) and the letter from DJS Rowlands have together prompted a personal reminiscence of the advent of Mike Hawthorn and the Cooper-Bristol at Goodwood at Easter 1952.

With other members of the Brighton and Hove Motor Club, I was acting as a track marshall at Madgwick corner on both the practice day and race-day itself. During practice it soon became apparent that Mike was going very fast indeed, and was returning lap times at least as good and in many cases better than the established "stars" of the period.

Came race-day, I was intrigued to see that a bookie had set up his pitch in the public enclosure at Madgwick, reminiscent of the days when on-course betting took place at Brooklands. He was offering quite good odds on Hawthorn for the first event in which Mike ran, obviously not having done his homework on the practice times.

It was amusing to see how rapidly the odds were altered in the bookies' favour after that first outing.

After practice and after the Richmond Trophy itself I was able to visit the paddock and listen to parts of the inevitable inquests on the performances of the Cooper-Bristols. The car driven by Alan Brown was definitely down on performance in comparison to the Hawthorn machine.

Was it fuel or ignition that was not properly sorted, or did Leslie Hawthorn and his team from the T T Garage have a wizard tuner? It would be of interest to know.

In answer to DJS Rowlands' question "could it happen today?" one must say "no" very emphatically. The non-commercial, almost club atmosphere of those days encouraged many more people to have a go, and the sport was less enmeshed in regulations and driver "trade unionism" than at present.

T G HARPER
Hove, East Sussex

Indy GP

Sir,

I thoroughly enjoyed Andrew Marriott's article on the Indianapolis 500 (MOTOR SPORT, August 1987), as well as AH's *From the Archives* on the various past locations of the US Grand Prix.

In the Detroit Grand Prix report, AH mentioned that many of the Formula One drivers were dissatisfied with the Detroit street circuit — Prost having remarked that there were plenty of better tracks in the US on which to hold a Grand Prix race.

The solution is obvious: hold the US Grand Prix at Indianapolis! Five hundred miles, chaps?

W R WAWRYK
Massachusetts, USA

Golf Links

Sir,

For several years I've enjoyed driving first a MkI and now a Mark II Golf GTi and I can endorse your enthusiastic impressions (MOTOR SPORT, February 1987, p138). However one aspect of GTi ownership puzzles me.

On a recent head count of other GTi drivers spotted, I noticed that the majority (60% of a small sample) were, well, *balding* — a significantly greater number than owners of other vehicles in this price bracket.

I wonder (firstly) whether any reader can offer an explanation, and (secondly) whether, if I buy a BMW next time, my hair will grow back?

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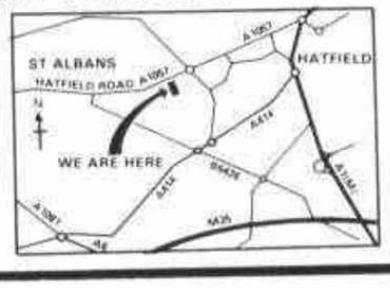
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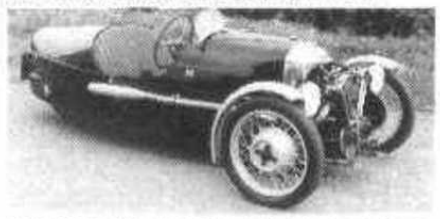


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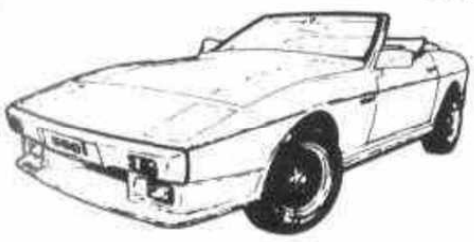
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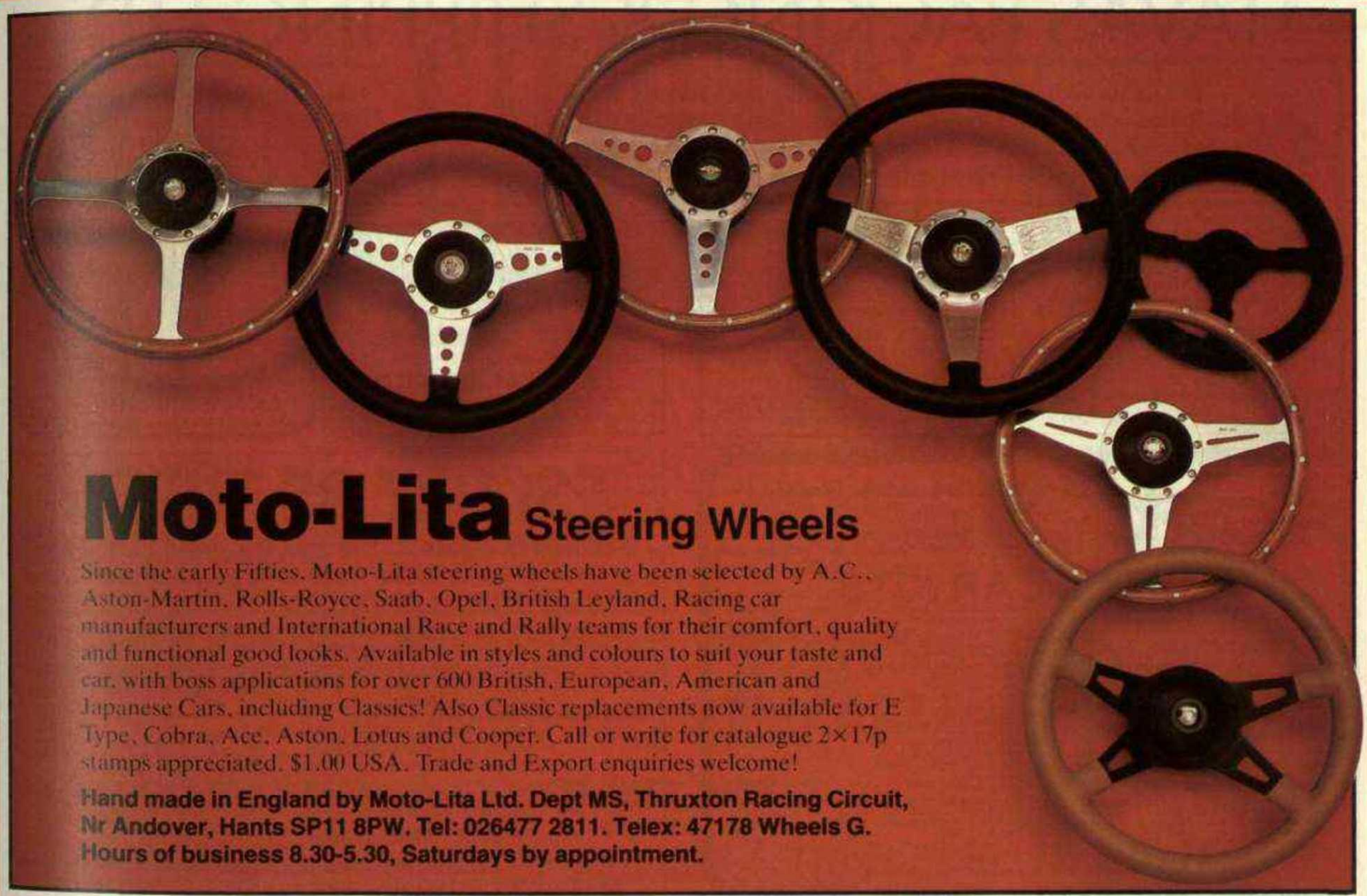
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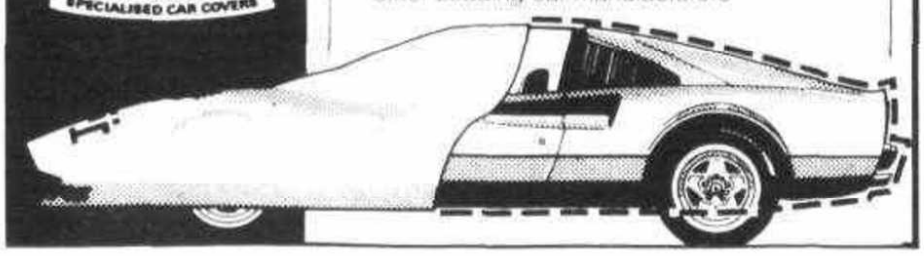
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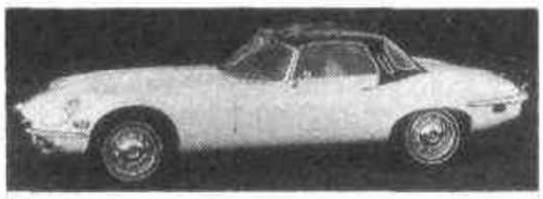


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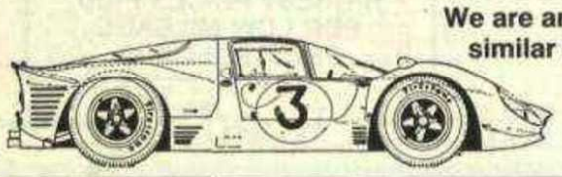
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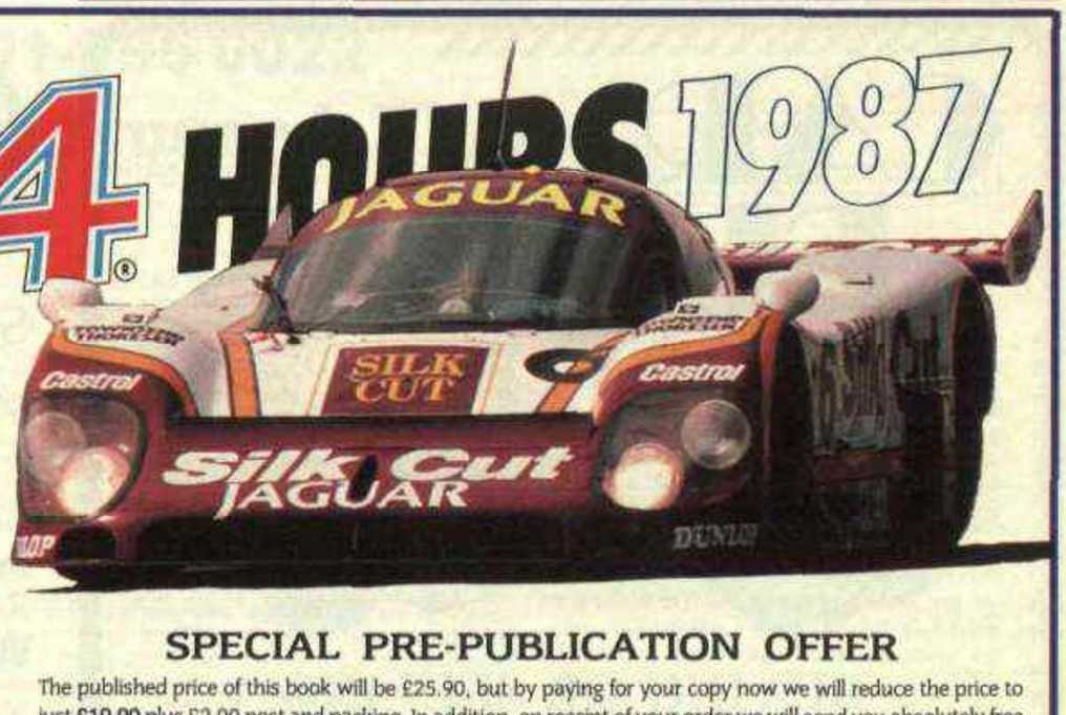
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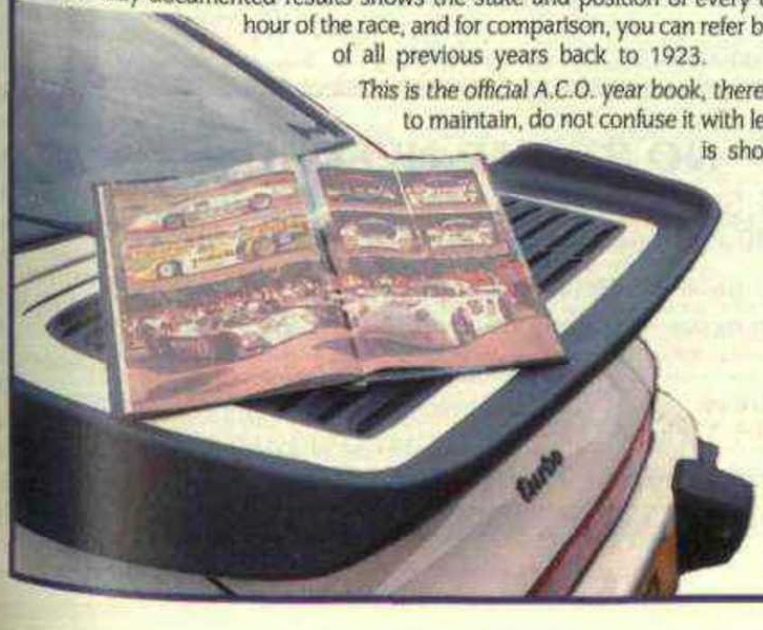
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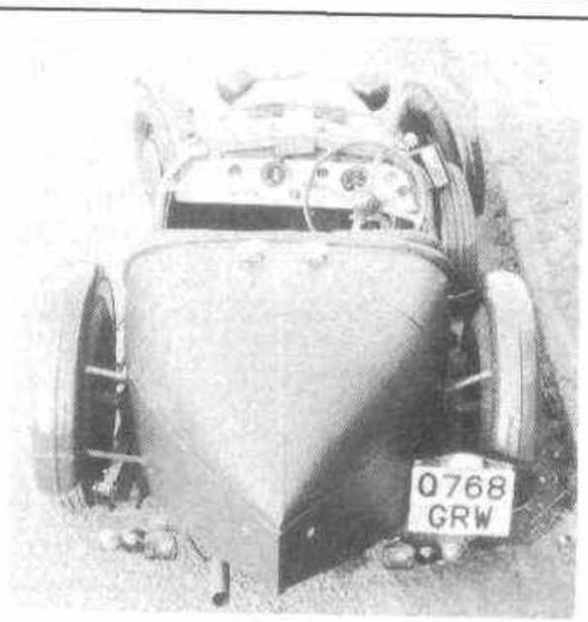
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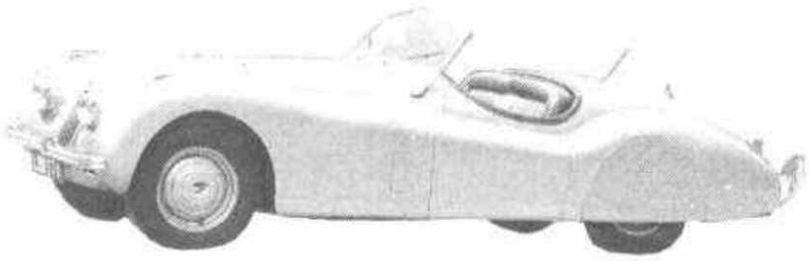
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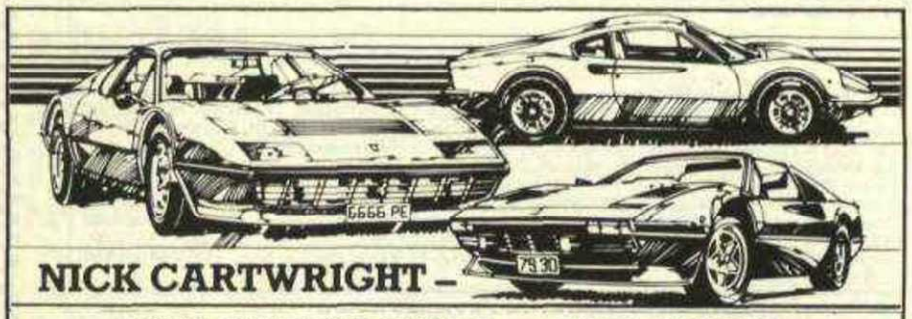
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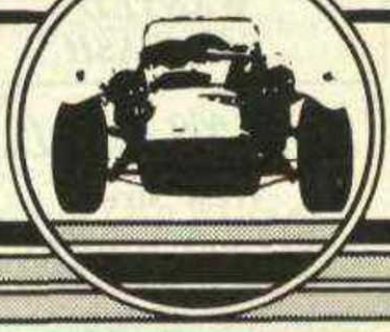


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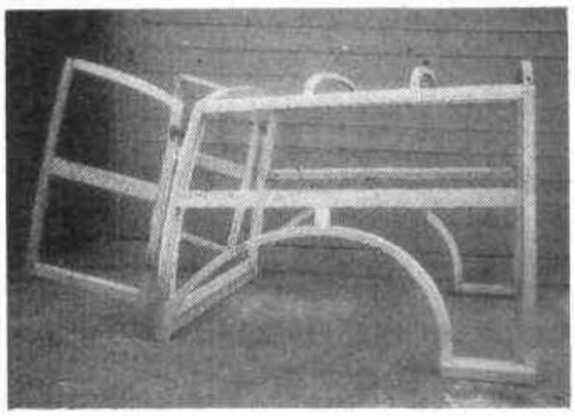
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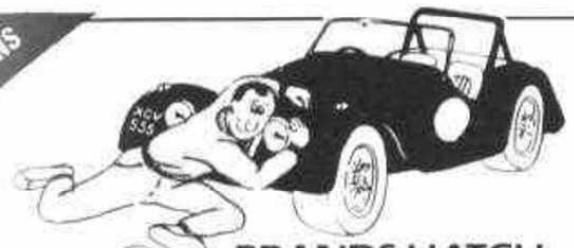
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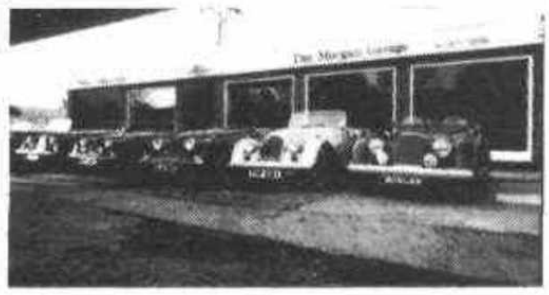
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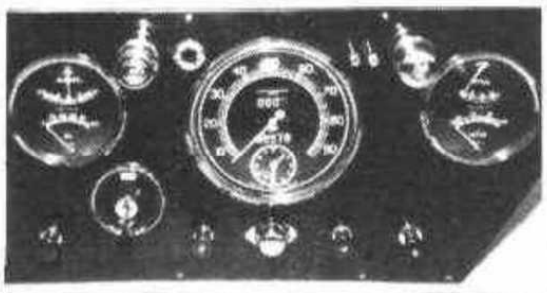
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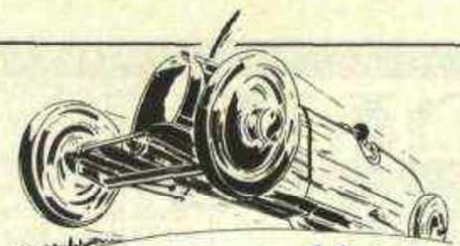
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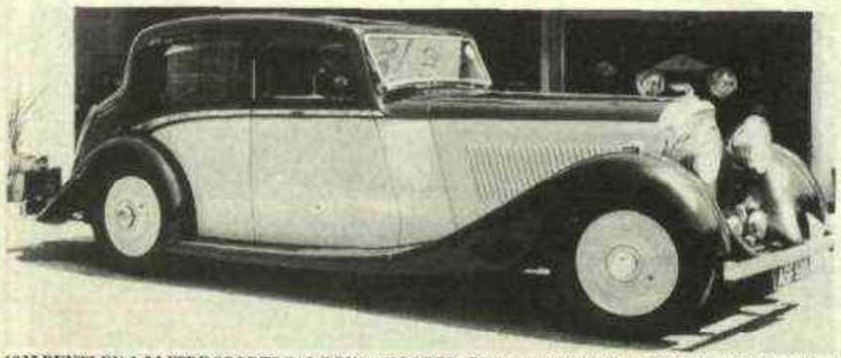
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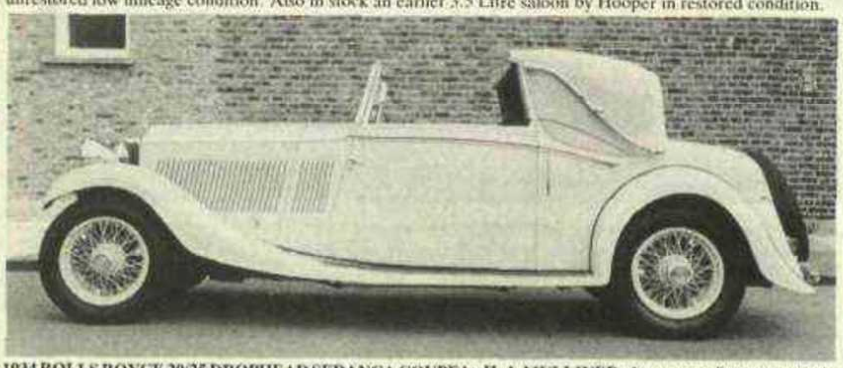
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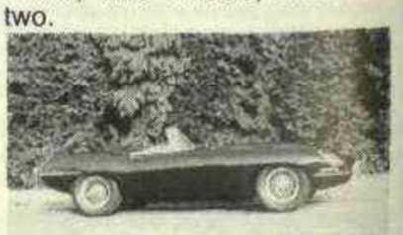
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This car was totally customised for a King by B&B in Germany. Under 2000 miles from new. As featured in the book 'Extraordinary Automobiles'.



Mercedes 600 State Landaulette 6 Door **POA**
Magnificent black with parchment leather interior to the front and rear compartments. Black mohair hood. Reclining rear seats. Refurbished to the highest standard. Air conditioning. Electric division. Cocktail cabinet. Whitewall tyres.

Morris 8 1939 Series E Convertible **£4,950**
Fully restored to concours condition. Finished in green with black wings. Must be the best available.

Motor Sport Powered Lola 596 **£10,950**
Thundersports group 'B' red, 2 litre Nelson Ford.

Porsche 911 3 Litre Turbo 1975 **£13,950**
Grand Prix white. Full blue hide interior. Electric sunroof. Service history. Private number plate.

Porsche 911 Carrera Sport Targa 1985 **£26,950**
Grand Prix white with black pinstripe interior. 33,000 miles. Electric windows etc. Radio/stereo.

Range Rover convertible 1982 'Y' Reg **£17,950**
White with blue and white interior. Automatic. Power hood. Electric windows. chrome wheels. Flared wheel arches. Running boards. Walnut dashboard. radio/stereo.

Renault Turbo 2 Mid Engine 1985 LHD **£5,950**
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Rolls Royce Silver Shadow II 1980 **£18,950**
Finished in metallic black, red leather interior. Corniche style wheel trims. Whitewall tyres. Red fine lines. Stunning appearance.

Rolls Royce Silver Dawn 1953 **£35,000**
Masons black over sand, tan leather interior. This vehicle has been refurbished to the highest possible standard in recent years and was the winner of its class at the RREC Annual Concours last year. Truly stunning.

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Automatic. 3 door. Silver, velour interior. Sunroof.

Sunbeam Talbot Alpine 1955 **£7,500**
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Latest door locks etc. Lagoon blue, grey hide interior. Full service history. All usual refinements, including Turbo 'R' alloy wheels.

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PENNY SHARE FOCUS WINNER: NO. 53

ACSIS 34p to 420p in just three weeks

The latest share in a long line of recent Penny Share Focus Winners is ACSIS JEWELLERY – that makes over 50 doubles during the last year.

In the last year Penny Share Focus has drawn the attention of subscribers to this sleepy little company no less than three times.

After giving them a Five Star speculative rating last June at 19p and tipping them again in November, we recently spotted some unusual activity in the share price and reported to subscribers on June 4th as follows:

'One way to see which shares are on the move is to check the new highs every day. That's what drew ACSIS JEWELLERY to our attention again, as it started moving into new high ground. You may recall that we mentioned them twice before here in PSF, in both instances drawing your attention to the obvious "shell" potential of this little retailer with a somewhat indifferent record. Right now, we know of no special reason why their shares should be moving, but they have made another new high and our instinct is that something must be up. Which is why we suggest it could well be worth climbing on board now if you don't already have any of their shares'.

Shortly after that, a thrusting new entrepreneur moved in to the company and the share price soared from 34p to 420p in less than a month.

Imagine you had invested £500 at the beginning of June – you could have shown a £6,176 profit in just three short weeks! Your only effort, just the two phone calls you would have made to buy and then sell the shares.

FANTASTIC GROWTH RECORD

Seventeen out of the top twenty performing shares *this* year (at 2.7.87) were Penny Shares. Here is a selection of the recent winners:

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Acsis Jewellery	18p	310p	+1,633%
New Eng. Props.	12½p	76p	+508%
Excalibur Jewellery	18p	97p	+438%
Regentcrest	39½p	243p	+515%
Amber Day	15p	90p	+500%
Sharna Ware	46p	265p	+476%
Humberside Eltn.	12p	65p	+442%
Energy Capital	18p	101p	+461%
Talbex	8½p	47½p	+459%
Hughes Foods	32p	155p	+384%

(Prices as at 2nd July 1987)

Of course, if you had the time, and the know-how you could isolate the potential winners and then complete a thorough investigation of the company.

But here is an easier route to Penny Share success. Each month the Penny Share Focus team of analysts condense days of research into a four page no nonsense action guide. Its sole aim ... to provide investors like you with opportunities for big capital gains. By carefully monitoring every Penny Share on the market ... by collating masses of financial and company data ... by making painstaking enquiries into the company's management, sometimes even visiting their offices, PENNY SHARE FOCUS helps you to spot the next Penny Share winner, and keeps you clear of the losers.

WHAT ARE PENNY SHARES? ... and WHY IS THEIR RECORD SO GOOD?

A Penny Share is quite simply a share that you can buy for mere pennies. The shares are cheap because the City has lost confidence in the company's ability to make profits. It could be because of poor management, adverse trading conditions, or just plain bad luck. But the slump in the price of the shares means something has to be done ... something has to change.

In some cases the company may be restructured, new management installed, new products launched, new ideas and techniques introduced. Alternatively, the company's shares may be so cheap that a rival company moves in to take them over. Or a successful private company might buy them out as a cheap way in to the stockmarket. Whatever happens, it's nearly always good news for the investor who was brave enough to buy when the company was down.

Remember, these companies are still trading and they often have quite sizeable assets. Apart from the very few that do 'go to the wall' – and they're really surprisingly few – the only way a share price that has fallen to mere pennies can go is up.

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This additional service, launched earlier this year has already proved a winner. In the first issue we recommended our subscribers buy PEEK HOLDINGS at 16p. Those who did were more than delighted when they shot up to 100p in just a few months.

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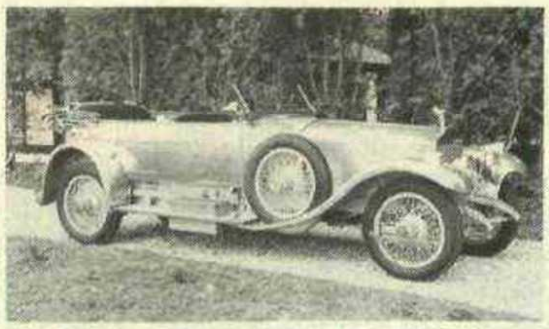
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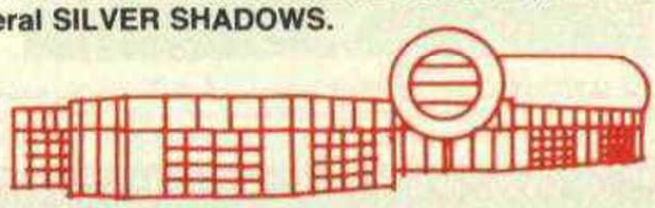


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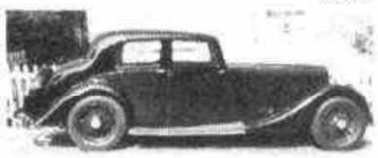
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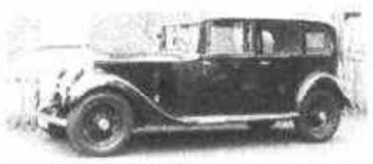
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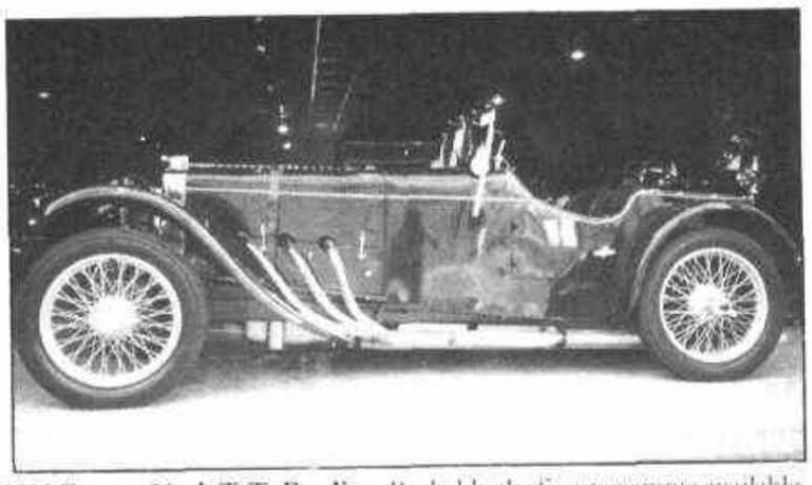
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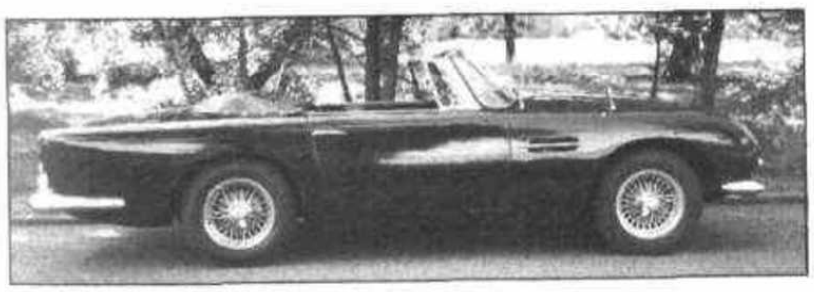
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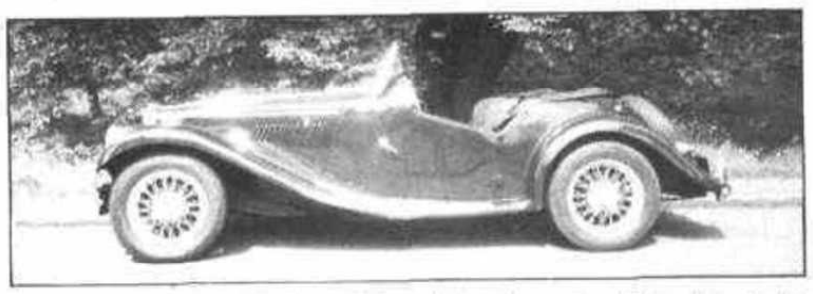
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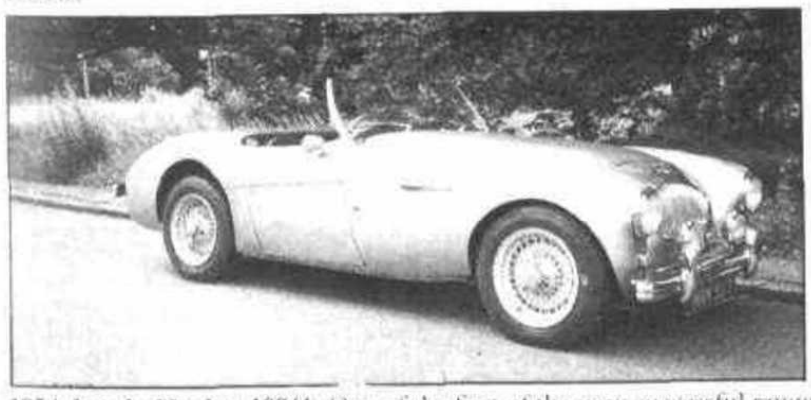
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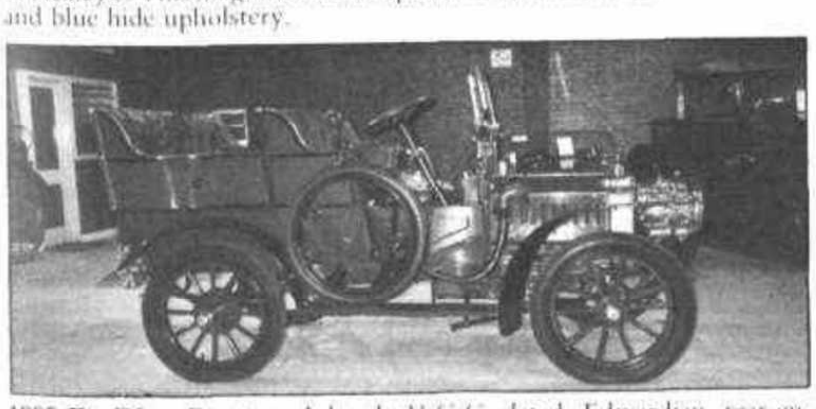
1954 MG TF. One of the last of the traditional sporting MGs. Finished in red and upholstered in red hide.



1954 Austin Healey 100/4. One of the first of the very successful range of Healey's. This magnificent example has coachwork in metallic ice blue and blue hide upholstery.



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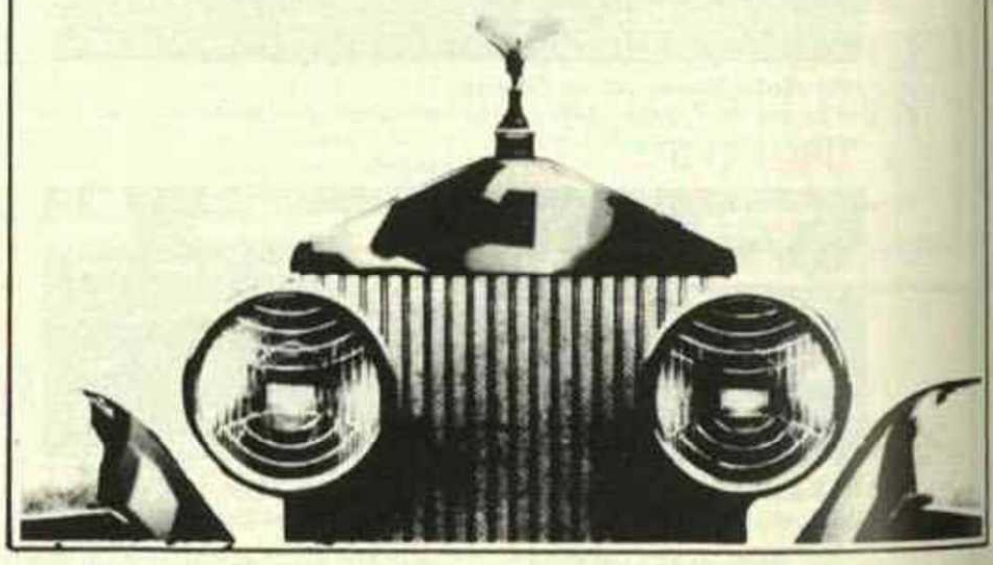
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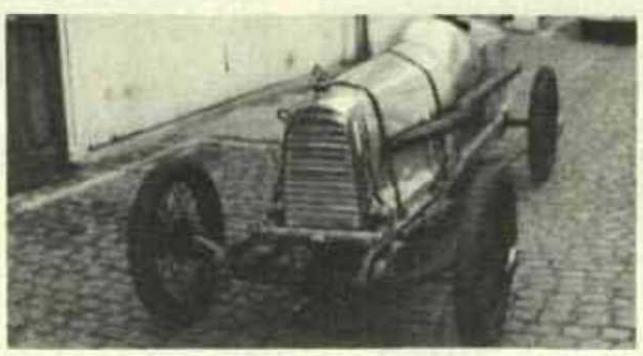
1930 Lagonda 3 litre Tourer. Recent complete rebuild.



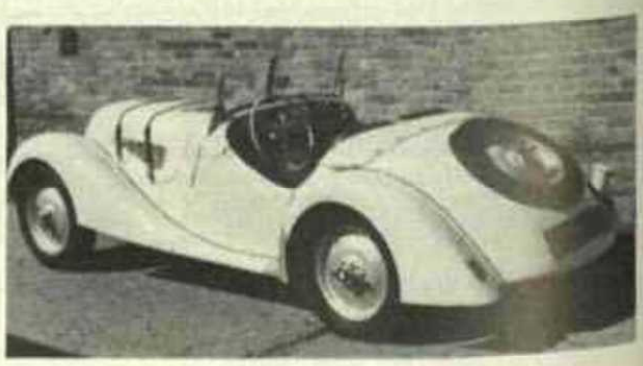
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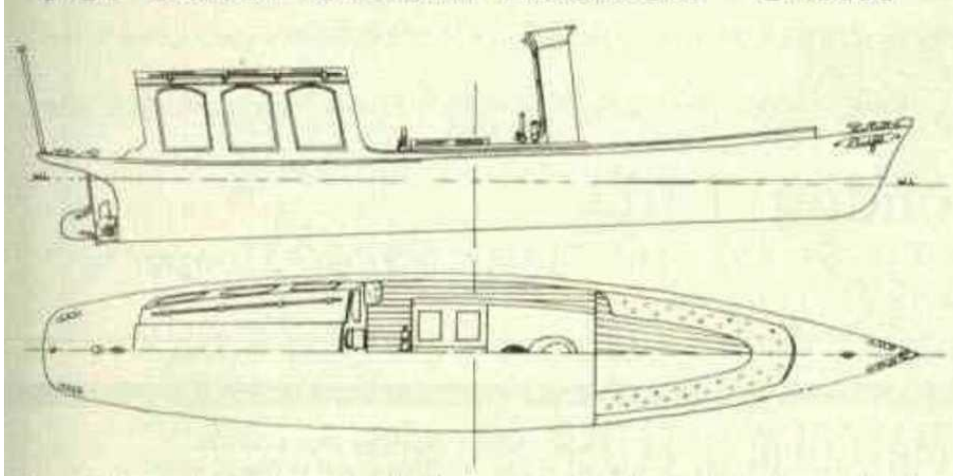
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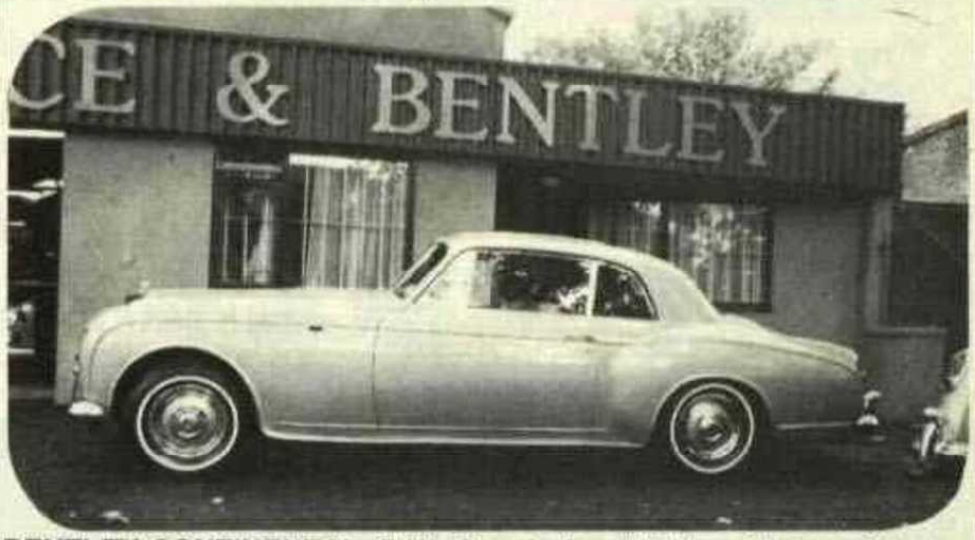
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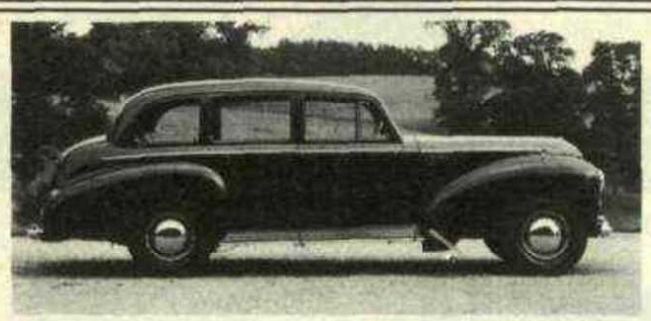
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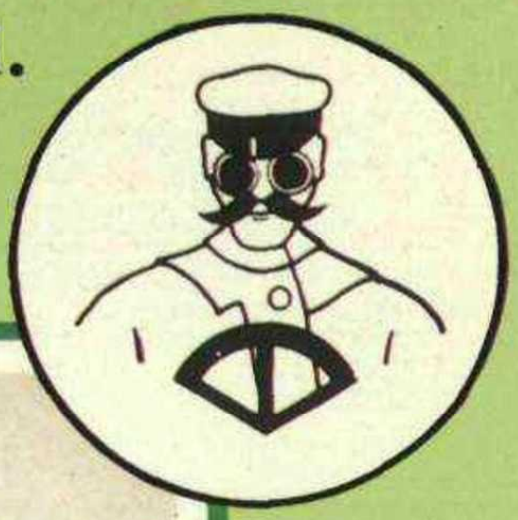


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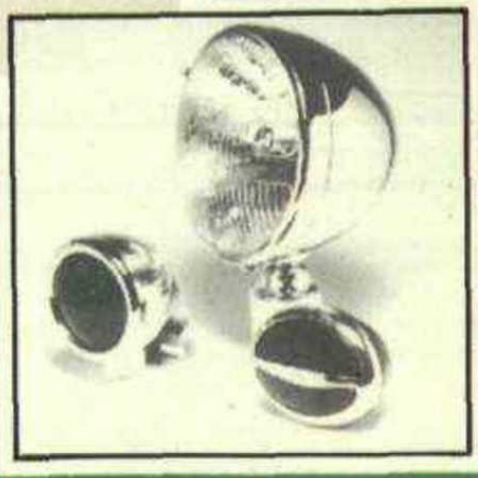
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