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MOTOR SPORT



LE MANS: Mercedes dominates

INTERVIEW: Roberto Moreno

CABRIOS: Soft-top selection

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MATTERS OF MOMENT



A little piece of England in the very heart of France.

France Their England

Le Mans has an atmosphere all of its own, largely, it must be said, because of the British fans who have been faithfully going there over the years, and more so in the last few years because of the presence of the Silk Cut Jaguar team.

The enthusiasts' excitement, knowledgeable banter and particular brand of charm pervades not just the 24 hours, but the whole week leading up to the race, starting when you board your ferry and building to a crescendo in the last hour of the race. This year, not just the two remaining Jaguars but also the gallant surviving Aston Martin were cheered all the way to the finish line.

Porsches may have dominated the event for almost the last two decades, and Sauber Mercedes this year, but the Sarthe retains a special place in British hearts, a place carved out by the Bentleys in particular before the war and Jaguars, Aston Martins, Lolas and Ford GT40s since, as well as by a plethora of individuals and private teams.

Tim Lee-Davey, who bought his new Porsche 962 on a standard hire-purchase scheme and completed the 24 hours this year in one piece, is just one individual who has brought a touch of British club racing, with all its easy-going camaraderie, to the international sports-car racing scene.

Naturally there is a rowdy element in the crowd, but on the whole it is in a minority and does nothing to detract from this great British weekend which just happens to take place in France.

It would be difficult to imagine a rumbustuous but goodhearted crowd of youthful Germans singing *Deutschland Uber Alles* to Peter Sauber and the Mercedes team two hours after the event, if they had only finished fourth, but Tom Walkinshaw was the subject of a lighthearted chorus of *God Save the Queen*. Can you imagine the German flag being carried around the paddock after the race by Father Christmas in full garb, in the heat of June, collecting the signatures of the Mercedes or indeed any other team? The Union Jack was!

Another interesting aspect of this unique event is the variety of cars in which enthusiasts are prepared to travel, most of them on British plates: we saw little Austin Sevens, the usual group of Bentleys and Aston Martins, a Lagonda LG45, post-war cars ranging from a scrubby little Spitfire painted in Silk Cut colours to the usual parade of beautiful E-types, Porsches, Ferraris, modified Mark II Escorts and Triumph Dolomites plus a fascinating selection of kit-cars, without really looking. Few of the drivers were there to pose, but were using their cars for the purpose of visiting the motor racing equivalent of Mecca.

One should not become too nationalistic about these things, but again, it has to be said that the character of Le Mans holds a magic attraction for everyone involved, because of its Britishness.

God bless the French for providing the venue, the occasion, the food — and just for being French. God bless the Germans and Japanese for providing such sterling competition. God bless the drivers of all nationalities for being so foolhardy as to compete. God bless all the mechanics, marshals and organisers for putting on the show. But above all, God bless the British enthusiast for making his annual pilgrimage to Le Mans and helping to make this race one of the greatest sporting occasions in the world.

Club News

British Motor Industry Heritage Trust is upgrading its production trace service for cars made between 1945 and 1979 by companies which are now part of the Rover Group. The information provided, now in the form of well-presented certificates, typically includes chassis and engine numbers, specification, colour, details of extras and tyres, date of completion and despatch, and destination. Searches now cost £10 each, and enquiries should be addressed to the BMIHT at Castle Road, Studley, Warwickshire B80 7AJ.

Ferrari Owners' Club's Brocket Hall Concours near Welwyn Garden City on July 2 is once again expected to be the largest gathering of Ferraris in Europe, with the company's top brass from Italy also represented. Admission costs £10 per car.

As part of the 750 Motor Club's 50th anniversary celebrations, its North Herts Centre is organising a demonstration run for pre-war A7s which aims to visit five European capitals — Brussels, Amsterdam, Bonn, Luxembourg and Paris — in five days between September 16 and 23. Sponsorship is being sought for the venture. For further information contact Phil Brough, 24 Oaktree Garth, Welwyn Garden City, Hertfordshire AL7 3UZ.

Sunbeam Tiger Owners' Club is celebrating the model's 25th anniversary by trying to arrange the largest gathering of Tigers ever seen in this country, at "high noon" at Stowe School near Silverstone on Sunday July 23, and all owners are invited. For more details contact Tony Conway on 0788-813594.

Wheels & Wings Show at Audley End House in Saffron Walden, Essex, this year takes place on June 25. Proceeds from this motor vehicle and flying display go to local charities.

All kit-cars, specials and performance car clubs are invited to join the Marcos Owners Club at its annual test day at Bruntingthorpe Proving Ground near Lutterworth, Leicestershire, on August 6. Entry costs £10 per car or £100 per club, and last year more than 200 cars took part in sprints and driving tests. Contact Colin Fayerabend, 62 Culverley Road, Catford, London SE6 for further information.

Sets of four full-colour reprints of MG sales brochures from the 1930s are being offered for £10.50 including postage by the Triple M Register librarian Malcolm Green at Knowle House, Hooke Road, East Horsley, Surrey KT24 5DY. The list of all 1929-36 ohc Midgets, Magnas and Magnettes known to the Register is also available from the same address for £5.



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AROUND AND ABOUT

Maurice Philippe

MOTOR SPORT is saddened to have to report the death on June 5 of Maurice Philippe, one of the more retiring men in international motorsport but a designer at the forefront of racing technology who retained the respect of his peers for many years.

His part in the design of the remarkable Lotus 49s and 72s, besides countless other Colin Chapman projects including the 43, the 56 Indy turbine car, the four-wheel-drive 63 and the 64, was a tribute to the knowledge he had gained as a draughtsman at de Havilland's in the early Fifties.



Philippe, right, and Chapman in Lotus days.

After standing in Chapman's shadow for a number of years, Philippe branched out in 1971, accepting the job of designing a new car for the Vel's Parnelli Jones Indycar team which won the following year's USAC National Championship, before returning to Grand Prix racing three years later.

He soon left the American team for the less structured life of a freelance, but Ken Tyrrell lured him back into the mainstream, utilising his talents to come up with a replacement for the radical six-wheeled P34. Thus started a relationship which endured for ten years.

Recently, Philippe had re-acquainted himself with Indycar racing through the March-Alfa Romeo project which is only now coming near to fruition.

A quiet, unassuming individual, his pensive, bearded face will be greatly missed from the pit-lanes of the world.

San Marino Reinstatements

Thierry Boutsen's Williams-Renault and Alex Caffi's Dallara-Cosworth may yet be reinstated to fourth and seventh places respectively in the San Marino Grand Prix.

A hearing in San Marino provisionally upheld the teams' appeal against disqualification for changing punctured tyres in the pits prior to the re-start enforced by the accident to Berger's Ferrari. However, FISA has refused to ratify the decision, insisting that the decision should be made by the Italian sporting authority.

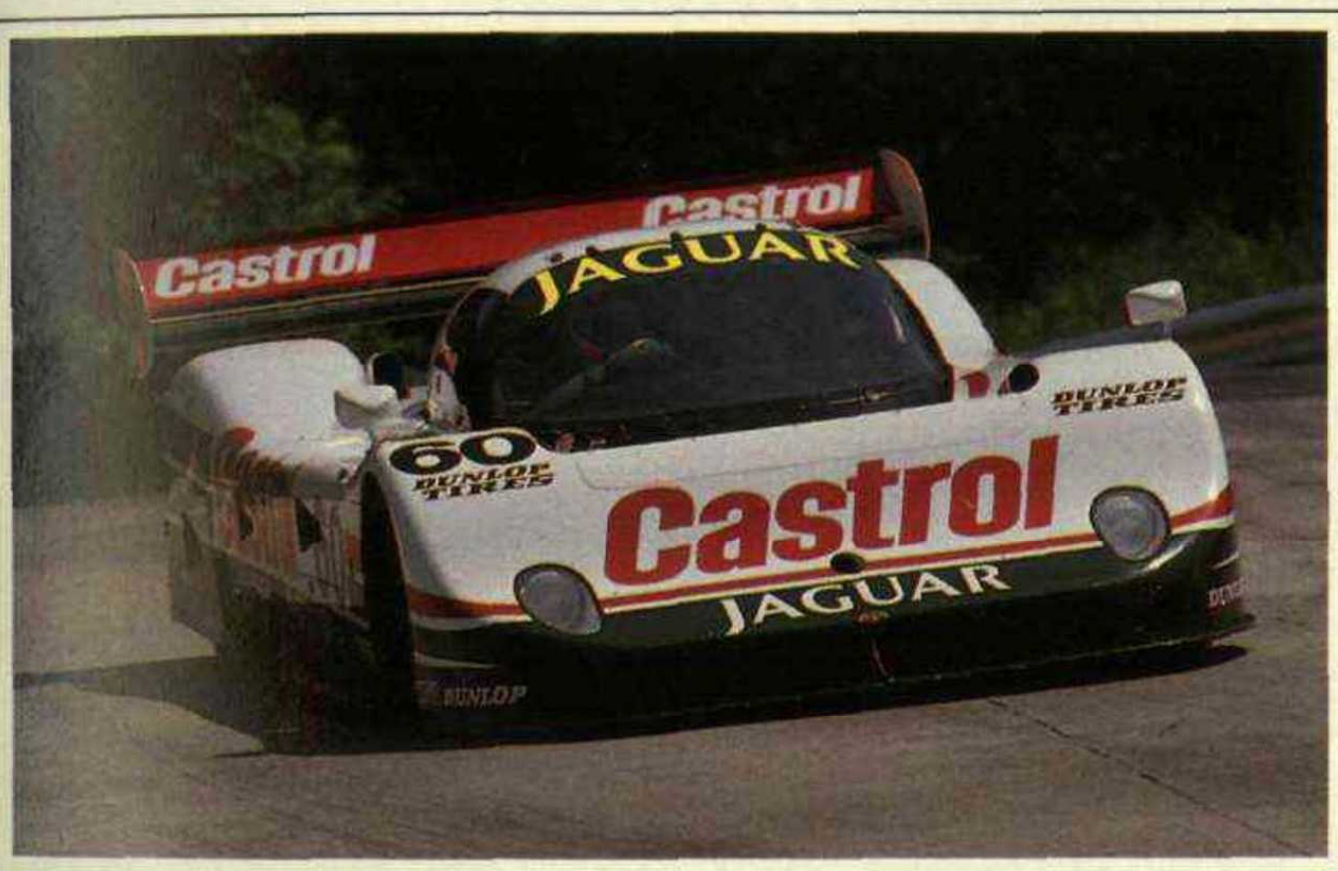
The case for the defence is that both cars had been directed into the pit-lane by a FISA steward, on grounds of safety. Two weeks later, in Monaco, FISA clarified the regulations to allow tyres to be changed on the grid prior to a re-start, although the pits remain closed in such a situation.

Boutsen's World Championship points were the first for Renault's V10 engine, and knock Derek Warwick's Arrows and Jonathan Palmer's Tyrrell down to fifth and sixth places.

JULY FIXTURES

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

Date	Organiser	Venue	Event	Type
Jun 24	500 MRC of Ireland	Kirkistown, Cloughey, Belfast	Race meeting	N
Jun 23-25	**AC Targa Florio**	**Ypres, Belgium**	**24 Hours d'Ypres (ERC)**	**INT**
Jun 24	Brands Hatch Leisure RC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Jun 24	VSCC	Silverstone, Towcester, Northamptonshire	Race Meeting	C
Jun 24-25	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	British F3000 Championship	N
Jun 25	BARC	Donington Park, Castle Donington, Derbyshire	Race Meeting	R
Jun 25	**Real Automovil Club de Cataluña**	**Jarama, Spain**	**Jarama 480km (WSC)**	**INT**
Jun 24	Bugatti Owners Club	Prescott Hill, Gotherington, Gloucestershire	Hill-Climb	N
Jun 25	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	British F3000 Championship	N
Jun 30-Jul 3	**Gunaydin Newspaper**	**Istanbul, Turkey**	**Gunaydin Rally (ERC)**	**INT**
Jul 1	VSCC/MAC	Shelsley Walsh, Hereford and Worcestershire	Hill-Climb	R
Jul 1	Port Talbot MC	Swansea, South Wales	Kayel Graphics National Rally	N
Jul 2	BARC	Brands Hatch, Dartford, Kent	Race Meeting	N
Jul 2	BARC	Pembrey, Llanelli, Dyfed	Race Meeting	N
Jul 2	BRSCC	Snetterton, Norwich, Norfolk	British F3000 Championship	N
Jul 2	BRDC	Donington Park, Castle Donington, Derbyshire	British Formula Three Championship	N
Jul 8-9	VSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	C
Jul 8-9	BARC (Yorkshire)	Harewood Hill, Leeds, West Yorkshire	Hill-Climb	N
Jul 9	**Sa Ricard Dept Le Castellet**	**Circuit Paul Ricard, Le Castellet, France**	**French Grand Prix**	**INT**
Jul 9	Brands Hatch Leisure RC	Snetterton, Norwich, Norfolk	Race Meeting	N
Jul 9	Enterprise AC/Lydden IMRC	Lydden Hill, Dover, Kent	Rallycross	N
Jul 13-16	**Rally of New Zealand**	**Auckland, New Zealand**	**New Zealand Rally (WRC)**	**INT**
Jul 14-16	**RAC/MSA**	**Silverstone, Towcester, Northampton**	**British Grand Prix**	**INT**
Jul 15	Aintree Circuit Club	Aintree, Liverpool	Sprint	N
Jul 20	Jersey MC & LCC	Bouley Bay, Jersey, Channel Isles	Hill-Climb	N
Jul 22	Brands Hatch Leisure RC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Jul 22	Guernsey MC	Les Val Des Terres, Guernsey	Hill-Climb	N
Jul 22-23	**Royal Automobile Club de Belgique**	**Spa-Francorchamps, Belgium**	**Spa 24 Hours**	**INT**
Jul 23	Brands Hatch Leisure RC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
Jul 23	BARC	Donington Park, Castle Donington, Derbyshire	Race Meeting	N
Jul 23	**AC Enna**	**Enna-Pergusa, Sicily, Italy**	**International F3000 Championship**	**INT**
Jul 22-23	**BRSCC**	**Brands Hatch, Dartford, Kent**	**Brands Hatch 480km (WSC)**	**INT**
Jul 28-30	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	N
July 28-29	**Northern Ireland MC**	**Belfast, Northern Ireland**	**Ulster Rally (BORC)**	**INT**
Jul 29	HSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Jul 30	BRSCC	Silverstone, Towcester, Northamptonshire	British F3000 Championship	N
Jul 30	**Automobil Club von Deutschland**	**Hockenheim, Germany**	**German Grand Prix**	**INT**
Jul 30	Vale of Cothi MC	Pembrey, Llanelli, Dyfed	Race Meeting	N
Aug 2-6	**Automobil Club Argentina**	**Buenos Aires, Argentina**	**Argentina Rally (WRC)**	**INT**
Aug 4	Ulster AC Ltd	Kirkistown, Cloughey, Belfast	Sprint	N
Aug 5	BARC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Aug 5-6	BARC	Snetterton, Norwich, Norfolk	British Formula Three Championship	N
Aug 5-6	Royal Scottish AC	Knockhill, Dunfermline, Fife	Race Meeting	N
Aug 6	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	Race Meeting	N
Aug 6	BRSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N



Jaguar's Turbo Challenger

After many months of rumour, Jaguar's successor to the Championship-winning XJR-9 has made its race debut. The XJR-10 is powered not by the faithful 7-litre V12, but by an all-new turbocharged 3-litre V6 designed by JaguarSport, the TWR/Jaguar joint-venture which runs the Castrol-Jaguar team in the American IMSA series.

Known as JRV6, the engine is an all-alloy four-valve twin-cam of 90° with a turbo for each bank, and is said to have been designed with possible road applications in mind. No power figures have been given, but at Lime Rock at the end of May the XJR-10 finished second, indicating that it is easily in the same league as its 650-plus bhp rivals.

Tony Southgate has designed an even lower car to carry the more compact engine, the composite monocoque boasting a smoother nose, slimmer engine cover and larger ground-effect tunnels past engine and transmission. Rear brakes and dampers are entirely shrouded within the 18in wheels, keeping the underbody flow clean. The front uses conventional wishbones with inboard springs and dampers.

For the rest of this year Tom Walkinshaw plans to run a similar car as a development vehicle in the World Sportscar Championship, starting with Brands Hatch on July 23.

Fittipaldi's Indy 500

A Brazilian in his Marlboro-sponsored car won the main event in America, but this was not another Senna/McLaren demonstration run, but the more unusual and welcome return to the winner's podium for Emerson Fittipaldi driving a Penske-Chevrolet.

Starting from the front row for the first time in six starts at the 2½-mile track, he was determined not to let this precious advantage slip away. Indeed he looked to have the 73rd Indianapolis 500 in the bag for most of the race but both Michael Andretti and Al Unser Jr in their Lola-Chevrolets had other ideas.

While Fittipaldi was benefiting from a good race set-up, which he and race engineer Mo Nunn had worked on in practice, the rest of the field were squabbling amongst themselves. At first Michael Andretti looked to be the only threat, and even grabbed the lead, but retired with a blown engine and then just as the race looked as if it might be becoming dull, Unser Jr enlivened proceedings.

With only a handful of laps to run, the two drivers battled it out, weaving in and out of the backmarkers, almost like a live version of a computer game, until the inevitable happened — they touched wheels. Fittipaldi managed to control his car despite a lurid moment, but Unser spun up the banking, hit the wall and slewed across the track to come to rest in the infield, the on-board camera happily whirring away amidst all the debris.

And so Fittipaldi won an emotional Indy 500 behind the pace car for the final lap of the race.

Pembrey's first race meeting

Llanelli Borough Council's Welsh Motorsports Centre at Pembrey became Britain's newest fully-fledged motor racing venue on May 21, when it ran its first meeting five days after being granted a licence for its 1.5-mile track.

Already a popular testing circuit even for Formula One teams, its opening race programme started with an MGOC event and included pre-1983 Formula Ford 2000s, 1974-79 FF1600s, modified and production saloons and 850cc and 1000cc Minis.

Record-Breaking Bentleys

On May 29 at Millbrook two pre-war Bentleys attacked long-standing British class records, scoring (subject to confirmation) two bull's-eyes.

Stanley Mann's well-known 3/8-litre car, which last year took the hour record in this category at 115 mph, went for fresh Class A honours. After a standing start lap at 115 mph, it began to circulate at 135 mph until a valve broke after 13 laps.

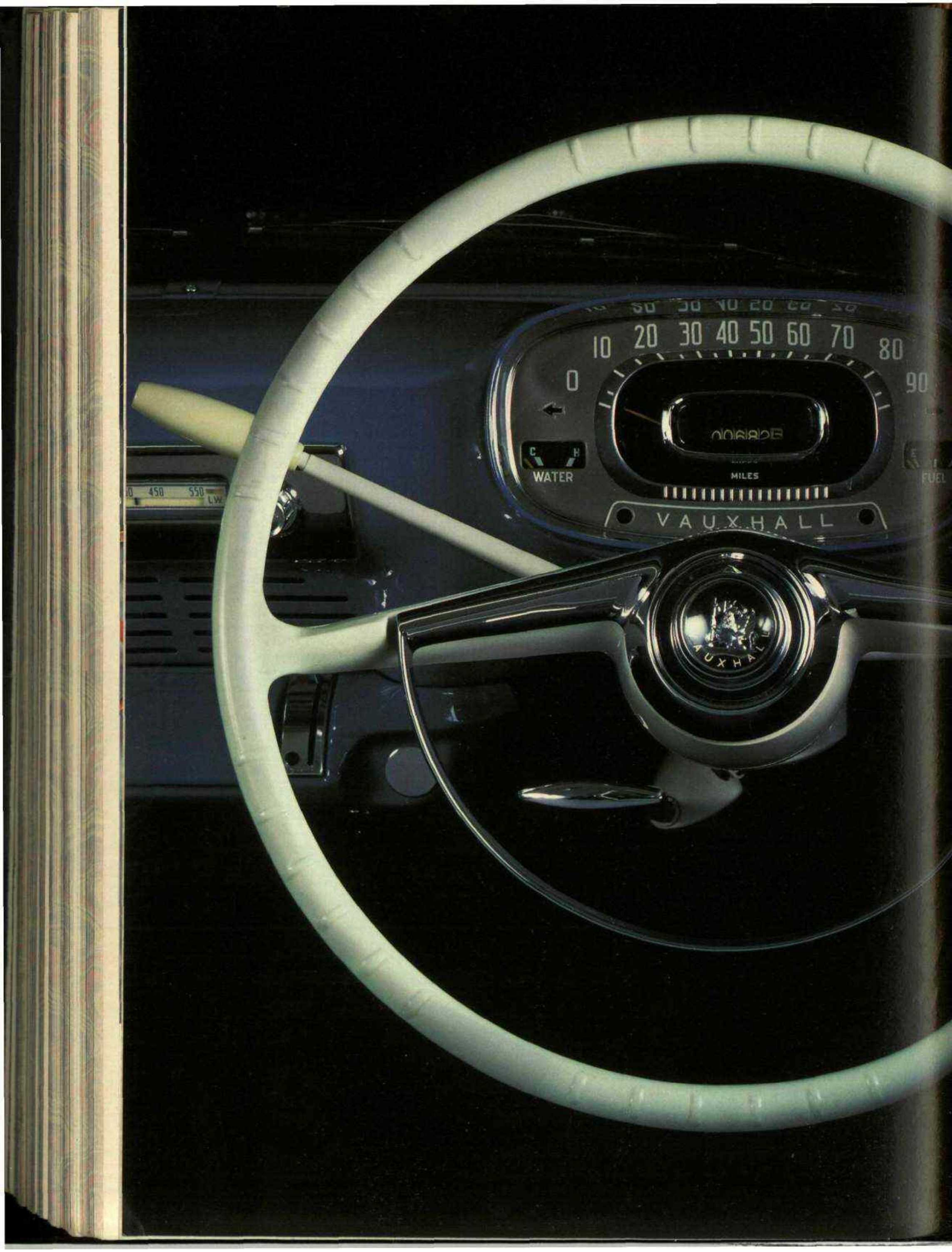
Mann was able to continue at reduced speed and break the 50km record (which had belonged to John Cobb and the 10½-litre Delage since 1930) by 11.93 seconds, at 122.0 mph.

Phil Greenwood, Vaughan Davis and Mann also brought out the ex-Marker/Jackson 6½-litre Bentley-Jackson, which Davis has painstakingly rebuilt over many years, to try for the Class B 500-mile record which Parry Thomas had put at 110.04 mph at Brooklands in 1926. The car was refuelled at the stops to change drivers, and Mann averaged 120 mph for his spell, but magneto trouble delayed them for seven minutes and the fuel tank split with 170 miles still to run.



Vaughan Davis in the Bentley-Jackson.

However, the team did crack the 200-mile record (previously held by Cyril Paul at 99.66 mph in a 6-litre sports Delage at Brooklands in 1930) with 105.29 mph.


10 20 30 40 50 60 70 80
0
90
WATER
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When 3rd gear was top, so was ordinary multigrade.

G E M I N I



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CHANGING OIL



Bob Wollek and Joest's Porsche 962C emerged from the early traffic to dominate Dijon.

That Magic Ingredient

What seemed like a formality for the Sauber Mercedes team at Dijon on May 21, and therefore a contest for third place, turned into a splendid success for an underdog Porsche, a Reinhold Joest 962C driven by Bob Wollek and Frank Jelinski.

It might seem rather far-fetched to describe a Joest Porsche as an underdog, but it had been almost two years since a product of Weissach won a World Championship race and, after all, the original design was first seen in 1982.

By contrast the Jaguar XJR design, which made its debut in August 1985, has for some months now been regarded at Kidlington as obsolete, for all "sprint" events, and its second World Sports-Prototype Championship outing of the season, like the first a Suzuka, was almost embarrassing for the car's lack of competitiveness.

The Sauber Mercedes were in dire difficulties with their tyres on a warm day, that much was clear, the rear Michelins losing grip after a dozen laps or so. That shouldn't detract in the least from the outstanding performances of Wollek and Jelinski, because their Goodyear-tyred Porsche was the best car on the day, and beat the "Silver Arrows" by 38 seconds. Even on an off-day though, the Mercedes were able to lap the Silk Cut Jaguars (neither of which finished), and the Tom's Toyota 88C which finished fourth, and pull out three laps on the RLR Porsche driven to fifth place by Derek Bell and Tiff Needell . . . that is how the winning performance should be measured.

British enthusiasts who went to the German Supercup meeting at Silverstone the week before saw Wollek fairly dominate in the 962C. An ex-works chassis (011) built as a lightweight for Hans Stuck's 1988 Supercup programme but now running at the statutory 900kg, its Dijon victory was its third in three races for Joest's team.

Joest is an arch-conservative where design is concerned, always being the last to change any details developed by the factory, so his modifications to the basic design are especially neat and interesting. The water-cooling has been moved from the centre flank positions to the front, but even an engineer could be fooled because the twin radiators, each approximately 30cm × 20cm, are located behind the headlamps. An old type 956 nose is used with extra-wide brake ducts feeding in air which exits through Can-Am-type louvres on top of the wheelarches.

The Blaupunkt- and Sachs-sponsored car has a short, "sprint" tail and centre-post rear wing, and has been converted to the fashionable Brembo brakes, but even these modifications don't entirely explain the team's superiority. Richard Lloyd has been a pioneer of Porsche innovation since 1984, Walter Brun's team too has been fairly adventurous, and the Kremer brothers went to Dijon with an all-composite construction 962C which was so radical that they called it the CK6, a successor to their unique CK5 design which raced in 1982-83.

Whatever the magic ingredient was when Joest beat the works team at Monza in 1983, won Le Mans in 1984 and 1985, and scooped various other prizes with the famous 956/117, he still has the knowledge. And it's still a secret. FISA scrutineer Charlie Whiting stripped the Joest Porsche after the Dijon race, and had the fuel tank out, but found nothing to object to.

"Why", rivals exclaim, "Joest doesn't even prepare his cars thoroughly! Sometimes he just cleans them and puts them away until the next race." Yes, the Americans have an expression for that: if it ain't broke, don't fix it!

There were four makes in the top six after qualifying at Dijon, the grid headed as usual though by Jean-Louis Schlesser in the Sauber C9/89 shared with Jochen Mass.

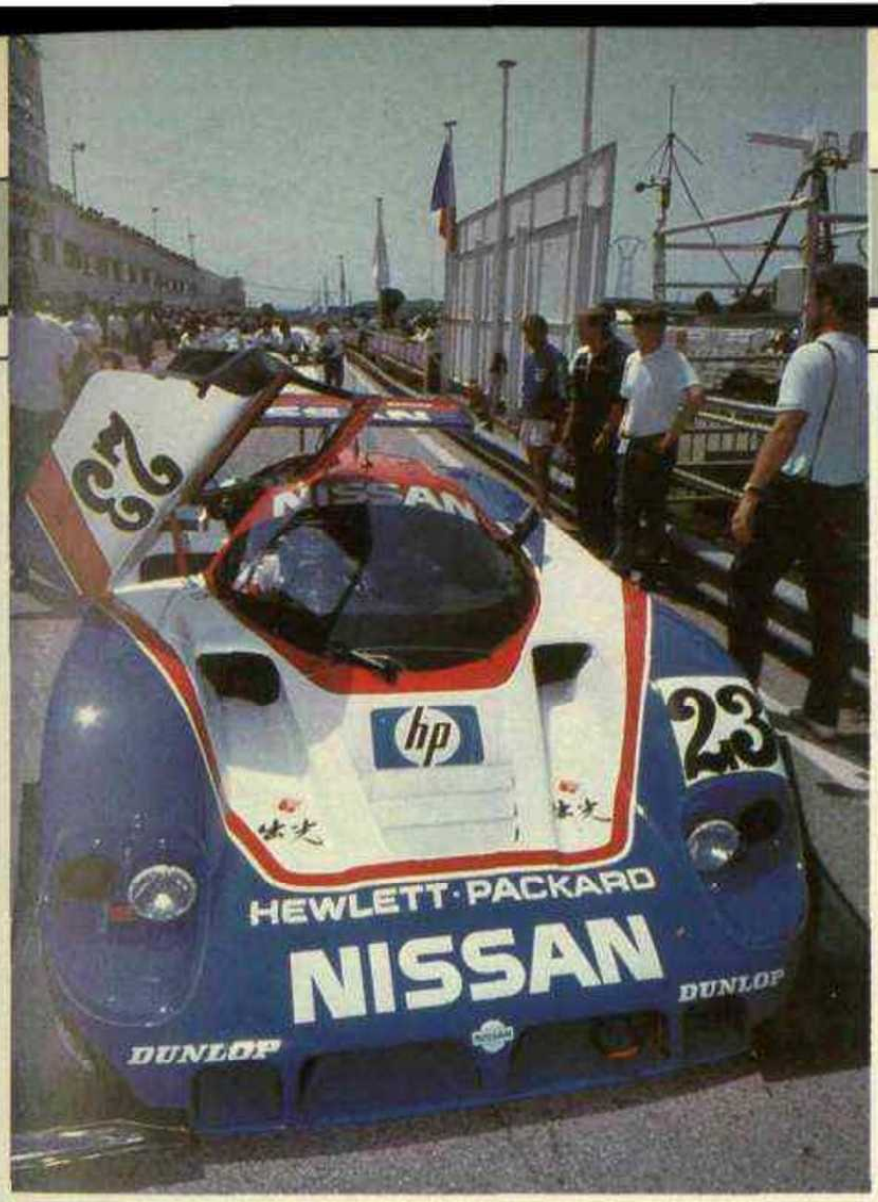
The time, 1min 07.275sec (126.35 mph) was almost exactly as the Parisian had predicted, but somehow the Swiss-German car didn't look as steady as usual, especially on the sweeping bends around the back. It was edgy, and so was the Mauro Baldi/Kenny Acheson sister car, but as the Ulsterman pointed out, "We have it where we need it, in the last turn and up the straight. No-one can stay with us there." Everyone relaxed, and continued to wonder who'd finish third.

Second quickest was a newcomer, the four-cylinder 2.1-litre Tom's Toyota 88C qualified by Johnny Dumfries and co-driven by Geoff Lees, on his first visit to Dijon. Baldi was third, Wollek fourth and Bell fifth in the RLR Porsche, but Wollek's morning time was excluded on a technicality so he had to do it again in the heat of the afternoon, this time slotting in behind the Bell/Needell 962C.

The V12-powered Jaguars qualified sixth and eighth (Jan Lammers and John Nielsen) and between them was World C2 Champion Ray Bellm in the new 3½-litre Spice, cornering at seemingly undiminished speeds. Last July, at Brands Hatch, Martin Brundle complimented Spice and Bellm after the race on their speed in the corners; now, Bellm complains bitterly about being held up by the Kidlington cars. Co-driver Costas Los explained that the 575 bhp Spices needed to enter the corners fast to record competitive times. If they were only slightly baulked they lost momentum, particularly vital in the last corner, a fourth-gear right-hander leading onto the long, uphill straight.

There were the two new cars at Dijon in red, white and blue colours, but that's about all they had in common.

Dijon 480km





New contenders in red, white and blue: Nissan's R89C (left) was on the pace, while Aston Martin's 6-litre V8 (right) ran reliably to 17th place.

Nissan's R89C in its usual colours is a new design from Lola (replacing March), powered by the Japanese company's powerful, and now reliable and economical, 3½-litre V8 twin-turbo engine. The team is deliberately built around young chargers, Julian Bailey and Mark Blundell, with an eye to the future, and it had an encouraging weekend. Exhaust pipe fractures were overcome in time to get the Nissan onto the third row of the grid, and it ran extremely well in fourth place until the windscreen flew out! Later the replacement popped out as well despite the application of tape, indicating that a minor modification was needed before Le Mans.

The Aston Martin AMR-1, driven by David Leslie and Brian Redman, misbehaved during the non-qualifying session, blowing a heavy oil mist out of the breather pipe (marshals reached for the red and yellow flags every time they saw Redman coming), but an overnight modification cured that shortcoming and the car then had a very reliable weekend, albeit at a leisurely speed which netted 17th place overall.

The composite material car's handling was definitely not right, but the problem was smothered by applying more and more downforce. "We'll have to get to the bottom of this and rectify the handling before we can make any progress," said team manager Richard Williams. Encouragingly, though, the 6-litre V8 "stock-block" engine, in Virage form with 32 valves, seemed to have a competitive power output even with only "over 650 bhp" claimed, which sounded low compared with its rivals. When the handling is right, and downforce can be reduced, the Aston ought to be very competitive.

But the second round of the World Championship quickly settled into a Stuttgart scrap, Porsche-Zuffenhausen versus Mercedes-Untertürkheim, and while at first Schlesser and Baldi pulled away by five seconds, Wollek steadied the gap and then began to reel the Saubers in again. The first sign of weakness from the Saubers came when Schlesser dropped behind his teammate and was overtaken by the Porsche as well. On lap 24, and before the half-hour, Wollek was through to the lead.

Veteran observers had seen all this before, of course. Klaus Ludwig used to pull out a big lead over the Jaguars, but it didn't mean very much because he was way over his fuel allocation. It was just a sign of virility. Wollek, though, is a master tactician and it was worth recalling that he finished on the lead lap at Suzuka, remarking that Porsche was back in business.

The three German cars pulled away, eventually to lap the rest. Contesting fourth place were Bailey and Blundell until the Nissan lost its screen, Derek Bell and Tiff Needell in the RLR Porsche (they were still up there until beyond half-distance), the speedy little Tom's Toyota which was nearing its race pension, and the two Jaguars.

One of the latter went out of the contest when Wallace managed to ignore his Sentinel tyre-temperature warning device and had an explosive failure of the right-rear — at full speed, too, at the end of the long straight. Luckily the XJR-9 spun into the largest gravel trap available.

Kenny Acheson, the hero of Suzuka, made another thoroughly good impression on the Mercedes people by leading the race for ten laps. Jelinski had to yield for a time, but when the Sauber's rear Michelins gave up he was able to whip the Porsche past again, "as if the Sauber was a C2 car". He won't be forgiven for that in a hurry.

At half-distance no more than four seconds covered Jelinski, Acheson and Mass (who began dropping away), but Acheson's advantage was cancelled, and turned into a 20-second deflict, when he headed for a routine pit-stop and got blocked in the narrow pit-lane by the Almeras Porsche . . . which promptly stalled. Wollek was able to get clean away in the final stint, and the two Sauber Mercedes crossed the line 38 seconds later, Schlesser just ahead.

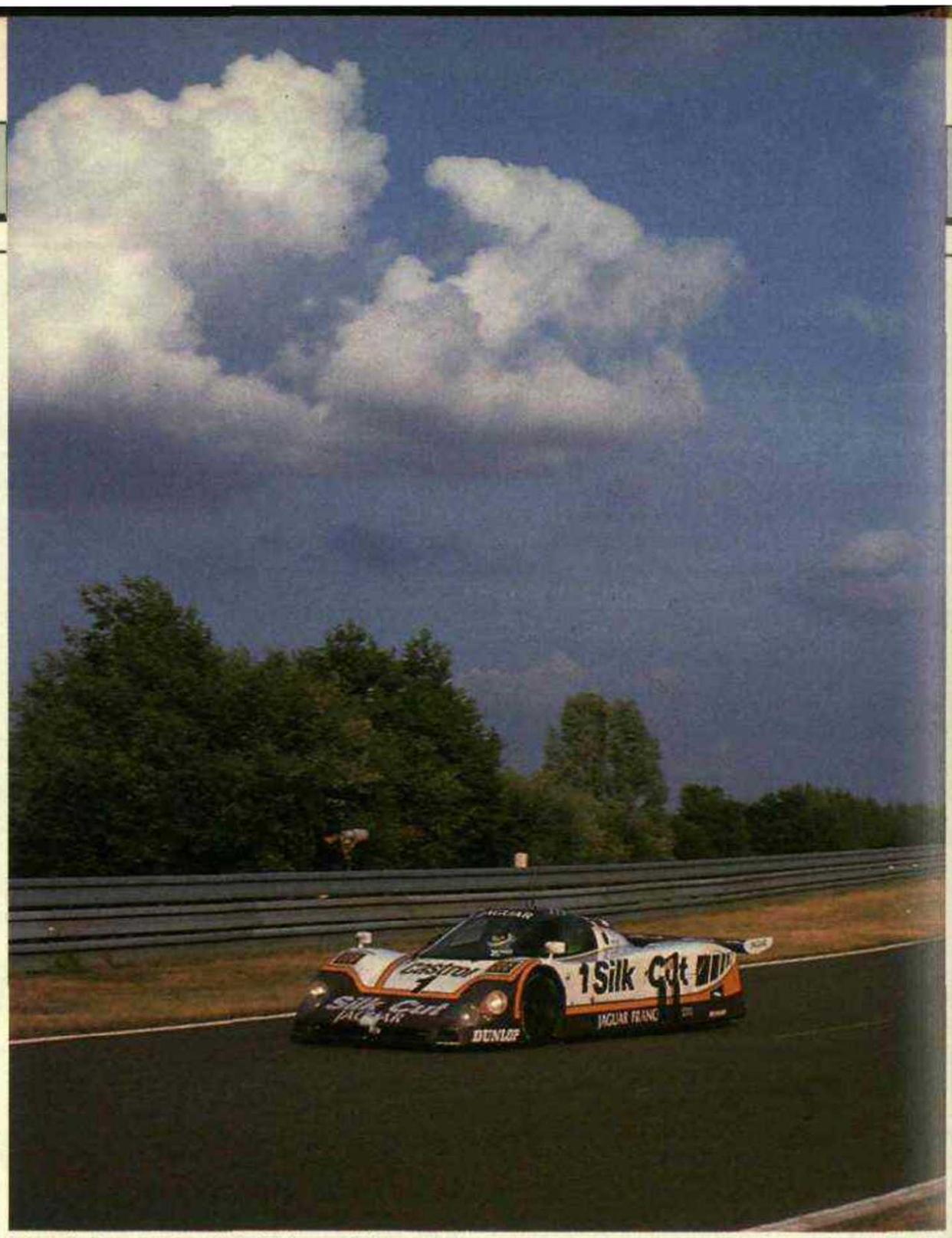
There was no sign of Jan Lammers, whose Jaguar stopped with a fuel vapour-lock on the final lap, so Dumfries and Lees happily claimed fourth place ahead of the RLR Porsche, which had been delayed by irritants such as poor tyre-choice, a door coming open, and oil on the screen.

For all their development work, Brun and Kremer didn't feature at all, and the Spice team's effort came to little as both cars got involved in minor skirmishes. Bellm and Los finished 14th, but should have been in the top half-dozen.

The Spice marque does seem likely to gallop away with the C2 division again, though, as Hugh Chamberlain's new SE89C driven by Fermin Velez and Nick Adams won the class by a clear lap in eleventh place overall, just behind the noisy but tuneful four-rotor Mazda 757B. **MLC**



Geoff Lees (helmeted) and Johnny Dumfries had an encouraging weekend in the Toyota cockpit.



Though Jaguar No 1 led for hours, it has a disappointing weekend for the defending champions.

Coventry Anti-Climax

"I don't think we can ever do better than that" said Jochen Neerpasch at the end of the Le Mans 24-Hour race on June 11, having seen the third-generation Silver Arrows cross the line in formation to claim first, second and fifth places.

Appointed this year as Mercedes' competitions manager, Neerpasch had been saying for months that this year's effort was unlikely to succeed, but would be regarded as preparation for 1990. Hours after the race Neerpasch denied that there had been any element of spoofing; the gearboxes lasted the distance although Jaguar's didn't, and their level of reliability was extremely high in a race of attrition.

As teams prepare for the annual contest the advantage, almost invariably, lies with last year's winner. The Silk Cut Jaguar team had prepared four V12-powered XJR-9LM models as developments of the '88 winner, and very good they looked, in third, fourth, sixth and eighth places on the grid.

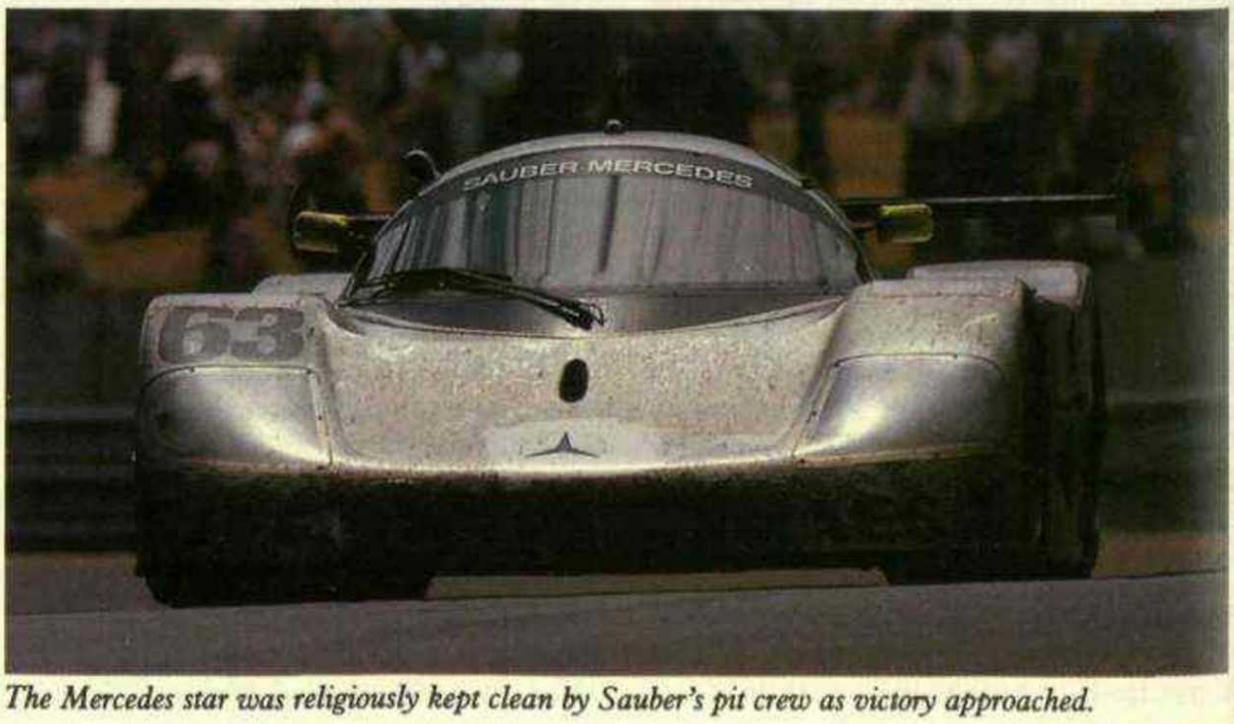
True, the Sauber Mercedes of Jean-Louis Schlesser and Mauro Baldi monopolised the front row of the grid as is expected of a turbo team (Jochen Mass was back in eleventh place, having suffered the transmission problem the Swiss-German team feared), and everyone was interested to see how far the C9/89 models would go, but just for once this season the 50,000 (or more) British fans at the track felt entitled to look forward to a Coventry climax. Again, as in 1986 and 1987, their hopes were broken on Sunday morning.

Three Toyotas went out of the race before dinner time on Saturday and the last remaining Nissan completed its final laps on Sunday morning, but the Japanese teams showed speed and determination with new cars, and are likely to win the race outright within a few years. Three Mazdas ran quickly and reliably to seventh, ninth and twelfth places overall.

Only two Porsche 962C entries, prepared by Reinhold Joest, really had the speed to get amongst the front-runners, and in fact at quarter distance Hans Stuck and Bob Wollek led the race from Frank Jelinski, Pierre-Henri Raphanel and "John Winter", but lack of recent development at Weissach got to them too. Jelinski's Porsche forfeited second place in the seventh hour as water leaked from a cylinder head, and Stuck's dropped back with a water leak from a pipe below the radiator. Things like that never happened in the good old days of air cooling!

Silk Cut Jaguar, though, had a troubled week that team director Tom Walkinshaw will always regret. It began with the death, on Tuesday evening, of engineer Stephen Harding, from the TWR engine division at Kidlington, when he went out to the restaurant at Hunaudières and, apparently, looked the wrong way before crossing the road.

The team's morale was as low as could be,



The Mercedes star was religiously kept clean by Sauber's pit crew as victory approached.



Bob Wollek helps settle Hans Stuck in the Joest Porsche early on Sunday morning.

although it was business as usual whilst the cars were on the track. Qualifying was good but the race performance was disappointing, even though Davy Jones and Derek Daly led for the first three hours, and Jan Lammers, Patrick Tambay and Andrew Gilbert-Scott led for five hours in the night.

They certainly had the potential to dominate the race, and the results, but were defeated by engine and gearbox failures. Walkinshaw understands, of course, that the competition is getting stronger with every year that passes. Last year he had only one big team to beat, Porsche, this year just Mercedes, but next year three works teams will lie between Jaguar and victory.

Monsieur Balestre attended the ACO's press conference on Friday to confirm that peace talks will be held in the next three months, with a view to assuring the future of the Le Mans 24 Hours in the World Championship. "The race is an important part of French, and the world's, motor sporting heritage," said J-MB, to approving nods from the ACO's Raymond Gouloumes.

Qualifying went well for most teams, but a rainstorm on Wednesday evening meant that all the serious bids for grid positions were made on Thursday, when traditionally the teams are running-in race engines, checking fuel consumption and lights, qualifying third drivers and so on. In that sense everyone was a day behind schedule, and just before dark on Thursday evening there was a flurry of activity as Geoff Lees tried to grab pole position in the latest Toyota 89C-V.

Schlesser had established the fastest time at 3 min 15.04 sec (249.826 kph) which was just 0.6 seconds faster than Hans Stuck went last year in the works Porsche 962C, and Mauro Baldi was very little slower at 3 min 15.67 sec; both complained about traffic, Schlesser saying that he could have done a "three-eleven" given the chance. Lees, number one in Toyota's team, then took the yellow Taka-Q entry round in 3 min 15.51 sec, saying he hadn't merely been held up, but had found a crippled C2 car at Tertre Rouge, put two wheels off the road going around it and lost all his momentum turning onto the Mulsanne Straight.

Assuming all these teams return to Le Mans in 1990, for the final appearance of the turbocharged models, we might forecast a pole position time of 3 min 10 sec which could stand for a few years.

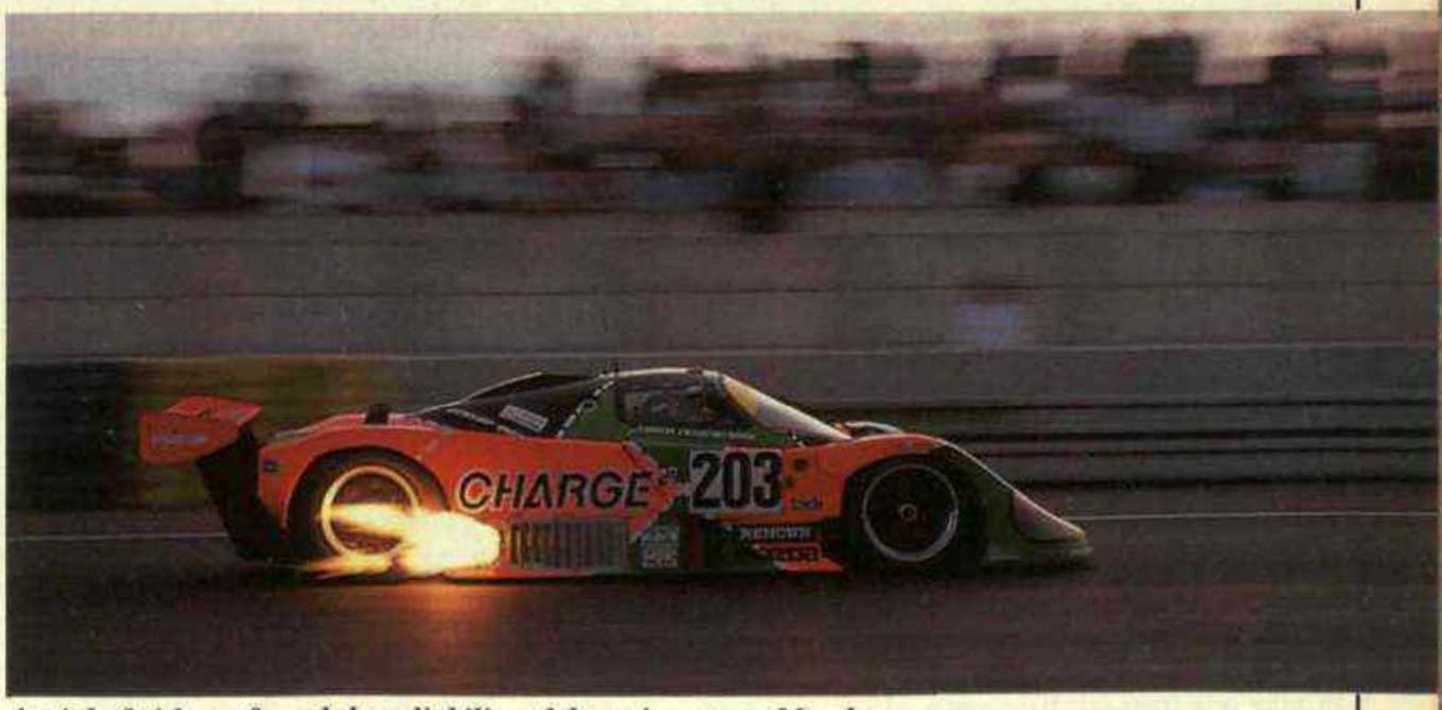
Lees was in a T-car which meant that he could only start from the front row if he used that chassis, and since it wasn't pole position the Japanese management started him from 17th place, with Johnny Dumfries and John Watson. Schlesser's time was set with the race car, but in a special trim for qualifying. On Wednesday evening he'd been five seconds quicker than Kenny Acheson in a similar car but Acheson was 27 kph faster down the straight, according to the radar trap. It sounded unlikely but the Mercedes engineers believed it, pointing out that Acheson's low-downforce car was 400 rpm faster than Schlesser's, which was tuned more for handling.

Derek Bell and David Hobbs, lead drivers in Richard Lloyd's two Porsches, were despondent to find that they were short of 50 kph down the long straight, with too much downforce. "If someone's 200 metres behind at Tertre Rouge, he'll catch me by the restaurant and be 400 metres ahead at Mulsanne. It's desperate," said Hobbs, making his twentieth attempt to win the elusive prize. Having won the event five times Bell had a different priority, to try to succeed in a privately-entered car, but when he was passed by his own wheel early in the race his enthusiasm went with it.

Both the Sauber Mercedes and Silk Cut Jaguar teams had to introduce a number of new, younger faces to supplement their driver squads, and they were more successful than the managers dared hope. Andrew Gilbert-Scott and Alain Ferté were very impressive for Jaguar, as were Manuel Reuter and Stanley Dickens for Mercedes.

Damon Hill showed considerable talent in Richard Lloyd's Porsche, too, and Gary Brabham made himself useful in Vern Schuppan's Porsche team, although he blotted his record with a damaging spin on Saturday evening. Neither Hill nor Brabham had ever driven a Group C car before, let alone raced at Le Mans, and it was Geoff Brabham's first visit, too, in the works Nissan shared with his IMSA partners Chip Robinson and Arie Luyendyk.

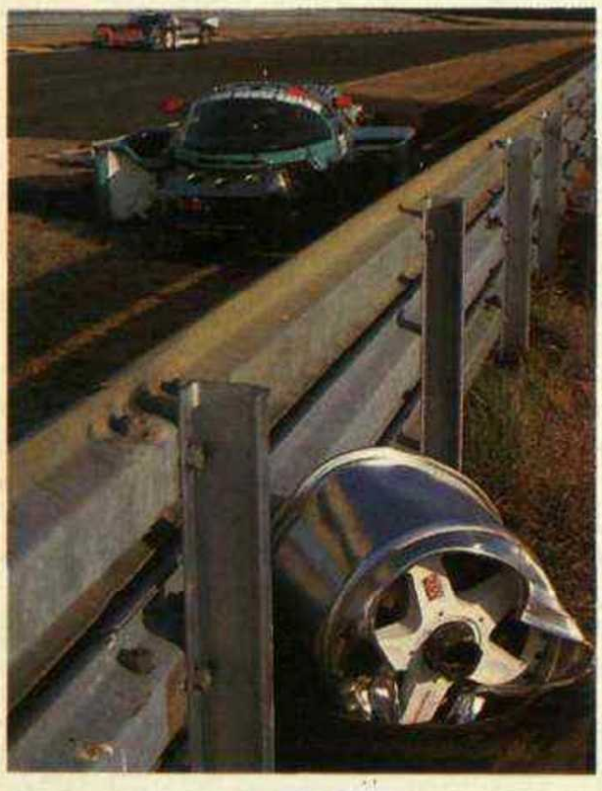
Julian Bailey was patted on the back for making the best Nissan time, twelfth fastest at 3 min 24.09 sec, and was even more popular when he forced his way up to third place challenging John Nielsen's Jaguar, going into the fifth lap. Davy Jones was



A triple finish confirmed the reliability of the noisy rotary Mazdas.



Fuel fires finished several Porsches, Needell abandoning the Richard Lloyd 962GTI (above) with two hours to go. Kremer, too, lost one 962C to a fire, while Masanori Sekiya crashed the second (below).



romping away in the lead, 15 seconds clear, and although the Jaguars are among the quickest down the straight Bailey's Nissan was in Nielsen's slipstream.

Just too close, in fact. Nielsen's anchors were superior to Bailey's approaching the Mulsanne corner. The young Englishman, in only his second Group C race, tried to swerve round the back of the Jaguar but thumped it in the tail. Bailey's car retired at the pits with a broken suspension, and an angry Nielsen was delayed five minutes while body repairs were carried out. Curiously, it was almost a re-run of the opening lap of the Daytona 24 Hours, when Daly's Jaguar got into conflict with Michael Roe's Nissan, and again Martin Donnelly found himself purely in a spectating role as a result . . . this time from Nissan's pit, instead of Jaguar's.

In quick succession Lammers and Alain Ferté brought their Jaguars into the pits, the Dutchman with a punctured tyre and the Frenchman with the tyre temperature warning light on, though in fact the tyre was properly inflated. Even at this early stage, though, the Jaguars' tyres were turning on their rims and causing vibrations which fractured exhaust pipes, causing odd delays of five or six minutes which the team could ill-afford, but Jones and Daly avoided the troubles in their lead car and kept a consistent lead of around 50 seconds on Stuck and Wollek for the first three hours.

The Mercedes drivers set out to have a nice steady race, without fireworks, to compile a dossier of experience for next year. That's what they said beforehand, and continued to say as the race developed. Jochen Mass had moved very carefully into second place at the end of the first hour but his C9 lost ground in the second when Reuter ran over something on the straight, an exhaust pipe he thought, which punched a hole through the floor. Later Dickens spun the Mercedes and glanced a guardrail, tearing a piece of expendable bodywork from the right flank, so the car looked a bit tatty on Saturday night.

In fact the silver cars were a handful while the sun was up, the Michelins running hot and offering poor grip. Baldi stopped for new tyres half an hour into the race, and in the third hour Alain Cudini spun Schlesser's car at the Porsche Curves and returned to the pits with the rear wing missing, and a fair amount of damage around the tail. The crew lost four laps right away and more later, because the C9 wasn't handling too well afterwards, preventing Mercedes from achieving a 1-2-3 result. Baldi's car ran beautifully, heading the field for the first time just after six o'clock on Sunday morning, but almost straightaway the gearbox began to tighten up, making it very hard to drive.

Mercedes didn't have a trouble-free race by any means, but their rivals suffered far worse fortunes. After 17 hours racing there had been 32 retirements, compared with merely 16 last year, even though this year the leader had covered three laps fewer (accounted for, largely, by a 20-minute pace-car period when the Schuppan team's Takefuji Porsche caught fire).

A major blow to Jaguar's hopes came just after the three-hour mark when Derek Daly parked the leading car off the road and forfeited a 54-second lead over Wollek's Porsche. The gear selector fork had broken, and the Irishman finally got going half an hour later when he kicked the gearbox and, surprisingly, locked it into third gear! He and Jones drove hard for three more hours,



Sauber team managers Max Welti (left) and Dave Price keep an eye on times.

but then retired with a dropped valve.

Stuck and Wollek accepted the lead and team-mates Jelinski, Raphanel and Winter moved into second place, passing the Jaguars of Lammers and Ferté while they had exhaust pipes replaced. Jelinski hardly had time to celebrate before his engine lost water, causing the Porsche's retirement, and soon after midnight the water warning light went on in Stuck's cockpit.

There was a very minor leak in a hose union below the side-pod radiator, but it couldn't be reached in less than half an hour. Little water was needed at each pit stop but it was an irritant, and once the cooling system needed to be bled. Inexorably the Joest Porsche's lead was frittered away and Lammers, Tambay and Gilbert-Scott moved ahead.

All three Toyotas had gone, and so had two of the Nissans. For Toyota, Kaoru Hoshino spun and damaged the four-cylinder car's suspension beyond repair, Hitoshi Ogawa brought in his eight-cylinder with smoke pouring out of the engine bay, and Johnny Dumfries spun and damaged his 88C-V quite badly, spending an hour trying to get to the pits with a broken driveshaft. For Nissan, Bailey was an early visitor to the shower-block, Masahiro Hasemi's retired with a broken head gasket after ten hours, when fourth and still challenging, and Geoff Brabham's car lasted all night then retired from fifth place with a serious engine failure, described with understatement in the official bulletin as an oil leak.

The efforts of the Japanese teams were much more impressive than this short summary can indicate, and above all they are now aiming to win races, not merely to be there to beat each other.

Alarm bells sounded in the Porsche camps when Dominic Dobson had to bale out of Vern Schuppan's Takefuji-sponsored 962C between Mulsanne and Indianapolis, with the engine bay ablaze. A new design of fuel rail had split, and on Sunday morning Kunimitsu Takahashi had to park the Kremer/Kenwood 962C with fire damage, then only two hours from the finish. Tiff Needell steered the RLR/Cabin Porsche for the marshalling point beyond the pits with

Toyota's quick new V8 put Geoff Lees on row one of the grid, though he had to start from further back in his race chassis.

yet another conflagration. The causes were thought to be the same, and this was too much for Vern Schuppan who parked his own Omron-sponsored car on the pit front and took it round later to claim a 13th place finish (he'd lost a great deal of time rebuilding the gearbox, and repairing damage, and would have been lucky to claim tenth place).

Once again the Jaguar XJR-9s proved better over 12 hours than 24, even though they had all the breaks in 1988. The Ferté brothers, with Eliseo Salazar, were going really well at half distance and had moved up to fifth place, three laps behind Lammers. Alain Ferté had to his credit a new lap record at 3 min 21.27 sec . . . then the gearbox broke and it took more than an hour to fit a new one (allowed by the rules, these days).

While the work was being carried out John Nielsen retired his Jaguar from fourth place, and two laps down, with a broken cylinder head gasket. It's the third year in succession that the Dane has retired with an overheated engine, always in time for breakfast on Sunday, and his bad luck was shared by Andy Wallace and Price Cobb.

For Jaguar though, the worst blow of all came in the 15th hour as the gearbox failed on Lammers' car, then a full lap ahead of two Mercedes. A seal had failed around the output shaft letting all the lubricant escape, and the only good thing to say about that was that it took only 49 minutes to replace the March transmission, allowing the No 1 XJR to claim an honourable fourth place ahead of Schlesser.

Oil was a problem for Stuck and Wollek, too, as it was seeping into their clutch housing. Five hours from the finish the team had to concede the battle, stop attacking and concentrate on defending third place, with the help of Coca Cola poured into the housing each time the car stopped.

"With no problems we could have won this race, sure," the Bavarian observed. "With one problem we'd have been second, but with two problems I'm happy to finish third. Plenty of people didn't finish at all."

For a few heart-stopping seconds that looked like being the fate of Aston Martin's brave challenge, when a rear suspension failure put Brian Redman "into the emergency mode for few moments" on the Mulsanne straight. With one car already out through engine damage, having run without a rev-counter, that could have been the end for the hopes of Redman, Michael Roe and Costas Los, but the veteran Redman kept control, returning to the pits for repairs. To the delight of the team, the car finished, that achievement being more significant than the classification, eleventh overall.

Time was frozen in Peter Sauber's Mercedes pit as the three silver cars formed up for a media finish and toured around the last lap, marshals doing their traditional flag-waving at the side of the track. Then as they wove through the chicane for the last time, and stopped before the wall of humanity on the track, the celebrations began. Sauber, Neerpasch, manager Max Welti, Dr Hermann Hierath and the mechanics were overwhelmed with delight and relief, and the spectators were delighted for them. Disappointments of past years were forgotten as the Mercedes team celebrated only its second Le Mans victory, and the one denied, perhaps, in 1955. **MLC**



Excitement in the Aston Martin pit rivalled that of Mercedes as the Redman/Roe/Los AMR-1 was cheered all the way to the finish line in its debut year.

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP
Round 2, Dijon 480km, May 21

QUALIFYING TIMES

Schlesser/Mass	Sauber-Mercedes	1m 07.275s
Dumfries/Lees	Toyota	1m 07.678s
Baldi/Acheson	Sauber-Mercedes	1m 07.789s
Needell/Bell	Porsche	1m 08.285s
Wollek/Jelinski	Porsche	1m 08.944s
Bailey/Blundell	Nissan	1m 09.535s
Lammers/Tambay	Jaguar	1m 09.553s
Bellm/Los	Spice	1m 09.898s
Nielsen/Wallace	Jaguar	1m 10.190s
Taylor/Thyrring	Spice	1m 10.555s
Kennedy/Dieudonné	Mazda	1m 10.716s
Fabre/Bousquet	Cougar-Porsche	1m 11.036s
Konrad/Dauer	Porsche	1m 11.444s
Ferté/Pescarolo	Spice	1m 11.647s
Larrauri/Dickens	Porsche	1m 12.050s
Lechner/Franzmaier	Porsche	1m 12.814s
Fouché/Giacomelli	Porsche	1m 12.947s
Valez/Adams	Spice	1m 12.997s
Almeras/Almeras	Porsche	1m 13.129s
Davey/Oberndorfer	Porsche	1m 13.486s
Shead/Shead	Spice	1m 13.655s
de Cesaris/Scapini	Lancia-Ferrari	1m 13.703s
Pareja/Brun	Porsche	1m 14.285s
Leslie/Redman	Aston Martin	1m 14.586s
Huysman/Schaefer	Porsche	1m 14.618s
Lassig/Yver	Porsche	1m 14.774s
Piper/Iacobelli	Spice	1m 14.807s
Coppelli/Thuner	Spice	1m 14.976s
Ballot-Lena/Ricci	Porsche	1m 14.987s
Lombardi/Sotty	Spice	1m 15.113s
Salamin/Cohen-Olivar	Porsche	1m 15.174s
Randaccio/Barberio	Tiga	1m 16.741s
de Henning/Wood	Spice	1m 17.457s
Justice/Ferrarin	Tiga	1m 17.795s
Gellini/Nurminen	Tiga	1m 19.971s
Williams/Taverna	Spice	1m 20.047s
Serpaggi/Descartes	ALD	1m 22.962s
Boulet/Sarfaty	ALD	*1m 23.257s
Tremblay/Bonnet	ALD	*1m 28.597s

*Did not qualify
First-named drivers set qualifying times

RACE RESULTS

1st	B. Wollek/F. Jelinski	3.0t Porsche 962	C1	2h 42m 21.903s
2nd	J-L Schlesser/J. Mass	5.0t Sauber-Mercedes C9	C1	2h 43m 00.298s
3rd	M. Baldi/K. Acheson	5.0t Sauber-Mercedes C9	C1	2h 43m 00.364s
4th	J. Dumfries/G. Lees	2.1 Toyota 88C	C1	126 laps
5th	D. Bell/T. Needell	3.0t Porsche 962 GTI	C1	124 laps
6th	P. Fabre/J-L. Bousquet	3.0t Cougar-Porsche C22	C1	123 laps
7th	C. Ballot-Lena/J-L Ricci	3.0t Porsche 962	C1	123 laps
8th	A. Ferté/H. Pescarolo	3.5 Spice-Cosworth SE88C	C1	122 laps
9th	H. Huysman/O. Larrauri	3.0t Porsche 962	C1	122 laps
10th	D. Kennedy/P. Dieudonné	1.3r Mazda 767B	GTP	121 laps
11th	F. Velez/N. Adams	3.3 Spice-Cosworth SE89C	C2	121 laps
12th	W. Lechner/E. Franzmaier	3.0t Porsche 962	C1	121 laps
13th	W. Brun/J. Pareja	3.0t Porsche 962	C1	121 laps
14th	R. Bellm/C. Los	3.5 Spice-Ford SE89C1	C1	121 laps
15th	J. Bailey/M. Blundell	3.5t Nissan R89V	C1	120 laps
16th	A. Coppelli/B. Thunier	3.3 Spice-Cosworth SE88C	C2	120 laps
17th	D. Leslie/B. Redman	6.0 Aston Martin AMR1	C1	119 laps
18th	G. Fouché/B. Giacomelli	3.0t Porsche 962	C1	118 laps
19th	J. Almeras/J-M. Almeras	3.0t Porsche 962	C1	118 laps
20th	J. Lassig/P. Yver	3.0t Porsche 962	C1	118 laps
21st	R. Piper/O. Iacobelli	3.3 Spice-Cosworth SE88C	C2	118 laps
22nd	A. Salamin/M. Cohen-Olivar	3.0t Porsche 962	C1	117 laps
23rd	D. Shead/J. Shead	3.3 Spice-Cosworth SE88C	C2	116 laps
24th	M. Gellini/J. Nurminen	3.3 Tiga-Cosworth CG288	C2	113 laps
25th	T. Lee-Davey/P. Oberndorfer	3.0t Porsche 962	C1	111 laps
R	J. Lammers/P. Tambay	7.0 Jaguar XJR9	C1	fuel-vapour lock
R	F. Konrad/J. Dauer	3.0t Porsche 962	C1	engine
R	P. Barberio/R. Randaccio	3.3 Tiga-Cosworth GC288	C2	driver exhausted
R	J. Nielsen/A. Wallace	7.0 Jaguar XJR9	C1	tyre
R	B. Sotty/P-A. Lombardi	3.3 Spice-Cosworth SE86C	C2	puncture
R	L. Taverna/J. Williams	3.3 Spice-Hart SE86C	C2	engine
R	W. Taylor/T. Thyrring	3.5 Spice-Cosworth SE89C	C1	exhaust
R	D. Wood/P. de Henning	3.3 Spice-Cosworth SE87C	C2	engine
R	A. de Cesaris/F. Scapini	3.0t Lancia-Ferrari LC2	C1	suspension
R	A. Serpaggi/L. Descartes	3.3 ALD-Cosworth C289	C2	brakes
R	O. Larrauri/S. Dickens	3.0t Porsche 962	C1	accident
NS	J-C. Justice/J-C. Ferrarin	3.3 Tiga-Cosworth GC289	C2	accident

Fastest Lap: Baldi 1min 11.739sec; 190.691 kph (118.489 mph)
First-named driver started race

Drivers' Championship: 1, Schlesser 35; 2= Baldi, Jelinski and Wollek 32; 5, Acheson 27; 6, Mass 15; 7= Dumfries, Lees and Hoshino 10.
Teams Championship: 1, Team Sauber Mercedes 35; 2, Joest Racing 32; 3, Toyota Team TOM's 16; 4, Nissan Motorsport International 10; 5= Silk Cut Jaguar and Richard Lloyd Racing 8.
C2 Drivers: 1= Adams and Velez 40; 3= Coppelli and Thunier 15; 5= Piper and Iacobelli12; 7= Shead and Shead 10.
C2 Teams: 1, Chamberlain Engineering 40; 2, France Prototeam 15; 3, PC Automotive 12; 4, Team Mako 10.

LE MANS 24 HOURS, June 10-11

TOP 30 QUALIFYING TIMES

Schlesser/Jabouille	Mercedes	3m 15.04s
Baldi/Acheson/Brancatelli	Mercedes	3m 15.67s
Lammers/Tambay/Gilbert-Scott	Jaguar	3m 18.35s
Jones/Kline/Daly	Jaguar	3m 19.48s
Stuck/Wollek	Porsche	3m 19.80s
Ferté/Ferté/Salazar	Jaguar	3m 20.19s
Larrauri/Pareja/Brun	Porsche	3m 20.26s
Nielsen/Wallace/Cobb	Jaguar	3m 20.65s
Grohs/Nakaya/van der Merwe	Porsche	3m 21.51s
Okada/Fouché/Sekiya	Porsche	3m 22.70s
Mass/Reuter/Dickens	Mercedes	3m 22.86s
Bailey/Blundell/Donnelly	Nissan	3m 24.09s
Winter/Jelinski/Raphanel	Porsche	3m 24.77s
Takahashi/Giacomelli/Lavaggi	Porsche	3m 24.92s
Brabham/Robinson/Luyendyk	Nissan	3m 25.38s
Yorino/Regout/Forbes-Robinson	Mazda	3m 25.45s
Dumfries/Lees/Watson	Toyota	3m 25.60s
Schuppan/Elgh/Brabham	Porsche	3m 26.89s
Hasemi/Hoshino/Suzuki	Nissan	3m 26.95s
Sala/Lechner/Ratzenberger	Porsche	3m 27.07s
Dorchy/Maisonneuve	WM	3m 27.61s
Bell/Needell/Weaver	Porsche	3m 27.75s
Alesi/Hoy/Dobson	Porsche	3m 27.79s
Hobbs/Andskar/Hill	Porsche	3m 27.97s
Ogawa/Barilla/Cheever	Toyota	3m 28.32s
Hoshino/Suzuki/Artzet	Toyota	3m 28.64s
Vilarino/Konrad/Seher	Porsche	3m 29.41s
Huysman/Lacaud/Schaeffer	Porsche	3m 29.90s
Hodgetts/Kennedy/Dieudonné	Mazda	3m 31.38s
Bousquet/Fabre/Yoneyama	Porsche	3m 31.49s

RACE RESULTS

1st	J. Mass/M. Reuter/S. Dickens	5.0t Sauber-Mercedes C9	C1	23h 56m 00.33s
2nd	M. Baldi/K. Acheson/B. Brancatelli	5.0t Sauber-Mercedes C9	C1	384 laps
3rd	H. Stuck/B. Wollek	3.0t Porsche 962C	C1	382 laps
4th	J. Lammers/P.Tambay/A. Gilbert-Scott	7.0 Jaguar XJR9	C1	380 laps
5th	J-L Schlesser/J-P Jabouille/A. Cudini	5.0t Sauber-Mercedes C9	C1	378 laps
6th	H. Pescarolo/C. Ballot-Lena/J-L. Ricci	3.0t Porsche 962C	C1	371 laps
7th	C. Hodgetts/D. Kennedy/P. Dieudonné	1.3r Mazda 767B	IMSA	368 laps
8th	A. Ferté/M. Ferté/E. Salazar	7.0 Jaguar XJR9	C1	368 laps
9th	T. Yorino/H. Regout/E. Forbes-Robinson	1.3r Mazda 767B	IMSA	365 laps
10th	H. Huysman/D. Lacaud/U. Schaeffer	3.0t Porsche 962C	C1	351 laps
11th	B. Redman/M. Roe/C. Los	6.0 Aston Martin AMR1	C1	340 laps
12th	Y. Terada/M. Duez/V. Weidler	1.3r Mazda 767B	IMSA	339 laps
13th	V. Schuppan/E. Elgh/G. Brabham	3.0t Porsche 962C	C1	321 laps
14th	J-C. Andruet/P. Farjon/S. Kasuya	2.8t Cougar-Porsche C20	C2	312 laps
15th	T. Lee-Davey/T. Dodd-Noble/K. Iketani	3.0t Porsche 962C	C1	308 laps
16th	D. Shead/R. Stirling/R. Hyett	3.3 Spice-Cosworth SE88C	C2	307 laps
17th	P. de Henning/D. Wood/E. Clements	3.3 Spice-Cosworth SE87C	C2	303 laps
18th	T. Lecerf/P.Rousellot/J. Massaoudi	3.3 Argo-Cosworth JM19C	C2	297 laps
19th	J. Grand/R. Pochauvin/J-L. Roy	3.3 Spice-Cosworth SE89C	C2	291 laps

(no other finishers)

Fastest Lap: A. Ferté 3min 21.27sec; 242.093 kph (150.429 mph) (record)
Winners' Average Speed: 219.990 kph (136.695 mph)
C2: 176.320 kph (109.560 mph) **IMSA:** 207.892 kph (129.178 mph)

Until the Penny Drops

Is the 24 Hours of Le Mans doomed to become "a social meeting for old boys with their Jaguar D-types", as Max Mosley predicts with a shudder, or will a new agreement be forged with FISA to guarantee the future of the classic race? No answer can be supplied to this question until long after the dust of this year's race has settled, but high-up people in the Automobile Club de l'Ouest certainly show a willingness to go to Paris, "meet God" and talk about the future.

Most people (but not all) hope that the big event will be retained as the star feature of the "FIA Worlds Sports-Car Championship" (1991 title designate), and that certainly includes the Japanese manufacturers Nissan, Toyota and Mazda, who now feel they've been conned into participating in the full series when really they only wanted to be at Le Mans.

"Nissan, Toyota and Mazda now feel they've been conned into participating in the full series, when really they only wanted to be at Le Mans"

There are those who believe that this year's split between the ACO and FISA, which took Le Mans out of the World Championship series, is a good thing. The ACO has its own way of doing things, the modern FISA has quite another. Le Mans invites entries and makes the teams pay; FISA wanted to handle the entries itself. Timing of the event was a big issue, but larger still was the question of television coverage, claimed by FISA for evermore. These were the issues for 1989 but, deep down, there was a huge clash of ideology.

How, people wonder, can the 24-hour race continue to form part of a championship which is otherwise comprised of 360km made-for-TV sprint events? Television is the key to all of Mr Ecclestone's thinking, knowing as he does that the rise of Formula One has gone hand-in-hand with world coverage. Unless the ACO yields on these vital matters the event is a dead duck so far as FISA is concerned, consigned to the dustbin along with the Mille Miglia and the Targa Florio. Mosley, in fact, believes that the ACO should repeat: "Mille Miglia, Targa Florio, Le Mans", every day until the penny drops.

FISA, probably, would love to do without Le Mans. The ACO, certainly, would love to do without FISA. They have never been good bedfellows and will never become so.

Having stated that bare and incontrovertible fact, though, we have to face realities. FISA does need Le Mans because the World Championship teams demand it. The ACO does need FISA, though perhaps rather less, because it needs the guaranteed supply of top-class sports-cars, entered by prestigious manufacturers. After all no-one can go out and buy a Jaguar XJR, nor a Sauber Mercedes, nor a Nissan or a Toyota, and, as one sage asked, "Who wants to see a race for nine-year-old Porsches?"

The ACO could bet its boots that, failing an agreement by the end of November, there will be a World Championship race in another part of the world on June 9-10, 1990, and all the teams will be required to attend. But in that case the three Japanese marques might withdraw from World Championship racing, and even Jaguar and Porsche might decide not to support the 3½-litre formula in 1991.

The blow to FISA would be enormous, shattering, and I don't think the high-ups had really taken this aboard at Dijon last month (a weekend where rumours abounded that Peugeot is so concerned at the cost of entering the World Sports-Car championship that it might just as well go straight into Formula One. If Le Mans is not part of the championship, that decision from Peugeot is a certainty). In the coming weeks there will need to be a willingness in the Place de la Concorde for constructive dialogue. The ACO certainly need not go there on its knees.

Supposing the Automobile Club de l'Ouest does not come to heel? Jean-Marie Balestre's preposterous press conference twelve months ago destroyed his credibility and, perhaps, determined some people never to trust him or want to work with him again. Many are sickened by the "loadsamoney" attitude of the modern FISA, meaning that manufacturers, organisers and teams are required to hand over staggering sums of money, with very little in return as regards firm commitment from the authorities. Then, and only when all possible avenues have been explored with existing entrants and authorities, the ACO would be forced to consider a quite different formula.

We believe that MOTOR SPORT's proposed Supercar Grand Touring category, described in February, is the most attractive way forward, and it was certainly well received by leading manufacturers. We detailed a formula for Grand Touring cars such as the Ferrari Testarossa, the Lamborghini Countach, Aston Martin Virage, Jaguar XJ-S, Chevrolet Corvette and Porsche 911 Carrera, in two classes of 6-litres and 3.5-litres (inspection of current specifications shows that all these models fit quite neatly).

We also proposed Group A-type modifications on Group B cars (200 manufactured in a year) excluding space-frame chassis and other wildly expensive developments, but allowing a certain amount of tuning so that the quickest car out of the showroom, the Lamborghini Countach perhaps, wouldn't necessarily be the regular winner.

"Max Mosley believes the ACO should repeat 'Mille Miglia, Targa Florio, Le Mans' every day until the penny drops"

One more proviso which would have to be respected is a top limit of 2-litres on turbocharged cars, at the 6-litre minimum weight limit of 1500kg, in order to prevent such machines as the Ferrari F40 and the Porsche 959 making a mockery of the Grand Touring category.

Our proposal did not come out of thin air. As soon as FISA confirmed the regulations for the 1991 World Sports-Car Championship, last December, it was perfectly clear that trouble lay ahead for Le Mans. A Supercar Grand Touring category would (we know) be exceedingly attractive to Nissan, Toyota and Mazda, all of whom have advanced sports-car designs on the brink of production.

The Japanese would like to beat Mercedes and Jaguar, at Dijon and Donington, with 3½-litre sports-cars. They would far sooner, though, take on Ferrari, Lamborghini and Chevrolet at Le Mans, Daytona, Silverstone, Spa, the Nürburgring and Fuji, with exciting production models.

Maybe there's a rote that Max Mosley should recite to himself each morning when he brushes his teeth. "Le Mans, Ferrari, Lamborghini, Chevrolet, Jaguar, Aston Martin, Porsche, Nissan, Toyota, Mazda, Mercedes, Fuji . . ." **MLC**

Warning Siren

The power of Honda's RA109E was ultimately Alain Prost's downfall in the Mexican Grand Prix on May 28. That, and a gamble on tyre choice that didn't come off.

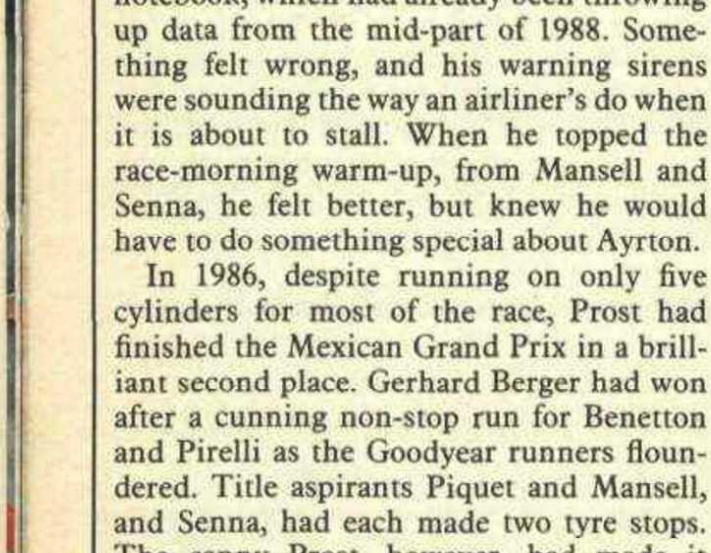
Throughout qualifying round the Autodromo Hermanos Rodriguez the Frenchman had stayed close to team rival Ayrton Senna. The Brazilian had been faster in both of Friday's sessions as Prost rued his choice of front springs and dampers for this notoriously bumpy venue. Then on Saturday morning Alain topped the times. By the afternoon, however, Senna put in his familiar blast to beat him, not by the tenths that had became usual prior to Monaco, but by a massive nine-tenths of a second.

Prost filed that away in his mental notebook, which had already been throwing up data from the mid-part of 1988. Something felt wrong, and his warning sirens were sounding the way an airliner's do when it is about to stall. When he topped the race-morning warm-up, from Mansell and Senna, he felt better, but knew he would have to do something special about Ayrton.

In 1986, despite running on only five cylinders for most of the race, Prost had finished the Mexican Grand Prix in a brilliant second place. Gerhard Berger had won after a cunning non-stop run for Benetton and Pirelli as the Goodyear runners floundered. Title aspirants Piquet and Mansell, and Senna, had each made two tyre stops. The canny Prost, however, had made it through on two sets and thus only one stop. He couldn't catch Berger but he did beat his main rivals, and the drive duly went a long way towards helping him retain his world title.

Now, in 1989, he believed a tyre gamble was worthwhile. Of course, the choice between Goodyear's more durable B compound and its softer C race tyre was a matter of great secrecy immediately before the 61-lap race. Senna was guided by his crew: Bs on the left, Cs on the right. Prost was advised to go for the same, but opted instead for the Cs all round.

Further down the pit road, Ferrari was bolting Cs to its two F1/89s (in one of which Berger had returned to stymie Cesare Fiorio's plans to run the Italian Osella pilot Nicola Larini). In the Williams camp, Bs all round were the enforced order of the day if it was to avoid pit-stops. For Tyrrell, surprisingly competitive here, it was Cs.



Unusually, Mauricio Gugelmin failed to qualify in the still-new March-Judd CG891.



Leading the Ferraris and Williams but behind Senna again, Prost begins to suspect the worst . . .

In the opening laps Prost was all over Senna, pushing here, thrusting there, always hoping that he might make a mistake or overcook his tyres. The game of cat and mouse lasted until lap ten, by which time Ayrton's Bs had come in fully and the World Champion was able to run hard. "I made sure I always got Peralta right," he said, referring to the vitally important 180° slightly banked right-hander before the pits. "That way I knew Alain couldn't get close enough to pass."

Prost, meanwhile was hearing those warning sirens again, on two fronts. With his softer tyres he knew he should have been better able to challenge Senna in those opening laps. When he couldn't, when he watched time and again on the straight as his team-mate pulled away, he began thinking back to the middle of 1988, when his MP4/4 had lacked the pace it had shown in winning the French Grand Prix at Paul Ricard.

Read his book, written with French journalist Jean-Louis Moncet, and he makes it clear he had to get very angry with McLaren and Honda before he felt his equipment was the equal of Senna's. At the time, Honda had vehemently denied any favouritism, but Prost took in what Keke Rosberg had told him about his final days with Williams, and what Mansell had at times felt in 1986 and 1987. And Prost being Prost and therefore honest, he came flat out with it after Mexico and declared his feeling that Senna had been given a better engine.

Ron Dennis immediately countered that his two drivers choose engine allocation numbers from a hat. Honda's response came days later, as the field gathered again in Phoenix. As an observer you believe whom you want to believe, but the fact remained that Prost was most unhappy, and that unhappiness might ultimately drive him to another team.



Onyx took part in its first Grand Prix when Stefan Johansson at last scraped through pre-qualifying. He gave the team a run for its money too.

And to compound what he already felt about his engine, he began to sense his front left C blistering as the gap opened from 0.7 seconds on lap six to 4.01 seconds eight laps later. Moreover, tyre pressures had risen with the increased temperatures, and thrown out the handling. On lap 20 he pitted for fresh rubber, expecting B lefts and C rights after radio consultation. Instead by mistake he got a C left rear which also blistered, and he was back after another 14 laps to have it exchanged for the right compound.

By then it was too late. Far too late. Senna was away up that bumpy road heading for a 17th Grand Prix victory that was both deserved and faultless.

Last year he had spoiled his start; this time, even though a spin by Stefano Modena had obliged the original start to be abandoned and the race to be restarted half-an-hour later, he made two perfect getaways from the record-matching 33rd pole position of his career. Four races into the season, he looked unbeatable.

Both Ferraris ran well, Berger initially running third ahead of Mansell after the fast-starting Briton had lost momentum when Prost passed him on lap one, and though the brave Austrian retired early with gearbox failure, having proved himself fit enough to fight, Mansell looked set at last to add to his points tally.

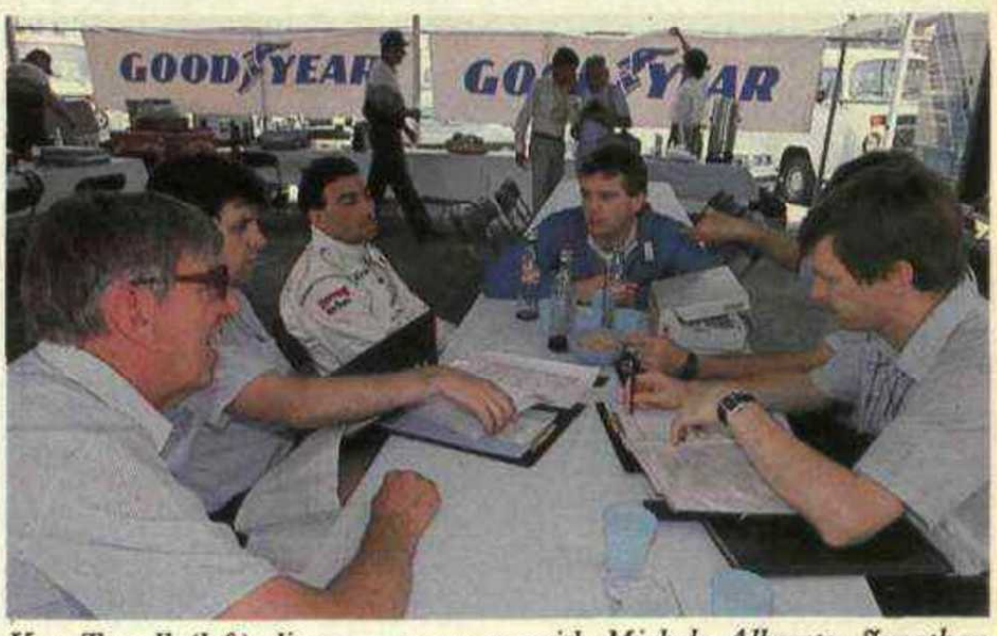
John Barnard's Ferrari was using its tyres well, and Mansell set the race's fastest lap as late as the 41st tour. On the face of it, it was using its chassis better than the McLarens, but the latter was running vastly more downforce thanks to what Mansell rated as up to 70 bhp greater grunt at the bottom end of the Hondas' power curve — it was that downforce which hurt Prost's Cs.

Mansell looked smooth and comfortable as he pressured Senna enough from a position ten seconds adrift — not quite close enough to be a real threat, but nevertheless a definite contender should anything happen to McLaren No 1.

McLarens don't often retire, though, and Ferraris still do at this stage. On lap 44 for the third time this year, Mansell ground to a



The Williams twins cultivate square eyes during practice.



Ken Tyrrell (left) discusses prospects with Michele Alboreto, Jonathan Palmer and Jean-Claude Migeot. The Italian claimed a podium place.

halt when his gearbox seized, apparently, according to Cesare Fiorio, when its oil leaked out.

What was bad news for Ferrari was good news for Williams. In the early stages both Riccardo and Thierry Boutsen had run nose-to-tail in fifth and sixth, but just before Berger fell out the Belgian's car came to a halt with total electrical failure. Exactly the same thing had bought Patrese to a stop just after Friday's free practice session got underway, but on race day his FW12C didn't miss a beat. On its Bs it wasn't in a position to push Senna but Riccardo's progress was smooth and unruffled, his fastest lap only eight-tenths off the Brazilian's. Second place was, at last, a belated reward for his performances earlier in the season.

Third place for Michele Alboreto was also a just desert for the Italian and Ken Tyrrell. This time last year Uncle Ken couldn't even squeeze one of his gripless 017s into the race, but twelve months on he has not only grasped the bull by the horns but, dammit, is wrestling the beast strongly. It may not yet be grounded but it's down on its front knees.

It was Jonathan Palmer who set the ball rolling for the still sponsorless team (did I hear someone say Camel for 1990, or even sooner?) by setting fifth quickest time in both Friday sessions as he exploited Jean-Claude Migeot's aerodynamics to the full. Harvey Postlethwaite's elegant chassis had a touch more understeer than the Briton wanted, but on Saturday morning he had just set fastest time when one of the many bumps in Peralta caught him out and threw the 018 into the tyre wall. Damage was superficial, but it spoiled Palmer's afternoon qualifying effort by upsetting the handling, and it was thus Michele in seventh grid place who represented the team's best hope.

He was always close to Patrese, always looked comfortable, and nearly always had his foot planted to the floor through Peralta; his chassis was that good. It was only towards the end that he began to ease back slightly, and then only because his engine was tired after doing all of qualifying as well. With a decent budget that wouldn't have happened, of course.

Palmer was well stoked for a strong run from his unrepresentative 14th on the grid, but his impressive progress was cut short after only ten laps when the throttle linkage broke. His time will come.

If Ken Tyrrell looked slightly bemused immediately afterwards as the champagne corks popped, he had every right to, for Alboreto's third was the team's best result in years. More than that, however, it is an indication that Team Tyrrell is very far from a spent force despite its 1988 record . . .

The Mexican Grand Prix was a basically dull affair, but there were nonetheless plenty of interesting *vignettes*. At Benetton they were whistling to keep their spirits up in the face of the new Ford V8's harmonic vibration problems which had snapped crankshafts and prevented the quick new B189s from making their scheduled debut appearance, but Sandro Nannini at least managed to salvage three valuable points after a steady drive in the overweight B188. Team-mate Johnny Herbert was within



Tarquini's AGS pressurises Warwick's Arrows for sixth place. He got it when the Englishman retired with dead electrics.



Benetton again delayed the debut of its 1989 cars, but was at least consoled by fourth place.



A fan of fast circuits, Satoru Nakajima gave his all before spinning out.,

tenths of his times all weekend, in a welcome upturn in his fortunes, but was thrown out of any contention by the loss of fourth, then third, gear early in the race.

Derek Warwick also lost third, on the second lap, and was thus handicapped as he fought to keep his Arrows A11 ahead of Gabriele Tarquini's threatening AGS for the first 35 laps. The Briton had battled against appalling handling over the bumps throughout qualifying, but seemed likely to take a point for sixth when his electrics cut out on lap 36. Tarquini thus sped on to take AGS's first proper points of 1989 at a time when re-assessment of pre-qualification requirements is getting closer. After Silverstone FISA will assess each team's performances in the last half of 1988 and the first half of 1989, and decide who still has to pre-qualify and who no longer does.

Ligier, having somehow avoided pre-qualification for 1989, had another solid result with Olivier Grouillard's eighth, earned despite the difficulty of changing gear without a clutch from the eighth lap. Once again the Frenchman proved his maturity with a controlled drive that brought him home within six seconds of Eddie Cheever. As usual, the American had an appalling time qualifying and scraped in 24th, but his drive from there to seventh at the flag was sufficient reminder that a racer's heart beats within his USF&G overalls.

What made Grouillard's performance all the more worthy was the persistent pressure he came under from the Brabhams of Brundle and Modena. Both were bog-slow on the straight, and Brundle's nearly cooked its Judd by the finish despite the triangular cooling slots cut in its sidepods to alleviate the problem after the first aborted start. For some reason which the team couldn't fathom, the Briton's car was plagued with high temperatures all weekend, hampering his qualifying efforts.

Modena, meanwhile, though relatively untroubled on his way to ninth fastest grid time, was down in the low groove into Peralta on lap one and lost it, spinning sideways into the tyre wall as Grouillard tapped the front of his BT58. He raced the spare, which he rated a long way beneath his race car.

Like Brabham, Dallara had impressed in Monaco, but in Mexico initial promise was blighted early. Alex Caffi had too much brake bias to the rear and spun at the end of the pit-straight on lap two while trying to pass Modena. Thereafter his handling was awry and his drink bottle pipe detached, so he battled his dehydrated way home 13th, behind Christian Danner in the reliable if unspectacular Rial.

De Cesaris was initially challenging Tarquini for eleventh but a brush with Alliot in the first start had unsettled his chassis, and after a pit-call for inspection he eventually retired with low fuel pressure. Alliot himself, in the sole Lola to qualify, had a nightmare run with an engine that continually cut out. After a series of lengthy stops the Larrousse team was grateful to trace the fault in time for Phoenix; the ignition sensor on the Chrysler Lamborghini's flywheel was faulty.

After his disappointment at Monaco, Satoru Nakajima was relieved to qualify on the kind of fast circuit he likes. The Japanese may be a journeyman, but to his credit he tried hard and put his Lotus 101 fifteenth on the grid and as high as twelfth in the race, before a brief brush with Brundle, a quick touch in Peralta with Mansell as he was being lapped, and a series of frights with third gear jumping out. It did it once too often on lap 36, and he ended his day in the wall.

And his team-mate? Former triple World Champion Piquet scraped in 26th after qualifying problems with engines and damaged undertrays, nearly stalled at the first start, and "raced" home to an uninspiring eleventh with a sheared damper. The weekend bought the first indications that Camel may not stay with Lotus next year, and a giant question mark must hang over Piquet's future, not just with Lotus but with Formula One itself.

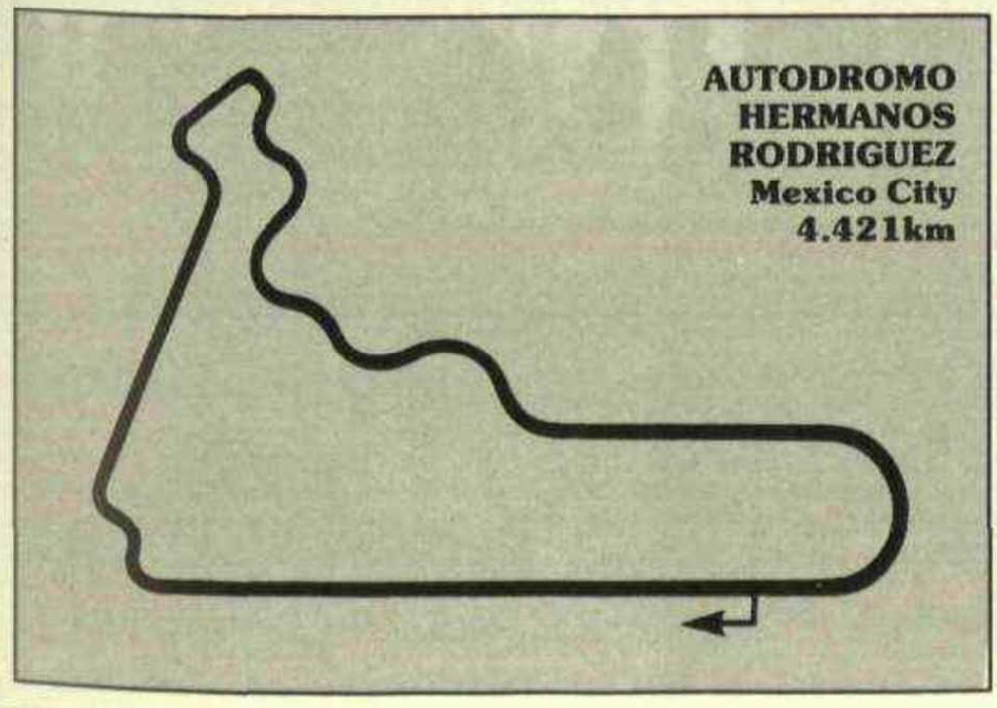
If the Brazilian represents all that is bad about drivers who lack motivation, Ivan Capelli epitomises all that is good in those who don't. All through Friday he struggled to get his new Leyton House March CG891 dialled in, but then sprang to prominence with fourth-fastest time on Saturday afternoon, expressing himself very much happier with its balance and performance.

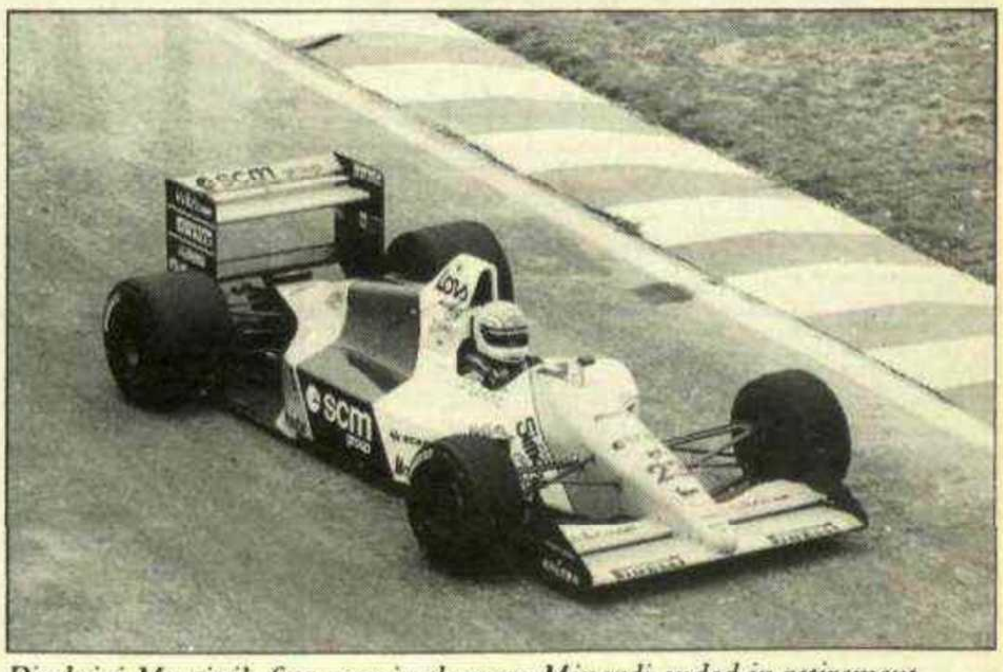
Sadly, he damaged a brake pipe on his race car in an off at Peralta in the first start, and was obliged to take over Mauricio Gugelmin's car which the Brazilian had been unlucky not to qualify after a series of set-up dramas on Saturday afternoon. The car had to be tailored for Ivan as the race was restarted and he missed the warm-up lap. Starting from the pit-lane, he managed only a lap before an inner constant-velocity joint broke on one of the driveshafts, and his promise was unfulfilled.

There was one final glimmer, and many were genuinely pleased when Stefan Johansson at last pre-qualified his Moneytron Onyx, even if it meant he bumped team-mate Bertrand Gachot (who did an excellent job on his first acquaintance with the track) in doing so. Since their testing at Paul Ricard, Mike Earle's cars have found a lot more pace, but even so eyebrows were sky-rocketing when the Swede was sixth-fastest right behind Capelli on Saturday morning.

In the race itself, he charged from 21st grid place to 17th on the first lap, then picked off his rivals one by one until he was on Tarquini's tail fighting for ninth by lap 16. Above anything he desperately wanted a finish, and reckoned he was on for a possible fourth as he was catching Nannini at half a second per lap, but the next time round the clutch packed up.

It was a fine showing from the new team, spoiled by a reminder that Grand Prix racing isn't always a fair business. That was probably something that Alain Prost was also thinking, as he headed for Phoenix and the inevitable political storm his post-race comments had aroused. **DJT**





Pierluigi Martini's first race in the new Minardi ended in retirement.

RESULTS — Mexican Grand Prix

STARTING GRID

1
A. Senna
(McLaren–Honda V10)
1 min 17.876 secs

2
A. Prost
(McLaren–Honda V10)
1 min 18.773 secs

27
N. Mansell
(Ferrari V12)
1 min 19.137 secs

16*
I. Capelli
(March–Judd V8)
1 min 19.337 secs

6
R. Patrese
(Williams-Renault V10)
1 min 19.656 secs

28
G. Berger
(Ferrari V12)
1 min 19.385 secs

4
M. Alboreto
(Tyrrell-Cos V8)
1 min 20.066 secs)

5
T. Boutsen
(Williams-Renault V10)
1 min 20.234 secs

8
S. Modena
(Brabham-Judd V8)
1 min 20.505 secs

9
D. Warwick
(Arrows-Cos V8)
1 min 20.601 secs

26
O. Grouillard
(Ligier-Cos V8)
1 min 20.859 secs

22
A. De Cesaris
(BMS Dallara-Cos V8)
1 min 20.873 secs

19
A. Nannini
(Benetton-Cos V8)
1 min 20.888 secs

3
J. Palmer
(Tyrrell-Cos V8)
1 min 20.888 secs

12
S. Nakajima
(Lotus-Judd V8)
1 min 20.943 secs

30
P. Alliot
(Lola-Lamborghini V12)
1 min 21.031 secs

40
G. Tarquini
(AGS-Cos V8)
1 min 21.031 secs

20
J. Herbert
(Benetton-Cos V8)
1 min 21.105 secs

21
A. Caffi
(BMS Dallara-Cos V8)
1 min 21.139 secs

7
M. Brundle
(Brabham-Judd V8)
1 min 21.217 secs

36
S. Johansson
(Onyx-Cos V8)
1 min 21.358 secs

23
P. Martini
(Minardi-Cos V8)
1 min 21.471 secs

38
C. Danner
(Rial-Cos V8)
1 min 21.696 secs

10
E. Cheever
(Arrows-Cos V8)
1 min 21.716 secs

25
R. Arnoux
(Ligier-Cos V8)
1 min 21.830 secs

11
N. Piquet
(Lotus-Judd V8)
1 min 21.831 secs

*No 16 started from pit-lane in T-car

1989 WORLD CHAMPIONSHIP

DRIVERS

Ayrton Senna	27
Alain Prost	20
Nigel Mansell	9
Alessandro Nannini	8
Michele Alboreto	6
Riccardo Patrese	6
Mauricio Gugelmin	4
Derek Warwick	4
Stefano Modena	4
Johnny Herbert	3
Thierry Boutsen	3
Alessandro Caffi	3
Jonathan Palmer	1
Martin Brundle	1
Gabriele Tarquini	1

MANUFACTURERS

McLaren-Honda	47
Benetton-Cosworth	11
Ferrari	9
Williams-Renault	9
Tyrrell-Cosworth	7
Brabham-Judd	5
March-Judd	4
Arrows-Cosworth	4
Dallara-Cosworth	3
AGS-Cosworth	1

All points provisional pending appeals against San Marino Grand Prix results.

LAP TIMES

No	Driver	Car	Tyres	Pre-qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap
1	A. Senna	McLaren MP4/5	G		1.19.112	1.17.876	1.20.585
2	A. Prost	McLaren MP4/5	G		1.20.401	1.18.773	1.20.506
3	J. Palmer	Tyrrell 018	G		1.21.561	1.20.888	1.24.660
4	M. Alboreto	Tyrrell 018	G		1.22.150	1.20.066	1.21.230
5	T. Boutsen	Williams FW12C	G		1.21.456	1.20.234	1.22.991
6	R. Patrese	Williams FW12C	G		1.21.763	1.19.656	1.21.383
7	M. Brundle	Brabham BT58	P	1.21.770	1.23.375	1.21.217	1.22.344
8	S. Modena	Brabham BT58	P	1.22.211	1.22.640	1.20.505	1.22.233
9	D. Warwick	Arrows A11	G		1.23.245	1.20.601	1.22.777
10	E. Cheever	Arrows A11	G		1.23.427	1.21.716	1.22.111
11	N. Piquet	Lotus 101	G		1.23.090	1.21.831	1.22.560
12	S. Nakajima	Lotus 101	G		1.22.438	1.20.943	1.22.907
15	M. Gugelmin	March CG891	G		1.22.712	1.22.081	
16	I. Capelli	March CG891	G		1.24.720	1.19.337	1.46.744
17	N. Larini	Osella FA1-M	P	1.24.392			
18	P. Ghinzani	Osella FA1-M	P	no time			
19	A. Nannini	Benetton B188	G		1.21.791	1.20.888	1.22.110
20	J. Herbert	Benetton B188	G		1.22.553	1.21.105	1.23.095
21	A. Caffi	BMS Dallara F189	P	1.22.876	1.22.705	1.21.139	1.24.527
22	A. de Cesaris	BMS Dallara F189	P		1.23.066	1.20.873	1.25.424
23	P. Martini	Minardi M188	P		1.24.181	1.21.471	1.23.539
24	L. Sala	Minardi M188	P		1.26.567	1.21.935	
25	R. Arnoux	Ligier JS33	G		1.24.890	1.21.830	1.23.867
26	O. Grouillard	Ligier JS33	G		1.23.053	1.20.859	1.22.093
27	N. Mansell	Ferrari F1/89	G		1.21.170	1.19.137	1.20.420
28	G. Berger	Ferrari F1/89	G		1.21.564	1.19.835	1.22.981
29	Y. Dalmas	Lola LC89	G		1.25.651	9.27.789	
30	P. Alliot	Lola LC89	G		1.22.014	1.21.031	1.22.593
31	R. Moreno	Coloni FC188B	P		no time	3.34.095	
32	P-H. Raphanel	Coloni FC188B	P	1.34.357			
33	G. Foitek	EuroBrun ER188B	P	1.24.351			
34	B. Schneider	Zakspeed ZK891	P	1.25.418			
35	A. Suzuki	Zakspeed ZK891	P	1.25.658			
36	S. Johansson	Onyx ORE-1	G	1.23.288	1.23.746	1.21.358	1.23.416
37	B. Gachot	Onyx ORE-1	G	1.23.752			
38	C. Danner	Rial ARC2	G		1.22.931	1.21.696	1.23.524
39	V. Weidler	Rial ARC2	G	1.24.966			
40	G. Tarquini	AGS JH23	G		1.23.004	1.21.031	1.22.318
41	J. Winkelhock	AGS JH23	G	1.26.754			

RESULTS
Mexican Grand Prix, Autodromo Hermanos Rodriguez, May 28
69 laps of 4.421 km circuit (305.049 km/189.548 miles)

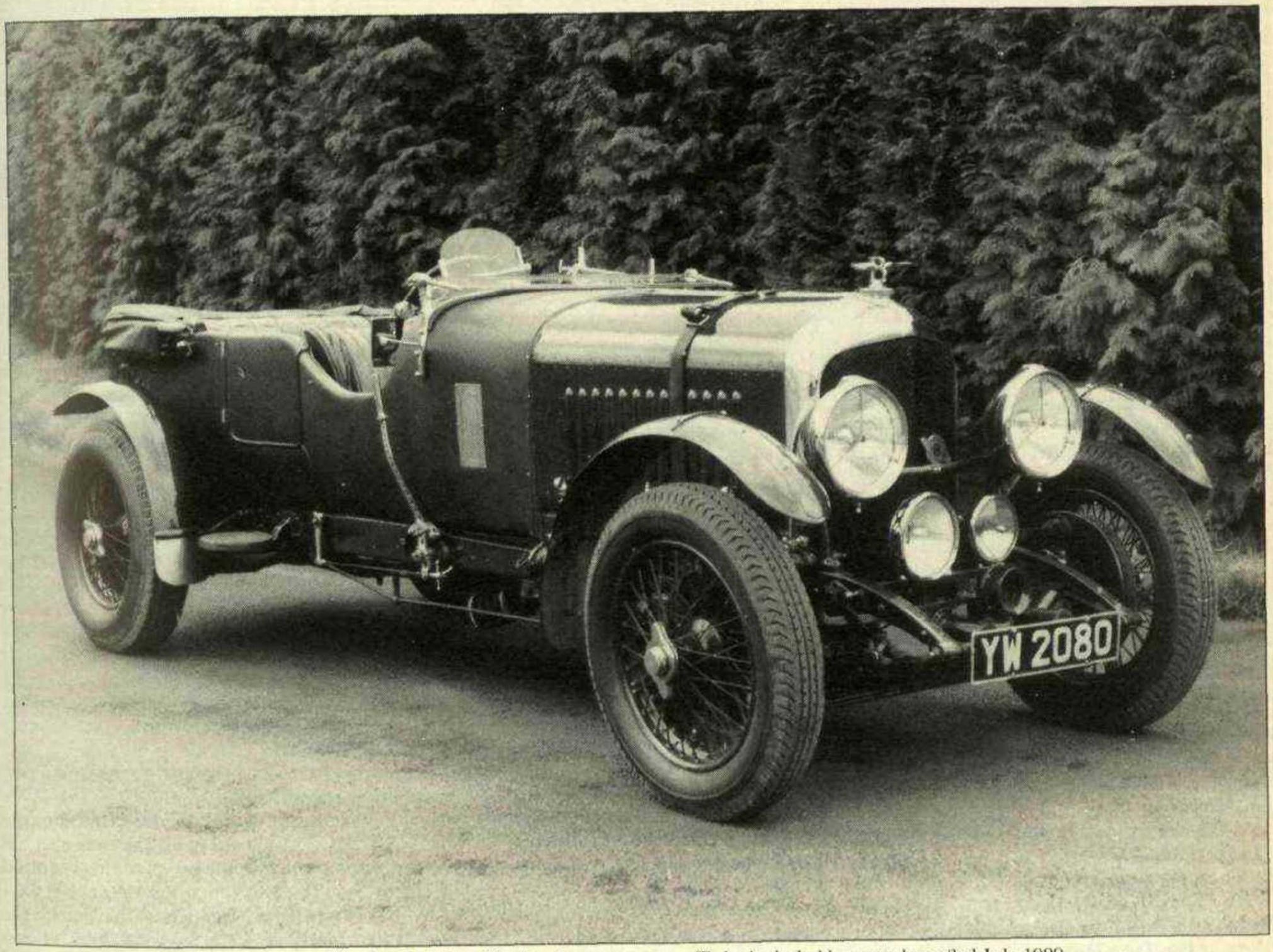
Pos.	Driver	Nat.	Car/Engine	Time
1st	Ayrton Senna	(BRA)	McLaren MP4/5-Honda V10	1h 35m 21.431s
2nd	Riccardo Patrese	(I)	Williams FW12C-Renault V10	1h 35m 36.991s
3rd	Michele Alboreto	(I)	Tyrrell 018-Cosworth V8 DFR	1h 35m 52.685s
4th	Alessandro Nannini	(I)	Benetton B188-Cosworth V8 DFR	1h 36m 06.926s
5th	Alain Prost	(F)	McLaren MP4/5-Cosworth V8 DFR	1h 36m 17.544s
6th	Gabriele Tarquini	(I)	AGS JH23-Cosworth V8 DFR	1 lap behind
7th	Eddie Cheever	(USA)	Arrows A11-Cosworth V8 DFR	1 lap behind
8th	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	1 lap behind
9th	Martin Brundle	(GB)	Brabham BT58-Judd V8	1 lap behind
10th	Stefano Modena	(I)	Brabham BT58-Judd V8	1 lap behind
11th	Nelson Piquet	(BRA)	Lotus 101-Judd V8	1 lap behind
12th	Christian Danner	(D)	Rial ARC2-Cosworth V8 DFR	2 laps behind
13th	Alex Caffi	(I)	BMS Dallara F189-Cosworth V8 DFR	2 laps behind
14th	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	3 laps behind
15th	Johnny Herbert	(GB)	Benetton B188-Cosworth V8 DFR	3 laps behind
16th	Pierluigi Martini	(I)	Minardi M188-Cosworth V8 DFR	retired on lap 54
17th	Nigel Mansell	(GB)	Ferrari F1/89-Ferrari V12	retired on lap 44
18th	Derek Warwick	(GB)	Arrows A11-Cosworth V8 DFR	retired on lap 36
19th	Satoru Nakajima	(J)	Lotus 101-Judd V8	retired on lap 36
20th	Philippe Alliot	(F)	Lola LC89-Lamborghini V12	retired on lap 26
21st	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap 21
22nd	Gerhard Berger	(AUT)	Ferrari F1/89-Ferrari V12	retired on lap 17
23rd	Stefan Johansson	(S)	Onyx ORE-1-Cosworth V8 DFR	retired on lap 17
24th	Thierry Boutsen	(B)	Williams FW12C-Cosworth V8 DFR	retired on lap 16
25th	Jonathan Palmer	(GB)	Tyrrell 018-Cosworth V8 DFR	retired on lap 10
26th	Ivan Capelli	(I)	March CG891-Judd V8	retired on lap 2

Fastest Lap: Nigel Mansell (Ferrari V12) 1 min 20.420 sec
197.907 kph (122.974 mph)
Winner's Average Speed: 191.825 kph (119.195 mph).

DNQ	Luis Perez-Sala	(E)	Minardi M189-Cosworth V8 DFR	1.21.935
DNQ	Mauricio Gugelmin	(BRA)	March CG891-Judd V8	1.22.081
DNQ	Yannick Dalmas	(F)	Lola LC89-Lamborghini V12	1.25.651
DNQ	Roberto Moreno	(BRA)	Coloni FC188B-Cosworth V8 DFR	3.34.095
DNPQ	Bertrand Gachot	(B)	Onyx ORE-1-Cosworth V8 DFR	1.23.752
DNPQ	Gregor Foitek	(CH)	EuroBrun ER188B-Judd V8	1.24.351
DNPQ	Nicola Larini	(I)	Osella FA1-M-Cosworth V8 DFR	1.24.351
DNPQ	Volker Weidler	(D)	Rial ARC 2-Cosworth V8 DFR	1.24.966
DNPQ	Bernd Schneider	(D)	Zakspeed ZK891-Yamaha V8	1.25.418
DNPQ	Aguri Suzuki	(J)	Zakspeed ZK891-Yamaha V8	1.25.658
DNPQ	Joachim Winkelhock	(D)	AGS JH23-Cosworth V8 DFR	1.26.754
DNPQ	Pierre-Henri Raphanel	(F)	Coloni FC188B-Cosworth DFR	1.34.357
DNPQ	Piercarlo Ghinzani	(I)	Osella FA1-M-Cosworth DFR	no time

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A Second Look

My recent *Letter* on the subject of visibility and eyesight (MOTOR SPORT, April 1989) has provoked a most interesting response, so much so that I feel I must return to it. As always the letters I have received have come from far and wide, from people of all ages and of widely differing interests. The writers are all avid readers of MOTOR SPORT and above all else are dyed-in-the-wool enthusiasts for the motoring (and motorcycling) way of life.

In my *Letter* I said "I have yet to see a World Champion who wears glasses" (corrective lenses or spectacles, to be more precise). I was referring to motor racing's Formula One World Champions, but quite rightly one reader pointed out that the Swiss motorcycle and sidecar racer Florian Camathius wore glasses.

Dr Joe Bayley, a reader of very long standing, sent me a lovely picture of H L Daniell, the works Norton rider, saying "You haven't forgotten Harold, surely?" How could I? He was one of my heroes in my formative years, and I learnt an awful lot about racing from Harold Daniell; he was that sort of chap. When he set the record for the Isle of Man TT circuit on a works Norton in 1938 at 91 mph he was wearing glasses, as he always did.

In recent times Bobby Rahal won the Indianapolis 500-Mile Race, and he wears glasses. To thread the eye of a needle at over 200 mph, which is what it must feel like as you travel down the two main straights and line-up for Turn One and Turn Three, you need to see where you are going.

I am not suggesting that these top-flight men have poor eyesight, far from it. Their eyesight has to be superb, as does that of any top-line racer, but the Sennas, Clarks, Mosses and Villeneuves of our world have truly exceptional eyesight, and if you have exceptional eyesight you are already one step ahead. If all your other faculties and requirements are of an equally high standard then you are a rare and outstanding human being, and fully justify the title of World Champion.

I still stick to what I have said, as regards Grand Prix (or Formula One) racing, but one day I might be proved wrong.

I know a lot of people think Ivan Capelli has the making of a World Champion, and indeed it would give me great pleasure to see him rise to the pinnacle of Formula One, for he is one of the present crop of Grand Prix drivers that I like very much. I like his whole attitude to the sport, his driving and racing are always a joy to watch, and he has a very pleasant and sunny character. As Mike Hailwood would have said, "He's a good lad, is Ivan". But he wears glasses, and races wearing contact lenses.

To wander from the subject for a moment, some years ago I was watching a pit-stop at Le Mans, and when the driver jumped out of the car, instead of getting straight up onto the pit-counter, he started grubbing about on the ground alongside the car. When I met him later in the race I asked: "What was that all about, at your pit-stop?" He laughed and said: "Oh dear, one of my contact lenses fell out as I jumped out of the car."

Then came the question "has there ever been a top flight racing driver with only one eye?" I could not think of one, but the reason for asking was that there had been three notable racing motorcyclists with only one eye. Austin Munks was a Manx Grand Prix winner, the Australian Harry Hinton could outride most people, especially on short circuits, and John Kidson has a row of TT Replica awards to stand testimony to his ability round the Isle of Man.

Kidson wrote to me on the eyesight question and racing (he is a MOTOR SPORT reader of thirty years standing), and said that he never felt he had a problem due to having sight in only one eye, but he could never know whether he would have ridden faster and better if he had sight in both eyes. The only problem he encountered was that he couldn't see the opposition over his left shoulder!

A motorcycle is a narrow single-track vehicle and you are sitting on the centre-line, so the span of vision required when racing is only about the width of the front tyre. With the centre-lines of the eyes about three inches apart, looking along a racing line with either the right eye or the left eye would be no problem. The ability to swivel the body and head, especially when leaning over in corners, means that peripheral vision is very good; except on your "blind" side if you only have sight in one eye.

In a racing car you need a much wider span of vision, as your sighting points (ie, the front wheels) can be 6ft apart. If you are in a saloon or a sports-car, sitting offset from the centre-line, the requirements are more complex. Add to that the modern-day driving seat and harness and there is no way you can swivel your body about in order to see who is behind you, or alongside you, so you have to rely on mirrors, and single optic vision would present a real problem.

When you watch video or television film taken by a camera fixed to a car or motorcycle you get a perfect example of what we are on about. A camera is like a human being with only one eye working; and added to that it has no peripheral vision and there are problems of where it can be fitted. So far I have not seen any such film through the eyes of the driver; it is either from one side or from over his head.

A classic video film is the one where the camera was mounted on the tank of a Honda ridden round the Isle of Man by Joey Dunlop. It was mounted on his sight-line when he was really tucked down behind the fairing, and he must have been looking along both sides of the lens. You saw the rev-counter the way he saw it, your view banked over as he leaned into the corners, and you were looking right up the exhaust pipes of bikes he was overtaking. If you knew the TT circuit well it was an even more enthralling picture. So far I have not seen a film from a car that comes anywhere near reality. There has been some good entertaining stuff, but nothing that has approached the bike films.

Returning to human eyesight and driving, an interesting letter came from Doug Ewen in County Clare, Ireland. He was driving along on a wet and dark night when visibility was poor, and it crossed his mind that while travelling at, say, 60 mph you are covering about 30 yards every second, and every time you blink you are probably covering about six yards with your eyes shut. This means that racing drivers who are travelling at 180 mph must cover 18 yards with their eyes shut every time they blink! He says "I don't suppose Senna and Prost blink very often?"

The answer is that they do blink, but the brain is working ahead all the time and has already dealt with the pre-planning required for that 18 yards when the eyes are shut. I have been lucky enough to have had the opportunity to look into the eyes of top racing drivers from Fangio to Senna and, take it from me, they are very special eyes.

Writing about one of those long-distance open-road races that used to happen in South America, an Argentine journalist recounted an incident at one of the breaks at the end of a particularly arduous stage. Most of the drivers had arrived and were sitting around chatting when a young man came in, an ex-mechanic turned racing driver who had been leading the stage against all the acknowledged stars. "This young man came in; his eyes were clear in spite of the immense tiredness which showed on his face, his hair was brown in colour, and as he walked quietly into the room he said in a flat tone 'buen provecho' to the assembled company."

It was Juan Manuel Fangio at the age of 28 years. Those eyes are still clear at the age of 78 years.

From the question of racing with vision in one eye, the obvious next step is people who have raced with one arm or one leg, but that will have to wait for another time. We might then go on to the people who race with no brain! **DSJ**



Formula One's first racing lap on the streets of Phoenix, and Senna assumes his customary lead ahead of Prost, Nannini, Mansell, Caffi and Brundle.

A Sense of Relief

Alain Prost was prominent in Phoenix for several reasons, but the one he preferred was having his name inscribed on the victor's trophy after the heat-soaked event was stopped at the two-hour mark. By then, the Frenchman had covered 75 of the scheduled 80 laps of the 2.37-mile street track, but what made it an even better day for him was that faster team-mate Ayrton Senna had only managed 44 laps before his first mechanical failure racing a McLaren had forced him into retirement.

"I always felt I had a good chance here," grinned Prost at the post-race Press conference, when he admitted that the result — his 36th GP victory — would have a significant impact on the rebuild his motivation is currently undergoing.

"After Mexico I decided to play it safe with B tyres all round, and even before Ayrton began to run into trouble I felt I was in with a chance. I was sure my tyre combination would be an advantage late in the race." Indeed, he actually led off the line, only to lose momentum as he hit a bump just as he shifted into fourth gear, the resultant blip on the rev-limiter momentarily cutting his Honda V10.

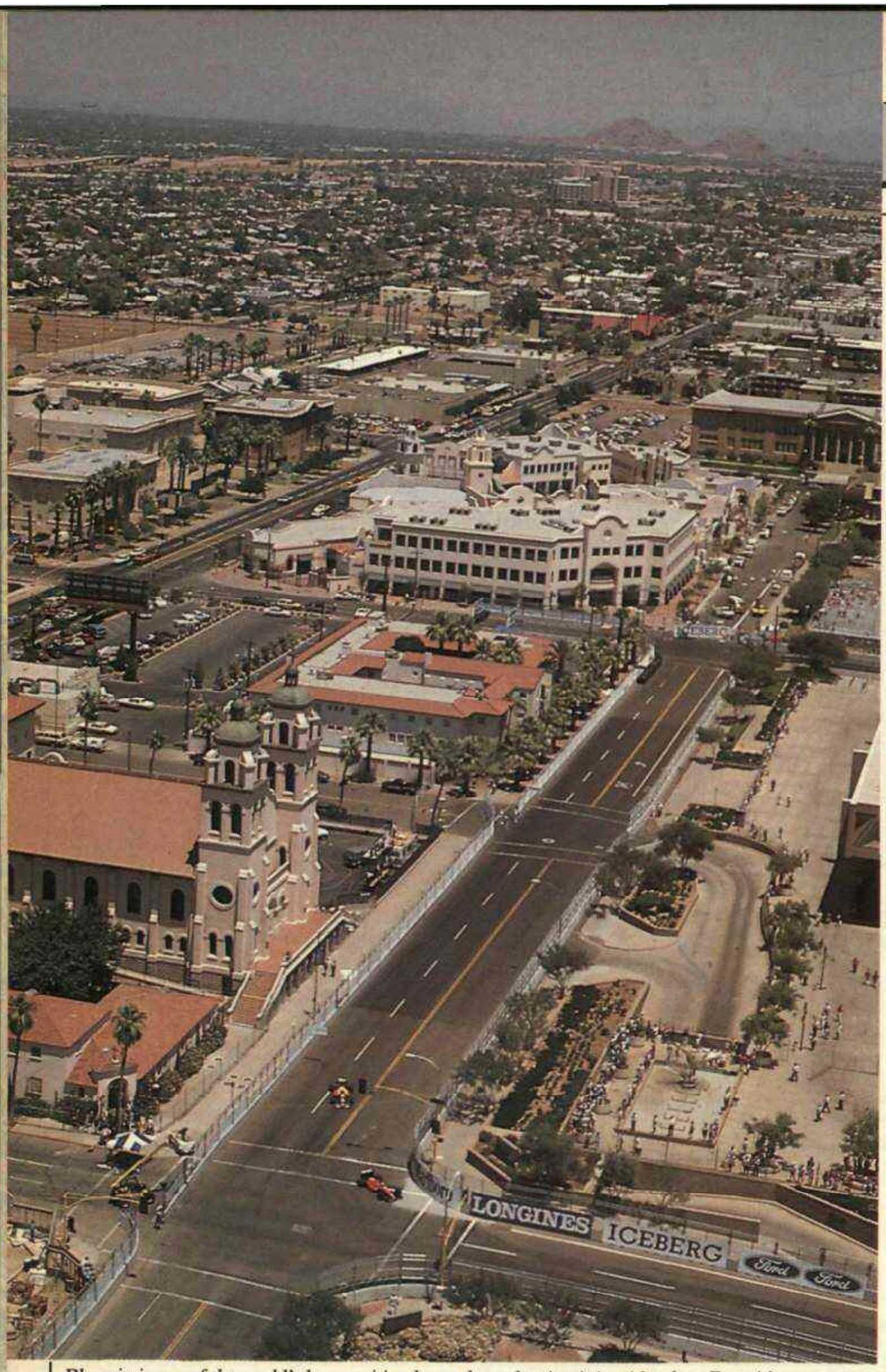
When Senna opened his customary lead to eight seconds after 18 laps, everyone was prepared for the inevitable, but then Prost began chipping away. It was 5.7 sec by lap 21, 6.3 sec a lap later, 4.02 sec by lap 32. The Brazilian had reversed his Mexican tyre set-up — this time he had Goodyear's Cs on the left, Bs on the right — and felt perfectly able to control the pace. "That was the easiest race I've ever led," he told former Newman-Haas Racing engineer Tyler Alexander afterwards. But by lap 33, the gap had shrunk dramatically, to 1.4 sec!

A misfire had set in, and as Prost swept by in the lead on lap 34, Senna blasted into the pits. The battery and ECU were changed, but though he charged back into the fray, he was in again shortly. This time the plugs were changed, but by lap 44 it was over. He had been so confident he had ordered the team to leave him on his original tyres, but ultimately it was to no avail.

Now in Formula One at present there is a deal of anti-Senna feeling, and it stems from his incredible run of success. At a pre-race conference, Bernie Ecclestone talked of several methods of handicapping successful teams. These included compulsory fuel or tyre stops to forcing a team which has won one of the preceding three races to make one stop. If it has won two, it stops twice. Three, thrice. It was ludicrous, and is hardly likely to get the necessary vote from Ron Dennis to conform with the unanimity clause of the Concorde Agreement. What was more ludicrous, however, was Bernie's (tongue-in-cheek) suggestion that Senna himself should be handicapped, and the assertion that the Brazilian would have won in Mexico even in the Tyrrell. The gullible American local Press lapped it up, just as they were meant to. It all made good pre-race copy. Others, such as the reasoned Gordon Kirby, accepted it for what it was . . .

If FISA is seriously considering means of enlivening F1, it might look no further than introducing a rule forcing engine suppliers to equip a minimum of three teams after its first year of competition.

That said, there is no doubt — sorry Ayrton — that Senna's retirement from the Phoenix race has enlivened the World



Phoenix is one of the world's hottest cities, but at least the circuit is wider than Detroit's.

Championship. "To beat him, you have to have no problems, and I had many problems here," said Prost. And indeed he had. They came to a head on Saturday morning when he shunted his MP4/5 very heavily into the concrete wall in the double-apex left-hander Turn 13 which led on to the start/finish straight. It was the first time that he has wrecked a McLaren monocoque (as opposed to being in a McLaren monocoque which wrecked itself after suspension failure, as happened at Kyalami and Watkins Glen in 1980). He was forthright; it was his error. It left him a little detuned, and definitely second to Senna on the grid. It didn't stop him on raceday, though.

The other reason that Prost's name was on everyone's lips was speculation that he might well quit McLaren at the end of the year, unable any longer to stomach the political situation. "This result will not influence my decision in any way," he vowed, but already that decision has been put off from June to the autumn.

If he does quit, there is a good head of steam behind the idea of a Williams-Renault superteam, comprising Prost and Nigel Mansell, but where Prost came away with nine healthy points, the other two parties in that equation had good and bad news in Arizona.

Williams was the luckier. Its bad fortune came in qualifying when, for some unaccountable reason, the gearshift linkages on both FW12Cs gave all sorts of trouble. "It is exactly as it was in Mexico," said the perplexed Frank Williams, without having to add that it performed faultlessly there. The problem in Phoenix was exacerbated when the linkage tricked Patrese and Boutsen by selecting the wrong gears, and promptly broke the ratios all through Friday. By Saturday things were better on that front, but by then the team was a step out of synch and had to be satisfied with 14th and 16th on the grid.

Last year I may have entertained evil suspicions that perhaps Williams was losing its touch, but it proved in America that it is still worthy of consideration as a top contender. The cars still felt awful in Sunday's warm-up, but Patrick Head guestimated new settings and — hey presto! — they were back in the ballpark. Patrese moved nicely through the field, overtaking some, benefiting elsewhere from others' misfortune, to take his second consecutive second place. Boutsen would have been close too, but for a puncture which obliged a slow lap and a stop, and a seizing damper. He nonetheless fought back for sixth.

Mansell must now be eyeing the Williams' newfound reliability with envy and not a small degree of interest. His good news, such as it was, came with fourth fastest qualifying lap in a Ferrari still to Mexican mechanical specification, and in the form of third place in the race, closing slightly on Prost, until lap 27. Then the bad news took over. The Ferrari's alternator was overheating and in turn this affected the sensitive electro-hydraulic gearchange. A battery change didn't really effect a cure, and, gearless, he rolled to a halt at the approach to Turn 13. Stepping from the Ferrari, he then had to roll it to safety himself, before the marshals craned it away.

On Friday the same marshals had tended Derek Warwick's stricken Arrows after it had hit the wall there. They were keen, no question, but they failed to grasp that an F1 car will be tail heavy when a lifting web is slung just round its rollover hoop. Thus, despite the plaintive cries of a spectating Jackie "Bridgestone" Stewart, the A11 was hoisted up and promptly poured its remaining gearbox oil on to the track. It was cleaned up not, as one might expect, with the time-honoured cement dust, but a far more hi-tech product. Cat litter. Good old Kitty Whiskers cat litter, no less. And, dammit, it did the trick . . .

So far this season, Derek has outshone Eddie Cheever, the Briton being much happier in an understeering car. But this time Warwick tried a rash passing move on Andrea de Cesaris on lap eight, and ended his race there and then. It was thus left to Phoenix's own backyard boy to uphold USF&G Arrows honours.

Now Eddie may not be up to much as a qualifier at times, but after he'd instructed

his crew to change everything so that he had some front-end bite for the race, he truly rose to the occasion. From the start he sat on Patrese's gearbox, and that's virtually where he finished, a solid third in what was probably the best race of his career. Throughout, he looked a threat, but a minor fuel feed problem made his Cosworth hesitant, and in turn made him overtax his brakes. By the finish only the left rear was working properly, and narrowly avoiding a trip down the escape road finally convinced him to ease back. "I knew I had a second place car here today," he admitted, "but that moment persuaded me it wasn't worth throwing away an hour and fifty five minutes of hard work."

Rial was probably the only other truly happy team in Phoenix, as Christian Danner kept his clog down throughout, despite poor balance and a broken exhaust, to grab the three points for an attritional fourth and keep Guenter Schmid's team out of pre-qualifying its main car for at least another six months. Interestingly, de Cesaris finished in a similar position in last year's US GP, in Detroit (pronounced Dee-*trois* if you're important enough to visit a sweltering Phoenix wearing a white three-piece suit, as did one American columnist).

Behind the Rial, Johnny Herbert's fifth place was the product of grit rather than speed. The Englishman hadn't been on the pace all weekend, at a time when team-mate Sandro Nannini was hitting top form by qualifying the ageing and overweight Benetton B188 in a staggering third place. But where the Italian had the misfortune to hit the Turn 13 concrete hard in Sunday's warm-up, and to lose an initial third in the race with a spin and then quit altogether on lap 11 when his neck muscles could no longer stand the strain, Herbert was in better shape to keep going.

His injured left ankle had a hard time with a wrongly-angled clutch pedal, his right foot was sore and blistered, and then fourth gear failed with 11 laps to go. Throw in a grabbing right front brake, and those two points counted for something. If you can't run on the pace in a race like Phoenix, the next thing you do is aim to finish.

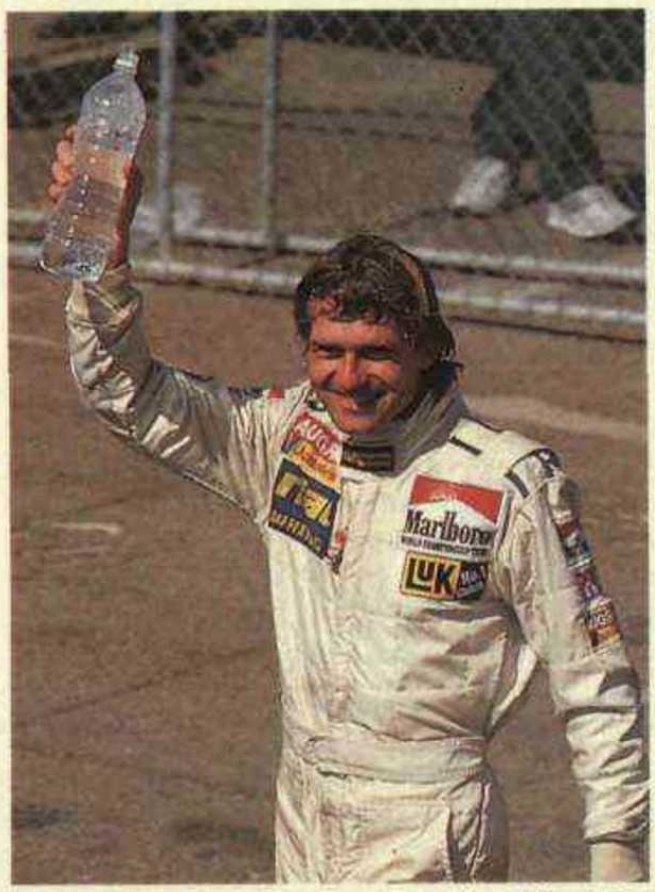
After Sandro's qualifying performance, it wasn't just Ford top brass which was left wondering how the lighter, more powerful B189 might have gone. . .

Gabriele Tarquini most certainly wasn't in his usual happy frame of mind after the event, after coping with a misfire from lap two in the AGS, and then losing out to Boutsen literally within sight of the finish, but at least he was there, two laps down. Others were less lucky.

Michele Alboreto went home firmly convinced he could have finished second. Phoenix gave him another chance to show that his is a far from spent talent, and having qualified ninth he was an easy eighth, comfortably ahead of Patrese, when his Tyrrell 018 lost all drive. "One minute she go, the next she doesn't," he shrugged.

Team-mate Jonathan Palmer had followed his nose too much in qualifying, and gone the wrong way on settings, but from 21st on the grid he hacked up to fourth with what turned out to be six laps to run. Then his Tyrrell stopped on the circuit with all the symptoms of fuel shortage. Ken Tyrrell had been the only entrant to stand firm against a motion that the race be shortened from 80 to 70 laps, and JP stopped on his 70th, but the likely explanation was fuel feed rather than shortage.

Dallara, too, went away empty-handed. Once again Alex Caffi underlined his burgeoning talent (remember him hauling the Osella round Monaco in 1987?) by qualifying an excellent sixth and running as high as second to Prost before a stop for fresh Pirellis. He was getting his head down for a charge after Patrese and Cheever when he came up to lap his headstrong team-mate de Cesaris. Although Andrea had been the innocent party with Warwick, he had already sinned by clouting the wall on the grid formation lap (!) and on lap 53 he transgressed even more by shoving Caffi into the wall as he was being lapped. Observers just couldn't believe it, and neither could team manager Patrizio Cantu . . .



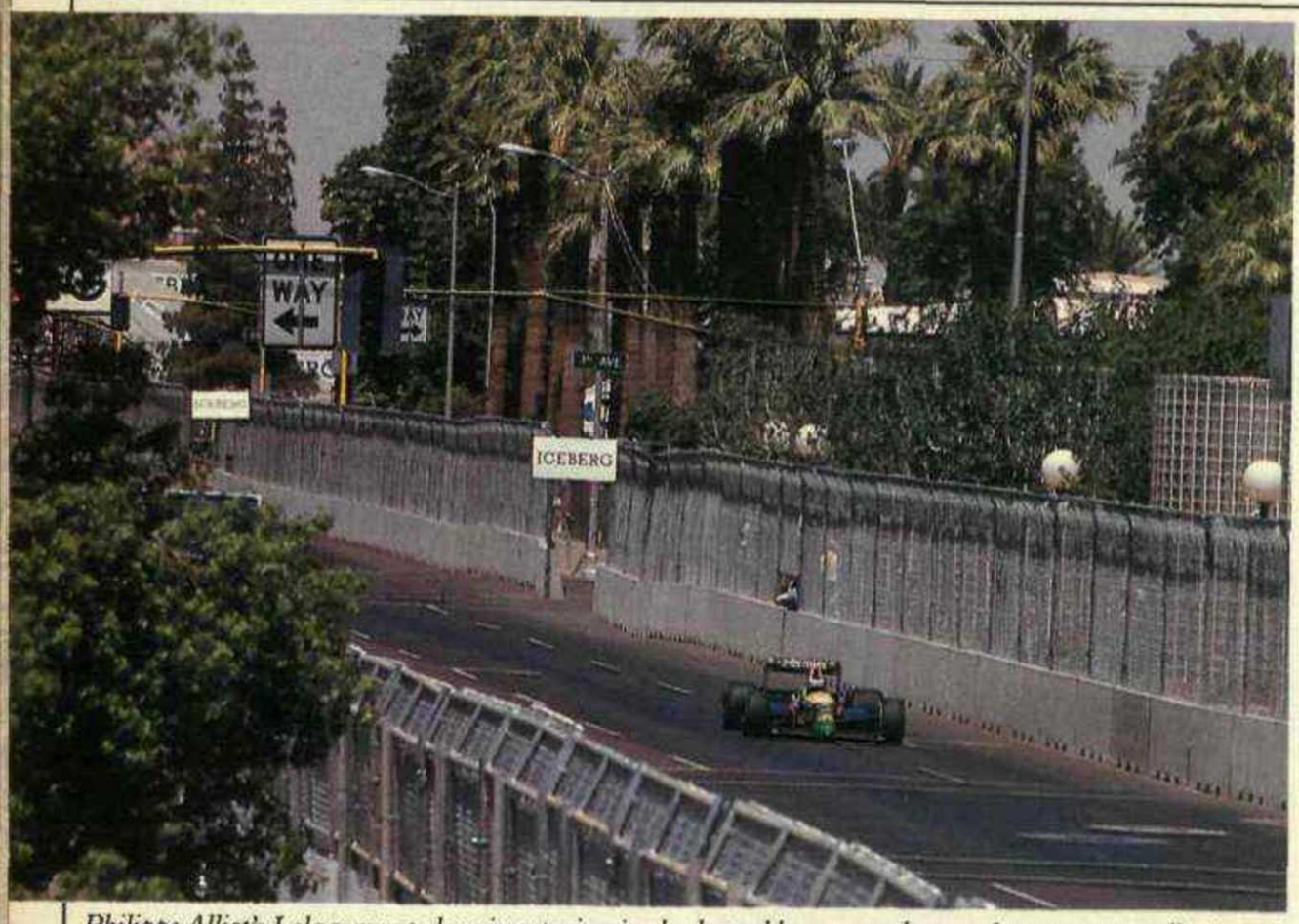
Well might Christian Danner grin. His points were very valuable to the Rial team.

Both Brabhams looked good for a while, especially when Stefano Modena climbed past Caffi and set out after Mansell in the early stages. His brake fluid began boiling after that, however, and a series of wild spins eventually prompted retirement. Brundle had qualified an excellent fifth (he was second only to Senna in free practice) but fluffed the first lap and lost places. Nevertheless, he was looking a strong points contender when his BT58 also boiled its brake fluid. It happened to him, however, during his tyre stop, as the heat sink from the hot discs took effect. There were thus no further points for the team under new managing director Teddy Mayer.

The brave Berger seemed on target for second at one stage, depriving Caffi of the position on lap 40. The Austrian had been upset by food poisoning during qualifying, and that didn't help him acclimatise to the walled track, but he drove smoothly in the race even when Patrese and Cheever overwhelmed him, and only quit when he suffered similar alternator-rooted gearbox trouble as Mansell. By his demise on lap 62, however, his Imola-injured hands were so



Very much at home in Arizona, Eddie Cheever spent most of the race harassing Riccardo Patrese.



Philippe Alliot's Lola was not alone in experiencing brake problems: unwelcome when concrete walls abound.

sore he was holding the wheel rim with his fingertips . . .

There have been few recent races where so many could have laid claim to second place, and the final two pretenders were Stefan Johansson and Ivan Capelli. Once again, the Swede prequalified the Moneytron Onyx, and once again he showed that his faith in Alan Jenkins' design is justified. From 19th on the grid he charged on to the tail of the Capelli, Patrese, Cheever group as it fought over tenth place at the eight-lap mark, and was as high as seventh on lap 34 when a puncture slowed his chase of Eddie. The bumping as he toured pitward was to have its effect on lap 51, however. Back in seventh, and looking good for the points the team desperately needs to escape prequalifying, he was eliminated when the lower left front wishbone pulled out of the monocoque pick-up point.

Lack of testing has really hurt newly-renamed Leyton House Racing since it introduced the CG891 at Monaco. Unquestionably, it was right to get the new car racing as soon as possible, but the effect has been an up and down run ever since as the team learns about its new design. Capelli finally got his handling reasonably sorted to set 11th fastest grid time, and had eased ahead of Patrese for eighth, closing on Berger, when his transmission quit on lap 23. Mauricio Gugelmin, meanwhile, lined up 18th but was delayed when a rear brake caliper lost its bleed nipple. When he pitted for a replacement, he was subsequently black-flagged for adding brake fluid in contravention of the regulations.

The two new Minardis were both put out by high temperatures which eventually led to engine failures, and Philippe Alliot sensed a brake problem shortly before spinning the 12th-fastest Lola-Lamborghini and being unable to restart.

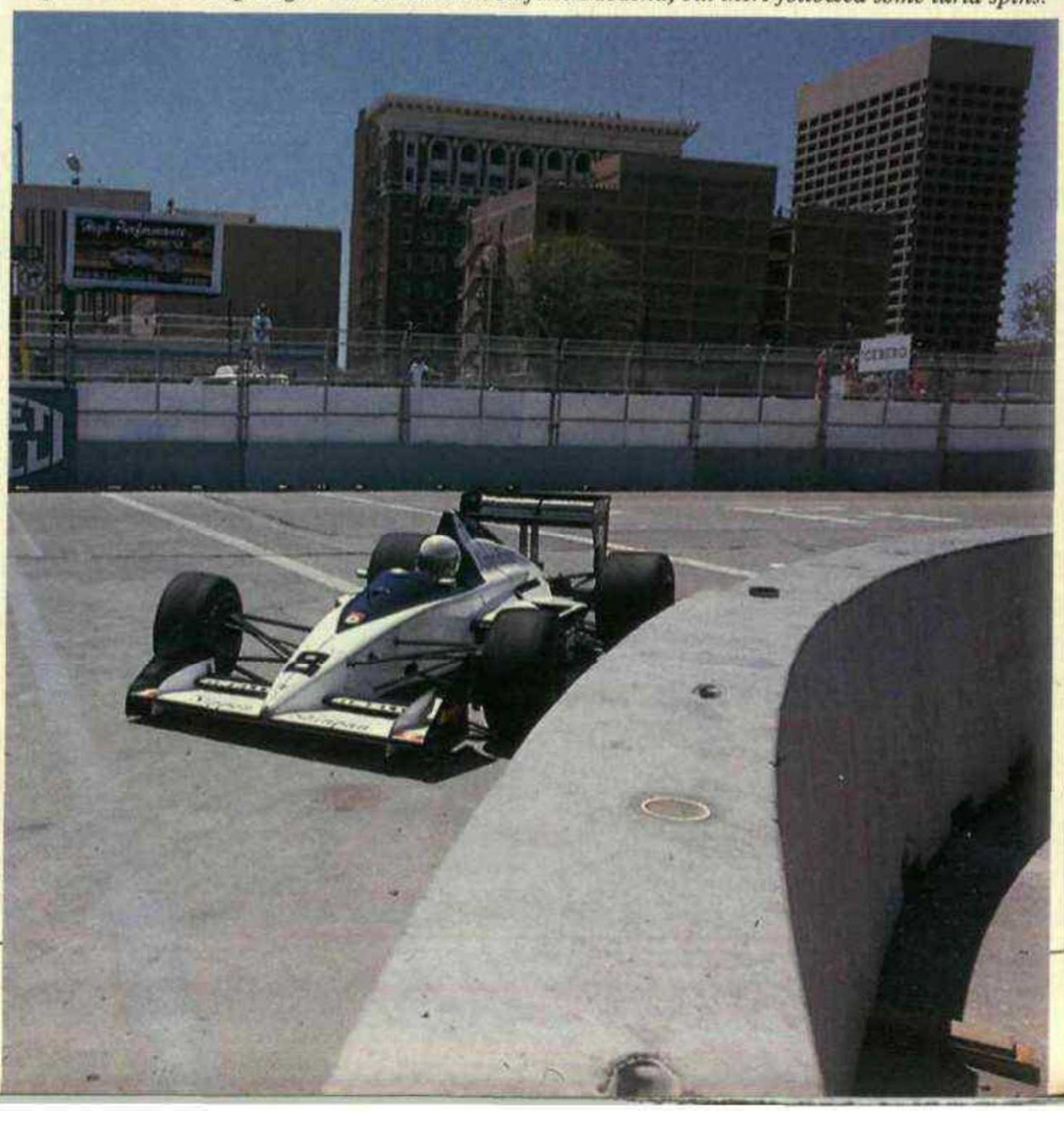
There was no such promise for the beleaguered Lotus team, for whom Phoenix was its 400th Grand Prix. Piquet lined up 22nd, Nakajima 23rd, the 101s robbed of an estimated 12% downforce by changes to the cooling system to cope with the anticipated ambient temperature above 100°F. The Japanese was hounding his Brazilian team leader for 12th when his throttle mechanism broke on lap 25, but Piquet finally looked on target for some much needed points as he lay seventh by lap 44. However, the plentiful spectator debris, in his case a plastic bag, affected the handling by wrapping itself over a front brake duct, and then blew into the sidepod. As his temperature climbed alarmingly, he had to stop.

He was also given a set of Cs and, thus freshly equipped, began to close on Herbert and Danner. Fifth place at least was possible, maybe even fourth, but even that he proved unable to manage. Already in disgrace with Camel for missing a function with its top brass on Friday evening, allegedly through sleeping through the ring of the telephone in his hotel room, he thumped the wall exiting Turn 13 on lap 52, and ended his race with broken suspension.

To Prost, then, yet another victory and the championship lead. To Senna, nothing more than a new record of 34 pole positions, and another fastest lap. Prost said his motivation was again stirring, and that had Senna won the race he would virtually have clinched the championship. Instead, it had been opened up again. For motor racing, if not for Ayrton, that was a major relief.

DJT

Impressive in the early stages was Brabham's Stefano Modena, but there followed some lurid spins.



United States Grand Prix FORMULA ONE

STARTING GRID

1
A. Senna
(McLaren–Honda V10)
1 min 30.108 secs

2
A. Prost
(McLaren–Honda V10)
1 min 31.517 secs

19
A. Nannini
(Benetton-Cos V8)
1 min 31.799 secs

27
N. Mansell
(Ferrari V12)
1 min 31.927 secs

7
M. Brundle
(Brabham-Judd V8)
1 min 31.960 secs

21
A. Caffi
(BMS Dallara-Cos V8)
1 min 32.160 secs

8
S. Modena
(Brabham-Judd V8)
1 min 32.286 secs)

28
G. Berger
(Ferrari V12)
1 min 32.364 secs

4
M. Alboreto
(Tyrrell-Cos V8)
1 min 32.491 secs

9
D. Warwick
(Arrows-Cos V8)
1 min 32.492 secs

16
I. Capelli
(March-Judd V8)
1 min 32.493 secs

30
P. Alliot
(Lola-Lamborghini V12)
1 min 32.562 secs

22
A. de Cesaris
(BMS Dallara-Cos V8)
1 min 32.649 secs

6
R. Patrese
(Williams-Renault V10)
1 min 32.795 secs

23
P. Martini
(Minardi-Cos V8)
1 min 33.031 secs

5
T. Boutsen
(Williams-Renault V10)
1 min 33.044 secs

10
E. Cheever
(Arrows-Cos V8)
1 min 33.214 secs

15
M. Gugelmin
(March-Judd V8)
1 min 33.324 secs

36
S. Johansson
(Onyx-Cos V8)
1 min 33.370 secs

24
L. Sala
(Minardi-Cos V8)
1 min 33.724 secs

3
J. Palmer
(Tyrrell-Cos V8)
1 min 33.741 secs

11
N. Piquet
(Lotus-Judd V8)
1 min 33.745 secs

12
S. Nakajima
(Lotus-Judd V8)
1 min 33.782 secs

40
G. Tarquini
(AGS-Cos V8)
1 min 33.790 secs

20
J. Herbert
(Benetton-Cos V8)
1 min 33.806 secs

38
C. Danner
(Rial-Cos V8)
1 min 33.848 secs

1989 WORLD CHAMPIONSHIP

DRIVERS

Alain Prost	29
Ayrton Senna	27
Riccardo Patrese	12
Nigel Mansell	9
Alessandro Nannini	8
Michele Alboreto	6
Johnny Herbert	5
Mauricio Gugelmin	4
Derek Warwick	4
Stefano Modena	4
Thierry Boutsen	4
Eddie Cheever	4
Alessandro Caffi	3
Christian Danner	3
Jonathan Palmer	1
Gabriele Tarquini	1

MANUFACTURERS

McLaren-Honda	56
Williams-Renault	16
Benetton-Cosworth	13
Ferrari	9
Arrows-Cosworth	8
Tyrrell-Cosworth	7
Brabham-Judd	5
March-Judd	4
Dallara-Cosworth	3
Rial-Cosworth	3
AGS-Cosworth	1

All points provisional pending appeals against San Marino Grand Prix results

LAP TIMES

No	Driver	Car	Tyres	Pre-qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap
1	A. Senna	McLaren MP4/5	G		1.30.108	1.30.710	1.33.969
2	A. Prost	McLaren MP4/5	G		1.31.620	1.31.517	1.34.957
3	J. Palmer	Tyrrell 018	G		1.34.741	1.33.741	1.35.349
4	M. Alboreto	Tyrrell 018	G		1.33.377	1.32.491	1.36.140
5	T. Boutsen	Williams FW12C	G		1.35.227	1.33.044	1.35.526
6	R. Patrese	Williams FW12C	G		1.34.523	1.32.795	1.35.973
7	M. Brundle	Brabham BT58	P	1.32.293	1.32.750	1.31.960	1.36.391
8	S. Modena	Brabham BT58	P	1.33.924	1.34.267	1.32.286	1.36.213
9	D. Warwick	Arrows A11	G		1.32.640	1.32.492	1.38.223
10	E. Cheever	Arrows A11	G		1.33.214	1.33.361	1.35.650
11	N. Piquet	Lotus 101	G		1.33.745	1.33.804	1.35.837
12	S. Nakajima	Lotus 101	G		1.35.188	1.33.782	1.37.415
15	M. Gugelmin	March CG891	G		1.35.236	1.33.324	1.38.762
16	I. Capelli	March CG891	G		1.36.136	1.32.493	1.36.722
17	N. Larini	Osella FA1-M	P	1.36.470			
18	P. Ghinzani	Osella FA1-M	P	1.34.281			
19	A. Nannini	Benetton B188	G		1.32.924	1.31.799	1.37.134
20	J. Herbert	Benetton B188	G		1.35.377	1.33.506	1.37.287
21	A. Caffi	BMS Dallara F189	P	1.32.992	1.32.819	1.32.160	1.35.291
22	A. de Cesaris	BMS Dallara F189	P		1.33.061	1.32.649	1.35.155
23	P. Martini	Minardi M188	P		1.34.794	1.33.031	1.38.135
24	L. Sala	Minardi M188	P		1.34.636	1.33.724	1.39.506
25	R. Arnoux	Ligier JS33	G		1.35.823	1.34.798	
26	O. Grouillard	Ligier JS33	G		1.35.124	1.34.153	
27	N. Mansell	Ferrari F1/89	G		1.31.927	1.33.383	1.35.168
28	G. Berger	Ferrari F1/89	G		1.33.697	1.32.364	1.35.930
29	Y. Dalmas	Lola LC89	G		1.35.771	1.35.496	
30	P. Alliot	Lola LC89	G		1.34.721	1.32.562	1.38.690
31	R. Moreno	Coloni FC188B	P		2.10.795	1.34.352	
32	P-H. Raphanel	Coloni FC188B	P	1.35.110			
33	G. Foitek	EuroBrun ER188B	P	1.35.805			
34	B. Schneider	Zakspeed ZK891	P	1.36.610			
35	A. Suzuki	Zakspeed ZK891	P	1.37.776			
36	S. Johansson	Onyx ORE-1	G	1.33.768	1.34.637	1.33.370	1.35.435
37	B. Gachot	Onyx ORE-1	G	1.45.530			
38	C. Danner	Rial ARC2	G		1.35.453	1.33.848	1.36.901
39	V. Weidler	Rial ARC2	G	1.36.583			
40	G. Tarquini	AGS JH23	G		1.34.455	1.33.790	1.37.216
41	J. Winkelhock	AGS JH23	G	1.36.498			

RESULTS

United States Grand Prix, Phoenix, June 4
75 laps of 3.79km circuit (284.85 km/177.00 miles)

Pos.	Driver	Nat.	Car/Engine	Time
1st	Alain Prost	(F)	McLaren MP4/5-Honda V10	2h 01m 33.133s
2nd	Riccardo Patrese	(I)	Williams FW12C-Renault V10	2h 02m 12.829s
3rd	Eddie Cheever	(USA)	Arrows A11-Cosworth V8 DFR	2h 02m 16.343s
4th	Christian Danner	(D)	Rial ARC2-Cosworth V8 DFR	1 lap behind
5th	Johnny Herbert	(GB)	Benetton B188-Cosworth V8 DFR	1 lap behind
6th	Thierry Boutsen	(B)	Williams FW12C-Renault V10	1 lap behind
7th	Gabriele Tarquini	(I)	AGS JH23-Cosworth V8 DFR	retired on lap 73
8th	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap 70
9th	Jonathan Palmer	(GB)	Tyrrell 018-Cosworth V8 DFR	retired on lap 69
10th	Gerhard Berger	(AUT)	Ferrari F1/89-Ferrari V12	retired on lap 61
11th	Alessandro Caffi	(I)	BMS Dallara F189-Cosworth V8 DFR	retired on lap 52
12th	Nelson Piquet	(BRA)	Lotus 101-Judd V8	retired on lap 52
13th	Stefan Johansson	(S)	Onyx ORE-1-Cosworth V8 DFR	retired on lap 50
14th	Luis Perez-Sala	(E)	Minardi M188-Cosworth V8 DFR	retired on lap 46
15th	Ayrton Senna	(BRA)	McLaren MP4/5-Honda V10	retired on lap 44
16th	Martin Brundle	(GB)	Brabham BT58-Judd V8	retired on lap 43
17th	Stefano Modena	(I)	Brabham BT58-Judd V8	retired on lap 37
18th	Nigel Mansell	(GB)	Ferrari F1/89-Ferrari V12	retired on lap 31
19th	Pierluigi Martini	(I)	Minardi M188-Cosworth V8 DFR	retired on lap 26
20th	Satoru Nakajima	(J)	Lotus 101-Judd V8	retired on lap 24
21st	Ivan Capelli	(I)	March CG891-Judd V8	retired on lap 22
22nd	Mauricio Gugelmin	(BRA)	March CG891-Judd V8 DFR	retired on lap 20
23rd	Michele Alboreto	(I)	Tyrrell 018-Cosworth V8 DFR	retired on lap 17
24th	Alessandro Nannini	(I)	Benetton B188-Cosworth V8 DFR	retired on lap 10
25th	Derek Warwick	(GB)	Arrows A11-Cosworth V8 DFR	retired on lap 7
26th	Philippe Alliott	(F)	Lola LC89-Lamborghini V12	retired on lap 3

Fastest Lap: Ayrton Senna (McLaren MP4/5-Honda V10) 1 min 33.969 secs
145.505 kph (90.413 mph)
Winner's Average Speed: 140.608 kph (87.370 mph). **Conditions:** hot, sunny

DNQ	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	1.34.153
DNQ	Roberto Moreno	(BRA)	Coloni FC188B-Cosworth V8 DFR	1.34.352
DNQ	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	1.34.798
DNQ	Yannick Dalmas	(F)	Lola L89-Lamborghini V12	1.35.496
DNPQ	Piercarlo Ghinzani	(I)	Osella FA1-M-Cosworth DFR	1.34.281
DNPQ	Pierre-Henri Raphanel	(F)	Coloni FC188B-Cosworth DFR	1.35.110
DNPQ	Gregor Foitek	(CH)	EuroBrun ER188B-Judd V8	1.35.805
DNPQ	Nicola Larini	(I)	Osella FA1-M-Cosworth V8 DFR	1.36.470
DNPQ	Joachim Winkelhock	(D)	AGS JH25-Cosworth V8 DFR	1.36.498
DNPQ	Volker Weidler	(D)	Rial ARC 2-Cosworth V8 DFR	1.36.583
DNPQ	Bernd Schneider	(D)	Zakspeed ZK891-Yamaha V8	1.36.610
DNPQ	Aguri Suzuki	(J)	Zakspeed ZK891-Yamaha V8	1.37.776
DNPQ	Bertrand Gachot	(B)	Onyx ORE-1-Cosworth V8 DFR	1.45.530

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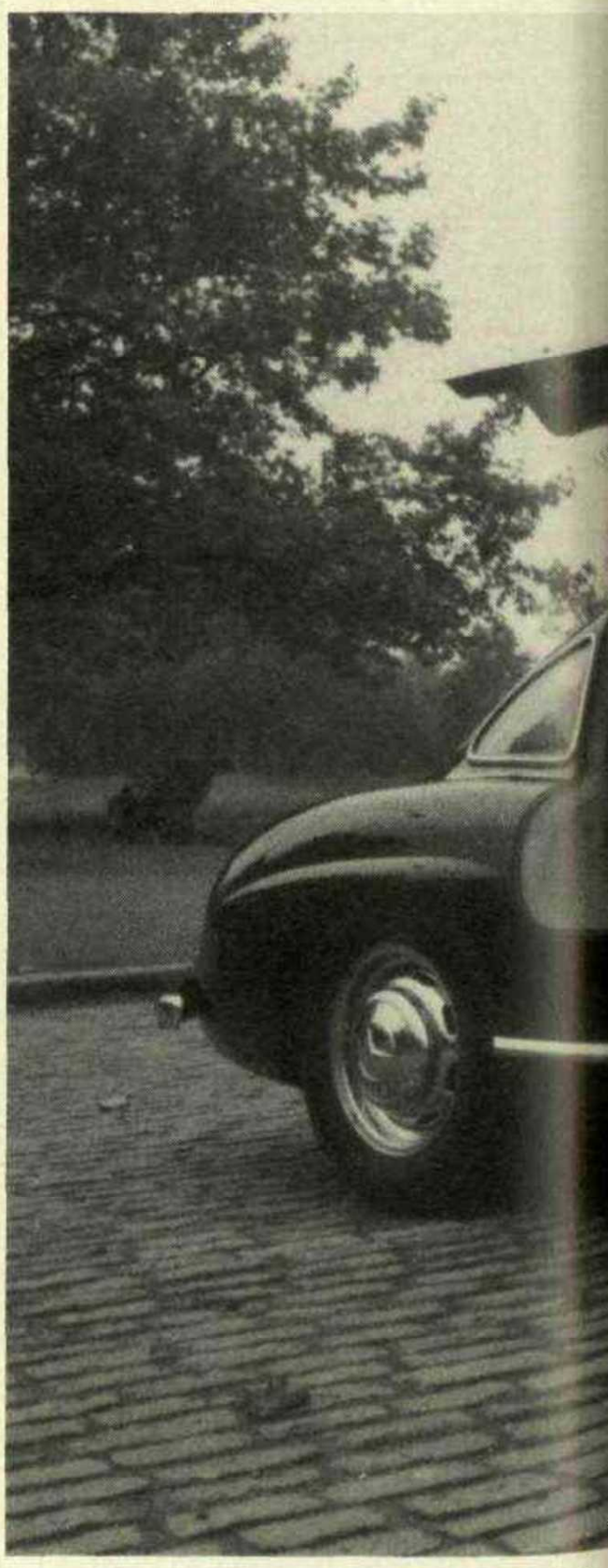
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Championship points are always fiercely contested in International Formula 3000: here Apicella's Reynard (No6) and Bernard's Lola (No33) hound Blundell's Reynard.

Trouble and Strife

It has not been a happy start to the 1989 FIA European Formula 3000 Championship season. The results of two of the opening four races are still subject to appeal following post-race protests, but that's only part of the reason for the fragmented relationships in the once sociable surroundings of the F3000 paddock . . .

FISA would do well to explain some of the ludicrous decisions of its own stewards. Consider the following: Ross Hockenhull and Alain Ferté both had partial budgets at the start of the season, and both beat a path to the office of Cobra Motorsport's Colin Bennett. The Briton would contest four-races, the Frenchman six.

Last year, FISA stressed that teams could only change one driver per car per season, so in order to ascertain that his intended job-share was acceptable, Bennett contacted FISA. Yes, they said, he could interchange the two drivers in the same car, but that would be his lot. One good car, two good drivers and a solution that was acceptable to everybody.

So came Jerez, for the fourth round of the series, and it is Hockenhull's second turn at the wheel. Ross was allowed to sign on, but was than refused permission to take part in the meeting. The reason? Prevailing steward Marcel Martin ruled that this was a second change: Hockenhull for one race, Ferté for two — there had already been one change, he insisted. Either the latter did the rest of the races, or Bennett could not run the car for which he paid in excess of £70,000.

Try explaining this crass logic to sponsors from whom drivers now require around £450,000 if they want to do a full season with all whistles and balls attached. What it meant, at a time when the formula boasts its lowest level of entries for three years, is that a perfectly good car went to waste, and nobody present could see any sense in that at all. Except, apparently, Monsieur Martin.

Similar stupidity prevailed at Pau. After Stephane Proulx had damaged his GA Lola beyond immediate repair, the team built up a completely new car around the tub on non-qualified team-mate Jacques Goudchaux's car. This took the hard-pressed mechanics most of the night. The following morning, after the Canadian had been allowed to take part in the race warm-up, he was told he could not race: new car, hadn't been scrutineered (although all the major component parts had), and they wouldn't scrutineer it now.

Proulx had to explain this extraordinary distortion of common sense to a posse of representatives of sponsor Player's, who had flown in from Canada just to see him compete. Nice to know that they'll have returned from Europe with such a strong impression.

Motor racing needs major sponsors like that. It is presumed that by increasing professionalism, the multinationals will come flocking. Unfortunately, Formula 3000 is not running along professional lines at present. It is most certainly not the fault of series co-ordinator John Macdonald, himself a former entrant, nor is it that of the teams. The blame lies entirely with FISA's bureaucrats.

Outside the scrutineering bay, there are at least a few rays of sunshine. For one thing, and perhaps most importantly, the depth of talent remains, and the championship contest is likely to be as close as any of the four that have gone before.

After Jerez, Frenchman Jean Alesi leads the title-chase, albeit with a paltry 14 points. He took his Camel/Eddie Jordan Racing Reynard to a maiden victory at Pau, and has consolidated his challenge with fourth at Silverstone and fifth in Spain.

Pau may have been sweetness and light for Alesi, but for most of the 21 starters it was something of a nightmare. Only five of them made it to the first corner intact; the rest were piled into each other having barely left the grid. Happily, that necessitated the only red flag to have blotted the series' copybook thus far. And amazingly, all but five of those in the scrapyard took part when the event recommenced 45 minutes later.

Alesi's team-mate Martin Donnelly won



The EJR Reynards of Alesi and Donnelly add to the colourful spectacle that is Pau.



Comeback man Danielsson scores his maiden F3000 win at Silverstone, leading Favre from start to finish.

two of his five races with EJR last year, and added a brace of seconds to place third in the final points table. He thus started the year as a big favourite, but has yet — pending appeals — to register a point.

After spinning on his own oil at Silverstone, he dominated Vallelunga, only to be protested out by Jean-Paul Driot, manager of the works Lola team. Driot argued successfully that Donnelly's Reynard had used a revised nose section, contravening FISA's regulation that the nosebox of all cars must pass a strict crash-test, and that any modifications require further such examination. EJR has appealed . . .

Martin has since dropped out of third place at both Pau and Jerez, courtesy of an accident and a couple of punctures.

A new maturity has characterised Thomas Danielsson's driving this year, the Swede returning to Madgwick Motorsport, with whom he enjoyed some success in British Formula Three. Having lost his licence pending an eye operation last July, he bounced back with a quite brilliant victory at Silverstone, and was running second to Donnelly when he spun off at Vallelunga.

Reigning French Formula Three Champion Erik Comas has made a stunning impact with the works-blessed DAMS Lola team, notching up useful points in each race he has started. His drive to fourth (following Donnelly's exclusion) at Vallelunga was quite breathtaking, having started half a lap down after stalling on the grid.

Comas was second at Jerez to fancied team-mate Eric Bernard, whose miserable run of luck appeared to have ended until both DAMS cars were protested immediately after the race . . . This time, the result stood, but that decision, like that at Vallelunga, is subject to appeal.

Bernard, as affable as he is talented, was punted out of the Silverstone season-opener escaping a high-speed accident with nothing worse than a bruised knee — fair return for a 140 mph impact which tore the engine clean from his car! He dominated Pau until careless marshalling caused him to get stuck behind a brace of stranded cars. Even then, he stormed back through to second place before tripping over Mark Blundell.

The latter, still seeking his first F3000 win, has looked capable of producing such a result with his Middlebridge Reynard, but has thus far had to settle for third at Silverstone as his best effort. The team is new to F3000, but with Gary Anderson engineering (Gary looked after champion Roberto Moreno last year), Mark has been bang on the pace everywhere.

First Racing began the year with a trio of Leyton March 89Bs, but started a gradual switch-over to Reynard after the opening race. Team leader Marco Apicella has two front-row starts to his credit, although his engine seized while leading at Vallelunga and he was forced to take off from the pit-lane at Pau when the technical wizards declared his car was leaking oil. So why let him start at all? Better ask them. In the event, he charged through to second place without spilling a drop.

Ironically, Apicella's team-mate Fabrizio Giovanardi inherited victory at Vallelunga (after Donnelly was kicked out) in one of the outgoing March chassis, but has yet to reproduce the form elsewhere.

One of the most impressive rookies, if not the most, has been Eric van de Poele, one of GA Motorsport's four Lola occupants. Sixth at Silverstone, third at Vallelunga and fourth in Jerez, he was lying fifth at Pau when his Cosworth caught fire, courtesy of an oil-leak. With a solid touring car background but comparatively little single seater experience, he has been a revelation.

The Belgian's team-mate Philippe Favre took pole at Silverstone, finished second to Danielsson, and has also gone well elsewhere, although he has yet to add to his opening points tally.

After blitzing the British F3 series at its first attempt, Pacific Racing has graduated immediately to F3000, taking highly-rated Finn JJ Lehto (*née* Jyrki Jarvilehto) with it. Ferrari's official test contractee lost third place for an unfortunate technical infringement at Silverstone, but has since had two points finishes and cannot be discounted for a third consecutive championship with Pacific, to put alongside his FF2000 and F3 crowns. Team-mate Eddie Irvine lost second place in Jerez with engine trouble.

FORMULA 3000

Amongst the old guard, reigning champion team Bromley Motorsport is running a year-old Reynard for Gary Brabham, who still lacks a proper sponsor for the series, although old F3 flame NEC is supporting his British F3000 Championship campaign.



1989 novelties: Mugen's V8 wins races, but Footwork's lone entry is struggling to qualify.

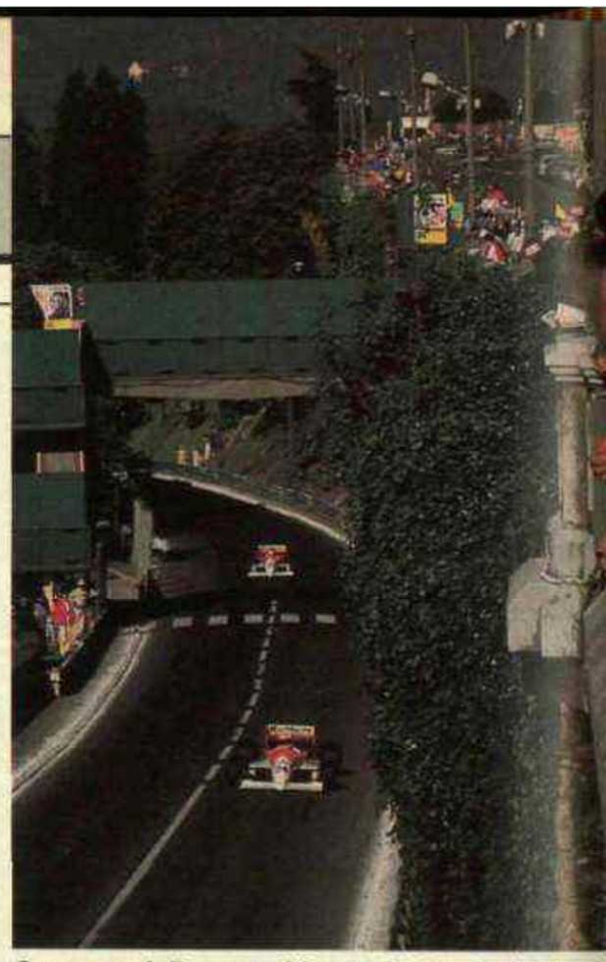


There are several new things about F3000 this year, and not just amongst the teams. The arrival of Mugen V8 engines has produced three wins (on the road) for the Japanese concern. Donnelly's Vallelunga exclusion let the Honda-based Judd get a share of the limelight, while Danielsson's Silverstone victory proved that the faithful Cosworth is far from obsolete.

The balance of power between the chassis available to F3000 competitors has continued along last year's trend. Ralts are no longer manufactured for this formula following the March takeover, and the popularity of March tubs themselves has continued to plummet in the face of the Reynard and Lola options.

When Jean Mosnier's Lola Motorsport (which, having lost the works contract, was running Marches!) fell foul of "moneyitis" after Silverstone, Leyton March set up its own team to run a lone car — now the only March in the field, in fact — for highly-rated Italian Mauro Martini. As yet, the team is so far behind in terms of test-mileage that Martini's results can hardly be considered representative.

Japanese concern Footwork has sent its eponymous chassis over for Ukyo Katayama, who has to combine most qualifying sessions with geography lessons, having limited knowledge of European circuits, and has twice failed to qualify.



Senna and Prost at Monaco? No, Irvine and Lehto in Pacific's Reynards at Pau!

One thing this formula has always had is strength in depth. The numbers may have dwindled slightly since the staggering population explosion of 1986, but the quality remains. One just wonders how long it will do so while the reins are left in the hands of the existing rulemakers. **LWTNS**

THE HALFORDS BIRMINGHAM SUPERPRIX

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RACES

1 FIA International Formula 3000 Championship

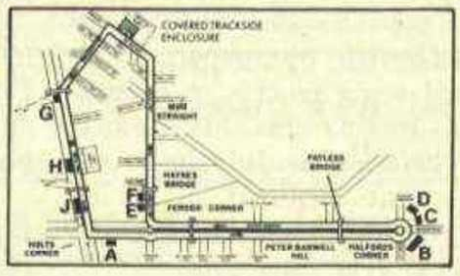
2 Esso British Touring Car Championship

3 B.F. Goodrich Porsche Challenge Championship

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CITY OF BIRMINGHAM 1889 1989 CENTENARY FESTIVAL

TICKET ORDER FORM – ADVANCE PRICES

ALL PRICES SHOWN INCLUDE DISCOUNT

DAY ONE – SUNDAY 27th AUGUST 1989	Price	No. of tickets	Total cost	Office use
Trackside	£4.50			
Covered Trackside Enclosure	£8.00			
Free access to grandstand seating (Sunday only)				
Children 14 and under admitted free to Trackside if accompanied by an adult.				
DAY TWO – MONDAY 28th AUGUST 1989				
Trackside	£7			
Covered Trackside Enclosure	£12			
Children 14 and under admitted free to Trackside if accompanied by an adult.				
Grandstands –				
B, E, F, H	£30.00			
A, C, D, G, J	£20.00			
Children occupying a seat must pay full price.				
Grandstand ticket includes entry to trackside.				
Choice of grandstand 1___2___3___(subject to availability)				
We regret we cannot guarantee your choice of grandstand.				
BOTH DAYS – 27th & 28th AUGUST 1989				
Trackside	£10			
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Please note: No Free Access for children to Covered Trackside Enclosure either day.				

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NOTES
1) Postal bookings taken up to and including 14th August 1989.
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3) Telephone enquiries on 021-235 2026.
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5) The organisers/promoters reserve the right to cancel or alter the programme without notice.

BRITISH RACING AND SPORTS CAR CLUB

FIA SANCTIONED EVENT

Formula 3000 RESULTS

INTERNATIONAL FORMULA 3000 CHAMPIONSHIP

Round 1, Silverstone, April 9
41 laps; 195.97km (121.77 miles)

1st	Thomas Danielsson	Reynard-Cosworth 89D	55m 31.92s
2nd	Philippe Favre	Lola-Cosworth T89/50	55m 32.50s
DQ	J J Lehto	Reynard-Mugen 89D	55m 38.84s
3rd	Mark Blundell	Reynard-Cosworth 89D	55m 55.89s
4th	Jean Alesi	Reynard-Mugen 89D	55m 56.57s
5th	Erik Comas	Lola-Mugen T89/50	56m 03.10s
6th	Eric van de Poele	Lola-Cosworth T89/50	56m 07.36s
7th	Phil Andrews	Reynard-Cosworth 89D	56m 16.81s
8th	Marco Apicella	March-Judd 89B	56m 20.81s
9th	Mauro Martini	March-Judd 88B	56m 26.06s
10th	Jacques Goudchaux	Lola-Cosworth T89/50	56m 27.60s

Winner's Average Speed: 211.72 kph (131.56 kph)
Fastest Lap: Favre 1m 20.19s; 214.70 kph (133.41 mph)

Round 2, Vallelunga, April 30
64 laps; 204.96 km (127.36 miles)

DQ	Martin Donnelly	Reynard-Mugen 89D	1h 13m 01.404s
1st	Fabrizio Giovanardi	March-Judd 89B	1h 13m 08.797s
2nd	Andrea Chiesa	Reynard-Cosworth 89D	1h 13m 13.706s
3rd	Eric van de Poele	Lola-Cosworth T89/50	1h 13m 24.015s
4th	Erik Comas	Lola-Mugen T89/50	1h 13m 28.047s
5th	Emanuele Naspetti	Reynard-Cosworth 89D	1h 13m 36.514s
6th	Alain Ferté	Reynard-Cosworth 89D	1h 13m 45.787s
7th	Didier Artzet	Reynard-Cosworth 89D	1h 13m 46.285s
8th	Gary Brabham	Reynard-Cosworth 89D	1h 14m 04.474s
9th	Stephane Proulx	Lola-Cosworth T89/50	1h 14m 11.268s
10th	Jacques Goudchaux	Reynard-Cosworth 89D	63 laps

Winner's Average Speed: 168.16 kph (104.49 mph)
Fastest Lap: Marco Apicella (Reynard-Judd 89B) 1m 06.772s; 172.40 kph (107.13 mph)

Round 3, Pau, May 15
72 laps, 198.89km (123.46 miles)

1st	Jean Alesi	Reynard-Mugen 89D	1h 28m 51.90s
2nd	Marco Apicella	Reynard-Judd 89D	1h 29m 00.99s
3rd	Thomas Danielsson	Reynard-Cosworth 89D	1h 29m 26.63s
4th	J J Lehto	Reynard-Mugen 89D	1h 29m 26.67s
5th	Alain Ferté	Reynard-Cosworth 89D	71 laps
6th	Mark Blundell	Reynard-Cosworth 89D	70 laps
7th	Philippe Favre	Lola-Cosworth T89D/50	70 laps

(no other finishers)
Winner's Average Speed: 136.03 kph (84.53 mph)
Fastest Lap: Apicella and Bernard (Lola-Mugen T89/50) 1m 11.93s; 138.05 kph (85.78 mph)

Round 4, Jerez, June 4
48 laps; 202.31km (125.71 miles)

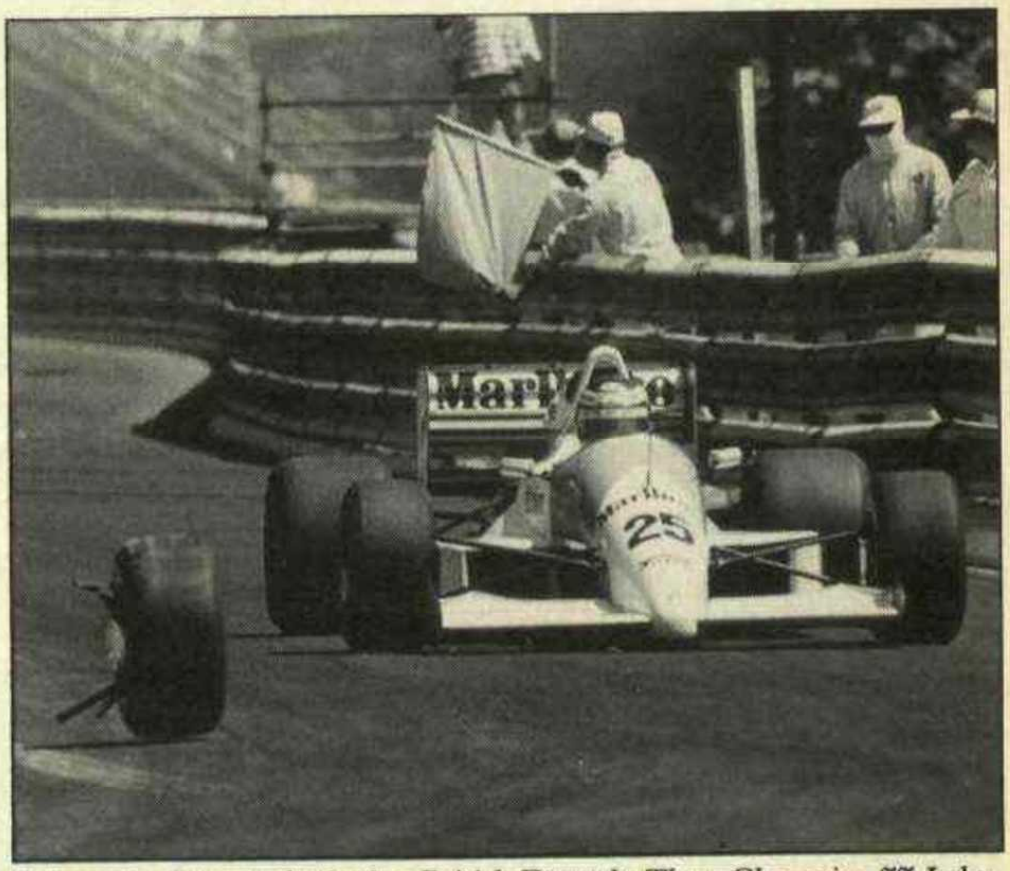
1st	Eric Bernard	Lola-Mugen T89/50	1h 18m 28.48s
2nd	Erik Comas	Lola-Mugen T89/50	1h 18m 48.52s
3rd	Marco Apicella	March-Judd 89B	1h 18m 50.93s
4th	Eric van de Poele	Reynard-Cosworth 89D	1h 19m 10.77s
5th	Jean Alesi	Reynard-Mugen 89D	1h 19m 13.31s
6th	J J Lehto	Reynard-Mugen 89D	1h 19m 20.00s
7th	Claudio Langes	Lola-Cosworth T89/50	1h 19m 47.85s
8th	Philippe Gache	Reynard-Cosworth 89D	1h 20m 11.63s
9th	Jacques Goudchaux	Lola-Cosworth T89/50	47 laps
10th	Stephane Proulx	Lola-Cosworth T89/50	47 laps

Winner's Average Speed: 154.70 kph (96.13 mph)
Fastest Lap: Bernard 1m 34.79s; 160.11 kph (99.49 mph)

Championship Positions: 1, Alesi 14; 2, Danielsson 13; 3, Comas 11; 4, Apicella 10; 5, Giovanardi and Bernard 9; 7, van de Poele 8; 8, Favre and Chiesa 6; 10, Blundell 5; 11, Lehto 4; 12, Ferté 3; 13, Naspetti 2.
(points remain provisional pending appeals)



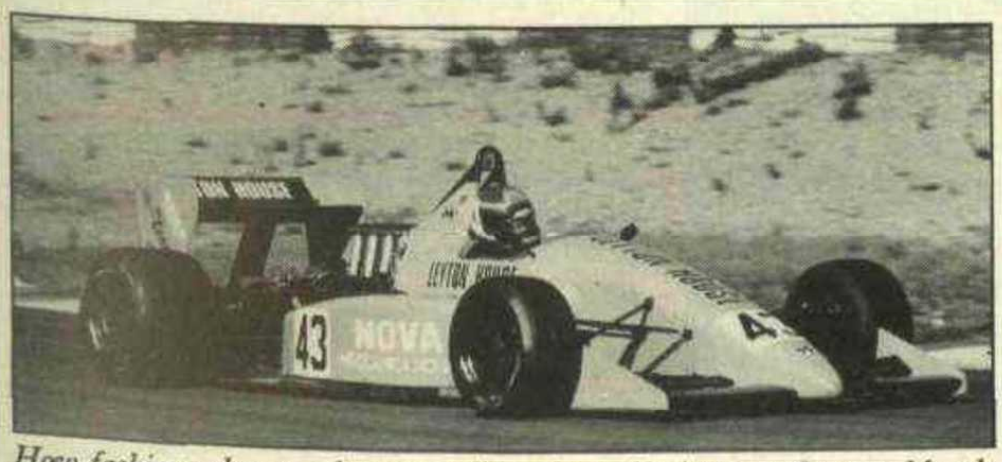
Donnelly (left) shows team-mate Alesi his Tommy Cooper impression.



Lap one at Pau, and reigning British Formula Three Champion JJ Lehto contemplates the indignity of being overtaken by a loose wheel . . .



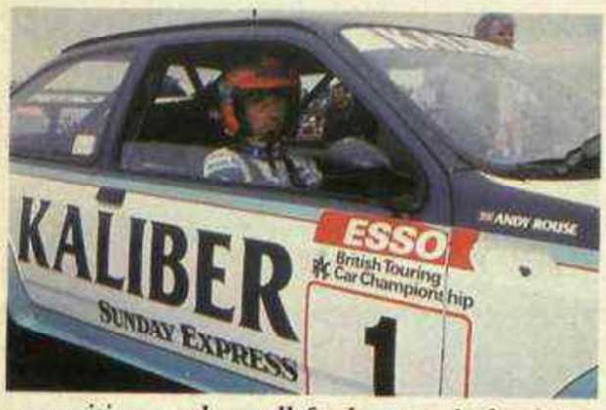
Comas, Bernard and Apicella joined the title chase in Jerez.



How fashions change: three races into the series just one Leyton March remained, Mauro Martini's works entry.



With Australian engines and Yokohama tyres, Rob Gravett scored a fairy-tale debut win for the Trakstar team's Sierra RS500 at Oulton . . .



. . . writing on the wall for last year's dominant force in Class A, Andy Rouse?

Variety Show

The opening shots of the 1989 national saloon racing championship have been fired with the same weapons as last year, but more of this year's gunslingers seem to have the ammunition required to beat Andy Rouse in Class A. Which, as Mark Hughes reports, makes the title ever more likely to be won in one of the lower categories.



The Frank and James Show. Sytner prepares to force his way past Weaver at Thruxton.

Aside from when Steve Soper and the Eggenberger team took time out from their European commitments last year to take in selected rounds of the British Touring Car Championship, the domestic series was a little dull. The combination of Andy Rouse's Kaliber budget, the development engineering made possible by this and his frequently overlooked superlative driving ability tended to see his Sierra Cosworth disappear into the distance, leaving a host of almost identical-looking Cosworths breathless in his wake.

Largely as a result of this dominance, and fearing that the lack of close racing may have been endangering the cherished BBC Television coverage, some of those involved began to formulate plans for an alternative formula. Proposals for this two-litre, non-turbo format have recently been released by the RAC MSA, the present intention being to introduce the formula alongside the existing one, next season.

In retaliation almost, the current formula has produced some very interesting races this far into the 1989 series, newly sponsored by Esso. The car to have in Class A is still the Cosworth RS500, but the first six rounds have thrown up four different winners.

BRITISH TOURING CAR CHAMPIONSHIP

Rouse was the first to win more than one event, taking the spoils at Silverstone for round two and round five at Thruxton, but for outright speed he has this year met his match in the Sierras of both Robb Gravett, winner of the opening Oulton Park round and the sixth at Silverstone, and Dave Brodie, the round-three winner at Thruxton. Round four was a two-driver, one-hour endurance affair at Donington and was won by the Labatts-sponsored car of Laurence Bristow, partnered by Group C man Tiff Needell.

It would seem that there is still development potential within the Cosworth, with lap times from last year coming down by significant chunks, and tapping this potential very effectively has been the new NEC-backed Trakstar team, which was set up amid secrecy in record-breaking time shortly before the first race.

Gravett is one of the directors of the company, along with his team-mate Mike Smith and team manager Malcolm Swetnam. Their real coup was in securing exclusive British rights to the Australian Dick Johnson RS500 engines, the power-units which gave the European runners, including Rouse, such a fright at the Silverstone TT last year when Johnson's car was the class of the field.

It was *Boys Own* stuff when Gravett took the opening win of the season following an off by Rouse while in the lead. Since then he has scored a close second to Rouse at Silverstone, and second with Jeff Allam in the Donington two-driver race, before suffering a nasty accident lapping backmarkers at Thruxton while closing in on Brodie for the lead — a formidable record indeed for a totally new outfit.

Another exclusive by the Trakstar team is the use of Yokohama tyres, which has brought another new aspect to the championship this year — a tyre war.

Last year there was a Dunlop involvement in Class A but not on such a scale as to worry the dominant Pirelli. This year that has been stepped up and Rouse is hoping that Gravett's victories on Yokohamas and Dave Brodie's pace on Dunlops will finally sting Pirelli into an ongoing development programme.

Surprising those with short memories, Brodie was the one who was waiting to pounce when Rouse hit electrical trouble at Thruxton; burst tyres in the next two races probably cost him at least one victory, possibly two. Brodie was later threatened with disqualification from that Thruxton win, after samples of his fuel were found to be illegal, but, running without major backing, his has been an impressive Group A comeback, some time after his Colt Starion drive back in 1985.

Rouse's early season bad luck, which saw him retire from the lead at Oulton and Thruxton and soon after the start at Donington, looks as if it may be starting to even out now. He won round two at Silverstone after being pushed all the way by Gravett but his second win, round four at Thruxton, was fortunate. Both Brodie and Gravett looked to have the legs of him, even his late-race third place looking under threat from Tim Harvey. But Gravett had his accident, Brodie his burst tyre and Rouse was in the lead, albeit a tenuous one. Then, the final stroke of luck, the race was stopped early as fuel spillage from the Gravett accident was adjudged to be dangerous.

Other Class A cars in the picture have been the two Labatts machines of Harvey and Laurence Bristow, both run by the Rouse team, and the Brooklyn car of former champion Chris Hodgetts. Running on a very restricted budget, Hodgetts has not enjoyed the reliability necessary to convert his and his car's pace into solid results, having been denied two possible victories.

However, although there has been plenty of variety on the victory rostrum, there have still not been any epic battles for the lead, the sort of thing which really interests the television companies. Hopefully this will be just a matter of time.

The cameras have instead sought refuge in Class B, for up to 2.5-litre cars. Here the Prodrive BMW M3s of reigning champion Frank Sytner and his new team-mate James Weaver have been providing action aplenty.

Weaver won the first round relatively easily, but the story was very different at Silverstone for round two. After making contact with Weaver on several occasions, Sytner finally got past near the end by punting his team-mate over the kerbing in a self-confessed out-of-order manoeuvre. He got his just deserts on the last lap however when body damage from his muscular tactics caused a rear tyre to give out while flat-out round Abbey, victory again going to Weaver.

There was more of the Frank and James show at Thruxton, Sytner taking the class win after another dubious passing move, though his Donington win (shared with Will Hoy), was clean enough, the quicker car of Weaver/Steve Soper having fallen back with gearbox failure. There then followed an untroubled Weaver win at Thruxton and another at Silverstone, these giving him an overall championship lead.

Leading the championship until that point had been John Cleland, driving his Vauxhall Astra GTE 16v in Class C for 1600-2000cc cars. Though the performance of this little car has been breathtaking (usually up with the slower examples of the M3s), its points total is a little hollow in that the class is very poorly supported. Though Cleland has won four from six, he has usually only had to beat his own team-mate and a couple of less-powerful 16v Volkswagen Golfs.

His team-mate has been GM's rally star Louise Aitken-Walker, and she has coped commendably with the transition to racing, usually finishing second to Cleland and being round to take the class win in the first of the Thruxton races, where Cleland picked up a puncture, and at the second Silverstone race, where he lost a wheel.

Similarly the baby class, Class D for up to 1600cc cars, has been poorly supported with a sprinkling of obsolete Toyota Corolla GTs. Phil Dowsett has been the quickest of these, and therefore currently lies third in the championship.

So the national saloon racing series remains a bit of a mixed bag: in some ways a fabulously spectacular form of racing, with marginal handling, 550+ bhp and talented drivers making for very satisfying entertainment for the purist, but for the casual spectator (read television viewer) the dicing at the front could be more dramatic.

In the meantime there's always Frank and James.

MPH



Early championship leader was John Cleland, his Astra GTE one step ahead in Class C.

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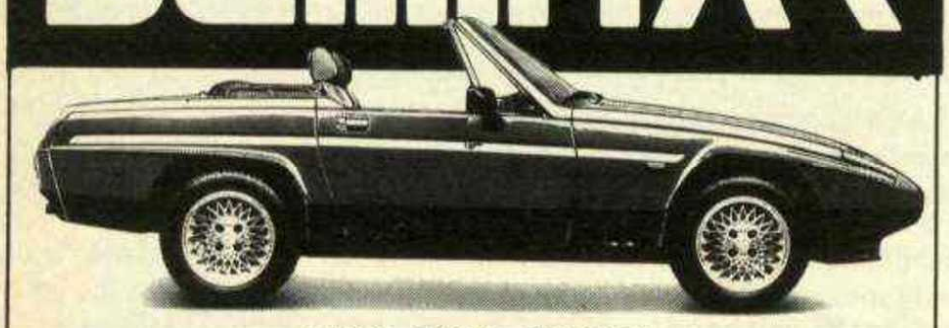
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1974 PORSCHE 2.7 CARRERA RHD. Black with black interior hide, mechanical fuel injection giving 210 bhp, electric sunroof and windows. Complete ground up engine rebuild and a new clutch by Porsche specialists. 1500 miles since engine rebuild.

1975 LANCIA FULVIA 1.35. Burgandy with tan vinyl roof + tan interior. This car was on show at the National Classic Car Show. It has only 28,000 miles on the clock, it can be taken as a genuine original Lancia Fulvia. Exceptional value for a rare car.

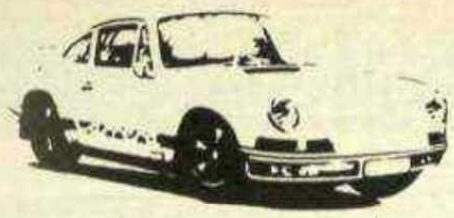
1968 ALFA ROMEO 2600 SPIDER, LHD. Gun metal grey with red hide, factory hard top, 96,000 KM, complete engine rebuild by Alfa specialist, total restoration including new paint, new leather interior. Very original car with tool box and tools. Previous owners all members of A.R.O.C.

1966 GUILLA SPIDER 1600 RHD. (Guilietta shape) red with black interior. New hood and interior, new paint from base metal. Fully restored mechanically, reconditioned wiring, new chrome, only 200 miles since rebuild. A rare RHD example of a very beautiful sports car.

1969 280 SL MERCEDES. Dark blue metallic, cream interior, 60,000 miles from new. One of the best examples of this model available.

1982 450 SEL 6.0. Silver with blue velour, 83,000 miles from new with full main agent history. This car is a legend in its self and must be seen.

1971 280 HE 3.5 COUPÉ. Silver blue metallic, cream hide, all usual extras, 70,000 miles from new, this car is in superb condition.



AUTOFARM



PORSCHE SPECIALIST

LONDON ROAD (A41), COW ROAST, NR TRING, HERTS HP23 5RE. **TRING (0442) 890 911. Parts 891911. Fax 890930**

TIP OF THE MONTH

'Green' gas. Lead-free petrol is slowly encroaching on all our lives. No doubt many things will change before we anti-social lead burners are finally left without it, and certainly we've still much to learn about how best to use and adapt our beloved Porsches to 'Lead-Free' in the coming years. However, in the meantime, we thought a brief survey might be of use:- Use of 'Lead-Free' 95 RON Unleaded petrol.

Up to '86 Models (U.K. Market):-

The good news: The following can use it *if* every fourth tankfull is leaded ("3 fills in 4"):- 1972-80 911, all models, including Carrera RS 2.7 (*NOT* Turbo). 1950-63 356, all basic low B.H.P. models. Plus the only one that's OK on it regardless:- 1978-79 928. The bad news. **NO** other U.K. model Porsches can be safely run on it. We will keep you posted on any possible future solutions.

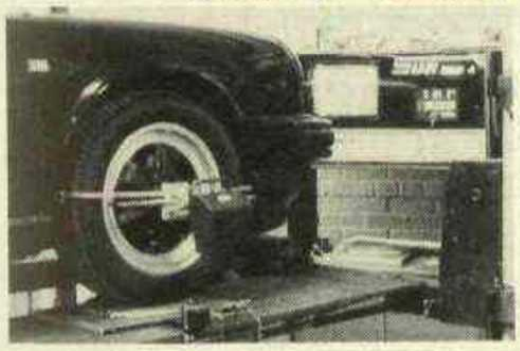
'86 Models and Later:-

By '86 Porsche were planning ahead, and increasingly adapting models to 'Lead-Free', so the situation is less simple. We're happy to advise if you're out of your warranty period.

We understand there's a Super Plus 98 RON 'Lead-Free' now available in Germany, which would greatly help the above situation, if only on the '3 fills in 4' bases.

We were recently given a 1943 publication, advising on how to adapt to the 'new' leaded petrol. If Grandpa (or Pa for some of us) managed without it, surely we'll be able to too!!

SUSPENSION ALIGNMENT



'While you wait' reports Accelerated or uneven tyre wear, un-nerving handling characteristics and many steering oddities can invariably be attributed to damaged, worn or incorrectly set suspension geometry.

Using our Sun MAC 4 computer geometry measuring system, we can now offer a **'while you wait'** suspension alignment check. Price **£34.50** + VAT

Sun MAC 4 Computerised Alignment Centre

We can readjust to original factory tolerances, or adapt geometry for fast road or competition use. Full suspension set from **£138.00** + VAT

Our parts department can supply uprated anti-roll bars, shock absorbers and torsion bars, as well as the usual standard items. Our workshop will be pleased to quote for fitting.

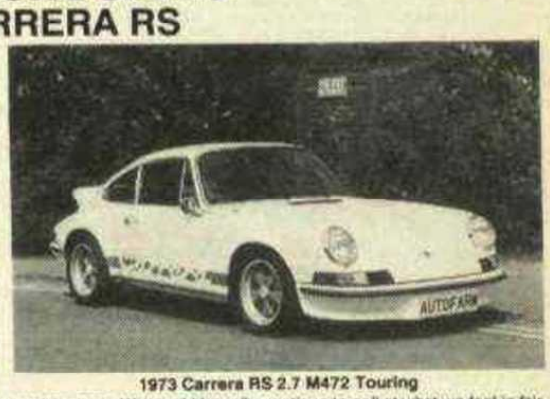
Larger anti-roll bars, from ..... **£44.50** + VAT
Pair Bilstein shock-absorbers, from .. **£108.00** + VAT
Pair Koni shock-absorbers, from..... **£51.94** + VAT
Pair torsion bars, from ..... **£65.26** + VAT

PORSCHE SALES
CARRERA RS

A CHANGING SCENE

As we observed last month, we have been thoroughly convinced for very many years of the excellence and engineering integrity of these cars. For the 'purist' uncompromising mechanical injection, the longevity of the then-new Nikasil barrels, for the overall simplicity of the concept, and the versatility and subsequent adaptability its continuing competition successes have proved.

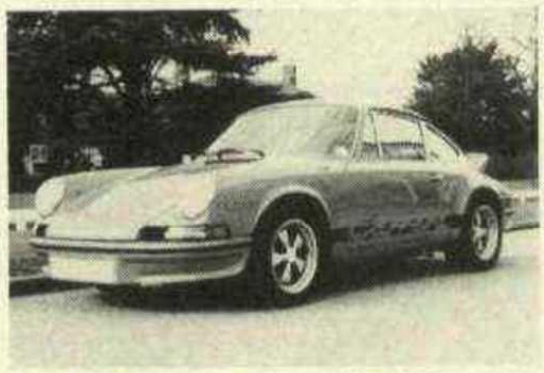
The 911 improved steadily up to the '72/'73 model years, with the S and RS as the pinnacle. From there the demands of world markets meant that the 911 grew steadily heavier and more complex, currently culminating in the doubtless superlative new-generation Carrera 4. At 1450kg, over 50% heavier than the homologated 960kg weight of the '73 Carrera RS 2.7 'Lightweight'!



1973 Carrera RS 2.7 M472 Touring

£100,000 +? For us, the RS 2.7 is the enthusiast driver's car bar none. We would happily continue to sell at what we feel is fair market value, if we thought we could find replacements at similar values! The increasing presence of investment funds in the market place is a tragedy for all enthusiasts, but a situation none of us can control.

We have 2 cars available:-



1973 Carrera RS 2.7 M471 'Lightweight'

1973 Carrera RS 2.7 M472 Touring. R.H.D. Chassis No. 9113600512. Full engine rebuild plus body restoration by us. Grand Prix White with Blue.

1973 Carrera RS 2.7 M471 'Lightweight'. R.H.D. Chassis No. 9113601359. International rally history, recent successful race history as Giroflex Car. Now totally restored by us in its original Grand Prix White. Both cars are currently on our premises, taxed and ready to go. Hopefully by the time you read this, market values will have stabilised.

Alternatively, we offer the increasingly common solution: 1973 Carrera RS 'Lightweight' Replica. The main development the RS lacks is the fully galvanised bodyshell of the 1976-on cars. Hence our replicas are based on a fully refinished and lightened 1976 or later bodyshell. Built up in your colours, fitted with our developed 3.5 litre engine to RS specifications, original 7" and 8"x15 wheels, developed suspension. **£50,000.** Delivery 4 months.

WANTED Porsches up to 1986, any model (904-962!), happy to travel, call Steve Carr on number above or Sundays 0860 326959.



Motorway Sports Cars

Selected Lotus Dealer for Kent

224-232 The Street, Boughton, Faversham, Kent, ME13 9AL
Telephone: Canterbury (0227) 751223/751475. Parts: 751528.
Facsimile: (0227) 264262. Telex: 965358 ACTION G.



LOTUS ESPRIT TURBO 1989 (F). 3000m, one owner, full Sand hide, air conditioning, Clarion 950HX stereo, removable glass sunroof, immaculate finish in Calypso red **£33,995**

(Low deposit leasing facilities available on this vehicle — Telephone Neil Weigh or Mike Surridge for details)



LOTUS EXCEL S.E. 1987 (D). 22000m, one owner, full magnolia hide, air conditioning, stereo, full service history, finished in metallic Essex blue **£17,495**

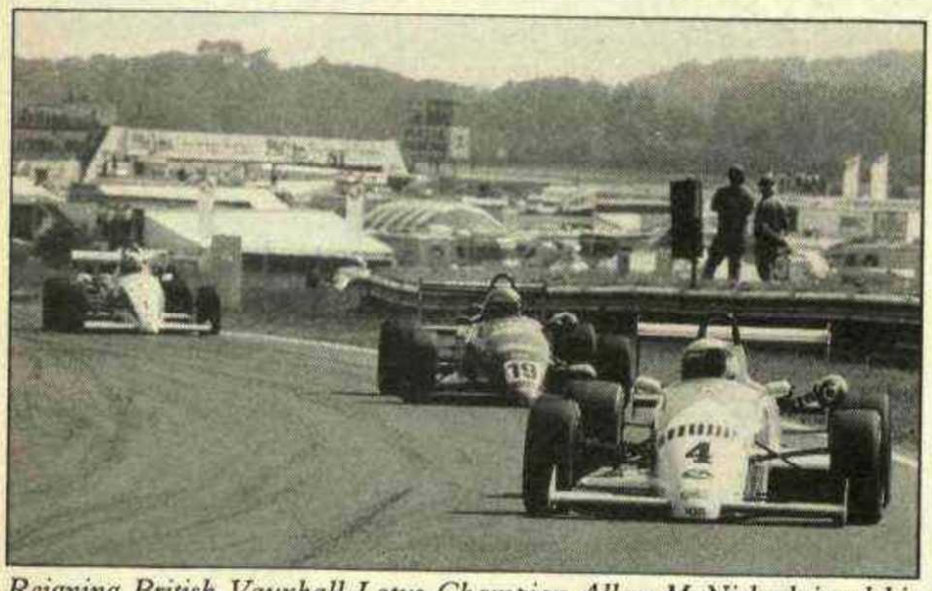


LOTUS EXCEL S.E. 1987 (E). 14000m, one owner, full red hide, air conditioning, stereo, full service history, supplied by ourselves, finished in Monaco white **£19,995**



LOTUS EXCEL S.E. 1986 (C). 43000m, ½ sand hide, serviced by ourselves, stereo system, finished in Calypso red **£13995**

A SMALL SELECTION . . . FOR FURTHER EXAMPLES TELEPHONE CANTERBURY (0227) 751223 or 751475



Reigning British Vauxhall-Lotus Champion Allan McNish claimed his first Formula Three victory at Thruxton, ahead of West Surrey Racing team-mate Derek Higgins.



Higgins, McNish and series-leader Brabham on the Thruxton podium.

BRITISH TOURING CAR CHAMPIONSHIP

Round 5, Thruxton, May 29
14 laps; 32.98 miles (53.07km)

1st	Andy Rouse	2.0t Ford Sierra RS500	A	19m 17.41s
2nd	Tim Harvey	2.0t Ford Sierra RS500	A	19m 18.50s
3rd	Mike Newman	2.0t Ford Sierra RS500	A	19m 20.48s
4th	Karl Jones	2.0t Ford Sierra RS500	A	19m 26.11s
5th	Mike Smith	2.0t Ford Sierra RS500	A	19m 35.18s
6th	Sean Walker	2.0t Ford Sierra RS500	A	19m 36.95s
7th	Gerrit van Kouwen	2.0t Ford Sierra RS500	A	19m 51.10s
8th	James Weaver	2.3 BMW M3	B	19m 54.13s
9th	Robin Donovan	2.0t Ford Sierra RS500	A	19m 59.28s
10th	Graham Goode	2.0t Ford Sierra RS500	A	20m 00.28s

Winner's Average Speed: 102.59mph (165.10kph)
Fastest Lap: Rob Gravett (2.0t Ford Sierra RS500) 1m 20.87s; 104.87mph (168.77kph)
Class Winners: Rouse; Weaver; John Cleland (2.0 Vauxhall Astra GTE); Tony Crudgington (1.5 Toyota Corolla GT)

Round 6, Silverstone, June 4
25 laps; 47.82 miles (76.96 km)

1st	Rob Gravett	2.0t Ford Sierra RS500	A	31m 02.65s
2nd	Tim Harvey	2.0t Ford Sierra RS500	A	31m 04.04s
3rd	Andy Rouse	2.0t Ford Sierra RS500	A	31m 04.39s
4th	Mike Smith	2.0t Ford Sierra RS500	A	31m 12.10s
5th	Sean Walker	2.0t Ford Sierra RS500	A	31m 22.23s
6th	Laurence Bristow	2.0t Ford Sierra RS500	A	31m 23.33s
7th	Chris Hodgetts	2.0t Ford Sierra RS500	A	31m 30.59s
8th	Dave Brodie	2.0t Ford Sierra RS500	A	31m 38.80s
9th	Jerry Mahony	2.0t Ford Sierra RS500	A	31m 39.79s
10th	Mark Rennison	2.0t Ford Sierra RS500	A	31m 56.19s

Winner's Average Speed: 92.43mph (148.75kph)
Fastest Lap: Gravett 1m 13.54s; 93.64mph (150.69kph)
Class Winners: Gravett; James Weaver (2.3 BMW M3); Louise Aitken-Walker (2.0 Vauxhall Astra GTE); Phil Dowsett (Toyota Corolla FX GT)

Championship Positions: 1, Weaver 48; 2, Cleland 46; 3, Dowsett 40; 4, Gravett 37; 5, Aitken-Walker 36.

BRITISH FORMULA THREE CHAMPIONSHIP

Round 5, Brands Hatch, May 21
30 laps; 36.10 miles (58.11km)

1st	David Brabham	Ralt-Spiess VW RT33	22m 01.75s
2nd	Mika Hakkinen	Reynard TOM's Toyota 893	22m 04.31s
3rd	Allan McNish	Ralt-Mugen RT33	22m 11.43s
4th	Paul Warwick	Reynard-TOM's Toyota 893	22m 12.89s
5th	Mika Salo	Reynard-Alfa Romeo 893	22m 13.06s
6th	Steve Robertson	Ralt-Spiess VW RT33	22m 13.99s
7th	Paul Stewart	Reynard-Mugen 893	22m 16.60s
8th	Gary Ayles	Ralt-Spiess VW RT33	22m 20.09s
9th	John Estupinan	Ralt-Spiess VW RT33	22m 20.51s
10th	Julian Westwood	Ralt-Spiess VW RT33	22m 21.99s

Winner's Average Speed: 98.37mph (158.31kph)
Fastest Lap: Otto Rensing (Reynard-Mugen 893) 43.24s; 100.24mph (161.32kph)
Class B Winner: Fernando Plata (Ralt-Spiess VW RT32)
Class B Fastest Lap: Ken Bowes (Ralt-TOM's Toyota RT32) 44.75s; 96.85mph (155.86kph)

Round 6, Thruxton, May 29
16 laps; 37.70 miles (60.67km)

1st	Allan McNish	Ralt-Mugen RT33	19m 13.77s
2nd	Derek Higgins	Ralt-Mugen RT33	19m 14.71s
3rd	David Brabham	Ralt-Spiess VW RT33	19m 23.32s
4th	Rickard Rydell	Reynard-Spiess VW 893	19m 25.73s
5th	Philippe Adams	Ralt-Spiess VW RT33	19m 31.39s
6th	Jason Elliott	Reynard-Mugen 893	19m 34.82s
7th	Mika Salo	Reynard-Alfa Romeo 893	19m 35.18s
8th	Gary Ayles	Ralt-Spiess VW RT33	19m 35.94s
9th	Minoru Tanaka	Ralt-TOM's Toyota 893	19m 39.77s
10th	Vincenzo Sospiri	Reynard-TOM's Toyota 893	19m 39.99s

Winner's Average Speed: 117.61mph (189.27kph)
Fastest Lap: Higgins 1m 11.42s; 118.75mph (191.11kph)
Class B Winner: Fernando Plata (Ralt-Spiess VW RT32)
Class B Fastest Lap: Plata 1m 13.72s; 115.05mph (185.15kph)

Round 7, Silverstone, June 4
25 laps; 47.82 miles (76.96 km)

1st	Allan McNish	Ralt-Mugen RT33	28m 29.02s
2nd	Philippe Adams	Ralt-Spiess VW RT33	28m 31.67s
3rd	David Brabham	Ralt-Spiess VW RT33	28m 33.72s
4th	Derek Higgins	Ralt-Mugen RT33	28m 42.88s
5th	Mika Salo	Reynard-Alfa Romeo 893	28m 45.42s
6th	Julian Westwood	Ralt-Spiess VW RT33	28m 46.40s
7th	Alain Menu	Ralt-Spiess VW RT33	28m 47.95s
8th	Paul Warwick	Reynard-TOM's Toyota 893	28m 54.26s
9th	Gary Ayles	Ralt-Spiess VW RT33	28m 55.96s
10th	Vincenzo Sospiri	Reynard-TOM's Toyota 893	28m 58.53s

Winner's Average Speed: 100.74mph (162.12kph)
Fastest Lap: Rickard Rydell (Reynard-Spiess VW 893) 1m 07.75s; 101.65mph (163.58kph) (record)
Class B Winner: Fernando Plata (Ralt-Spiess VW RT32)
Class B Fastest Lap: Plata 1m 09.47s; 99.13mph (159.53kph) (record)

Championship Positions: 1, Brabham 39; 2, McNish 25; 3, Higgins 22; 4, Rydell 19; 5 = Menu and Adams 13; 7, Hakkinen 11; 8, Schonstrom 9; 9 = Ayles and Salo 6; 11 = Alcorn and Westwood 5; 13, Warwick 3; 14 = Ward and Rensing 2; 16 = Robertson and Elliott 1.
Class B: 1, Plata 56; 2, Stringfellow 28; 3, Bowes 24; 4 = Kimbell and Simmiss 18; 6, Rooklyn; 7, Hepworth 7; 8, Rickett 5; 9 = Mears and Thomas 4; 11, Smith 3; 12, Chappell 2; 13 = Basile and Tulloch 1.



Sierra snake at Silverstone. Harvey leads Rouse, eventual winner Gravett and the remaining host of RS500s through the chicane.

The Show Goes On . . .



For the inhabitants of Padua, the third weekend in April is now traditionally announced by the roar of racing engines and the sight of fabulous historic cars. It is time once again for the Coppa d'Italia, a competitive annual event whose large and varied grids are a fitting tribute to its founder, the late Giulio Dubbini.

After Dubbini's untimely death in August last year, any doubts that this round of the FIA European Historic Rally Championship would die with him were quickly quashed, and enthusiasm for the 1989 event was as high as ever.

Lining up for this fifth Coppa d'Italia on the Sunday morning start-ramp were no less than 146 entrants, with superb machinery spanning the years 1931-1965. From Britain there were 16 cars, amongst them Malcolm Young and myself in his 1963 MGB. Registered 665 FXF, this B has been a racer all its life, having originally been built for Jennifer Tudor-Owen as a works replica.

Keeping us company was 8 DBL, no doubt familiar to many as one of a series of numbers adorning the Abingdon cars of the Sixties, and a veteran of such classic events as the Targa Florio. Driving this MGB were Colin Pearcy and Doug Smith.

Alas, any hopes Malcolm and I had of repeating our fifth place in the Period F Sports/GTS and GTP T8 Class (up to 2000cc) looked small, with five Elans and the rapid TVR Grantura of Tony Binnington and Rob Grant in the same class.

Competition in the other 17 classes was also going to be high, though for overall honours it was generally accepted that either an Elan or an E-Type would emerge victorious at the end of the four days. These Lotuses and Jaguars were in abundance, as were assorted variants of Alfa Romeo Giulietta and Porsche 356. There were also ten Ferrari 250 models plus a 275, a 330, and 860 and 750 Monzas (the latter over from the USA), two Tojeiro Bristols (Britain's Jeremy Agace again competing in LOY 500), two AC Ace Bristols and three 1900 S Alfa Romeos.

The format remained much as last year — a mixture of ten serious hill-climbs and four circuit races divided into four stages over the four days. Between the actual competitive sections competitors had to navigate themselves using the tulip maps provided, through time controls which ensured open road driving did not exceed 50 kph.

For the first of the first day's four hill-climbs our MGB performed well, but thereafter it refused to run cleanly, and by the second day the only useable power was between 5000 and 7500 rpm. Nonetheless on all but two hills we managed to keep a few seconds ahead of the Pearcy/Smith MGB, though on the track at Misano Malcolm eventually had to give in to the latter's extra power after a good battle, the B duo finishing fourth and fifth against some stiff opposition from a grid comprising various classes.

For my own first race at Magione (drivers tend to alternate on the hills and the races) I had a great time, finishing second having started from the penultimate row and beating three Shelby Mustangs in the process!

What it could not contend with, however, was the incredibly rapid Volvo P1800 of Schaper/Brieskorm which the next day at Mugello even beat the Mustangs on that circuit's formidable straight.

The weather in Italy in spring is as changeable as that of Britain, and the third day's first two hills were run in the rain. Poor wipers, a greasy surface and 200ft drops with no barriers certainly get the adrenalin going, and both MGBs put in times which maintained their consistent running in the thirties in terms of overall position without penalties.

The last day's hill, however, one of the most tortuous and demanding at 12km long, was something of a disaster: we were going extremely well when suddenly Malcolm managed to kick on the fire-extinguisher system, instantly dousing my crutch and the intake trumpets of the car's Weber carburettor in freezing extinguishant! With the throttle kept to the floor, the engine eventually returned from one to four cylinders after a stop of nearly two minutes.

The Hadfield/Schryuer Elan S1 led the final race, again at Misano due to difficulties with Imola, from start to finish, having recovered from rolling on its side on the previous day's wet second hill. That Volvo was there again, too, taking second from Pearcy. The fourth-placed Cobra had just about been within my grasp thanks to better handling, until our now very poorly engine revealed 10 psi oil pressure through Misano's sweeping bends. So we cruised home, mindful of the 100-odd miles back to the finish in Padova.

There, the heavens again opened, the downpour more akin to the tropics than Europe. All was going well until some 500 yards from the finish when we took a wrong turn in a pedestrian precinct and took the exhaust clean off! We finished with me leaning out of the passenger window dragging the entire exhaust system alongside the car as Malcolm gunned the MGB the wrong way up a one-way street!

Alas our four-minute lateness cost another two minutes in penalty points, and we eventually finished 78th overall and sixth in class, out of just 96 finishers (the TVR was among the retirements). It's not just competitive, it's also tough on the cars. Colin Pearcy and Doug Smith were classified 94th, but they did beat that Volvo, which lost a day sourcing a fault and changing a gearbox.

Predictably, an Elan won, the superbly prepared and run example of "Amphicar" and Schermi just 7.9 seconds ahead of the Jaguar E-Type Roadster of Ceccon and Ragazzi. Just two cars broke the Elan/E-Type sequence in the top ten, the very rapid TZ1 Alfa Romeo of Chiapparini/Baribbi finishing fourth and the Ferrari 250 SWB of Ghiraldelli/Dubbini (founder Giulio's son) tenth. To give an example of how serious some competitors are, the winning Elan had its differential ratio changed no less than six times!

PC

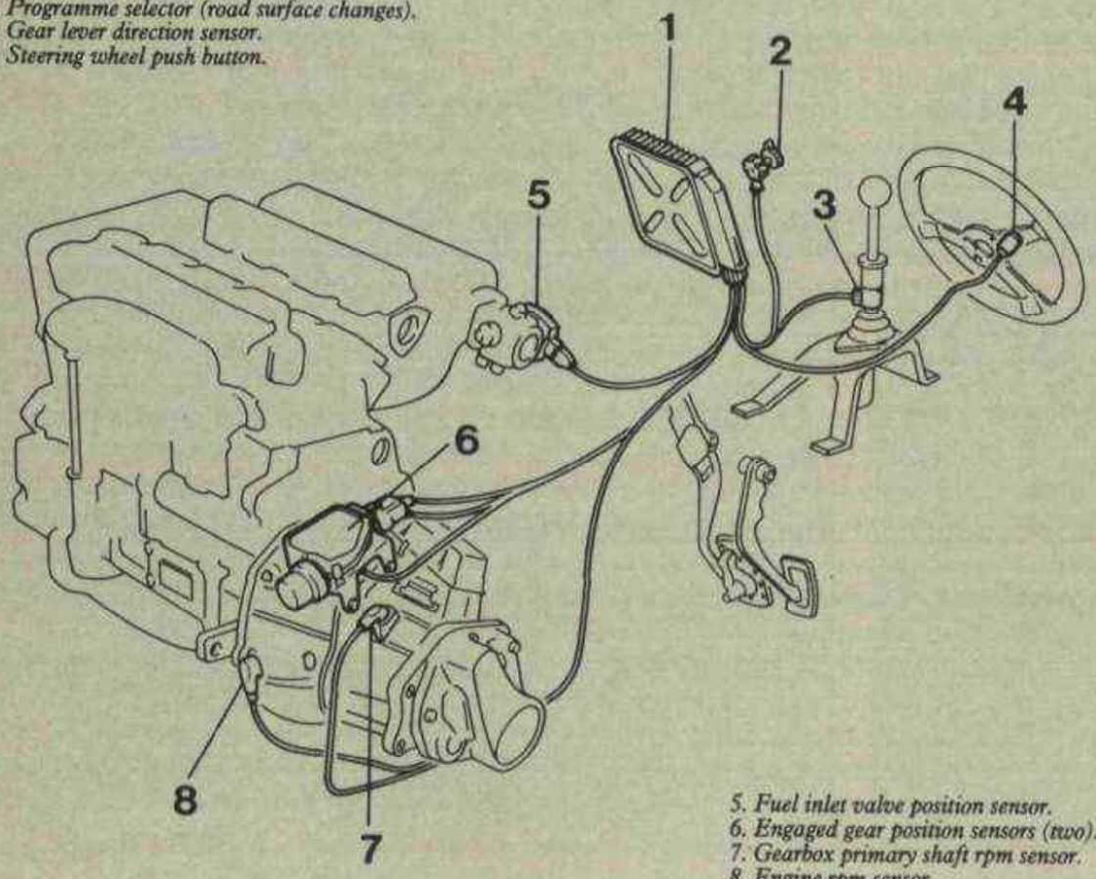


Four out of four! Miki Biasion kept up his remarkable 1989 unbeaten record in Greece.

Lancia Eases the Strain

THE LANCIA VALEO ELECTRONIC CLUTCH

1. Central microprocessor.
2. Programme selector (road surface changes).
3. Gear lever direction sensor.
4. Steering wheel push button.



5. Fuel inlet valve position sensor.
6. Engaged gear position sensors (two).
7. Gearbox primary shaft rpm sensor.
8. Engine rpm sensor.

If someone had asked us whether the Acropolis Rally had ever been won by a crew in a Lancia Fulvia or a Stratos, and demanded an immediate, off-the-cuff answer, we would probably have answered that both these eminently successful cars of the past had the Greek event included in their list of victories.

We would have been wrong, of course. An Aurelia won in 1958, but it was not until after the era of the Fulvia and the Stratos that the Italian team was next successful in the Acropolis Rally.

The somewhat crude Lancia "Rally" was the winning car in 1983, but when the four-wheel-drive Delta won four years later it began a run of successes which has now been increased to three.

Ford Escorts, Audi Quattros and Peugeot 205 T16s were the successful cars of the Eighties until FISA's regulation changes led to an abrupt withdrawal by teams whose only suitable cars were those of the suddenly banned Group B. Only Lancia was able to make an immediate transition to Group A with its Delta, after which World Championship rallying became a succession of one-horse races.

Others are now challenging the Deltas, but the Italian team had such a head-start in the race for development of competitive Group A cars that they are finding it very difficult indeed to topple the Delta from its perch. Throughout last year only once was a World Championship for Makes qualifier won by a car other than a Lancia, and since last year's Acropolis Rally, every single event has been won in a Delta.

Although that unique string of successes indicates a combination of good engineering, good driving and good tactical planning, the fact remains that it has become rather boring.

Lancia spends an enormous amount of money on its rally programme, possibly justified by Delta sales statistics, but anyone who begrudges a team its victories simply because of its ample budget is probably motivated by more than a little envy. However, it would certainly give the sport a boost if another make could give Lancia a regular run for its money.

Toyota emerged as a challenger, as did Mazda for a while, and it seems that Mitsubishi is about to follow suit. The Ford Sierra is the one car which has managed to beat the Deltas since the beginning of 1988 (on Corsica's dry tarmac roads), whilst Nissan (in Kenya) and the BMWs of a private team (also in Corsica) have come very close to it. However, whilst its rivals have succumbed to problems after early promise, the Delta, backed by very considerable support, has always emerged in the forefront.

One contributory factor must be Lancia's belief that lessening a driver's workload will make him more efficient and able to knock



Mitsubishi has emerged as the latest pretender to Lancia's current overlordship, but the spectacular Ari Vatanen was forced to retire whilst contesting the lead.

split-seconds off his times. Various innovations have eased the strain not only of driving a Delta but of repairing it and replacing parts out in the field.

One major development, announced prior to last year's Sanremo Rally, was the introduction of electronic clutch control. Automatic gearboxes have been used in the past, usually with full manual override so that it was always the driver who decided which gear he wanted, not the gearbox, but these have always been heavy and extremely power-consuming. The gearchange system used on the Deltas is quite different, and now that it has become reliable it deserves some explanation.

The gearbox, gear selectors, gear lever and clutch are just the same as they are on a car fitted with a conventional clutch pedal. The only thing that is different is the means by which the clutch is engaged and disengaged.

The Valeo company had already designed and produced an electronic clutch operating system, although it was not really suitable for use in competition. However, Lancia saw its potential and began working with Valeo to adapt the system for use in rally cars. What has since emerged gives the Lancia driver an enormous advantage, lessening his required effort, clipping seconds from his times, and reducing stress on transmission components.

Instead of being operated mechanically or hydraulically, the dry, twin-plate clutch is engaged and disengaged by an electro-mechanical device. There is nothing remarkable in that, but it is the means by which that device is controlled which renders the system invaluable.

As you might expect, it is all controlled by a microprocessor which receives signals from certain drivers' controls and from various sensors, then transmits other pulses to the clutch operating device.

The microprocessor is not a mere signal box. It has logic, and interprets the exact significance of varying signals from the different sensors and controls, then transmitting precisely the correct signal to the clutch. Many things can affect the manner in which a clutch should be engaged or disengaged — the road speed at the time, engine revs, whether you are changing up or down, whether you need to make a quick start or a sedate one, the condition of the road surface — and the microprocessor weighs up all these things instantly and lets the clutch have exactly the right instructions for the conditions.

For a normal start from rest, the initial movement of the gear lever is detected and the clutch disengaged. The moment the gears are in mesh, the unit is ready to tell the clutch to re-engage, but it will not do so until the engine rpm reaches 1200. The speed of clutch engagement is directly proportional to the opening angle of the fuel inlet valve, so that if you plan to take off slowly, you will not be embarrassed by a stall induced by rapid clutch engagement. Therefore, from rest, the car can move off as though it were fitted with an automatic gearbox, subsequent gearchanges being made by the driver — without a pedal, of course.

At the start of a special stage the requirement is quite different, and it would be a hindrance if the rpm had to be kept down to 1200 until the flag dropped. To obviate this, there is a red button on the steering wheel, and if this is pressed the clutch will not engage. During the countdown to zero, the driver therefore engages first gear, presses the red button, brings his rpm up to the required level to start the stage, then at the moment the flag drops he releases the button. The microprocessor detects that a quick start is needed and engages the clutch at the correct speed.

An additional driver's control is one that is set in advance according to surface conditions. Correct use of this simple adjustment knob will prevent wheelspin being induced by over-rapid engagement on snow or ice, and will provide maximum start traction on dry tarmac.

Since the accompanying drawing was made an additional sensor has been fitted to the handbrake, so that if the driver needs to make a quick handbrake-turn the clutch disengages momentarily to allow the rear wheels to lock.

To a computer expert, the system must represent no more than a simple matter of data input, its logical interpretation, followed by data output, but its application to a rally car has certainly been an enormous bonus to Lancia's drivers.

Lancia had two Martini-backed works Deltas on the Acropolis Rally, driven by Biasion and Auriol, whilst two others were entered by the Jolly Club and Totip; a Group A version for Fiorio and a Group N version for Andreucci. A fifth car was driven by Recalde from Argentina, the man who led much of the Safari this year until he was stopped by a herd of goats.

RALLY REVIEW

Toyota Team Europe brought three 4WD Celica Turbos for Kankkunen, Eriksson and Sainz, and a fourth was entered by Bastos for Snijers. Mazda had entered two 4WD 323s for Mikkola and Salonen, but during practice they suffered such severe engine problems — at least three complete failures, we understand — that the Belgium-based team decided to pack up and go home before the rally started, leaving some mechanics behind to help look after the Group N car of De Mevius.

Mitsubishi was present, with three Galant VR-4s (with front- and rear-wheel steering) for Vatanen, McRae and Shinozuka. It was McRae's first competitive outing in the car, although he has been involved a great deal in development testing.

Vatanen's role was that of attacker, McRae's that of defender, and to this end the Scot used a slightly higher final-drive ratio. Shinozuka's car was less powerful than the other two, and it was explained that it was being used to test competition parts which will be supplied to private drivers.

Each did precisely what was asked of him but, unfortunately, Vatanen retired when his turbocharger impeller became detached. McRae went on to finish a splendid fourth, behind three Lancias, becoming the first British driver to score World Championship points since Malcolm Wilson finished eighth in Sweden in February last year. Shinozuka also scored points by finishing seventh, an experience as rare for the Japanese as it is nowadays for the British.

The two other works teams present were those of Lada (Autoexport) and Wartburg, the former bringing no less than five 21083 models for Raissar, Beresniavichus, Mets, Aliasov and Artemenko. The two Wartburg 353 W460s were driven by the Krfgel brothers, and entered by them, not by the Eisenach factory.

Eklund drove his Clarion-backed Nissan March Turbo, Stohl his Audi 90 Quattro, Schwarz an Audi 200 Quattro and Baumschlager a 16-valve Volkswagen Golf GTI. Among the Greeks were Hadgipanagiotis (who understandably uses the pseudonym "Stratissino") in a Nissan March Turbo, and Vardinogianis (otherwise "Jigger") in an up-to-date Lancia Delta complete with electronic clutch control. Further down, in a Peugeot 205 GTi, was Markouisos, the man who, under the pseudonym "Iaveris", used to drive early Escorts with remarkable aplomb.

With 42 special stages making up 378 miles of the total 1166-mile distance, the Acropolis was rather longer this year than last, but it remained relatively close to Athens by making two main loops, some special stages common to both.

The first leg, confined to the Sunday morning, consisted of the short trip from Athens to the Lagonissi Rally headquarters via a three-mile stage on an artificially-constructed track which, on the day, had to be sprayed with water to keep down dust. The next leg was a loop starting and finishing at Lagonissi, and the third and fourth a run up to Kamena Vourla and back.



Per Eklund gave Nissan's March Super Turbo its first World Championship outing.

A night stop separated each leg, so the whole thing spanned four days, producing an average distance of 291 miles per day, a far cry from Acropolis Rallies of old, when heat, dust, distance, fatigue and the need for constant fettling rendered the rally arguably the most stamina-demanding endurance event outside Africa.

The very rough night stages of the Peloponnisos, ending in a welcome boat trip back to Athens for cars and crews, were discontinued some years ago, but the event is still rough in places, and extremely puncture-provoking. Michelin guarded against this by supplying contracted teams with its foam-filled ATS tyres which allowed drivers who experienced punctures to continue to the ends of stages with only a slightly increased risk of suspension or transmission damage — unless a driver were imprudently brutal with his car, of course.

Toughened sidewalls used to be the way of coping with rocky roads, but on today's sophisticated cars such tyres can be too rigid, and likely to transmit so many shocks as to be uncomfortable and tiring for the driver, and potentially damaging for cars.

The weather, although mostly sunny, was not as hot as it can be in Greece during May, and there was often a brisk breeze. There was also a little rain at times, but on the whole the weather remained good, although dust was consequently a problem, especially on stages sheltered from the wind by mountains.

Helicopter activity was again considerable, and when they were not being used to transport mechanics and spares, they were in regular use shuttling their teams' competitors between Lagonissi and their various hotels along the coast.

The first stage was of little significance, included only as a result of FISA's obsession with, and insistence upon, crowd-pulling "super-specials". The second, the first real stage of the rally, was on the rough side and produced a crop of punctures. Auriol was among those who suffered, but he nevertheless made best time on his foam-filled tyres.

The lead changed hands several times



Kankkunen's was the longest-lasting Toyota, but a late suspension failure cost him fourth place.

during the early stages, and it did seem that the Lancias were being harrassed by both Toyota and Mitsubishi. Alas, Eriksson, who had twice been leading the rally on that first day, retired on the day's last special stage after his car caught fire and he had to stand helplessly watching it burn.

Vatanen, on the other hand, driving his Mitsubishi in great style, finished the day in second place, a minute and a half behind Auriol, but just eleven seconds ahead of Biasion. Keeping the variety, Sainz' Toyota was fourth, McRae's Mitsubishi fifth, Fiorio's Lancia sixth and Kankkunen's Toyota seventh.

At one point Vatanen failed to find a service van and had to use the same tyres for two stages, which no doubt cost him some time. Having new tyres for each stage is more important for works drivers on the Acropolis Rally than on most others, for the rocky tracks are highly abrasive and treads wear out at an alarming rate. We recall that, some years ago, standard Michelin tyres marketed in the USA under the brand name of the Sears Roebuck supermarket company were lasting just 8km on an Acropolis stage before their treads were worn to shreds.

On the second day, Kankkunen, who had been slightly hurt before the start in a fall from a motorcycle, was delayed whilst his prop-shaft received attention, whilst McRae broke a suspension arm and dropped from fifth to seventh. Alas, it was shortly after that his team-mate Vatanen went out when his turbocharger failed. The Scotsman thought he had a similar problem when his engine began losing power, but this was later found to be due to no more than a crushed and partially-blocked exhaust pipe.

Stratissino rolled his Nissan March and got going again, but must have damaged his gearbox in some way, for it failed soon afterwards, putting him out of the rally. De Mevius hit a rock and lost his front right wheel completely, but this was only 200 yards before the end of the stage, which he managed to complete on three wheels.

Another to hit a rock was rally leader Auriol, this time sustaining both a puncture and a badly damaged wheel. He had to drive fairly slowly for five miles, and in so doing lost the lead to team-mate Biasion.

At the end of the third leg, Biasion led by 15 seconds from Auriol, with Sainz just over three more minutes behind, and it was at this stage that the two leaders received instructions to hold their positions to the end, always keeping their eyes on Sainz' progress, of course. However, not far into the fourth and final leg Sainz stopped when his left front suspension collapsed, and Lancia found itself with a 1-2-3.

Toyota was still there, in the form of Kankkunen, 49 seconds behind Fiorio, but he was not there for long. He, too, stopped with suspension failure, an organisers' bulletin describing his car as having its "chassis cut open in the front right"!

Auriol had to stop to have his right rear driveshaft replaced, but this was not a problem at all and the three Lancias finished in the order required — Biasion, Auriol and Fiorio. It was the second time in succession that Biasion had won the Acropolis, but even more spectacular has been his success-rate this year. He has won every rally he has entered, all four of them (he missed Sweden and Corsica) and now he has all the opportunity to become World Champion for the second time running. For the makes, Lancia is again virtually unassailable, with 100 points to Toyota's 36.

Toyota will eventually reach the stage of being a Lancia-challenger, even a beater, but in the meantime other makes are making determined preparations. Vatanen, McRae and Shinozuka have already shown that the Mitsubishi Galant is something to something to be reckoned with. **GP**



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WORLD RALLY CHAMPIONSHIP
Round 6 for Drivers and round 5 for Makes, Acropolis Rally, May 28-31

TOP 20 STARTERS

1 Biasion/Siviero ..... Lancia Delta HF Integrale
2 Kankkunen/Piironen ..... Toyota Celica GT-Four
4 Fiorio/Pirollo ..... Lancia Delta HF Integrale
5 Eriksson/Parmander ..... Toyota Celica GT-Four
6 Auriol/Occelli ..... Lancia Delta HF Integrale
7 Vatanen/Berglund ..... Mitsubishi Galant VR-4
8 Sainz/Moya ..... Toyota Celica GT-Four
10 Recalde/Del Buono ..... Lancia Delta HF Integrale
11 Snijers/Colebunders ..... Toyota Celica GT-Four
12 Eklund/Cederberg ..... Nissan March Turbo
14 Gaban/Chevallier ..... Lancia Delta HF Integrale
15 McRae/Arthur ..... Mitsubishi Galant VR-4
16 "Jigger"/Stefanis ..... Lancia Delta HF Integrale
17 Stohl/Rohringer ..... Audi 90 Quattro
18 Schwarz/Wicha ..... Audi 200 Quattro
19 Shinozuka/Meadows ..... Mitsubishi Galant VR-4
20 De Martini/Gibellini ..... Audi 90 Quattro
21 "Tchine"/Lejeune ..... Audi Quattro Coupe
22 Ferjancz/Tandari ..... Lancia Delta HF Integrale
23 "Stratissino"/Fertakis ..... Nissan March Turbo

RESULTS

1st	Massimo Biasion (I)/Tiziano Siviero (I)	Lancia Delta Integrale	A	7h 31m 43s
2nd	Didier Auriol (F)/Bernard Occelli (F)	Lancia Delta Integrale	A	7h 33m 41s
3rd	Alessandro Fiorio (I)/Luigi Pirollo (I)	Lancia Delta Integrale	A	7h 35m 14s
4th	Jimmy McRae (GB)/Rob Arthur (GB)	Mitsubishi Galant VR-4 ...	A	7h 43m 58s
5th	Jorge Recalde (RA)/Jorge Del Buono (RA)	Lancia Delta Integrale	A. (3m 30s)	7h 57m 20s
6th	Rudolf Stohl (A)/Ernst Rohringer (A)	Audi 90 Quattro	A	8h 27m 24s
7th	Kenjiro Shinozuka (J)/John Meadows (GB) ...	Mitsubishi Galant VR-4 ...	A. (2m 30s)	8h 29m 36s
8th	Armin Schwarz (D)/Klaus Wicha (A)	Audi 200 Quattro	A. (4m 30s)	8h 29m 57s
9th	Giannis Vardinogianis (GR)/Costas Stefanis (GR)	Lancia Delta Integrale	A	8h 40m 25s
10th	Per Eklund (S)/Bjørn Cederberg (S)	Nissan March Turbo	A	8h 47m 43s

Starters: 97. Finishers: 40.
Figures in brackets indicate road penalties.

Group A and Over 2000cc: Biasion/Siviero;
1600-2000cc: Parathiras/Mougnai (Alfa Romeo GTV);
1300-1600cc: Eklund/Cederberg;
1150-1300cc: Loukas/Zoumas (Toyota Starlet);
Up to 1150cc: Arvanitakis/Alvanos (Wartburg 353 W460).

Drivers Championship (after 6 of 13 rounds): 1. Massimo Biasion (I) 80; 2. Didier Auriol (F) 50; 3. Alessandro Fioro (I) 25; 4 = Ingvar Carlsson (S), Stig Blomqvist (S) and Juha Kankkunen (SF) 20; 7. Marc Duez (B) 17; 8. Per Eklund (S) 9; 9 = Markku Alén (SF), Mike Kirkland (EAK) and François Chatriot (F) 15; 12 = Kenneth Eriksson (S) and Bruno Saby (F) 12.
(46 drivers have scored points)

Makes Championship (after 5 of 10 rounds): 1. Lancia 100; 2. Toyota 36; 3. BMW 31; 4. Audi 25; 5. Mazda 24; 6. Renault 20; 7. Nissan 18; 8. Volkswagen 14; 9. Mitsubishi 12; 10 = Subaru and Ford 6.



Routine inspection of David Llewellin's Toyota whose domination of the British Open Rally Championship continued unabated in Scotland.



Colin McRae finally beat Pentti Airikkala's Mitsubishi Galant to take Group N honours.

SHELL OILS RAC BRITISH OPEN RALLY CHAMPIONSHIP
Round 4, RSAC Scottish Rally, June 10-12

1st	David Llewellin/Phil Short	Toyota Celica GT-Four	A	3h 36m 40s
2nd	Mark Lovell/Ronan Morgan	Ford Sierra RS Cosworth ...	A	3h 37m 34s
3rd	Gwyndaf Evans/Howard Davies	Ford Sierra RS Cosworth ...	A	3h 40m 03s
4th	Russell Brookes/Neil Wilson	Ford Sierra RS Cosworth ...	A	3h 41m 01s
5th	Malcolm Wilson/Ian Grindrod	Vauxhall Astra GTE	A	3h 41m 48s
6th	Colin McRae/Derek Ringer	Ford Sierra RS Cosworth ...	N	3h 42m 28s
7th	Pentii Airikkala/Ronan McNamee	Mitsubishi Galant VR-4	N	3h 43m 24s
8th	Mats Jonsson/Christina Thorner	Opel Kadett GSi	A	3h 45m 46s
9th	Stig-Olov Walfridsson/Gunner Barth	Audi 80 Quattro	A	3h 48m 09s
10th	Andrew Wood/Dougie Paterson	Audi 90 Quattro	A	3h 49m 15s

Group A Overall: Llewellin/Short
Group N Overall: McRae/Ringer

No car.

In our view, you're looking at the closest rival to the Golf GTi.

A biased observation we admit, but not that biased.

No car in its class has ever seen quite so many pale imitations of itself as the classic Golf GTi.

Competitors they most certainly are.

But competition? With due respect, we think not.

No car has been awarded as many accolades in the motoring press over the years as the Golf GTi.

No car has ever owned such an enviable reputation for reliability.

No car is engineered and built to higher, more exacting standards.

No car has a more advanced chassis.

No car can offer an engine that has won 63 consecutive times at Formula 3.

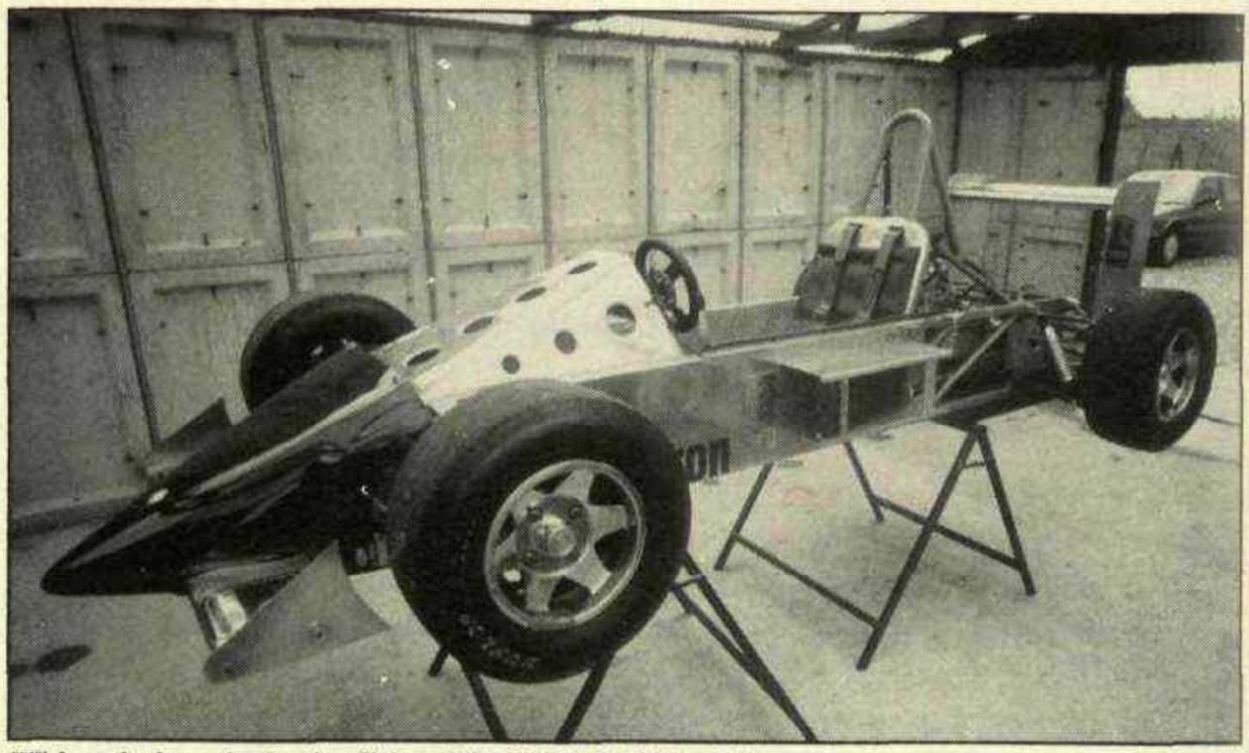
One day, no doubt, the Golf GTi will eventually be overtaken.

But right now, we can't see it.

Golf GTi

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TRACK TEST



Without bodywork, the simplicity of the Hi-Tech 500 is plain.

Staying Mainly on the Plain

In one of our recent *Grassroots* articles, we outlined the revival of interest in 500cc classes old and new in hill-climbing; my interest was aroused by some of the new machinery being built, and especially by the proposal to take some of these lightweight cars away from the hills and onto the track. Having seen the amount of interest generated when one of the new cars was displayed at the Racing Car Show, I have been trying one on the track.

There are two people building new 500cc cars for sale currently: John Corbyn has built a dozen Jedi cars so far, which have been a major part of the Phoenix 500 Challenge run by the 500cc Owners Association. This, however, has concentrated on hill-climbs and sprints, whereas the proposed Formula 500S would stay mainly on the plain.

Behind the circuit racing proposal is Andy Murdoch, who plans the one-make series for next year relying on what he describes as "a proper racing car for just £6000" — the HI-TECH 500. The car's designer is David Peers, whose engineering career includes working on productionising the Lotus twin-cam engine at Norton Villiers, and designing the Johnny Walker Formula Four car of 1965 before Formula Ford swamped that series. He originally envisaged it as a kit which home-builders could complete to their own specification for hill-climbing, and it will continue to be available in that form, but Murdoch is convinced that a fixed specification and a regular series will offer good close racing for a fraction of the cost of Formula Ford, in something more elegant than a Formula First.

The simple chassis consists of a long box of square steel tubing clad in aluminium, the all-wishbone suspension attaching to the longerons which run front to rear. Four motorcycle coilover shocks hold the 400 lb machine off the ground, and it runs on 10in x 6in alloy rims with Dunlop slicks or treaded wets. A miniature rack and pinion deals with the steering. Mini hubs in special cast uprights carry Minifin drums behind and tiny Cooper-sized discs with lightweight AP bike calipers in front, and the driveshafts also originate with the Mini. Light weight and economy have been in Peers' mind from the start.

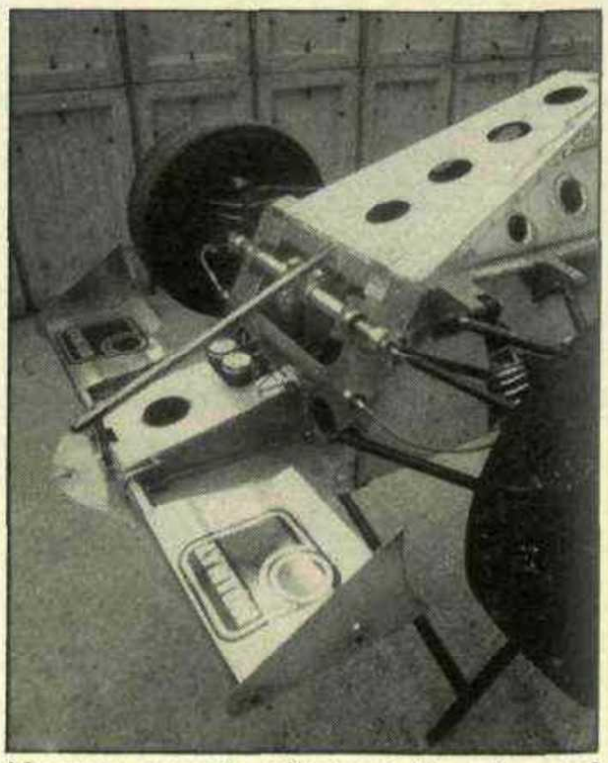
Powering the cars in what will be known as Formula 500S is a single-cylinder water-cooled two-stroke unit delivered in standard 63 bhp spec from Austrian manufacturer KTM. More usually found in competition motorbikes, and in karts in 250cc form, the installed package gives a power-to-weight ratio of an impressive 245 bhp/ton, allowing for a 10½-stone driver. The unit is rubber-mounted complete with multiplate clutch and five-speed gearbox, driving a duplex chain to a sprocket-driven Mini differential in a specially-machined aluminium housing. Ratio changes are simple, and cheap: the diff moves back or forward to keep chain tension constant, and a new sprocket costs around £5. No limited-slip differential is fitted.

This simple but nicely made structure is clad in an attractive GRP body incorporating two slim side-pods, one housing the small radiator at a shallow angle, the other a small battery for the fuel pump. Three gallons of fuel is stored behind the seat. Adjustable canard fins project from the nose, and a rear wing sits on vertical endplates.

In short, it is a fully-adjustable miniature racing car, which Murdoch hopes will attract people from two fields. It seems a logical move from karts, offering experience of chassis and wing tuning for those used to suspensionless karting, and it may seem an attractive alternative to the other "starter" formulae for those who want enjoyment but have no plans to fight through FF1600 as a career.

My outing was at the Three Sisters kart circuit near Wigan, where we had the track to ourselves. That was not the original plan, for David Peers had brought his own hill-climb car, 500cc class-winner first time out in the RAC series this year. At Three Sisters it was running for the first time on methanol, but it expired rapidly with a holed piston. His car is air-cooled, and the idea of methanol was as much as anything to reduce the head temperature, but in the event he had to re-install an old faithful petrol unit for Shelsley Walsh the following day. Surprisingly, the air-cooled unit is no lighter than the water-cooled version at around 63 lb, and would never cope with ten laps of a circuit, though its simplicity makes it attractive for the hills.

Prior to my trial, the car (a development chassis being run by Murdoch's 2-Spec racing concern) had run only a few shake-down laps, so first out was the car's intended driver this year, Derek Rogers. Rogers was British 250cc kart Champion in 1988, and is leading the series so far this year, but plans to squeeze the 500 car in as well, with Andy Murdoch deputising for one or two events.



Nosecone conceals adjustment for wing and brake balance system.

Having tried several final-drive ratios, Rogers pulled in and vacated the cockpit for me.

Because of the simple box structure the car has cockpit space any Formula Three or even Formula One pilot would envy. Although the car is small, the flat sides make wriggling down into it simple, and there is more room around the tiny pedals than in my TVR. Not only that, but those pedals are behind the front axle line as RAC rules demand, yet it was a stretch for my 5ft 10in frame to find them.

Once buckled in to the six-point harness and settled on the long thinly-padded cushion, though, it all felt very natural, with one major exception — contrary to single-seater practice, the gearchange is on the left, because the control arm on the bike gearbox is on that side and it makes for a very simple linkage. A little Mountney wheel allows the plain round electronic rev-counter and a small water temperature gauge to show through its spokes, and there are only two other controls, a push-pull ignition switch and a little choke lever.

Because of its motorcycle provenance, the gearbox has a positive-stop action — that is to say there is no gate, the lever simply being clicked back repeatedly for successive upward changes, and forward for going down. From neutral, first is forward, and the other four are back. It is the same system as used on the Triking, the Guzzi-engined Morgan three-wheeler lookalike we tested some years ago, and I recall that as working very well indeed.

So far the 500cc car has no starter-motor, though Peers is currently working on shrinking a ring-gear onto the tiny flywheel. Meanwhile the starting technique was shouted through my helmet padding by two pushers: "Let it roll in neutral, foot off the clutch, then click it straight back into second. Once it fires, neutral, first and away".

As soon as I tapped the lever back the engine fired, and the machine rolled out onto the narrow circuit. On this damp day, I was running on treaded tyres and trying to identify slippery patches of oil or rubber — with neither suspension nor differential, karts leave a lot of Dunlop's best behind. Yet I already felt confident in the little car's chassis, and it was simple to click through the closely-spaced gears, starting with a modest 7000 rpm limit and quickly working up to 9000, leaving 500 in hand for mistakes.

This proved a good idea, since the first problem was not changing gear, but remembering which ratio I was in; lose track and it is hard to get back in the groove. Coming down I more than once changed deftly into neutral for the hairpin — though without letting the needle stray into the forbidden region. In fact, Peers decided later, the car was still geared a bit high for this track, giving me an excuse.

However, a few laps of the sinuous track gave me a feel for the correct ratios, and as the half-litre lump buzzed behind my head I began to use the full width of the track. Once or twice a bootful of second and a patch of oil conspired to push the rear out of line, but it was easy to catch and stabilise.



KTM two-stroke engine is cooled by small radiator in sidepod.



Despite the car's small size, cockpit space is excellent.

Considering how little setting up it had had, the car felt good, stable and grippy on this abrasive surface with no evidence of pitching. As the speeds built up it began to want to understeer in the tight bends, and when I eventually started to reach fifth gear regularly on the main straight the odd bump would unsettle it for a moment. But such tuning will be easily dealt with in another test session. Adjustments are very easy — with a man at each corner, the whole car can be picked up and trestles slid under it.

Though geared to a maximum of about 108 mph on this twisty track, Peers estimates that some 125 mph or more should be possible at Donington, the first race appearance of the cars, which will have taken place when this issue of MOTOR SPORT appears. Further races at Pembrey (July 2 and August 6) and Lydden (August 13 and October 1) should put the idea to the public, but for the moment Andy Murdoch is faced with a chicken-and-egg situation. He cannot sell cars without running races, but neither can he run races without selling cars, unless a series sponsor is found. Currently Murdoch's small team has some help from Lynton Trailers, which has provided a neat box trailer to swallow the little car and its equipment, and there is a proposal to offer a complete package of car, tyres and special trailer to customers.

Meanwhile the price of £6000 plus VAT brings the car complete with engine, gearbox and one set of slick-shod wheels. To that must be added belts, mirrors, extinguisher system, wet tyres and a steering wheel (a very personal choice for most people).

Several cars are now sold, but for this introductory year, while grids are small, the BARC plans to allow the 500s to run with certain Formula Ford classes. Since the weight of an FF car is well over twice that of a Hi-Tech 500, but with less than double the horsepower, a face-to-face match should be good to watch, especially as the smaller car will use slick tyres. The results should offer useful development feedback to Peers, and a vital shop-window for F500S if this newest of low-cost formulae is to make an impact. **GC**

PRESCOTT CLASSIC HILL-CLIMB



Marks' elegant Bugatti T55 and its optimistic number-plate.

Stars in their Firmament

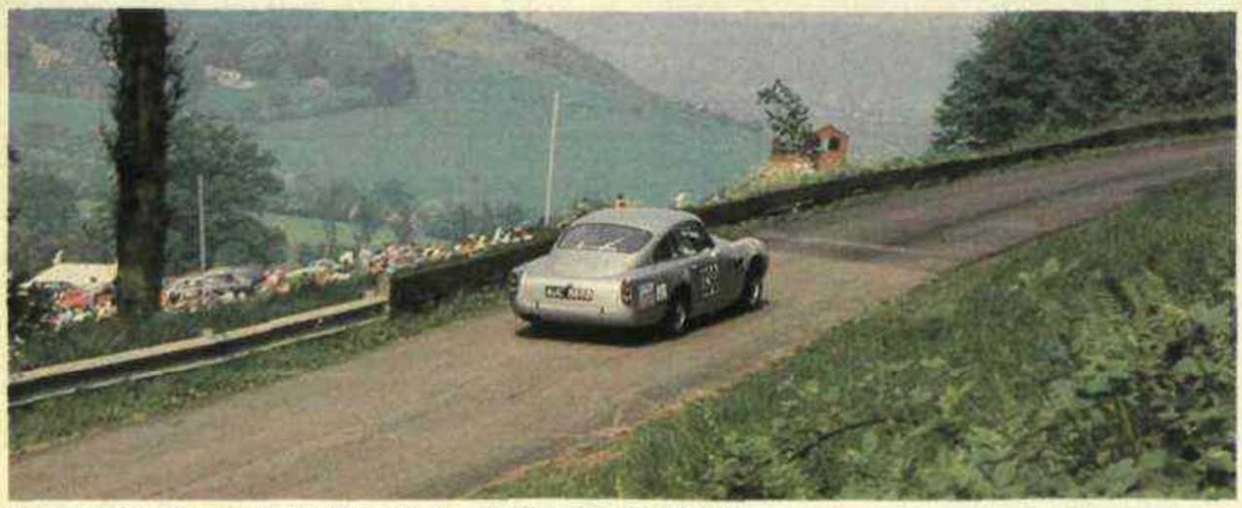
Almost as if it were a public backlash against the growing and often unpleasant public face of over-commercialism in top motorsport categories, audiences at the large number of events being staged for classic machinery this year have been visibly growing. Benefiting not only by way of a large crowd but also a huge entry for its "Classic" hill-climb recently was the Bugatti Owners Club at its beautiful Prescott venue in Gloucestershire.

The entry was star-studded — that is if the cars are the stars to you, rather than tobacco-sponsored prima donnas hiding in motorhomes. Rodney Felton, for example, drove his Alfa Romeo single-seater 2.9 special to the event on the road, Rivers-Fletcher brought the Ronald Stern-owned Malcolm Campbell TT Mercedes SS38/250, Heiman the Bugatti "Black Bess" Garros, Woodward a Bentley Donington and "Jenks" his "Tribsa" 650cc hill-climb motorcycle.

The paddock was more interesting than any museum or show. Competition was stiff among the 157 competitors, but the atmosphere was relaxed, friendly and helpful.

Machell's amazing Berkleye B90 won the class for sports-cars up to 1100cc, whilst in the up-to-1500cc event Dudley Sterry's indecently quick MG J2 just lost out to the stirringly-driven MG TB of Edney from Bishops Stortford.

The 1945-65 1500cc sports-car class went to Bradshaw's polished aluminium-finished Lotus XI, and the up-to-2000cc sports class to May's very stable Lotus Elan. Weedon's TR4 just beat Kirby's AC Ace into second for up-to-3000cc sports-car honours.



One off, one class-win for Ronnie Farmer's superfast DB5.

Ronnie Farmer looked likely to break Michael Bowler's 1982 record of 50.44 sec on his second run with the Aston Martin DB5 he jointly owns with Stephen Wakefield. Probably the most powerful DB5 yet built, sporting parts from the ill-fated Nimrod Le Mans cars, this car is raced every weekend by one of the two owners, and the week prior to Prescott Wakefield had the throttle jam open at Mallory and glanced the Armco. Still bearing the scars, the silver DB5 scorched to a first run time of 54.95 sec, and was visibly much faster on its second attempt when a rear tyre dug in on the exit to Pardon, and Farmer had an exciting ride through the undergrowth before stopping just short of a stout oak. That first-run time won the class, however, and an attempt at the record will have to wait.

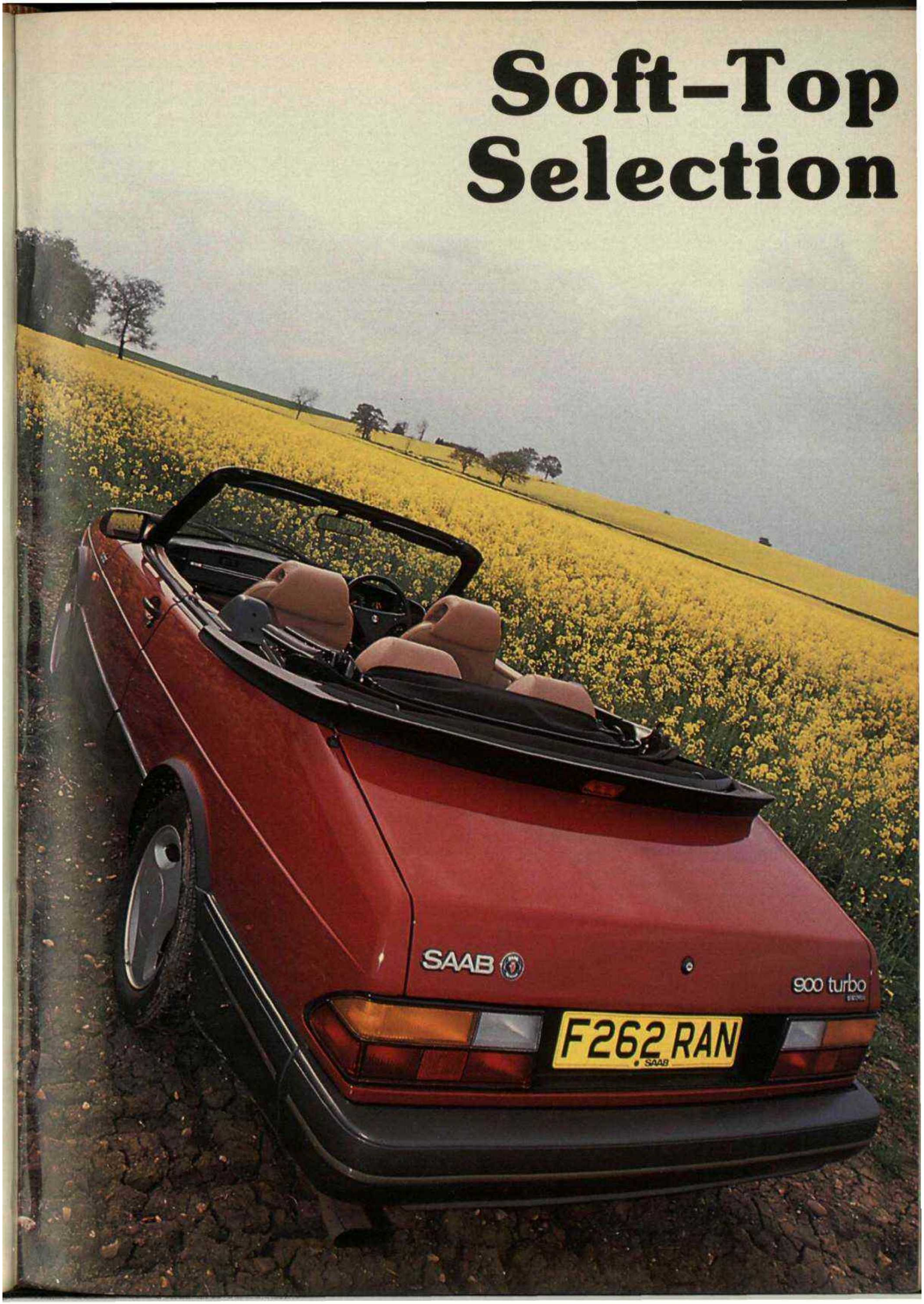
The 500cc single-seater class was packed with cars and nostalgia. Cameron took the spoils in his wheel-waving Cooper Mk2 with 49.03 sec, with Oddy's Cooper Special second. Tiedman's ungainly-looking Lola Mk2 took the racing cars up-to-1500cc award and Fortescue-Thomas' time of 47.50 sec was not only good enough to top the over-1500cc racing car category, beating the raucous Alfa of Felton, Lord Raglan's Bugatti T51, White's Vernon-Derby special and Thurston's Triumph TR2 special (a spectacular car very much in the Brooklands and Donington tradition even if road-sports purists might object), but also to claim Fastest Time of the Day.

The venerable and very brave Sam Clutton manhandled the Itala to the Edwardian class win, the fact that he had only Heiman's Garros Bugatti to beat detracting not at all from his energetic efforts. Sam has owned this 1908 French Grand Prix shaft-drive car for 54 years, so he's now used to its quirks.

The Morgan three-wheelers were not only plentiful but spectacular. Tuer, the experienced circuit racer from Halewood, took the class with a stirring 54.95 sec, and in the motorcycle event for competitors in the National Hill-Climb Association the amazing Phil Gregory set an unbeatable 50.51 sec.

This *vignette* of Prescott with its "right crowd and no crowding" on a beautiful summer's day would not be complete without the characters which are as much part of the long tradition of the place as the hill itself. 84-year-old Ossie Neal from Cambridge has been competing with his Scott motorcycle combination since Prescott opened; at first his wife was his "passenger", but now the very determined and still competitive Ossie has his granddaughter in the "chair". The sight of him, grimacing as he tweaked opposite-lock through the final hairpin was no less emotion-stirring than the sight of Jenks fighting a "wheelie" off the line, beard streaming backwards in the wind, looking as much like a high-speed Father Time as ever. **BH**

Soft-Top Selection



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Car hi-fi doesn't come more highly tuned than the JVC Digifine range. This remote control CD command unit is only the tip of the iceberg.



To feed it with one of the purest signals around, there's an automatic, 12-disc CD changer that's totally out of sight.

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In the boot you'll also come face to face with the Hyper Bass speaker system. It's capable of handling 150 watts without batting an eyelid.

Delivering ultra low bass that plummets to the lower reaches of the audio spectrum.

Include a pair of Digifine mid-range units and two Plasma Diamond Coated tweeters and you soon begin to get the picture.



But add a Digifine crossover unit and our 150 watts per channel amplifier, and things suddenly become crystal clear.

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BMW M3

Fast and beautiful, BMW's M3 is one of the most desirable cars on the road. At £23,550 it is also expensive, a shade more than the 530i which offers more room but less pizzazz. With the top shaved off, the price rockets by £13,700 to £37,250.

For performance, handling, accommodation, and sheer exhilaration, it is worth it. What makes it even more attractive is that it is unlikely that another one will be encountered on the road, for BMW is strictly limiting numbers. Only 130 were built last year and a similar number seems likely for 1989; only a handful will make it to this side of the Channel, all of which will be left hookers. So a convertible M3 is a poseur's dream.

Performance is naturally high on its list of strengths, and the four-cylinder 16-valve engine, with its racing background, develops 200 bhp at 6750 rpm and a recorded top speed of 143 mph. It delights in being made to work, pulling willingly to the cut-out point at 7200 rpm. It is not quiet, but part of the charm is the high decibel rating, as it advertises the fact that it is working hard.

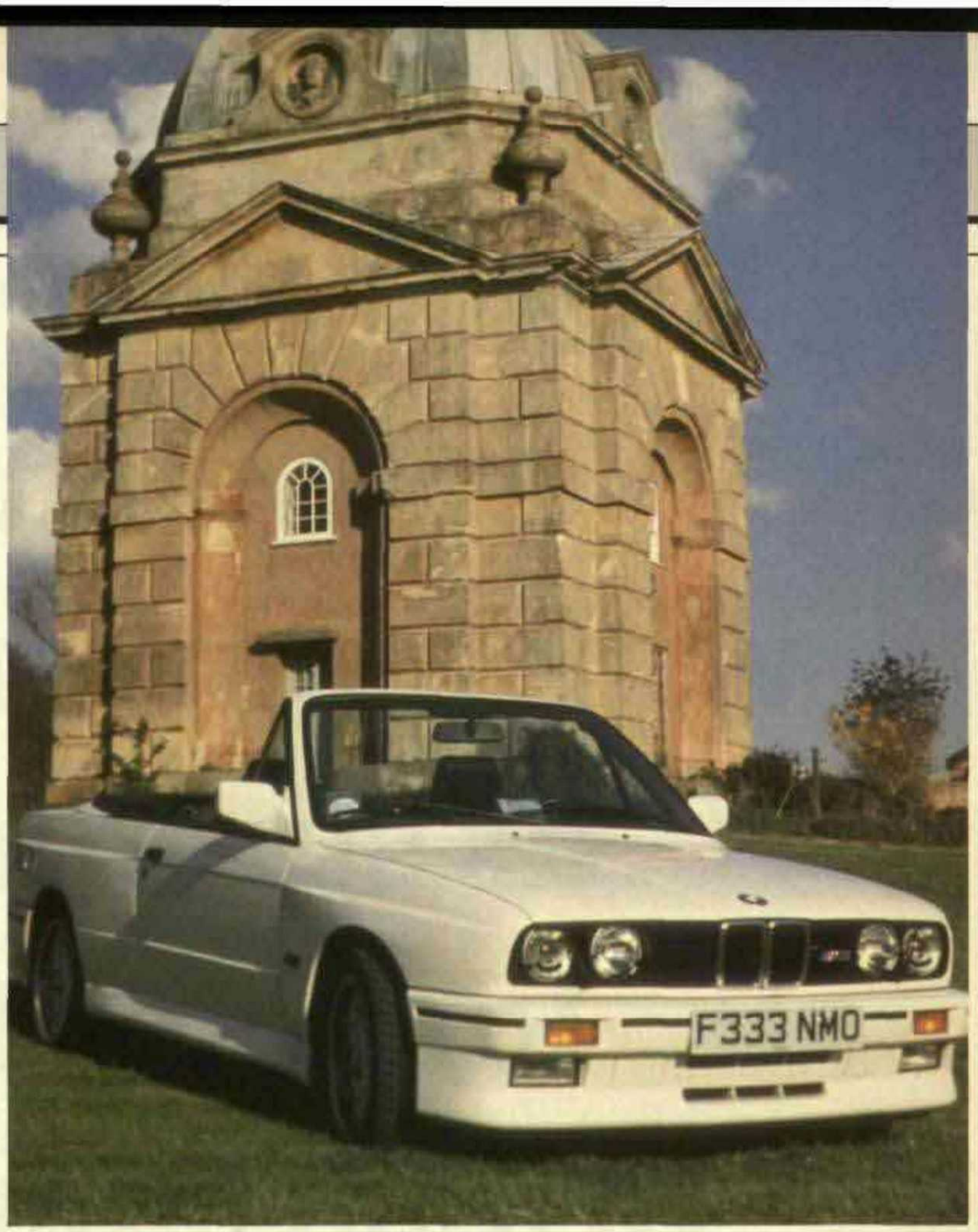
More impressive still is the car's ability on twisty roads. Shod with 225/45ZR16s, it grips the road tenaciously both in the wet and the dry and never becomes unruly. Ride is firm, but not uncomfortably so, which makes the handling all the more impressive.

Despite being a road car born out of a racing car, it is well appointed. The all-black leather seats are comfortable and room in the back is more than adequate. Wing mirrors, windows and hood are all electrically operated; operation of the latter is almost Heath Robinson, but very effective all the same. Rear vision is superb with the hood stowed, and only marginally less so with the hood up, although the plastic rear window is not in keeping with the rest of the car.

Boot space is ample, cockpit storage well taken care of by two large doorbins and the glovebox. One particularly noteworthy item is the deadlock central locking combined with an alarm which comes as standard, and which for a car of this calibre and rarity is absolutely essential.

This is certainly not the car for the driver who likes to run around *incognito*, for it continually attracts admiring glances, but even for those with a nervous disposition it can calm and soothe as well as excite and tantalise. A giant among road vehicles.

WPK



Saab 900 Turbo 16

One might think that the convertible is to Scandinavia what the M25 is to happy, carefree motoring. Why would Scandinavians want to produce an open car when they have to put up with such long and cold winters? The answer lies in America, for this model was specifically produced at the request of Saab-Scania USA. It was also to a specialist company in the United States that Saab turned for help with the design.

The American Sunroof Company (ASC) was already established as one of the country's leading convertible specialists when it was approached by Saab in the winter of 1983-84. Using the Frankfurt Show concept convertible as a basis, the final result of its work was a soft-top version of the 900 Turbo. It was much more than the hard-top with just the roof sawn off, for 300 parts were unique to the Convertible.

Rigidity is not bolstered by the addition of a roll-over bar behind the front seats, yet this is without doubt one of the most solid convertibles around. Chassis reinforcements include a stronger windscreen frame, and scuttle shake is almost non-existant.

The hood folds completely away at the touch of a button and is protected by a cover; in this state the Saab is quite pretty. Unlike many other open cars the rear windows can also be fully lowered. Once the hood is up, the car becomes ungainly and the lines less fluent, not helped by the spoiler at the rear base of the hood, but protection from the elements is excellent.

Interior comfort is first-class, with the heating and ventilation particularly noteworthy. The front seats are very supportive and comfortable and the driving position good. Leather upholstery is fitted as standard and the machine has an opulent feel. What a pity then that it is a eunuch as far as performance is concerned.

If I had driven a manual instead of an automatic my impressions might have been different, but I felt I was driving a lazy American lump. This deficiency was more than made up for by lustrous handling, however.

The steering might have been a little woolly and the brakes a little sensitive, but not enough to spoil my enjoyment. At £23,495 the Turbo 16 Convertible is an expensive car, but has considerable luxury to weigh against its relative lethargy. **WPK**

The Ford Drive for Value.

Escort Cabriolets now come with a power hood as standard. Ideal for the British summer.



Summer's the time to buy an open top car – and Ford have made the Escort Cabriolet an even more attractive proposition. If you buy and register a new Escort Cabriolet, you'll get an electric power hood absolutely free.

This has a value of £530 at maximum retail option price.

It's just one of a series of Ford Drive for Value programmes designed to give you better value for money than ever in 1989.

The power hood will enable you to enjoy the sun as soon as it comes out. Simply release two catches, and press the button. Then sit back and experience all the thrills of open top motoring.

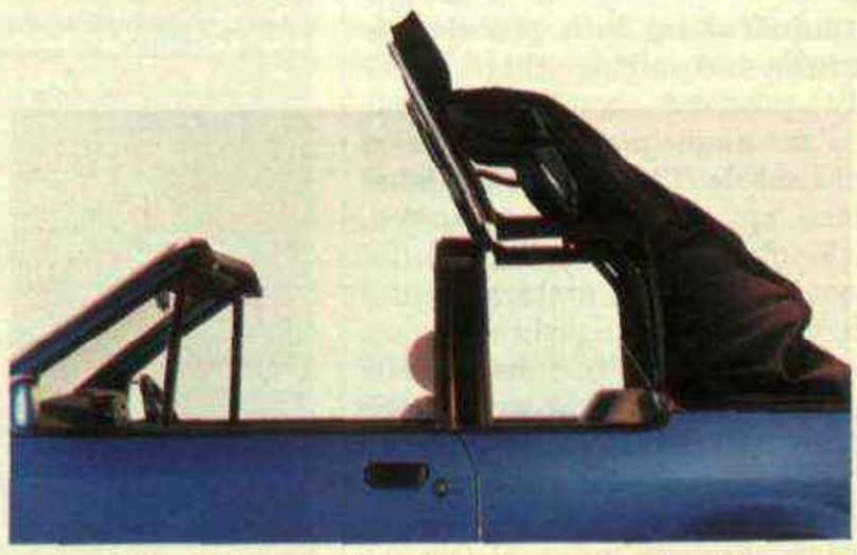
But the Escort Cabriolet isn't just a stylish convertible. It's a truly sporty car, thanks to a 1.6 litre fuel injected engine. It provides the kind of power you'll appreciate in any conditions. But with the changeable weather we're used to, you might like to consider the added security of anti-lock brakes. A feature Ford have done so much to pioneer.

You'll find the Cabriolet handles with great assurance, thanks to the fully independent sports suspension. But what makes it so pleasant to drive is that it's specially designed as a Cabriolet. This gives it great structural rigidity and durability, with a sturdy roll over bar and a heated glass rear window incorporated in the fully insulated hood.

Inside and out, the Cabriolet has many standard features such as central locking, front electric windows, and electrically operated and heated door mirrors. And should you feel a storm brewing, stop. And with the press of a button, you'll be in out of the rain.

So although the British summer may dampen our roads, the power hood will make sure it won't dampen your spirits.

For further information call the Ford Information Service free on 0800 01 01 12.



The Escort Cabriolet power hood.
Value £530 at maximum retail option price.

Ford

Ford Escort XR3i

One of the most common convertibles seen on British roads is Ford's Escort, seemingly belying the fact that it was introduced only in February 1984, so one tends to take it for granted. For the fastidious this is a minus point as a car only becomes more acceptable according to its rarity value, but on the other hand so many owners cannot all be wrong.

This Escort is a handsome car, Ford successfully transmogrifying the hatchback into a drophead, and somehow endowing it with an element of chic. Initially the cabriolet was introduced with three engine options, the 1.3, 1.6 and 1.6i, but the former was dropped within a year and the carburettored 1.6 in 1987. The engine that nestles under the bonnet now is the familiar one found in the XR3i.

Weighing more than the hatchback, the cabriolet's performance is not overly impressive, taking 10 seconds to reach 60 mph from standstill and having a top speed of only 106 mph. At high revs the engine also lets the driver know just how hard it is working, but set against that is the gearbox, which is sweet and light and a delight to use. Although perfectly adequate in normal driving conditions, it understeers at the limit with body-roll its most pronounced feature. But since most owners are unlikely to drive in such a fashion, this is not a major criticism.

Although the car falls down from a performance point of view, it scores high marks everywhere else. There is no doubt at whom the car is targeted, for women place a greater priority on looks and creature comforts than on outright performance and the Escort certainly delivers in these areas.

For instance, along with the electric front windows and mirrors there is the electrically powered hood which is operated by the simple press of a button on the central console. The edge of the hood neatly lines up with the windscreen, ensuring the clips on both pillars do not require too much effort to lock it into place. When folded, it slightly obstructs rear vision, but it actually enhances the look of the car. The rake of the windscreen ensures that the driver is quite sheltered from the wind when the windows are wound up. The seats are comfortable, the boot space is limited but par for the convertible course.

Being a Ford it may not be a particularly distinctive car, but it is economical to run, highly-equipped and has won a good reputation for reliability even if it does cost £12,337 to put new on the road. **WPK**







Panther Kallista

To the sceptic, the Panther Kallista in 1.6 or 2.9i form is a flamboyant joke: no more than a full-scale toy for the wealthy. Such dismissal is unfair.

Both models use Ford engines and running gear. The 1.6L utilises the 96 bhp CVH engine as found in the XR3i, while the injected 2.9 V6 develops a healthy 150 bhp which can catapult the injected version from standstill to 60 mph in 7.7 seconds and, for the courageous, reach a top speed of 112 mph — a full 12 mph faster.

Amongst passers-by a Kallista generates an enormous amount of mirth, concealed or otherwise, and it has to be said that it is an impractical machine.

Boot space, by which I mean the area behind the front seats, is negligible, any journey is an ordeal after a couple of hours, and performance is delivered indelicately, but still you want to keep coming back for more. Any excuse will be found, and one's instinct for self-preservation is subordinated by the urge to drive the car hard.

Build quality is in fact very impressive. Its assembly from the aluminium pressings stamped out in South Korea is of the highest order and puts to shame many a mass-produced vehicle. Walnut-veneered fascia and cappings, good carpet and comfortable, cloth-covered seats all contribute to a feeling of opulence even without the leather trim offered as an extra.

More than anything, the Kallista is an efficient car. The manufacturer has set the parameters, which it fulfils superbly but beyond which it is a lost cause. Primarily it is a sports-car, but not of the no-frills Fifties variety, for driver-comfort is high on the agenda together with a performance which is electric, especially in the 2.9i — and it is unsuited to long distance touring for the reasons of space if nothing else.

It is thanks to the likes of Panther, Morgan, TVR, Westfield, Caterham and Reliant that many enthusiasts are able to satisfy their mania for independent sports-car driving, so long may these companies continue to live and thrive. **WPK**

Peugeot 205 CTi

Introduced in May 1986, the Cabriolet version of Peugeot's ever popular 205 GTi is regarded as one of the cheekier cars around. In designing the car, Pininfarina cleverly retained the 205's impish looks while at the same time integrating some fresh design thoughts into the model.

The CTi has a lot to live up to since its hard-top brother, the 1.6 GTi, is such an oustanding car. It is a moot point as to whether the Cabrio is better.

With a top speed of 112 mph and a 0-60 mph time of 8.8 seconds, the CTi is no slouch. The fact that it is not quite as fast as the GTi, despite the same 1.6 injected engine and same mechanicals, is due to the extra weight it carries — strengthening of the chassis provided in part by the roll-over hoop just behind the front seats, a feature also found on the Astra, Escort and Golf.

It is on winding roads, however, that the Peugeot comes into its own. The Astra may be as fast off the mark, but it can in no way compete with the little 205 across country. The CTi is really very impressive, the superb handling in every way matched by the steering, brakes and chassis response.

The interior is gaudy and bright, Peugeot still reacting to the initial Press criticisms about the GTi's dour interior trim. In a car smaller than the Escort, Golf and Astra, space is at a premium but the boot does offer at least a little more space than the Golf. The front seats are comfortable but the rear compartment is Peugeot's answer to wearing jodhpurs. Electric windows and a high-quality stereo system are standard but central locking is absent.

The hood is light and easy to use but it simply is not in the same class as that of the Astra, although it is far easier to attach and clip into position. There is the inevitable blind spot in the rear three-quarter, but visibility out of the back is fine as the rear plastic window is wide and deep.

The worst aspect is build quality. The doors in particular seem rather flimsy and the hood material looks unlikely to stand the rigours of too many winters.

Peugeot have gone a slightly different route from the other major manufacturers by offering one of their smaller models in Cabriolet form, but at £11,760 it is a real prize. **WPK**

LOCH NESS



Make no mistake, this really is a monster.

It's called the Vauxhall Carlton Thundersaloon, and you've only to venture behind the wheel to see what we mean.

For beneath the bonnet lurks a massive 570bhp engine, capable of over 170mph. Slam your foot down on the accelerator and it would cover a quarter mile in just 11.9 seconds.

It was that sort of performance that enabled it to win the 1988 Shell Oil Thundersaloon Championship outright.

Unfortunately, its price tag is also something of a monstrosity. £47,000.

Enough to strike terror into the heart of anyone's wallet.

About £27,700 further down the price scale is its road going counterpart, the Carlton GSi 3000 (1987 Car of the Year).

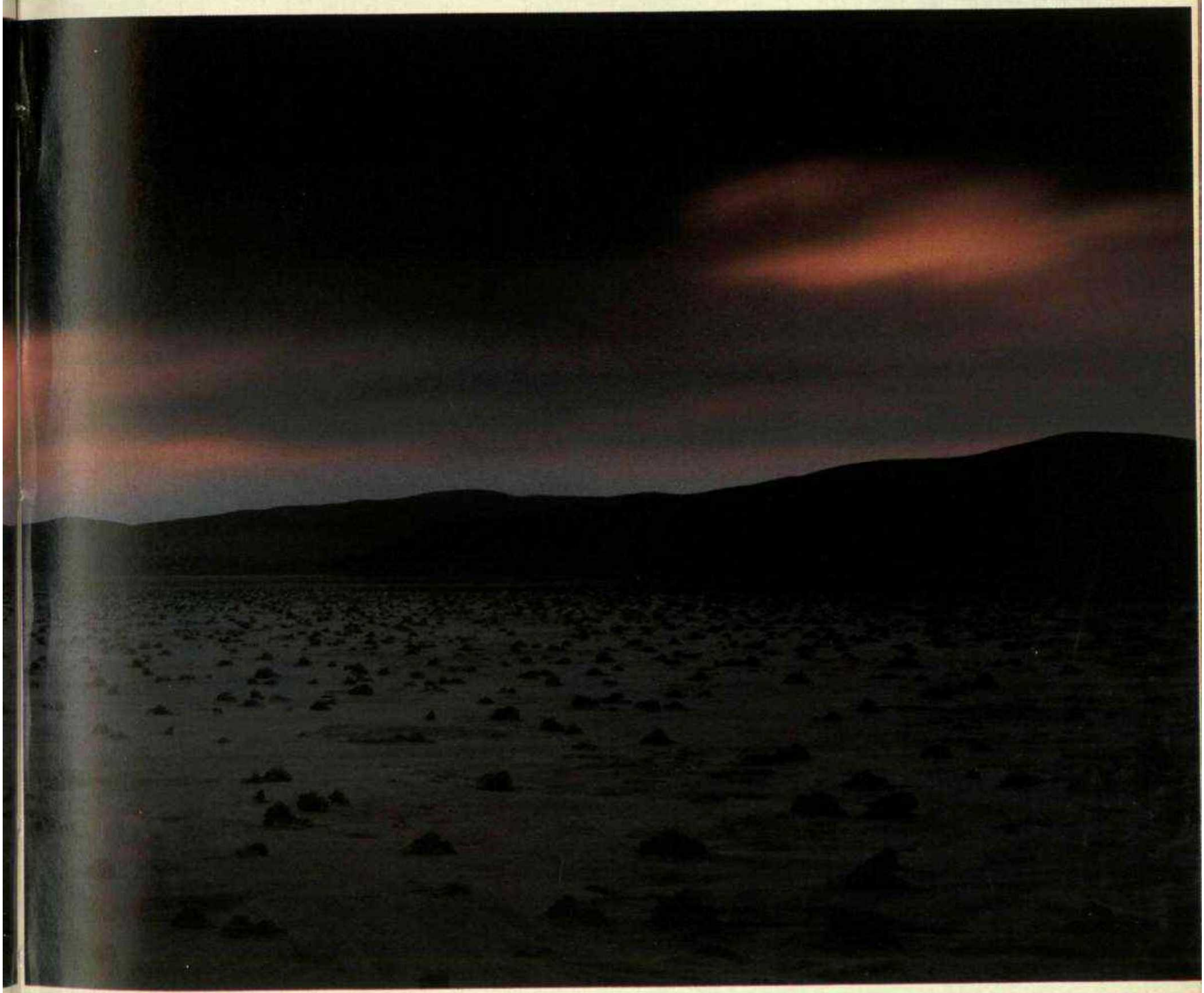
And with a 177bhp engine capable of a top speed of 141mph, it's hardly a poor relation.

In fact it out-performs the Thundersaloon in many areas.

For example, you'd have the benefit of Vauxhall's unique A.C.T. (Advanced Chassis Technology) plus anti-lock braking, limited slip differential and low profile tyres.

GM VAUXHALL IS BACKED BY THE WORLDWIDE RESOURCES OF GENERAL MOTORS. PERFORMANCE FIGURES FROM MANUFACTURER'S DATA. PRICE FOR

S DRAINED.



That little lot should keep you in control even in the most frightful conditions.

Then there's the power steering, six speaker stereo radio/cassette, on-board computer and for those long summer days (well, you never know) we've included an electrically-operated tinted tilt and slide glass sunroof.

But if you're still set on buying the Thundersaloon we're afraid you're out of luck.

We only built one.

For further information on the Carlton GSi 3000 or any of the other 15 models in the range call 0800 555 000.

THE CARLTON GSi 3000.



VAUXHALL. ONCE DRIVEN, FOREVER SMITTEN.

THE CARLTON GSi 3000 IS £19,249. CORRECT AT THE TIME OF GOING TO PRESS INCLUDING CAR TAX AND VAT. DELIVERY AND NUMBER PLATES ARE EXTRA.

SOFT-TOPS



Vauxhall Astra GTE 2.0

The work of Bertone, the Astra GTE Convertible is General Motors' answer to the current crop of mainstream drop-heads, with the accent very firmly on performance but not at the expense of comfort.

Under the bonnet is the 115 bhp 2.0-litre engine which ensures the Astra is one of the quickest of its peers. O-to-60 mph is reached in just under nine seconds and it has a top speed of over 120 mph. Its biggest asset, however, is its torque, for the engine does not need to be abused at high revs to pull strongly. On the debit side, the handling is nothing like as sharp as the engine, while the ride is rough and jerky.

A Teutonic air belies the car's Italian influence, for it is well engineered, well constructed and very efficient, but almost bland enough to be oriental. The treatment of the boot section is altogether rather unhappy.

The interior is comfortable but unremarkable. Driving position is easily adjusted, as is the steering wheel. A digital dashboard is off-putting to some in bright sunlight, although I have never had much trouble with one.

Erecting the hood by hand is easy until it comes to locking the catches to the top of the windscreen: so tight is the hood that on every occasion I had to lie on my back and push hard. Once up, though, the hood, which is velour-lined, provides first-class protection against the elements. A glass rear window with a heating element is a luxurious extra, and one which would be blessed in the winter, but rear vision with the hood up is poor, the blind area being over the shoulder rather than directly behind.

Mirrors are electric with the controls between the seats, but central locking is absent and all the windows are manual. While the front seats are reasonable, the rear is very hard and becomes uncomfortable after a couple of hours, not helped by the angle of the seat squab. Knee-room, however, is adequate.

The Astra makes a good alternative to the Escort. The 1.6 Convertible at £11,104 is good value although the 2.0i Convertible at £13,499 does take some more thinking about.

WPK



Volkswagen Golf GTi

Volkswagen's Golf GLi is to cabriolets what the GTi is to hot hatchbacks. It was as far back as February 1979 that the Golf GLS Convertible was introduced in this country, reviving a way of motoring life that had become almost defunct; the GLi arrived a year later, and in one form or another has been with us ever since.

While sister models have come and gone, the Convertible has soldiered on with the original Giugiaro-designed body instead of the revised Golf shape introduced a couple of years ago. It is a design, though, which has not really dated, its chunky good looks still attracting glances from passers-by.

In fact, as soon as this car was parked outside my front door my eight-year-old (nuts about cars but rather blasé nowadays with the continual stream of them passing through our hands), absolutely insisted that she be taken for a ride straightaway. It took no more than three hundred yards for the verdict "wicked" to be pronounced.

The Golf's performance is not spectacular by today's standards, tardier than the Vauxhall, Peugeot and even Ford competition, but it feels quick, for the engine remains sweet all the way to the red line. This sense of well-being is enhanced by marvellous handling. It is quite capable of being flung about, and even if it finally resorts to lifting a rear wheel when its limits of adhesion are flouted it feels surefooted.

Rear visibility and heavy steering at parking speed slightly detract from the overall pleasure of driving the GLi. The hood sits rather high in the folded position, although the fact that it aligns with the rear of the car does help when parking. Putting the hood up and down is simplicity itself, but fitting its bag is slightly onerous.

The driving position is comfortable, but heeling and toeing is difficult. The driver is confronted by the usual GTi instruments but space is at a premium, the boot area in particular very limited.

Being a bit long in the tooth, the Golf suffers in comparison to its immediate rivals, but having been informed by the younger generation that it is the car to be seen in who am I to argue — even if it does cost £13,728 on the road?

WPK



Midas Gold

When Midas Cars of Corby in Northamptonshire decided to create a convertible from its long-running coupé, which depends on Metro running gear, it hit a chord with the enthusiastic public, one that could well see the soft-top model as a sales mainstay of a company which is supremely individual even by the extra-ordinary standards of Britain's specialist manufacturers.

The convertible seems to bring the whole concept to an elevated level of fun. Niggles like the four-speed gearbox, A-series engine commotion and lack of refinements to the finish still await attention in the coupé. Then you step into a convertible and those cares just seem to blow away in the breeze.

When equipped with the 175/50 Pirelli P7s, the convertible's adhesion limits are definitely increased over the standard 165/60 Goodyear NCT, but the remarkable bonus is that there is little loss in ride quality on the modified front Hydragas suspension, plus dampers (the rear is by steel springs, again Spax-damped).

A Midas convertible exhibits little of the flexing that is so common with mass-produced cabriolets. Such structural integrity is owed mostly to the presence of a 1in double-thickness floorpan, but the rollover hoop (now mounted 2in further rearward than on the demonstrator) certainly does no harm in this connection, and serves to act as a swivelling point for the hood.

Ah yes, the soft top. I can tell you how it works and what it should look like, but it did not exist when I drove the car. Mr Dermott designed his own folding hood after the failure of three suppliers to supply what the unfashionably honest Harold required at a price he was prepared to pay. Heart of the mechanism is a three hoop system, the front top screen moulding now altered to take two over-centre catches.

With the top down, and the side glass absent, I found that anything between 60 and 80 mph was an enduring pleasure, the dashboard and trim of this example far preferable to that of the earlier Midas coupé.

Normal Midas production rate from just 13 employees on site is six to eight per month, but this has been hard to maintain in 1989 because of a fire which destroyed the assembly building. A new assembly area will be constructed, but that is not scheduled to be operational before September.

Midas pricing is complicated by the quoting of ex-VAT costs in three stages of completion: self-assembly, Midas 45 and Midas 15. Most expensive package is the "15", which refers to just 15 hours of work needed to complete assembly under the supervision of a Midas technician. To duplicate the example we drove, the cost would be £11,672.50.

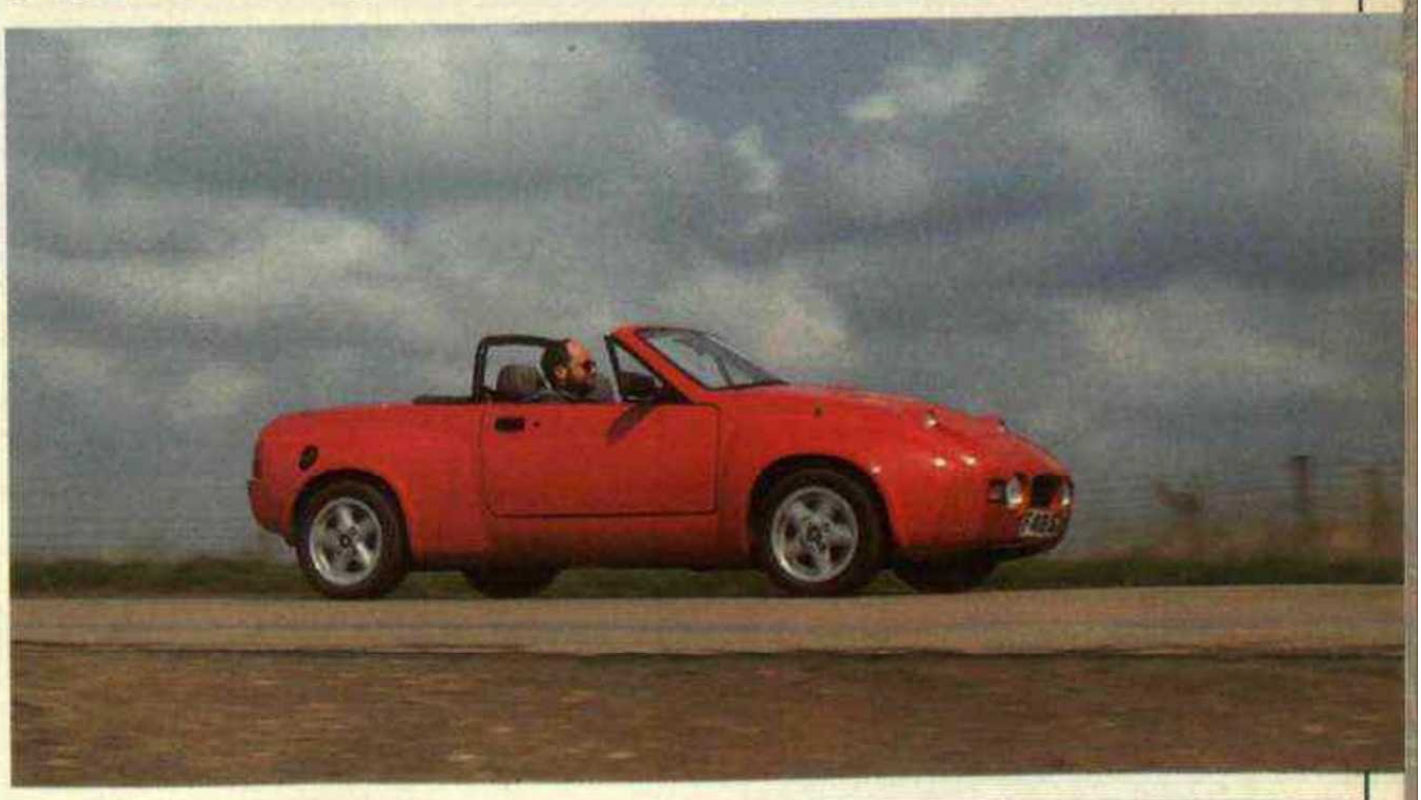
However, convertible customers could spend from £8337.50 opting for the 45-hour Midas in 1.3-litre trim. Cheapest option for those who can supply their own Metro components is the £4594 (including VAT) self-assembly package.

A convertible customer can chose from a secondhand 60 bhp upward, but the most impressive unit (based on new or used parts), is the 1.4 S specification.

This modified and single-carburated unit is by Avonbar at Weybridge in Surrey, and it supplies a torquey 100-102 bhp that we exploited gleefully in both coupé and convertible demonstrators. Performance from a 1.4S Midas is not quite as accelerative as Honda's CRX (circa 9.5 seconds 0-60 mph), but Harold Dermott expects a similar top speed, around 124 mph for the Midas coupé.

The £1000 origins of Midas out of the remains of the original Marcos company have seen the coupé establish a much bolder stance beneath the flared wheelarch styling of Richard Oakes. The convertible takes the essential theme, but incorporates a number of freelance designer Steve Pearce's detail changes beyond. For example, the screen is now slightly more upright (by 3°) and the driving position is subtly modified, steering column raked further into the horizontal plane, and seat raised by the increased floor height.

These and other styling touches seem to please a greater number of onlookers than the stumpy coupé, which does draw the occasional snigger. So the Midas Gold convertible should assure a sunnier future for Harold Dermott and company. **JW**





Porsche 911

To most people a Porsche is the peak of attainment, and being seen in a convertible Porsche the acme of delight. As a driver's car it rates highly, too. To all the well-known 911 virtues of 150 mph performance, quality, reliability and efficiency are added the refreshing sensations of open-air motoring, at a price of £41,710.

Although the Cabriolet was the last 911 variant to arrive, nothing changes in the car's character: the floor-hinged pedals still control a 231 bhp flat-six motor unsurpassed for flexibility of output, the unique dashboard retains its haphazard control layout, and the tall screen still towers over the eccentric steering wheel.

Indeed, with hood erected one might be forgiven for forgetting that this is not the Carrera coupé. Within a roofline which follows the classic profile the traditional sounds can be heard: the whirring transmission and the flat, almost agricultural churning of the engine. So taut is the roof that there is no swishing or flapping, yet it takes only the push of a button (with the handbrake on) for the electro-hydraulic mechanism to whirr into action and fold it away behind the seats. It does not disappear completely as on the new Mercedes SL, but there is a padded cover to tidy its appearance.

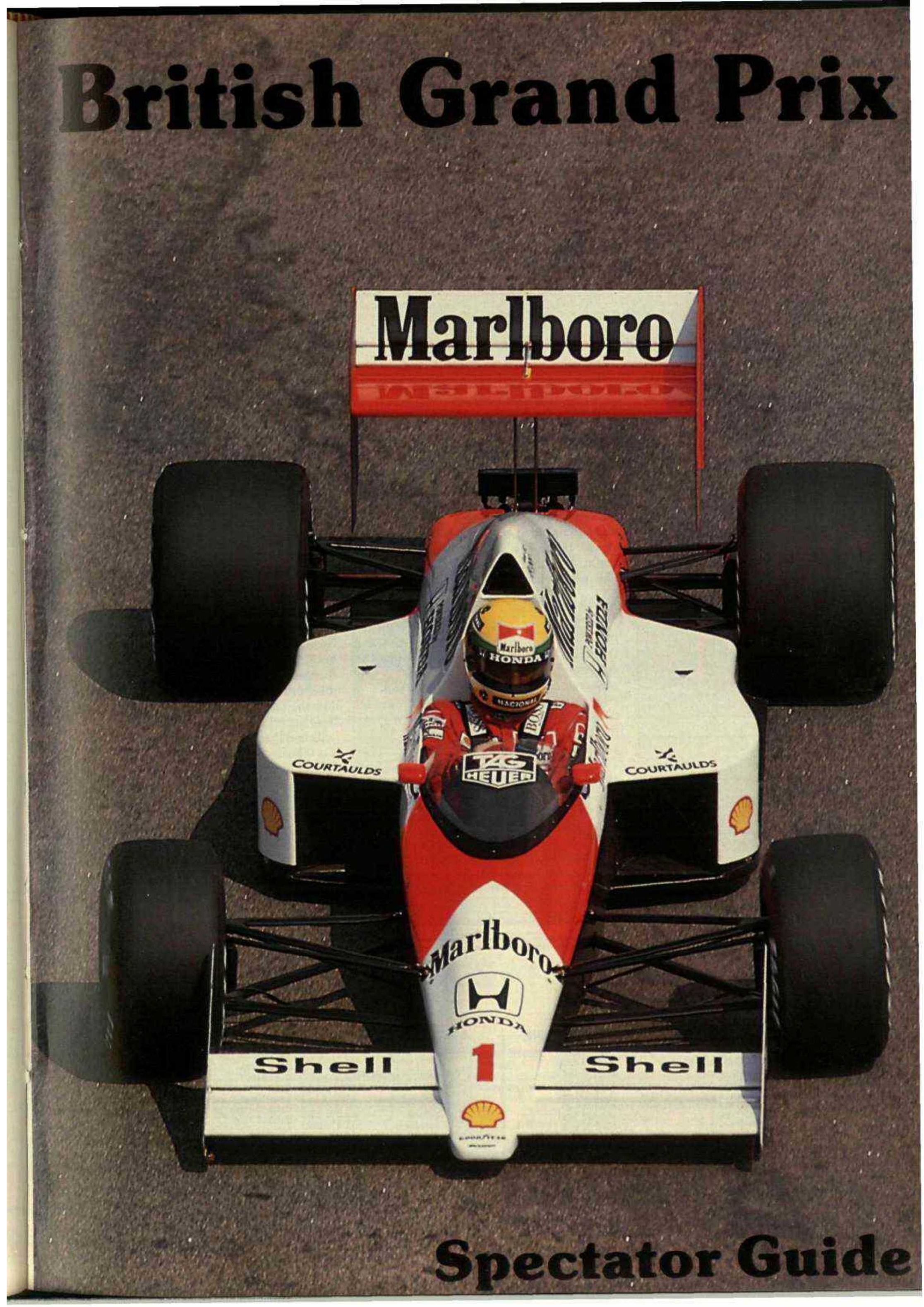


With the optional remote-control alarm and locking system (£515), there is no need to close up the car before leaving it — merely jump out and walk away after squeezing the remote transmitter, and the car looks after itself, to the frequent amazement of passers-by. The roof flips shut, locking automatically, the windows close, the doors lock and the alarm sets itself, complete with flashing LEDs in each door. However, if you are a late-home type, the neighbours may get rather fed-up with the loud bleep which announces the successful completion of these actions.

When travelling *al fresco*, the tall screen, high-back seats and round tail all help to flow the air over the cockpit, giving the occupants a relatively unruffled time, though the hard seats and unforgiving ride may not please everyone. Nor may the driving characteristics; the 911 remains the great idiosynchrat, with tremendous potential for those prepared to put some effort into it. Strong understeer is the penalty for timidity, with staggering traction and grip the reward for commitment. And use discretion when braking on low-grip surfaces, for the lightly-laden front wheels are easy to lock.

Unlike some opened-up coupés there is little sign of any body flexing, but it can be hard to see over the shoulder at junctions. Otherwise the 911 continues to ignore its critics and delight its fans. **GC**

British Grand Prix



Spectator Guide

BRITISH GRAND PRIX



TIMETABLE

Friday July 14

06.30	Gates open
08.00-09.00	Formula One pre-qualifying
10.00-11.30	Formula One untimed practice
11.40-12.25	Parades and demonstrations
11.50-12.20	Pit-road walkabout
12.30-12.50	Off-track demonstrations
13.00-14.00	Formula One qualifying
14.25-14.55	Formula Three qualifying
15.10-15.40	Peugeot 309 qualifying
15.55-16.25	GM-Lotus qualifying
16.40-17.10	Metro Challenge qualifying
17.25-17.55	Touring Cars qualifying
18.10-18.40	Formula Three qualifying

Saturday July 15

06.30	Gates open
08.00-09.30	Pit-road walkabout
10.00-11.30	Formula One untimed practice
11.40-12.25	Parades and demonstrations
11.50-12.20	Pit-road walkabout
12.30-12.50	Off-track demonstrations
13.00-14.00	Formula One qualifying
14.25	Formula Three race
15.25	Metro Challenge race
16.10-16.40	GM Lotus qualifying
16.55-17.25	Peugeot 309 qualifying
17.40-18.10	Touring Cars qualifying

Sunday July 16

05.30	Gates open
07.30-09.30	Pit-road walkabout
10.00-10.30	Formula One warm-up
10.50	GM-Lotus race
11.55	Peugeot 309 race
12.35-13.25	Parades and demonstrations
13.30-13.50	Off-track demonstrations
14.30	British Grand Prix
16.30	Touring Cars race

Your annual chance to see the sights and hear the sounds of Formula One . . .

The Main Attraction

It is in the middle of July that Silverstone becomes the mecca for many tens of thousands of British motor racing fans, for this is the only occasion each year when the current Formula One cars and drivers can be seen racing in this country. The weekend is about more than just one race, however. Although the Grand Prix is the main event there are at least a dozen other reasons for going to Silverstone.

One of the main attractions is the first event scheduled — pre-qualifying for the less fortunate F1 teams. Since this is the eighth Grand Prix of the year, the halfway point in the World Championship series, it is also the time when those teams which are obliged to go through this particular mill are about to be reassessed. In the meantime, however, the Brabhams of Martin Brundle and Stefano Modena will be out on the circuit at 8am on Friday morning, together with Alessandro Caffi in his Dallara, the Onyxes of Stefan Johansson and Bertrand Gachot, the Zakspeeds of Joachim Winkelhock and Aguri Suzuki, the Coloni of Pierre-Henri Raphanel, Gregor Foitek in the EuroBrun, Volker Weidler in the Rial and the Osellas of Piercarlo Ghinzani and Nicola Larini.

Ten of these names hardly ever crop up on our television screens, so this will be a rare chance to see what these cars and drivers are really capable of — whether they are no-hopers or just always out of luck.

The pre-qualification period lasts for one hour and is followed by one hour of untimed practice for the four who pre-qualify plus the 26 other regulars. It is during this session that many drivers fine-tune their cars for the first official practice at 1pm.

The intervening hour-and-a-half is filled with off-track demonstrations, parades and a

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

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

pit walkabout for centre-pass holders. Saturday morning follows the same schedule, but with the pre-qualification period replaced by a 90-minute pit-road walkabout, enough time for spectators to thin out and be able to watch teams working on their cars in the pits.

The Grand Prix itself commences at 2.30pm on Sunday, although the qualifiers will have been out on the track earlier in the day for a quick 30-minute warm-up session.

The round of the British Formula Three Championship which supports the British Grand Prix is an important event which is always worth watching, not least for Formula One team managers. David Brabham, who did so well in Class B (for pre-1988 cars) last year, has moved up to Class A and immediately become a front runner, winning three races in his Bowman Racing Ralt-Volkswagen and building up a commanding lead in the series. After a slow start Allan McNish, winner of the national Formula Vauxhall-Lotus title in 1988, won two consecutive races at the end of May and the beginning of June to become Brabham's closest challenger in the points table.

McNish's team-mate at West Surrey Racing, Derek Higgins, has had a succession of good results in his Mugen-powered Ralt to be placed third, while Rickard Rydell and Alain Menu have both had mixed years to date but are capable of winning races.

In Class B Fernando Plata continues to stamp his authority on his rivals and should be a name worth watching for the future. There are qualifying sessions on Friday and Saturday, with the race itself at 2.25pm that second afternoon.



Formula Three — future stars.



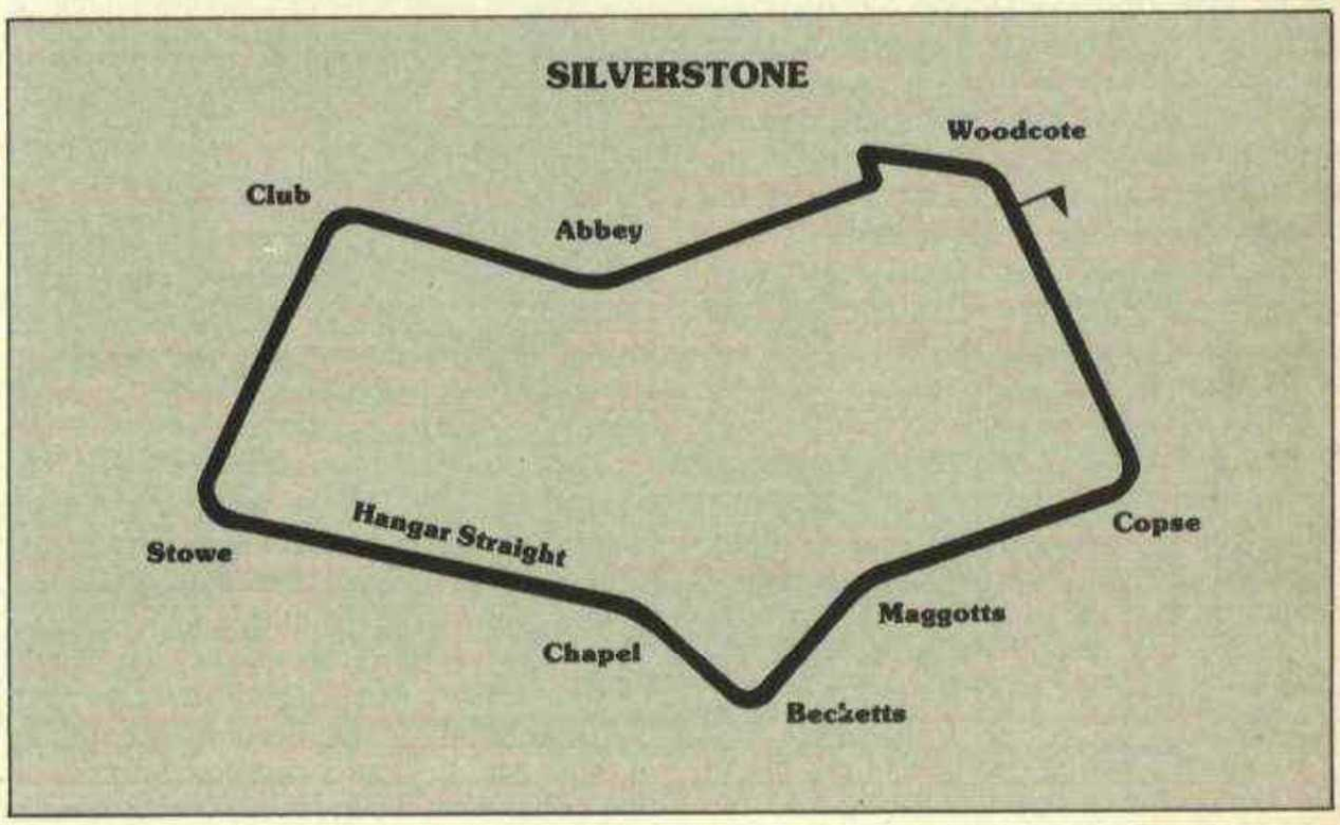
GM-Lotus Challenge — European round.

The other single-seater race on the programme is a joint round of the GM Lotus Euroseries/Formula Vauxhall Lotus Championship. Gary Dunn has already lodged his claim to the British title with several wins, but Justin Bell, Anthony Reid and competitors from the European series such as Henrik Larsen (last year's runner-up) and Peter Kox (in the Opel Dealer Team Holland car) will be tough competition for him. Practice is on Friday and Saturday afternoon with the race on Sunday morning.

The remaining races are for tin-tops of various types, with a round of the British Touring Car Championship the most important. This year's series is very open, always close, always exciting, with a variety of racewinners having already emerged. This is the last event on the timetable at 4.30pm on Sunday, but is definitely worth waiting around to see.

There is also always a tough fight for overall honours in the Esso Metro Challenge. Reigning champion Peter Perrett and Peter Baldwin are the front running duo, but Richard Hann, Stuart Senior and Carlos Gomes will be ready and eager to snap up any crumbs that may fall from the table. Practice is on Friday and the race on Saturday.

The remaining race on the agenda is for the Coupe de France Peugeot 309s, with practice on Friday and Saturday afternoons and the race at 11.55am on Sunday. They have a tough act to follow if they are to emulate the antics of the previous years' Europa Cup Renault GTAs, but should be an improvement on the rather dull Alfa Romeo 164 "Celebrity" races which are thankfully now a thing of the past.



PERFORMANCE TYRES

NEW

NETWORK

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

AREA	STOCKIST	TELEPHONE
Shropshire (Market Drayton)	Market Drayton Tyres	0603 57111
" (Oswestry)	P & B Tyres	0691 655 859
Somerset (Frome)	H & B Tyres	0373 64066
" (Glastonbury)	Avalon Tyre Service	0458 313 30
Staffs (Burton-On-Trent)	M T R S	0283 310 00
Surrey (Cranleigh)	Surrey Off Road Specialists	0483 276 067
" (Croydon)	John Brown Wheels	01-686 6931
" (Newdigate)	Amberley Tyres	0306 772 06
Sussex (Crawley Down)	Palmers Auto Centre	0342 713 447
" (West Worthing)	Godfrey & Veil	0903 484 80
Warwickshire (Kingsbury)	Peter Maiden Cars	0827 874 488
" (Leamington Spa)	Brook St Motors	0926 339376
Wilts (Swindon)	The Tyre Supplier	0793 613 800
Worcs (Worcester)	E T B	0905 270 111
Yorks (Doncaster)	D M A	0302 323 856
" (Leeds)	Tyre People	0532 871 334



Yokohama AVS (Advanced Vehicle System) now in stock. VR and ZR speed rating



Qualifying the year-old Coloni FC188B has not been the easiest of tasks . . .

Third Time Around

When all eyes are focused on the front row of the grid at Silverstone, and most likely on Ayrton Senna in particular, spare a thought for one of his compatriots who had a taste of the big time when Senna was in Formula Ford but who is only now having a second bite of the apple.

It was as a 22-year-old Formula Three driver that Roberto Moreno was offered a Lotus test-drive. Who could blame the young man from Rio from accepting? He had already proved his worth by beating new World Champion Nelson Piquet in the 1981 Australian Grand Prix (then a Formula Atlantic event), and as the winner of the 1980 Townsend Thoresen series and the Formula Ford festival his credentials were good. Good enough for Team Lotus, which was going through one of its periodic lean phases which neither Elio de Angelis nor Nigel Mansell could alleviate.

When Mansell was forced to miss the 1982 Dutch Grand Prix at Zandvoort through an injury received at the preceding Canadian race, Roberto was called upon to stand-in for the Englishman. Coincidentally, it was at Zandvoort that the little Brazilian spoke to us before his one-off appearance in the Honda Civic CRX Challenge at the BRSCC meeting.

"It was the wrong decision to put me in the Lotus, but I was too young and too committed to the team to say no. Unfortunately I had a bad result by failing to qualify. Those with more experience than I should have known that they couldn't bring me here with a wing car I wasn't used to, to a circuit I didn't know, and still expect me to qualify."

That non-qualification was a serious reversal in Roberto's career and it caused him a great deal of anguish and resentment. "It was very, very hard indeed to come back from the down I had after that drive."

Although, seven years on, he claims it is all in the past, surely there must be that burning desire in his subconscious to prove to those who so readily dismissed him then that he has what it takes to make a top Grand Prix driver? "I don't want to prove anything to anybody, I just want the satisfaction of winning races for myself. It's in my blood to win. I enjoy it and I like to be competitive."



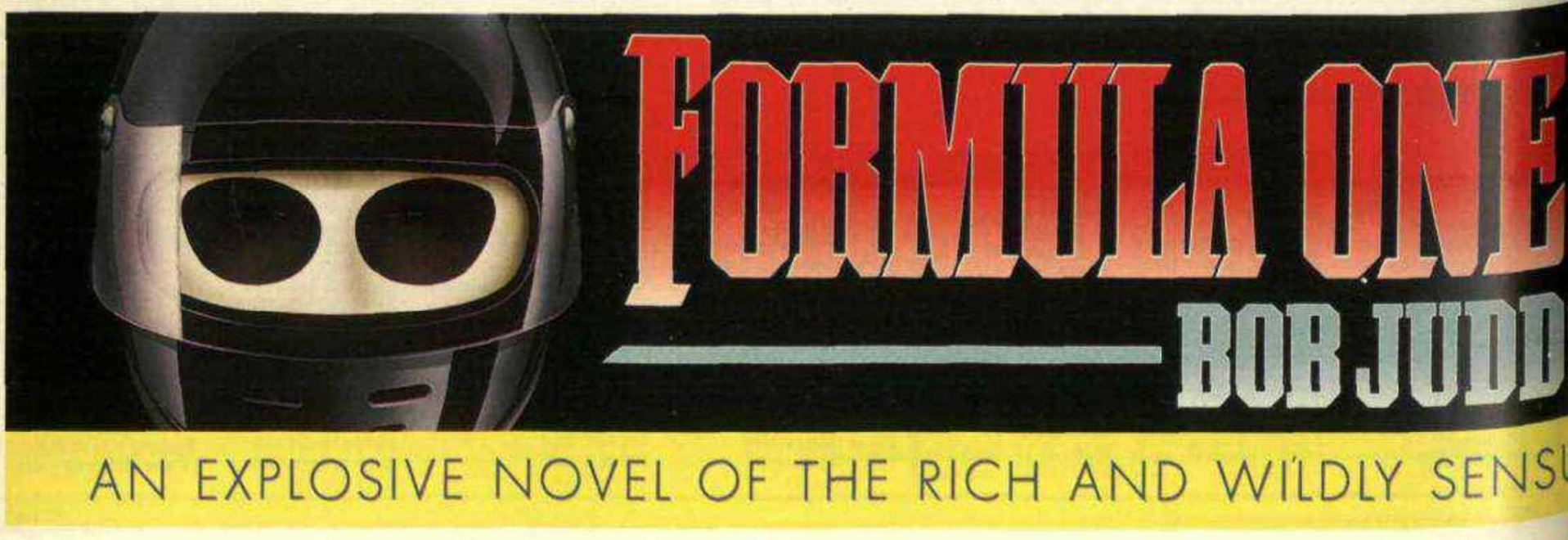
Moreno: no gripes.

Yes, he is the current International Formula 3000 champion, but that doesn't mean a bean to some in Formula One. The only place he is likely to earn their respect is in the heat of the Grand Prix kitchen, and so far this year that has not happened.

One of the newer, smaller teams in Formula One, Coloni is still struggling on a steep learning curve, Moreno and team-mate Pierre-Henri Raphanel further handicapped by having to use last year's FC188B. Nevertheless Roberto remains fairly upbeat about the situation.

"Up to now we have been struggling because we are still driving the old car and have been unable to achieve good results with it, but it hasn't been frustrating because we can see a light at the end of the tunnel. The new car was meant to be ready for the first race of the year and was delayed, but we are definitely going to have a two new cars for Ricard.

"I am confident the new car is going to be



good and so we are going to have a chance to race. It's not a development of the old car but a completely new project and it will be a lot better, a smaller car with improved aerodynamics. The same people who are building it built the AGS, and if you look at how that is going now, Tarquini qualified fifth on the first day in Monaco for example, then you can see why I am so optimistic.

"If the new car had been ready in Rio, I am sure we would have qualified for every race. The delay has put us at a disadvantage because by the time we get the new car the other teams will have already developed even further their 1989 cars, but at least it is a step in the right direction."

For the first half of the season Roberto has been lucky enough not to have had to undergo the rigours of pre-qualification, unlike his team-mate, but after the British Grand Prix the pre-qualifiers are re-assessed and it seems most likely that both the Colonis are doomed to an early start on Friday mornings. Unless, of course, the new car is as good as Roberto hopes and allows him to bang in a good result at either Paul Ricard or Silverstone.

The team retains Roberto's confidence, and he even acts as apologist for it rather than moan and gripe. "The team is young. They have learnt a lot from 1988, their first year, and are now taking the next step. They have hired five new designers who used to be at AGS last year, including Christian Vanderpleyn as chief designer, and have spent their time working on the new car. There have been some delays but that is because we want the best."

In the light of the fiasco in Mexico when, to comply with the regulations stipulating that every Grand Prix team must attend every round of the championship, Coloni sent over a crew of just four people, two cars, and instructions to the drivers not to bend them at any cost so as to ensure their presence in the following week's race in Phoenix, it was difficult to believe there were any resources for testing, as Roberto confirmed.

"The decision was taken to finish the new



At the tender age of 22, Moreno received the summons from Colin Chapman.

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SIDGWICK & JACKSON

AL CIRCUIT OF THE WORLD'S MOST DANGEROUS SPORT



The 1987 AGS was not a great car, but Roberto wrestled it to sixth place in Adelaide.

car and cease development on the old car. That way the new car will be ready earlier. You must remember we are a small team."

One of Roberto's finest achievements in 1987 was to win for the little AGS team its first World Championship point in an end of season drive at Adelaide. Until then the car had been hopelessly uncompetitive, even in the small division of normally-aspirated cars competing for the Colin Chapman Trophy that year, but Roberto wrung more out of it than anyone.

Although AGS had hoped to draft him into the team at Monza, Roberto resisted as he preferred to finish the job in hand, which was trying in vain to clinch that year's F3000 Championship in a works Ralt, and so joined the team in Japan, the penultimate race of the year. The omens for a successful return to the top flight did not look too good, for Roberto only made the race after Mansell's withdrawal following his practice accident.

Australia, however, was a different story. Moreno just kept going, finished seventh on the road, and ended up sixth officially following Senna's disqualification from second place in his last race for Lotus. AGS was naturally delighted, that one point earning them subsidised travel to all the Grands Prix in 1988, and contractual discussions began in earnest for the following year.

Once again, Roberto's ambitions were to be thwarted. "AGS promised me a drive for 1988, which excited me as I had seen the plans for their new car and I thought it was a potential winner. I was having a holiday at home in Brazil in January when they rang me up and informed me that I wasn't going to drive for them anymore because they didn't have the money to continue. They had to cut down the project, they even had to compromise on the car's design because of money problems. Philippe Streiff was subsequently hired primarily to attract French sponsors."

It was the beginning of February and the talented little Brazilian was without a drive. "Just before the first Formula 3000 race Gary Anderson of Bromley Motorsport asked me to do three races, which I readily accepted. As it happened things worked out well. We won the third race and with the money we went to the fourth, won that and with the money went to the fifth, won again and repeated the exercise. We then struggled a little bit before winning the important race at Birmingham, the team's home town.

"It was a struggle but we made it. It was a very low budget, but at the end of the day it worked out the best for me because I became Champion which was something I had wanted in 1987 but with so many breakdowns did not achieve. I started the year being very disappointed, but ended it being very happy."

While Roberto was winning in F3000, he had also landed a Ferrari test-drive which subsequently made him a very attractive proposition to a number of teams. "I was very close with Ferrari during the last half of the season, and have been able to bring that experience to Coloni."

It is an uphill struggle to come to terms with the competitiveness of Grand Prix racing, but if a team fails to develop an inner driving force, often found within only one or two key personnel, they may as well pack up and go home unless, of course, they have a sugar-daddy sponsor who is prepared to pay for their indulgences.

Coloni does not have that luxury, so no matter how it may be derided, there is a belief within the organisation that they can beat everyone else, even McLaren. If Dallara or Brabham can come good, so can they.

"I believe that this year it is still possible because of the engines," says Moreno. "The major manufacturers have not developed their engines in a big way yet, so it is still possible to buy a Cosworth or a Judd and make a challenge. But I think it will get harder next year."

Whether or not his faith in the new car is justified, rising stars such as Moreno make current Grand Prix racing that bit more interesting. While Ayrton Senna and Alain Prost drive off into the distance, remember the other 24. Roberto Moreno and company will be doing their utmost to make a race for the rest of us to watch. **WPK**



Success on the streets of Birmingham as good as clinched last year's International F3000 crown.

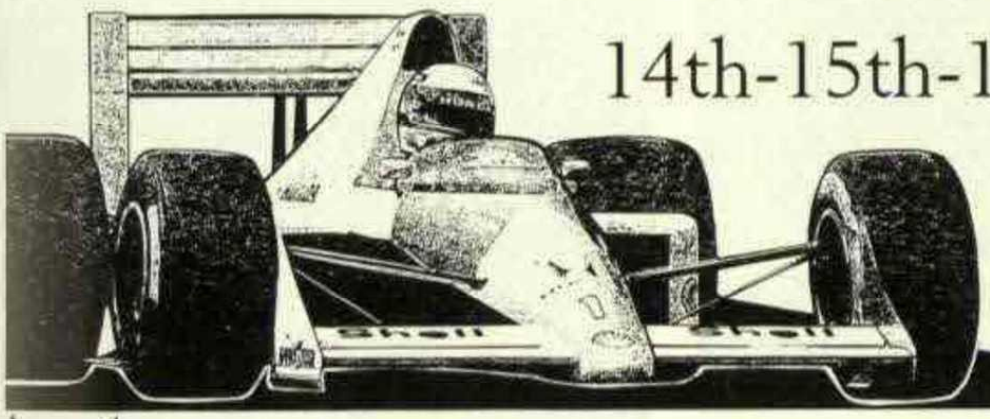
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CHOOSE YOUR DAY

Remember Friday and Saturday both offer a superb programme of on-track and off-track excitement. Marvellous days to bring the family with less crowds and traffic than the big race Sunday.

Friday 14th July

There's Formula 1 Qualifying and practice action from 0800! The parades and demonstrations start from around 11.40. See the best of F1 cars of the past decade on parade, parachute, helicopter and Harrier displays. And a full afternoon of qualifying for F1, F3, GM Lotus, Metros, Peugeots and Touring cars. A really full day.

Saturday 15th July

The world's best in F1 are out in practice from 10.00 with the parades and air shows to follow – parachuting, helicopters and the Harrier thrilling the crowd.
14.25 LUCAS British Formula 3 Championship
15.25 ESSO METRO Challenge
And the GM Lotus, Peugeots and Touring cars qualifying, round off another day of action.

Sunday 16th July

Come early – there's so much to enjoy.
07.30 Pit Road Walkabout (centre transfer ticket holders only).
10.00 Formula 1 untimed warm-up.
10.50 GM LOTUS EUROSERIES/FORMULA VAUXHALL LOTUS race.
11.55 COUPE DE FRANCE 309 PEUGEOT ESSO race.
12.35–13.55 Parades and air and track displays.
14.00 Grand Prix warm-up laps.
14.30 SHELL BRITISH GRAND PRIX – 65 laps.
16.30 ESSO RAC British Touring Car Championship.

Entrance 14th July

£10 special trackside enclosure. 15s & under £3. Transfer to Grandstand seats FREE.

Entrance 15th July

£15 special trackside enclosure. 15s & under £3. Grandstand transfer £10.

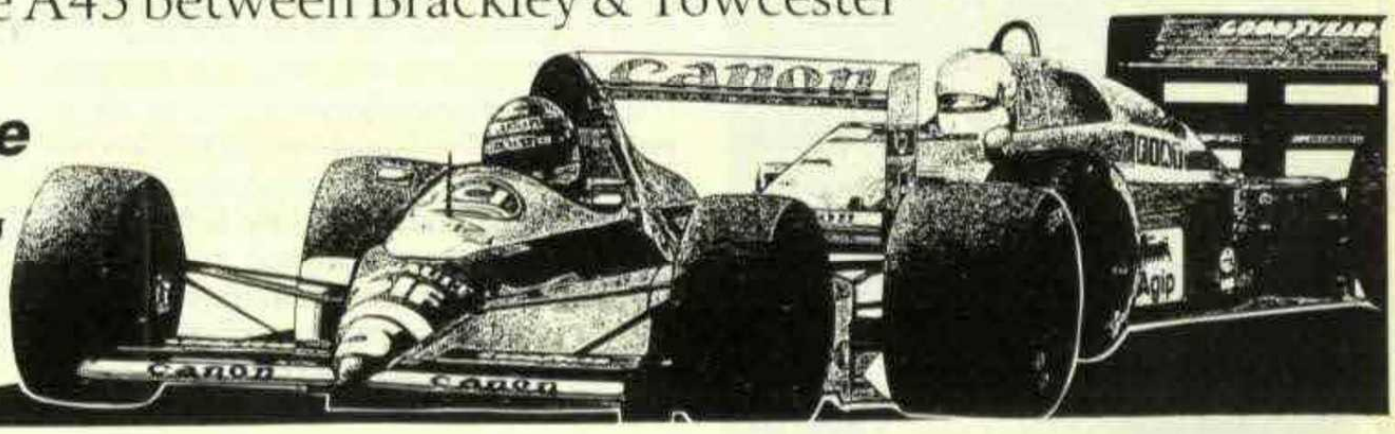
Entrance 16th July

£35 special trackside enclosure. 15s & under £5. All Grandstand seats sold.

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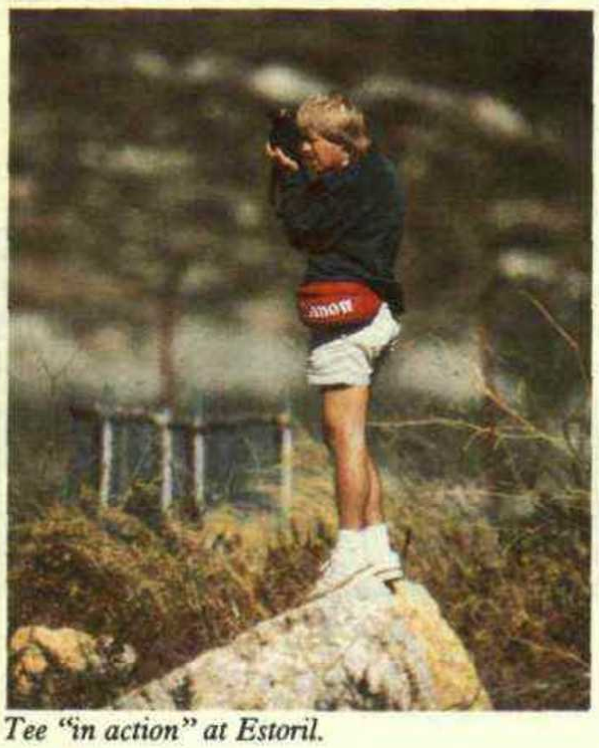


Silverstone's "new Woodcote" has opened up new photographic options for the professionals.

Getting the Picture

Probably one of the least photogenic locations in England, Silverstone will nevertheless accommodate more photographers per square metre for the 72 hours of British Grand Prix weekend than anywhere else in the country. For this is an event which, more than any other, brings out the photographer in all of us. The problem is how to get the results that make it worthwhile lugging the camera around and clicking away all day.

Part of the group which owns MOTOR SPORT and its weekly sister newspaper *Motoring News* is London Art Technical (LAT), which supplies both publications, as well as very many others, with most of their photographs from motor sporting events all around the world.



Tee "in action" at Estoril.

As chief photographer, it is Steven Tee's job to cover all the Grands Prix, plus any other events which he can fit into his busy schedule: the Birmingham Superprix, for example, or a Group C race in Australia. Though the envy of many with its constant globe-trotting, it is in fact a job which requires enormous commitment, a diluted family life, the strength to carry 20kg of camera equipment around the circuit, and a cast-iron stomach — especially when visiting some of the less westernised countries which host major races.

As with some drivers, a track inspection the day before first practice is a requirement Steven finds essential, though his view of the corners and likely overtaking places is conditioned by very different motives.

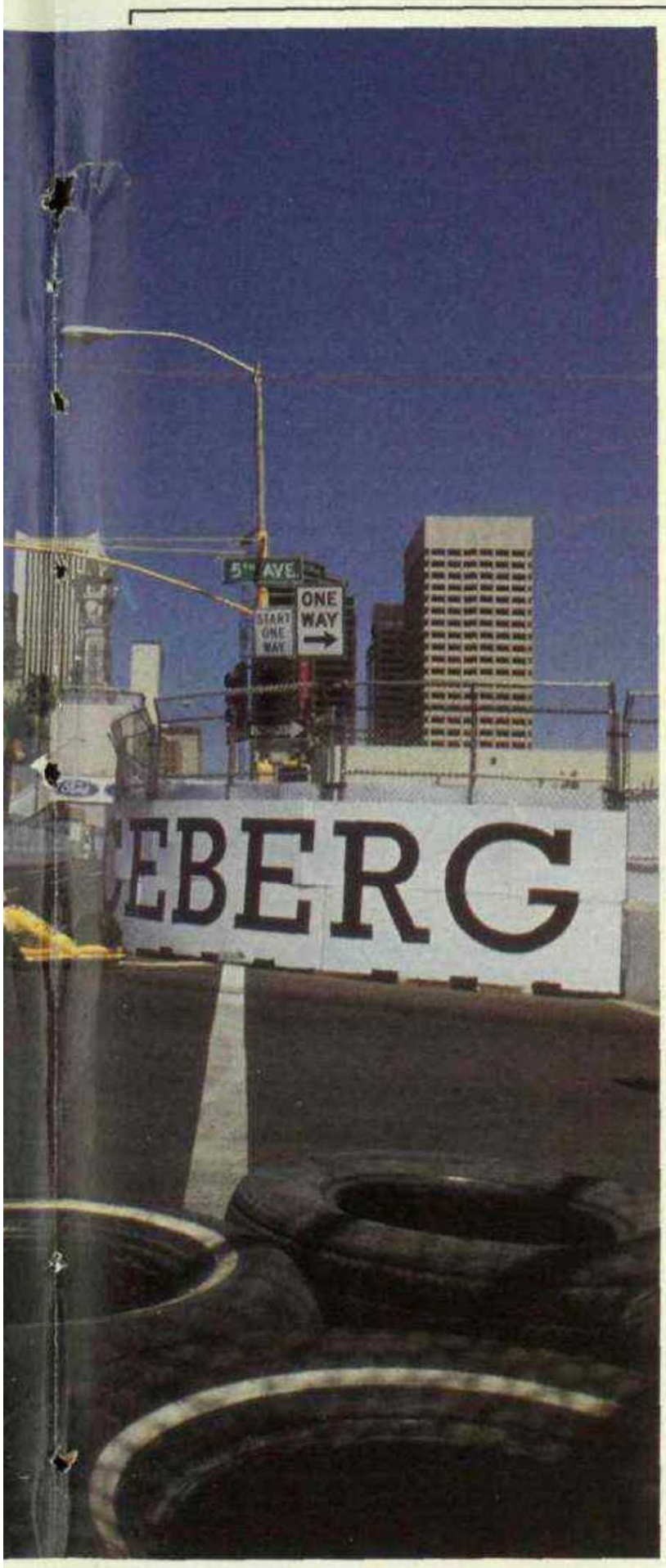
New circuits, such as Phoenix this year, require special consideration because all the professionals are searching for that special vantage point; if they find it they will try and keep it close to their chest for as long as possible. "A bike ride around the track two or three times is all I require to make a mental note of the most promising places, taking into consideration the position of the sun both in the morning and in the afternoon and whether a spot is too far out on a limb to be easily reached during the race. If it is, then practice shots only will have to do," says Tee.



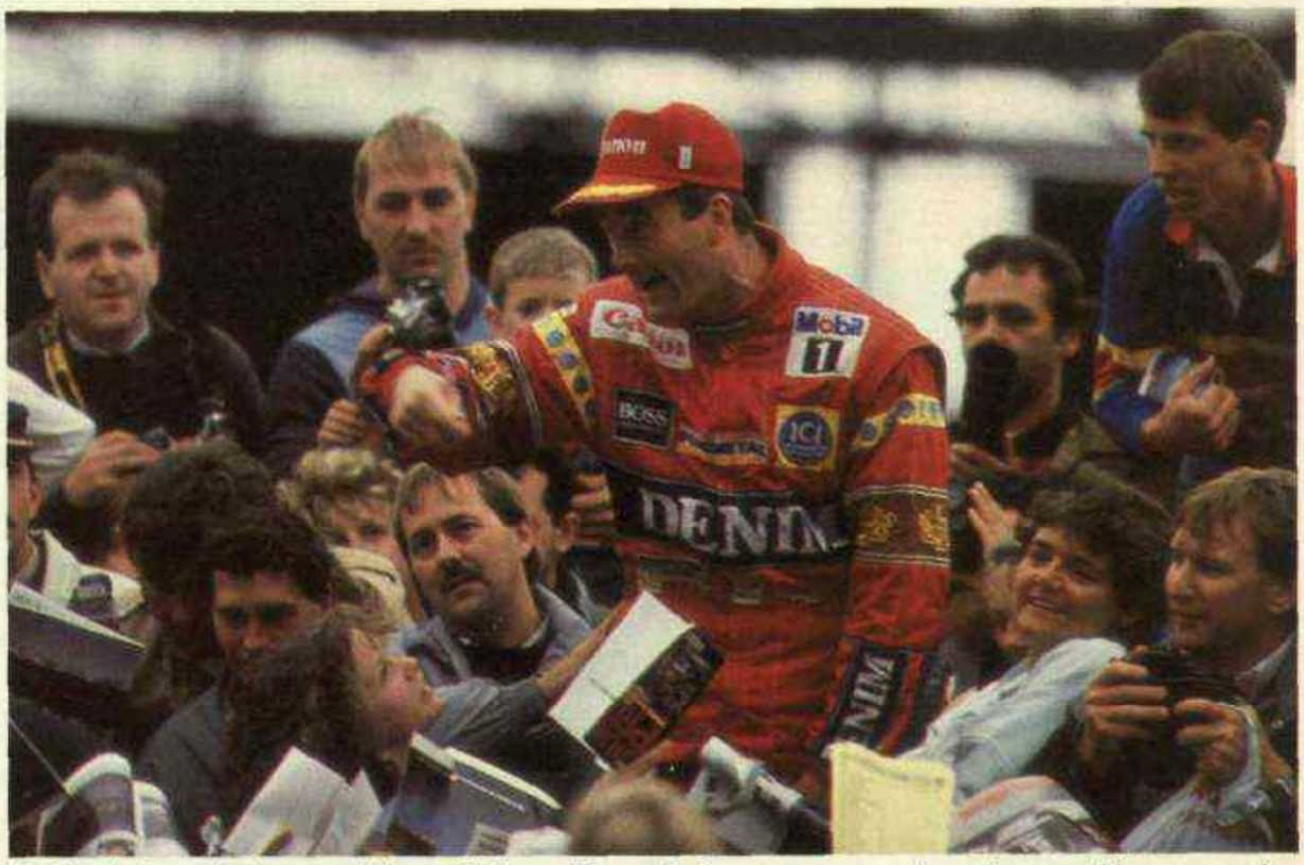
At a new circuit such as Phoenix, the race is on to fi

Requirements imposed on all the mainstream photographers consist of start shots, profiles of cars going from left to right as well as from right to left (which might necessitate crossing the track at some circuits), and finish and podium pictures.

The end of any race is followed by a dash to the car park to speed to the airport and return home on the earliest flight possible, to deposit the films with the laboratories whose overnight processing ensures that colour transparencies are available at 8am on the Monday morning for *Motoring News*' front page. Photographs from longer-distance events, especially those in America



nd that special vantage point.



In the pit-lane during a public walkabout, Mansell gives spectators a fine photographic opportunity.



On the inside of the circuit a cameraman is presented with different angles and less fencing.

where time differentials dictate that Friday's practice shots are sent back to London as soon as possible, are airfreighted back by Rapid Movements Ltd, which has representatives at all the Grands Prix since it also looks after the shipping of all the competing cars from country to country.

"I would expect to take thirty rolls of colour film and fifteen black-and-white at an average Grand Prix," says Tee, "but for Silverstone I take extra to cover the support races. It's a circuit where 500mm lenses are important for the professionals, but 70mm to 200mm zoom lenses can also produce satisfactory photographs. Using products such as 100ASA Ektachrome for transparencies or Kodachrome for prints, shutter-speed at Silverstone will usually be 1/500th, although it can be less for a pan shot.

"The best place for taking photographs at Silverstone is the new chicane, because here the cars are at their slowest and you can get closest to them. There is also a background of spectators, and the chance that a car might spin."

Spectators in the grandstands at Copse have the best vantage point for a start shot, and it is here that many photographers flock at the start of the race if they are not selected for a place in the tower above the straight.

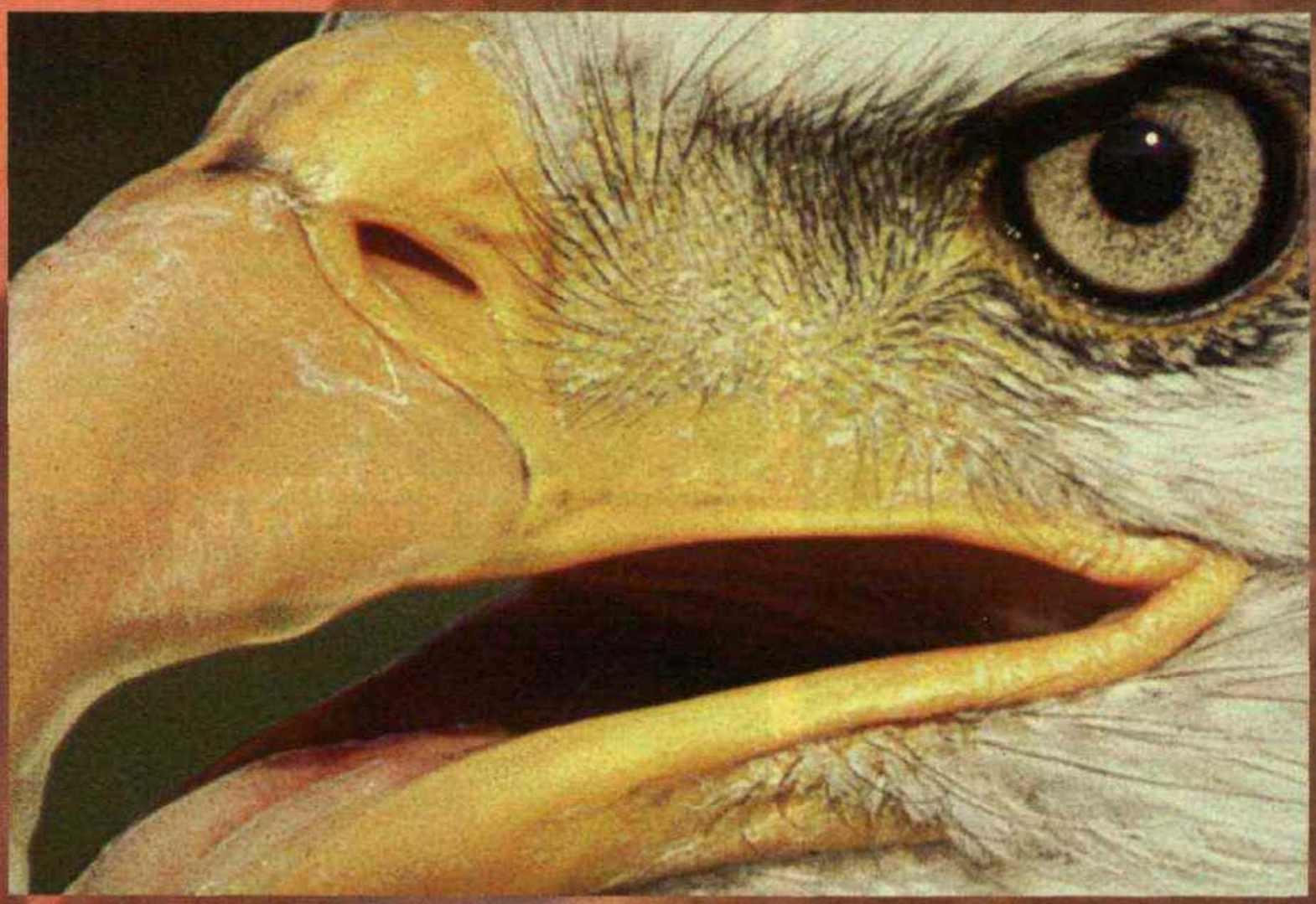
The scope for photographs is otherwise limited on the outside of the circuit, with distance and fencing to be overcome. If, however, you are able to get inside the circuit by use of a paddock transfer, the inner apexes of corners prove good points for panning shots. There is also the opportunity for detail shots of the Formula Three and touring cars.

Pit walkabouts offer the public an opportunity for snapping away at the Formula One machinery, but it must be said that teams often work on their cars behind closed doors and these occasions can be disappointing. During the last couple of years, however, Nigel Mansell has made himself available to the fans in the Silverstone pitlane on Sunday morning, much to his credit.

Atmosphere shots are easier to get. A walk amongst the stalls behind the main straight should present a number of opportunities, whether it be of youngsters dressed in overalls or pretty girls giving away cigarette publicity leaflets.

Silverstone presents a rare occasion for the enthusiast to photograph current Grand Prix cars, but it would be unwise to expect the opportunity to take first-class photographs which the professional lensmen enjoy. **WPK**

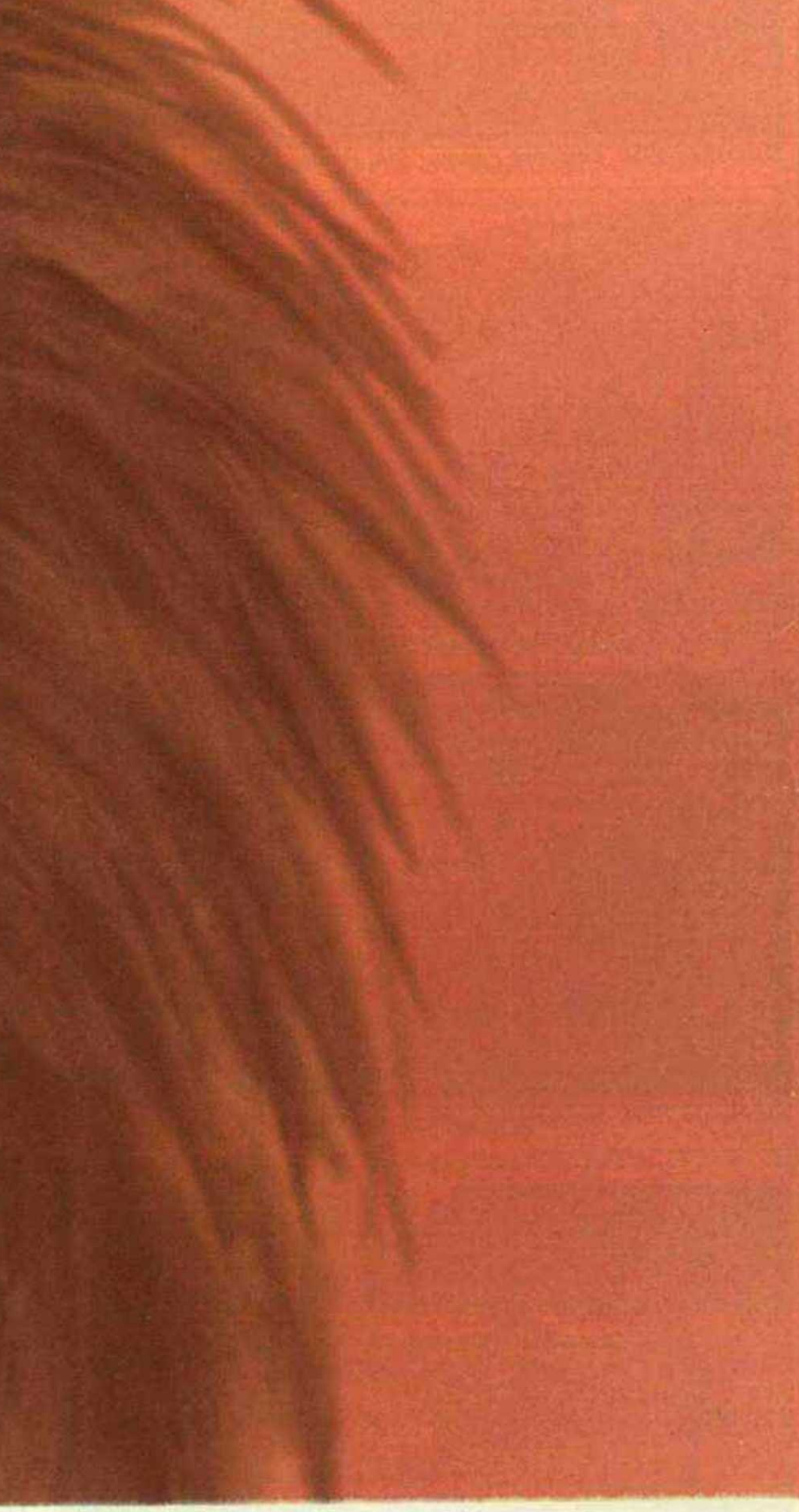
EKTAR 125. THE NE



A SHARPER EYE.

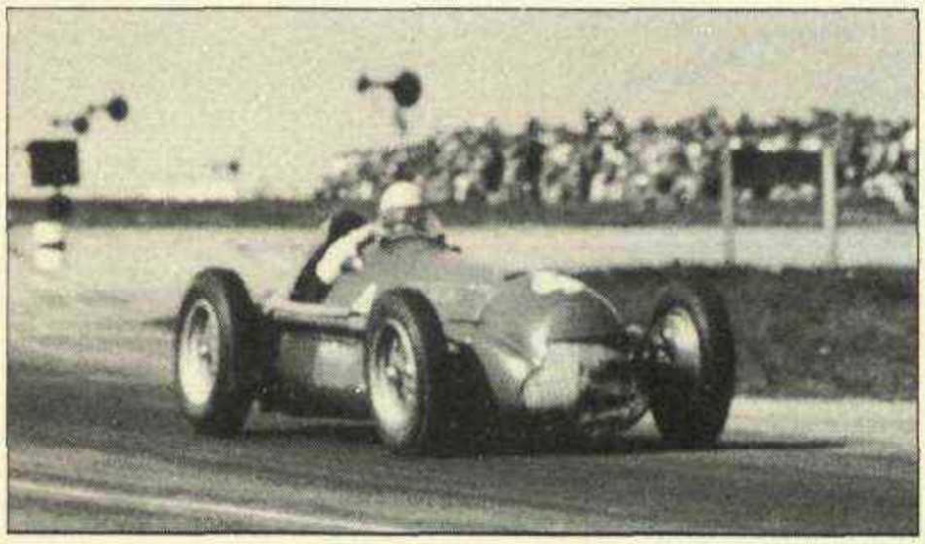
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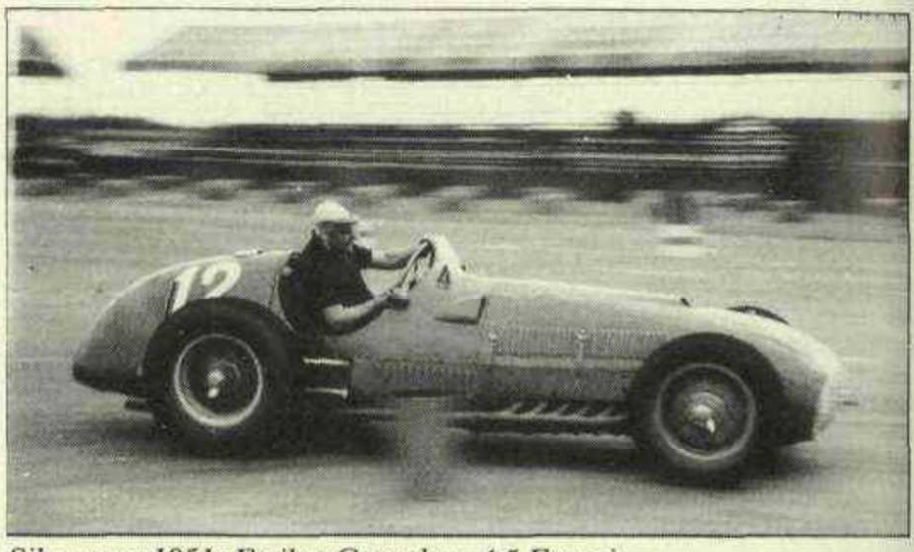


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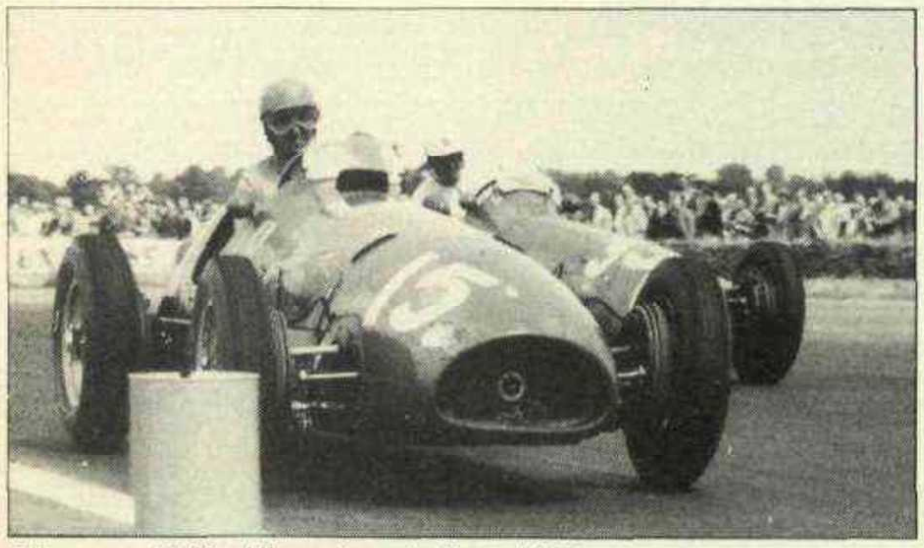
British Grand Prix Winners



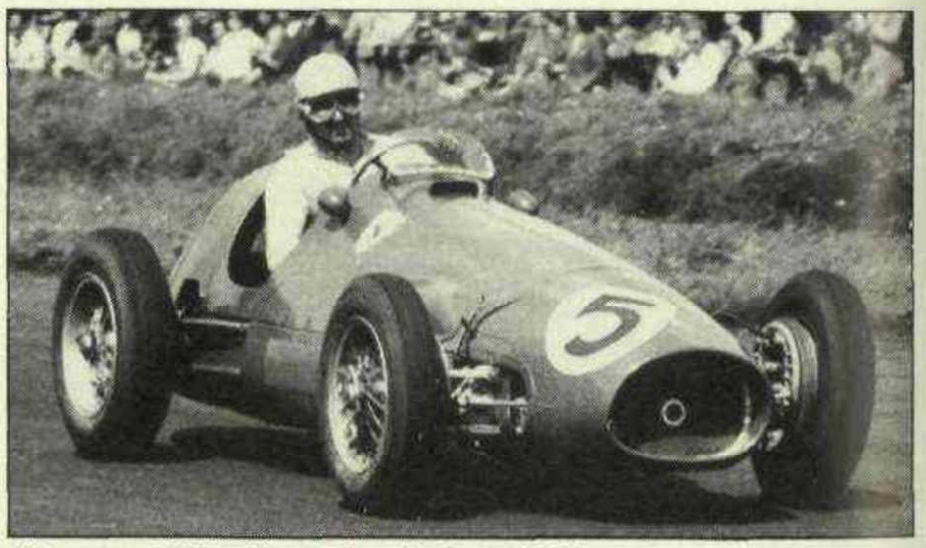
Silverstone 1950: Giuseppe Farina - Alfa Romeo 158.



Silverstone 1951: Froilan Gonzalez - 4.5 Ferrari



Silverstone 1952: Alberto Ascari - Ferrari 500



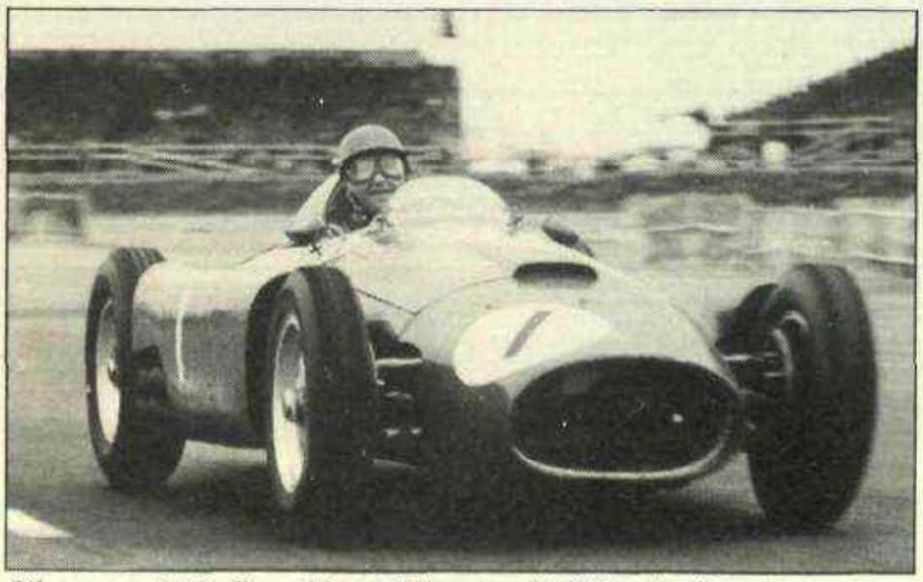
Silverstone 1953: Alberto Ascari - Ferrari 500



Silverstone 1954: Froilan Gonzalez - Ferrari 625



Aintree 1955: Stirling Moss - Mercedes-Benz W196

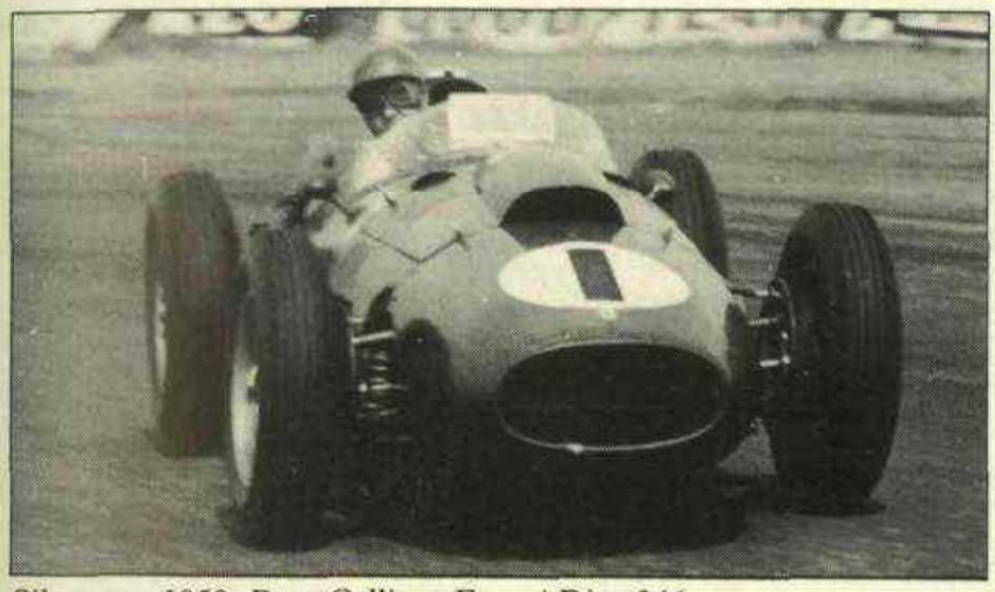


Silverstone 1956: Juan Manuel Fangio - D50 Lancia-Ferrari

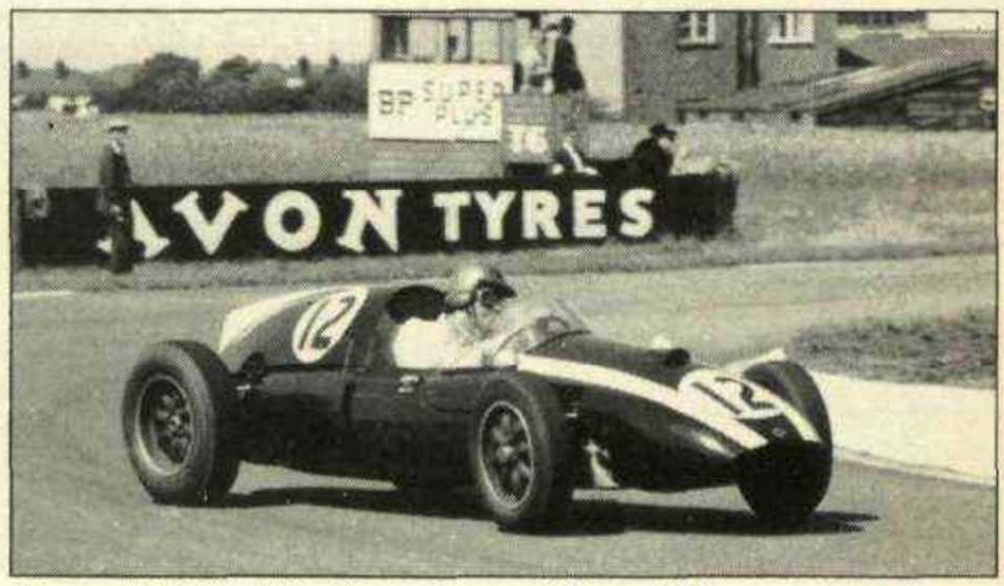


Aintree 1957: Stirling Moss - Vanwall

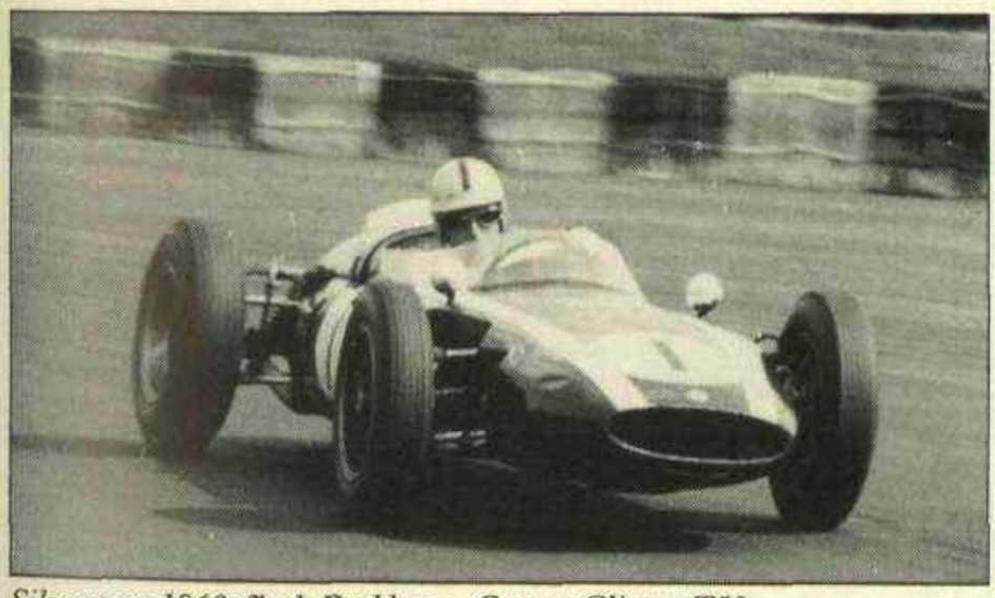
British Grand Prix Winners



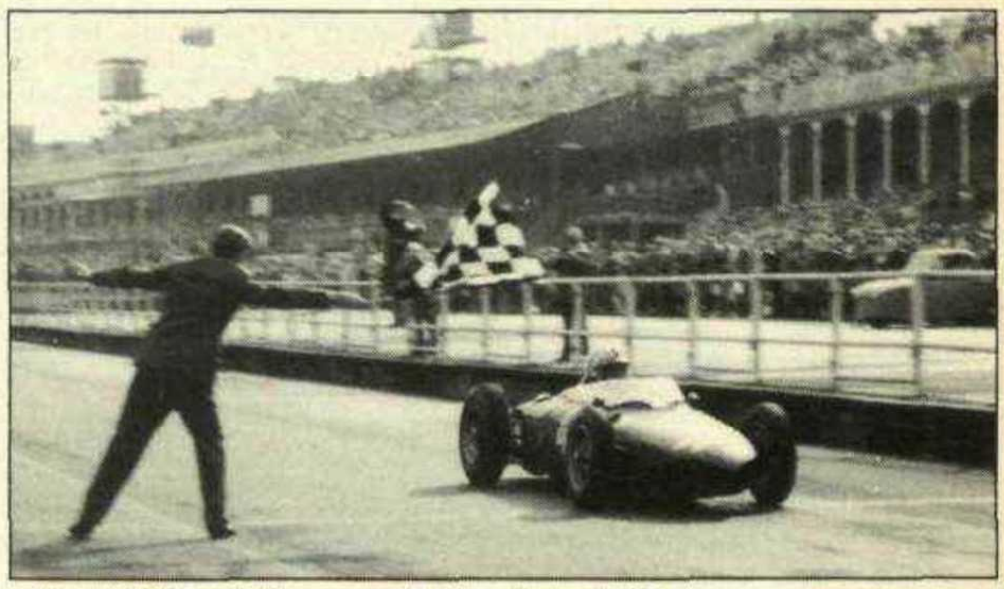
Silverstone 1958: Peter Collins - Ferrari Dino 246



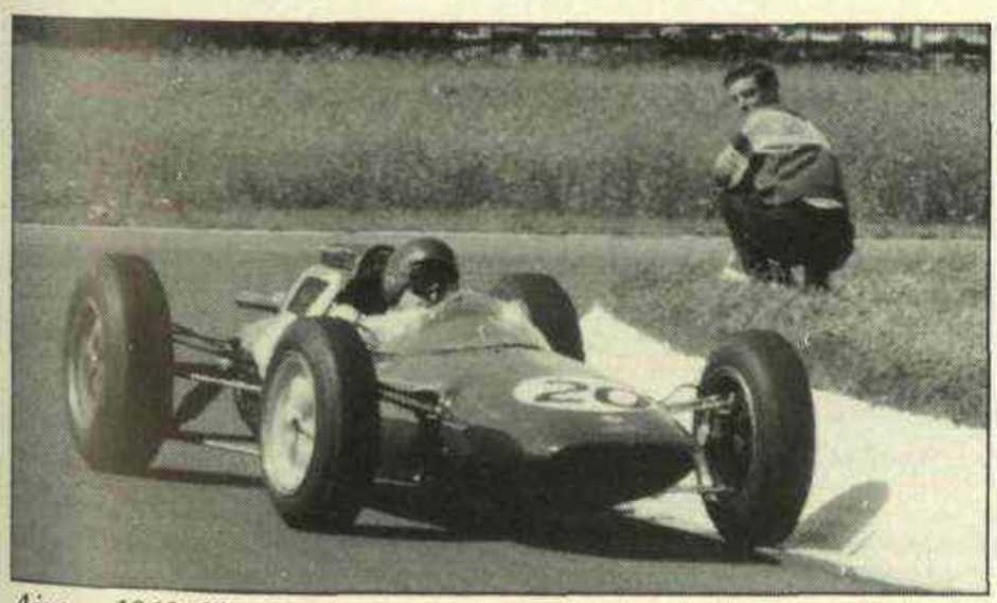
Aintree 1959: Jack Brabham - Cooper-Climax T51



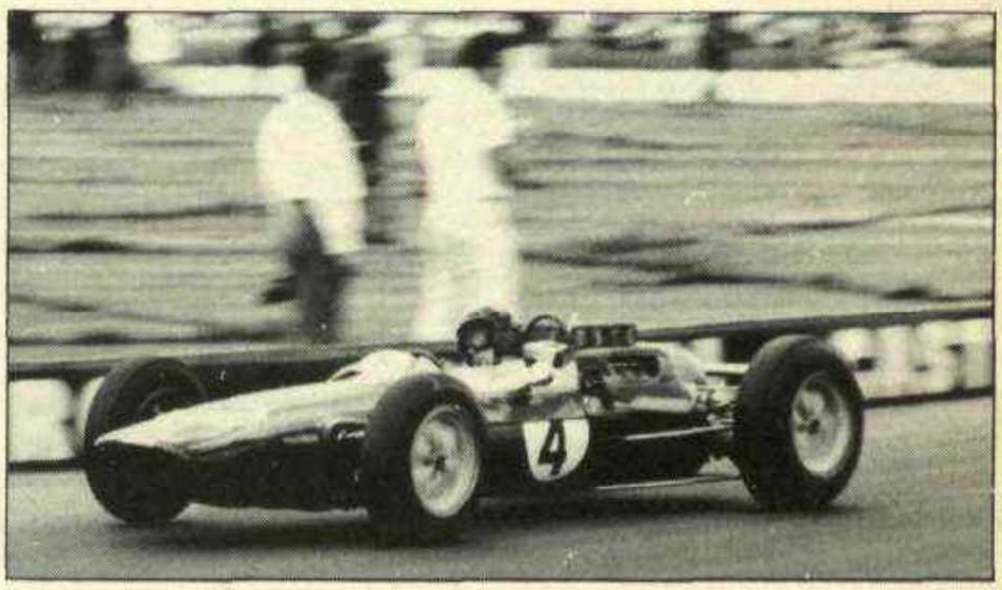
Silverstone 1960: Jack Brabham - Cooper-Climax T53



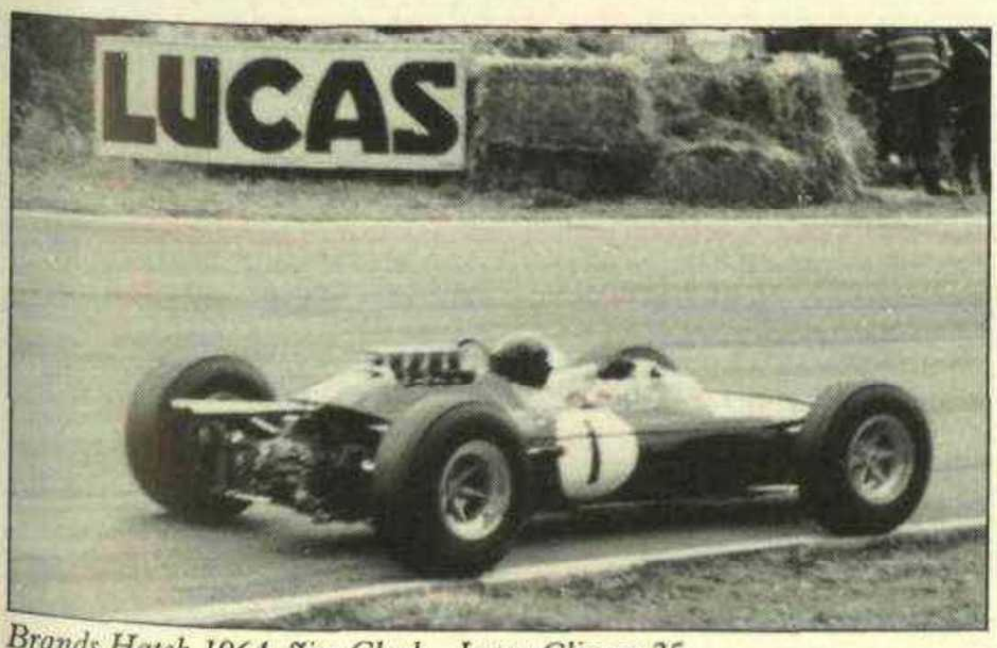
Aintree 1961: Wolfgang von Trips - Ferrari 156



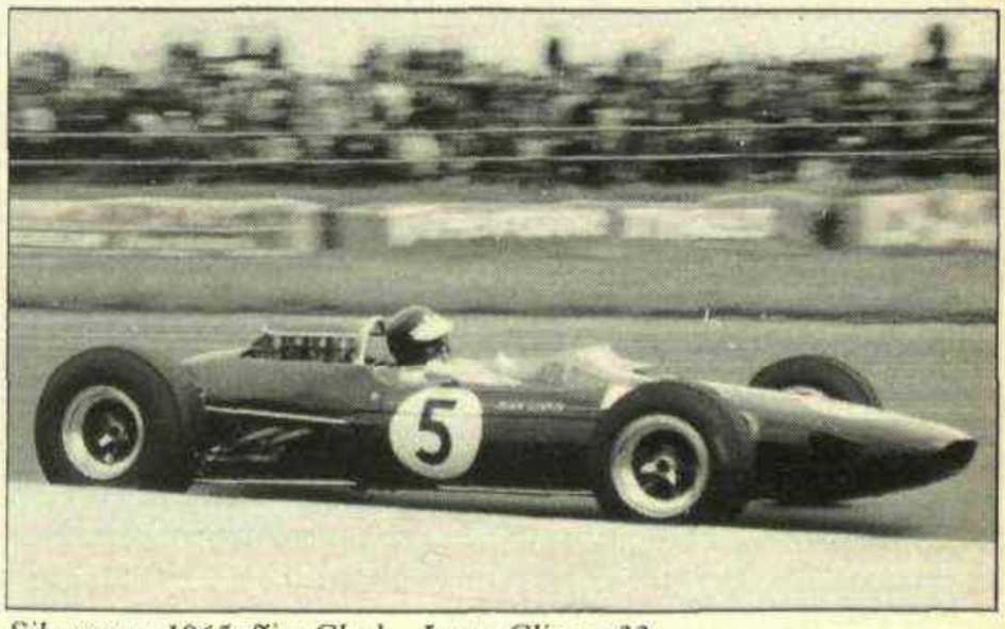
Aintree 1962: Jim Clark - Lotus-Climax 25



Silverstone 1963: Jim Clark - Lotus-Climax 25

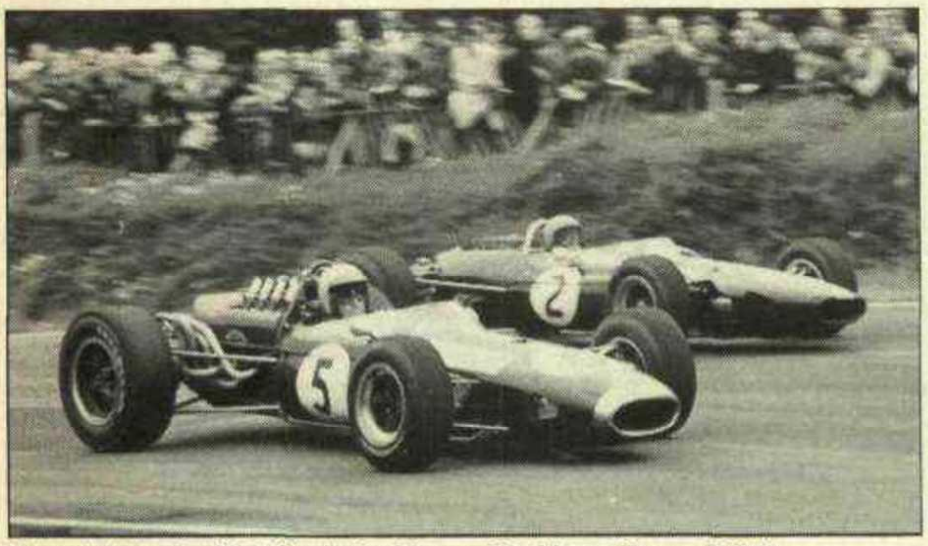


Brands Hatch 1964: Jim Clark - Lotus Climax 25

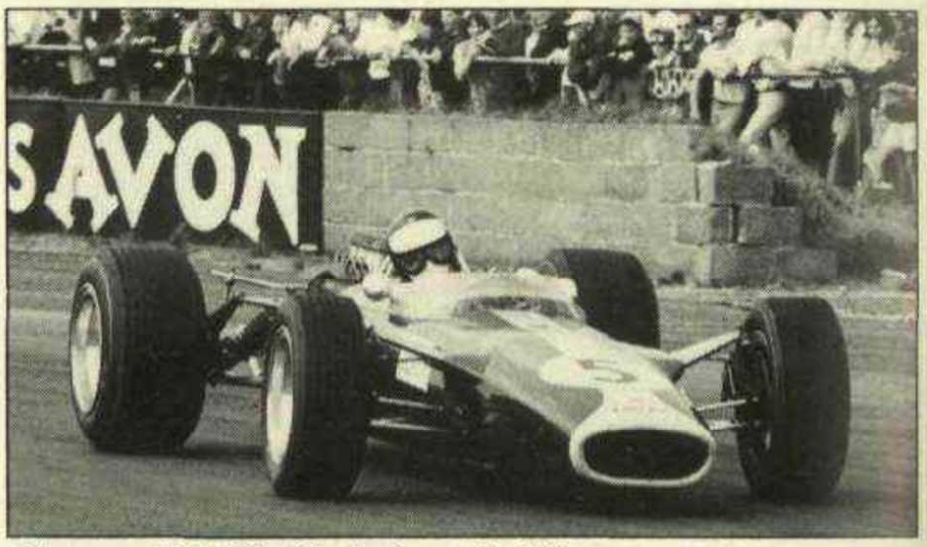


Silverstone 1965: Jim Clark - Lotus-Climax 33

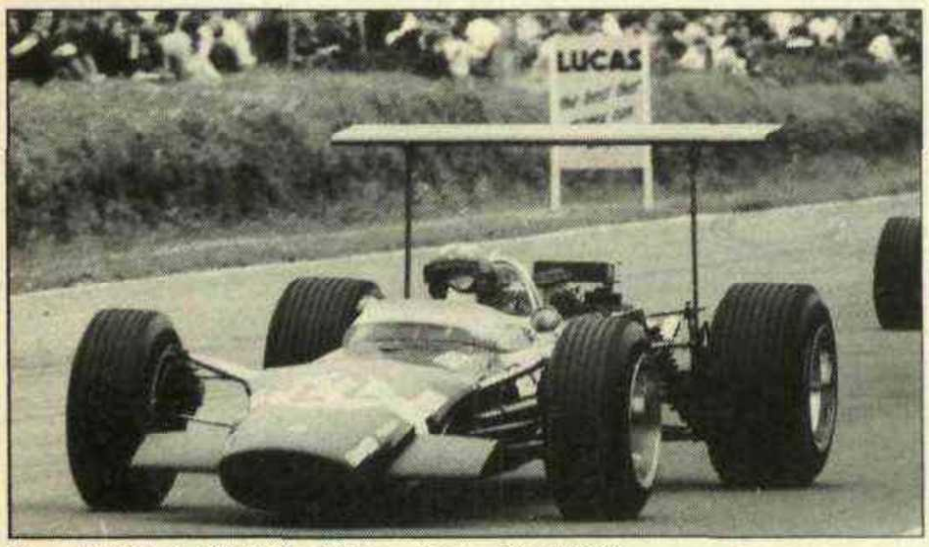
British Grand Prix Winners



Brands Hatch 1966: Jack Brabham - Brabham-Repco BT19



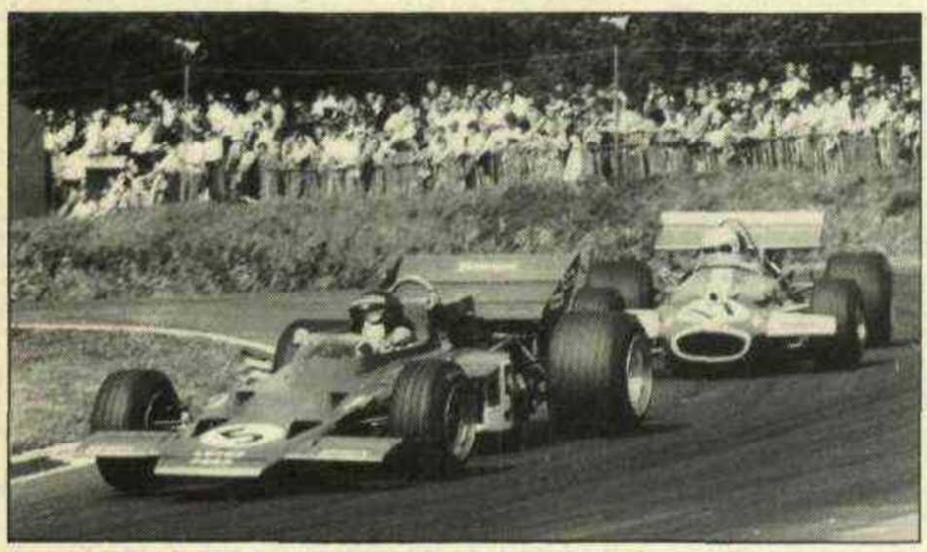
Silverstone 1967: Jim Clark - Lotus-Ford 49



Brands Hatch 1968: Jo Siffert - Lotus-Ford 49B



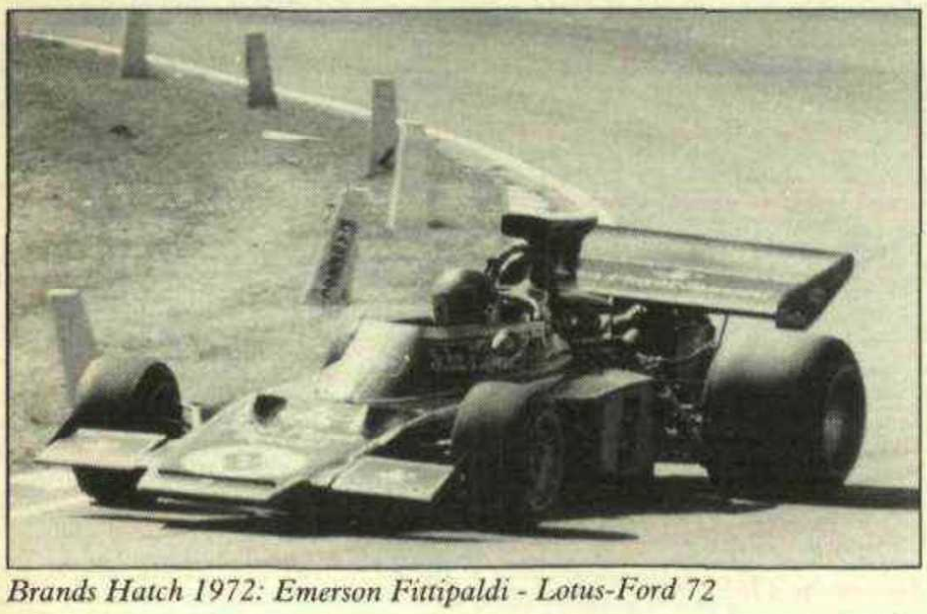
Silverstone 1969: Jackie Stewart - Matra-Ford MS80



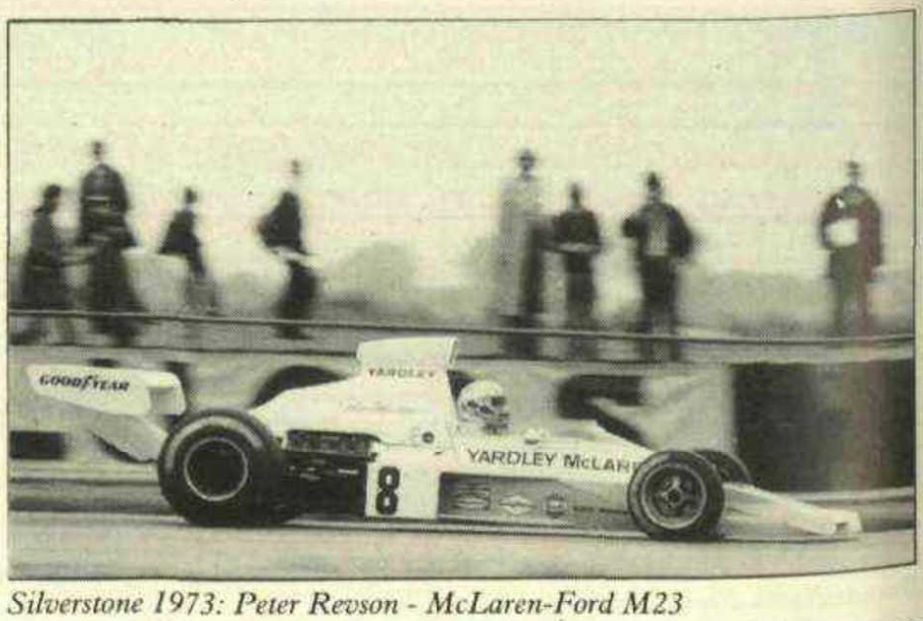
Brands Hatch 1970: Jochen Rindt - Lotus-Ford 72



Silverstone 1971: Jackie Stewart - Tyrrell-Ford 003



Brands Hatch 1972: Emerson Fittipaldi - Lotus-Ford 72



Silverstone 1973: Peter Revson - McLaren-Ford M23

British Grand Prix Winners



Brands Hatch 1974: Jody Scheckter - Tyrrell-Ford 007



Silverstone 1975: Emerson Fittipaldi - McLaren-Ford M23



Brands Hatch 1976: Niki Lauda - Ferrari 312T-2/76



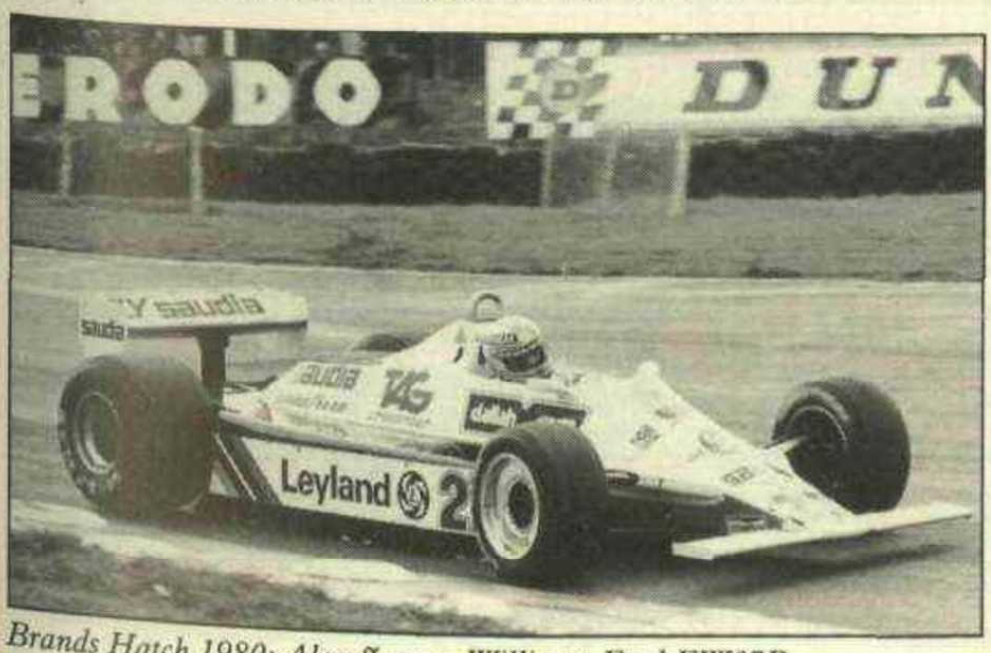
Silverstone 1977: James Hunt - McLaren-Ford M26



Brands Hatch 1978: Carlos Reutemann - Ferrari 312T-3



Silverstone 1979: Clay Regazzoni - Williams-Ford FW07



Brands Hatch 1980: Alan Jones - Williams-Ford FW07B



Silverstone 1981: John Watson - McLaren-Ford MP4

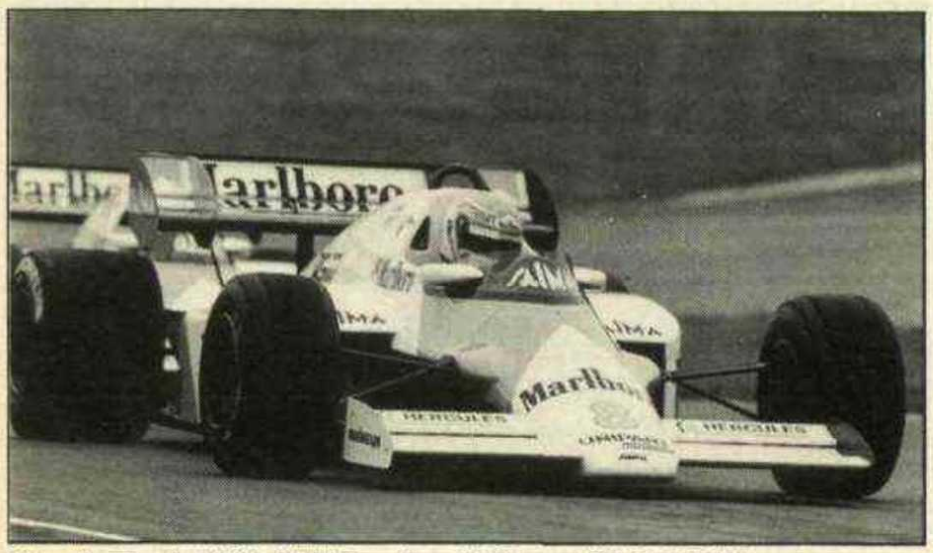
British Grand Prix Winners



Brands Hatch 1982: Niki Lauda - McLaren-Ford MP4B



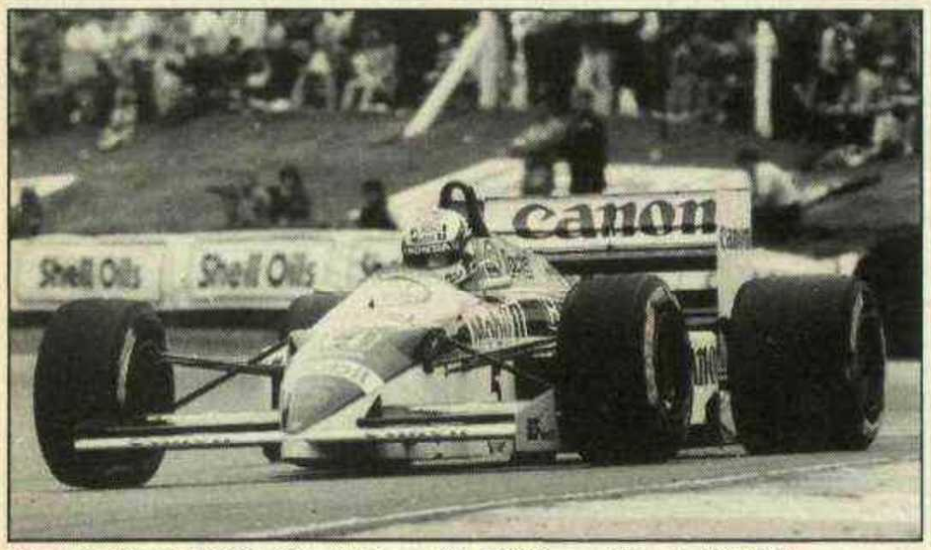
Silverstone 1983: Alain Prost - Renault RE40



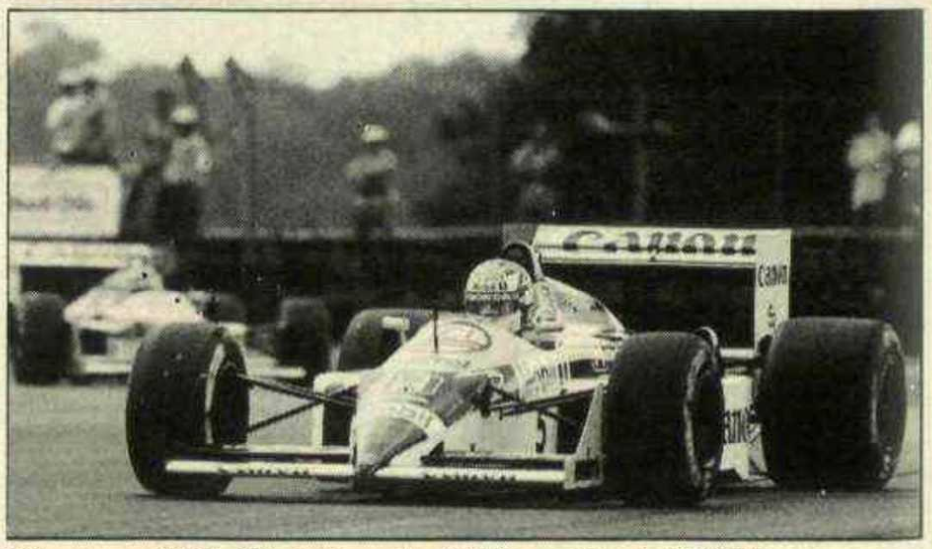
Brands Hatch 1984: Niki Lauda - McLaren-TAG MP4/2



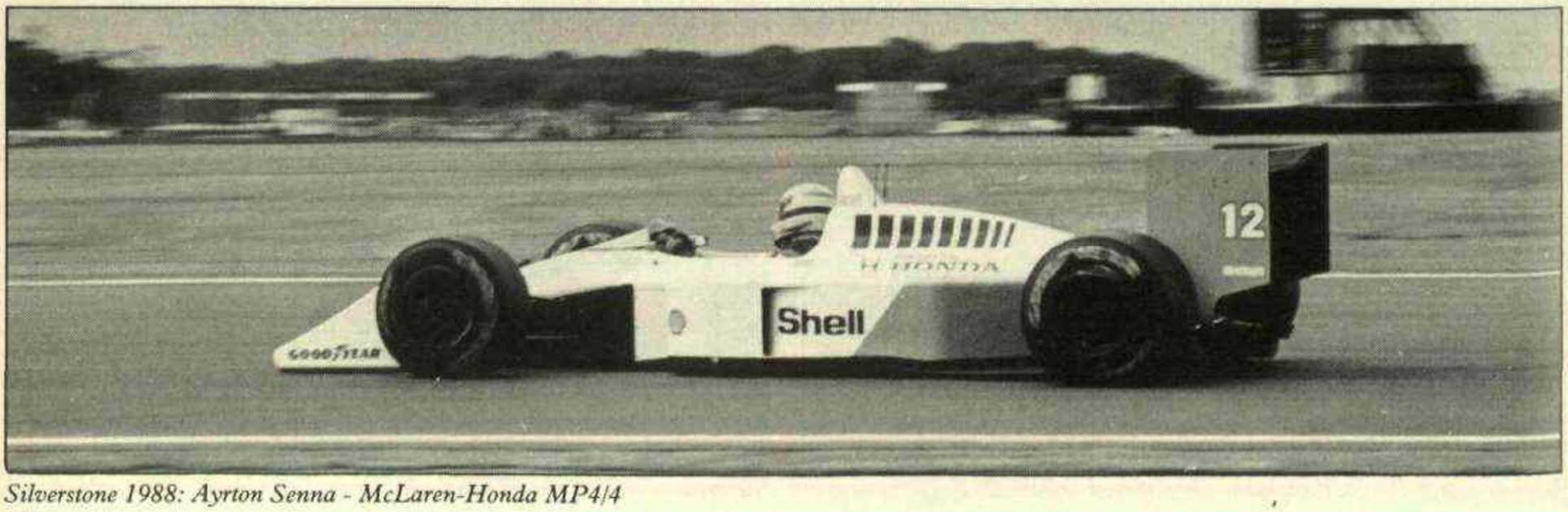
Silverstone 1985: Alain Prost - McLaren-TAG MP4/2B



Brands Hatch 1986: Nigel Mansell - Williams-Honda FW11



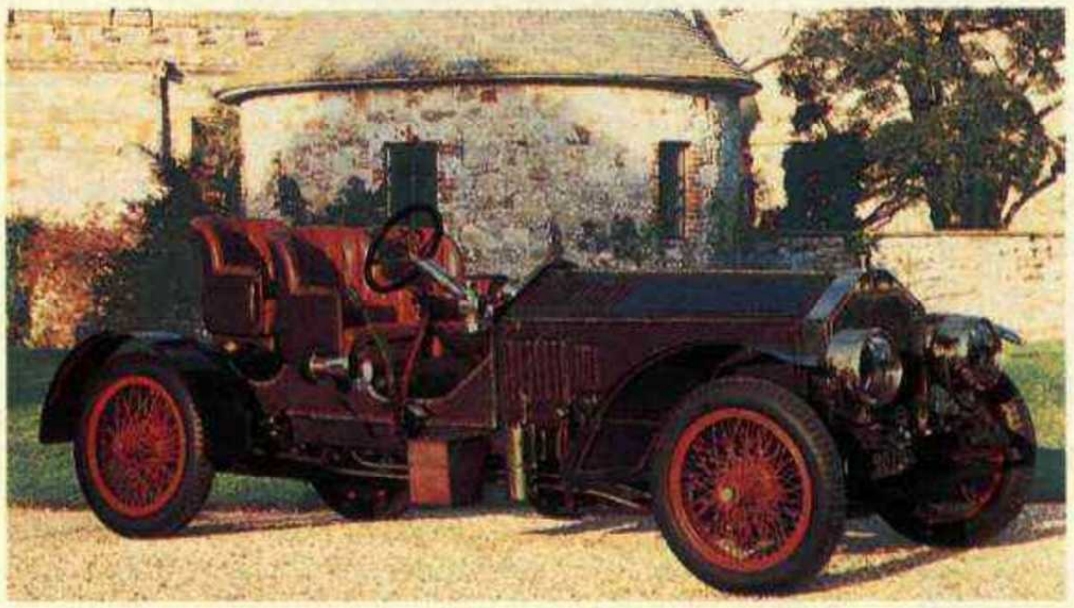
Silverstone 1987: Nigel Mansell - Williams-Honda FW11B



Silverstone 1988: Ayrton Senna - McLaren-Honda MP4/4

The VINTAGE Car Sale

BEAULIEU – JULY 10



Photograph courtesy of the National Motor Museum, Beaulieu

The Vintage Vintage car sale has become as famous for its conversation as it has for its cars.

Past Christie's sales at Beaulieu have seen outstanding cars and record prices. Last year this was typified by the Ball Collection and the now famous Mercedes-Benz 500K.

Christie's sale this year includes many interesting motor cars, amongst them, this unique 1907 Metallurgique – Maybach 21 litre Tourer, famous for its Brooklands racing history, and restored to its current specification by Douglas Fitzpatrick in the 1950's.

A marvellous selection of automotive art and memorabilia will also be offered for sale.

Many leading authorities on collectors' cars will be there to offer their unique knowledge and experience of the world's greatest marques.

For further information or a catalogue on the Vintage Vintage car sale, please contact the Vintage Car Department, Christie's, 8 King Street, St. James's, London SW1Y 6QT, Telephone 01-839 9060, Telefax 01-839 1611, Telex 916429.

CHRISTIE'S

In association with Lord Montagu of Beaulieu



Peugeot 405 Mi-16: the narrow loser on performance but the winner on price.

Gallic Rivals

Peugeot opted for a twin-cam 16-valve powerpack to top its 405 range, whilst Renault stuck to its turbocharging guns with the new 21 model. Both these French giants have built solid reputations on their saloons, but which looks better-placed for market success in the Nineties?



Styling by Pininfarina, high sill.



Peugeot's 16-valve twin-cam is a work of art.

Two of the most successful small car manufacturers in the last decade have been French. Such has been the success of their models that it has not only paved the way for successful larger cars, but also saved at least one of them from virtual bankruptcy. Curiously enough, though, both were previously better known for their saloons, so, in the 21 and the 405, Renault and Peugeot respectively have returned to what should be the backbone of their business. To give both series some elan, performance versions have become available over the last year, although the route taken by these Gallic rivals is quite different.

It was Renault which brought turbocharging into Grand Prix racing in 1977 and, having since been introduced into most of its road model range in some form or other, it remains very much the company's domain. It is hardly a surprise, therefore, to see the Renault 21 propelled in this way. Peugeot, however, has sought higher performance by fitting into its acclaimed 405 series its 16-valve 1.9-litre twin-cam engine.

Generally speaking, turbocharged cars are notably lethargic at lower engine-speeds, as well as suffering from the complaint of turbo lag whereby there is a distinct pause between pressing the accelerator and getting the power transmitted to the wheels. On the other hand a 16-valve engine, for all its appeal to the marketing men, is really only effective when being worked hard, for it is otherwise on a par with the same engine in 8-valve configuration. Of these two methods of making a car go faster, which of these manufacturers has got it right?

In the 405, Peugeot already had a model of considerable acclaim on its hands. It had won the prestigious Car of the Year award in 1986 and was continually lauded by the Press. It was therefore a natural home for the twin-cam 16-valve 1.9-litre engine which uses the same block as Peugeot's rally-winning 205 T16.

The single-overhead-cam 1995cc unit which sits in the 21 Turbo is not unique to the model, for in more basic form it can be found in other 21s as well as in the 25. In order to take the stresses imposed by turbocharging, it has necessarily been modified quite extensively with some internal parts made sturdier to accommodate the extra power. The turbocharger itself is the water-cooled T3 attached to a couple of air-to-air intercoolers, but the most sophisticated aspect of the engine is the Motorola microprocessor-brain which undertakes a wide range of functions as diverse as monitoring the turbo boost pressure to limit wheelspin and enabling the car to run on lead-free petrol.

While the Peugeot unit delivers an impressive 160 bhp at 6500 rpm, the Renault all-alloy unit gives 175 bhp at 5200 rpm and 199 lb ft of torque at 3000 rpm compared with 133 lb ft at a highish 5000 rpm for the Peugeot.

In performance terms, this translates into top speeds of 133 mph for the Peugeot 405 Mi-16 and 139 mph for the Renault 21 Turbo, and 0-60 mph times of 8.8 and 7.8 seconds respectively, while the standing start to 100mph saw the Renault turn in a best time of 20.2 seconds compared to the 25.2 of the Peugeot.

Top speeds and acceleration figures, however, are not the sole criteria for judging these cars; power delivery and refinement have to be taken into consideration. Since both cars are aimed at more than just the sporting enthusiast and have the young executive in their sights, they simply could not be unadulterated racers.

The Renault is faster, but you do not have to be brutal with the accelerator to feel it. It quivers as if kept on a tight lead, yet it never feels nervous. The Regie's turbo experience has come up trumps here, for turbo lag is not a factor at all unless the accelerator is pushed hard from under 2000 rpm. Under normal driving conditions, in which the tachometer is recording between 2500 and 3200 rpm, a dab on the accelerator brings an instant response. The trouble is that the car is so responsive that it is very difficult to be restrained enough to keep it below the legal limit, especially on motorways, for even at 100 mph it is willing to surge ahead at the slightest extra pressure on the throttle.

The twin-cam Peugeot engine is a work of art, but to appreciate it fully it is essential to keep it above 3000 rpm. It is happy enough to go up to the rev-limiter; lower down the

Peugeot 405 Mi-16 and Renault 21 Turbo

range it is not exactly sluggish, but neither is it lively. In fact it has a split personality. Below 3000 rpm it is almost lazy, not really picking up at all, between 3000 and 5000 it propels you more happily along, but above 5000 rpm it is in its element, just willing the driver to press on.

The Renault uses the five-speed gearbox found in the GTA, but strengthened to cope with the torque. Unfortunately it takes a little getting used to, especially changing from third to fourth and fourth to fifth, but it is put in the shade by the excellent five-speed Peugeot box which is light, quick and complemented by just the right ratios.

There are no complaints about either car when it comes to their chassis, for both are exceptional. That on the turbocharged contender is the same as those on its normally-aspirated brethren, but with most of the suspension components strengthened and the car sitting 32mm lower to help eliminate body roll. Suspension on the Mi-16 is firmer than on the rest of the range, though not specifically beefed up in any one area. The result is that the car gives a generally softer ride than the Renault and does not feel quite as fast — a feeling reinforced by the fact that it requires a little more steering. Both have power steering.

Both cars have superb handling characteristics with prodigious grip, only tending towards understeer in the final moments when adhesion gives way to centrifugal forces. Even at the limit both cars respond to the driver's input whether via the accelerator or the steering wheel. Through a series of esses or in a long sweeping bend, both the Peugeot and Renault are consequently a joy to drive, tyres gripping well and balance perfect. At low speeds it is the Peugeot which wins higher marks by being better able to respond to low-speed bumps, but otherwise there is nothing in it.

In the performance stakes, therefore, both cars are a top quality act with the Renault only just winning out on pure acceleration and top speed, but losing a little to Peugeot through its gearbox and low-speed ride. The performance market is one thing, though. How do they fare in the executive class?

Italian craftsmen can take credit for designing both cars — Guigiaro for the Renault and Pininfarina for the Peugeot. In both cases elegant lines have been somewhat spoilt by the addition of body kits, but at least they are not too far over the top.

Renault's cabin is sumptuous. Leather is standard on the excellent seats and the large glass area prevents the black interior from becoming too oppressive. There is a little too much use of plastic on the dashboard for my liking, but the dials and gauges are well laid out. The cloth seat-covering is unique to the Mi-16 and very comfortable. The dashboard is similarly well arranged but the instruments are particularly clear.



Renault 21 Turbo: the loser on economy but the winner on build quality.

Both cars have anti-lock brakes (Teves second generation on the Renault and Bendix on the Peugeot), central locking, front and rear electric windows, electric door mirrors, adjustable steering column and electric sunroof as standard, but it is this latter item which causes a problem on the Mi-16 for it impinges too much on the driver's headroom. Two additional features the Renault boasts over the Peugeot are a trip computer and a console on the right of the steering wheel which houses a secondary radio and tape volume control, thereby negating the need for the driver to take his hands off the wheel to tune in.

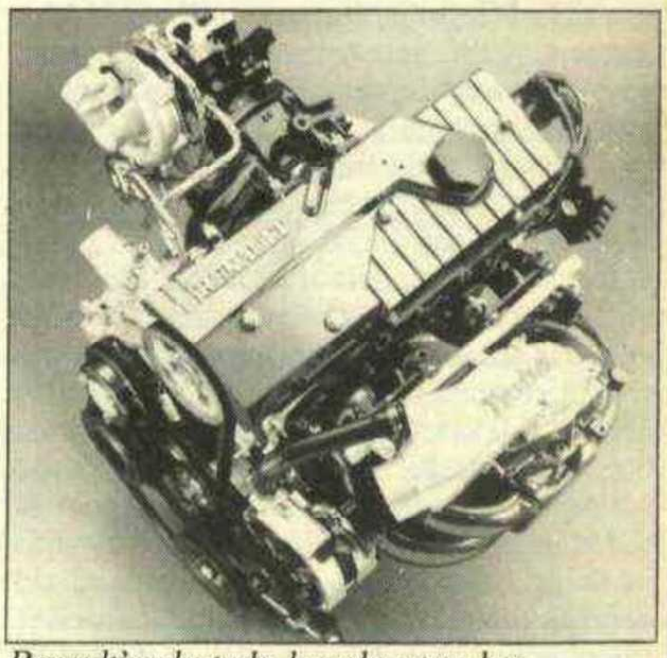
Passenger comfort in both cars is high, and two six-footers can be seated one behind the other and still have a place to park their legs. The 21 Turbo has slightly greater luggage capacity at 17.3 cu ft to the 16.6 of the Peugeot, which also has the handicap of a high sill for the sake of structural rigidity. Renault's sill is low, and the rear seats fold down to give even greater space.

With the Renault returning 22 mpg and the Peugeot 28 mpg, the latter is obviously the cheaper to run on a daily basis, but the difference in spares prices depends on the item needed. An exchange engine for the Peugeot would cost approximately £2000 compared with only £1750 for the Renault, but conversely an exchange gearbox on the Renault would cost £820, £380 more than for its counterpart. Servicing intervals on both are 6000 miles, but the time needed on the Renault is likely to be greater.

On-the-road price for Peugeot's 405 Mi-16 is £15,895, against £17,400 for the Renault 21 Turbo. Both are exhilarating to drive,



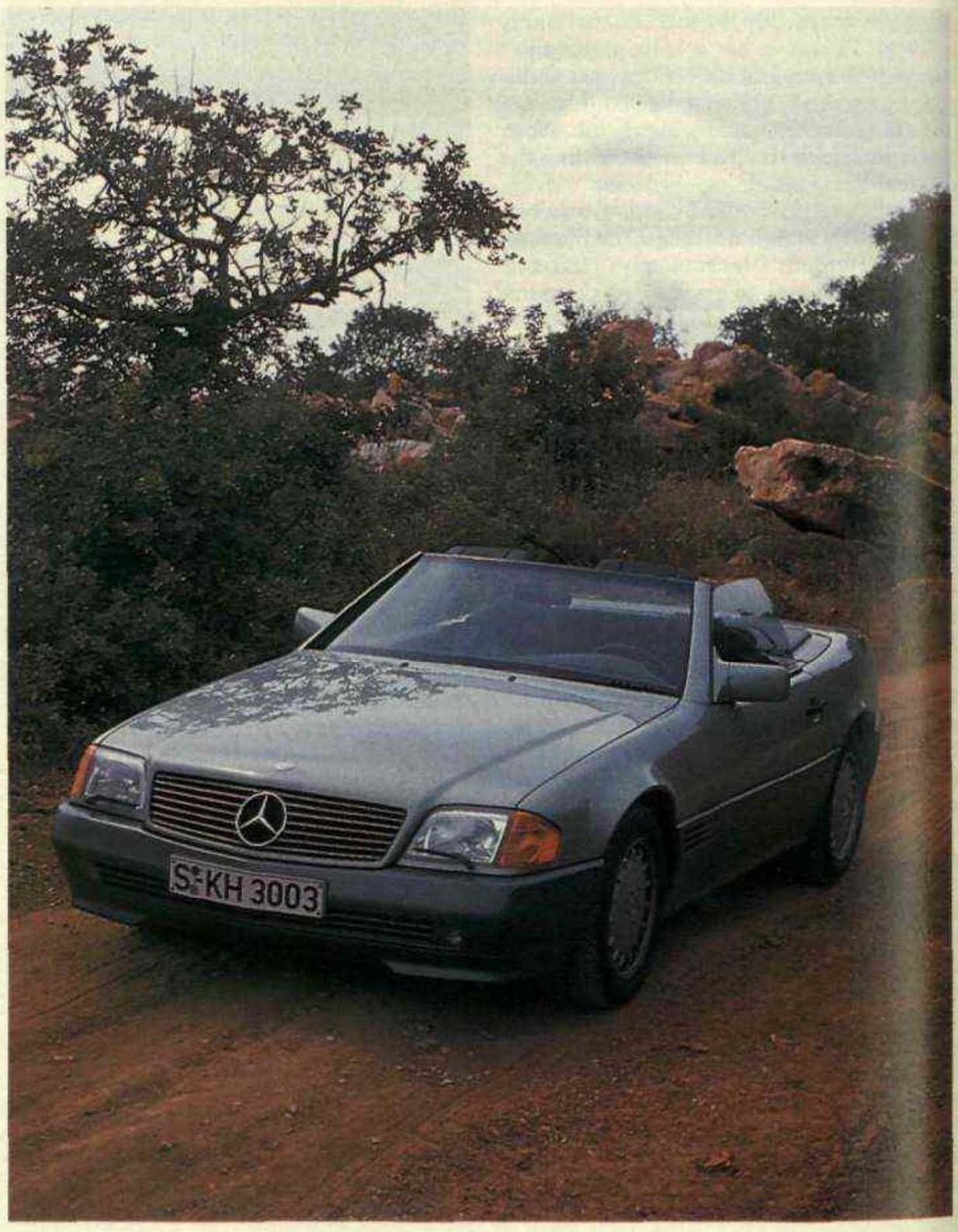
Styling by Guigiaro, low sill.



Renault's sohc turbo has almost no lag.

enhanced by fine chassis, efficient brakes and, in Peugeot's case, a superb gearbox. At £1505 more, the Renault does have more to offer than just its turbocharged engine, for build quality, cabin comfort and sex appeal are of a higher calibre, but if finances do not stretch that far the Peugeot must figure strongly in anyone's calculations. **WPK**

ROAD IMPRESSIONS



A New Benchmark

We reported in some detail on the technical aspects of the new Mercedes sports-car in the April issue, before we had had the chance to drive it. However, we have now had the pleasure of trying all the SLs on the recent international launch.

As a base reference, we started with the 300, the plain 190 bhp 3-litre twin-cam fitted with the optional four-speed automatic box. This box, also fitted to SL-24 and 500 models, offers a sport/economy choice, but seemed a poor match for the smallest engine. Even in "sport" it was slow to change down on demand, and would stay in the lower gear only momentarily, making it hard to escape from the steady trickle of buses and old lorries winding along the convoluted roads around the Estoril circuit in Portugal.

This disappointment did not however mask the basic qualities of the SL. Mercedes' aim of exceptionally high body rigidity is amply vindicated; frame distortion is no higher than the company's saloons, and it shows on the road. The lack of body grumbles is almost uncanny to one used to normal convertibles, even through the worst holes, and mechanical noise suppression is superb. With the top down, even the swish of the big tyres (225/55 ZR16) is lost to the skies, and after the hood mechanism has flexed its hydraulic muscles and closed in the occupants the noises increase only to a restrained rumble of rubber on tarmac.

Below about 80 mph wind noise is virtually absent, but above that point there is a mild degree of it as the roof seals lose some of their grip. Refinement with both the six-cylinder engines is superb: smooth from the peak of their power curves down to a silky idle, only the extra pull of 231 bhp instead of 190 betraying the 24-valve unit with its variable cam timing. By playing with the throttle it is possible to feel the cam advance come in, but in ordinary use it is unnoticeable; the unit simply feels like a 3½-litre engine.

In the top model, the 500SL (at least until the 600SL V12 arrives), the 5-litre V8 also has the variable timing system on its two inlet camshafts, churning out a hearty 326 bhp. It comes only with the auto-box, but although this is the same unit as fitted to the lesser cars, it responds much better to the massive 321 lb ft of torque. Kickdown is brisk in "sport", and the unit responds to varying throttle pressures so that the driver can choose 3 or 2 with a stretch of the ankle. The "economy" option gives very quiet gentle changes.

Compared to the sixes, the V8 is less composed, a mild shudder passing through the engine compartment under hard acceleration and the typical growl spilling out of the bonnet. But the overriding sensation is of the strength of the forces pushing you back in the seat as the car accelerates. It really is brilliantly quick, not just in standing starts (0-60 mph takes 6.2 seconds), but on the road. Overtaking is effortless, and the instant response, so rare in an auto, makes the 500 a pleasure to guide over sinuous back-roads.

Suspension follows the current middle-range saloons in using a vertical shock-absorber strut at the front, with a separate coil spring, while the five-link rear axle is broadly unchanged. Mercedes compares its effectiveness with passive rear-wheel steering; certainly it offers handling which is viceless and forgiving.

Theoretically there is no chassis difference between the two-valve six and the heavier V8, but in fact some minor geometry and spring rate variations give the 500 stodgier steering than the pleasantly weighted 300; something of the precision of the lighter car is lost in transmission.

A chance to drive a 500 on the Estoril race-track showed that it was not flustered

by extremes of punishment, either. Admittedly the track cars were not quite standard — they boasted stiffer springing which will be offered as a performance package later on, plus harder brake pads. Yet instead of ploughing on as a big automatic might be expected to, the SL retained a steady and reassuringly small amount of understeer while subjecting the crew to truly impressive cornering forces. But the copious electronics allow no bravery: ASR, or acceleration skid control, is standard on all 500s, and this actually feathers the throttle if the rear wheels begin to slide. Thus it is impossible to attain opposite lock without actually spinning the car.

This is certainly a sophisticated system, but it cannot be switched off, and more than one journalist at the launch felt that this in itself would prevent him choosing this car as his own transport, not because a responsible driver seriously wishes to drive sideways on public roads, but because there are occasional moments when it is comforting to have that option in answer to a crisis. ASR is an option on the six-cylinder cars; all models come with ASD, the electronic locking differential, which triggers an orange dashboard light when it operates.

To round off the initials, the new feature is ADS — adaptive damping. This is an option on all cars and takes existing systems another step on, with four levels of damping which depend on a series of inputs including vertical acceleration of wheels and of body, steering wheel angle and load, and road speed. It is a complex but successful way of reconciling a gentle ride with a sporting chassis, though for the SL the base condition is nothing like as soft as the big saloon.

In action the device is not apparent at all, except inasmuch as body movements hardly vary in amplitude whether parking or sprinting along a hill-road. At all times the chassis seems taut, but the ride is never hard. This is the first time I have been impressed by such a system. However, the ride quality of the non-ADS cars was in any case first-rate by conventional standards, not as liquid as an XJ-S, but happier in successive tight bends.



Traditional-looking hood has above-average visibility and superb noise sealing.

After 500 and 300 autos, we drove a manual 300SL-24, equipped in this case with the optional sports box. Its dog-leg first pattern is a benefit for fast driving, and even reverse is synchronised, but the change itself could be more positive. Still, a fast passage from Estoril south to the Algarve along smooth roads through some dramatic valleys crystallised the picture of the SL; very relaxing at speed, extremely refined, with complete choice as to driving style. Leave it in fifth and rely on the torque even from 1000 rpm, or keep the gear lever moving and the tach needle between five and seven. It will successfully fulfil its role as a cruiser for the States, and still satisfy European drivers.

In amongst all the electronics, the simplest new feature is the draught-stop. This net panel flips up behind the seats and cuts out most of the buffeting which is otherwise apparent at speeds over 60 mph, but also decreases the rear visibility. Thick pillars to the immensely strong screen surround can also restrict the view a little on tight bends. Interior fittings are simple and clear, following other Mercedes models with unfussy styling and good large controls set in pleasant wood veneer. The only flaw I found was that selecting "park" or first invariably started up the cassette.

Five motors are built into the new seats, whose cast magnesium alloy frames strengthen the floorpan and protect their occupants. An optional position memory also ties in mirrors, including the interior, and the steering column. Belts are integral with the seat, and are adjusted for height along with the head-rest. I found these very hard in the German style, and was glad to emerge and stretch after an hour or so.

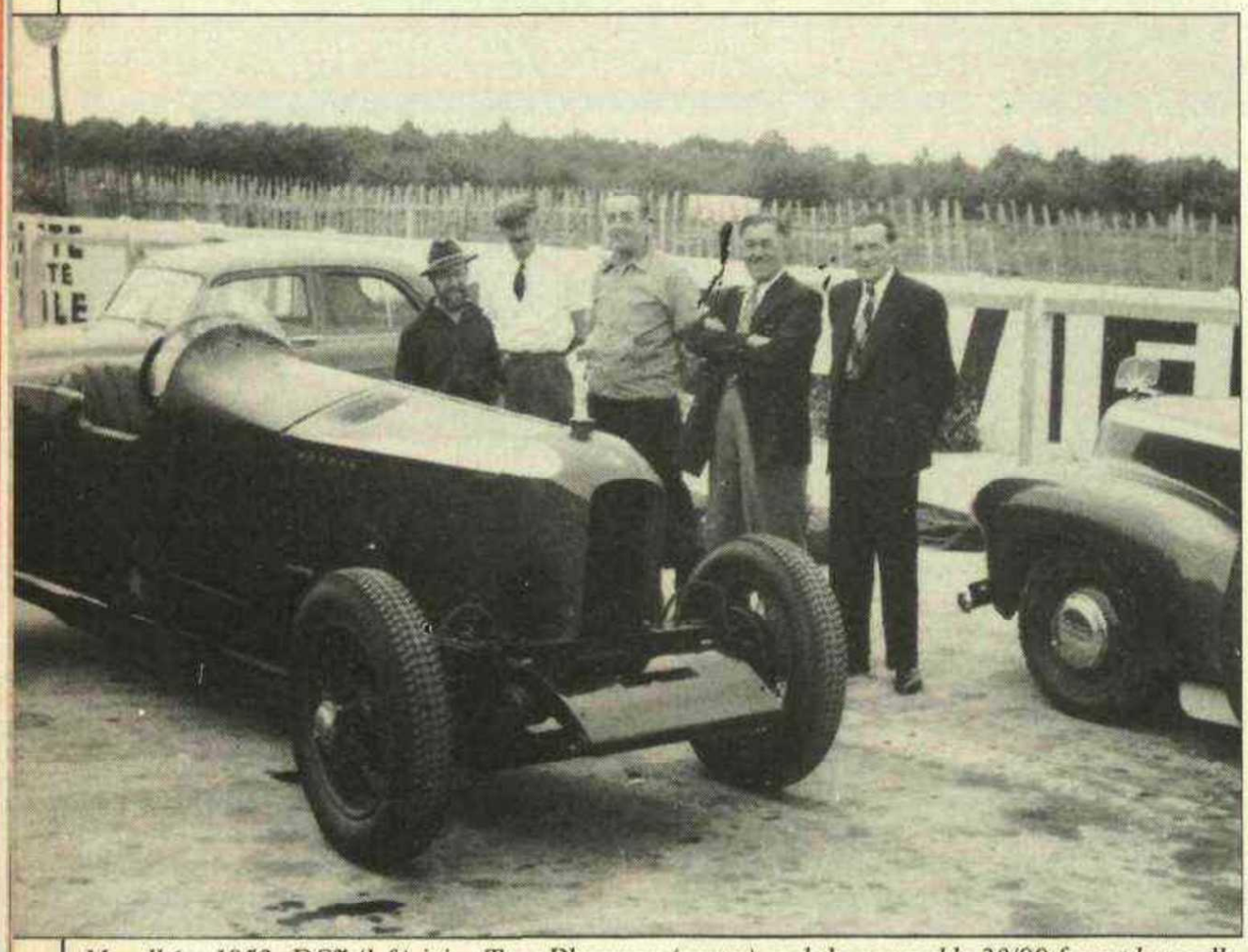
A single switch triggers the roof, which folds away in about 25 seconds under its metal cover, and needs no manual unclipping. When up it is nicely taut, tensioned against billowing up by steel cables, though the mechanism is exposed, surprising in this day of lined hoods.

To wrap up my introduction to this impressive newcomer, I took out a plain 300SL with manual gearbox, which transformed my previous view of the auto. In a couple of hours tackling little hill-roads and then plunging through steep valleys on narrow main routes, the car thrived on hard use. Though not a small machine, its precision is memorable, its balance a delight, and its comfort is likely to become a benchmark. **GC**



Beautiful, fast and refined, the SL is nevertheless taut enough to qualify as a sports-car.

107 Miles in the Hour



Montlhéry 1953: DSJ (left) joins Tom Plowman (centre) and the venerable 30/98 for a photocall.

The 30/98 Vauxhall is, in my opinion and that of most vintage car followers, one of the most desirable cars of its period. Not a sports-car, its Lutonian manufacturer used to explain, just a "fast touring car", but one able to do a guaranteed 100 mph when stripped for racing.

One of the more historic examples, now owned by 30/98 Registrar David Marsh, is OE18, known as the "Plowman Vauxhall", by reason of its ambitious and successful one-hour run at Montlhéry back in 1953.

Its owner at the time was the late Tom Plowman, who had worked on 30/98s at Vauxhall Motors before opening his garage business in Luton. He had run Alvises and Talbots, but in 1934 decided he wanted "a real motor-car". First he bought a Wolseley Hornet, but found it "as satisfying as holding my own hand", so then he purchased OE18 from a London dealer.

He used it as bought for a time, with low oil-pressure and poorish brakes, pondering on who might have seen it through the running-shop when it had been new — old "Lappy" Laporte or George Walker, perhaps, or Fred King, or even himself . . ? But Plowman was so satisfied with his purchase that he decided to rebuild her.

So the old Vauxhall, a 1923 Velox-bodied four-seater, was ground, bored, bushed, trimmed, relined, and given a new hood and rebuilt wheels with bigger tyres. Plowman then raced it at Brooklands in JCC and MCC Meetings, being placed in some of the handicap races that preceeded the 1936 One-Hour High Speed Trial, in which he did 90 miles in the hour (he had previously done well at the Howard Park speed-trials, in full touring trim with windscreen erect). In 1937 at a Donington club meeting he won a three-lap handicap race from Hampton's blown Bugatti, averaging 65.83 mph.

For that road circuit Lockheed hydraulic brakes were found necessary, and later some tuning was indulged in — the back of the body being removed, aero-screens fitted, compression ratio raised, and a new gear-type oil-pump installed. The radiator was given a new core (and rebuilt 2in shorter to allow for an oil cooler to be mounted underneath) and the steering gear subjected to electrical crack-testing. But the handicappers were wise to it . . . Nevertheless, in spite of the petrol tank coming adrift in practice and trailing by its petrol pipe, and the steering-column later collapsing at 108 mph, Plowman won a two-lap race at 88 mph at the 1937 JCC Brooklands meeting and took a second and two thirds that same day, according to his race-notes. He had joined the VSCC when it was formed, and made fastest sports-car time in the 30/98 at the Club's first speed trials, at Aston Clinton, in 1936.

After the war, Plowman and Dunham, who both had motor businesses in Luton, got things going for the VSCC in the "basic petrol" period by organising the 1948 Luton Hoo speed-trials to raise funds for the blind. At the 1949 VSCC Silverstone Meeting the 30/98 was out again, having a fine duel with Cook's Bentley in the One-Hour High Speed Trial and then engaging in furious battle with Birkett's T44 Bugatti in the last race, which it won, lapping the Club circuit at 66.77 mph.

It was success such as this which started Tom Plowman preparing for an undertaking he had had in mind for some years — to see whether he could officially exceed 100 miles in one hour with the old Vauxhall.

The attempt came about in 1953, but only after the seemingly endless round of letter-writing, telephoning, and arranging meetings which always precedes such ventures. The engine had blown up and had to be rebuilt anyway. The Vauxhall was given a large downdraught SU carburettor, a cr of about 7:1, Specialloid pistons, alloy con-rods, balanced crank, large inlet valves, a new four-branch exhaust system, large oil-filter/cooler, 13:40 axle-ratio, a 4½-litre Bentley front axle cut down to 56 lb (slightly lowering the car, after a dural axle had proved unsatisfactory), Dunlop racing 6.00 × 19/7.00 × 19 tyres and G-type hydraulic brakes with some Bedford parts taken from an RAF ambulance found in a scrapyard.

"At the age of 57, Tom Plowman did 106.91 miles in the hour, with a best lap at 109 mph, in a 29-year-old car. As he remarked at the time, 'they go better when they get run in!'"

Tom had aimed for 130 bhp and a weight of 19 cwt, although I believe it came out nearer to 22 cwt; engine speed was 3400 rpm, with a maximum of 3800.

Just before he was due to leave for France the radiator sprang a leak and most of the weekend was spent repairing it. A broken torque-stay, fractured rear shock-absorber bracket and loose instrument-panel had earlier been seen to.

Esso and Dunlop were extremely helpful (likewise the component makers, Reynold making a new timing-chain) and the Bank

The Plowman Vauxhall 30/98

of England let him take £177 in controlled currency. Montlhéry was booked for the attempt and Plowman left in August 1953, having tested at up to 114 mph on Watling Street!

He drove the 30/98 to Montlhéry himself, accompanied by a colleague, Harold Radcliffe, in a Vauxhall Wyvern saloon carrying the large wheels and luggage. The track liaison chap, Monsieur Porcher, provided cover for the 30/98, and the next day Plowman was told he could practice providing his car was 40% quicker than a Simca which was lapping at 65 mph on a 15-day endurance test. He did 17 laps, getting 100 mph above the yellow line on bankings which he saw were steeper than those at Brooklands, pulling up the shock-absorbers twice, as the front-axle was dancing and his arms ached. The banking-angle suited the car's speed and weight but would the 30/98 stand up to the hammering for an hour?

A new set of Lodge HIP plugs and a richer SU needle had already been put in and the 12-gallon tank filled to the brim with Esso pump petrol, so they went off to Arpazon for lunch prior to the hour run. Tom also bought a pair of chamois gloves for better grip on the steering-wheel. I will let his notes take up the story:

Back to the track at three o'clock — a little chat with the officials — they could time me at 3.30. M Massonet of the ACF would be along then. 3.15 I was getting ready — borrowed a golfing jacket, turned up the sleeves nice and free — yes OK — just then a voice said "Not a 30/98!", and behold D S Jenkinson, who said he never passed Montlhéry without calling in — always something interesting going on.

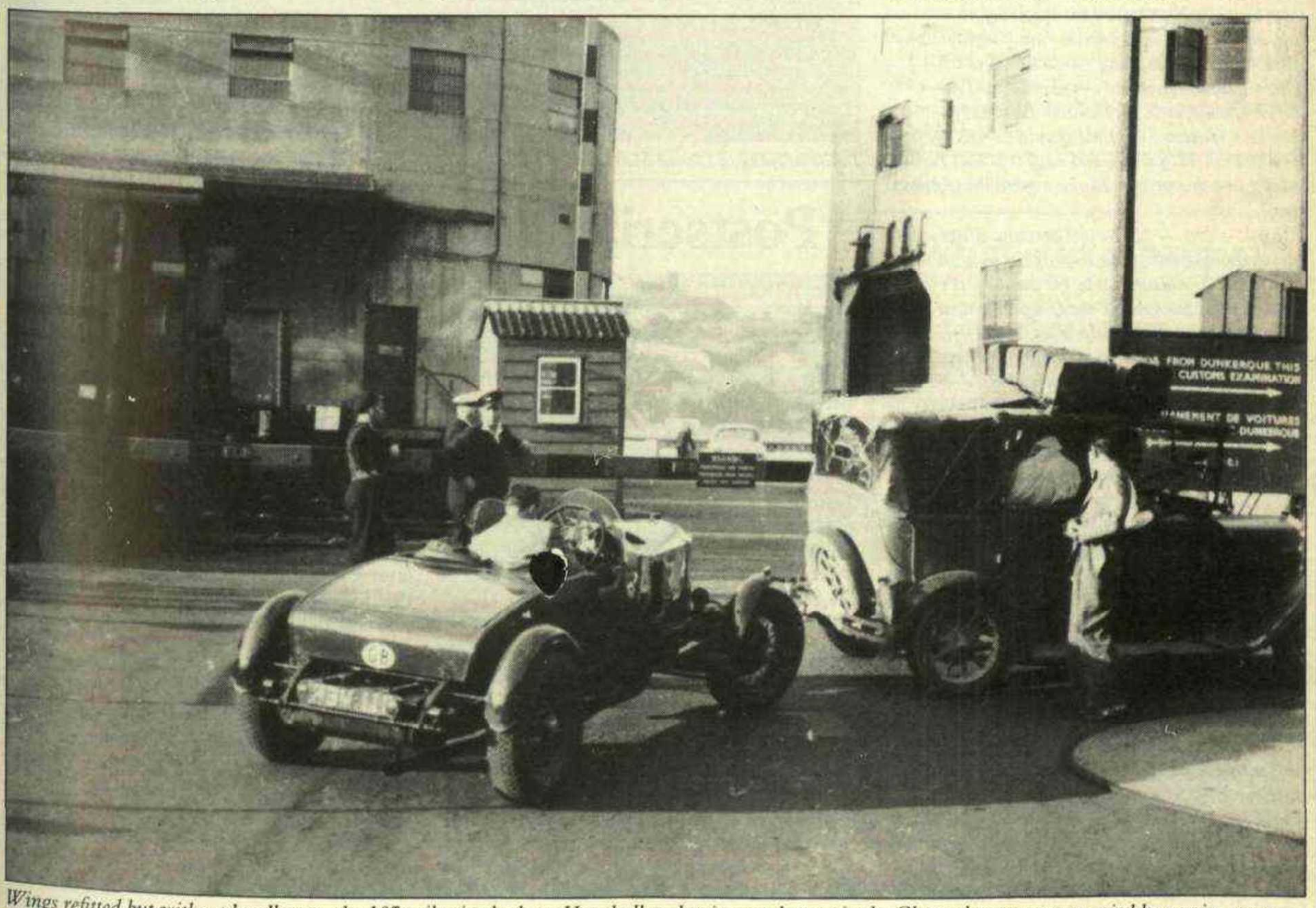
Petrol level checked — oil and water OK; donned the crash hat and thought "Hm, might be some sense in it after all" — had a drink of lemonade — goggles and gloves on — got in and confirmed the signals — left arm out at 15 minutes, both arms down in front 30 minutes — right arm out at three-quarters — both arms up at the hour — thought I, "you are a B optimist" — let's go — two laps to warm up — I will raise a hand and the timekeepers can start — right, we're off.

First — second — third — top — over the yellow line, down the short straight on the far side — up the banking — along the straight past the boys — up the banking — rough ride this — hands better — sure — gloves are fine — ease the grip a bit — round again, lifted a hand — being timed now.

Foot flat and kept it there — round again and again — phew — crash — those B front shockers are no good — that's the front shocker brackets on the axle hitting the chassis — why do people do these things? — well a Vauxhall has never covered 100 miles in an hour before, and it's time it was done — pay attention — concentrate man — no need to go right up there — lap — lap — lap — silly devils are not timing me — oil pressure OK.

Well, this is a long quarter of an hour — lap, lap — dopey lot — just watching — ah, 15 minutes — gosh, seems an age — if anything breaks on this car I bet it will be the sub-frame — that great engine weight. Phew, that's my arm, numbed my hand — I wondered if I should have cut that bodyside away — wish I had — that's better — coming back into use. B silly driving this thing one-handed — ah, that's better — ease the grip of each hand in turn — those bumps — oil

> *"Plowman joined the VSCC when it was formed, and the 30/98 made fastest sports-car time at its first speed trials at Aston Clinton in 1936"*



Wings refitted but without headlamps, the 107-miles-in-the-hour Vauxhall makes its way home via the Channel ports accompanied by service crew.

pressure OK. How are we doing?

Let's go a bit higher — seems just as rough — lap — lap — lap — smell of rubber now and again — good tyres anyway — Dunlop racing — cost the earth. Should have enough petrol — gee, how well she pulls — this Esso stuff really has guts — lap — lap — dopey lot gone to sleep again — surely it's half-way by now? — still running the same — same revs each part of the track — how well she goes past the stand — make those French chaps sit up a bit — camion *— I like that.*

Half way — about time too — what the hell? — do they think I'm running round here for ever? She should do the other half — keep about where you are — no sense in changing now — silly Bs might give me some signal — OK or something — ah! Well you're over the ton all the time — nothing's broken — if anything was going to it would by this time; ah well, ça ne fait rien *— less thinking, more concentration — you'll wreck the bloody thing — lap — lap — lap — wish old Pom could have come — getting the hang of this steering now — that solid crashing isn't nice — press on. Lap, lap, lap — wonder how that oil leak is — still got good pressure — revs OK.*

Weird how regular this is — same revs, same place every time — wish the chap with the white shirt would stand out in front — but then they've never been on a race track before — lap, lap — that Simca looks funny right down there — it's just moving — doing 65 is it? Three-quarters distance — about time too — daft lot, why don't they watch the time? — should do it now — petrol should be OK — started with 12 galls. Good stuff it is too. Never pulled like this before. Make a good mascot that tiger!

Lap — lap — lap — oil pressure drops a bit just there and then comes up again — that's that leak — pressure up to 60 there — it's the level not the oil. Glad I made up that new exhaust system. Must help a lot. Lap — lap — lap — lap — should do it now. Same revs, same places — bloody wonder car this — 29 years old — beat a lot of moderns. Bet she would be giving 130 on the brake — lap — lap — lap — she'll do it now — be a B if something busted now — they've got their hands up, all of them — that's it then — do another couple of laps to make sure.

Attaboy — good — out of gear, switch off — coast in — what did she do? About 107 — what, in the hour? — yes — good — can I have a drink please? — lemonade — English brand — would like a cup of tea — what a hope!

What now? — put the wings back and have a drink — champagne please — poor stuff it was — refitted the wings and drove back by stages to Dunkirk. Sailed on Sunday and had to drive back to Luton on wing-lights only; no provision for night driving. Reached Luton 1.30am — and that is how a Vauxhall car, for the first time in history, covered one hundred miles in one hour — just for the hell of the thing.

The run was entirely successful. Certificate No 1511 of the Automobile Club de France shows that the 30/98 did 106.91 miles in the hour, with a best lap at 109 mph. As Plowman, who was 57 years of age at the time, remarked: "They go better when they get run in!"

In 1973 this historic 30/98 was bought by A E Palmer of Marlow, who had helped prepare it for the run. Tom's son reported that the old car was still in good condition, "and positively roared away to her new home." David Marsh was anxious to acquire another 30/98 to add to his collection of delectable vintage cars and after some indecision was able to buy it when Mr Palmer's health was in doubt. It served him and his wife well on last year's Bicentennial Rally to Australia (when they drove it from Darwin to Sydney via Alice Springs, Adelaide, Melbourne and Canberra, a total of 4000 miles), and he also drove it in this year's VSCC Brooklands Driving Tests, winning a third-class award. **WB**



In the keeping of David Marsh, the "Plowman 30/98" has been picking up new friends in Australia.

Postscript: the Bentley Riposte

That fine 30/98 run at Montlhéry was to cause some fearful Bentley carnage!

In 1957 Stanley Sedgwick, President of the Bentley Drivers Club, read of it and decided it was "a performance that could not forever remain unchallenged" by Bentley owners. An attempt was arranged at Monza in 1958, with a Speed Six, a 4½-litre modernised with a De Dion back-axle, and a 3-litre. The cavalcade of support vehicles which went with them would no doubt have made old Tom Plowman smile — an Aston Martin DB2/4, a Mercedes-Benz 300SL, a MkVI Bentley and a Commer van.

Alas, the 4½-litre broke its crankshaft and had to be towed 860 miles home by the van in winter conditions; the Speed Six lasted 12 laps and then broke a valve; and the 3-litre's first attempt ended after 40 minutes with the same trouble, and a solid clutch. On another bid the latter did a best lap of 98.63 mph and covered 89.19 miles in 50 minutes, before another valve broke.

Undaunted, the Bentley chaps took a Speed Six and a 4½-litre to Montlhéry in 1959. The former caught fire, and after 40 minutes the smaller Bentley broke a piston. However, success was achieved in 1960, at Montlhéry again, when Gordon McDonald's 4½-litre Bentley, starting again after having a holed piston replaced after four laps, achieved 111.18 miles for the hour, before two of its exhaust pipes broke. It was then used for a holiday tour. This was of course a later car than the 30/98, as the first 4½-litre Bentley was made in 1927.

On this occasion the Speed-Six Bentley tried again, but had been going for only 50 minutes before a valve-cap broke, and it later dropped a valve. The 3-litre (on its third attempt) retired after 40 minutes with no oil-pressure, and Burton's 4½-litre holed a piston.

In much more recent times, of course, the balance has been adjusted by the splendid run by Stanley Mann's 8-litre Bentley at the MIRA test-track, completing the hour at 115 mph last year; and, as he says, "the cars are older still, these days!" Nevertheless, I continue to regard the 30/98 Vauxhall as the world's finest vintage car of its type, an opinion nicely endorsed by old Tom Plowman's trouble-free 107-in-the-hour in 1953 — with a 1924 car. **WB**

VETERAN TO CLASSIC



This attractive pre-war Delahaye 135M features in Littlecote's immaculate motor collection.

Arts and Crafts

If it is jousting, falconry, horses, rare farm animals and a craft village you want to see, Peter de Savary has them all at Littlecote theme-park near Hungerford. To which he has added a motor museum.

On May 23 we were invited to attend between 1.30pm and 4pm to learn about all these personally-owned cars and try any two we cared to name (we chose the T46 Bugatti and 540K Mercedes-Benz). Cigar-smoking de Savary arrived by helicopter during the afternoon but did not make contact, and the cars we had hoped to sample remained very definitely static. The main building was shut until a champagne reception at 6pm, the gods of television hampered our inspection of the few cars in the smaller hall, and no catalogue was forthcoming. Astonishingly low-ebb public relations — having driven 293 miles to attend we were, like Queen Victoria, *not* amused.

Littlecote Museum houses some 21 cars, only three of which are vintage. They range from a fine 1919 Rolls-Royce brought back from India to a 1989 imitation SS100 by Stedman, flanked by E-type and XK120 Jaguars. All are said to be in running order, but the only ones we saw move were the Royce, an open 4¼ Bentley and the earlier of two Delahaye 135Ms.

Some museums show little old cars which appeal because "Look dad, you used to have one of those", others feature racing and high-performance cars; the immaculate Littlecote collection falls somewhere in between, although for some its Ford Thunderbird, Cadillac Eldorado and pre- and post-war Delahayes will appeal.

Excellent backdrops and dummy figures enhance the exhibits, which include impressive open PII and PIII Rolls-Royces. But a man with a pistol guarding an Aston Martin DB5 was a bit tactless so close to Hungerford, and the video behind the Jaguars showed Hawthorn and Bueb winning that tragic 1955 Le Mans. Moss and DSJ in the 300SLR Mercedes-Benz figure large above a more demure 300 SL roadster, and a Brooklands theme backs an M-type MG with non-standard long-tail body. Both halls are dimly lit, reminiscent of a chamber of horrors or a ghost train.

Littlecote Museum is open from 10am to 6pm daily until October 1. What did we enjoy most? A ride on the 15in-gauge steam railway and an excellent cream tea at The Bell in Hungerford while waiting for something to happen! **WB**

Morris Motors

The special kind of enthusiasm engendered by one-make clubs was demonstrated over the weekend of May 20-21 at the Bull Nose Morris Club's Spring Rally. Based at Ruthin in Clwyd, it took in a trip on the Llangollen Canal (including the famous viaduct), a night and a Welsh medieval banquet in a hotel built in 1296, a 40-mile scenic run, lunch at a 400-year-old hotel and a visit to Chirk Castle. No wonder Morrises came from far and wide — the oldest (Bill Head's 1917 Cowley coupé) from Yorkshire and others from Hampshire and Sussex.

We counted twelve Cowleys and two Oxfords, and were reminded that you can tell one from the other by the former's three-stud wheels. Louis Bull's 1924 Cowley two-seater was fitted with bumpers, Bill Cooke came in his 1924 Cowley Occasional-Four (or Chummy to you), and Tom Leake's 1923 Cowley coupé had also come down from Yorkshire.

The route defeated one car near the summit of the steepest hill, and unfortunately broke a con-rod and cracked the head of another; otherwise, there were no problems.


Bill Cooke's Occasional-Four in Clwyd.

We noted that many bullnoses were carrying Shell petrol cans (one supplied by Morris Cars themselves) and the ex-Hon Sec's Cowley two-seater sported two, whereas Read's flatnose Oxford coupé preferred a Pratt's can and Clarke's flatrad Cowley tourer with brass lamps also advertised Pratt's Perfection Spirit.

The sun shone, the Welsh by-roads were delightfully free of traffic, and Llanarmon Dyffryn Ceiriog made a peaceful second-day lunch-stop. Which is how such one-make get-togethers should be.

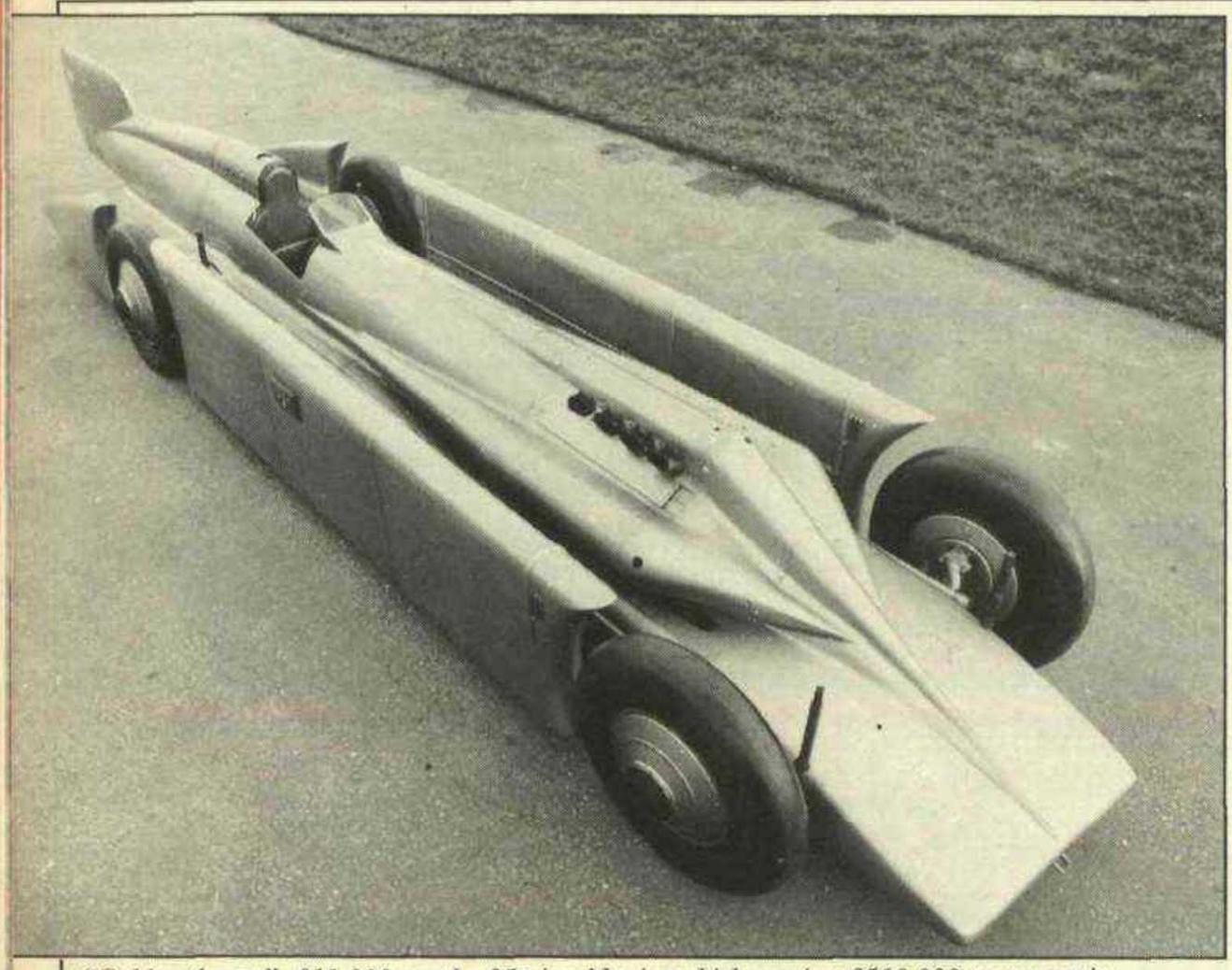
What's in a Name?

Peugeot has introduced a special "Roland Garros" edition of the popular 205 model. The public relations blurb reminds us that Garros was a French aviator who died years ago, but says the new model is not named after him, but after the stadium where the French hold their tennis championships — to emphasise which the special edition has reddish-brown seat-belts to simulate the colours of a clay tennis court!

What rot! A closer link, seat-belt hue apart, would seem to be that Ettore Bugatti built chain-drive five-litre cars, one of which was used by Garros, and was also responsible for the Bébé Peugeot small-car. And more to the point, this luxury Peugeot 205 costs £8750, and only 600 will be made.

Cup Cancelled

1989's Stanley Cup contest was abandoned in favour of the Frazer Nash section of the VSCC's Raid to Bolzano, some seventy cars having embarked on this tough 2500-mile journey from Brooklands on June 9.



"Golden Arrow": £11,000 worth of Irving-Napier which requires £500,000 to run again.

Golden Egg for a Golden Arrow?

Planners International of Tetbury in Gloucestershire is hoping that the 925hp Irving-Napier Land Speed Record car "Golden Arrow" can be restored to running order, instead of serving as a static exhibit at the National Motor Museum at Beaulieu — if Mr Robert Horne's Golden Apple Trust can lay a golden egg of £500,000.

Since Sir Henry Segrave had taken the LSR to 231.36 mph at Daytona Beach in 1929 with no drama, so that it had run less than 25 miles at such a speed during its two practice runs and two-way record bid, MOTOR SPORT hoped that the "Golden Arrow" might still be in running order when CC Wakefield (Castrol) Ltd presented it to Beaulieu. In which case, we suggested, it would be nice if Lord Montagu, who is a very good driver, were to use it to try to break the British record (a mile at 217.5 mph by Campbell's Napier-Arrol-Aster) on Pendine or Southport sands. We were not very serious, and were told it would not be possible anyway, because the Napier Lion's cylinder blocks were porous.

We are all for historic cars being in running order, and all praise to Owen Wyn-Owen for getting the earlier LSR Thomas Special "Babs" going again, but half-a-million pounds does seem rather a lot to restore a car which originally cost about £11,000. "Golden Arrow" is now without its special multi-plate clutch and dual propeller-shafts, and new, very special, tyres, presumably a new engine and maybe a trip to Daytona would be necessary before it could reach the 240 mph which Segrave felt it should be capable of, and to which road cars will soon be aspiring in these enlightened times!

However, if the money is forthcoming, it will be run gently to prove that it still works, which is better than not running at all.

Incidentally, there seem to be some curious misconceptions about the "Golden Arrow". It was built at the KLG works on Kingston Hill, but the slim gold-hued body was made by Thrupp & Maberly; *Autocar & Motor* describes it as "futuristic", like something out of a Flash Gordon cartoon, but in fact the close-fitting bonnet which hugged the outline of the Napier Lion's cylinder formation was simply a copy of the streamlining of the Supermarine S4 Schneider Trophy racing seaplane of four years earlier; nor, in the event, did Segrave use a primitive "gun sight" on his impressive record runs.

30/98 Register

By courtesy of Vauxhall Motors Ltd, the Vauxhall 30/98 Register has published a revised listing of these cars. Very nicely produced, it has a fine colour cover picture of GE Milligen's 1924 Velox which he has owned since 1927.

From this register we learn that there are no survivors of the 13 pre-war E-types, but that 34 of the 275 post-war examples do still exist, as do 132 of the 312 OE 30/98s — though we are saddened to note that 13 of the latter have new chassis frames and are thus not genuine.

There is plenty of information against each entry, including the names of former owners. Of surviving 30/98s, 69 are in Australia (which explains the Bentley Drivers Club crack that more than half the production of these cars had to be sold to Australians, who knew no better than to part with their money for them), eight in the USA, five in New Zealand, three in South Africa and one each in Canada and Argentina. Twelve known "Prince Henry" Vauxhalls are also listed, of which seven are in Australia!

It is excellent that such a register has been compiled, something which is of course much easier with cars which were not mass-produced, like the vintage Bentleys! If you want a copy, apply to D Marsh, The Garden House, Middleton-by-Youlgrave, Bakewell, Derbyshire DE4 1LS.

V to C Miscellany

Apart from Bradfords, Javelins and Jupiters, it is good to know that Jowett Car Club members are restoring cars ranging from 1922 Short two-seater, through Bradford-registered 1928 saloon, 1931 Black Prince and 1927, 1929 and 1934 Long-Fours, to mid-Thirties Kestrels and Curlew.

Welshpool holds its Festival of Transport on July 8-9, with a very full programme covering vintage vehicles of all kinds, classic cars, stationary engines and traction engines. For further details ring the Festival hotline, 0686-27358.

The fifth Oundle International Organ Week on July 22 embraces a vintage and classic car show in the grounds of Oundle School, in conjunction with a charity fair with street organs. For details contact M Ryan, The Music School, West Street, Oundle, Peterborough PE8 4EJ.

Just time for a reminder that the Riley Register's Coventry weekend takes place on June 24-25, with a Sunday morning parade, the emphasis being on six-cylinder cars this year.

Cars in Books

It should have come as no surprise to find cars mentioned in *Young Betjeman* by Bevis Hillier (John Murray, 1988), because the Poet Laureate mentioned them in his poems, but I also discovered that the author of this readable "period" book includes a quote from MOTOR SPORT, so that my name finds its way into the index — which *was* a surprise!

The quote dates from 1974, when the book states that I had already been editor for forty years, which give-or-take a year or two was true, and was a query as to which cars John Betjeman may have used for his travels to look at churches and other antiquities. This was spotted by Carol Lobb, who, along with the author of this authorised biography, was presumably a MOTOR SPORT reader.

She mentioned my query in a letter to the poet, and his reply appears in the book, explaining that his father's first car was a Rover landaulette (this I knew from one of his poems), which would only just climb West Hill in Highgate where the family lived, and in which Betjeman Snr used to be driven to his Islington factory.

The Edwardian Rover was replaced after they had moved to Chelsea by an Arrol-Johnston, bought from a Putney showroom run by Dorson Kay-Bunn and driven by a chauffeur called John. After the slump they sank to an Essex saloon. This does not exactly answer my query, but it does add interest to the book! We also learn, however, that when Betjeman was up at Oxford in 1927 he had an open Morris-Cowley, in which he drove his friends to see church architecture, as had his friend John Dugdale in his bullnose Morris. At Oxford, I suppose Morrises came naturally!

Earlier, when he was at Marlborough, Betjeman visited Clivedon in Sir Ambrose Elton's old Ford — presumably a Model T. There is also the tale of a Talbot-Darracq owned by Elsie MacCorkindale, which he tried to borrow while staying at Trebetherick in Cornwall in the 1920s, hoping that while escorting a girl to a dance he might be able to make love to her in it. He was told firmly it would be more sensible to walk. Whether this was out of concern for the girl or for the car isn't clear, but the latter got itself into a Betjeman poem . . .

The Morris was sold in 1928 for £40, but that didn't stop Betjeman being later fined £4 for speeding (anything over 20 mph in those days) in Dorset, presumably in a friend's car.

I had expressed the view that John Betjeman cannot have liked the motorcar very much, remembering that while he was at Marlborough he had hardly noticed a boy who was one of a gang mad on cars. Yet we learn that when he was younger and his father's friend Philip Asprey once drove him up to London from Cornwall in his snub-nosed Bentley he leaned over the dashboard of what was almost certainly an early 3-litre, urging its driver to go faster . . .

Incidentally, it was through Asprey's that Betjeman's father's firm obtained a big order to refurnish Captain Woolf Barnato's house in Sussex, but it was burnt down before this could be done. Betjeman also knew Donovan Chance, who in 1930 opened Friary Motors in Old Windsor (agent for Lagonda and Chevrolet), where Lord Selsdon found his 1903 Mercedes Sixty which is now owned by Peter Hampton.

After Oxford, Betjeman worked as secretary to Sir Horace Plunkett (said to have owned Ireland's first car, a De Dion Bouton) on his Cooperative Creameries scheme; he had two Chryslers in 1928-29 — one open, one a saloon — and a house, the Crest House in Weybridge, to which he used to drive Betjeman. When the latter was ill it was Dr Beare, well-known as the Brooklands surgeon, who attended him.

At Heddon Court, where Betjeman taught, there was a 45hp Renault with cocktail cabinet in the back, a Clyno, and a blue 27hp eight-cylinder Hupmobile with underfloor heating, which surely prompted Betjeman to name this make in "Indoor Games near Newbury". The author also mentions a wild drive in a master's bullnose Morris through London, which ended up by ruining the school cricket pitch. The MD of the Architectural Press, for which Betjeman also worked, kept a Rolls-Royce caravan so heavy that its spokes snapped.

There is a scathing comment by Betjeman about being taken to a motor race, presumably at Phoenix Park, with a house-party from Clandeboye (seat of the Marquess of Dufferin and Ava), one of whose guests was Sir Henry Birkin; and the story of how Lady Mary Erksine, at the age of 18, drove Sir Richard Sykes' Rolls-Royce into that of Sir Michael Duff while staying at the Duff home at Vaynol Park in north Wales in 1929, knocking over the wrought-iron gates. It is remarked that an accident involving *two* Rolls-Royces had a certain chic!

The only cars illustrated are Pamela Mitford's Rolls, with a very odd fabric two-door body and dummy knock-off hub-caps presumably retaining the wheel discs, and what looks like a Lincoln tourer at Lord Longford's house, Packenham Hall.

Indeed, the book abounds with cars! If you are interested in Twenties' and Thirties motoring, enjoy Betjeman's poetry and can overlook some of his less pleasant foibles, you should read it. **WB**

Hambledon and Wiscombe Park

Out of 58 entries for the VSCC's Hambledon Rally, 51 started, of which one A7 was outside the time-limit and one picked up a trailer-penalty.

RESULTS
VSCC Hambledon Rally, May 6

Best Driver/Navigator Combination:
G. Toms/J. Poyner (1925 Fiat)
Best Novices:
R. Jay/J. Day (British Salmson)
First-Class Awards: P. Hart (Humber), J. McEwen (Riley), L. Wickham (Alvis), J. Burnell (Alvis), T. Irwin (Riley).
Second-Class Awards: R. Winder (Alvis), A. Faulkner (Alvis), M. Clark (Bentley), Mrs John (Frazer Nash), D. Hill (AC)
Third-Class Awards: Mrs Warburton (Star), D. Robey (Vauxhall), J. Rouse (Bentley), R. Britcher (Alvis), J. Harris (Lagonda).

The opening VSCC speed hill-climb of the 1989 season took place at Wiscombe Park, 71 cars competing this time.

RESULTS
VSCC Wiscombe Park, May 14

Sports-Cars up to 1100cc (and Vintage)
T. McGrath (A7) ..... 59.09 sec
Sports-Cars up to 1500cc:
D. Ricketts (Riley) ..... 52.20 sec
Vintage: A. Jones (Frazer Nash) ..... 56.92 sec
Sports-Cars up to 3000cc:
G. Hare (Frazer Nash) ..... 57.02 sec
Vintage: B. Beebee (Lea-Francis) ..... 57.19 sec
Sports-Cars over 3000cc:
F. Weeks (Bentley) ..... 52.60 sec
Vintage: C. Collings (Bentley) ..... 55.54 sec
Racing Cars of 500cc:
D. Cameron (Cooper) ..... (R)...44.88 sec
Racing Cars over 1100cc:
R. Campbell (Austin-Fiat) ..... 50.04 sec
Vintage: D. Lake (Amilcar-Riley) ..... 58.04 sec
Racing Cars over 3000cc:
B. Spollon (ERA) ..... 46.45 sec
Vintage: T. Cardy (Bugatti) ..... (R)...48.29 sec
Edwardians:
R. Collings (Mercedes) ..... 67.89 sec
(R = new class record)

Fun in the Sun

The recent fine weather has been bringing out various vintage cars. Bob Roberts was encountered driving his immaculate Type 43 Bugatti after its engine overhaul, David Thirley had the 1925 Plus Power-engined Frazer Nash (once Archie Frazer-Nash's own car) out for the first time since the 1940s, and Avril Scott-Moncrieff has been seen driving a chain-gang Frazer Nash after suffering the misfortune of a broken crankshaft on her Type 44 Bugatti. Nev Farquhar is still repairing the damage done to his ex-Dixon Riley 9 in last year's Oulton Park accident.

BOOK REVIEWS

Jaguar E-type — The Definitive History
by Philip Porter. 712pp. 11" × 8½". (Haynes Publishing Co, Sparkford, Yeovil. £49.95)

Definitive, definitiver, definitivest . . . A bold title, especially with the definite article instead of the indefinite, but a staggering five pages of acknowledgements gives a clue to the breadth and depth of this monster volume.

In 712 pages, Porter works through a detailed history of the E-type, within a roughly chronological order devoting chapters to development, competition, both works and private, model versions and the E-type today, before plunging into 120 pages of appendices. These include all competition results 1961-70, tables of all export sales, a list of all models and toys, plus specifications of obsessive detail — I hope someone needs to know the wire diameter of the inner valve springs for a V12.

What elevates this from a historical text to a readable work oozing with new facts is the inside information Porter has amassed from those involved. Bill Heynes, Norman Dewis, Lofty England and many others contributed information, photographs or paperwork which provide fascinating detail on the car's gestation and the flaws which surfaced. There is barely a page without a photo, drawing or reproduction of a confidential memo, and frequent quotations provide a first-hand perspective of the car which staggered press and public in 1961.

We have become used to £50 books today, but I can think of few which are as crammed with interest as this. **GC**



Early MG
by P L Jennings. 240pp. 9¾" × 7". (P L Jennings, Cwmbrain, Lanbister, Powys LD1 6UE. £37.50 including postage).

Published privately and now in its second edition, this book is confined to pre-1930 MGs, aiming to provide an up-to-date register of the survivors among the 14/28, 14/40, 18/80 Mks I and II, and 18/100 Mk III cars. This is a very necessary task when fakes and hybrids abound, and reprints of relevant articles are added to this material.

Controversial discussions about which was the very first MG by John Thornley (who also writes the foreword), Lytton Jarman, J B Ashby and Michael Sedgwick are joined by other pieces from *Safety Fast*, *Veteran & Vintage Magazine*, the *Bullnose Morris Club Magazine* and the *MG Magazine* about the larger vintage models. There are also production lists, half-tone and colour plates, reproductions of old advertisements and reminiscences of former employees passed to the author by Jarman.

Apart from the so-called "Old No 1", one notes that details are given of eleven surviving or recently-known bullnose 14/28s, seven flat-nose 14/28s, twenty-two 14/40s, fifty-nine 18/80s, and two 18/100s with mention of three more "possibles".

This data is interspersed with the articles but is there for the finding, making this a valuable contribution to the history of these rare MGs. **WB**

Motorway Driving
edited by the Institute of Advanced Motorists. 126pp. 8½" × 5¼". (Kogan Page Ltd, 120 Pentonville Road, London N1 9JN. £3.95).

Initially available only to IAM members, this book arguably should be part of the Institute's own manual of advanced driving; but given that few casual motorists read that vital volume, a separate book at this low price may just get through to a wider spread of drivers.

This updated edition of the only work specifically on the subject should be read by all who use motorways, but probably won't be; few drivers in the south of England seem concerned with lane-discipline, road conditions or safety distances. But everything in the book is simple good sense, in plain English, even if it does look a little padded out to make 128 pages.

Encouragingly, the manual reiterates the Police and IAM call for an 80 mph motorway speed-limit, and even suggests that "discretionary" passing on the left in certain circumstances should be made acceptable.

I prefer the theory of a fellow motoring writer who believes that the offence of passing on the left should be scrapped, and a new one substituted of allowing oneself to be passed on the left, thus shifting the responsibiity to the centre-lane hogger. **GC**

How To Start Rallying
edited by Russell Bulgin. 62pp. 12" × 8½". (Brands Hatch Publications Ltd, Brands Hatch Circuit, Fawkham, Dartford, Kent DA3 8NG. £3.00).

Beginners' guides to active participation in motorsport seem to be all the rage at the moment. This, the sequel and companion to BHP's similar magazine-format volume on circuit racing, has been available "from all good newsagents" since the turn of the year.

All the credentials are right, because chapters are contributed by journalists from such close followers of rallying as *Motoring News*, as well as respected competitor and engineer Andy Dawson. They cover driving schools, tips on preparation and competition, navigating, marshalling and personal organisation — plus quick plugs for the Astra Nova Challenge, presumably in deference to to the publication's sponsor, and the separate sport of rallycross.

The accent is on safety at all times, which is as it should be, although this does lead to some overlapping of themes, and therefore repetition. So much sound sense is written here that the text becomes rather dry in places, but every now and then the writers' sense of fun comes shining through. No question: for just a few quid, this has to be the place to start for any budding rallyman. **GT**

Latest one-make title in the Shire Album series is No 228 on **Aston Martin**, by the AMOC archivist Alan Archer. With the help of 51 good pictures, it covers the story of these cars from 1919 to 1988, and is excellent value at £1.75. The publisher is Shire Publications Ltd of Princes Risborough in Buckinghamshire. **WB**

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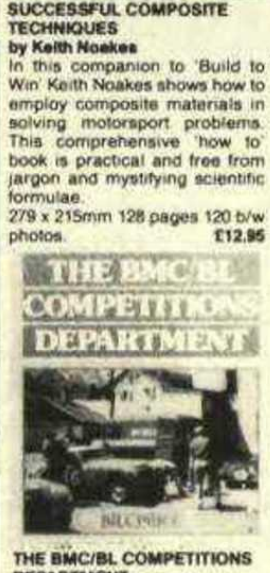
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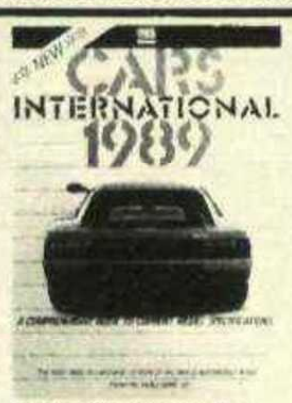
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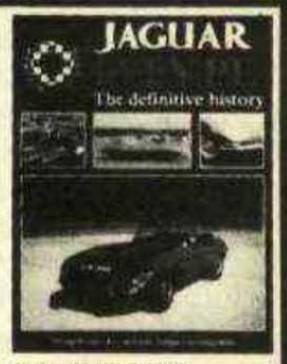
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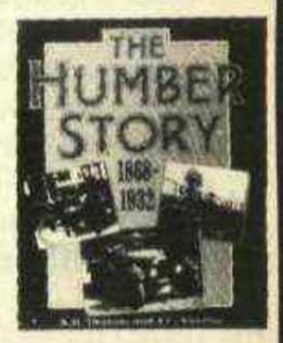
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LETTERS

Naçional Pescara

Sir,

Although I own the only Naçional Pescara in this country, I must confess to not having done as much research into these cars as I should. Some of the details in your article (MOTOR SPORT, March 1989) were therefore interesting.

The main point is that the production Pescaras were touring cars with a straight-eight engine with, however, one overhead camshaft and not two. But I do not know of any surviving single-overhead-cam touring cars. In fact, I know of only one other Pescara in existence, and this is back home in Barcelona and belongs to an elderly gentleman who was an official of FIVA. I have seen this car and found that it is one of the two hill-climb cars with a twin-overhead-cam engine.

My Spanish friend gave me much useful information about the make, and it appears that only three chassis were equipped with the twin-cam engine, two of them being the competing hill-climb cars and the third, the first chassis assembled by the factory in 1929, being the car in my possession.

In fact, in only three respects did the specification of the racing cars differ from the touring cars. Firstly, the engine was the same, but fitted with two overhead cams instead of one; secondly the wheelbase was shorter and was, I believe, identical with a Monza Alfa Romeo; and thirdly, the chassis was made very much lighter by extensive use of electron as detailed in the article, also by liberal drilling of the chassis.

The rumour about a supercharged car is based on the one residing in Barcelona. After the factory closed down this car was modified by being shortened still further and supercharged. The work was not done to the high standard of the Naçional Pescara firm, and the result was not very successful.

The supercharger was on the offside, with the induction pipe running back to the rear of the engine crossing to the nearside and then running forward to the original updraft (not downdraft) entry into the inlet manifold. As you may imagine, this is a very lengthy pipe. The exhaust, therefore, leaves it off just behind the cruciform cross-member. The track was narrowed and a Bugatti front axle was used. Springing of the rear axle was by two parallel quarter-elliptic springs located to a ring welded onto the back axle. There was no provision for rotation of the back axle with vertical rise or fall, and the axle duly split during racing.

The whereabouts of the other racing Naçional Pescara are unknown.

N R H BOYD
Enfield, London

Aston Errors

Sir,

I read the Aston Martin Le Mans story (MOTOR SPORT, June 1989) with great interest. However, I have to say that there are many errors, and it is very obvious that the author did not consult Chris Nixon's excellent two-volume book *Racing With The David Brown Aston Martins.*

First, my friend and "office-sharer" Tadek Marek, who disliked motor racing, only ever worked on one of the racing engines, and that was the 93mm-bore 3745cc engine for the DP214 "GT" cars in 1963. The DBR1 engines, known as RB6 units, were entirely my work in the autumn and winer of 1955-56; enlargement to 84mm-bore (2992cc) and seven bearings instead of four was also my work, as were the race versions of the DB4 engine for the DB2 and DP215 cars, at 3670cc (92mm × 92mm) and at 3992cc (96mm × 92mm) and 323hp (340 on the bed, but not drivable).

The RB6 engine, used from 1956 onwards in the DBR1, was of light alloy, dry sumped, and the DBR1 had a five-speed gearbox in unit with the final drive.

E J CUTTING
Shenfield, Essex

Vive le Supercharger!

Sir,

Anthony Blight certainly made his point in his letter (MOTOR SPORT, May 1989), by showing that due to being supercharged the 2900B Alfa Romeos were barred from most of the major sports-car races except Le Mans in 1939. However, I feel that his statement that the big French sports-cars of 1936 and 1937 "showed the supercharger to be redundant" needs closer examination.

Good cars though they were, the 3.6-litre six-cylinder Delahayes in the 1937 Mille Miglia hardly "seriously alarmed" the blown 2900A Alfa Romeos when Pintacuda's 2900A finished just over 18 minutes ahead of his team-mate Farina in second place, and Farina was nearly 20 minutes in front of the first Delahaye to finish, that of Schell/Carrière in third place (I might add that in the 1938 Mille Miglia Biondetti's winning 2900B Alfa Romeo finished over 40 minutes in front of Dreyfus' fourth-placed unblown 4.6-litre V12 Delahaye, with two 2900Bs coming in between).

I would concede that the unblown 3.3-litre "tank" Bugattis at Le Mans in 1937 were certainly competitive with the Sommer/Biondetti 2.9B Alfa Romeo which retired very early in the race, but the following year Sommer in another 2.9B put up fastest lap and was 100 miles ahead of the leading Delahaye when he retired early on the Sunday afternoon with either valve or transmission trouble after the right front tyre burst at 130 mph and probably the engine was used as a brake in order to slow down. The car stopped on the circuit shortly after the wheel was changed and retired.

It seems that in the 1938 Belgian 24-hour race at Spa, Louis Gerard's 3-litre Delage held the lead for a short time when the blown Alfas made pit-stops, but, bearing in mind his push-rod-engined car was of almost the same capacity as the Alfas, yet unblown, the fact that he came second and averaged only 0.61 mph less than the winning 2.9 Alfa is truly noteworthy.

The final proof that the supercharger was still not redundant (except by the rules for most sports-car races) came in the last pre-war Le Mans, in 1939, when despite the admitted speed of the unblown "tank" cars, Jean Bugatti chose to make the single Bugatti works entry a supercharged Type 57C. This car, driven by Wimille and Veyron, won the race at a record average speed thanks to its reliability, although the fastest lap was put up by the supercharged 3.6-litre Delahaye of Mazaud and Mongin before it retired, as a last and fitting shot in the arm for the Blight theory.

PETER HULL
Newbury, Berkshire

Turbo Advances

Sir,

While appreciating Mr Anthony Blight's lifelong attachment to the unsupercharged engine I would take issue with him on his assertion that the turbocharged engine "cannot lead to any real engineering advances". One only has to examine last year's Formula One season to realise that Honda had moved engine efficiency into a different league. A 1.5 V6 using only 2.5-bar and 150 litres of fuel was undefeated by 3.5-litre unsupercharged cars consuming on occasions over 200 litres and with a weight advantage of 40kg.

D ELLIS
Horley, Surrey

MM Speciale

Sir,

In your excellent report of the Mille Miglia Rally (MOTOR SPORT, June 1989) you infer that the National Motor Museum entered a 1928 Alfa Romeo 6C 1500, the actual car driven to victory by Campari/Ramponi. This is what the official programme stated but is far from the truth. My car is a 6C 1500 "Mille Miglia Speciale" one of only twelve supercharged 1500s built, and one of these cars did win the

Mille Miglia in 1928 with Campari/Ramponi.

This year's entry has belonged to me for ten years and you will be pleased to hear we drove to the event and back and had no form of back-up support in the Rally. Few entries can say this. We had a wet but fast and trouble-free drive, completing every day and every special stage within seconds of our nominated time; the trouble was that the serious Italians and Stirling Moss seemed to finish within a hundredth of a second each time! But then who enters the modern Mille Miglia intent on winning a prize?

DAVID BAYLISS
Beaulieu, Hampshire

"Move Out Regardless"

Sir,

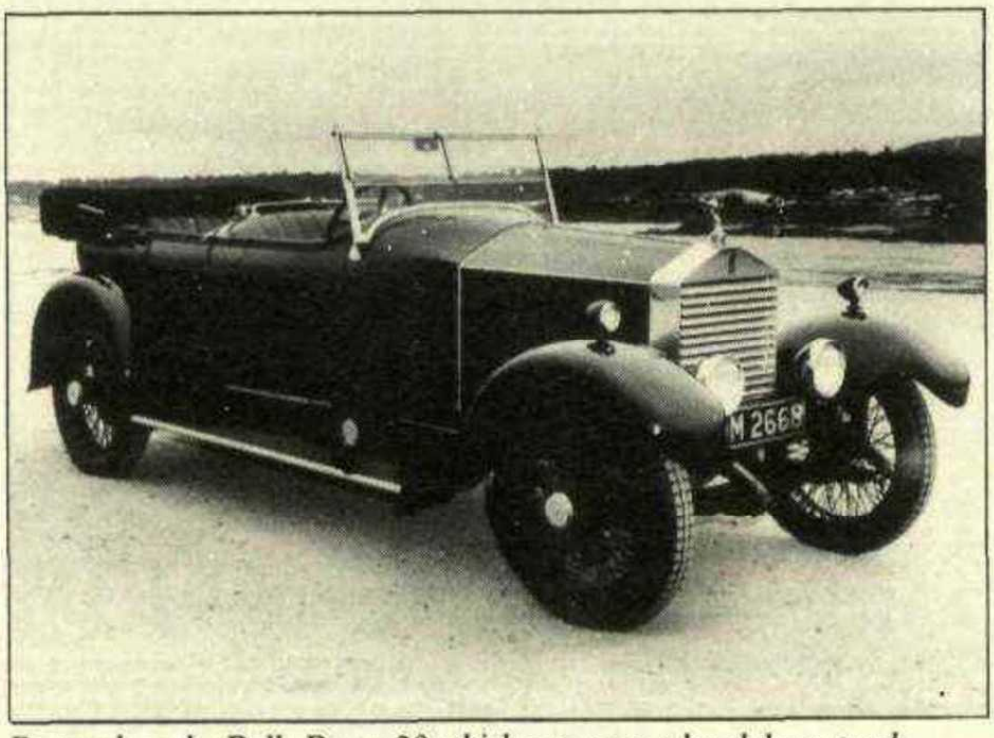
Some years ago, the correspondence columns of MOTOR SPORT featured a prolonged debate concerning the correct use of slip-roads.

One school of thought maintained that it was preferable to keep one's speed fairly low, looking all the time for sizeable gaps in the traffic stream. It was accepted that, should no suitable gaps be found, it might be necessary to actually stop and wait at the end of the slip-road. This can be called "the gap system".

A different view was held by others, who favoured "the speed system". They argued that the slip-road should be used to build up speed to equal that of the traffic about to be joined. The assumption was that (provided speeds were accurately matched) there would always be a big enough gap to slot into.

More recently, however, a third system has been developed and now seems to be in general use. The new approach cleverly dispenses with the essential elements of both previous systems, in that drivers using this method neither match their speed nor look for gaps. Indeed, looking over the shoulder at the traffic stream about to be entered is apparently prohibited in the "move out regardless" system. Use of indicators is evidently optional, and the key to this approach lies in attempting to drive into a vehicle already on the major road, thus neatly putting the onus on the other driver to get out of the way. *Priorité à gauche,* in fact.

DAVID LANDERS
Morpeth, Northumberland



Restored — the Rolls Royce 20 which was once a breakdown truck.

Rayney's Special

Sir,

I was a close friend of the late Colin Rayney, and read with interest your story about his Bugatti Type 35A (MOTOR SPORT, May 1989).

I was with Colin when he bought LXV 332 for £200 in Slough in 1950. The car had belonged to an RAF officer who had stored it in 1938. He had gone missing during the war, but his mother had left the car untouched and when we removed the grease we found it was beautifully preserved.

The officer had owned the car since 1936. There was no mention of Malcolm Campbell as a previous owner, but the log-book may have been a duplicate.

To take advantage of the £10 road tax, Colin re-registered the Bugatti as a Rayney Special. He sold it in 1954, as you describe but with the original Type 35A engine (which we believed to be a two-litre). Presumably a later owner blew up this engine.

If the present owner would like more detail, I should be very pleased to help.

JOHN F DUDMESH
Cublington, Bedfordshire

Racing Daimlers

Sir,

I was interested in your article on saloon car racing (MOTOR SPORT, April 1989), particularly with reference to the Daimlers, as I was one of a few enthusiastic apprentices watching "our" car perform that day in 1954.

The outstanding feature of that race was Wharton's electrifying Le Mans start, giving his Daimler a full 100 yards on the rest of the field. The fluid couplings had been deleted on these cars and it was possible to leave the car in gear and just press the throttle and start button and go. Strictly speaking, I think it was against the rules to leave the car in gear, but to the uninitiated it is rather difficult to detect with a preselective transmission!

Not to be outdone by Jaguar, Daimler prepared two 4½-litre Sportsman models for the following year's race. These were tuned by Weslake and again had no fluid coupling. Unfortunately they were never used (probably due to the Suez affair) but one of them (registration PRW 641) was used for some years as a test car for the Hobbs transmission.

Ken Wharton ran a company Daimler Century (registration WHA 606) for some time. This car was later used by the factory as a mobile test-bed for the 2½-litre V8, and was particularly useful for chasing Mk7 Jaguars up the Coventry bypass. What privileged people we apprentices were, being allowed to play with all this expensive machinery!

JOHN BOX
Carnforth, Lancashire

Rolls History

Sir,

The photograph of a Rolls Royce being used as a breakdown truck (*Veteran to Classic,* MOTOR SPORT, June 1989) was most interesting. The car is a 1923 Rolls Royce 20 (registered DM 2668, chassis No 54 S4, engine No G273).

This Rolls was originally owned by Mr Arnold Reckitt, of Reckitt and Colman the pharmaceutical company. It was fitted with a Barker barrel-sided tourer body. In the late 1960 it was mechanically restored by Mr Ken Hart and the body rebuilt by Wilkinsons of Derby, after which it was an exhibit in the Preston Park Transport Museum. In 1971 it was shipped to the USA where it is now proudly owned by Mr Windom Estes of Pebble Beach.

I am indebted to Mr Reg Andrews for the early history of this car. He was Mr Reckitts' chauffeur in the 1920s and collected the car from the Rolls Royce works in 1923. Mr Andrews is a sprightly 86 years old.

I enclose a photograph of this car after being restored in 1969.

RON E WABY
Holme-on-Spalding, Yorks

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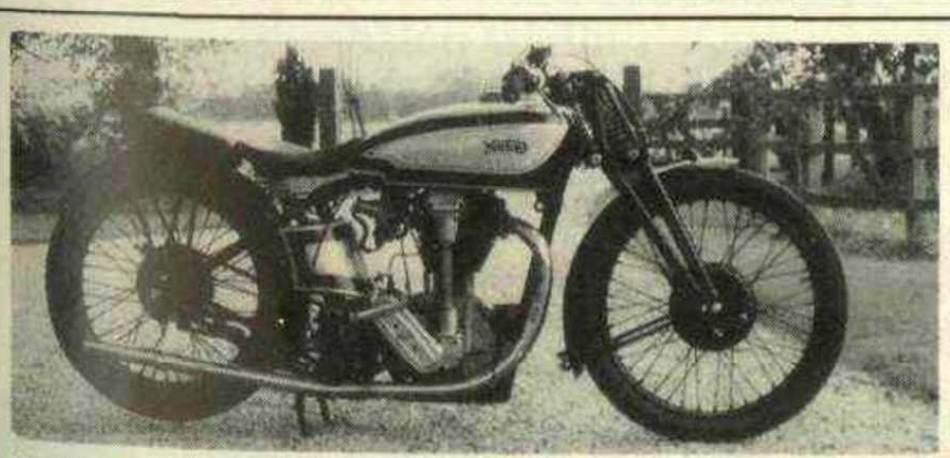
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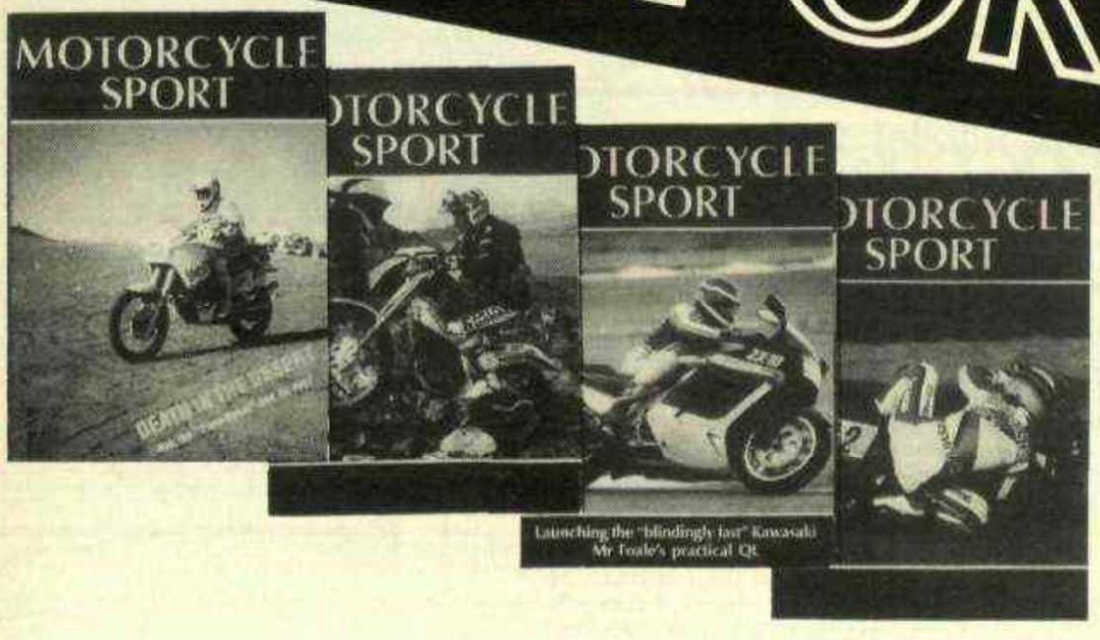
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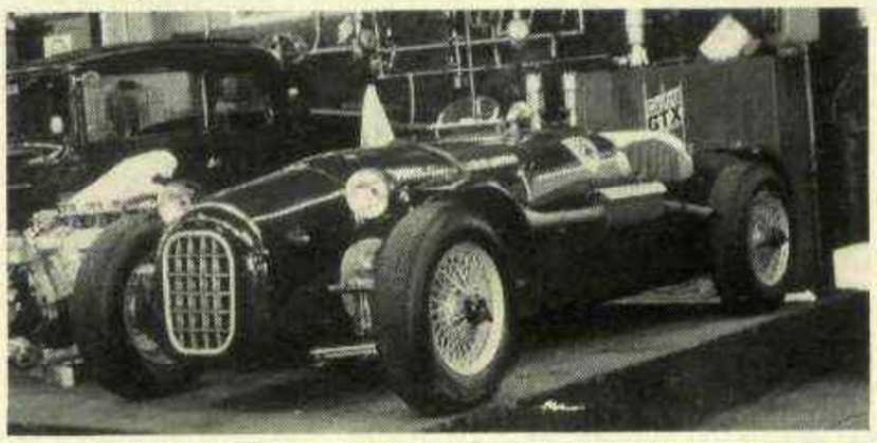
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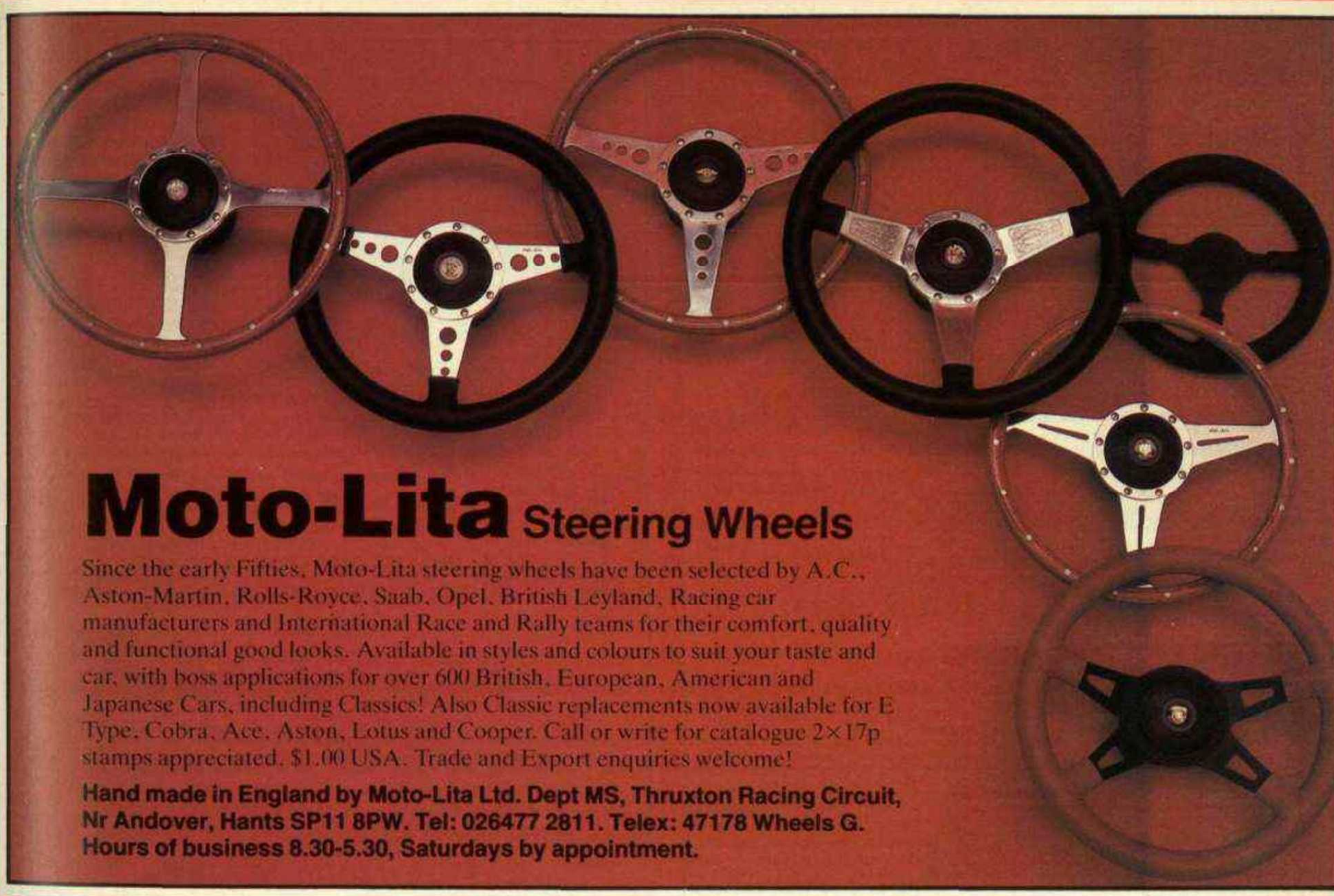
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1984 FERRARI BOXER 512 BBI. Black, 21,000 miles.
1974 FERRARI BOXER 365 GT4 BERLINETTA. Red, 19,000 miles.
1985 FERRARI 308 GTS. Red, 27,000 miles.
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1983 FERRARI 308 GTB. Blue, 41,000 miles.
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1972 JAGUAR E-TYPE 2 + 2 Auto. Navy, 34,000 miles, personalised No.
1965 JAGUAR E-TYPE 4.2 FHC 2 Seater. Red.
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1989 PORSCHE 911 SUPERSPORT EQUIPMENT TARGA. Red, 200 miles.
1988 PORSCHE 911 SUPERSPORT EQUIPMENT TARGA. Black, 18,000 miles.
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1987 PORSCHE 911 TURBO. Blue, 3,000 miles.
1988 PORSCHE 911 CARRERA SPORT COUPE. White 5,000 miles.
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1986 PORSCHE 911 SUPERSPORT EQUIPMENT COUPE. Red, 38,000 miles.
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ALFA ROMEO MONTREAL 1974, LHD, black, fabulous rust-free condition, engine rebuilt, new Ansa system, new tyres, £15,500 ono. 0403 753194 (CC5447

VINTAGE SPARES for sale, Riley 9, twin Zenith carburettors and inlet manifold, £65. Large solid brass vertical carburettor ex-Ulster Austin, £30. Smiths rev-counter ex-Ulster Austin, £15. Hand air pressure pump for petrol tank believed ex-Bugatti, £20. Trevor Gillard 0279 503338. (CC5448

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FOR SALE — continued

911 PORSCHE COUPE, Carrera 3.2, LHD, anthracite metallic with burgundy, 23,000 miles only, genuine mint condition, RUF endinge (255bhp) and bodywork conversion, reluctant sale due to business commitments, £23,800. Telephone 0728 746244. ((CC5418

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MISCELLANEOUS

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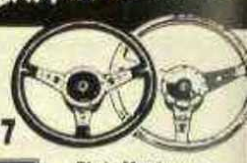
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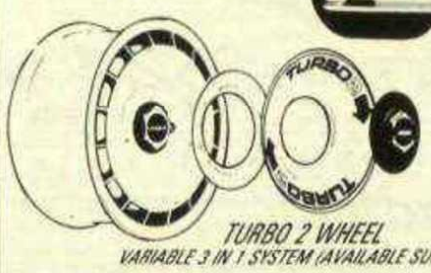
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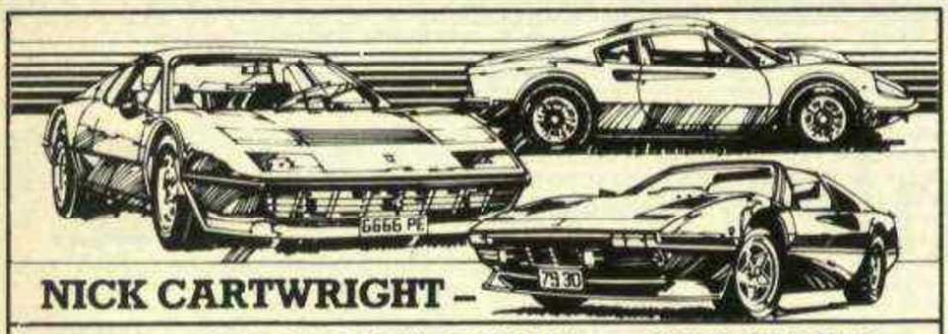
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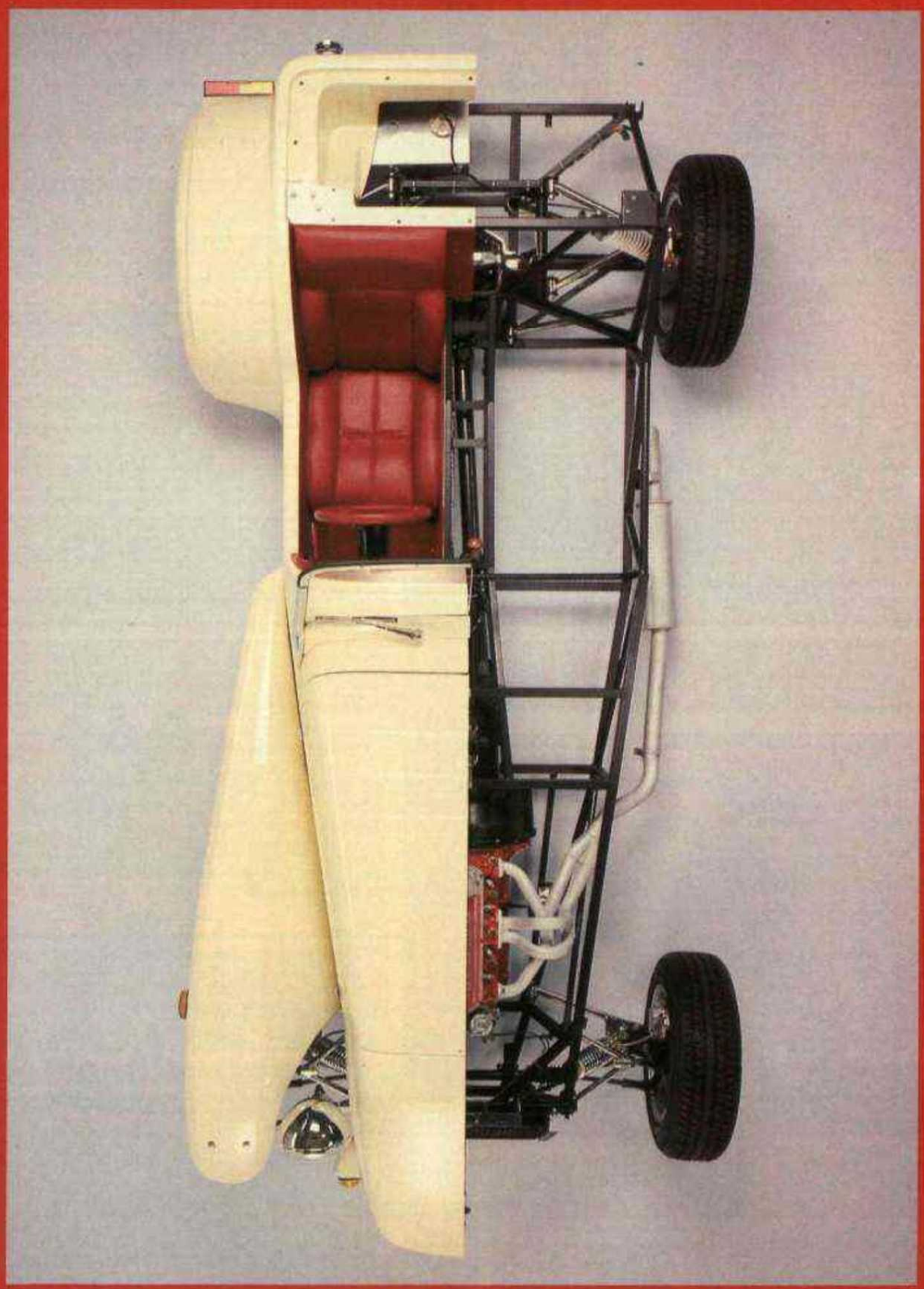
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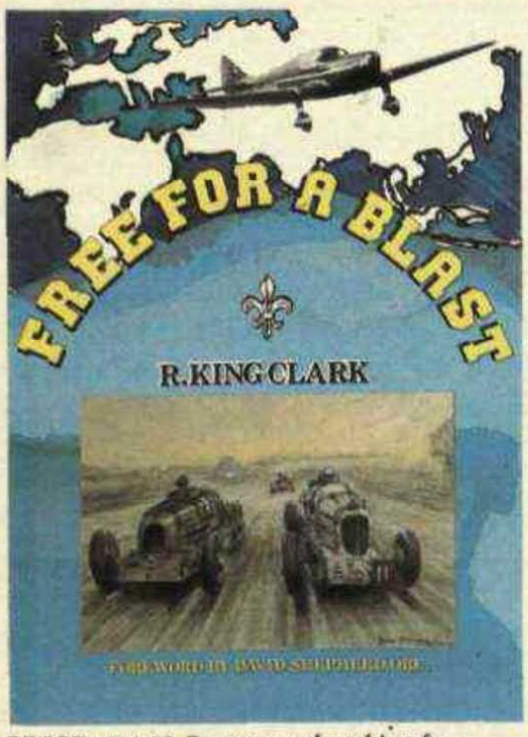
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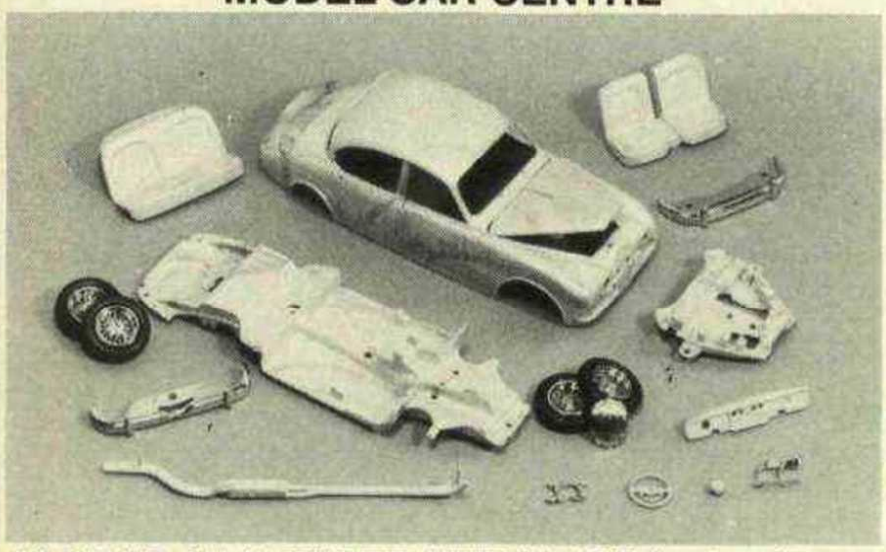
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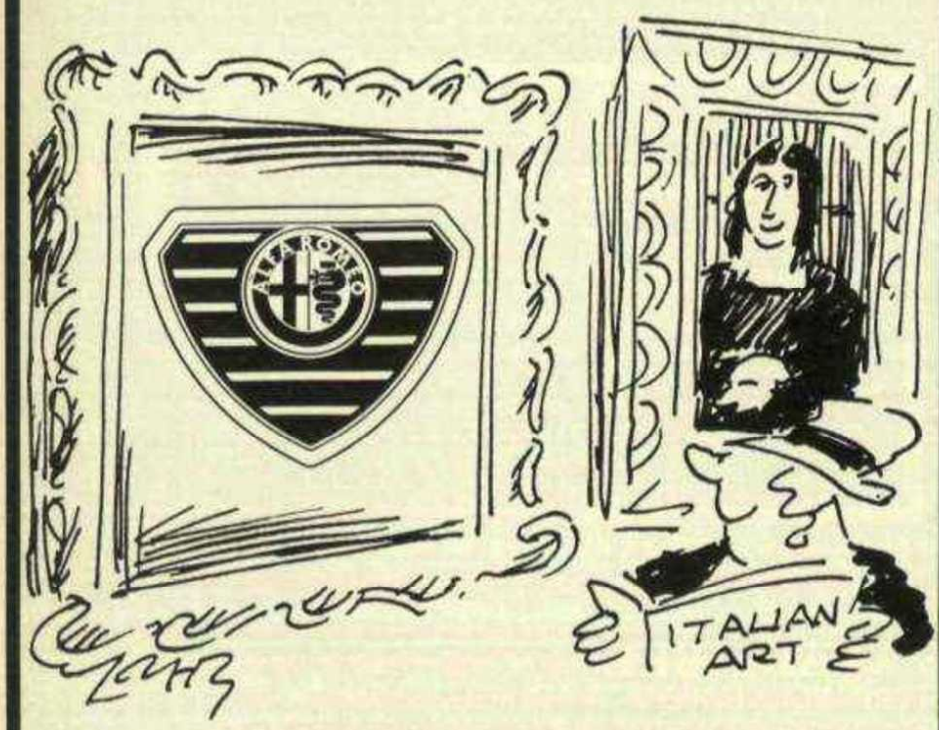
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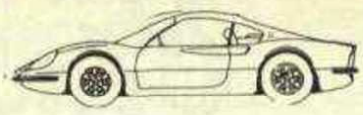
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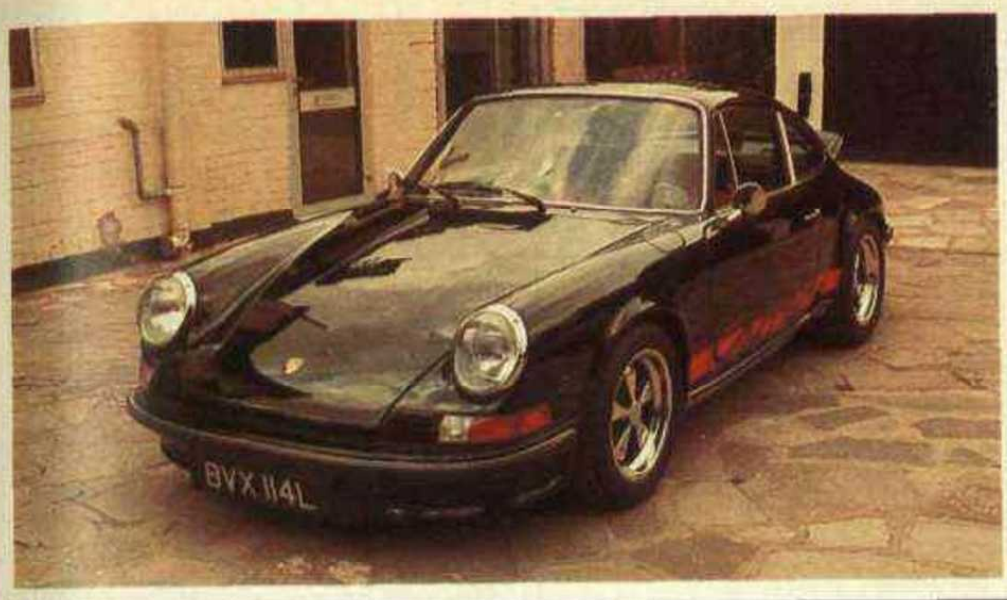
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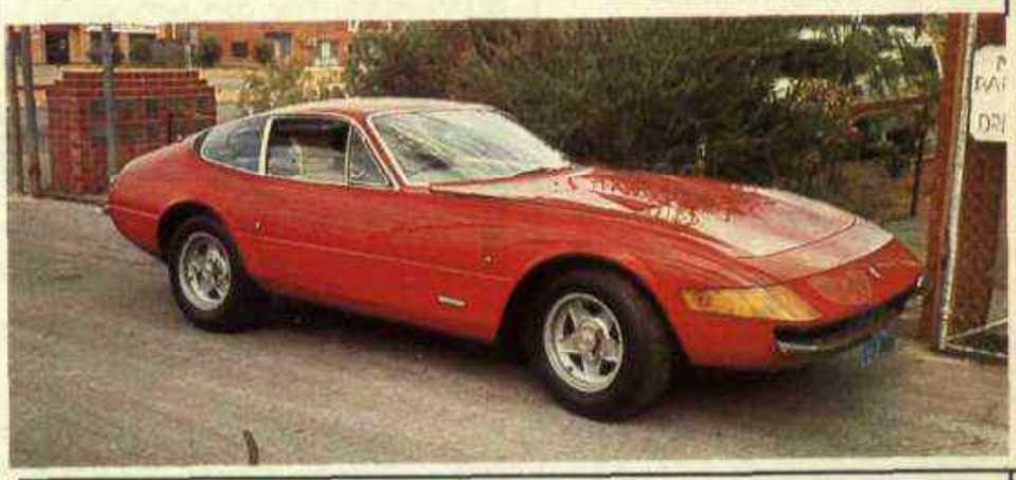
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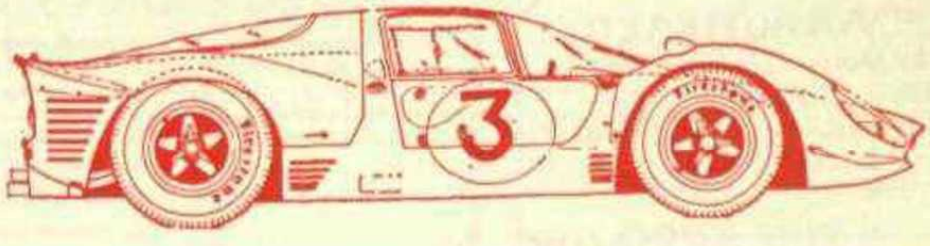


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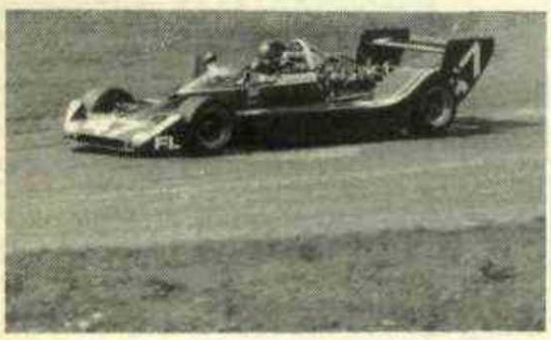
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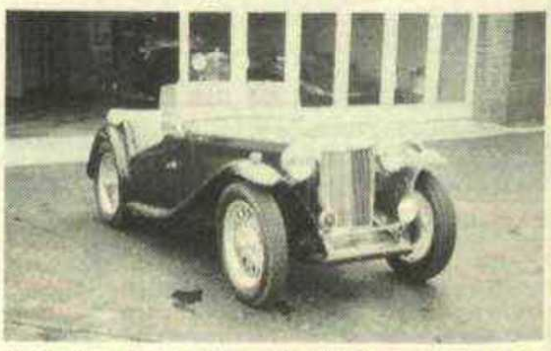
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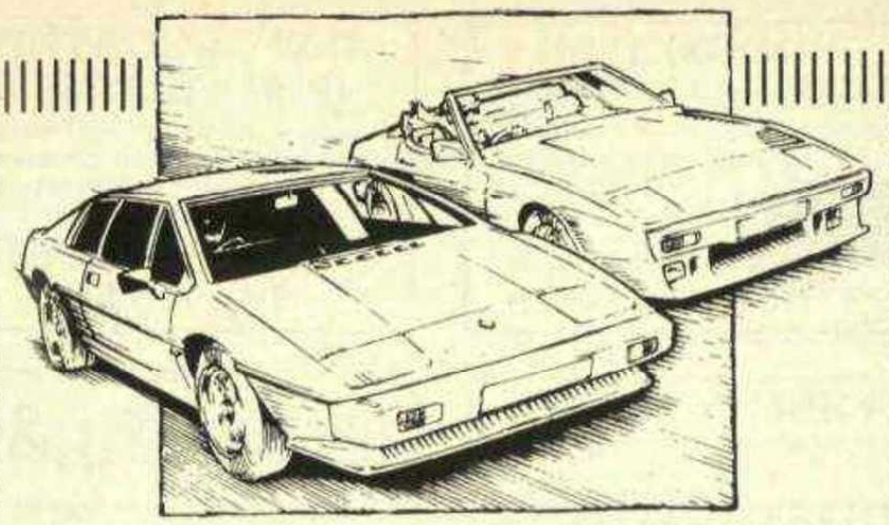


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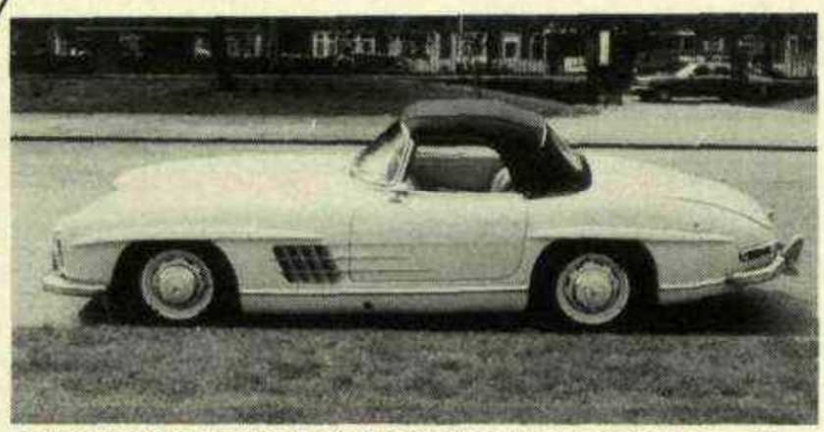
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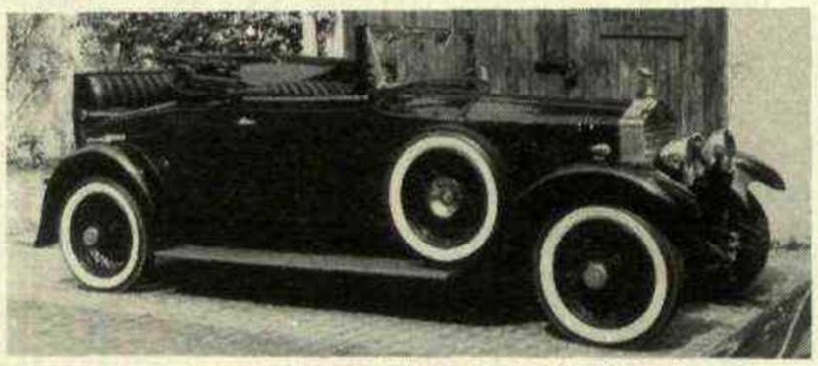
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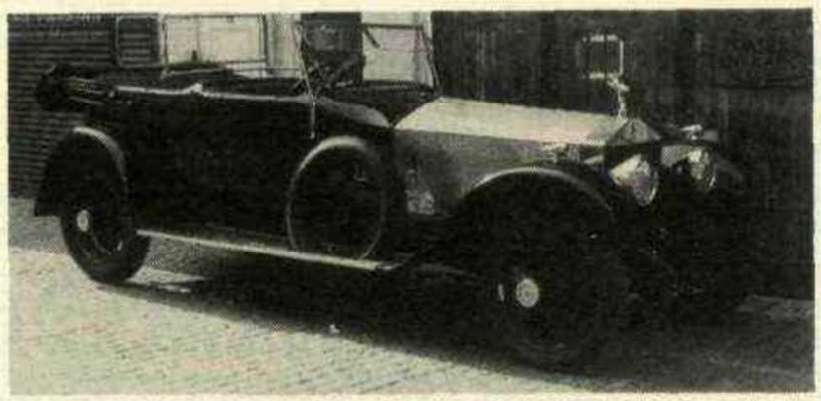
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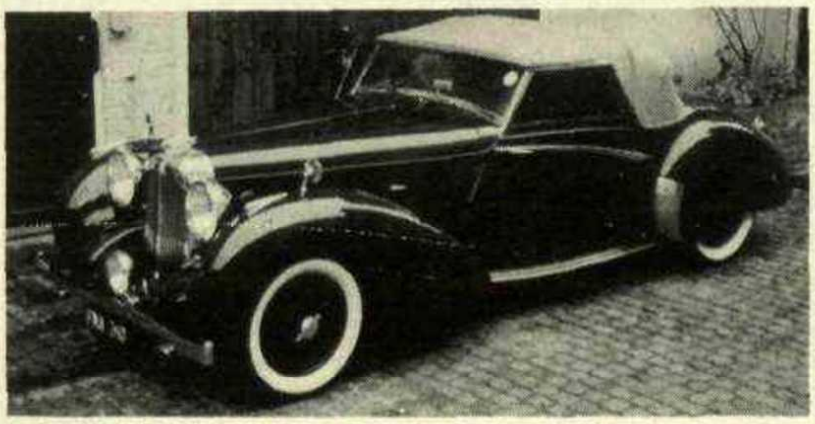
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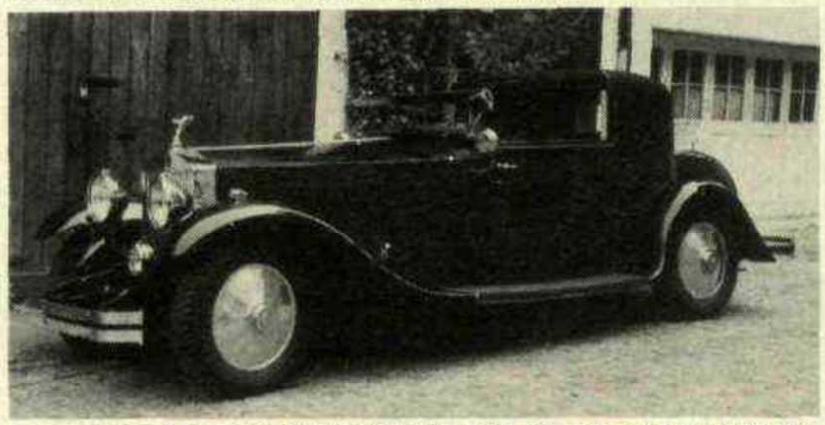
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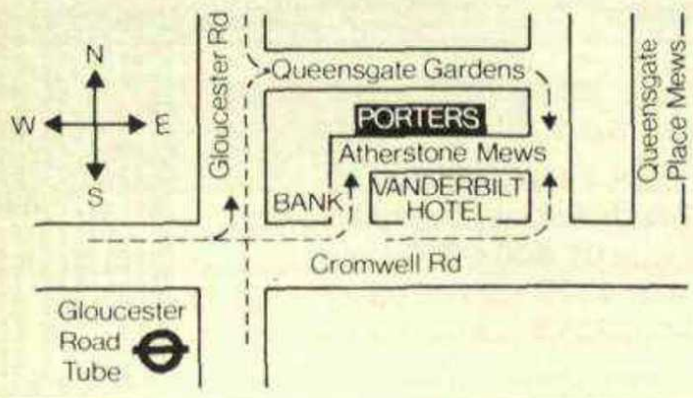


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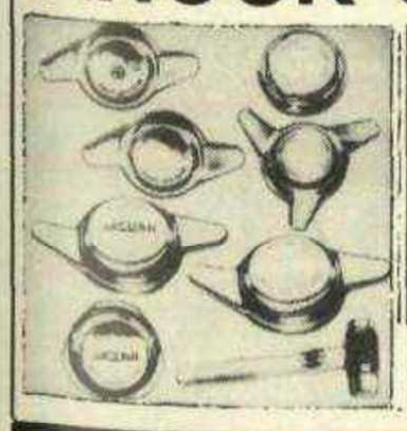
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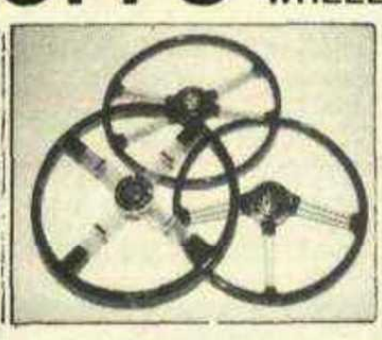
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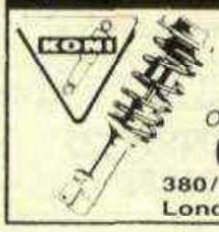
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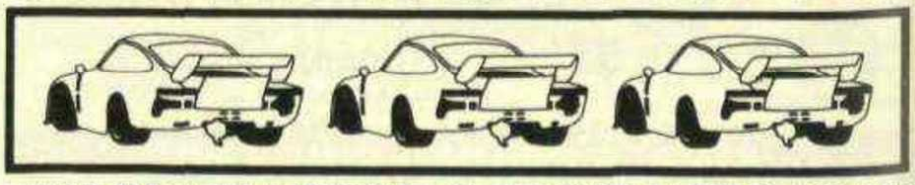
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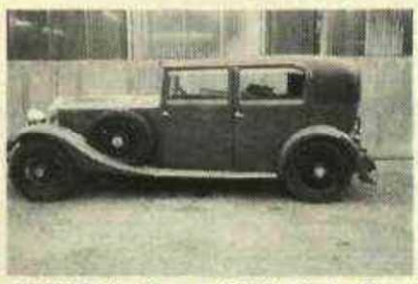
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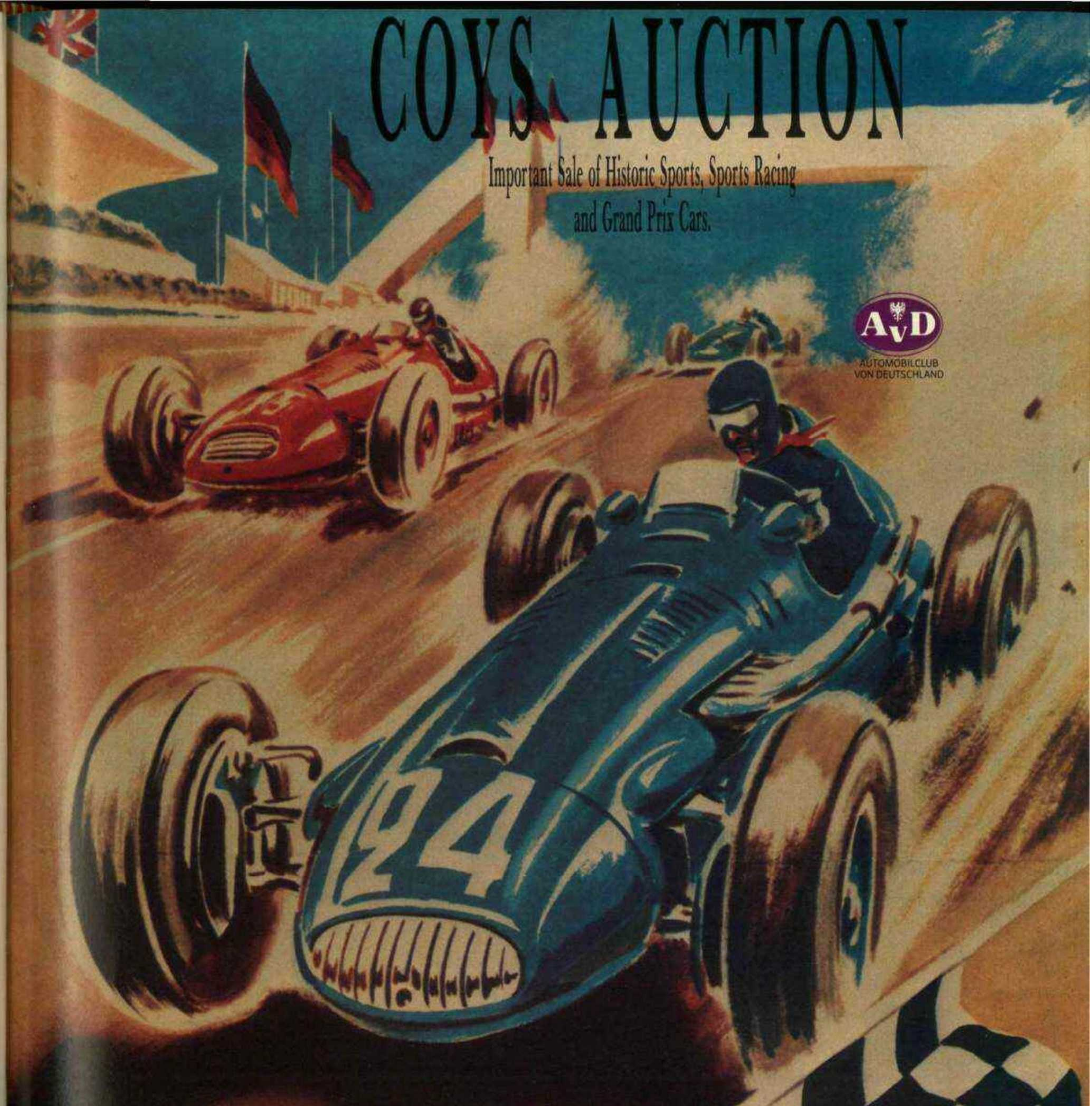
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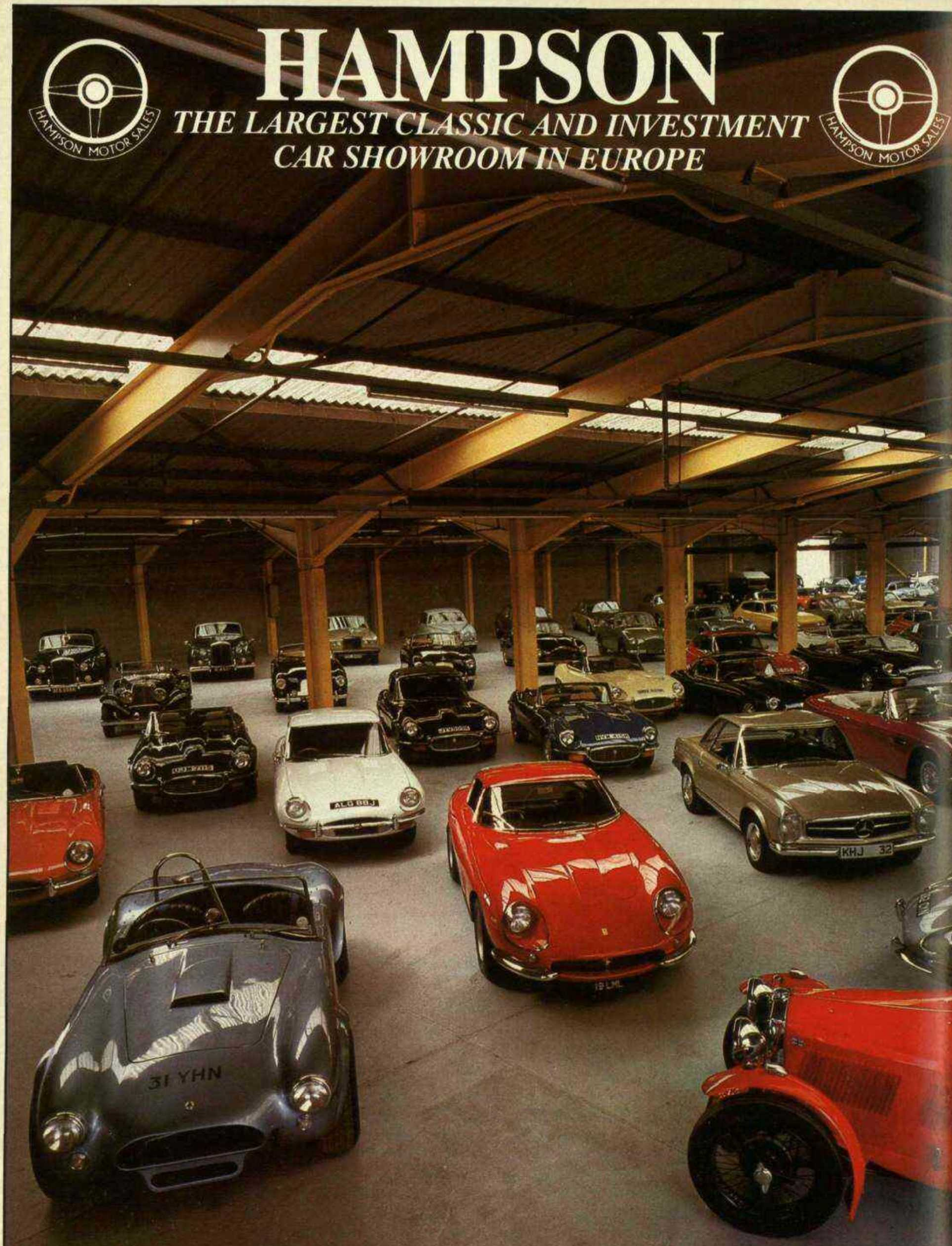
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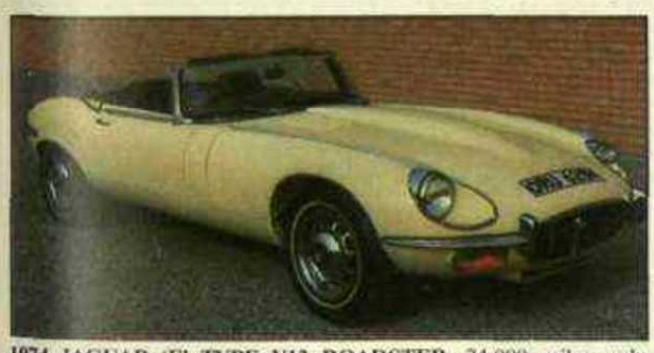
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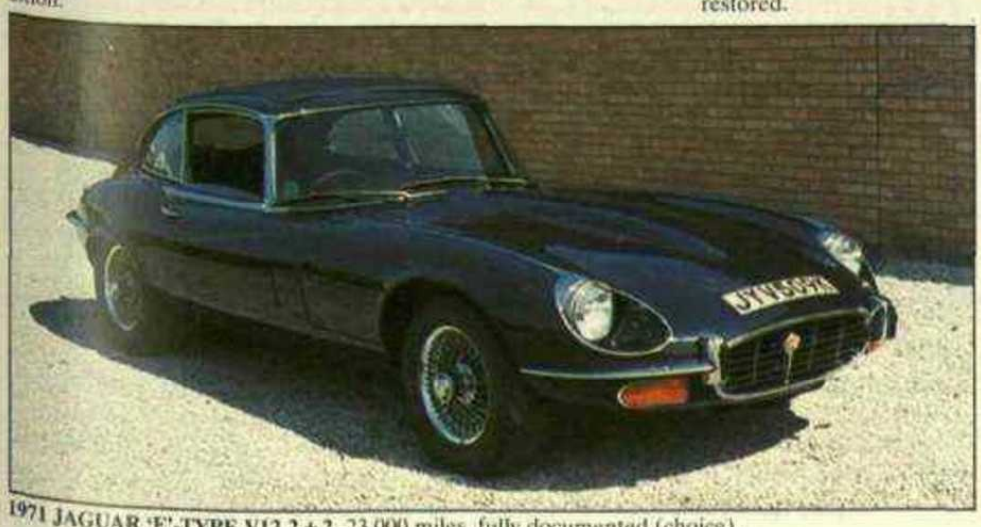
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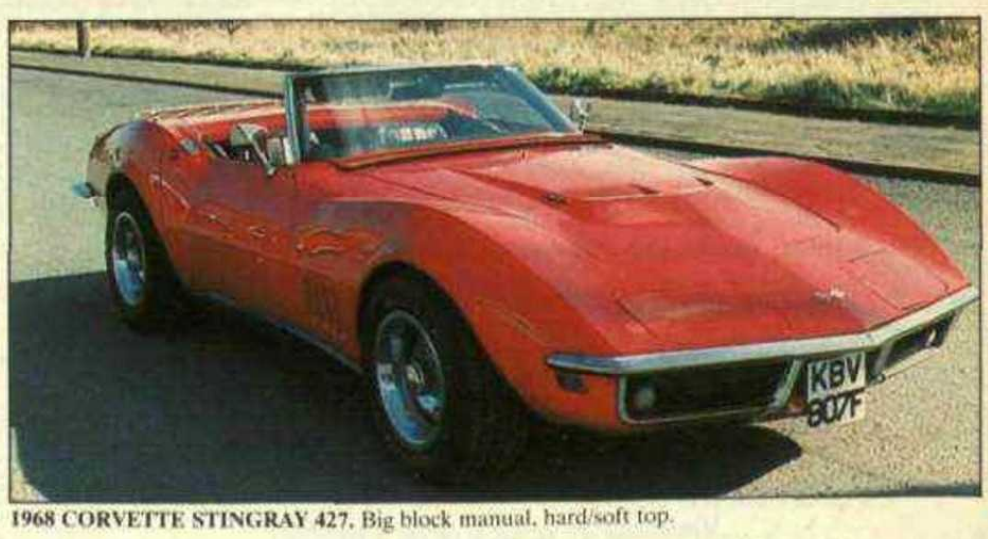
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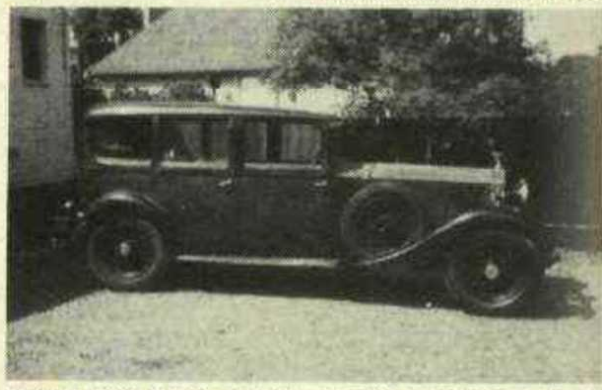


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V8 1978, Manual, black, red hide
V8 1977, Vantage lookalike, green
V8 Vantage Volante 1987, Auto, low miles
Lagonda 1985 LHD, white, red hide

BENTLEY

SI Continental James Young 2 dr, 1958
S2 Standard Steel Saloon, blue, 1961
S3 Continental 4dr Flying Spur 1963

ROLLS ROYCE

Silver Cloud III Cont. Convertible 1965 Concours
Silver Cloud III Cont. Convertible LHD, white
Silver Cloud II LWB LHD 1962, Concours, 25,000 miles
Silver Cloud III Saloon 1964, Duo grey, red hide
Corniche Convertible LHD 1983, Redwood, mag. int.
Phantom VI 1975, black, burgundy int.
Phantom VI 1974 State Landaulette, Royal blue

AMERICAN CLASSICS

Willys Knight 1928 Sedan, delightful
Cadillac V8 Roadster 1931, unique 24ct. finish
Cadillac Eldorado Coupe 1957, black
Ford Thunderbird 1956, Continental Kit, white
Ford Thunderbird Tri-power 1963 Coupe
Lincoln 4-dr Pillarless Convertible 1966, white
Oldsmobile Toranado 1970, low miles, stunning!
Chevrolet Camaro Conv. 1988, graphite, full spec.
Ford 3 Window Coupe Hot Rod, defies description

OTHER MARQUES

Ferrari 308 GTB LHD 1981, white, red hide
Kougar 3.8 Roadster, white, factory built
Jaguar 420G 1968, 1 owner, outstanding
Jaguar XJS V12 Coupe 1986, auto
Austin Westminster 1965, 14,000 miles, black
Lancia Fulvia 1.3 Coupe 1976 5-speed, red
Mercedes 450 SLC 1980, silver, auto
Mercedes 600 Saloon 1965, Ice green, beige hide
Mercedes 600 Pullman 1965, white
Rover 3½ Litre Coupe 1969, grey, black hide, auto
Citroen Traction Avante, black, LHD
Alfa Romeo 1600 Spyder Duetto 1967, red
Alfa Romeo 2000 Spyder LHD 1985
VW Golf GL Convertible 1985, alloys
Maserati Quattroporte 1986 LHD, graphite, mag int.



Porsche 911 Carrera Supersport 1986. Magnificent Turbo Bodied Car. Guards red, black & red Can-Can leather, FSH, electric sunroof. As new appearance.



Renault Mid-Engined Turbo 2 1986. Pearl white, beige interior. Radio/stereo. Flying machine!



Jaguar XK150 Convertible 1958 LHD. Carmen red, red hide, chrome wire wheels, black hood.

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88F Mercedes 300 TE 4matic red, total spec 9,000 miles
88F Mercedes 300E Metallic black cream hide, high spec, 7,000 miles.
80 Mercedes 380 SLC Petrol blue, cream hide, total spec, 39,000 miles
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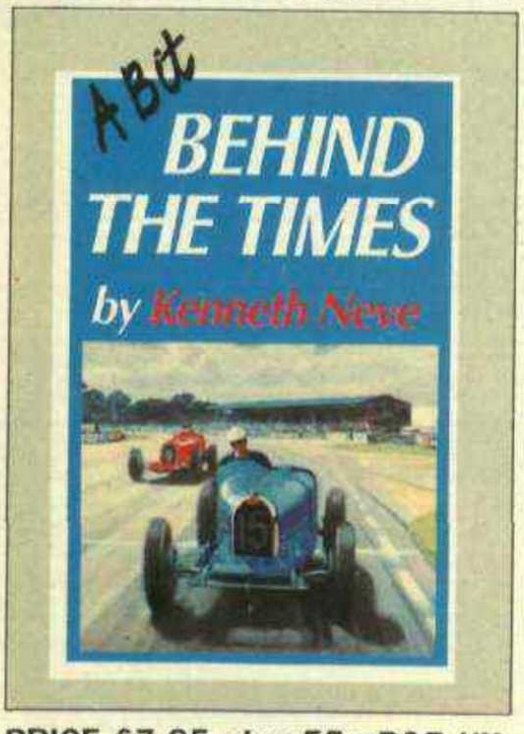
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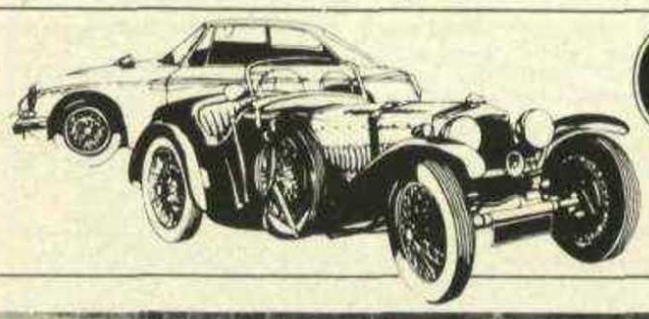
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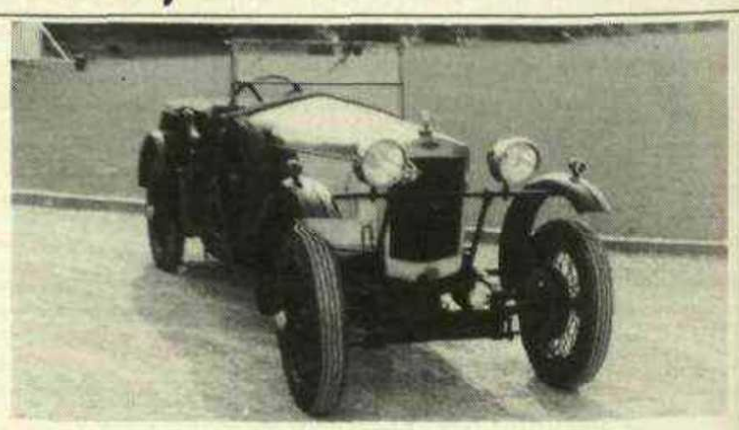
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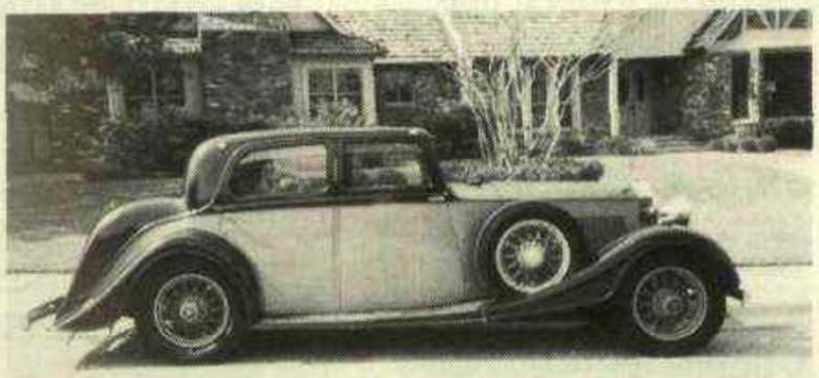
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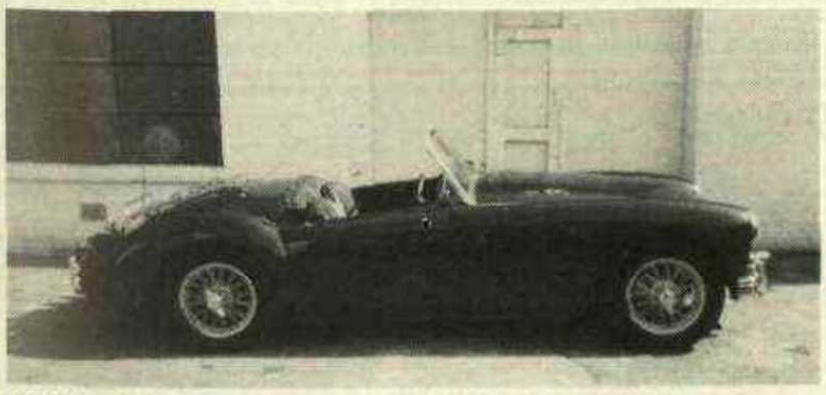
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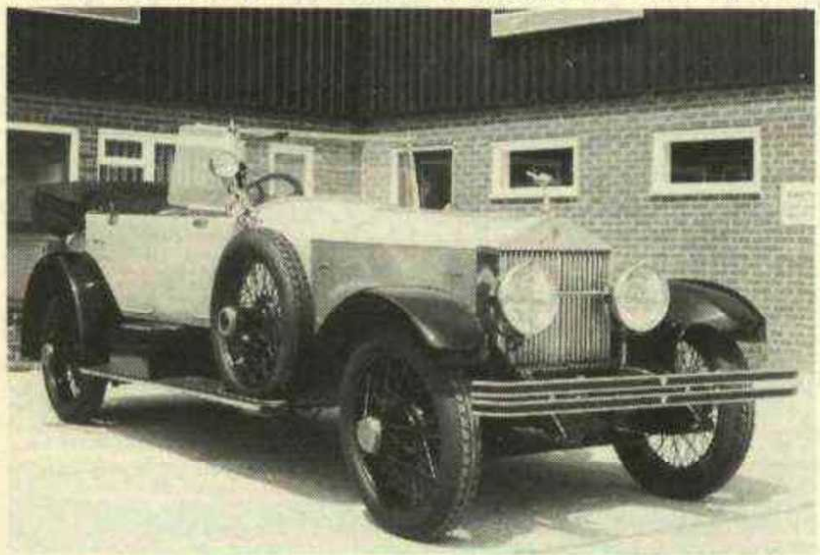
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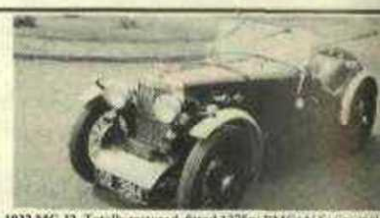
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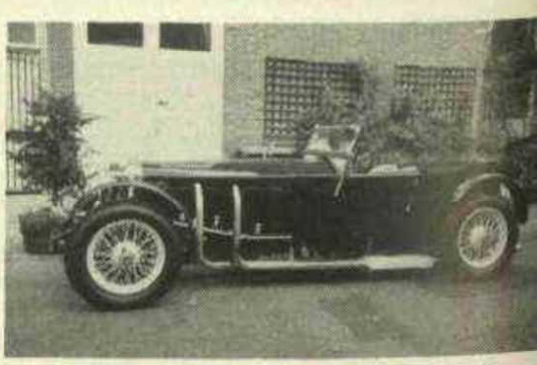
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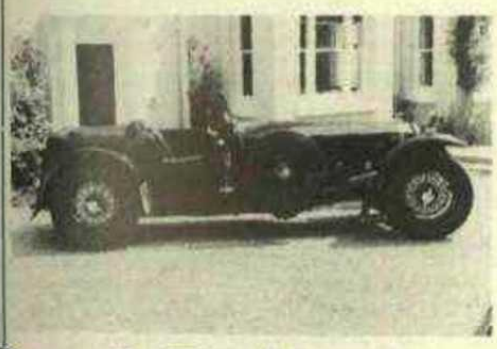


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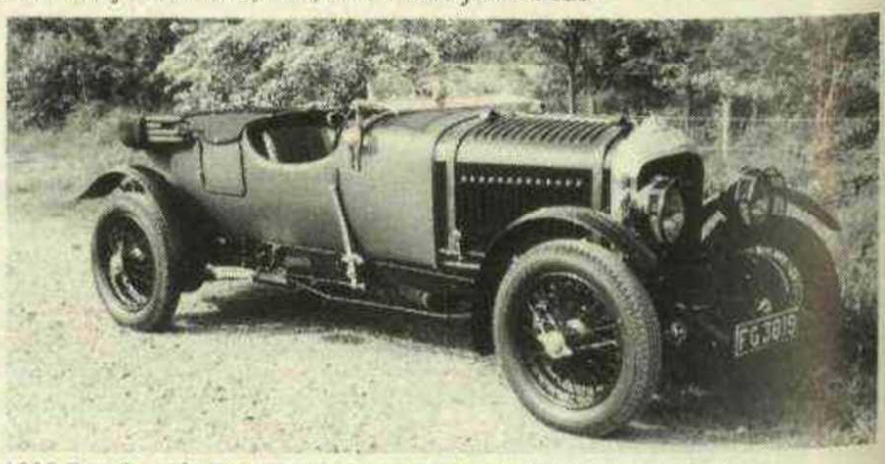
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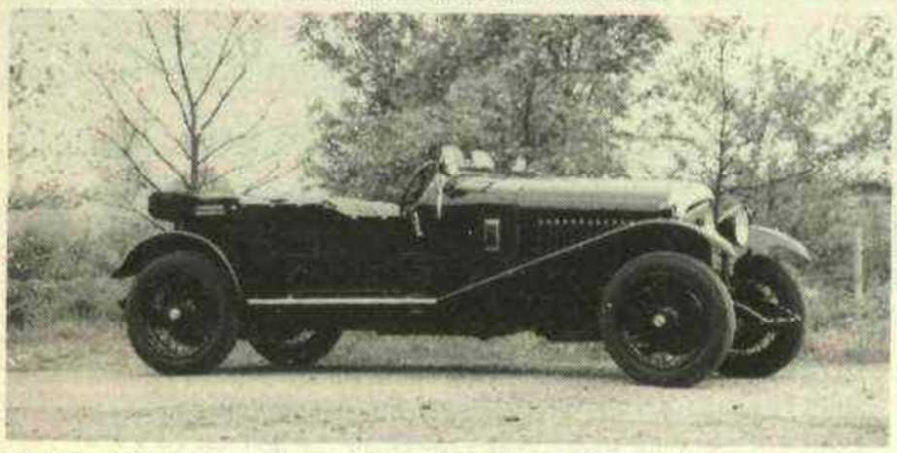
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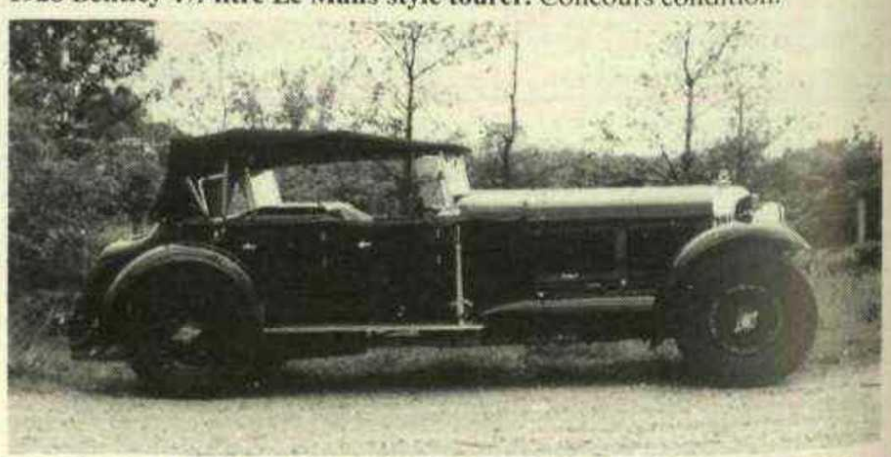
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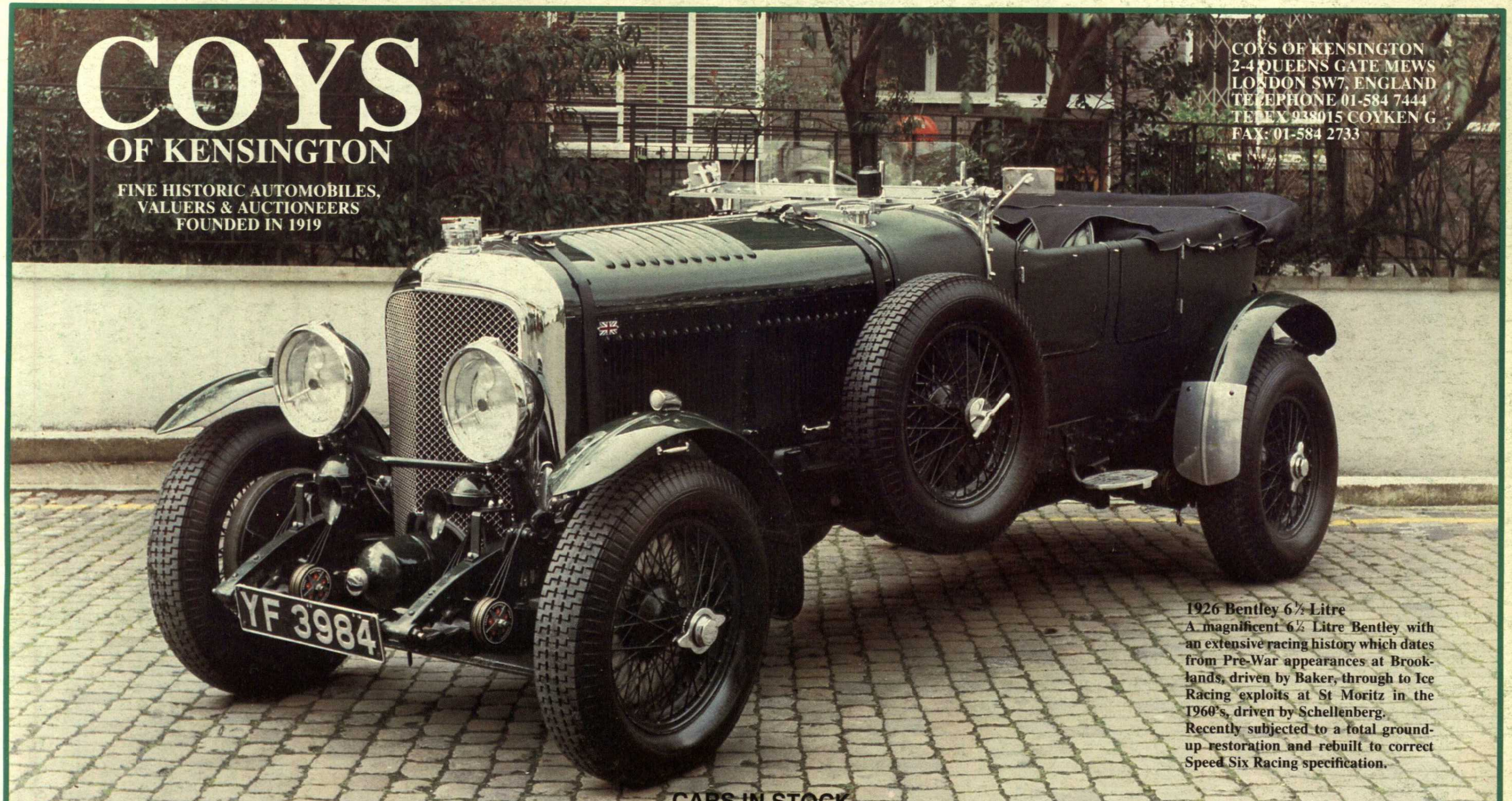
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