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89	328GTS	BLUE/TAN
88	308GTS	SILVER/RED
85	308GTS	RED/RED
80	308GTS	SILVER/BLACK
80	308GTS	YELLOW/BLACK
78	308GTS	RED/BLACK
78	250GT PF CPE	YELLOW/BLACK
59	250GT PF CPE	RED/BLACK
58	246GTS DINO	
74	246GTS DINO	
72	246GT DINO	
72	246GT DINO	
72	365GTB4 DAYTONA	
71		
MASERATI		
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74	MERAK V8	YELLOW/BLACK
70	GHIBLI	WHITE/TAN
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67	MISTRAL	CHAMPAGNE/TAN
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84	COUNTACH LP 500S	WHITE/WHITE
84	COUNTACH	BLACK/TAN
84	ESPADA	TURO/BLACK
71	P400 MIURA	RED//BLACK
68	400GT 2+2	RED/RED
68	400GT 2+2	RED/BLACK
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87	CORNICHE	MAGNOLIA/TAN
85	CORNICHE	BLUE/TAN
84	CORNICHE	WHITE/TAN
83	CORNICHE	MAGNOLIA/BROWN
83	CORNICHE	BLACK/BLACK
81	CORNICHE TCH	BLUE/CREAM
74	SPUR	SILVER/BLACK/RED
88	SPUR	SILVER/BLUE
87	SPUR	BURGUNDY/TAN
86	SPUR	WHITE/CREAM
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BENTLEY		
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JAGUAR		
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74	XKE III V12	BURGUNDY/BLACK
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74	XKE III V12	SILVER/RED
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70	XKE II 4.2	SABLE/TAN
69	XKE I 3.8	RED/BLACK
63		RED/TAN
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53	300D CAB	CREAM/RED
55	300SL GULLWING	BLACK/BLACK
60	300SL ROADSTER	BEIGE/BURGUNDY
61	300SL ROADSTER	WHITE/RED
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62	190SL	RED/BLACK
60	190SL	BLUE/RED
56	190SL	CREAM/BLUE
55	250SE CONVERTIBLE	BROWN/TAN
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64	280SL	RED/BLACK
70	280SL	BLUE/TAN
70	280SL 5-SPEED	BURGUNDY/TAN
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91	500SL	WHITE/GREY
90	560SEC	TAUPE/BEIGE
ASTON MARTIN		
88	VOLANTE	BLUE/CREAM
80	VOLANTE	SILVER/BLUE
83	LAGONDA	CREAM/TAN
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69	DB5, RHD, AT	WHITE/BLACK
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STANDARD HOUSE
BONHILL STREET
LONDON EC2 4DA

Telephone: 071 - 628 4741. Fax: 071 - 638 8497
Telex: 888602 MONEWS G

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FRONT COVER: *Nigel Mansell (centre) celebrates his 20th GP victory, after pipping Ayrton Senna (left) and Alain Prost in the Italian Grand Prix.*

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MATTERS OF MOMENT

Rule by Polemics

It is every driver's wish to see his name in banner headlines, and Michael Schumacher's dominated the past month's motorsport. Unfortunately, the reasons were both good and bad.

At Spa Francorchamps the 22 year-old German burst into the F1 firmament and drove with an elan that wholly belied his complete lack of experience in the category. Prior to first qualifying he had amassed but a handful of laps in the Jordan 191 round Silverstone, yet he coped with his situation well enough to end the day within the top 10, and to remain there during Saturday's qualifying. He burned the clutch out on the line when the race began, but a dramatic new talent had made the ultimate graduation.

If that was apparent to the Jordan team, it was also equally obvious to everyone else, and therein lay the rub. Jordan believed it had Schumacher under a watertight agreement for the rest of 1991 and up to 1993. Others thought differently. The knives came out, and they were sharp.



Michael Schumacher under pressure at Monza. The German was the centre of media attention and political machinations all weekend.

Thereafter the situation degenerated swiftly into a morass of lies and counterlies. Jochen Neerpasch, competitions director for Mercedes Benz, on whose behalf Schumacher was being touted around the F1 paddocks in the first place, accused Jordan of trying to overplay his hand and of changing the contractual goalposts in an unacceptable manner. He began talks with Benetton.

Jordan accused Neerpasch of deliberately engineering a technicality on which he could avoid signing a full contract on the Monday prior to the Italian GP.

Once the teams had gathered in Monza, legal actions abounded. Jordan was unsuccessful in obtaining an injunction from a British judge preventing Benetton running Schumacher. Roberto Moreno, however, ousted by Benetton in favour of Schumacher, *was* successful in obtaining an Italian injunction against the German driving his usual B191. The wrangling dragged into the early hours of Friday morning.

The mechanics of the situation were ultimately resolved by the diplomacy of Bernie Ecclestone, which may or may not have comprised banging together the heads of unruly infants in the F1 kindergarten, and Schumacher duly drove for Benetton and Moreno for Jordan. By the time the German had scored his first World Championship points on Sunday the story had already begun to become old hat, as these things tend to. Unfortunately, parts of the outside world do not forget so easily.

The situation made parties in Japan uneasy, for the Orient prides itself on its business ethics, and uncompromised morals were clearly missing from parts of the Schumacher equation.

A week later, those same Japanese circles were rocked once again when Akira Akagi, boss of Leyton House, was arrested on charges of alleged involvement in the massive fraud case that has swept through Tokyo's banking circles. To our knowledge, two significant Japanese companies, poised on the brink of sponsorship investment in the sport, have as a direct result of these incidents decided that F1 isn't quite the ticket it was looking for. At a time when the recession has finally begun to catch up with Grand Prix racing, that is the sort of further aggravation it can well do without.

Throughout all the hoopla and hyperbole it is easy to lose sight of the catalyst behind all the polemics: the imprisonment of Bertrand Gachot in August following his CS gas attack on a taxi driver in Hyde Park last December. That in itself had made world headlines, and his supporters made more as they protested in Brussels and again at the Belgian GP. Judge Gerald Butler's draconian 18-month sentence brought racing people down to earth with a harsh taste of what can happen in the atmosphere outside their insular bubble, but at the same time was a graphic indication that when it comes to overreaction, the F1 fraternity does not enjoy a monopoly. DJT

The Month in Motor Sport



Sainz: out of luck.

Aug 20/26: Carlos Sainz and Luis Moya forfeit the Rally of 1000 Lakes after damaging their Toyota over a crest. Juha Kankkunen and Juha Piironen triumph for Lancia.

Aug 22: IMSA Championship leader Geoff Brabham suffers two fractured vertebrae, three broken ribs and abrasions after his Nissan has a puncture at 185mph at Road America, Elkhart Lake.

Aug 22: Veteran hot rodder Al Teague equals the wheel-driven land speed record during Bonneville's annual Speed Week. His single engined, two-wheel drive streamliner leaves its 30 year-old tyres in shreds, and his 409.986mph average, though marginally faster than the record, cannot be ratified as a new mark as it does not exceed the old by the mandatory one per cent. He plans a fresh attempt in November.

Aug 23: Bertrand Gachot's supporters protest against his imprisonment during Belgian GP meeting.

Aug 23: Michael Schumacher makes stunning F1 debut in Belgian GP, qualifying his Jordan seventh but retiring with a damaged clutch just after the start.

Aug 24: Ayrton Senna speaks critically about Frank Williams when he learns that Nigel Mansell and Riccardo Patrese have re-signed for Williams. It is believed he and Frank had agreed to discuss their mutual actions before making public announcements.

Aug 24: Emanuele Naspetti takes his Forti Reynard to his fourth successive European F3000 Championship victory at Spa, in the race supporting the Belgian GP.

Naspetti: four on the trot.



Aug 25: Al Unser Jnr perks up his CART PPG challenge with a smooth victory over Emerson Fittipaldi and Michael Andretti round the streets of Denver.

Aug 25: Armin Hahne scoops the Jaguar-Sport Intercontinental Challenge, for XJR-15 sportscars, by winning the third and final race at Spa Francorchamps. He splits the $1m prize fund with car owners Wolfgang and Ewe Eickwinkel.



Armin Hahne heads for a million-dollar prize fund in the Jaguar finale at Spa.

Aug 26: Hideki Noda becomes the first Japanese driver since Tetsu Ikusawa to win a British F3 race, with success at Silverstone.

Aug 26: Andy Rouse and Will Hoy share the spoils at Brands Hatch during the highly successful two-race British Touring Car Championship meeting at Brands Hatch.

Aug 29/30: European F3000 Championship co-leader Alessandro Zanardi joins the Footwork team at Paul Ricard, helping Michele Alboreto and Stefan Johansson with testing both Porsche and Cosworth-powered chassis. Back in England, pre-Italian GP testing duties are handled by Perry McCarthy.

Aug 30: American drag racing star Gary Ormsby succumbs to cancer, aged 50.

Sep 1: Michael Andretti, fresh from announcing that he has temporarily put his F1 aspirations on ice, takes his Newman-Haas Lola to victory in the 13th round of the CART series around the streets of Vancouver.

Sep 1: Jimmy McRae dominates the Cumbria Rally. Second place gives Trevor Smith the Mintex National Championship lead.

Sep 1: Fredrik Ekblom wins the thrice-started eighth round of the British F3000 Championship at Donington Park, the 20 year-old giving Lola its first victory in the series after three years of Reynard domination.

Sep 1: David Coulthard's charge for the British F3 title is maintained at Brands Hatch, the young Scot winning the 13th round of the series in front of a spectating King Hussein of Jordan - a guest of the Paul Stewart Racing team for whom Coulthard drives.

Sep 2: Julian Bailey, out of a regular drive since losing his Lotus F1 seat to Johnny Herbert, is snapped up by Nissan to partner Kieth Odor in its British Touring Car Championship team.

Sep 2: Markku Alén drops a bombshell on the rallying world when he announces that he is to leave Subaru in favour of a plum drive with Toyota.

Sep 3: Gerhard Berger is granted exemption from National Service in his native Austria, on the grounds that a loose screw in a plate in his neck (broken in a road accident in 1984) renders him unfit. His F1 career is thus able to continue unimpeded.

Sep 3/6: On the eve of the Italian GP Formula 1 is embarrassed by another unseemly row. Benetton poaches Michael Schumacher from under Jordan's nose, the latter having believed that it had him tied to a three-year contract. Roberto Moreno is unceremoniously axed by Benetton to make way for the rising German star. After protracted legal meetings, Schumacher makes his Benetton debut at Monza and his place at Jordan is taken - temporarily at least - by the ousted Moreno. Schumacher goes on to finish fifth, while Moreno spins out early in the race after qualifying ninth.

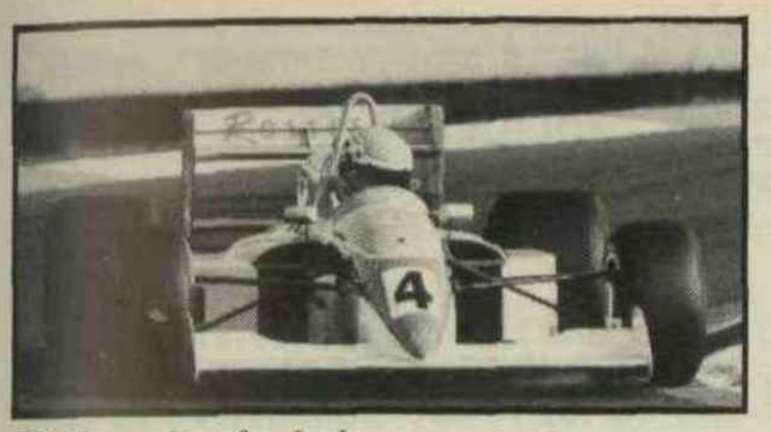


Biasion: three-year Ford deal.

Sep 6: Rallying's game of musical chairs continues as Miki Biasion announces that he has signed a three-year contract with Ford, leaving Lancia to find a replacement for the Italian star.

Sep 6: Bobby Rahal signs for Patrick Racing, the CART ace leaving a plum drive at Galles/Kraco up for grabs. That is quickly filled by Danny Sullivan . . . who is to leave Patrick to take up the offer.

Sep 8: Fredrik Ekblom makes it two in a row in the ninth round of the British F3000 series at Brands Hatch, winning a Samurai sword for his efforts. In order to overhaul the late Paul Warwick, who won the first five rounds



Ekblom: first for Lola.

of the championship, either Ekblom, Richard Dean or Julian Westwood must win both the remaining races. Otherwise, Warwick will become champion posthumously.

Sep 8: The British Formula Renault Championship continues to be soured by arguments between the leading protagonists. In the Cadwell Park round, series leader Jason Plato stops his car on the track when it develops an electrical fault, causing the race to be red-flagged. Plato is excluded from the restart, and Bobby Verdon-Roe goes on to win the race and assume the championship lead.

Sep 10: Reynard announces that it has shelved its plans to enter its own car in Formula One in 1992, having failed to sign an engine deal with a major manufacturer. Project designer Rory Byrne is tipped to return to his former employer – Benetton.

Sep10/13: Colin McRae and Derek Ringer dominate the Manx Rally in their Subaru, the first victory on the event for the crew and a Japanese marque.

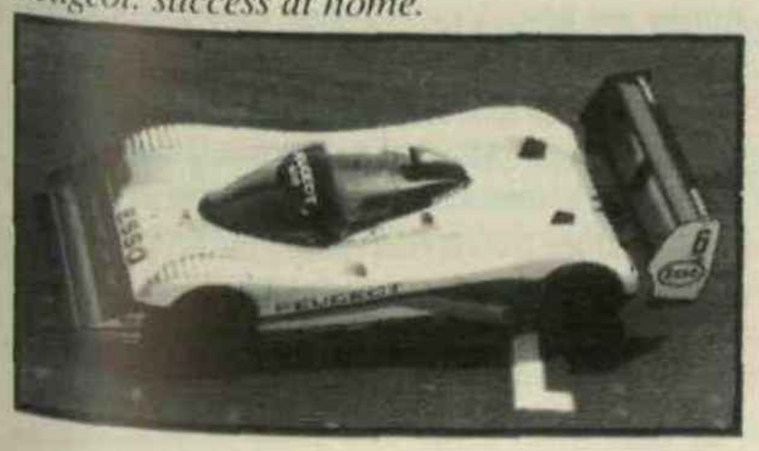
Sep 13: Leyton House chief Akira Akagi is arrested on fraud allegations in Japan. The future of the F1 team, already a victim of recent staff cutbacks, is thrown into further jeopardy.

Sep 13: Bertrand Gachot, transferred from Brixton Prison to Northeye Prison in Bexhill, has a second application for bail pending appeal refused. His appeal against conviction will be heard in October.

Sep 15: In order to boost flagging Group C entries, FISA announces the FIA Cup, a seven-race European series to take place within the framework of the 1992 Sportscar World Championship. The news is by and large well-received, although a paragraph suggesting that turbocharged cars may be allowed to compete at Le Mans in 1992 is not so popular . . .

Sep 15: On home ground at Magny-Cours, Peugeot trounces Jaguar both in qualifying and the race. Jaguar retains its points lead in the constructors' championship after finishing third and fifth, and Teo Fabi has a 20-point lead over Derek Warwick in the drivers' contest. Full report next month.

Peugeot: success at home.



Sep 15: Paulo Carcasci wins the ninth round of the Japanese F3 series at Sugo, thereby clinching the title for the TOM'S-Toyota team. Briton Anthony Reid qualified on pole position, only to be thwarted at the start by a dead engine.

Sep 15: Michael Andretti eases into a narrow CART points lead with victory at Mid-Ohio, where local favourite – and chief title rival – Bobby Rahal comes home third.

Sep 15: The British F3 Championship hots up at Donington Park, as Rubens Barrichello wins to narrow David Coulthard's advantage to just four points. Coulthard finishes fourth after a couple of early delays.

Sep 15: Julian Bailey makes an impressive BTCC debut for Nissan at Donington, where



Bailey: promising BTCC debut.

John Cleland takes his Vauxhall Cavalier to a narrow victory over the BMW M3s of Tim Harvey and Will Hoy. Hoy remains 20 points clear of Cleland in the title race, with two rounds to go.

Sep 16: Tommi Mäkinen, son of '60s rallying legend Timo, is snapped up by Nissan for its 1992 World Rally Championship programme. Mäkinen has impressed with Mazda throughout 1991.

Sep 16: Eddie Jordan announces that his F1 team will use Yamaha's V12 engine in 1992. The deal is for four seasons.

OCTOBER FIXTURES

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

Date	*Venue*	*Event*	*Type*
25-29 September	**Antibes, France**	**Antibes Rally**	**INT**
27-29 September	**Cyprus**	**Cyprus Rally**	**INT**
28 September	Oulton Park	ARP F3, FF1600, saloons	R
28 September	Kirkistown	FF1600, saloons	R
28 September	Silverstone	Historics	R
28 September	Scarborough	Barkston Forest Rally	N
29 September	**Elkhart Lake**	**CART**	**INT**
29 September	**Barcelona**	**Spanish Grand Prix**	**INT**
29 September	Knockhill	Formula Renault, FF1600	N
29 September	Mallory Park	Classic F3, FF1600	R
29 September	Lydden Hill	Saloons, FF1600	R
5 October	Oulton Park	Multisports, F/First	R
5 October	Cadwell Park	F4, F1300, F750	R
5 October	Weedon, Northants	MCC Edinburgh Trial	R
5-6 October	Cork, Ireland	Cork 20 Rally	N
6 October	**Nogaro, France**	**European F3000**	**INT**
6 October	**Nazareth**	**CART**	**INT**
6 October	**Mexico City**	**SWC Group C**	**INT**
6 October	**Bathhurst, Australia**	**Toohey's 1000 km**	**INT**
6 October	**Estering, Germany**	**European Rallycross**	**INT**
6 October	Silverstone	F3, BTCC	N
6 October	Snetterton	F/First, MGs	R
6 October	Brands Hatch	FF1600, Renault 5s	R
6 October	Cadwell Park	FF1600, saloons	R
6 October	Mallory Park	S2000, Honda CRX	R
12 October	Castle Combe	F/Vee, FF1600	R
12 October	Silverstone	Birkett 6 Hours	R
12-13 October	**Sicily**	**Targa Florio Historic**	**INT**
13 October	Telford	Audi Sport Rally	N
13 October	Donington Park	British F3000, ARP F3	N
13 October	Thruxton	F3, F/Renault	N
13 October	Ingliston	FF1600, GTs, saloons	R
13 October	Brands Hatch	F/Forward, F/First	R
13-18 October	**Sanremo**	**Sanremo Rally**	**INT**
19 October	Oulton Park	Formula E, saloons	R
19 October	Silverstone	F4, F/Vee, F1300	R
20 October	Donington Park	Prodsaloons, GTs	R
20 October	Cadwell Park	F/First, MGs, saloons	R
20 October	Snetterton	FF1600, S2000, historics	R
20 October	**Suzuka**	**Japanese Grand Prix**	**INT**
20 October	**Laguna Seca**	**CART**	**INT**
25-27 October	**Brands Hatch**	**Formula Ford Festival**	**INT**
26 October	Glasgow	Trossachs Rally	N
27 October	**Autopolis, Japan**	**SWC Group C**	**INT**
27 October	Mallory Park	F/Vee, F4, Kit Cars	R
27 October	Snetterton	Historics	R
27 October	Otterburn	Cheviot Stages Rally	N
27 October-2 November	**Ivory Coast**	**Ivory Coast Rally**	**INT**
3 November	**Adelaide**	**Australian Grand Prix**	**INT**
3 November	Hyde Park Corner	London-Brighton Run	N

Before going to a particular event, we strongly advise you to check with the organisers or circuit that the scheduled meeting is taking place

A real hundred per cent

The World Championship not yet won, Ron Dennis is already building for 1992 as McLaren takes aboard the lesson of its toughest season

At the beginning of 1991 it all seemed so simple. Ayrton Senna was going to waltz away with his third World Championship after a record run of four consecutive victories got his campaign off to the best possible start. After 12 races, of course, the Brazilian nursed an 18 point lead as the series moved into the final four events, and McLaren Honda is now fending off a mighty challenge from Williams Renault.

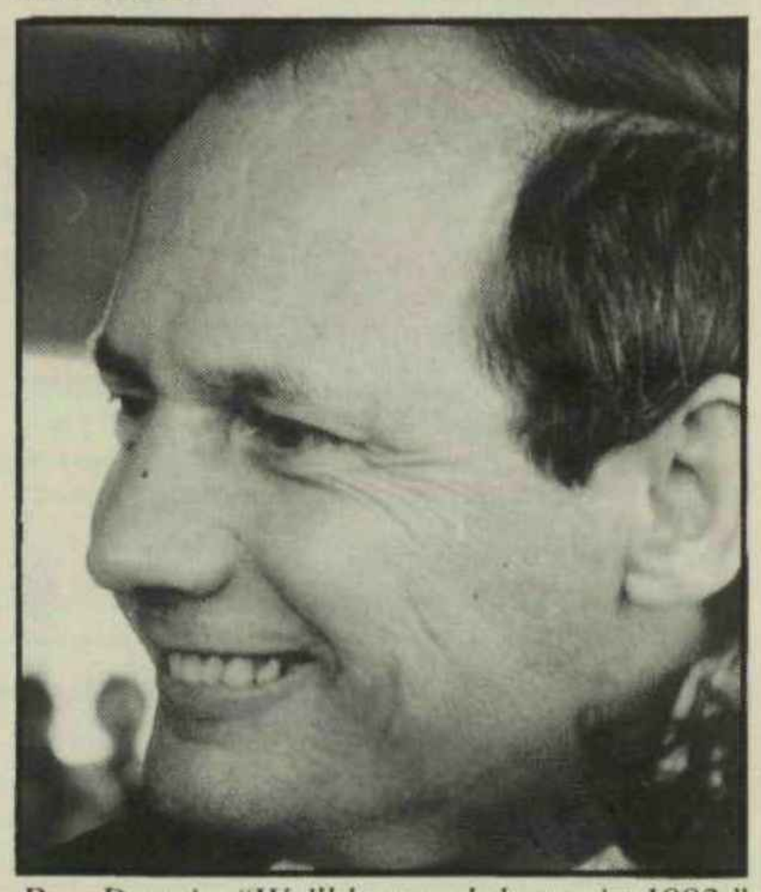
Notwithstanding that opening salvo, there have since been suggestions along the pit lane that if McLaren had got its cars ready sooner at the beginning of the year it might be in a better position to avoid the mid-season performance slumps that characterised both its 1990 and '91 campaigns. When McLaren International MD Ron Dennis relishes such suggestions, his wolfish smile is at its best.

"The first thing I'd say to that is that our year-to-year strategy, whilst appearing to be the *same*, is very rarely anything other than *similar*. Similar in the sense that there are a range of circumstances that determine the timing of a new car launch; the most significant of those are either something that you've discovered that requires further deep understanding, like aerodynamics: ground effect, coke bottle shape. Or a significant engine specification change, such as a V10 to a V12, turbo to normally aspirated. Or a change of make. Or a regulation change. Any of those things can significantly impact on your time to optimise the car design, on the date on which the car is first tested. What we do is almost regularly leave the building date of the car very late in order to have as much of the research and development process incorporated into the original design. Most experienced racing people – all disciplines – will support the theory that pretty much what you start with is what you've got for the season, plus or minus a relatively small percentage. And the most significant thing starting with a new car is reliability. Can you achieve it without having to verify the soundness of the design? Our performance in the last five years speaks for itself. It may be strong to say it vindicates us, but . . ." Going back even to 1984, McLaren has won six out of the eight opening races.

"We were under no illusions during the first four 1991 events about the weaknesses and strengths in our MP4/6 package, and some of the benefits and performance improvements that started to manifest themselves in Hungary were commenced during the period of the Canadian Grand Prix and the days leading up to it. After losing that race, and Williams having gone so well there, we started to focus on all the areas of the car with which we weren't completely satisfied. At the same time, like any good partnership, we sat with Honda and discussed each other's performance weaknesses and developed a strategy based on what was possible to achieve for each of the following Grands Prix.

"In essence I think back in June I was predicting it would be Hungary before we looked like being back competitive, and possibly a race longer. And therefore the return to competitiveness is not particularly surprising to us because that was our objective as mapped out at the end of May. There was a whole range of improvements, not one thing, and the full benefit of those improvements will be felt incrementally right through to the last Grand Prix of the season."

The bottom line at McLaren, as it always has been since the Dennis era began in 1981, is to focus on winning, while maintaining the morale of a workforce that has been weaned on success.



Ron Dennis: "We'll be much better in 1992."

"One message that I try to convey to everyone at McLaren, and which is well supported by Honda as well, is that if we are reflecting in Australia on having failed to win this year's World Championship, we must be able to feel we gave it a real hundred per cent. There is a tremendous effort – a *phenomenal* effort – gone into improving the performance. From Honda, from Shell, from McLaren."

In the past 18 months the true importance of the fuel companies has become more appreciated by those outside the individual teams as Championship battles have escalated, and it is now common knowledge that a good fuel can be worth more than 40bhp. Dennis firmly stresses that the contribution of the third factor in the triumvirate has always been vital.

"I think the fuel companies have always been important, but their contribution has not always been so obvious. These days their role is a little more complex because developing special fuels isn't just about mixing ingredients. You have to optimise the engine for a given fuel." The companies admit that they produce different fuels depending on the number of an engine's cylinders, so specific has the art now become. "The fuel needs to be compatible with the geometry of the combustion chamber," continues Ron, warming to an engineering theme. "That geometry is significantly influenced by the bore and therefore stroke of the engine. As you go up in cylinders the bore/stroke configuration changes significantly, which has a great significance on combustion chamber shape and therefore requires fuel that has different burn characteristics."

McLaren, Honda and Shell have, more than ever before, been put under very direct public scrutiny in 1991, through the continued challenge from Williams, Renault and Elf, and each factor has been seen to respond positively and successfully. For its part, Honda produced a radically revised version of its Specification 3 RA121E V12 in time for Hungary. Development at Waco has always been continuous, but its ability to produce within 30 days a unit with new cylinder heads and a markedly lighter block, and to add variable intake trumpets at the next race, throws into cruel relief Porsche's efforts just to get its cumbersome V12 to the point where it runs reliably, let alone where it can race. Nobody is even dreaming of victory at the moment in Stuttgart and Weissach. "This year, and especially the last three or four months," says Dennis, "has strengthened dramatically the relationship – which was always good – between Honda and McLaren, and even improved our relationship with Shell because we all have a common objective. It's a very difficult challenge, and to get together and make it work takes a special effort."

How does he quantify the respective inputs into the competitiveness equation made by McLaren, Honda and Shell since the Williams onslaught got into its mid-season stride? The answer is, perhaps, predictable, but doesn't smack of diplomacy. "It's important not to get too focussed on any one performance area. I would say the improvement in our results could be equally shared between the engine, the chassis and the fuel. Probably, in the time that's left between now and the end of the

season, the area in which we will find the most benefit will be in improving the aerodynamics of the car. We have to ensure that we're making positive steps. There will be other steps, lesser ones than we've made but in all areas."

Ayrton Senna has not been backwards in coming forwards with criticism of the package he has had to drive this season, and one sometimes feels that all one hears from him when he wins is nothing but a list of the car's shortcomings (much at the beginning concentrated on the engine, but later the chassis came in for stick too). It reflected the current tendency wherein a driver has just won a race, but quantifies that success in negative terms.

"No driver criticises his team with a view to damaging, upsetting or demotivating it," says Dennis, "and the comments are usually made quite close to the end of a Grand Prix when the drivers aren't perhaps as clear-headed as they should be. Nevertheless, they are designed to increase the pressure on the team to perform. I understand it. Sometimes you can accept it with good grace, sometimes it would have been better if they'd had the benefit of knowing what condition the car was in after the race before commenting. There are many times when they think it's A problem, when it's actually B problem." At Monza, for example, Berger incorrectly suspected a damper fault for his car's poor handling.

If you ask him to quantify the changes made to the MP4/6 (known to include a number of aerodynamic nuances and lighter bodywork), he frowns. "Really, it wasn't one big thing that we changed. We changed many, many little things. We literally went through every single component and, where possible, further optimised its weight. We put in a lot of time, a lot of effort and a lot of money to go through and remake components to reduce car weight without reducing safety or reliability." In 1988, for example, prior to the British GP, he admitted that a revised sidepod design for the MP4/4 accounted for between £200,000 and £300,000. In F1 today, development costs big numbers. "For me it was a phenomenal achievement to go from not what was a *heavy* car – it was too heavy but it wasn't considered *ridiculously* heavy; there are a lot of cars currently running in Formula One that are heavier – to one that was optimised, and we have now optimised it very well, along with Honda who took weight out of the engine." Pit lane gossip has it that the RA121E had been one of F1's heavier power units.

As Renault chases higher revs and more power to match Honda's recent steps, McLaren's search for further improvement now centres on the aerodynamics, one of the strongest factors in the Williams package. Again, Ron is candid.

"We are going in the right direction; the car is getting lighter. The aerodynamic improvements made through the year have helped, but unfortunately you rarely get something for nothing. As we have increased the aerodynamic efficiency of the car, it has become more sensitive. Therefore the sensitivity of the car is the area we are addressing, to make it a little more forgiving when it's out of its optimum set-up. And of course, unless you have an efficient active ride system, during the course of a Grand Prix the car will go through various changes of dynamic characteristics as the fuel load drops out of it and the tyres deteriorate. Our car is a touch sensitive in the configuration it's in at the moment, a little more difficult to drive. Of course, it's capable of winning races, and that's the first objective, and now we've just got to try and optimise that and get a bit more performance advantage."

At Magny Cours, wrongly as it transpired, his manner suggested that a heavily revised car was on the way, prompting the question whether McLaren ever considered modifying the MP4/6 in the manner in which Ferrari apparently revamped the 642 into the 643. Dennis, however, disagrees that the latter was as speedy and dramatic a reaction as it seemed.

"I think that was 99 per cent implemented as a result of Migeot joining the team after the 642 had been started, and convincing everybody that the 643 could happen. I do not think, and this is *my* opinion, that the 643 was inspired out of the uncompetitiveness of the 642. That car took a long time to draw and manufacture. The 642's performance might have *accelerated* it, but it was not conceived out of that. It was conceived before things reached that state. Changes like that take time.

"In that sort of situation it's important at all levels that you have to be sure that the changes are for the better. Therefore you've got to understand what is right and understand what is wrong. When something clearly is not performing the way it should, you've got to change it when you have the knowledge that permits you to change it for the better. We still, honestly – and maybe other teams will laugh at this – we still don't fully understand to our complete satisfaction how to optimise a high nose configuration. I don't think many people would admit to it, but the majority of teams whose cars have it, don't know why."

Thus, as the 1991 World Championship hinges on the final four-race shoot-out, the McLaren retains its conventional appearance, but appearances themselves can be deceptive. "You know, an interesting point is that both of our cars sustained quite significant underbody damage at Monza because we set them too low before the start of the race. That would dramatically have reduced their performance, so our results in Italy were not reflective of our level of competitiveness.

"The Hungarian Grand Prix was a well executed strategy. We focussed on qualifying. We then optimised the car, within its performance limitations, to that type of circuit. Made sure we got on to the straight well and weren't too worried about its performance on the back of the circuit where overtaking isn't possible. And that won us the race. In Spa we were closer again, and again focussed on qualifying. We were pretty much there. At Monza we were almost equal, if not actually equal. All being equal, and even with the new Renault coming, from Portugal I hope we will be competitive and able to win even in a straight fight."



On the World Championship trail it is axiomatic that the last year is always tougher than those which preceded it, but even allowing for that Dennis has no doubt the 1991 struggle for the title has been McLaren's hardest. "It's certainly been the most difficult. We've had to work hard, of course, and we haven't won the Championship yet. If we are to win it, it will probably carry a bit more satisfaction that some of the others. But the biggest gain that will come, whether we win or we lose, will come out of what we learned in the process of becoming competitive after slumping into uncompetitiveness. It's a lesson that we've learned well, and we'll be much better for it in 1992." DJT



Although outgunned in qualifying trim, Nigel Mansell appeared to have the race sewn up when gremlins struck and forced his retirement.

Surprise, surprise

A quick look at the results of the Belgian Grand Prix might give the impression that the McLaren-Honda team monopolised the event and dominated the opposition, but it would be very far from the truth. Admittedly they finished first and second, with Ayrton Senna leading Gerhard Berger home by a comfortable two seconds, but the clue to the truth lies in the fact that Roberto Moreno set fastest lap in the race on lap 40, at which point Senna was holding a precarious lead over de Cesaris, in a Jordan-Cosworth, with gearbox trouble that was making him wonder if he was going to finish the 44-lap race, and Berger was fourth with little hope of improving his position. Moreno was running sixth and finished fourth entirely due to other people's troubles. The whole Belgian Grand Prix was fraught with the unexpected.

The unexpected appeared even before practice began, for Bertrand Gachot found himself locked away in Brixton prison for unruly and unlawful behaviour after a minor traffic incident. (Did I say he knew where he was going, in last month's MOTOR SPORT?) His place in the Jordan team was taken by the 22 year-old Michael Schumacher, on loan from the Mercedes-Benz sports car team, and his uninhibited performance was one of the highlights of the two days of practice and qualifying. Not surprisingly Senna was fastest on both days, taking pole position with a lap in 1 min 47.811 sec, over a second quicker than the next man. If Senna was not the fastest round the magnificent Spa-Francorchamps circuit, with its challenging length of nearly seven kilometres containing everything from a hairpin bend to 170mph corners and a straight-line maximum of 197mph, there would be something very wrong with the state of Grand Prix racing. To be fastest he naturally needs the full support of McLaren, Honda, Goodyear and Shell who all do their part in the equation of speed and performance.

Honda were not their usual reliable self, though the V12 was performing adequately, but it was also giving major troubles due to being run very close to the limit and a major blow-up on Berger's car in the second qualifying session prevented him from improving on his Friday time. That was only good for fifth place on the grid, but a last-minute decision by the stewards of the meeting promoted him up to fourth place and a lot of other drivers moved up a place as well. The cause of this change was Patrese's Williams-Renault being found during post-practice scrutineering to have an inoperative reverse gear, which is totally against the known rules. He had been in great form and had qualified faster than Mansell and was only beaten by Senna. The stewards decreed that Patrese should forfeit all his Saturday lap times, which left him with his Friday lap time which was only good enough for 17th place on the grid, and Prost was promoted to second place alongside Senna.

STARTING GRID

27 PROST
Ferrari 643
1 min 48.821s (2)
1 min 51.369s (1)

2 BERGER
McLaren MP4/6
1 min 49.485s (1)
No time (2)

20 PIQUET
Benetton B191
1 min 50.540s (2)
1 min 53.371s (1)

19 MORENO
Benetton B191
1 min 51.283s (2)
1 min 53.664s (1)

4 MODENA
Tyrrell 020
1 min 51.307s (2)
1 min 52.899s (1)

16 CAPELLI
Leyton House CG911
1 min 52.113s (2)
1 min 53.603s (1)

22 LEHTO
Dallara BMS 191
1 min 52.417s (2)
1 min 54.211s (1)

7 BRUNDLE
Brabham BT60Y
1 min 52.626s (2)
1 min 54.921s (1)

25 BOUTSEN
Ligier JS35B
1 min 52.709s (2)
1 min 54.446s (1)

29 BERNARD
Lola L91
1 min 53.309s (2)
1 min 55.679s (1)

3 NAKAJIMA
Tyrrell 020
1 min 53.494s (2)
1 min 55.874s (1)

11 HAKKINEN
Lotus 102B
1 min 53.799s (2)
1 min 55.483s (1)

26 COMAS
Ligier JS35B
1 min 53.847s (2)
1 min 56.218s (1)

1 SENNA
McLaren MP4/6
1 min 47.811s (2)
1 min 49.100s (1)

5 MANSELL
Williams FW14
1 min 48.828s (2)
1 min 50.666s (1)

28 ALESI
Ferrari 643
1 min 49.974s (2)
1 min 51.832s (1)

32 SCHUMACHER
Jordan 191
1 min 51.212s (2)
1 min 53.290s (1)

23 MARTINI
Minardi M191
1 min 51.299s (2)
1 min 53.460s (1)

33 de CESARIS
Jordan 191
1 min 51.986s (2)
1 min 54.186s (1)

8 BLUNDELL
Brabham BT60Y
1 min 52.377s (2)
1 min 54.814s (1)

15 GUGELMIN
Leyton House CG911
1 min 52.623s (2)
1 min 56.027s (1)

6 PATRESE
Williams FW14
1 min 52.646s (1)
1 min 48.661s (2)*

24 MORBIDELLI
Minardi M191
1 min 52.896s (2)
1 min 57.232s (1)

12 HERBERT
Lotus 102B
1 min 53.361s (2)
1 min 55.523s (1)

14 GROUILLARD
Fomet 191
1 min 53.628s (2)
1 min 55.945s (1)

21 PIRRO
Dallara BMS 191
1 min 53.839s (2)
1 min 56.131s (1)

***6 Patrese: Time in second qualifying cancelled due to rule infringement.**

NON-QUALIFIED

No	Driver	Nat	Car/Engine	Tyres	Best Lap	Result
30	Aguri Suzuki	J	Lola L91-Cosworth V8 DFR	G	1 min 53.869s	DNQ
34	Nicola Larini	I	Lambo 2-Lamborghini V12	G	1 min 54.781s	DNQ
10	Alessandro Caffi	I	Footwork A12C-Cosworth V8 DFR	G	1 min 57.338s	DNQ
35	Eric van de Poele	B	Lambo 2-Lamborghini V12	G	1 min 57.746s	DNQ
9	Michele Alboreto	I	Footwork A12C-Cosworth V8 DFR	G	1 min 59.910s	DNPQ
17	Gabriele Tarquini	I	AGS JH25-Cosworth V8 DFR	G	1 min 59.972s	DNPQ
31	Pedro Chaves	P	Coloni C4-Cosworth V8 DFR	G	2 min 01.921s	DNPQ
18	Fabrizio Barbazza	I	AGS JH25-Cosworth V8 DFR	G	2 min 03.766s	DNPQ

Room with a view: the start of the 1991 Belgian GP brought a welcome change, the whole field funnelling around La Source without mishap. The closeness of the F1 grid to the first corner is one of Spa's few drawbacks.

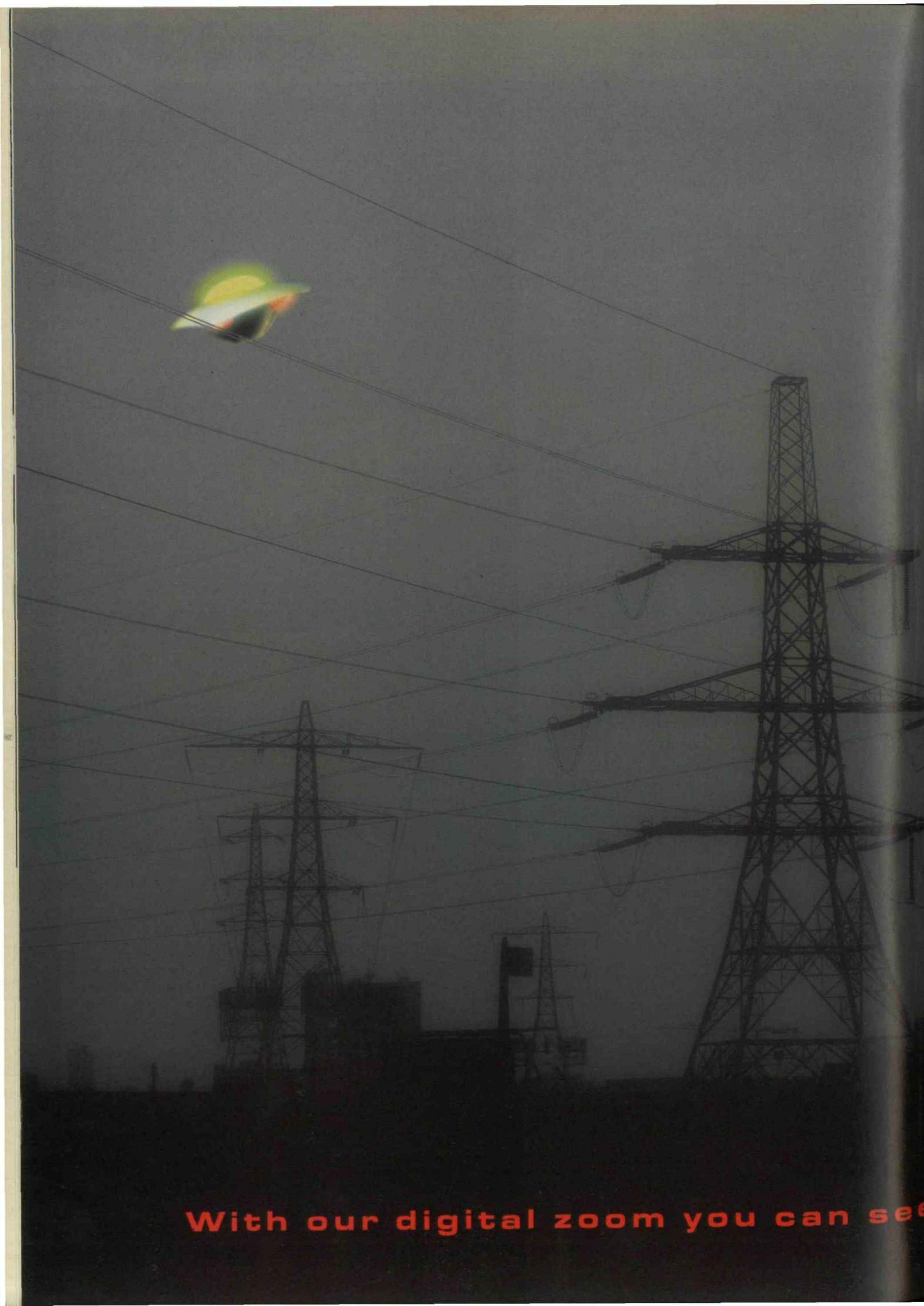
There was a lot of fluttering in the media dovecote over the performances by the new young German driver Schumacher, and his eighth place in the qualifying times (promoted to seventh later) was the sort of thing that made one sit up and take notice and personally prompted me to journey out to the far end of the circuit to get an idea of how it was achieved. What I saw was similar to the occasion when Jean Alesi first appeared in a Tyrrell 019. Here was a young man making the car do what he wanted, when he wanted it, not hanging on to see what the car wanted to do, and this was on a 120mph blind downhill left-hander. Ignoring Patrese's disqualification, the only drivers faster than Schumacher were Senna, Patrese, Prost, Mansell, Berger, Alesi and Piquet and that needs no further comment. Andrea de Cesaris has been showing us that there is not much wrong with the Jordan car for quite a time, at least with its 585bhp Cosworth engine; how it would be with 800bhp might be another matter.

Michael Schumacher rattled a few cages with his stunning qualifying pace.



Within seconds of the green starting light flashing on the German 'wonder-boy' was out of the race, not due to somebody else's mistake going into the first corner, but because of destroying his clutch on his first attempt at a racing start with a fully-laden car. Those people spectating beyond the first corner never did see the star of qualifying; all the media euphoria died away and the world's press had to watch the boring spectacle of Ayrton Senna driving away into the lead, followed by Prost (Ferrari), Mansell (Williams), Piquet (Benetton), Berger (McLaren) and Alesi (Ferrari). However, the unexpected was not far away, for on lap two Mansell overtook Prost and on lap three the leading Ferrari was gone! Smoke and flames came from the engine compartment and a very disgruntled Prost was out of the race, but he was not alone for Gugelmin had already retired with smoke and steam, hot water and oil coming out of the engine of his Leyton House.

By the end of lap three Senna and Mansell were out on their own, the Brazilian clearly letting Mansell set the pace but staying ahead without too much effort. The pace was depressingly slow by comparison with qualifying speeds, the McLaren and the Williams lapping in 1m 58secs to 1 min 59secs, some 12 seconds slower than what we had witnessed the day before. The last qualifier on the grid had been Erik Comas (Ligier-Lamborghini) with a best time


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In fact, both are so advanced in picture quality and features you wouldn't expect them from Hitachi but from outer space.





"Go Ayrton" says the graffiti and the Brazilian duly obliged, although his sixth victory of the season was due in no small part to others' misfortunes.

of 1m 53.847 sec, and now we had the leaders circulating in 1min 58secs, but it was a lovely sunny afternoon, the circuit was on its best behaviour and all was well with the world, so we could sit back and enjoy it even though the adrenalin was only simmering; the V12 Honda and the V10 Renault were singing their songs of power as they took the steep hill at Eau Rouge, and continued on full song all the way up to Les Combes. There was always the unexpected that might disturb the peace of the afternoon.

Being behind Senna, and quite close at times, is one thing; being in front is something different altogether. For 14 laps Senna and Mansell were out on their own, but then on consecutive laps they came into the pits for a routine tyre stop and the Williams team won the pit-stop competition in no uncertain manner. Senna was delayed a number of seconds by a wheel nut baulking when being replaced, whereas Mansell's stop was perfection so the outcome was that he now led the race comfortably. Alesi was planning to take his Ferrari through without a tyre change, starting the race on a harder compound tyre, and it was paying off because he was in second place, between Mansell and Senna.

Watching brief: Mark Blundell takes a breather during qualifying. The young Englishman went on to finish an excellent sixth, scoring Brabham-Yamaha's first championship point.



Outwardly it looked as if the fumbled McLaren pit stop had not only lost their man the lead, but possibly second place as well, for Senna did not seem overanxious to make up any ground on Alesi's Ferrari. What we did not know was that Senna had decided that he was not going to be able to do much about Mansell's commanding lead, the Williams-Renault being more than a match for the McLaren-Honda on performance, and Alesi's second place was not secure because if he was going through non-stop his tyres were going to be very worn in the closing stages of the race, added to which Senna could see tell-tale whiffs of smoke coming from the Ferrari exhaust pipes.

Hardly had this situation stabilised than Mansell rounded La Source hairpin with his Renault engine losing power dramatically and he pulled off at the foot of the hill at Eau Rouge with the engine popping and banging but running as flat as a pancake. Something very important was completely out of kilter and his race was run. This left Alesi in the lead with Senna in second place. Four laps after Mansell's retirement, Senna came down the hill from La Source at 100mph instead of his normal 170mph and crept up the hill (relatively) and went out of sight seemingly stuck in the wrong gear. A Ferrari victory began to look a possibility, but Senna re-appeared next lap going at his normal speed and there was just time to speculate on what was happening in the McLaren when Alesi's Ferrari came down the hill a lap or two later and a huge spume of oil smoke erupted from the engine com-

partment – the young Frenchman's moments of glory in the lead of the Belgian Grand Prix were over.

Senna was back in the lead but was having problems with his gearbox and, after some careful experimenting, he had decided to run the rest of the race using only fourth, fifth and sixth gears, the only doubtful point being rounding La Source hairpin in fourth, but he quickly adapted to that. All this unexpected excitement at the front of the race completely overshadowed what was going on down through the field. Very unexpectedly there was now a bright green Jordan running in second place, having led Berger's McLaren for quite a time, mostly due to the Austrian having a bad pit-stop for tyres, and then spinning completely round as he booted it out of the pit exit road! Almost overlooked was Patrese's climb up from his 17th place on the starting grid to a very praiseworthy fourth, but the Jordan not only passed the Williams but then went after Piquet's Benetton which was in third. Just as Alesi's Ferrari blew up the Jordan passed Piquet into third place, which promptly became second. One could be forgiven for thinking it was the German 'wonder boy', but it wasn't, it was de Cesaris! Did I say this race was full of the unexpected?

For 10 glorious laps the experienced, but short on results, Italian driver looked as though he was going to put his name in the Golden Book of results, but it was not to be; on lap 42 the Cosworth engine failed and the valiant little green car was out of the race only three laps from the finish. If de Cesaris was in tears, who could blame him? The Jordan team was distraught because at this time of the year, when serious plans for next season are being negotiated in darkened motorhomes, a second place at Spa-Francorchamps is as good a visiting card as anyone could wish for.



The political mayhem in Russia was second item on the Belgian TV news; the incarceration of Bertrand Gachot was given first billing. The locals made their feelings clear at Spa.

Senna was in full command of the lead, in spite of his gearbox problem, but Berger had now moved up into second place as Patrese slowed dramatically with his Williams-Renault stuck in fifth gear, and Piquet was fast running out of usable rubber on his Pirelli tyres and could offer no challenge. On the last lap as Senna approached the finish to win his fourth Belgian Grand Prix on a circuit that is 'Grand Prix' rather than a 'Formula One Facility', Moreno passed the unfortunate Patrese, who had suffered a miserable weekend through no fault of his own. In sixth place, and just in the all-important points chase, was Mark Blundell with the Brabham-Yamaha V12.

DSJ

RESULTS

BELGIAN GP, Spa-Francorchamps, August 25th
44 laps of 6.94 km circuit (305.360 km; 189.741 miles)

Pos	Driver	Nat	Car/Engine	Tyres	Time	Best Race Lap	On Lap
1st	Ayrton Senna	BRA	McLaren MP4/6-Honda V12	G	1h 27m 17.669s	1m 56.471s	42
2nd	Gerhard Berger	AUT	McLaren MP4/6-Honda V12	G	1h 27m 19.570s	1m 55.601s	39
3rd	Nelson Piquet	BRA	Benetton B191-Cosworth V8 EXP	P	1h 27m 49.845s	1m 57.084s	26
4th	Roberto Moreno	BRA	Benetton B191-Cosworth V8 EXP	P	1h 27m 54.979s	1m 55.161s	40
5th	Riccardo Patrese	I	Williams FW14-Renault V10	G	1h 28m 14.856s	1m 55.993s	39
6th	Mark Blundell	GB	Brabham BT60Y-Yamaha V12	P	1h 28m 57.704s	1m 58.145s	24
7th	Johnny Herbert	GB	Lotus 102B-Judd V8	G	1h 29m 02.268s	1m 58.606s	29
8th	Emanuele Pirro	I	Dallara BMS191-Judd V10	P	1 lap behind	1m 58.017s	32
9th	Martin Brundle	GB	Brabham BT60Y-Yamaha V12	P	1 lap behind	1m 58.540s	22
10th	Olivier Grouillard	F	Fomet 191-Cosworth V8 DFR (Hart)	G	1 lap behind	1m 59.340s	19
11th	Thierry Boutsen	B	Ligier JS35B-Lamborghini V12	G	1 lap behind	1m 58.921s	15
12th	Pierluigi Martini	I	Minardi M191-Ferrari V12	G	2 laps behind	1m 57.303s	22
13th	Andrea de Cesaris	I	Jordan 191-Cosworth V8 HB	G	retired on lap 42	1m 56.477s	25
14th	Stefano Modena	I	Tyrrell 020-Honda V10	P	retired on lap 34 – engine	1m 57.793s	21
15th	J.J. Lehto	FIN	Dallara BMS191-Judd V10	P	retired on lap 34 – engine	1m 58.164s	23
16th	Jean Alesi	F	Ferrari 643-Ferrari V12	G	retired on lap 31 – engine	1m 57.308s	29
17th	Gianni Morbidelli	I	Minardi M191-Ferrari V12	G	retired on lap 30 – clutch	1m 58.443s	29
18th	Mika Hakkinen	FIN	Lotus 102B-Judd V8	G	retired on lap 26 – engine	1m 59.527s	25
19th	Erik Comas	F	Ligier JS35B-Lamborghini V12	G	retired on lap 26 – engine	1m 58.348s	20
20th	Nigel Mansell	GB	Williams FW14-Renault V10	G	retired on lap 23 – electrics	1m 56.459s	21
21st	Eric Bernard	F	Lola L91-Cosworth V8 DFR (Hart)	G	retired on lap 22 – clutch	2m 01.062s	18
22nd	Ivan Capelli	I	Leyton House CG911-Ilmor V10	G	retired on lap 14 – engine	1m 59.757s	11
23rd	Satoru Nakajima	J	Tyrrell 020-Honda V10	P	retired on lap 8 – accident	2m 02.123s	6
24th	Alain Prost	F	Ferrari 643-Ferrari V12	G	retired on lap 3 – engine	2m 01.161s	2
25th	Mauricio Gugelmin	BRA	Leyton House CG911-Ilmor V10	G	retired on lap 2 – engine	2m 16.691s	1
26th	Michael Schumacher	D	Jordan 191-Cosworth V8 HB	G	retired on lap 1 – clutch	–	–

Winner's Average Speed: 209.883 kph (130.415 mph) **Conditions: Hot**

Fastest Lap: Roberto Moreno (Benetton B191-Cosworth V8 EXP) 1m 55.161s on lap 40; 216.948 kph (134.806 mph)

Defending European Honour

Patrick Faure, Bernard Dudot and Renault Sport underpin Williams Grand Prix Engineering to wave the Western flag in the battle against Honda

"We have to be World Champions within two years."

With that direct statement Patrick Faure chose to interpret the game rules laid out by Raymond Levy, the President of Regie Renault, when the company made the decision to come back into F1 for 1989.

"When we came back," says Faure, Chairman of Renault Sport, "he told us: 'If you want to stay in F1, start winning. I won't pay to come second.'"

Faure is good company, an amusing character at ease with journalists of any nationality. He is also a consummate juggler, sharing his time between his responsibilities to Renault Sport and his 'other' job as Executive Vice President, Sales for the Regie. Most men would find either a full-time occupation, but Faure is that most important thing: a *racer*. He loves motor racing, and he understands it, yet also he keeps it in perspective. There is simply too much at stake nowadays for any corporate climber to hang his hat on such a topsy turvy undertaking on pure emotion alone. The urbanity cloaks a hard but fair mind. Above all, he doesn't believe in self-delusion.

When, prior to Monaco, he said: "President Levy didn't put a time limit on things, but it was obvious that we have to take the world title this year – or at worst the year after," there was general wry amusement. Wasn't McLaren Honda's Bluto then doing a pretty convincing job of flattening Williams Renault's Popeye?

Now, mention of the comment evokes a deprecatory smile. "Yes," he said in Budapest, "look now! At the beginning of the year we set a goal: to win four Grands Prix. So far, that is what we have achieved thanks to Nigel and Riccardo." Recently, his satisfaction with that success has played its part in the re-signing of both drivers.



Patrick Faure: "We have to be World Champions within two years."

The commercial benefits of F1 victory are clear enough, in terms of image and, indirectly, sales. But there is something else behind Renault's assault on the kingdom of Honda: a desire to stem the Japanese invasion. To prove that decadent old Europe can still compete on even terms, given sufficient resources and commitment.

"We want to prove that a European team," – he deliberately does not stress any chauvinism – "can beat the Japanese. Three years ago the Japanese were overdominant. They were the only ones to win in Formula One. It was a really big challenge."

Ten years ago the very thought that Williams and Renault might ever work together was laughable, no matter what a tongue-in-cheek Frank Williams might have suggested to the contrary recently. The 1979, '80 and '81 seasons marked the apogee of the Didcot team's war against the French and their 'filthy' turbo engines. Memories of an irreverent Alan Jones waving the Union Jack at Paul Ricard in 1980 still evoke smiles in those who witnessed his victory lap. Now, however, the unlikely marriage has been consummated fully, and both partners still gaze lovingly into one another's eyes. Technical chief Bernard Dudot speaks of the "fantastic working relationship" he enjoys with Patrick Head, and his smile is wide.

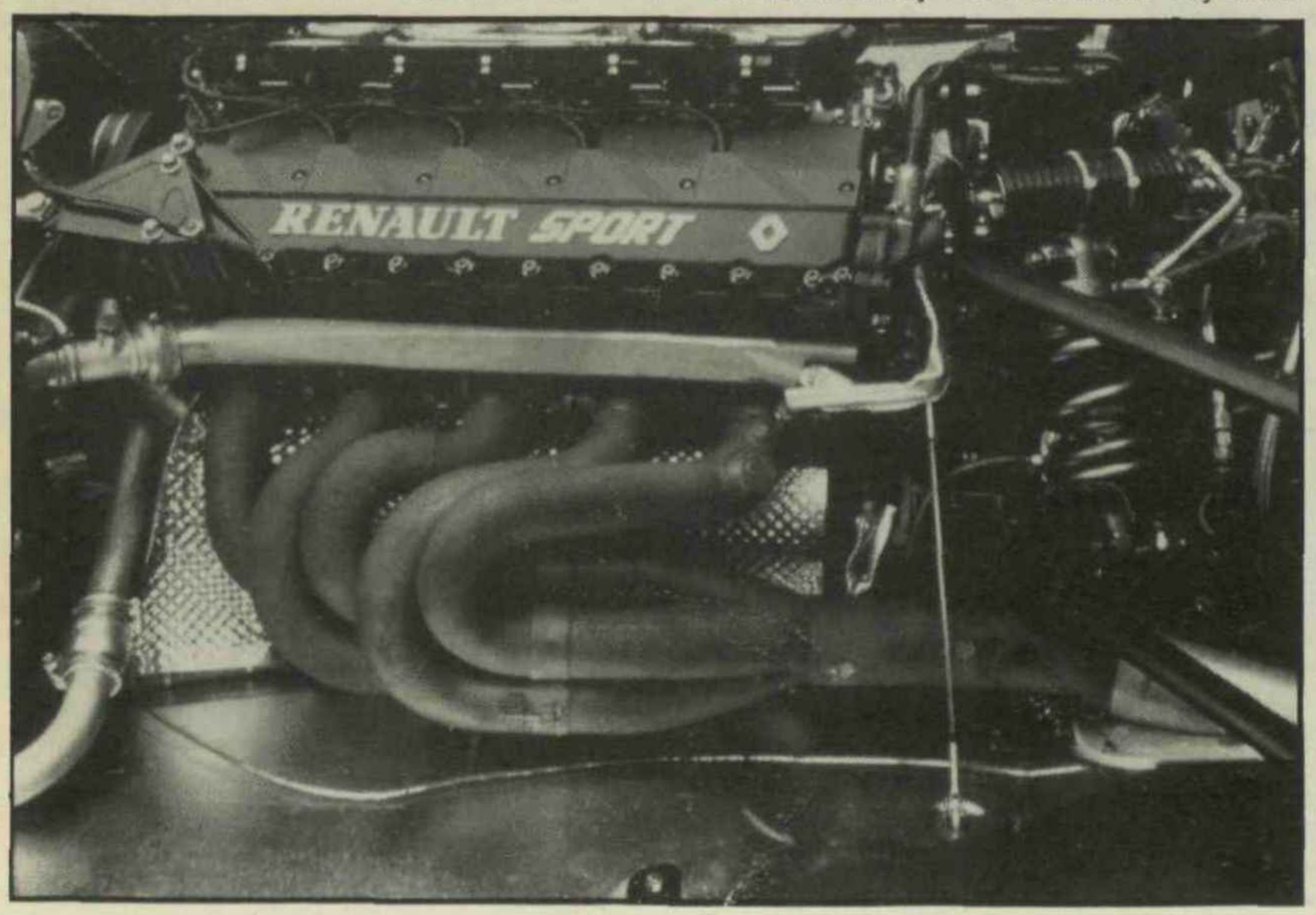
"There has not been one bad word between Renault and Williams," says Faure with the pride of a man to whom such things have high importance. "Even when 1990 was a bad year, and maybe Williams was doing worse than us. There is respect and friendship, and that makes the relationship work very well.

"We came back to Formula One to win. We set just that one goal. Set yourself three or four goals, and you will always end up only achieving one of them, if that. To win against McLaren Honda – a super team, with a super driver in Ayrton Senna – you need proper equipment. I think what we have is as good as the Honda engine, and the Williams chassis is at least as good as the McLaren. Nigel is the best against Ayrton.

"I asked Bernard four years ago if he honestly thought our engine could be as good or better than Honda's, and he said yes, he did. No problem. There is no chance to beat McLaren Honda if we are not a strong alliance with Williams. We have not won the World Championship yet, but already we have had a good year.

Dudot is the technical architect of Renault's recent success. A quiet man, a typical engineer, he likes the looks of incredulity he gets when he explains how he finds out what revs other engines can achieve. "I hold up a tape recorder and record them, and then I have the frequencies measured. If I know what revs one engine is doing, I can work out the others." He sits back and smiles benignly, and he is not indulging in an elaborate wind-up. The uncertainty of his audience affords him amusement, but it really does work that way, although he adds as a rider: "It is easy to do, harder once you've actually got the tape!"

At one stage this year he was quoted as saying the best present he'd had from



Honda was the Japanese decision to build a 12-cylinder. He has unshakeable faith in his V10. "You know, engine speeds are so high that today combustion is a real problem. You have a shorter and shorter time for it, which is why we and Elf study special fuels." Dudot's work with the tape in Magny Cours recently revealed that the Renault revs to 14,200, the Ferrari V12 to 14,100 and the Honda V12 to 'only' 13,900, but recent work by Honda and Shell has seen the RA121E reach a dizzy 15,000 since Hungary. That's 250 revs per second – despite the antiquated combustion cycle that demands a piston to reverse its direction at the top and bottom of its stroke! The 1991 'record' is probably Renault's 17,000 plus achieved on the Hangar Straight during testing, when Patrese's Williams downshifted itself at an inconvenient time. The engine did not survive...

Elf's Alain Guillon recently revealed that the process is now so specialised that his company manufactures different fuels for different engines. There is a 12-cylinder fuel, one for 10s and another still for eights.

"We didn't believe this was necessary some years ago," admits Dudot, "but Agip created a lot of pressure last year. Elf left it a little late, but is now pushing very, very hard. It has tried 40 evolutions, of which we have tested 15 and have four to six to choose from every race."

Like Honda, Renault has learned the lesson not only of continuous development, but *fast* continuous development. All through the season evolutionary versions of the RS3 have come on stream, and in the recent Monza tests yet another appeared. Yet, despite their mutual search for mechanical perfection, the French and Japanese engineers have tended to remain remote. "My relationship with Osamu Goto was small," Dudot admits, with a wry smile. "In six years we said nothing; we never even said good day or anything. It was very difficult. Now I talk to Akimasa Yasuoka at Honda; a very enthusiastic man. A very good communicator."

Since Hungary McLaren has closed the gap dramatically, while curing its 'fuel' problem which saw Senna run out in the closing stages both at Silverstone and Hockenheim. Senna won a canny race in Budapest, taking the lead from pole and exploiting the overtaking difficulties until the chasing Williams duo faded with brake problems. Even before the race, Faure had expressed pessimism for that one event, even though Williams Renault had dominated it for the previous two years. He was proved right in the race. "Forget here. We came here knowing it would not be a good race for us. Now we are good on fast circuits, but this is more like Monaco, tricky for us. When we get back to Spa and Monza we'll see if they've made major progress."

The indications from the former are that McLaren and Honda have indeed done just that, but Faure has been prepared for it. "They'll take risks, and so will we. All of this is a risk.

"We pushed Elf very hard through the winter, and Williams and Renault have invested a great deal in technology. The accent throughout has been on engineering, and Renault has taken a stand. It's the only way to answer Honda. Renault is less concerned than it was first time around in Formula One, and as I said we have only one goal. This time we really make war – we put everything behind that one goal."

After Hungary the workforce returned from vacation pumped up for another major push. At the first recent Monza test Mansell was fastest, and even though he lost at Spa, both in qualifying and in the race through electrical failure, he had the consolation of knowing that while he lasted Senna was unable to hold him. "Now," says Faure, "comes the big push for the end of the season." The Belgian result was an utter disaster which stretched Senna's championship advantage to 22 points, where a victory for Mansell would again have narrowed it to eight, but there is no suggestion of backing off. Regie Renault and Renault Sport, not to mention Williams and Elf, are still pushing flat out. Like a pair of heavyweight boxers, the two leviathans continue to slog it out, to trade punch for punch.

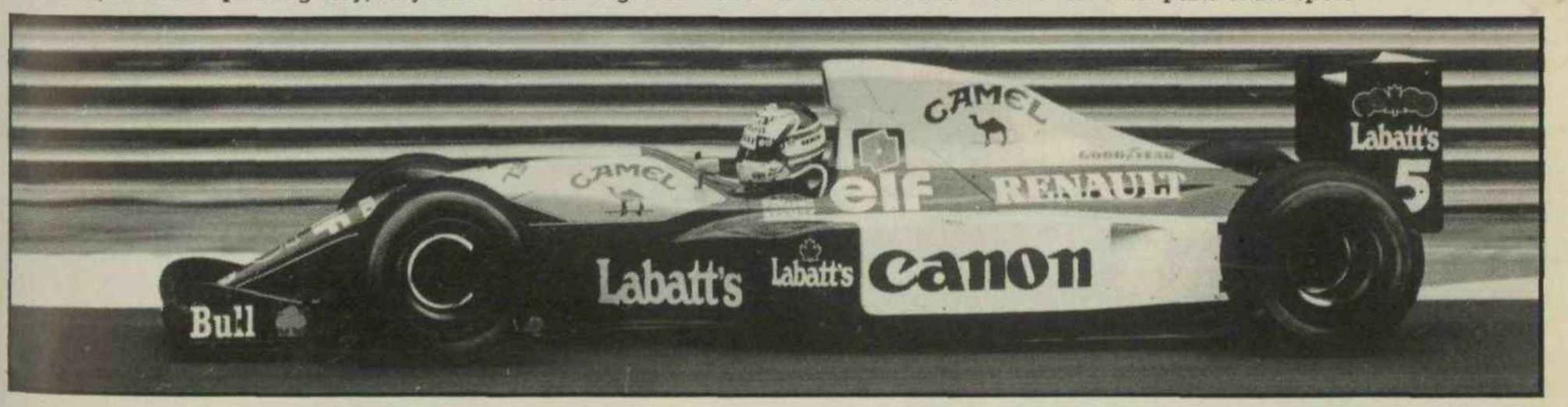
"The important thing is that you have to *believe* you can win," says Faure. "Frank says that McLaren has become used to too little pressure in the past three years. You put them under pressure, you never know what can happen."

With adversaries such as Honda and Fiat, Renault is all too aware that the financial stakes in an all-out war are horrifyingly serious. Faure concedes the point instantly. "I am afraid the costs of Formula One have become crazy. *Too* crazy. We worry that people will pull out. But what you must remember also is that the return when you win is so enormous. Inside and outside – in the networks – those four wins were enormous. In my commercial role I spend a day a week in the network, and all the guys there ever want to speak about is Formula One. It gives enormous morale to the company and you can feel it. The biggest worry is not that there are only three or four top teams, but that the gap between them and the rest does not get too much... Look at the times already today, and think how it would look if the rest were to be eight to 10 seconds a lap further behind.

"I believe that McLaren, Ferrari and Benetton have the same feeling as us, but we all want to win so we all spend the money. And we all know that rational limits never work.

"Jean-Marie Balestre put a good face on it when he said that the normally aspirated cars would be cheaper than the turbos, but it wasn't worked out that way. The whole cost thing continues to be a big question. But don't forget that France, Britain and Germany had record crowds, and that at a time when Germany had neither a German manufacturer nor driver represented. For years it hasn't been that way. Formula One is now a big climax.

"I don't want to be a pessimist, but there is a big danger in this. Formula One is so important, but it is taking the lifeblood from all other parts of the sport."

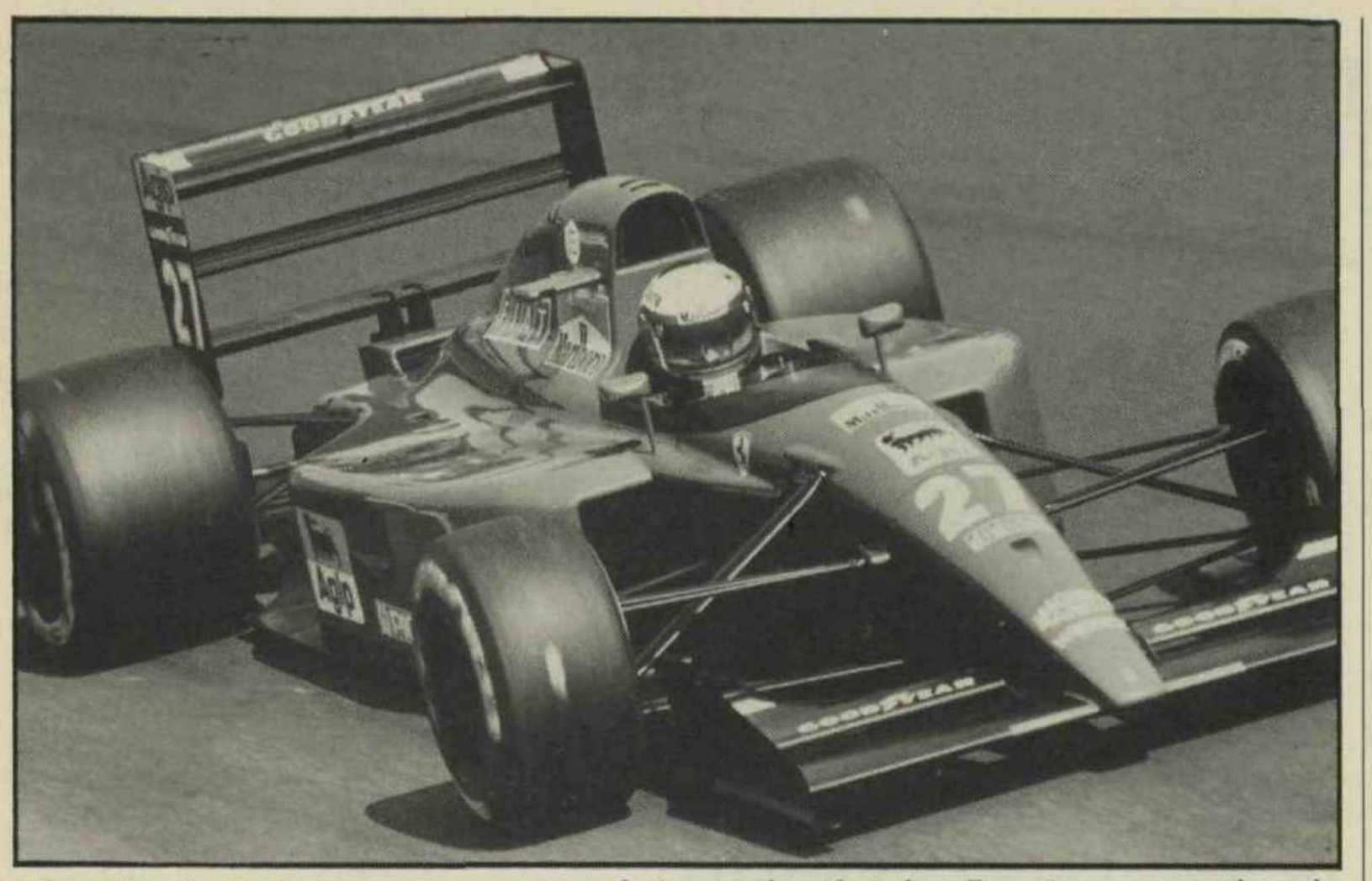


As well as the financial side of F1, the ecological aspects are receiving greater attention. "I need to work on this," says Faure, speaking purely personally about the need to bring himself fully up to speed before setting out on a tightrope issue. "It's a major worry, this..." His voice trails off momentarily, as if he is concentrating mentally on the immediate problem but filing green issues away for special future consideration. "It won't come for another six months."

Fluent in English, he gently chides his audience about that race's renowned laziness in learning languages. "There is a story about being bilingual, you know. A mouse is being chased by a cat, but the mouse sneaks into a tiny hole into which the cat cannot reach. The mouse sits there shivering with fear, until he hears a dog barking. As he pops his head out to watch the dog chasing the cat away, the cat swipes him with a paw and says to itself, 'I always knew it would come in useful knowing another language . . . '"

Besides his English, it seems that Faure, and Renault Sport itself, is fast becoming fluent in the other language that dominates F1 – Honda's.

DJT



Alain Prost's third place was some consolation to the tifosi, but Ferrari was not only truly competitive on hallowed home soil.

Silence of the fans

The Italian Grand Prix and the Monza track have always been synonymous with sheer unadulterated speed, regardless of the attentions that have been made over the years, and this year's race did not disappoint the Formula One World, even though it proved to be a total disaster for the Ferrari fans. Never have they been so quiet, their only moment of joy being when Ricardo Patrese took the lead from Senna and led for one lap, but even then the crowd's joy was expressed by relatively polite waving, there was no ecstatic screaming and yelling and leaping up and down, and it was really out of politeness to a true Italian racing driver, in an Anglo-French car. Had he been in a Ferrari they would still be cheering!

A large crowd had turned up for the first day of practice and qualifying, ever optimistic as only Italians can be, but they all went home in a very grey state; Jean Alesi was fifth and Alain Prost was sixth after the first qualifying session, which had been particularly neat and tidy and an example of qualifying at its best, but not for the Italians. Few of them came back on Saturday and most of them probably spent a miserable afternoon in front of their television sets, as a local station guaranteed to screen every minute of the qualifying hour live.

Friday morning testing time soon showed that only Williams-Renault and McLaren-Honda had a complete grip of the situation, the rest being also-rans, relatively, and the contest was going to be about engine power and efficiency, for the days of power being above all else seem to have gone. Today you need power, but in addition it must be usable power, or as the Japanese say, the engine must also have "drivability" meaning a torque spread, and no "mixture holes" in the rev range and clean unobstructed pick-up and throttle response, all of which can be achieved with electronic computerised engine-management units. The Americans would probably say that the engine must be "user friendly". In addition, while the control unit is telling the engine and its accessories what to do, your telemetry on the car can transmit it all back to the pits where the engineers can assure themselves that all is well. The driver can get on with his driving, providing there are no orange or red lights flashing on his instrument panel.

If the engine people can do all this and also make the engine "fuel efficient" at the same time, the teams have got a head-start over the opposition. If the chassis engineers and the aerodynamic experts can produce an efficient car that has good cornering power, using the tyres to their maximum, and achieve effective aerodynamic stability with low drag losses, then the overall package can use all the engine power for acceleration and maximum speed, while an efficient engine can enable the car to start the race carrying less weight of fuel. At the moment the Williams-Renault seems to have the best overall package, and they also have two drivers who can use everything ade-

STARTING GRID

1
SENNA
McLaren MP4/6
1 min 21.114s (1)
1 min 21.245s (2)

2
BERGER
McLaren MP4/6
1 min 21.346s (2)
1 min 21.360s (1)

27
PROST
Ferrari 643
1 min 21.825s (2)
1 min 22.080s (1)

19
SCHUMACHER
Benetton B191
1 min 22.471s (1)
1 min 22.553s (2)

32
MORENO
Jordan 191
1 min 23.102s (1)
1 min 23.447s (2)

8
BLUNDELL
Brabham BT60Y
1 min 23.473s (1)
1 min 24.400s (2)

4
MODENA
Tyrrell 020
1 min 23.701s (2)
1 min 24.457s (1)

3
NAKAJIMA
Tyrrell 020
1 min 24.265s (2)
1 min 24.464s (1)

24
MORBIDELLI
Minardi M191
1 min 24.287s (1)
1 min 25.223s (2)

7
BRUNDLE
Brabham BT60Y
1 min 24.646s (2)
1 min 24.713s (1)

25
BOUTSEN
Ligier JS35B
1 min 25.177s (2)
1 min 26.133s (1)

34
LARINI
Lambo 291
1 min 25.717s (1)
1 min 25.934s (2)

11
HAKKINEN
Lotus 102B
1 min 25.941s (2)
1 min 26.701s (1)

5
MANSELL
Williams FW14
1 min 21.247s (2)
1 min 21.328s (1)

6
PATRESE
Williams FW14
1 min 21.372s (2)
1 min 21.619s (1)

28
ALESI
Ferrari 643
1 min 21.890s (2)
1 min 21.956s (1)

20
PIQUET
Benetton B191
1 min 22.726s (2)
1 min 23.176s (1)

23
MARTINI
Minardi M191
1 min 23.294s (1)
1 min 23.789s (2)

16
CAPELLI
Leyton House CG911
1 min 23.674s (1)
1 min 24.755s (2)

33
de CESARIS
Jordan 191
1 min 23.921s (2)
1 min 24.060s (1)

21
PIRRO
Dallara BMS191
1 min 24.282s (2)
1 min 24.584s (1)

15
GUGELMIN
Leyton House CG911
1 min 24.391s (1)
1 min 25.023s (2)

22
LEHTO
Dallara BMS 191
1 min 24.725s (2)
1 min 24.733s (1)

26
COMAS
Ligier JS35B
1 min 25.420s (2)
1 min 25.478s (1)

29
BERNARD
Lola L91
1 min 25.871s (2)
1 min 26.325s (1)

14
GROUILLARD
Fomet 1
1 min 26.416s (1)
1 min 26.805s (2)

NON-QUALIFIED

No	Driver	Nat.	Car/Engine	Tyres	Best Lap	Result
9	Michele Alboreto	I	Footwork A12C-Cosworth V8 DFR	G	1 min 26.563s	DNQ
12	Michael Bartels	D	Lotus 102B-Judd V8	G	1 min 26.829s	DNQ
35	Eric van de Poele	B	Lambo 291-Lamborghini V12	G	1 min 27.099s	DNQ
30	Aguri Suzuki	J	Lola L91-Cosworth V8 DFR (Hart)	G	1 min 27.252s	DNQ
18	Fabrizio Barbazza	I	AGS JH25-Cosworth V8 DFR	G	1 min 27.392s	DNPQ
17	Gabriele Tarquini	I	AGS JH25 and JH27-Cosworth V8 DFR	G	1 min 27.401s	DNPQ
10	Alessandro Caffi	I	Footwork A12C-Cosworth V8 DFR	G	1 min 27.608s	DNPQ
31	Pedro Chaves	P	Coloni C4-Cosworth V8 DFR	G	No time	DNPQ

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quately, while Senna and the McLaren-Honda can match them, but Berger in the McLaren-Honda lacks that tiny bit of inspiration and magical touch; Prost and Alesi with the Ferrari can do little other than strive in vain to keep up.

Testing and qualifying for the Italian Grand Prix confirmed all the above, as a look at the starting grid will show, and in the race it was a clear case of Williams-Renault V10 versus McLaren-Honda V12, other drivers' faults allowing Prost to claim third place, which he duly acknowledged after the race. Senna led away from the start, with Mansell hounding him, but the Brazilian looked to be well in charge of the situation as they circulated the Monza park circuit at an average speed of nearly 150mph, passing the main grandstand each time at over 195mph. As always, Monza was fast, and in addition it was furious between the McLaren-Honda V12 and the Williams-Renault V10 and the noise was glorious, the only thing missing being the frenzy of the crowd, who were sitting in the grandstand in sullen silence. Patrese was keeping his Williams closely in touch with his team-mate, but once again Berger was too far back to be any help to his team-leader, but at least he was leading the Ferrari. Alesi had an excursion off the track quite soon after the start, and then made a pit stop for repairs and new tyres, so that by the time the race had sorted itself out after the first lap scuffle the Frenchman was in last place and striving in vain to make up for lost time. Boutsen in a Ligier disappeared after only one lap and Moreno spun off the track on the third lap, in



Rio comes to Milan. Senna followers are conspicuous the world over.

his mount, car number 32 normally driven by Gachot, and driven very briefly in the Belgian GP by Schumacher.

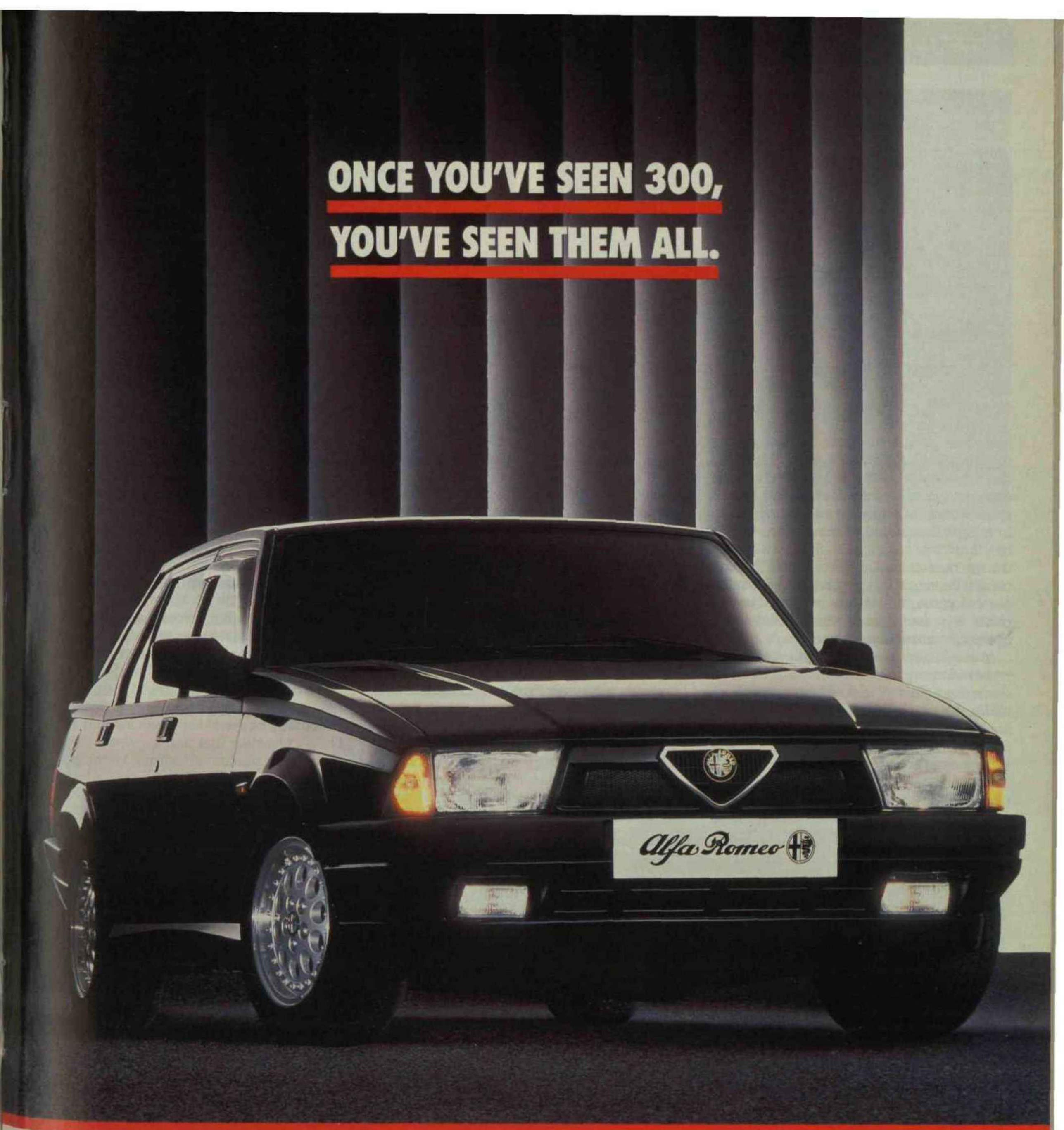
In some complicated "big business" dealings behind closed doors and round the back of motor homes and transporters, the "wonder boy" at the Belgian GP found himself changing his Jordan-green racing overalls for the multi-coloured ones of Benetton, and Roberto Moreno found himself decked out in green. For the media, who are more interested in people and business manoeuvrings than in motor racing or racing cars, this strange situation of drivers between Jordan and Benetton seemed to be more important than the no-holds-barred clear cut racing battle between McLaren-Honda and Williams-Renault, with Prost fighting for European supremacy over Japan.

From the moment Michael Schumacher got into a Benetton-Cosworth V8 he made it look as good as a Jordan-Cosworth V8, and now he was properly into his first Grand Prix he was running in a very impressive sixth place, behind Senna, Mansell, Patrese, Berger and Prost and losing very little ground to them. A young man worth watching closely. But the serious business was up at the front where the leaders were beginning to lap the tail-enders. Senna was still leading but Patrese had closed up on Mansell and the Brazilian's mirrors were full of Williams-Renaults, at times with number 5 in one mirror and number 6 in the other. This continued for some ten laps or more and though Senna looked confident to hold them off, the feeling was that he could have used a bit of help from Berger, but the Austrian was too far back, albeit in fourth place, to do anything to help. The two Williams-Renaults were not simply hanging on to the leader, they were pushing, and pushing hard.

On lap 19 Mansell decided to take a breather and let his tyres and temperature relax a bit and he waved Patrese through into second place, to let him continue the pushing of Senna, which he did nobly and with real aggression, for after all it was his home Grand Prix and at Monza, the home of Italian motor racing. For seven laps Patrese never let up and was really leaning on Senna all the time, but the World Champion kept him at bay, until on lap 25 when Patrese out-braked the McLaren into the fast ess-bend chicane on the back of the circuit. Not many drivers can claim to have out-braked Senna anywhere, but Patrese earned himself a medal on that occasion. For one glorious lap he led the Italian GP, and he

Patrese shadows Mansell and Senna in the early laps. The Italian led briefly, only to be thwarted by gearbox problems.





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Pawns in the game. Roberto Moreno (left) and Michael Schumacher were at the hub of an intriguing game of musical chairs.

really deserved to do so but the next lap into the chicane disaster struck, when third gear did not select properly; as he turned into the corner it did so and the rear wheels locked for a fraction of a second and the car spun. In a flash Senna and Mansell were by, for the "Brit" was still close to the leader, even though he was "taking a breather". Patrese caught the car in its spin and ended that lap in third place, but on the next lap he was gone, the transmission had failed completely. A valiant drive was over.

Mansell now returned to the fight with renewed energy, for he had never been far away, and pushed the Williams nose up under the rear aerofoil of the McLaren. At the crucial chicane on the back of the circuit Senna had his left front brake lock on, and with smoke pouring off the tyre and efficient braking on only three wheels he had to go deep into the corner before turning, and that was all that Mansell needed. The Williams was through and into the lead. The locked brake had put a "flat" on the McLaren's left front tyre and Senna weighed up the situation immediately, and as Mansell crossed the timing line at over 195mph at the end of lap 34, to be recorded as leading the Itailan GP, Senna was into the pits for a new set of Goodyears. The actual stop took less than six seconds, being a brilliant piece of work by the McLaren mechanics, but slowing to a stop and accelerating away again meant that Senna had dropped to fifth place when he was back on the track. There were 19 laps to go and Mansell had more than 12 seconds lead over Prost, when Ferrari was no challenge at all. Berger was a lonely third and Schumacher was fourth, but not for long for Senna was back up to Mansell's pace. There was no let up, everyone was really racing still, and making their fastest laps.

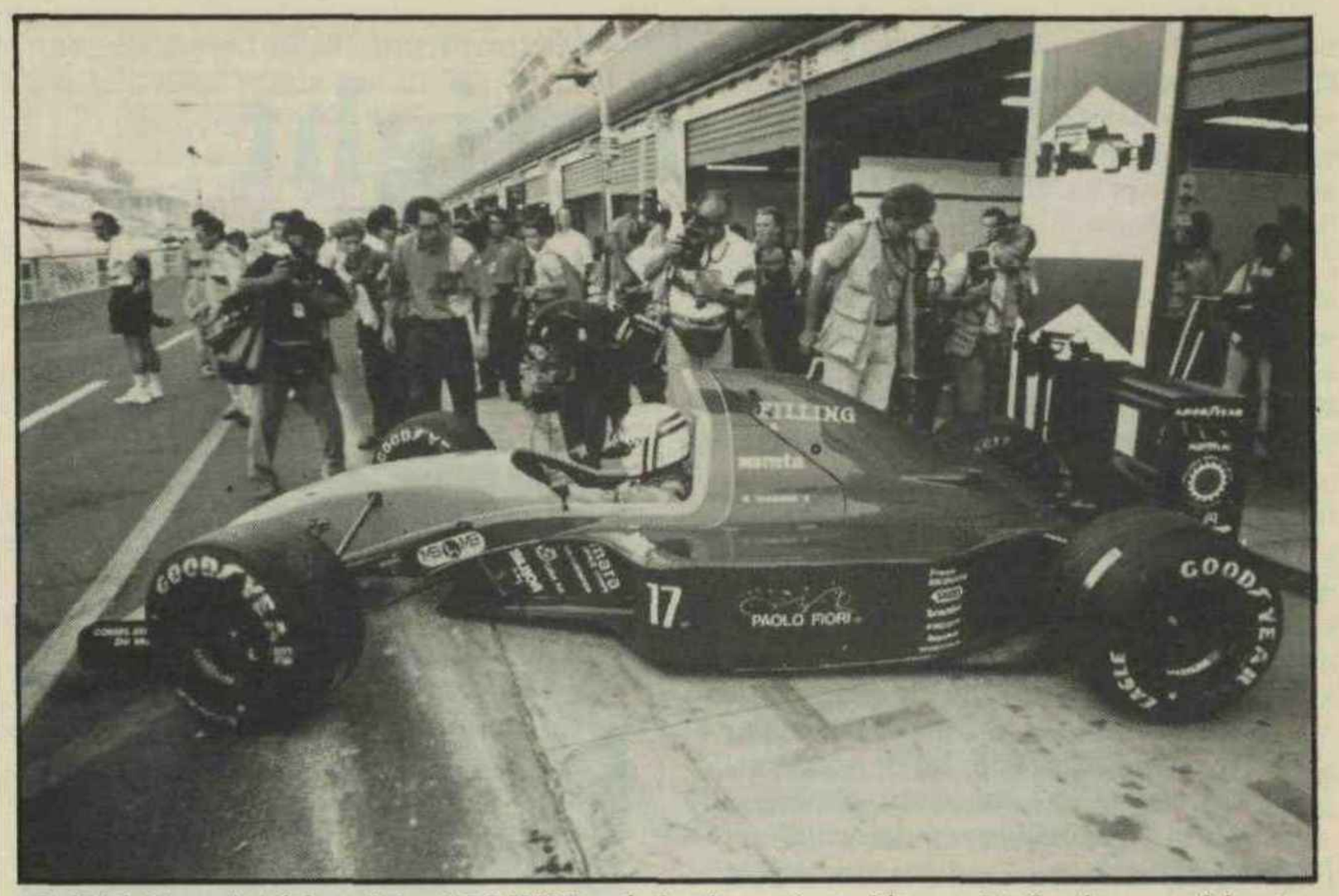
All this excitement at the front, where it really mattered, completely over-shadowed the rest of the field. Some had disappeared quietly, like Nakajima who ran off the track when his throttle slides stuck open, and Bernard pulled his Lola off onto the side when his engine failed, and Alesi who coasted into the pits with so much oil coming out of the back of his Ferrari that a marshal with a bucket of powder followed him up the pit lane as the mechanics wheeled it into the garage without a second glance; engine. Right from the start Michael Schumacher in the Benetton-Cosworth V8 was undisputably "best of the rest" and none of the "hopefuls", "hard-triers" or "also-rans" or his three-times World Champion team-leader Nelson Piquet even saw which way he went! He drove a lonely race, but a consistent one and between laps 19 and 28 his lap times varied from 1 minute 28.1 second to 1 minute 28.8 seconds at a time when Senna was lapping at 1 minute 27.6 seconds. Of the drivers ahead of him he saw

Sandstorm. Martin Brundle took an unscheduled gravel bath, although he extricated himself to finish 13th. Erik Comas lurks in the dust.



Alesi as he was extracting himself from the gravel run-off area, and Senna when he caught and passed the Benetton after his pit-stop, and no doubt took careful notes of both occasions. To finish fifth in only your second F1 race, and to do so from seventh place on the starting grid and to only be passed by the World Champion while he was making up time after an unscheduled pit-stop is probably some sort of media "record", but it was very impressive by any standards.

To return to the race itself, Mansell never put a foot wrong and all the hi-tech "gizmos" on the Renault V10 engine and the Williams car behaved perfectly, and there are a lot of them doing important jobs. Senna was lapping two or three tenths of a second faster than Mansell but it wasn't enough to make any serious inroads into the lead that Mansell had. Senna passed Schumacher's Benetton on lap 37, Berger's McLaren on lap 41 and Prost's Ferrari on lap 46 and at the end of the 53 laps he was still short of victory by 16.2 seconds, which means a lifetime by modern Grand Prix standards. As Senna eased off for the last lap, admitting defeat by Mansell and the Williams-Renault V10, the McLaren-Honda V12 was not disgraced, for Senna put in the fastest lap with a time of 1.26.061, an average of 150.756mph, while Mansell's race average was 147.109mph, both these performances establishing new records, as it had Senna's pole-position lap established on Friday afternoon when he recorded 1.21.114s, an average of 159.951mph. Monza retaining its characteristic of being fast, and this year it was particularly furious, right to the end. Even those who had not figured near the front were a bit breathless at the finish, Piquet finishing sixth in the second Benetton after a spin and a pit stop for new Pirellis. Just out of the real money was de Cesaris who ran through non-stop to finish a few seconds behind Piquet, and then came Capelli in the V10 Ilmor-powered Leyton House, the engine proving reliable for once. The two Brabham-Yamahas ran fast and reliably, but lost a lot of time with pit stops for new Pirelli tyres, and last car to be classified was the Lamborghini V12-powered Lambo 2 of Larini. DSJ



Gabriele Tarquini debuted the AGS JH27, only for the engine to blow on his first lap out of the pits.

RESULTS

ITALIAN GP, Monza, September 8th
53 laps of 5.800 km circuit (307.400 km; 191.009 miles)

Pos	Driver	Nat.	Car/Engine	Tyres	Time	Best Race Lap	On Lap
1st	Nigel Mansell	GB	Williams FW14-Renault V10	G	1h 17m 54.319s	1m 26.828s	47
2nd	Ayrton Senna	BRA	McLaren MP4/6-Honda V12	G	1h 18m 10.581s	1m 26.061s	41
3rd	Alain Prost	F	Ferrari 643-Ferrari V12	G	1h 18m 11.148s	1m 27.247s	40
4th	Gerhard Berger	AUT	McLaren MP4/6-Honda V12	G	1h 18m 22.038s	1m 27.465s	43
5th	Michael Schumacher	D	Benetton B191-Cosworth V8 EXP	P	1h 18m 28.782s	1m 27.472s	43
6th	Nelson Piquet	BRA	Benetton B191-Cosworth V8 EXP	P	1h 18m 39.919s	1m 26.437s	39
7th	Andrea de Cesaris	I	Jordan 191-Cosworth V8 HB	G	1h 18m 45.455s	1m 27.152s	51
8th	Ivan Capelli	I	Leyton House CG911-Ilmor V10	G	1h 19m 09.338s	1m 28.455s	27
9th	Gianni Morbidelli	I	Minardi M191-Ferrari V12	G	1 lap behind	1m 27.905s	37
10th	Emanuele Pirro	I	Dallara BMS 191-Judd V10	P	1 lap behind	1m 28.644s	45
11th	Erik Comas	F	Ligier JS35B-Lamborghini V12	G	1 lap behind	1m 29.568s	28
12th	Mark Blundell	GB	Brabham BT60Y-Yamaha V12	P	1 lap behind	1m 26.870s	51
13th	Martin Brundle	GB	Brabham BT60Y-Yamaha V12	P	1 lap behind	1m 26.590s	52
14th	Mika Hakkinen	FIN	Lotus 102B-Judd V8	G	4 laps behind	1m 33.025s	5
15th	Mauricio Gugelmin	BRA	Leyton House CG911-Ilmor V10	G	4 laps behind	1m 29.354s	36
16th	Nicola Larini	I	Lambo 291-Lamborghini V12	G	5 laps behind	1m 28.413s	43
17th	Olivier Grouillard	F	Fomet F1-Cosworth V8 DFR (Hart)	G	retired on lap 47 – engine	1m 29.726s	41
18th	J.J. Lehto	FIN	Dallara BMS 191-Judd V10	P	retired on lap 36 – engine	1m 28.264s	30
19th	Stefano Modena	I	Tyrrell 020-Honda V10	P	retired on lap 33 – engine	1m 29.901s	12
20th	Jean Alesi	F	Ferrari 643-Ferrari V12	3	retired on lap 30 – engine	1m 27.300s	28
21st	Riccardo Patrese	I	Williams FW14-Renault V10	G	retired on lap 28 – gearbox	1m 27.552s	25
22nd	Satoru Nakajima	J	Tyrrell 020-Honda V10	P	retired on lap 25 – throttle	1m 30.140s	19
23rd	Eric Bernard	F	Lola L91-Cosworth V8 DFR (Hart)	G	retired on lap 22 – engine	1m 30.326s	17
24th	Pierluigi Martini	I	Minardi M191-Ferrari V12	G	retired on lap 9 – spin	1m 28.893s	6
25th	Roberto Moreno	BRA	Jordan 191-Cosworth V8 HB	G	retired on lap 3 – spin	1m 32.238s	2
26th	Thierry Boutsen	B	Ligier JS35B-Lamborghini V12	G	retired on lap 2 – spin	1m 45.997s	1

Winner's Average Speed: 236.749 kph (147.109 mph) **Conditions: Hot & Hazy**

Fastest Lap: Ayrton Senna (McLaren MP4/6-Honda V12) 1m 26.061s on lap 41; 242.619 kph (150.756 mph)

Time is tight

Last month I described how the Brabham team received a slap on the wrist from the FIA technical scrutineers for a rule infringement, discovered after the end of qualifying at the German GP. This month the Williams team received a severe kick up the backside after qualifying at the Belgian GP. At each Grand Prix, four cars are selected at random by the technical commission as qualifying ends and these four cars are impounded in the scrutineering bay the moment the final qualifying is finished. Everything about a Formula One car has to be in accordance with minimum or maximum dimensions agreed in consultation with the chief engineers of the teams, and the findings are published well before a season begins. As an example, all monocoque designs in carbon-fibre or Kevlar or any similar material have to be submitted to the FIA technical commission with a strength certificate issued by an FIA experimental test facility.

In addition to all these technical matters there are general rules laid down, one of which is a mandatory fire extinguishing system and a specified size and volume of container for the extinguisher fluid. Teams have been penalised when the scrutineers have discovered empty containers on a car. Another rule says that all cars must have a reverse gear, working at all times. Unfortunately for the Williams team the scrutineers decided to check reverse gear in the post-qualifying inspection at Spa, these decisions being made before the four cars are chosen, and they are "picked out of a hat" anyway, so it is not until the end of qualifying that anyone knows who are the unlucky four, and even then nobody knows exactly what is going to be checked.

Number 6 came out of the computerised hat, which was Patrese's Williams-Renault, and totally unconcerned with any decisions, he happened to have made second fastest qualifying time in the final session. The car was found to have no reverse gear, either because the operating mechanism was not functioning properly or something had broken, the reason being immaterial. The rule says a car must have a reverse gear, operating at all times, and the Williams number 6 did not comply, so all lap times recorded on Saturday afternoon were deleted from the time-keepers records. Patrese had to use his best time on Friday to establish his grid position, and because it was not a very good time it demoted him from second place to 17th. A harsh decision by the scrutineers, but strictly according to the rules.

We all know that if the whole field had been checked there would probably have been at least half a dozen other cars that would have been penalised, but this is not the point; the system says four cars will be chosen at random, and everybody knows



The Monza pits are a hive of activity during F1 qualifying sessions.

the system works. It was just bad luck that Patrese's car was chosen, for he had driven hard to win that second place on the grid.

While on the subject of gearboxes there is an interesting aside to Senna's gearbox trouble during the race at Francorchamps. Whether the trouble started in the gearbox itself, or in the operating linkage is hard to say, but the end result was no gear being engaged, and then the wrong one. Most drivers would have stirred about on the gear-lever until they found something or until a vital part broke under the strain. As there was the long climb up to Les Combes ahead of him Senna left things alone until he reached the top of the hill, deciding that it was better to keep going at reduced speed and lose valuable time, rather than risk being unable to find any gear at all and having to roll to a stop on the uphill section.

Once over the highest point of the circuit, with a long downhill section ahead of him, Senna began to delicately feel the gear-lever movement and find out what the response was and quickly decided that fourth, fifth and sixth gears were usable, third being very suspect, and knowing the gearbox layout it meant that it would be inadvisable to try and use first or second gears, which he really needed for the hairpin at La Source. In less than half a lap, all at around 130-140mph, his plans were made; he would take the hairpin in fourth, making as wide a sweep as possible. This meant he needed a clear road, so his long-range vision, which is far above normal, had to pick out slower cars ahead that he was going to lap, and make sure caught them before the hairpin, by pushing a bit harder, or back off a bit and pass them after the hairpin. From where I was spectating Senna had come into view slowing visibly, when the trouble first appeared, and I thought he was going to stop, but he went by at greatly reduced speed and though there was no ominous smoke or noise I mentally marked him down as retired. Imagine my surprise when he appeared on the next lap and went by at full speed, and continued to do so.

After the race a look at the Olivetti-Longines lap times showed Senna recording regular lap times at 1 min 57 secs to 1 min 58 secs, except on lap 27 when he recorded 2 mins 08 secs, a sudden drop of 10 seconds. This was the lap on which all the foregoing had been taking place. On lap 28 he was back to 1 min 57 secs and before the end of the race he had put in a number of laps in the 1 min 56 secs bracket. At the time when Senna's trouble began he was lying second, following a stop for new tyres, to Alesi in a Ferrari, who was planning to go through non-stop. Three laps after sorting his problems out the Ferrari engine failed, so Senna must have smiled quietly to himself as he went back into the lead, which he kept to the finish, in spite of driving with a three-speed gearbox!

The printed sheets of everybody's lap times throughout the race, which Olivetti makes available, always make interesting reading. Although Gerhard Berger finished second he looked very displeased about his performance, as well he might. His stop for new tyres was a disaster, first of all losing one second to Senna on the lap on which he came into the pits, and then a reluctant front wheel took seconds longer to fit than it should have done, and then as he left the pit lane he stamped on the throttle pedal too violently and spun.

The lap including the time in the pits and the time spent spinning took Berger 2 mins 28.7 secs, compared to Senna's pit-stop lap time of 2 min 15.4 secs. Somewhat niggled at himself Berger drove harder after his pit-stop than before, lapping at 1.56 to 1.57.0, whereas before the stop he was seldom below 1.59.0. On lap 37 he recorded 1.55.9 and on lap 39 he improved this to 1.55.6, his fastest lap of the race. When the race was over he was mumbling about his engine being "down on power", but the facts did not support this story and I don't think the Honda people really believed him, though they appeased him later by saying they had found one cylinder to be a bit down on compression!

Another driver was complaining about his tyres after the race. He had been running steadily in just over 2 mins to the lap, his best being 2.00.7, before stopping for new tyres. It was a good pit-stop and the standing start lap took 2.14.0 which was well above average. His next lap was in 1.58.5 and then he dropped to 1.59.4 and subsequently down to 2.01.8 before stopping for another set of tyres, saying he "could not make the previous set work" (whatever that means?). Again he set off from the pits on new tyres and again his first flying lap was 1.58.8, followed by 2 minute laps, which suggests that he was going "too fast, too soon" and not using the

tyres to their best advantage. His team-mate did not seem to have trouble with his tyres, which suggests that the black-art of tyre technology as far as some drivers are concerned is all in the mind.

The Italian GP was refreshing in many ways, one of which was that most drivers planned to run the race non-stop, the only tyre stops being unscheduled ones like Senna's after a locking front brake put a serious "flat" on the tyre. The result was a good uninhibited flat-out blind. The Friday qualifying hour was one of the best seen for a long time. From morning practice it was clear the McLaren and Williams were going to be the front-runners, with Ferrari doing their best to keep up, and then the 22-year old German Michael Schumacher, now in a Benetton-Cosworth instead of a Jordan-Cosworth. While the media of the world were trying in vain to investigate the intrigue and business deals that had caused the German new-boy to change teams, the qualifying session was proving fascinating.

Although there are no rules about when a driver can try for a fast lap, there is a definite "pattern" to the proceedings providing the weather is stable. There are 30 cars standing ready to go, each driver being allocated two sets of qualifying tyres. Under normal circumstances the slower drivers go out first, because the four slowest cars are going to be eliminated, so it is sensible to establish a benchmark as soon as possible. The faster drivers tend to wait until about half-way through the hour before making their first run, so that they can make their second as the end of the hour approaches. At the moment there are six "aces", two at McLaren, two at Williams and two at Ferrari.

When the first of the six "aces" was ready to do his first run the timing screen showed Michael Schumacher at the top of the list with a time of 1 min 22.779 sec. For the next quarter of an hour it was fascinating to watch in detail for quite by chance the six went out in ascending order of performance and as one came back into the pits the next one went out. Alesi was first away and he put pole to 1.22.485, then Prost improved to 1.22.080; Patrese to 1.21.619; Mansell to 1.21.602, Berger to 1.21.432 and finally Senna to 1.21.114 and that was the end of the first round, and all of them had passed the pits at 200mph or more. It was spectacular. From temporary pole-position Schumacher had been gently elbowed down to seventh place, which was nothing to be ashamed of for a 22-year old in his second F1 event.

The second runs did not go quite so orderly, and not all of them improved on their first run times but the end result was impressive:

1: Senna, 1 min 21.114s (159.951mph avge);
2: Mansell, 1 min 21.328s;
3: Berger, 1 min 21.360s;
4: Patrese, 1 min 21.619s;
5: Alesi, 1 min 21.956s;
6: Prost, 1 min 22.080s;
7:Schumacher, 1 min 22.471s.

Then came Moreno, Piquet, Martini, Blundell (another new-boy showing good progress) Capelli and the rest. On Saturday there were a few minor changes to the scene, but nothing dramatic. If FISA could regulate qualifying the way American racing does, with one car on the track at a time, and the results transmitted to the spectators efficiently, Friday and Saturday could be made even more exciting.

Being in the pit-lane at the nerve-centre of qualifying like the Monza Friday session is not only exciting, but fascinating and interesting, because you are aware that everything, driver included, is wound up as high as it will go, with no holds barred for one glorious lap. Occasionally the spring breaks, but that is another matter. By comparison the race is often dull.

At the start of the Italian GP there was an interesting little cameo at the back of the grid. Mika Hakkinen, the young Finnish driver, was on the penultimate position on the grid, which was the end of the left-hand row of cars. To his right, but one place back, was Olivier Grouillard in the Fomet in last place, at the back of the right-hand row, the two rows being staggered. The starting procedure is that at a given signal the whole grid of 26 cars go off on a "parade" lap, led by the driver who is on pole position. At no point on this parade lap is anyone allowed to pass another car. If any driver has trouble starting or during the parade lap he is allowed to catch up the field, but must stay at the back and forfeit his grid position.

Now it had happened that Hakkinen's Lotus 102B was reluctant to start on the button and he had to be push-started after everyone had gone. He caught up the field and when they returned to the grid he stayed behind Grouillard, on his own side of the grid but with his original position empty a few yards ahead. At this point a marshal, who obviously was unaware of the rules, frantically waved him forward to the marked grid position, but the young Finn totally ignored him and stayed back, not quite level with the Fomet on his right. Undisturbed by the agitated marshal he concentrated on the starting lights, making a good getaway when the green came on. Had he edged forward to his proper grid position it would have meant passing the Fomet and would have entailed instant disqualification. It was nice to watch a well-disciplined new young driver in Formula One acting intelligently in the heat of a Grand Prix start.

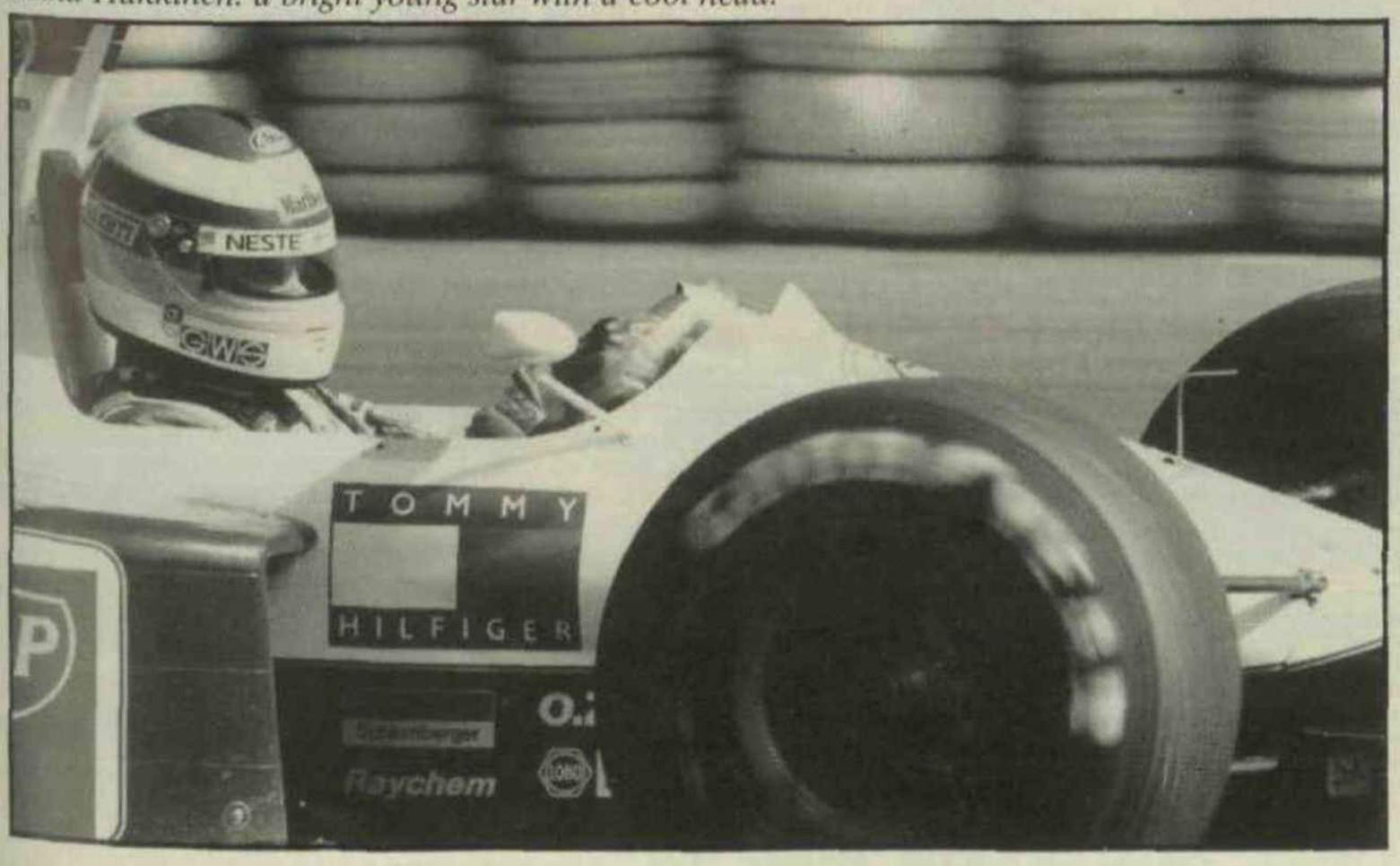
New engines in Formula One are always interesting, and even more so if they are from manufacturers new to Grand Prix racing. John Judd's V10 engine has followed on satisfactorily from his previous V8 engines, and in the Dallara cars of the Scuderia Italia they have been putting up some good performances. Already a deal has been struck with the Brabham team for them to use the Judd V10 in their car in 1992, as the Brabham-Yamaha partnership finishes at the end of this season. Yamaha started the season cautiously with a rev limit of 11,500rpm, but have gradually been improving things race by race. At Monza the drivers, Martin Brundle and Mark Blundell, were given the OK to run the V12s to 15,000rpm and with those multi-cylinder atmospheric engines more rpm basically translates into more bhp.

At Monza Blundell was 11th on the starting grid with a respectable time of 1.23.473, ahead of some seasoned F1 regulars. In the race both Brabhams finished; lower than they should have been mainly due to stops for new tyres, but they were running strongly, at the end of what had been a fast and furious race. Significant were their fastest race laps, for Martin Brundle was third fastest overall, only Senna and Piquet being faster, and Blundell was fifth.

In testing, qualifying and the race, engine strength was all important for there is no serious let up, even with the three artificial ess-bends introduced over the years to try and control speeds. It is nearly six kilometres on full song, and no matter where you go around the circuit all you hear are engines flat-out. Racing engines are always wound up tight or they will never be competitive, but in this 3.5-litre formula competition is so strong that engines are being wound up tighter than usual.

DSJ

Mika Hakkinen: a bright young star with a cool head.



Ray Amm remembered

Dear Reader,

Life is is full of surprises and I am happy to say that most of them seem to be pleasant ones. Recently I met a man from Rhodesia (Zimbabwe) who told me he had found a copy of one of my books, written in 1953, in a second-hand bookshop out in that country, and that it had a mysterious dedication written in the front and signed by me, not as DSJ or Denis Jenkinson, but simply Jenks. It read "To Ray, in appreciation of that 145mph lap". When he showed it to me it was unquestionably my writing and my signature, though I could not recall writing it, and he was intrigued to know who "Ray" was and what was the 145mph lap? The fact that he found it in a bookshop in Rhodesia explained it all: it was Ray Amm the Rhodesian who rode in the Norton works Motorcycle team in the mid-1950s, a fearless and brave rider who was a very pleasant chap and one whom I kept in contact with after I left the active motorcycle European racing scene at the end of 1952.

Norton were developing a fully enclosed racing motorcycle on which the rider took his weight on his knees, rather than his feet, in order to get him lower and reduce frontal area. Naturally it was known as the Norton Kneeler, and Ray Amm took to it with great enthusiasm; it was also known as the "Tin Fish" because of its long slippery aluminium bodywork. The 145mph lap? That was a lap of the Montlhéry banked concrete track, south of Paris, that Ray achieved on the Kneeler.

The works Norton team usually went record-breaking at the end of the racing season, with solo and sidecar machines and Ray Amm was attacking long-distance records on the Kneeler. During this activity he recorded a new outright motorcycle record for the banked track, averaging 145mph, which for the mid-fifties was very quick and heroic. At the time the fastest lap ever achieved on the French "Brooklands" was by a Grand Prix car at 147mph, so you can see why I was impressed by Ray Amm's performance. Like many racing motorcyclists Amm was greatly interested in Grand Prix car racing and whenever we met on our European tours, he on the bike circuits and me following the Grand Prix world, he would always want to know about the world of Fangio, Moss and Hawthorn.

I cannot recall when I gave him the copy of my Grand Prix book, but it was probably just before he returned home for the winter, and the Montlhéry record was still in the mind. In 1955 Ray Amm left the Norton team and joined the Italian MV Agusta Team, and sadly was killed in a non-championship event at Imola, in the days when the present day circuit was still comprised of normal public roads. It was a simple accident, Ray was going a bit too quick (he usually did) and over-cooked it and "stepped off". As he slid down the road, unharmed, he struck a kilometre stone on the edge of the road, and it broke his neck. I lost a lot of friends in those days.

The owner of the book was most interested to hear the story behind the inscription inside, and was fairly certain it had to be Ray Amm's book, because he knew all about him, though it was years before his time, but a man of the calibre of Ray Amm is not easily forgotten by the true racing enthusiast. It is nice to know the book resides in an enthusiast's library and is treasured for a very special reason. It brought back some happy memories of nearly 40 years ago, and some sad ones.

Today one simply cannot get away from fakes and forgeries and a reader sent me an interesting cutting from *The Times* entitled "Vicious Circle". It is so apposite to our world that I will quote it in full:-

"Such is the fame of master forger Tom Keating that the first fakes of Keating fakes have started to appear in the salesrooms. Ever since a 1984 Keating version of Van Gogh's Sunflowers was sold for £8000 last year, Bonham's, the auction house which is organising a Keating sale this year, has been bombarded with spurious Keatings.

The forgeries come in several guises: a fake of a Keating fake of an old master, a forgery of one of Keating's own individual landscapes, or even pictures that look nothing like Keating's own work but with his initials in the bottom corner. 'Good painters imitate nature, bad ones spew it up' wrote Cervantes. Very bad ones imitate the imitators, he might have added."

If you apply the above article to the old car world of "hysteric historics" it is easy to substitute well-known motoring names, either people or makes of car, and it makes sense. I leave it to you to enter your own modifications. When Cameron Miller built his run of six or seven new 250F Maseratis he was very careful to clearly stamp each chassis with a CM serial number, thus identifying them as "genuine fakes". I wonder if at this moment, someone is building a fake CM car. "Worth a lot of money, in its own right", I am told by "the Trade" (whatever that means?), and when it appears Mr Miller will be furious. I can hear him saying "It's a fake, a forgery. I never built it," and he would be right. Who would want to buy a fake Cameron Miller fake?

But as the *Times* story says, there appears to be a market for fake paintings of original fakes by Tom Keating, so why not fakes of forgeries. I leave you to fill in the name. Bugatti, Bentley, Frazer Nash, Maserati, Alfa Romeo, Ferrari, the list is endless. If you find a fake of a Bean or a Trojan forgery, let me know.

In closing, the reader who started all this posed an interesting question, nothing to do with fakes or forgeries, but about racing. He asked me to name three particular moments in motor racing that have made lasting impressions on the mind. A difficult one for me, but here goes;- 1. The day Mike Hawthorn beat Fangio in Reims in 1953. 2. The day the Indianapolis cars came to Monza in 1957. 3. The first turbo-charged Ferrari engine.

I will qualify them briefly. For years British drivers had never been taken seriously in European racing circles, and Mike Hawthorn put a stop to that attitude. The Indy cars raced "wheel-to-wheel and hub-to-hub" round the Monza banked track at 170mph; it was a new meaning for speed. The turbo-charged Ferrari meant that the turbo-charging of 1½ litres to somewhat normally aspirated 3 litres was serious. Renault had shown the possibilities of turbocharging and Ferrari confirmed them.

If you, dear reader, would like to send me three of your memorable moments, not necessarily the three best, but ones that left a lasting impression, a post-card to MOTOR SPORT would be nice.

DSJ

A lasting impresssion – Rheims, 1953, when Hawthorn's victory proved that British drivers were serious Grand Prix contenders.





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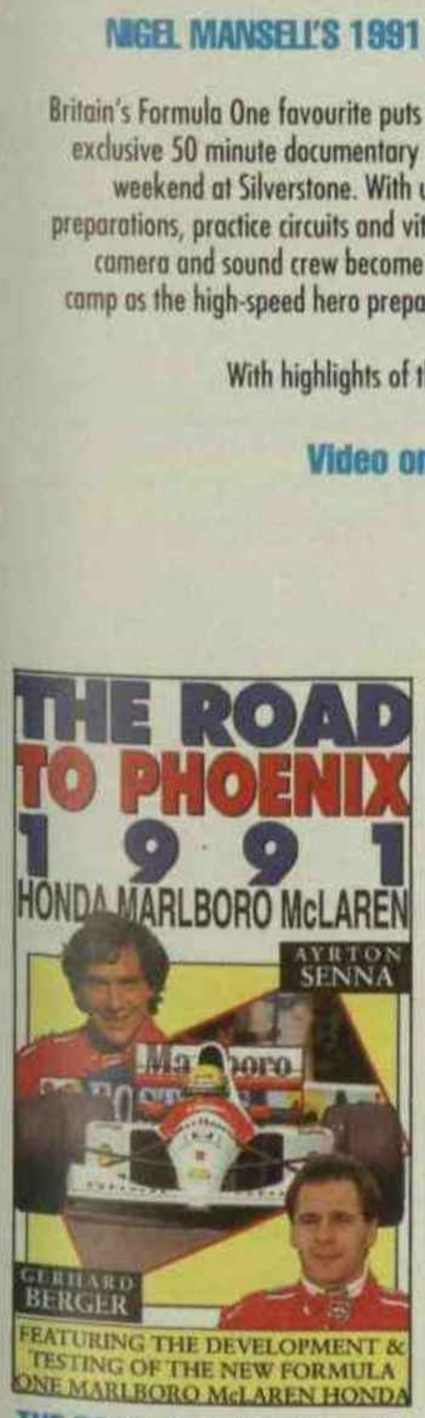
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THE ROAD TO PHOENIX 1991 HONDA MARLBORO McLAREN

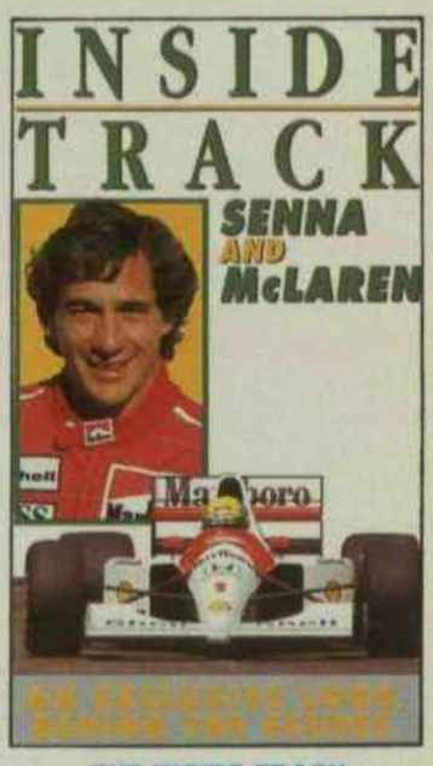
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THE INSIDE TRACK SENNA AND McLAREN

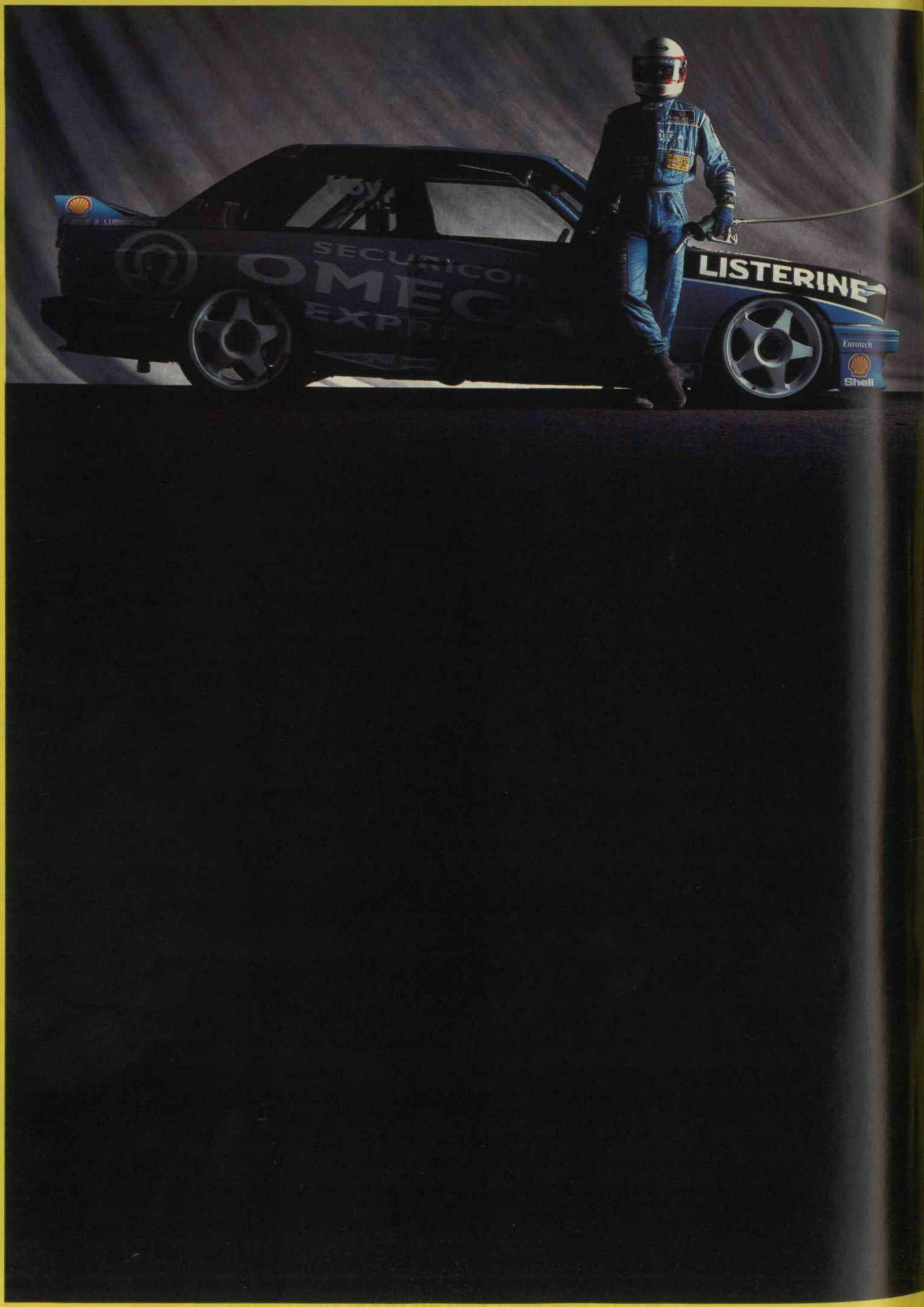
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Not all fuels are the same

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Not all fuels are the same

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Not all fuels are the same

A pretty gloomy outlook, particularly when you consider that modern engines run hotter than their predecessors. And more heat means more carbon.

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An indomitable will to win

IN 1948 at Bremgarten a 12 year-old Swiss boy watched, entranced, as a Frenchman wove his magic driving a Gordini. The boy's name was Joseph Siffert, the Frenchman's Raymond Sommer. *Coeur de Lion*, they called the latter, *Lionheart*. It was his name long before anyone ever thought of coining it for Nigel Mansell, and Sommer was an artist, a man to whom the manner in which the game was played was more important than the result derived, provided he could always look himself in the eye and know he had driven his machinery to the utmost.

Sommer then had barely two years to live, perishing at Cadours when his 1100cc Cooper crashed, but his spirit would live on in the skinny boy. Already he knew what he wanted to do in life. He would race.

"I shall drive like Raymond Sommer," he said to his father Alois that day. "I shall attack!"

And attack Seppi always did, just as he was attacking right to the very end of his life, 20 years ago at Hawthorn Bend at Brands Hatch this month. He knew no other way.

He came from a poor family, and supplemented his income by selling rags before he graduated to trading in motorcycles and then cars. As an under-age driver he was twice chased by the police, and neither time could they catch him! Even as a professional racer, he still loved buying and selling.

Swiss F1 writer Adriano Cimarosti was close to him in those difficult years. "I liked him very much, and the thing I will remember most was his very strong will. He could make the impossible things happen in life because of his will.

"In 1961 he had just bought his Lotus 18 in Britain and was bringing it home to do the hillclimb at Ollon-Villars, and he came to the border on the Sunday morning of the race. They said they could not allow him to bring the car in that day, come back tomorrow. Of course, that was no good, but they would not budge. So Seppi called the Swiss President – President Bourgknecht – who was also from Fribourg and asked for his help. It was all arranged! That was typical of Joseph, that ability always to find a solution.

"His prize money was all that took him to the next race. His group would buy satchels of food because it couldn't afford to eat in restaurants. The first time he went to Enna and beat Clark they had just enough money for the fuel to get to Sicily. They put the car on the ferry and ran off, hoping to avoid paying for their ticket, but they announced over the loudspeakers that the ship wouldn't leave until the owners of the racing transporter had paid up! After that they had absolutely nothing left. When Seppi won the race they went on a wild party in a restaurant!"

"He had to pay for his racing so he sold road cars – he would drive right through the night and arrive just in time for practice, tired," recalls his former chief mechanic, engine builder Heini Mader. "Then he'd practice and if he didn't qualify he'd be off in his car to sell more cars, to pay for the next race."

"He was a very positive and optimistic character," said his biographer and close friend, Grand Prix writer Jacques Deschenaux. "He had had such a hard life as a child, but even when he had big money problems he was always positive. He was an incredible worker. Sometimes we would drive together right across Switzerland just to find a special door for a car he was selling, just to win him 50 Swiss francs."

Jo Siffert was an easygoing, impulsive racer. At times situations upset him, but there was never any side to him. He spoke his mind, said what needed to be said, and then it was forgotten. He was too competitive to make close friends with his rivals, but his friendships away from racing were strong. The sculptor Jean Tinguely also came from Fribourg, and when he died just before this year's Italian GP, his funeral emulated Seppi's through their native streets.

"Jean was a good influence developing Seppi's mind beyond motor racing," says Deschenaux. "He would often arrange his own calendar around Seppi's racing commitments.

"15,000 people turned up for the funeral and Jean's cortege followed the same route. He wanted people to be emotional, but not sad. Seppi's funeral had been so sad. After Jean's ceremony all of the people were fed – there was a fantastic spirit."

Winning was everything to the spontaneous Siffert, the man who brought Marlboro into F1, but Mader remembers: "Seppi took his racing seriously but liked to laugh and have fun. He didn't ever want to turn into some sort of sad professional."

One of Deschenaux's stories encapsulates Siffert's racing philosophy. "At the 1971 Spanish GP I arrived in Barcelona on the Friday at six in the evening and Seppi, of course, was already there after first practice. He said: 'Come with me. No questions,' and rushed me to Porsche's private plane. We flew to Le Mans and the next day he calmly took part in the April test and hit 400km/h on the Hunaudieres in the 917, before we jumped back into the plane and flew back for the final practice in Barcelona! There was never enough driving for him!"

From motorcycles he graduated to Formula Junior, then F1 with a 1500cc engine in his Junior Lotus. It was clear he was quick, and when the organisers of the American and Mexican GPs in 1964 refused him an entry unless he could align with a team such as Rob Walker's, a fresh die was cast.

"Seppi was one of my greatest friends," says Rob without hesitation. "We used to have such parties together. At the opening of his garage in Fribourg we had a riproarer until five in the morning, and then by six thirty he was off on work somewhere.

"His first race for me was Watkins Glen in 1964 alongside Jo Bonnier. He finished third. I was highly impressed and signed him for 1965.

"At Goodwood that April he had this dreadful accident when he thought the whole of the chicane was movable but only half of it was and he hit the other half, which was brick. He kept complaining about a stiff back, and it turned out that if he hadn't been on his back the whole time he'd have been paralysed. He had damaged a vertebrae but initially the doctors had told him to stop moaning. He was determined to be ready for Monaco and wanted to get back home to



his own doctor. I followed the ambulance to London Airport and there this enormous matron looked at this skinny little driver and said: 'Did you have a little accident on your bicycle over the holiday weekend?' Seppi's English wasn't very good then and he just smiled at her, but then the head of Swiss Air arrived and threw up his hands and told him he had cleared the whole aircraft for him, the whole back end. The matron was just amazed. The man was *bowing* to Seppi, whom she had thought was just a boy. It was one of the funniest sights, her eyes were popping out!

"The great thing was that having had Stirling in the team I had learned everything I knew from him. Before him I had had no experience. Having learned it all from Stirling I could tell Seppi and he'd listen.

"At Syracuse Stirling always said that if you got a break, just go for it. Seppi led John Surtees and Jimmy Clark there in April 1965 and there was a fast corner after the pits which it was *just* possible to take flat. Bonnier managed to let Seppi through before it as they lapped him, and then held them up a little. With a two second lead Seppi really went for it and was pulling away until he jumped too high over a brow 10 laps from the end and the engine blew when the car jumped out of gear."

Later that year he repeated his 1964 triumph over Jim Clark in the Gran Premio del Mediterraneo at Enna, beating the Scot to the line by three tenths of a second, precisely three times the previous year's margin! There were some nasty suggestions on both occasions, but Mader refutes them quickly. "Both times when he beat Jim Clark Colin Chapman just couldn't understand. There was all sorts of talk, but there was no way BRM would have let me do 2.2 litre engines! No, the secret of the first year was luck. And the second time we knew from the first year how the engine had progressed. We had just the right gear ratios. The BRM was better adapted to the circuit than the Coventry Climax. Even Jim Clark could do no more than put his foot down flat on the throttle there..."

Rob and Seppi always had a full relationship, and after struggling with the awful Cooper Maserati in 1966 and '67 Seppi was rewarded as Rob bought a brand new Lotus 49 for the 1968 season. In practice for the Race of Champions, however, he crashed it, and to make matters worse the remnants, plus Rob's 1.5 litre Grand Prix Delage, were then destroyed in a garage fire. Seppi was mortified by his mistake.

"After 40 laps of testing he was right on the lap record. Then in practice it had been raining but had dried out, all except a patch at Surtees. He was literally warming up his tyres when he just lost it there and split the car in half. He had a message pad on a bit of elastic that he carried in his overalls pocket and he'd pull it out and write things on it. When people asked him what had happened he just pulled it out, and on it he had written: 'Merde alors!'"

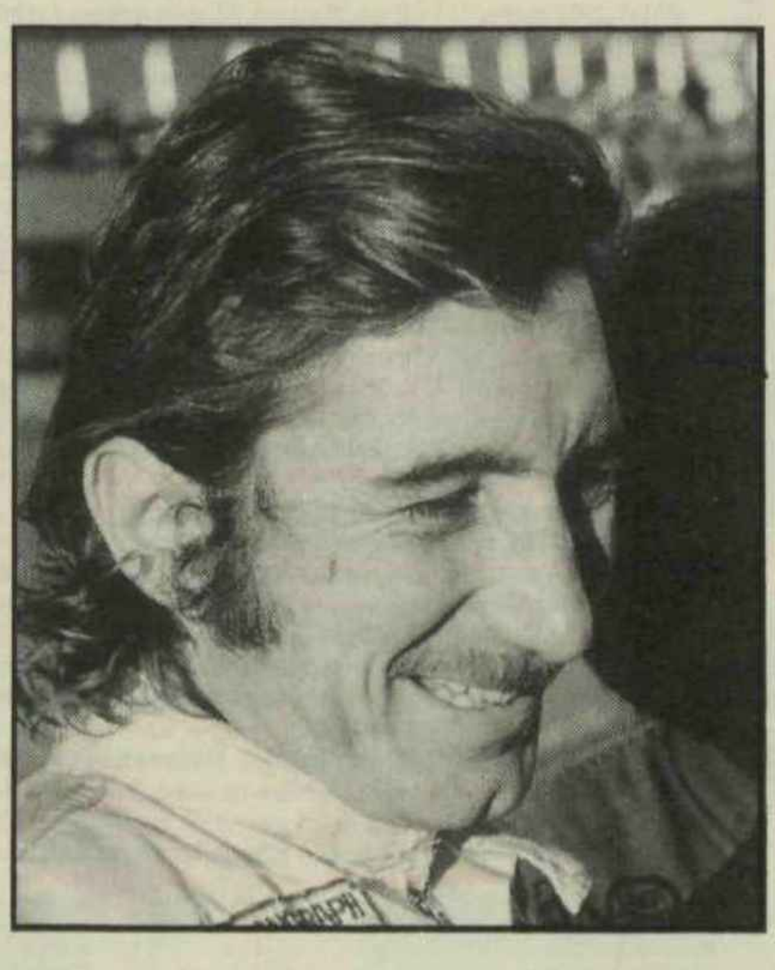
The Kentish circuit was to bring him better fortune later that year when he vanquished Chris Amon's Ferrari to win an emotional British GP. The new 49B had literally been finished in the paddock.

In Canada there was another flash of his brilliance when he qualified on the front row with Amon and Rindt and diced for the lead and set fastest lap before retiring. Then in Mexico he started from the pole.

"He was fastest by half a second," chuckles Rob. "He had won pole because on one lap his throttle had stuck and he'd had to take the corner at the end of the pit straight flat. When he found it was possible he did it every lap."

He made a bad start, but pulled back into the lead in a superb drive, until a screw worked loose in the throttle slides and he lost two and a half minutes in the pits. After that he smashed the lap record on his way to sixth place.

Brands Hatch 1968 apart, Jo Siffert's greatest day came at the Osterreichring on August 15 1971, when he drove his Yardley BRM to a stunning victory from pole position after leading every lap, setting fastest lap, and fending off a late challenge that saw



Emerson Fittipaldi carve 24s from his majestic lead when the BRM developed a puncture.

"That was a wonderful race," says Deschenaux warmly. "It was the first time his mother had flown to a Grand Prix, and he told her to wear something on her dress to let the cabin staff know she was a first time flier, so they would be nice to her. He was always joking, but only nice jokes. It seemed such a long race, and of course he did everything, made the Grand Slam!"

1971 had taken him into the camp of Pedro Rodriguez when he joined BRM. The two were already team-mates in the JW Automotive Porsches, and it was an uneasy alliance.

"They didn't really like each other," Deschenaux confirms. "They were too alike! At the Spa 1000kms in 1970 they clashed, and again in 1971 they rubbed doorhandles going down the hill to Eau Rouge and for the first 500 kilometres they were never more than a second apart, at 250km/h! After that they switched to their co-drivers; Pedro to Leo Kinnunen, Seppi to Derek Bell. Derek lost 10s to Kinnunen in the first lap and then David Yorke signalled him to hold position. Seppi told Yorke he wanted to win, what was he doing? He was really mad! He dragged me down the pit lane – JW's pit was at the top – and down to Claude Haldi's pit. We grabbed his signalling board and so Derek got an official board from Porsche at the top of the hill and another from us at the bottom, urging him on! Seppi was ready to take over from Derek when the two Porsches came in again, but where Pedro resumed from Kinnunen, Yorke wouldn't let Seppi out. He told him he had already driven for 500 kilometres, and that he couldn't drive again that day.

"I'm sure Yorke was right, but Seppi was so disappointed. He was crying with frustration when Pedro and Leo won..."

"Seppi and Pedro never actually hated each other," says Rob Walker, "because Seppi never hated anyone. But Seppi had come into JW and BRM and pushed Pedro to his limit. They were just very similar characters, too similar to become friends, really."

When Pedro was killed at the Norisring in the week between the French and British GPs, Siffert was left to don the Mexican's mantle at BRM.

"He didn't want to do the race," says Deschenaux of the event at Brands Hatch in which he perished. "We were together in Fribourg and he told me he was too tired. He was doing F1, sportscars with JW, CanAm with Porsche. Three series! That year he did 45 races!"

October 24 1971 was a beautiful day at Brands. After an awful start from pole position he was fighting back in fourth place, demonstrating for the last time that indomitable will, when the BRM crashed going down Hawthorn Hill.

What went wrong? "He had a brush with Ronnie Peterson on the startline," said former BRM team manager Tim Parnell. "I was there, and it was one hell of a bump," recalls former *MN* Editor Alan Henry. "He had all four wheels off on the inside and for a moment it looked like the Lafitte accident later did."

"We think that clash broke the bracket that held the radius arm," continued Parnell. "It broke going into Hawthorn. You know, the thing was I had a lot of letters from fans afterwards, and one was from a spiritualist who said something broke behind Seppi's left shoulder. And that's exactly what *did* happen. It was spooky. He hit a bank, the car rolled over in flames and he died through lack of oxygen. His only injury was a fractured ankle."

On that stark autumn day the sky was utterly clear. Those who were there recall the chilling silence that fell when the racing engines suddenly stopped, and the thick, vertical column of black smoke that reached up into the blue. The little Swiss with the darting eyes, the nose for a deal and the famous red helmet with its white stripes and white cross, was gone.

The fans held him in genuine affection. "He was," said Parnell, "a wonderful man. When he'd come into the pits you'd see the aggression just drain away and he'd become again the gent that he always was."

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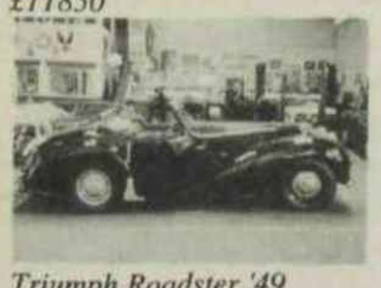
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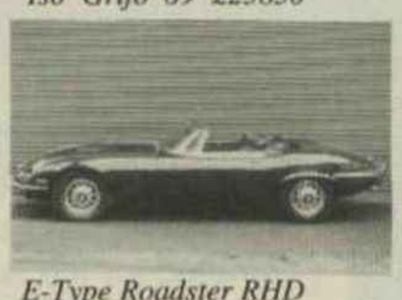
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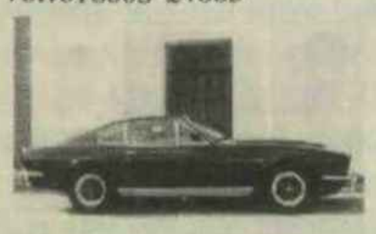
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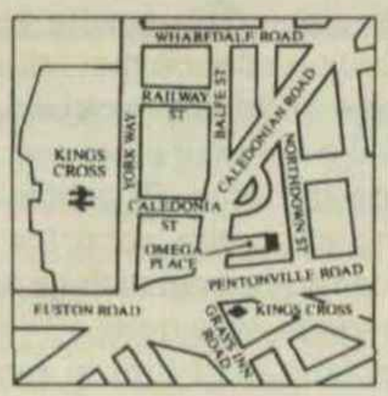
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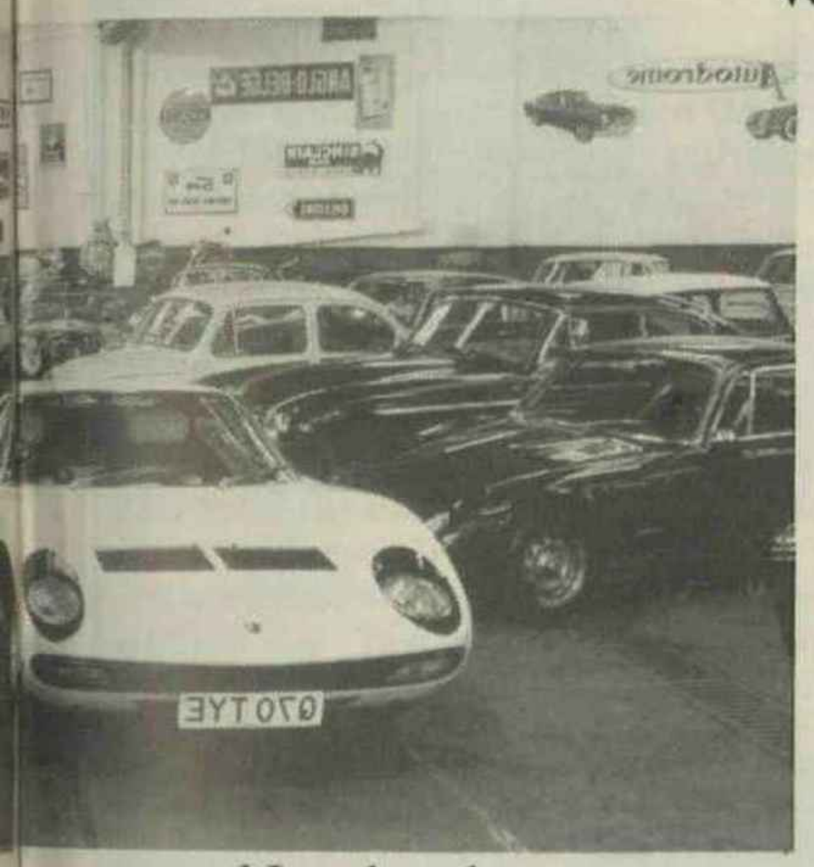
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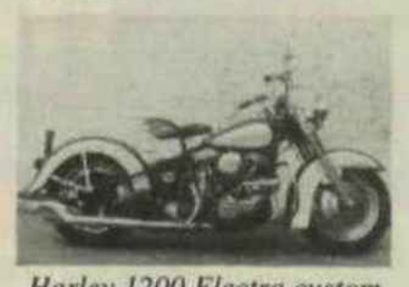


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Juha Kankunnen flies towards a maiden success on the 1000 Lakes (above), while David Llewellin (below) created a good impression, finishing just outside the top 10 in his Nissan.

Finntasia

What is the toughest rally in the World Championship? That question, which we've heard asked on numerous occasions but have never known to be satisfactorily answered, usually comes from someone who may profess deep knowledge of the sport but does not actually possess it. The absence of an acceptable answer is very simply explained; there isn't one, despite what self-styled experts may suggest.

The Swedish Rally, for instance, has as much in common with the Safari as cloudberries have with bananas. Both are fruit, but there the comparison ends. It is one of the attractions of rallying that one can enter events anywhere in Europe, Asia, Africa and the Antipodes and never twice encounter the same road conditions, geographical features, weather or even local customs and traditions.

The high speed of the 1000 Lakes Rally has taken its practice procedure a step ahead of just making notes and refining them. The straightforward recording of bends, cambers, surfaces and straights is no longer enough. In the quest for those vital split seconds, off-road information has become as important as that of the road itself, and if you ever follow a professional competitor making notes in Finland you will perhaps be bewildered by the number of times he stops to prod the verges and



stick his feet in the ditches.

Ditch-prodding has become a feature of the reconnaissance period, and when one crew has come across another poking around the side of the road and often beyond it, mushroom picking is no longer an acceptable excuse! Boulder spotting is the more likely activity.

The two-week practice period prior to the 1000 Lakes Rally is always a time of frenzied activity in Central Finland, especially this year when, in addition to the usual strict speed limits, recce cars were restricted to production models. Drivers invariably complain bitterly when they are denied the chance to practice at rally speeds, claiming quite rightly that their rally performance will be diminished if they have been unable to refine their notes at something approaching the speeds which they will achieve in the event itself.

When speaking of practice, we must mention a difficulty experienced by Carlos Sainz and Luis Moya. When rallies are held in the same area year after year, crews usually take previous years' notes, compare them to the current year's route and refine and modify them rather than make new notes from scratch.

Much of this year's route was the same as that of 1990, so it was logical that every crew would arrive in Jjväskylä armed with last year's notes. Alas, the Spanish pair was unable to do this, for after they won last year their notes were stolen from their car.

Whether Moya still had his original 1990 rough notes is not clear, but they nevertheless made it more than obvious that their note-making this year had to be conducted from scratch.

Entries for the 1000 Lakes Rally came from all the current aspirants to World Championship success.

The strongest side was that of Toyota, with two Celica 2000 GT-4s from Cologne for Carlos Sainz/Luis Moya and Armin Schwarz/Arne Hertz, and another from Toyota Sweden for Mats Jonsson/Lars Bäckman. There has been much speculation of late whether the latter crew will gain a place in the actual Cologne side, but it seems that this possibility has been scotched by the surprise switch made by Markku Alén after the 1000 Lakes from Subaru to Toyota.

Two other Celica 2000 GT-4s were entered by Toyota Finland for Antero Laine/Jari Kiviniemi and Marcus Grönholm/Juha Repo.

Lancia's line-up consisted of just two Delta integrales, a Martini car for Juha Kankkunen/Juha Piironen and a Fina/Jolly Club car for Didier Auriol/Bernard Occelli. The fact that there were just two works Lancias did not signify any diminished World Championship interest by the Italian team. On the contrary, it was putting every possible effort into the event in a determined bid to wrest from Toyota the lead of the makes' series, not to mention getting Kankkunen his first ever win in his home event and edging him closer to Sainz at the top of the drivers' series.

With a driver such as Markku Alén, it was unthinkable that Subaru would not make the trip to Finland. But the Prodrive team took just one car for Alén and Ilkka Kivimaki. On the surface, it seemed that all was well, but it emerged later that Alén was treating the event as a test exercise, using it as a measure with which to determine whether he would remain with Subaru.

Mitsubishi has a chequered rallying history. Among mediocre results it has twice pulled off astounding victories, once in Finland in 1989 and once in the RAC Rally of the same year. In Finland, the team's winning driver two years ago was Mikael Ericsson, but this year he was there in no greater role than that of spectator, and the two Ralliart Galant VR-4s were driven by Timo Salonen/Voitto Silander and Kenneth Eriksson/Staffan Parmander.



Although Hannu Mikkola (pictured) didn't figure, team-mate Tommi Mäkinen was one of the stars.

A third car, actually entered by Ralliart Finland, was driven by Lasse Lampi/Pentti Kuukkala, Lampi having been Ralliart's test and development driver since the current Galant VR-4 programme began. Yet another Galant, a Group N version, was in the hands of Stig-Olov Walfridsson.

Hannu Mikkola was combining his entry in the 1000 Lakes Rally with his return to his native country after several years as an expatriate in Florida. The oft-winner of the event described the move as one which "will teach my kids how to use both a fork and a knife again!" He and Johnny Johansson from Sweden were not the only ones in a MRTE-entered Mazda 323. A similar car was entered for Tommi Mäkinen, the Finnish star who has been doing so well in Group N with experienced co-driver Seppo Harjanne. A third Group A 323 was entered by Mazda Finland for Mikael Sundstrøm/Jakke Honkanen.

Nissan's return to rallying, with the Sunny GTI-R, has been fraught with difficulties. The car's first appearance on the Safari, complete with telemetry sensors, produced results which fell short of expectations, and in Finland, after changes in the team's senior management, it also seemed to suffer from an adverse power/weight ratio and the results must have been disappointing. Driving the two cars were Stig Blomqvist/Benny Melander and David Llewellin/Peter Diekmann.

There was no official Ford in Finland but, without a car after being dropped by Mitsubishi, Ari Vatanen made an approach to the team which gave him his first break and the result was a refettled Sierra Cosworth 4x4 which he drove with Bruno Berglund.

Not unexpectedly, there were no Trabants and no Wartburgs this year, but there was a team of three works Lada Samaras from the Soviet Union, driven by Alexander Artemenko/Viktor Timkovsky (the pair who became the first Soviet B-seeds after the Cyprus Rally last year), Sergei Aliasov/Alexander Levitan and Viktor Shkolny/Sergei Gogunov. A private Lada was brought from the Soviet Union by Priit and Toomas Kasak, and another from Bulgaria by Nikolai Nikolov/Krassimire Petrov.

Summers have been meagre all over Europe this year, and Finland has been no exception, However, the middle of August turned out warm and sunny, and it was quite a surprise when, just four or five days before the start, the skies darkened and violent thunderstorms closed in, soaking the roads and raising lake levels.

Happily, they vanished as quickly as they came, and the weather for the rally itself

Ouch! Carlos Sainz's unhappiness with his pace notes – or rather lack of them – was brought into sharp focus when he crashed while leading.



was probably the warmest for almost two decades. Indeed, temperatures during what, after all, is autumn in Finland were so high that tyre engineers were completely taken aback by the unexpectedly high wear rate on dry, abrasive roads. The rally has often taken place in constant rain, making it quite clear where Finland got her thousands of lakes, but this year the sunshine was near tropical. Fortunately, all the mosquitoes, more numerous in a Finnish summer than anywhere in Africa, had by now vanished.

One of the facets of rallying which used to be of prime importance but which has recently lost its significance is reliability. The sport used to have an inherent need for solid dependability, and a car had to be bred not just to go fast and withstand the pounding, but to last the distance. If a rally spanned five days, it was no good if the thing clattered to a standstill after four.

But times have changed and nowadays reliability is invariably weighed against the time available for servicing. If there is time for a car to be given a new gearbox after every special stage, why should valuable development effort be spent on making gearboxes reliable enough to survive several days? Better that they should be made as efficient as possible, without any concern about how long they will last. The "last lap" syndrome has penetrated to rallying, and the sport has become more like a series of short dashes than a test of endurance. Night stops and lengthy rest periods have reduced, if not eliminated, the personal stamina requirement, and the abundance of service time has turned distance machines into sprinters.

Helicopter servicing has aggravated the situation, and even minor work such as a fan belt change is now often accomplished by mechanics who descend immediately from the sky upon the first radio plea for assistance.

The blame rests squarely on the shoulders of FISA, whose changing regulations brought about the almost free-for-all servicing which works teams now enjoy.

One remedy stands out, a change which would not only restore credence to advertising boasts but which would reduce servicing costs tremendously. There should be a return to the rules whereby certain vital components cannot be changed under any circumstances, those components to include not only engine blocks but gearboxes, differentials and even engine management computers. If factory teams can't get it right first time, then they have no business partaking in a sport in which reliability should be a vital factor.

Apart from minor changes here and there, much of the route this year was the same as that of 1990, the base being at Laajavuori and the four legs looping out from there.

The first stage, early on the Thursday evening, began in the main street of Jyväskylä city centre then dived off into the dirt roads of a park. Kerb-hitting is always a hazard here, and at least one competitor retired as a result of this. Lampi hit a tree and Alén collected a puncture.

On the first of the forest stages, Vatanen ironically hit an old milk churn stand (he is sponsored by Finland's milk marketing board); later, a car backed by the Post Office mowed down a post box!

Later in the evening, Mikkola's power steering drivebelt came off and Lampi needed a new gearbox, whilst diminishing brakes on Vatanen's Sierra were restored when a slave cylinder lead was fixed. Sainz indulged in a very high speed spin, and those accustomed to seeing him perform with the aid of perfected notes could readily see the effect of notes which had not been refined at rally speeds.

Both Salonen and Eriksson felt that their Mitsubishis' gear ratios were too wide, whilst Vatanen said that he was having trouble getting used to the fact that he had seven gears available. Lindholm had a broken front left half-shaft replaced and Sundström needed a new gasket to restore full turbocharger pressure. Grönholm went off backwards, stalled and was so disorientated that he could not readily find the starter button.

The second day began with Alén's Subaru in the lead, but this lasted no more than one stage. On the second, Sainz took over and established himself in front, although his lead never amounted to more than just seconds. Mikkola, having sensed that his Mazda's steering had suddenly gone wrong, rolled, but he was helped back by spectators and later needed no more than a new windscreen and a replacement front differential. It seems that power steering pump failure was to blame. Later, he lost the drive belt yet again. Salonen was not happy with his car's handling and even had his steering wheel changed, commenting "I have to try everything."

The fifth stage of the day had been graded and was consequently covered in loose, slippery dirt. Some people discovered this in time to make the correct tyre choice; others did not, including Alén who was not at all happy at the end. Schwarz had intercom failure and Hertz needed to quench overheating vocal chords when he got to the finish.

Vatanen lost half a minute when he spun at very high speed, and those who later saw his wheel marks suggested that it must have been a hair-raising incident. Both Kankkunen and Auriol were given routine changes of driveshaft, whilst Kankkunen also had his front differential replaced. Jonsson needed a new turbocharger and Salonen four fresh suspension struts.

Mikkola's steering problems persisted and he was given a new rack whilst Vatanen collected a puncture by hitting a rock. As a result, he later needed suspension replacement. Lindholm, who needed a damaged brake disc replaced, experienced an odd problem when his wheels seemed to be out of balance. But they appeared to become normal again, only to begin vibrating once more after a heavy landing. It seemed that caked mud clinging to the wheels restored the balance, and it was this mud being knocked off by the jarring which caused them to become out of balance again.

On the Friday evening Sainz held a 12-second lead over Kankkunnen, who was in turn 35 seconds ahead of Alén. Auriol followed 28 seconds later, ahead of Salonen, Jonsson, Lindholm and Mäkinen, the latter greatly enjoying his first major experience of a Group A car.

With the finish of the first of Saturday's



Markku Alén gave his Subaru Legacy a good run, although it wasn't enough to persuade him to stay with the team. He'll join Toyota in 1992.

stages in sight, Vatanen went off the road, into a ditch and performed a spectacular cartwheel without actually going upside-down. Spectators pushed the car back to the road, but it was so narrow that reverse had to be selected several times before he was able to get away.

It was this stage, to the east of Jämsä, which caused serious difficulties for Alén, whose first remark at the end was that his notes did not tie up. "Somebody changed the road", he said. Later, it was said that some five kilometres of his notes were missing, although a more likely explanation is that they had practised the 1990 route, the first five kilometres of which were not the same as those of this year even though the overall distance was about the same.

On the next stage Alén had to stop to change the front right wheel after a puncture but was saved the need to use the jack when spectators lifted the car bodily. Some two and a half minutes were lost.

Lindholm retired when his steering was wrecked in a heavy landing, whilst Sundström was delayed after hitting a rock and knocking the right rear wheel under the car. Schwarz had been struggling all day without power steering and eventually had the faulty hydraulic pump changed, whilst Grönholm, after earlier driving over some rocks, missed a gear and promptly rolled.

Mikkola spent two stages with a clutch which could not be disengaged, only to discover on the next stage that it had freed itself on its own.

Alén kept complaining that his engine management computer was reducing power output whenever it sensed overheating, which was pretty well most of the time, although those who watched and listened to the car as it jumped could have no illusions about the cause. Whilst it was airborne, the engine note rose to a scream and it was obvious that Alén rarely lifted off when his wheels were not on the ground. During the day, the car was given a precautionary change of all suspension and transmission gear, plus a new fuel pump. Kankkunen needed a new rear differential whilst Sillankorva needed some steering attention after rolling.

Mikkola, after being plagued by steering problems, finally stopped when his engine seized, whilst both Kankkunen and Auriol needed new front differentials. Sundström rolled, whilst Alén was delayed by a left rear puncture, inadvertently holding up Auriol in his dust. Later, whilst his springs and dampers were being changed, Alén walked over to the Lancia service camp and apologised to the French driver.



Ari Vatanen's return to the Ford fold netted a workmanlike eighth place.

Kankkunen was driving as he had never driven before, yet he was making no impression on Sainz who stayed resolutely a handful of seconds ahead. He said that he would continue at 100 per cent for the rest of the day and decide in the morning how he would play the final day. However, as it turned out the decision became one which Kankkunen hadn't expected to make.

On the last stage of the day, everything changed when Sainz jumped further than he expected and landed not on the road but beyond it; nose-first in the ditch, in fact. The car spun so that its rear also went into the ditch, but it was the frontal impact which did the damage. He managed to get going, and arrived at the finish in a cloud of steam and dust, continuing to service only by grace of donated water.

Frantic servicing then took place, jacks and hefty tow-rope tugs being needed before the wrecked radiator and fan could be removed and replacements held in position by plastic tie-straps. Having lost some three minutes, Sainz had dropped to fifth place and lost all hope of repeating his 1990 win. He is utterly meticulous with his pace notes, but unless they can be practised at rally speeds they cannot really be refined to perfection, and Sainz could not have known how far the car would jump from that particular crest until he came to try it flat out for the first time.

Alén's engine finally gave up on the second of Sunday's eight stages, whilst Salonen, trying to keep his third place ahead of Eriksson, spun and stalled. Mäkinen lost his power steering pump drive belt, but there seemed to be a more serious problem concerning the engine. The oil was changed and the Finn was told to keep the rpm below 7000. He did this and finished in a comfortable sixth place.

Once again very close fighting had characterised the 1000 Lakes Rally, and once again the competition came down to a duel between two men, one in a Toyota and one in a Lancia. That this should have been resolved by default is a pity, but it's all part of the game. GP

Salonen kicks up the dust on his way to third.



1000 Lakes Rally (Finland) – 22 - 25 August, 1991

Results

1.	Juha Kankkunen (SF) / Juha Piironen (SF)	Lancia Delta Integrale, Gp A	4h 36m 52s.
2.	Didier Auriol (F) / Bernard Occelli (F)	Lancia Delta Integrale, Gp A	4h 37m 48s.
3.	Timo Salonen (SF) / Voitto Silander (SF)	Mitsubishi Galant VR-4, Gp A	4h 38m 59s.
4.	Kenneth Eriksson (S) / Staffan Parmander (S)	Mitsubishi Galant VR-4, Gp A	4h 39m 16s.
5.	Carlos Sainz (E) / Luis Moya (E)	Toyota Celica 2000 GT-4, Gp A	4h 39m 47s.
6.	Tommi Mäkinen (SF) / Seppo Harjanne (SF)	Mazda 323 4wd, Gp A	4h 40m 55s.
7.	Mats Jonsson (S) / Lars Bäckman (S)	Toyota Celica 2000 GT-4, Gp A	4h 41m 37s.
8.	Ari Vatanen (SF) / Bruno Berglund (S)	Ford Sierra Cosworth 4x4, Gp A	4h 41m 52s.
9.	Stig Blomqvist (S) / Benny Mellander (S)	Nissan Sunny GTI-R, Gp A	4h 44m 16s.
10.	Armin Schwarz (D) / Arne Hertz (S)	Toyota Celica 2000 GT-4, Gp A	4h 45m 04s.

148 starters; 89 finishers.

World Rally Championship Situation

Drivers (After 9 of 14 rounds)

Carlos Sainz (E)	123 pts.	Mikael Ericsson (S)	27 pts.
Juha Kankkunen (SF)	103 pts.	Jorge Recalde (RA)	20 pts.
Didier Auriol (F)	81 pts.	Armin Schwarz (D)	19 pts.
Massimo Biasion (I)	54 pts.	Mats Jonsson (S)	19 pts.
Kenneth Eriksson (S)	34 pts.	Timo Salonen (SF	15 pts.
Markku Alén (SF)	30 pts.	51 drivers have scored points.	

Makes (After 7 of 10 rounds)

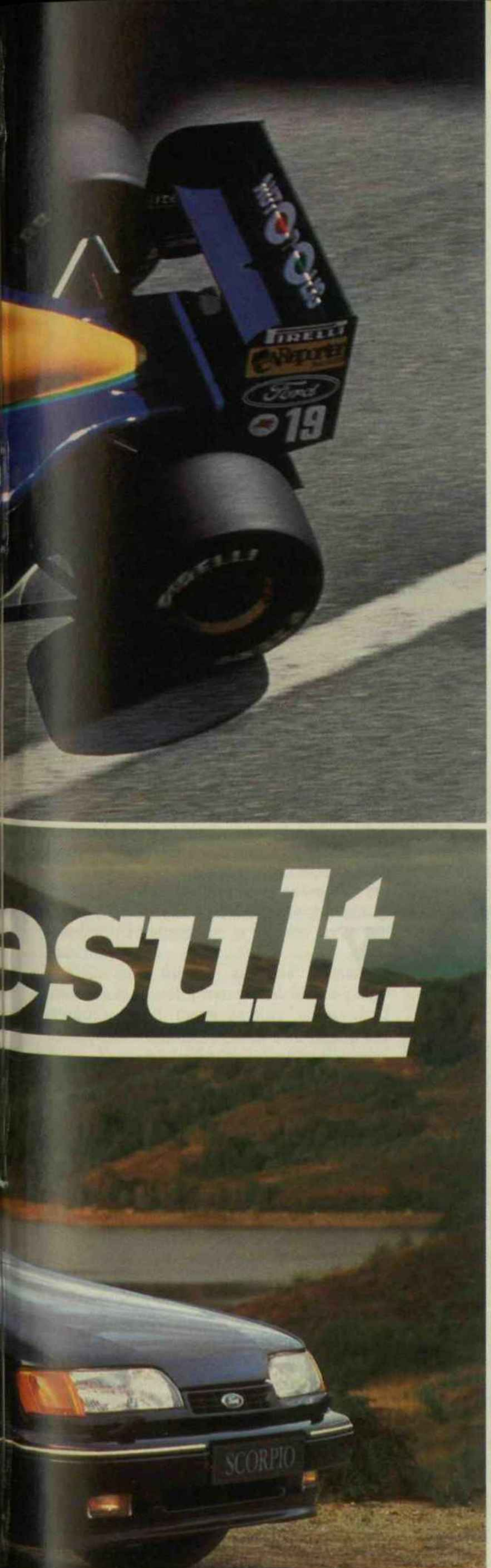
Lancia	128 pts.	Subaru	20 pts.
Toyota	124 pts.	Nissan	14 pts.
Ford	32 pts.	BMW	6 pts.
Mazda	28 pts.	Renault	4 pts.
Mitsubishi	28 pts.	Daihatsu	2 pts.

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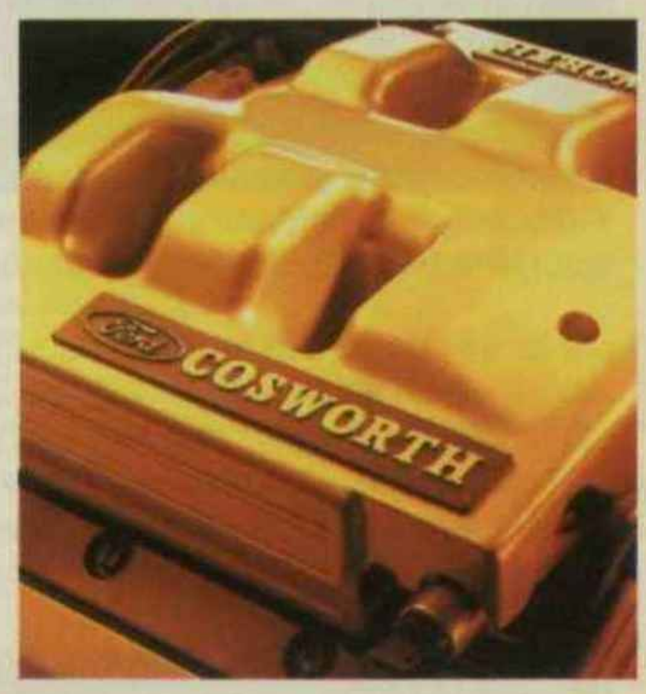
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Fabi, debutant Brabham and Warwick celebrate Jaguar's 1-2. It was a weekend of mixed emotions for Derek, who was racing for the first time since his younger brother Paul's tragic death during a British F3000 round at Oulton Park.

Derek's Day

In the three months between the Silverstone 430 km race in May and the ADAC's Nürburgring event on August 17, Mercedes and Peugeot made great efforts to close the gap between themselves and Jaguar. In terms of lap times they were quite successful, narrowing a four second per lap chasm to less than one second, but their reliability factor hadn't improved at all.

The two purple Silk Cut Jaguars finished the German race, the fifth round of the Sportscar World Championship, five seconds apart but six laps clear of the third-placed Kremer Porsche. Two Mercedes and two Peugeots were already being loaded back into transporters while Derek Warwick, Teo Fabi and David Brabham appeared on the podium . . . and the race, part of a series once called the endurance championship, had lasted less than two-and-a-half hours.

Ross Brawn, designer of the Jaguar XJR-14, predicted even before qualifying started that if the two continental rivals had closed the gap, the last part of the process would be the hardest to accomplish.

The Kidlington team directed by Tom Walkinshaw had worked hard on making the cars more reliable and more efficient in all departments, and a lot of work had been done on springs and torsion bars, dampers, brake cooling and venturi.

Starter motors tend to be troublesome in sports cars, especially at Le Mans, and TWR has one starter which does all the test work and all the practice sessions, just to see how long its life may be. It was this sort of development, beyond the scope of Mercedes and Peugeot in the midsummer months, that enabled Jaguar to achieve a 1-2 victory, and which may prove decisive in the pursuit of the Teams' Championship.

Visually the Silk Cut cars were hardly changed, other than NACA ducts replacing 'snorkels' to cool the rear brakes, and it was interesting to see that Peugeot had adopted snorkels, along with Jaguar's two-tier rear wing, on the development path.

Brun Motorsport, meanwhile, had adopted the 'coke bottle' waist for its new Judd-powered Group C car, while Peugeot had made tremendous progress rejecting the pinched waist and going straight-sided! The moral to this seems to be that if you're going to copy someone it's best to be quick, and to be sure that what you're copying offers a real advantage.

Of the challengers, Mercedes seemed closer to Jaguar at Silverstone, but Peugeot had the better hand at the Nürburgring. Teo Fabi and Derek Warwick had to work hard to lock up the front row of the grid in marginally under 80 seconds, then Yannick Dalmas and Mauro Baldi both got within a second in their Peugeots to claim the second row.

The French team was encouraged not only by the new-found speed of the 905s, resulting from a completely new aerodynamic package, but by the reliability factor.

The transmission problems that made life so difficult last winter have been overcome, the Michelin tyres seemed well able to last a 50-minute stint in admittedly cool conditions, and even the engines were reliable throughout qualifying.

Baldi's car lost track time on Friday afternoon when the wiring loom overheated, but the 905s were otherwise reliable until the race was under way, and this fact alone may be a very good pointer to form in the last three races of the season.

Notably, air for the side-mounted radiat



The new Nürburgring may be antiseptic in character, but its surroundings are arboreal. The winning XJR-14 heads on its way.

ors is now ducted around the sides of the cockpit, and not through the nose panel which is rounded off and carries a full-width wing. As a result, the car is far better balanced and responds properly to chassis tuning, allowing (among other things) softer springs to be fitted, and the cars no longer bounced around like castanets over the bumps.

On the third row, and more like two seconds behind the Jaguars, the Mercedes team was in some disarray. The chassis have been excellent from the outset, and now the C291s are right down to weight, but the quest for extra power from the flat-12 engines resulted in a whole crop of failures.

Even so, further analysis points to increased development, and not to panic stations. All three factory teams had special fuels, Jaguar's from BP, Peugeot's from Esso and Mercedes' supplied by Castrol, within the weight and density parameters set by FISA but exotic nonetheless, and worth perhaps 20 horsepower in each case.

Mercedes did extract more power from its 180-degree vee 12 engines, say 630 bhp for the sake of argument, but miscalculated the value of the fuel and was undergeared when the cars ran for the first time on Friday morning. The engines were run to 13,400 rpm, when 200 rpm less would have been kinder . . . and they both blew up early in the afternoon session, leaving Jean-Louis Schlesser and Michael Schumacher to vie for the lower-powered T-car.

The race engines featured larger valves and had 12 throttle butterflies instead of four, which meant that they had better torque and more top-end power. The catalogue of failures continued, but seemingly at random – Schumacher's car, which Karl Wendlinger shared whenever a rare opportunity arose, had an alternator failure on Saturday, then a water leak, and consequently (in Dr Hermann Hiereth's opinion) suffered another engine failure on Sunday morning. Schlesser's car, which Jochen Mass shared occasionally, had an incurable misfire on Saturday and a jamming throttle on Sunday morning.

Neither car went very far in the race, Schumacher's with a throttle link breakage after 10 laps, Schlesser's with a broken fourth gear after 26 laps, and since the gear went through the transmission casing there was no question of continuing.

A company with the resources of Mercedes will have wasted no time in addressing these problems, random as they appear to be, in an extremely intensive development process within Unterturkheim. In Peter Sauber's opinion there would be no point in testing the cars again until dynamometer and test-rig results give the powertrains a clean sheet.

At the moment the Sportscar World Championship is a six-car race, but that will change next year. Toyota's TS010 is reportedly going very well in testing and could be a formidable addition to the grid at Autopolis on October 27, and meanwhile Walter Brun and Franz Konrad both gave their new 3.5-litre cars a baptism at the Nürburgring.

Brun's car, the Judd V8-powered C91 designed near Basingstoke, ran a total of 13 laps on Friday with various problems, the worst being clutch engagement and engine overheating, and was "retired" by Oscar Larrauri three laps into the afternoon's qualifying session when the clutch exploded and shattered the housing. The team had not, at that stage, equipped itself with a spare housing, so the real debut of the Repsol-backed machine should have been at Magny Cours in mid-September.

Franz Konrad's car was finished at John Thompson's workshop on Friday night, and was trailed to the Nürburgring on Saturday. Charting the Lamborghini-powered car's progress from Northampton was more exciting than charting the race ("it's left the factory . . . it's at Dover . . . it's at Calais . . . it should be here at lunch-time") and eventually the bleary-eyed Austrian got the V12 fired up five minutes from the end of the final qualifying session, in time to complete an 'out' lap and an 'in' lap.

It was not typical of FISA to allow it out on the track without proper scrutineering, but the exercise was purely to give the car a decent birth and there was never any question of racing it.

Two Spices formed the fourth row of the grid, Euro Racing's which was, again, about five seconds off the pace in the hands of Cor Euser and owner Charles Zwolsman, and the Berkeley Team's older

The Baldi/Alliot Peugeot led briefly, but the French team failed to get either car to the finish. The following Sandro Sala/Kennedy Mazda placed fifth.





Reliability was the key to third place for the Reuter/Toivonen 962. The following Salamin/Yver and Konrad/Becker Porsches were also still running at the end, though the former was unclassified.

SE89C driven by Ranieri Randaccio and Mirko Savoldi.

Behind them on the grid was a pack of Porsches, the best of which was the Kremer team's 962C driven by Manuel Reuter and Harri Toivonen.

David Brabham, at 25 the youngest of the Australian dynasty, had a thoroughly distinguished debut weekend with the Silk Cut Jaguar team, starting in Derek Warwick's XJR-14 and finishing in Teo Fabi's, so claiming first and second positions in his first major sportscar race.

He found the start hectic as Fabi hesitated, forcing him to brake early and see Keke Rosberg dive past in a heroic, tyre-smoking effort with his Peugeot. Nor was it very nice following Rosberg because his Peugeot, like Baldi's, was chucking out a good deal of oil.

Fabi led the early laps comfortably, pulling out five seconds in seven laps, with Rosberg apparently holding up Brabham, Baldi and Schlesser. Dramatically Rosberg got into a tank-slapper exiting the downhill Ford curve for the eighth time and spun luridly into a gravel bed, leaving Brabham to fend off Baldi for second place.

Could Rosberg, the king of sideways motoring, have allowed the Peugeot to get away from him so easily? "Actually the engine went," he said matter-of-factly in the garage. "I'd have liked to park it tidily, but I didn't have the chance." It transpired that a valve rocker had broken, and presumably the loss of power distracted the legendary Finn at a critical moment.

Two laps later Fabi spun his Jaguar under braking for the Romer Kurve, another extraordinary happening, and Brabham found himself leading a World Championship race for the first time in his life. Fabi blamed himself for pushing the car too hard, for trying to pass a Porsche to increase his lead on his own team-mate, and he went down to fourth place 14 secs behind Brabham.



Franz Konrad unveiled his new Lamborghini-powered creation, although one slow practice lap was all it could muster.

Brabham had the race under control, maintaining a lead of one or two seconds over Schlesser and Baldi, reigning World Champion drivers both, with Fabi coming back to them in fourth place.

So far, so good. At 20 laps 6.6 seconds covered Brabham, Schlesser, Baldi and Fabi, but then Fabi spun his Jaguar again, this time exiting the Romer Kurve. He stopped broadside across the track, and a layer of ice formed as Tom Walkinshaw glowered from the pit wall.

In the circumstances it was a little difficult to explain that his XJR-14 was losing traction, perhaps due to a dud shock absorber, and as he admitted later, "I made several mistakes today, and the worst was to spin at the last corner where everyone could see."

Baldi was making desperate efforts to retake Schlesser, the man who effectively ended his career with Mercedes, and eventually found a way through in traffic on lap 25. His momentum carried him past David Brabham as well, the youngster caring to take no risks at all, and the forcefully driven Peugeot led the race by right.

Schlesser went to his pit on schedule and Mass hopped in, but clouds of oily smoke from the transmission signalled the end. Schumacher's C291 was already inside the garage, a butterfly link undone in the gear rods, and Team Sauber Mercedes prepared to regroup after a very difficult weekend. Tom Walkinshaw had such a

There was no joy for Mercedes on home soil, both C291s retiring.





The Brun-Judd was another Group C newcomer. Although it did rather more qualifying laps than the Konrad-Lamborghini, it wasn't ready to race.

weekend at Spa in 1989, in the early character-forming days of the XJR-11, but for the Swiss-German team it was a new, salutary experience.

Derek Warwick took his number 3 Jaguar from Brabham at the first stop, and the Australian then rested until Fabi had finished with number 4 at the second stop before taking it over. As a race plan it works perfectly, enabling Walkinshaw to have two genuinely strong number one drivers and a third who runs just as many laps in two cars; Brabham can't score any points, but the kudos of finishing first and second is enormous.

Even the need to fit a new electronic control box didn't take the Baldi/Alliot Peugeot out of the lead, but 23 laps in the limelight was enough for the oily V10 engine. The end came suddenly, in a pall of smoke, and Warwick was lucky enough to be two seconds back, with enough warning to cope with the suddenly oil-drenched track. His XJR was through to the lead with just a wiggle, followed by Fabi, and then the pace cars came out to allow the track to be cleaned.

Euro Racing's Spice went out with a terminal misfire in the Cosworth DFR, Berkeley Racing's with serious brake and clutch difficulties, and it became hard to take the German race seriously as a contest when, with 40 laps to run, the two Jaguars were five laps ahead of the pursuing Porsches and lone Mazda.

It was back to reality for the Mazda team, Maurizio Sandro Sala and David Kennedy running the older 787 model to fifth place behind the Kremer and Obermaier team Porsches.

The German round of the championship, at the Nürburgring, was one of the principal reasons for Sir John Egan backing the Group C racing programme . . . he regarded Porsche and Mercedes as Jaguar's natural rivals in the market place, "and where better to beat them than on home ground?" as he used to ask.

Yet, the Nürburgring has been a jinxed circuit for Jaguar, in 1986 and in 1988, a lucky one for Peter Sauber and Mercedes . . . and Schlesser, who reached his hat-trick of Nürburg successes last August.

The tables were very definitely turned in Jaguar's favour this time, and it became more than likely that the main titles would return to England before the season has ended. MLC

RESULTS

NÜRBURGRING 430km, AUGUST 18

Pos	*Driver*	*Car*	*Time*
1st	Warwick/Brabham	Jaguar XJR-14	2h 23m 41.028s
2nd	Fabi/Brabham	Jaguar XJR-14	2h 23m 45.937s
3rd	Reuter/Toivonen	Porsche 962	89 laps
4th	Opperman/Altenbach	Porsche 962	89 laps
5th	Sandro Sala/Kennedy	Mazda 767B	89 laps
6th	Migault/Robert	Cougar-Porsche C265	89 laps
7th	Pareja/Brun	Porsche 962	88 laps
8th	Stermitz/Rensing	Porsche 962	87 laps
9th	Konrad/Becker	Porsche 962	87 laps
NC	Salamin/Yver	Porsche 962	84 laps
Rtd	Baldi/Alliot	Peugeot 905	56 laps — engine
Rtd	Euser/Zwolsman	Spice SE90C	47 laps — engine
Rtd	Randaccio/Savoldi	Spice SE89C	43 laps — brakes
Rtd	Schlesser	Mercedes C291	28 laps — gearbox
Rtd	Schumacher	Mercedes C291	10 laps — throttle
Rtd	Copelli	Lancia-Ferrari	10 laps — engine
Rtd	Rosberg	Peugeot 905	8 laps — engine
Rtd	Brand	Cougar-Porsche C265	6 laps — engine

Fastest lap: Fabi, 1m 21.553s, 124.58 mph.

Drivers' World Championship: 1st Fabi 62; 2nd Warwick 50; 3rd = Mass, Schlesser, Reuter 37; 6th Toivonen 35 etc.

Teams' World Championship: 1st Silk Cut Jaguar 75; 2nd Sauber Mercedes 50; 3rd Mazdaspeed 38; 4th Porsche Kremer 37; 5th Peugeot Talbot 29; 6th Euroracing 28 etc.



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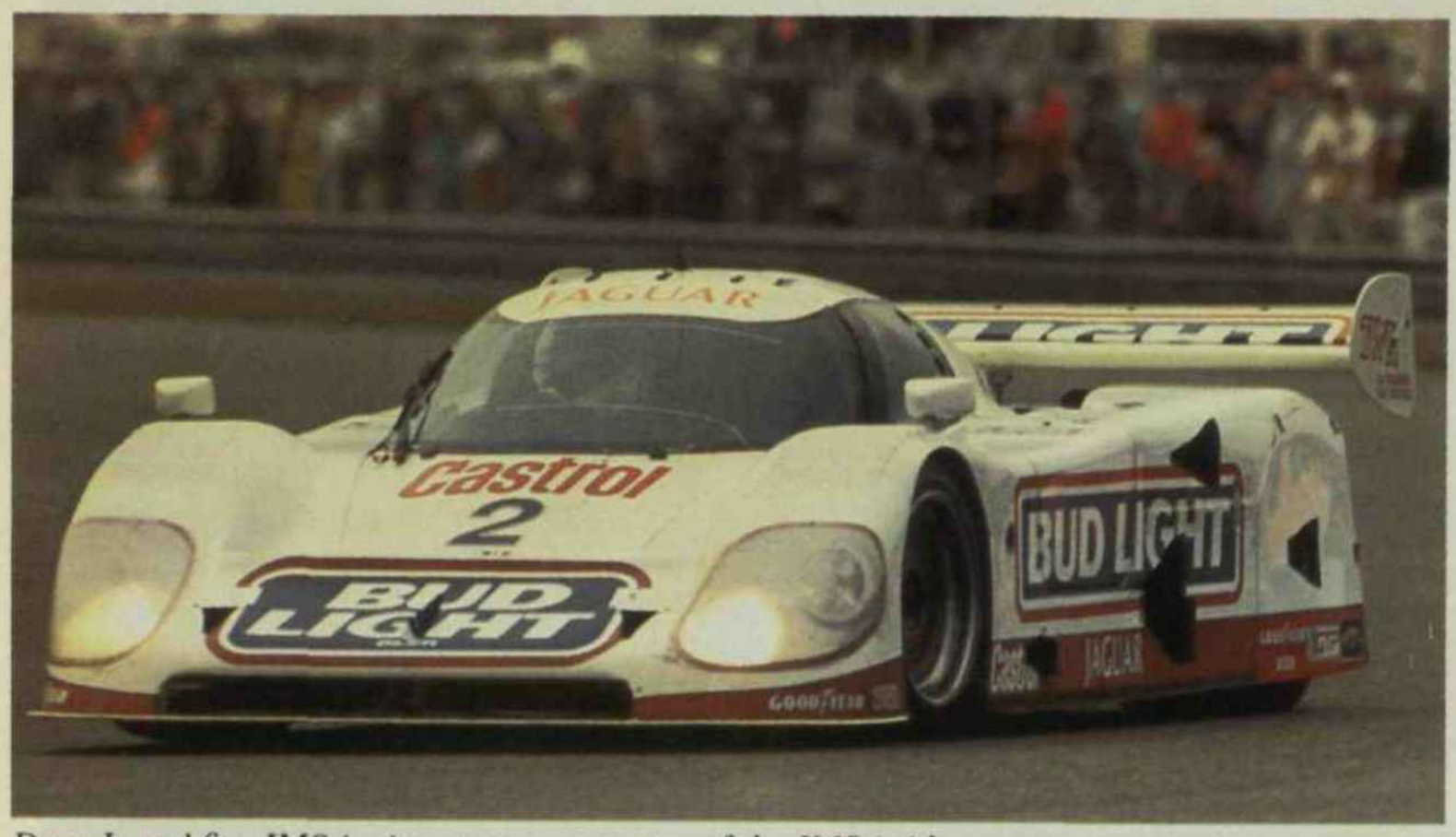
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Davy Jones' five IMSA wins are no guarantee of the IMSA title.

What's the point?

The Can-Am point scoring scale is usually held up as an example of how to reward successful competitors . . . 20 for the winner, 15 for second place, 12 for third, and so on down to one point for 10th.

Right now Davy Jones has plenty of time to ponder on the injustice of it all. He has won five IMSA Camel GT races this season in Bud Light Jaguars, yet he trails Nissan drivers Chip Robinson, with two victories, and Geoff Brabham with one!

Jones must now win for the sixth time at Del Mar, California on October 13 to stand any chance of taking the GTP title, with Robinson out of the top three and Brabham third or lower. With three victories, though, Nissan's NPTI team has already clinched the Manufacturers' Championship leaving Jaguar, with six wins, trailing in second place.

The Nissans have certainly not been the pace-setters this year but sheer reliability has kept Robinson and Brabham ahead in the points league for most of the season. If not winning, the Nissans have been second or third virtually all season, and the championship situation does raise the question of whether Can-Am points do justice to the season-long performances.

It's important to consider this, because the Sportscar World Championship adopted the Can-Am scale in 1988 and uses it today (although in 1990 FISA reverted to the Grand Prix 9-6-4-3-2-1 scale for one season only). One day, when the SWC series looks lop-sided, questions will be asked. We might well decide that the winner should be better rewarded with, say, 25 points, leaving the others unaltered.

Even that wouldn't have put Jones ahead in the IMSA series. Leaving aside bonus points for Daytona and Sebring, and ignoring bonus points for pole positions and fastest laps, Robinson would still lead the championship with 169 points followed by Jones with 168 and Brabham with 152. Jones would be ahead only if 26 points were awarded for a win, and then only marginally.

Finishing second at Daytona (to the Joest Porsche) in the Group C Nissan R90CK gave Robinson and Brabham a flying start to the season, especially with the five bonus points for the endurance element, and tipped the scales in their favour for the rest of the year.

It was controversial then to allow Group C cars to score championship points, and the IMSA organisation has now announced that while current Group C cars will be allowed to take part in the Rolex 24 Hours at Daytona on February 1-2, they'll not be scoring points.

This news will come as a great relief to Tony Dowe, Ian Reed and the rest of the Bud Light team, who will rely once again on the ubiquitous 12-cylinder XJR-12 and hope for better luck.

Geoff Brabham is an integral part of Nissan's sportscar programme.

The Brabham brothers were in the news in August, and we wait for the day when they may compete in the same race. Would it be as team-mates or rivals, though?

David, at 26 the youngest, made a newsworthy debut for the Silk Cut Jaguar team by finishing first and second at the Nürburgring, and a month before had been helping middle brother Gary, 30, with the Sturtz-BMW at the Brands Hatch Interserie race.

Judging by the lacklustre performance of the Sturtz, a midfield runner in a poor field, it stands little chance of doing well at Del Mar, the next scheduled outing. There, eldest brother Geoff (39) will have to go through the pain barrier to drive his Nissan, seven weeks after surviving a huge crash at Elkhart Lake.

A compression fracture of Geoff's spine will not have healed by mid-October, and his ribs may not be fully repaired either. But still, the Australian wants to win the IMSA title for the fourth time in a row, and nothing less than an outright win on the bumpy fairground track will be enough. Gary was invited to drive with Geoff in the Sebring 12 Hours back in March, and that was their one outright victory of the year.

The names of Gary and Geoff appear on the entry list for the Tooheys 1000 at Bathurst, Australia on October 6, driving an Allan Moffat Ford Sierra RS500. That seems a little unlikely in Geoff's case, especially with the notorious 'Mountain' to test his spine. David will certainly not be available, since he'll be on duty with the Silk Cut Jaguar team at Mexico City that weekend.

Although Geoff Brabham has driven the Nissan 'muletto' Indycar which gives the 3.5-litre V12 engine plenty of miles, it seems increasingly unlikely that the Japanese firm will contest the 1992 Sportscar World Championship. An announcement is due to be made at Autopolis on October 27, but the betting is that Nissan will again concentrate on IMSA and the All-Japan Sports-Prototype Championship.

The intention is to develop the NPTI designed R92C throughout next season in readiness for a World Championship programme in '93. Judging by the way the pace of development is speeding up in sports car racing, though, it seems more likely that Nissan would need another new car to be on the pace in 1993. No matter what programme is announced for next year, at least one Brabham will be in Nissan's plans!



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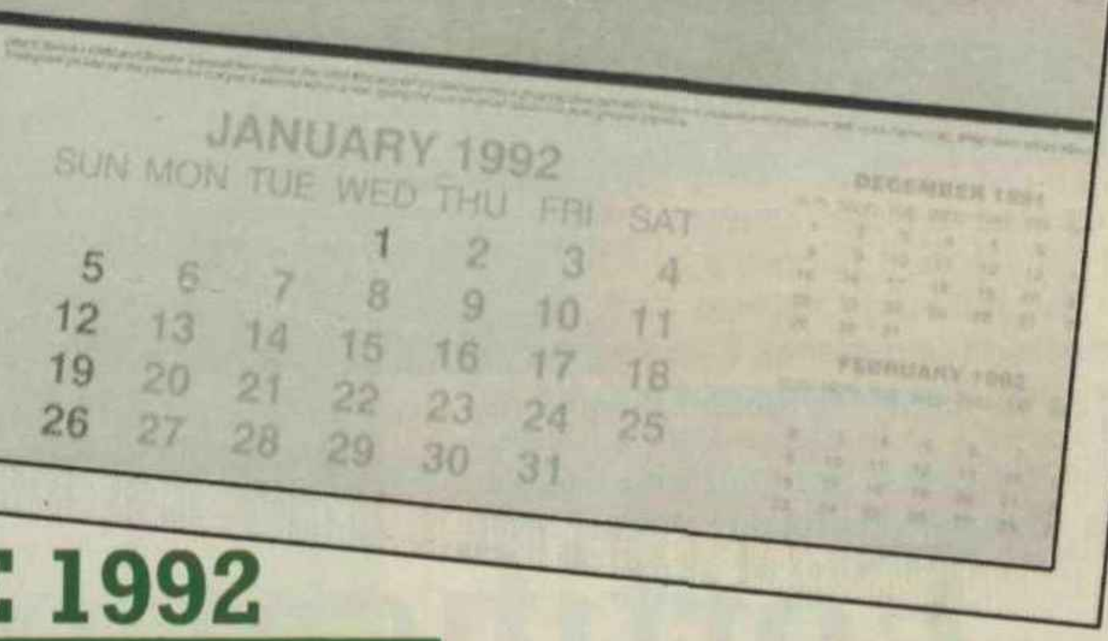
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An eye on the future: Alessandro Zanardi has excelled all season in Il Barone Rampante's lead Reynard.

Fortification

The European Formula 3000 Championship is designed as Formula One's ante-chamber. Of the 25 drivers who have graduated to F1 since F3000's inception, in 1985, all but three have spent time honing their racecraft in the 450 bhp single-seaters that dispute one of the most hotly contested categories anywhere in the world. With evenly matched chassis and engines, and Avon control tyres, the emphasis has always been firmly upon driver ability. Finding an "unfair advantage" has never been easy.

Until recently, that is.

Of late, the foul aroma of qualifying fuel has wafted into the pit lane. Its arrival in F3000 has been as contentious as it is unnecessary; suddenly, wall-to-wall secrecy is all the rage as teams coyly refuse to disclose the nature of their fuel tanks' contents. English batsmen would do well to learn such defensive skills . . .

Not unnaturally, those without trick fuel brews are keen to get their hands on them in order to eradicate their rivals' new-found turn of speed. This is going to escalate costs on two fronts: firstly, the fuel costs around £5 per litre (roughly 20 quid per gallon); secondly, the extra strain on mechanical components is going to shorten the interval between engine rebuilds. The pressure is now on engine builders to adapt their products to accept the more potent fuels; at Spa, there was the strange sight of Forti Corse's Cosworth tuner – Heini Mader – being chaired down the pit lane after Emanuele Naspetti had clinched his fourth straight victory. Has such adulation ever before been reserved for one of the sport's unsung workers?

Although F3000 looks healthy enough on the surface, with in excess of 30 cars fighting for 26 starting places on a Sunday afternoon, it is hard enough raising a seasonal budget of £750,000 per car without creating avoidable extra expense.

Jean-Marc Gounon won for Ralt in Pau.



Quite how anybody pools sufficient sponsorship in the first place remains a puzzle. Put simply, nobody outside motor racing's rather insular society has a clue what F3000 is. Its name means absolutely nothing at all (it sounds more like a furniture polish than the final rung on the Grand Prix ladder), it receives little media exposure outside the specialist press and nobody within FISA has shown any interest in promoting it. Only at Pau's annual street race, with its carnival atmosphere, do you see a sizeable crowd, although Le Mans – which is well publicised within the Sarthe region – doesn't do too badly when it comes to drawing in punters.

At the opposite end of the scale, Mugello's crowd would have disgraced a Sunday morning public park football match, and such was the apathy at Brands Hatch that the Kentish circuit is unlikely to apply to host a round of the championship in 1992. That would leave Britain without a single race, Donington and Silverstone having washed their hands of the formula and Birmingham having vanished into thin air after three years of less than profitable operation.

There are two simple remedies to the aforementioned crises. The regulations for 1992 must specify that pump fuel is compulsory, and the category should be re-christened Formula Two, so that its place in the overall scheme of things is obvious. Back in 1985, the F2 label was ditched. At the

time, it was an understandable decision. The formula had been through several lean years, and everyone was keen that its replacement was clearly identifiable as a new product. The passage of time has proved that this was a mistake.

On the track, F3000 debutants Christian Fittipaldi and Alessandro Zanardi started the year at a cracking pace, winning three of the first four races between them and giving the title favourites a thorough mauling. The combination of Reynard 91D chassis and Mugen engines seemed to have the edge, as Lola struggled to make its T91/50 work properly on Avon's new radial construction control tyres. At a stroke, Lola's woes eliminated such strong contenders as Allan McNish, Marco Apicella and Damon Hill from the overall reckoning.

Following Zanardi's win at Mugello, however, Emanuele Naspetti came on song with his Forti Reynard. Forti abandoned the Lolas with which it started the season after both drivers failed to qualify at Jerez. Naspetti immediately proved quick during practice at Mugello, but he somersaulted his car into a concrete retaining wall and failed to take the start, having suffered second degree water burns from a punctured radiator. Upon his return at Enna, he won from pole position and at the time of writing he hasn't been beaten since, giving him a half-share of the championship lead with the consistent Zanardi.

Zanardi's team, Il Barone Rampante, has been one of the sensations of the season. The best barometer of the mauve and yellow Reynards' effectiveness is not Zanardi's speed, which was obvious in his F3 days, but that of his inexperienced team-mate Giuseppe Bugatti, who has been on the pace all season, though his erratic race form has stunted his points total. The team's name is taken from a novel by Italo Calvone, which happens to be the favourite bedtime read of IBR's founder Giuseppe Cipriani. The smartly presented Italian outfit has approached the task in hand in some style, undertaking a full winter test programme prior to winning its debut race at Vallelunga.



Damon Hill and Giuseppe Bugatti fly into the gravel at Mugello. This was typical of the Englishman's luck this year, Damon having retired on lap one no fewer than three times.

Zanardi's consistency and Naspetti's rich vein of form have rather overshadowed Christian Fittipaldi, who held the series lead from Pau until Spa. The Brazilian, nephew of twice World Champion Emerson and son of former Brabham GP driver Wilson, is still only 20 and endowed with common sense beyond his years. He is quite happy to settle for a healthy points finish, whereas Zanardi is forever attacking, trying to pare an extra hundredth of a second from his lap times. The Italian's cavalier approach has netted him a couple of sensational pole positions (on his first acquaintance with Pau, he was fastest by three-quarters of a second), but has also cost the team a few bob in spare parts. Having comfortably annexed pole at Brands Hatch, he crashed heavily while trying to go faster still.



Christian Fittipaldi (above) led the title race for a long time. Emanuele Naspetti (below) staggered the F3000 establishment with four straight wins in Forti's Reynard.



Naspetti, Zanardi and Fittipaldi apart, the only other winner has been Jean-Marc Gounon. The 1989 French F3 champion took his 3001 Ralt to a praiseworthy victory in Pau, after team-mate Andrea Montermini's similar machine suffered a gearbox failure. That result proved the effectiveness of the returning Ralt marque's RT23 chassis, with which Gounon also took victory on the road at Enna. A jump-start penalty handed the win to Naspetti, however. As for Montermini, he romped away from the field at Hockenheim – only for a CV joint failure to blunt what would have been a richly deserved first success.

While Cosworth and Mugen have shared the spoils of victory (the British engine having won five of the opening eight rounds to its Japanese rival's three), Reynard has hogged the chassis limelight (Pau excepted) to the extent that reigning champion constructor Lola has a solitary pole position and several second places to its credit. And that pole was achieved with the liquid assistance of Elf's fuel technicians.

The Huntingdon manufacturer has made progress throughout the season, but one of the more disappointing sights has been that of Allan McNish – a double F3000 winner in 1990 – struggling even to clamber into the top six. After Erik Comas' championship success with the Marlboro DAMS team last season, McNish was expected to follow in

the Frenchman's footsteps. It simply hasn't worked out, however, and a combination of accidents and mechanical maladies actually prevented him from qualifying for two of the first three races. The young Scot is one of several F3000 racers with an F1 test contract in his pocket – Damon Hill (Williams) and Andrea Montermini (Ferrari and Dallara) are the others – but the chance to help McLaren develop its semi-automatic F1 transmission is no substitute for solid results. Conversely, his team-mate Laurent Aiello has emerged with his reputation intact. A first season of F3000 does not carry quite the same pressure as a second, and the personable Frenchman's exceptional car control has created a good impression. Irrespective of the contents of his fuel tank at Spa, his pole lap was a screamer. He made excellent use of the equipment at his disposal, for which he cannot be faulted.

Others to have shone thus far include Karl Wendlinger and Vincenzo Sospiri. The Austrian has undertaken a limited programme of races with Helmut Marko's Reynard, preferring to concentrate on a Group C programme with Mercedes. He has looked thoroughly competent in each of his single-seater outings, however, in sharp contrast to his 1990 form in the category.

Sospiri, partnering Damon Hill in the Barclay EJR Lola team, has improved by the race, culminating in an excellent second place at Hockenheim. Like McNish, Hill is suffering from the "abysmal luck when I'm supposed to be winning races" syndrome. Having led five events in 1990, albeit without winning any of them, Hill was firmly expected to vie with McNish and the others for the championship crown. Instead, his frequent qualifying pace has been spoilt by no fewer than three first-lap retirements, although he did manage to lead for a few laps at Brands Hatch after making one of the starts of the season.

Perhaps prospective Lola customers should have heeded the fact that Marco Apicella had signed up to drive a T91/50 for Paul Stewart Racing. Now in his fifth season in the formula (and he's still only 25!), the Italian's luck shows no sign of changing. He's led several races in the past, but has still to register his first win despite his perennial pace. Second places – such as those recorded at Mugello and Enna – are easy meat. Theoretically, an F1 chance is long overdue, but at the present rate of progress a sixth season of F3000 beckons. Brands Hatch marked his 50th race in the formula . . .

Despite the discord created by the ongoing fuel rumpus, Formula 3000 remains an exceptional breeding ground, albeit one which is playing to near-empty houses. Next year, there is talk of having four rounds of the series as curtain-raisers to European Grands Prix (this year there have been two), although the F1 audience are unlikely to understand what it is they are watching unless the formula is rechristened. In Belgium, the reception committee in the media office was ignorant of the existence of the F3000 support race. Only five people had applied for press accreditation . . . SA



It hasn't been Allan McNish's year. The young Scot, twice a winner in 1990, has struggled to make his DAMS Lola competitive, even failing to qualify on two occasions.

1991 EUROPEAN F3000 CHAMPIONSHIP

— after eight of 10 rounds

1	Emanuele Naspetti	Forti Reynard 91D Cosworth	36pts
	Alessandro Zanardi	IBR Reynard 91D Mugen	36pts
3	Christian Fittipaldi	Pacific Reynard 91D Mugen	32pts
4	Marco Apicella	PSR Lola T91/50 Mugen	18pts
5	Jean-Marc Gounon	3001 Ralt RT23 Cosworth	13pts
	Antonio Tamburini	Pacific Reynard 91D Mugen	13pts
7	Vincenzo Sospiri	EJR Lola T91/50 Cosworth	9pts
8	Eric Hélary	First/Cobra Reynard 91D Cosworth	7pts
9	Karl Wendlinger	Marko Reynard 91D Cosworth	6pts
	Giuseppe Bugatti	IBR Reynard 91D Mugen	6pts
11	Heinz-Harald Frentzen	Vortex Lola T91/50 Mugen	5pts
12	Laurent Aiello	DAMS Lola T91/50 Mugen	4pts
	Damon Hill	EJR Lola T91/50 Cosworth	4pts
	Andrea Montermini	3001 Ralt RT23 Cosworth	4pts
15	Fabrizio Giovanardi	Forti Reynard 91D Cosworth	3pts
16	Allan McNish	DAMS Lola T91/50 Mugen	2pts
	Alain Menu	Cobra Reynard 91D Cosworth	2pts

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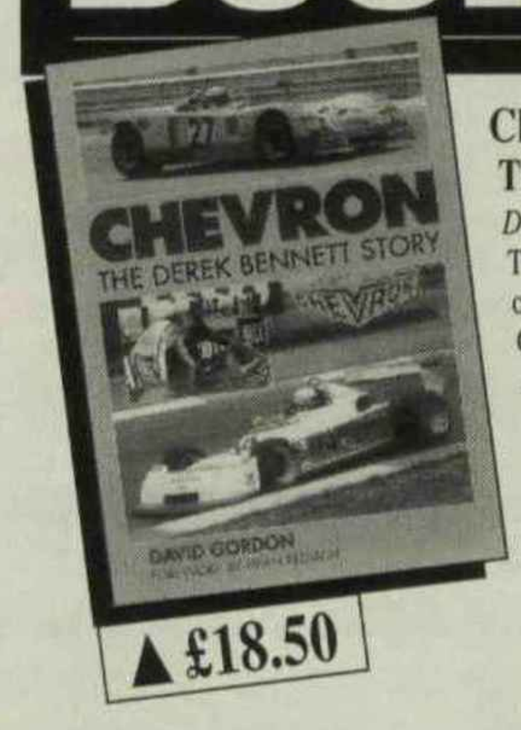
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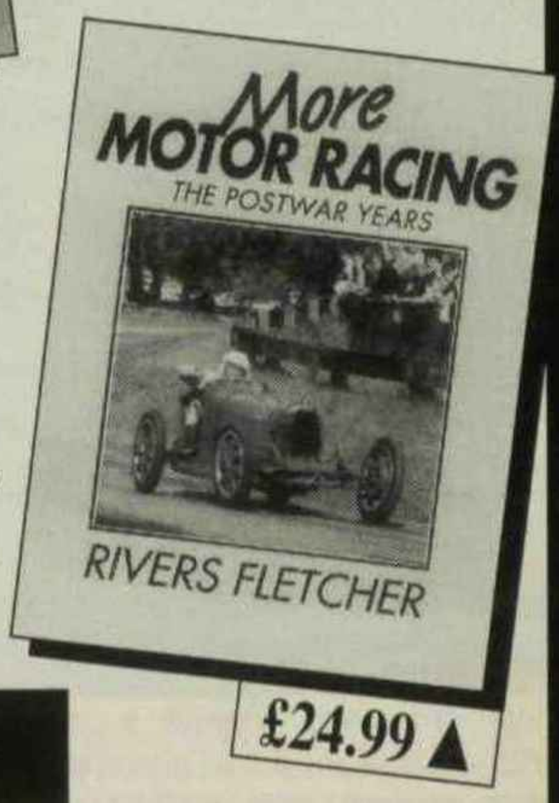
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Vim and vigour

Since 1957 the Lotus 7 and its 1973 licensed successor, Caterham Super 7, have attracted hardened Britons and an increasing export market to purchases that many see as the equivalent of buying a Morgan.This is not quite the truth: traditional the Seven may be, but it has been developed to the last detail within its traditional format, and we can think of many mass manufacturers who have not been so successful as Caterham cars in sympathetically developing an existing concept.

Last year, some 800 Caterham Super Sevens were made by the 52 staff employed at their Crayford, Kent, factory. The site opened in 1987, which was also the first year that the company offered a five-speed gearbox.

This year the British recession will bite back overall numbers, but the future has never looked so secure with important new engine options from Vauxhall and Rover entering production alongside the faithful Ford crossflows that will eventually disappear.

The chassis construction formula of tubular steel space frame and stark alloy panels looks much the same as ever. A Computer-Aided Design (CAD) session, courtesy of London University, analysed many weak points in the eighties; extra triangulations are visible, along with a far higher standard of construction than Lotus could ever have aspired to in 1957-73.

The Seven is now better made and developed than it has ever been, but its price does show signs of running wild. Our demonstrator would have cost more than £20,000 to duplicate, and that takes this flyweight into cost conflict with the aero-bodied generation of sporting cars.

Despite some verbal opposition from the PR consultants, we managed to test an example of the fastest (over 120 mph, 0-60 mph in less than 5.5 seconds) Seven derivative that is now entering production. When the 2-litre Vauxhall 16v is implanted the Super Seven bears the suffix "HPC." This may mean High Performance Caterham to the originators, but also stands for High Performance Course — as administered by the severe John Lyon to all buyers of the 1986 Cosworth BDR-powered Seven HPC.

The UK Range

Caterham company owner and MD Graham Nearn has never lost sight of the fact that the Seven started life as a cheap sports car for home construction. The machine is still not available to British residents in any other form than carefully separated components.

You can buy a starter kit at £3948 with a live axle, or spend £4747 for a de Dion example, but major items (such as an engine) will be required at additional expense. More realistic is the £12,057.32 demanded for a complete Ford 1600 GT crossflow-propelled kit, which can become £14,468.28 if you opt for the most expensive component Caterham Ford in 1700 Super Sprint trim.

The new Seven with Rover K-series motivation comes at £13,883 and is further discussed in our driving impressions, whilst the Vauxhall 16v series (all with engines uprated to 175 bhp rather than the standard 150 bhp) are priced from £17,860.75. This cost includes VAT and Car Tax, but options like the leather trim of the demonstrator put you on the path to a £20,000 Seven, even supplying your own assembly labour.

Technical Analysis

As for the apparently simple tube chassis, it is easy to assume the constructional details of the Seven remain largely as they have always been. The principles —light weight, low centre of gravity, high power to weight ratio — remain at the heart of any Seven's startling performance-to-bhp abilities, but the details have altered radically

during the late '80s and early '90s. The product is now undoubtedly much improved, far beyond the mass-produced wares offered under "new, improved" slogans.

The chassis of the test HPC model is a prime example. It utilises the traditional double wishbone front end, but its non-parallel arms offer a 40mm reduction in roll centre and radically reduced camber changes. It is easily adjustable in respect of camber and castor, now featuring a forged upright that replaces the old Triumph Herald hardware that has become dangerously dated to meet modern chassis loads.

Front roll bar stiffness was boosted by nearly four times over its predecessors and the bar has a girth of 18mm. Spring rates, front and rear, are stiffish (bearing in mind vehicle weight) at 170 lb in. Jarring impacts are absorbed by exceptional suspension travel lengths (a philosophical and practical legacy from Colin Chapman) and Bilstein low gas pressure damping, the latter incorporated after four years development.

The rear remains on the de Dion principles that have been offered since 1985, but for this variant relocation of the de Dion A-frame, to a position within the chassis, has again altered the handling and responses. In association with Bilsteins and a slightly lighter roll bar, a feeling of supple grip contrasts with the Seven's image of a stark and harsh character. The front bar is actually a 5/8ths UK item, but is referred to as a 16mm for convenience. Because of the adjustments possible in radius arm location (up to a full race setting) and roll bar action, it is relevant to note that the press car was set up deliberately to oversteer.

A Caterham employee told me this was to meet the needs of the press who entertain their readers with opposite-lock cornering shots of the 'look at me, Mum, what a hero' variety. Our Caterham source added, "you will find it is a bit too easy to tail-slide the car away from roundabouts and it would be hopeless on a race track, just for the sheer lack of grip." All that he said was true. I felt ashamed of my job and ignored the inefficient characteristic, which had not been present on an earlier HPC that I drove with a development engineer for the SMM&T test day last June.



Other technical features that merit comment are the five-speed Ford gearbox and Ford rear axle (their whines on part throttle over-run are pronounced and judged "typical"), a quartet of disc brakes (first seen in 1988) and the motor conversion. This sees complete Vauxhall 16v "square" (86 x 86mm) units delivered, minus electronic injection and exhaust manifolding.

Caterham now have expanded into the engine building business for the Ford units and they have also developed a range of carburation, lubrication and exhausts to suit their needs on Vauxhall units. For racing use they supply their famous side exhaust, a simple dry-sump system that cuts out some of the nightmare plumbing of yore, and 48mm side draught carburettors.

Our test car stuck with wet sump lubrication, but the sump is a cast aluminium unit that is heavily finned to avoid the need for a separate oil cooler, temperatures proving well within Mobil recommendations. Carburation for "our" Caterham was confined to Weber 45mm sidedraught units and the exhaust top manifolding was notably smaller than that used in racing (but a lot larger than an Astra 16v GTE unit). Yet the result was an entirely credible 175 bhp claim, supported by a near-standard 155lb ft of torque.

The official rpm limit is 7600, but we used little over 7000 to establish our figures, thanks to a lack of instruction or tachometer encouragement to go much beyond this point.



At The Wheel

This simple two-seater has always majored upon acceleration and handling abilities which leave mere mortal motors gasping. The advent of a 175 bhp Vauxhall engine has emphasised its seductive slingshot ability to memorable degree.

The GM engine has a lot more torque than did Cosworth BDA variants of the HPC (still supplied to the Japanese, at their insistence), and the result is the kind of crushing acceleration advantage that the Seven has always traditionally inflicted on more mundane motor cars.

A modest 3500 rpm was enough to leave

some of the oversize Goodyears behind on the surface of our Bedfordshire test track. Less than two seconds later, "Blue Seven" had leapt to 30 mph, the kind of breathless launch that only a powerful Audi quattro 4-WD machine, or the more accelerative Porsche 911s deliver. When you consider how much such machinery costs, and that the Seven still sticks to a simple (bar the de Dion) rear drive, such a figure is doubly remarkable.

Barely three seconds are required to punch up 40 mph, and the much quoted 0-60 mph standard was achieved in an average of 5.42 seconds, again right in current Porsche 911 territory. Yet that was not enough for Caterham Cars. "Oh," said an engineer in miffed tones, "*AutoFastSpeedCarGTIWorld & Motor* managed 0-60mph in 4.9 seconds."

Quite honestly we were lucky to get two runs to average that 0-60 tally in, for the synchromesh had obviously taken a very considerable beating in achieving such sensational statistics. Not so sensational are the figures beyond 90 mph, and you feel the 0.6+ aerodynamic Cd as a forceful air wall beyond the elapsed quarter mile at 89 mph. The 0-100 mph figure lags behind an aerodynamic modern saloon like the BMW 325i tested last month.

Overall fuel consumption was disappointing at less than 20 unleaded mpg, but the BDR Seven (rated at 175 bhp) was independently tested at 17 to 18 mpg.

The demonstrator cockpit was an uneasy



alliance of useless tradition (the shinbiting under-fascia hand brake), beige leather that was bound to suffer during the aerobics required to enter and leave a doorless two-seater, and an assortment of switches to baffle all but the *afficionado*. For example, the winkers work from a fragile toggle, and there is one illustration of a flying Walrus that translates as the windscreen washer prompt. Equally baffling are toggle switches for headlamp dip and headlamp flash that are separate, but identical. Perhaps some race-style labelling would not go amiss?

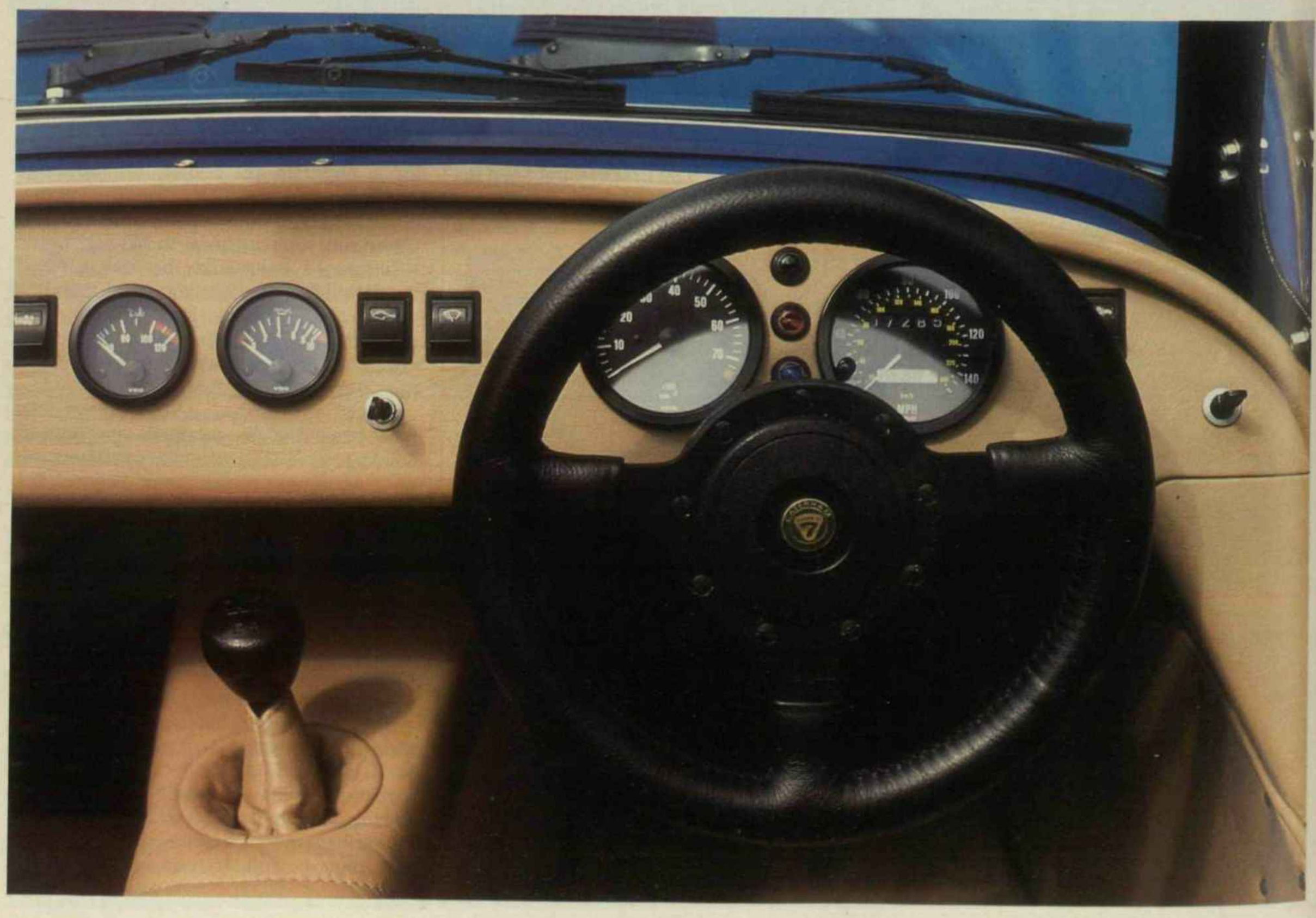
Caterham have suffered the inputs of too many journalists and customers to form a coherent policy on the black and white VDO dials. I did not like them much, even though Caterham bought the most expensive set, many of which are also seen (and criticised) on the Lotus Esprit. Personally the VDO information reminded me of what we could have, and that which I think is correct for this car: old Smiths-style black and white with proper graduations. The nearest in concept I have seen are from Raceparts, but they could be allied with a larger Stack rev-counter on the HPC model as well. It is genuinely hard to change gear fast enough to keep up with the startling acceleration and rpm peaks.

A little more time and one begins to appreciate the practicalities of Seven accommodation once again. That winker toggle switch is less than an extended finger's length from the diminutive steering wheel. The heater may be uncomfortably on all the time, but it always ensures the enveloping welcome of the cockpit is accompanied by real warmth. The problem was overcome on a K-series example we briefly experienced.

We have described the suspension modification made in some detail. Here we can say that all that detail work has been thoroughly worthwhile. The Seven HPC rides better than 80 per cent of sports hatchbacks, yet has grip and agility to make even the best of that bunch feel like the mass-production conversions they really are.

Sensibly rapid steering (under 3 turns from lock to lock) is communicative without excess wriggling. The ability to change direction suddenly remains without equal amongst production cars in my experience.

That "swerve-ability" has always been part of Seven appeal, a simple product of low weight and overall height. Now the Seven has true grip, the de Dion hanging on where the live axle used to skip and kill any ride



quality pretensions at birth. Those plump Goodyears deserve equal credit for a gain in cornering forces, now reported to hit 1.05g in harsh cornering and 1.15g in emergency brake testing.

There is no purer form of driving pleasure than that offered by this HPC Seven in dry conditions. We did not have any seriously slippy surfaces to contend with last August, but I am told the Seven now has a measure of wet weather adhesion that is only confounded by its tremendous power to weight ratio (307 bhp per ton!).

Another by-product of low weight is excellent braking from one of the few performance car systems (like that of the steering gear) that lacks power assistance. The precision and capacity of both systems was almost as memorable as the searing acceleration rates.

Dynamic snags? Nothing to remotely impinge on overall driving enjoyment, but I could have done without the crack of the open air-filtered carburation and the hiccups when the 45DCOE Webers were asked to cope with anything other than the most modest acceleration in the 1500 to 2250 rpm range. We re-learned driving around that problem (shades of '60s tuned cars), but it does seem a bit contrary to take off an effective Bosch-managed electronic injection system and not quite get the carburation right for the lower speed running that all of us have to do these days.

Underlining this flexibility point was a brief ride with Caterham development engineer Reg Price in the newly announced K-series Seven. This does have multipoint electronic fuel injection and drives with an ease and charm that has seriously worried some Caterham insiders; they feel the customers will stay away on the basis that it is "not rorty enough."

In fact the Seven K-series still has 200 bhp per ton from the 103 bhp Rover 1397cc, so one could expect 0-60 mph to remain in the six second region (as per Cosworth Sierra RS). Caterham are claiming a 112 mph maximum and 40.9 mpg at 75 mph and are outwardly confident that this green machine (a catalytic convertor is a £490 option upon a CKD kit price of £13,883) will replace the Ford crossflow generation. That will occur first in racing — there is a series for Seven-K in 1992 — and then as the affordable road machine. The car tested here with Vauxhall power will remain the higher performance option for the forseable future.



Verdict

If the Good Lord has a "grin machine" for recreational purposes, it must be a Caterham 7 HPC. The vehicle has been excellently developed in its present guise, and a short ride in the Rover K-series-powered alternative proves that it can be a quietly docile and economical tourer, if required.

The writer would like to see the same recipe enclosed in a more aerodynamic outline (shades of Lotus 11?), so that we could enjoy even higher levels of performance with less fuss. Surely that is what Colin Chapman originally progressed toward? It would give Caterham owners a further level to aspire toward, and justify Caterham pricing beyond £20,000.

Meanwhile, the Vauxhall engine has provided the most potent of arguments for fresh air speed and rear drive handling. JW

MOTOR SPORT TEST RESULTS – CATERHAM SUPER 7 HPC

SPECIFICATION

ENGINE: Water-cooled, light alloy head, iron block; inline four cylinders; DOHC, 4 valves per cyl. Capacity: 1998cc (86 × 86mm). Baffled alloy wet sump, belt driven overhead camshafts, electronic ignition. 10.5:1 cr. Max power: 175 bhp @ 6000 rpm. Peak torque: 155 lb ft @ 4800 rpm.

TRANSMISSION: Front-mounted longitudinal engine, Ford Sierra rear drive differential, via forward Sierra 5-speed manual; hydraulically operated single plate (8 inch/203mm) diaphragm spring clutch plate. Optional limited slip differential (£117.50).

GEAR RATIOS:

First	3.36	
Second	1.81	
Third	1.26	
Fourth	1.00	
Fifth	0.882	20.2 mph per 1000 rpm
Final drive	3.92	

BODY: Tubular steel space frame, aluminium honeycomb cockpit stiffening also offers extra side intrusion protection; aluminium panels but glassfibre nose cone and wings; strictly 2-seater. Petrol tank of 45.4 litres/10 gallons. Aerodynamic drag factor "in excess" of 0.64 Cd.

DIMENSIONS: Wheelbase, 88.5 in/2250mm; front track, 50 in/1270mm; rear track, 52.5 in/1335mm; width, 62 in/1574mm; length 133 in/3380mm; height (hood down), 39 in/990mm; hood up 44 in/1120mm. Kerb weight: 1276lb/580 kg (press demonstrator), circa 550kg more typical; 520kg, K-series.

FRONT SUSPENSION: Double wishbones, 18mm roll bar; gas-pressurised Bilstein telescopic shock absorbers, coaxial 170lb in coil springs. Steering: Unassisted rack and pinion, 2.75 turns lock-to-lock.

REAR SUSPENSION: De Dion axle, diagonal links and radius arms, coil-sprung (170lb in) with gas-pressurised Bilstein telescopic dampers. Multiple adjustment mounts for radius arms and 16mm anti roll bar; test car deliberately biased to low speed oversteer.

BRAKES, WHEELS, TYRES: Non-assisted, solid discs of 9 in/229 mm. Light alloy 7 × 16 inch front & rear wheels; 205/45 ZR-16 Eagle GSD tyres.

PRICE: From £17,860.75 UK taxes paid in CKD form; £18,867.42 in British component build trim. As test, "just over £20,000."

MANUFACTURER/IMPORTER: Orders to: Caterham Cars Ltd., Seven House, Town End, Caterham Hill, Surrey CR3 5UG.

CLAIMED PERFORMANCE: Max speed, 125 mph; 0-62 mph, under 5 seconds.

TEST RESULTS

Test conducted at Millbrook Proving Ground using 1991 Correvit electronic measuring gear.
Weather conditions: Sunny, dry tarmac.

ACCELERATION:

0-30 mph	1.85 seconds
0-40 mph	3.06 seconds
0-50 mph	4.15 seconds
0-60 mph	5.42 seconds
0-70 mph	8.16 seconds
0-80 mph	10.34 seconds
0-90 mph	13.51 seconds
0-100 mph	21.05 seconds

FLEXIBILITY:

Third gear 50-70 mph	3.94 seconds
Fourth gear 50-70 mph	5.44 seconds
Fifth gear 50-70 mph	9.35 seconds

Standing 0. 25 mile/400 metres:
14.62 seconds @ 89 mph.

Maximum speed: Millbrook 2.029 mile bowl, best 0.25*: 123.46 mph.

Maximum gear speeds: At 7000 rpm:

First	31.8 mph
Second	63.8 mph
Third	93.1 mph

Overall Fuel Consumption: Test Average: 19.36 mpg.
Government mpg figures:
Not released.



Volkswagen Golf

Following the sale of 12.7 million Volkswagen Golfs since 1974, the third generation of Europe's best seller has a large audience to please, though the British market will not receive the car until the spring of 1992. Even then some high performance (notably a 143 bhp 16v GTI) and body alternatives will not be sold until 1993, including (at last) a new shape for the convertible.

In general Volkswagen has attempted the impossible by simply providing more of everything, concentrating efforts upon safety and recycling issues without a sharp eye on escalating weight.

Take the new 2-litre expression of the GTI theme, a badge that has sold Volkswagen one million high performers and founded a small industry. As on all new Golfs, higher kerb weights have been balanced by improved aerodynamics and enlarged engines.

This works for the German market, where one can simply say that top speed has increased as proof of a performance benefit in the newcomer. For the Golf GTI, VW can point to a 123 mph maximum in place of less than 120 mph. In speed-limited countries such as ours, we place a premium on acceleration and driving pleasure.

Where the old 1.8 litre, eight-valve Golf would regularly clip off 0-60 mph in 8.5 seconds, the newcomer is only claimed to manage 10.1 sec for the equivalent 0-62 mph. A stranger can see why: kerb weights. The previous GTI scaled 920 kg, the replacement is accorded 1035 kg. That is a 235 lb increase, and you will not find passengers outside a rugby forward who weigh that much.

The 2-litre GTI engine may develop 115 bhp where the old unit had 107 bhp (in catalytic converter trim), but it does so with plenty of noise over 5000 rpm. This could spoil the pleasure of an outstanding front-wheel-drive chassis and impinges upon the obvious high quality standards achieved.

The most effective of the new Golfers are the top (circa £19,000) and bottom (circa £7500) of the range. The cheapest Golf offered for assessment was the 60 bhp CL of 1.4 litres. It lacked the power steering that characterises the range now - but the 1.4 proved peppy enough in the engine bay and competent enough in the corners to provide an authentic taste of the solid motoring worth that Golf customers expect.

Much of the renewed cornering confidence is owed to a 49mm front and 38mm rear track expansion. The company has equipped most models with alloy wheels that fill the wheel arches. In the 1.4, acceleration is limited to the point where overtaking a truck needs a lot of space on two-way going.

The range-leading VR6 utilises the slim 15-degree vee angle of the 2792cc V6 that is also a feature of German Passats and a forthcoming 190 bhp Corrado. The long stroke (81 x 90.3mm) six is rated at 174 bhp in the new Golf application and serves up exceptional performance: the 140 mph hatchback has arrived, and it is capable of stretching from rest to 62 mph in 7.6 seconds.

Installed in an 2541 lb/1155 kg package (3.0-litre Capris weighed less), the VR6 Golf comes complete with power steering, anti-lock braking and electronic sensor control of the differential. This is required as this 2.8-litre develops up to 173 lb ft of torque at 4200 rpm, likes to sing happily up to 6500 rpm and retains 147 lb ft of torque, or more, between 2000 and 6000 rpm.

The range-leading Golf handles 2.8 litres well and even kept most of its composure when pressed briskly at wet junctions. Its potential as an *autobahn* stormer is an obvious part of its home market appeal, but somewhat surprisingly the rounded front end of the new body - rated between 0.30 and 0.33Cd - has done nothing for the amount of wind noise generated.

Volkswagen is bullish about the fuel consumption of its new models and claims mpg gains despite the "more of everything" policy. At 34.5 mpg for the newcomer this will not be a major concern, but the VR6 at a claimed 22.96 urban mpg may raise a few eyebrows in this class: the computer on the test VR6 recorded a reasonable 23.9 to 25 mpg for a trip average of 50 mph.

The new Golfs are fine cars which are likely to be widely imitated. I put the charges of excess weight to R&D board member Professor Ulrich Seiffert and he pointed out a number of rivals that lacked the Golf's enhanced crash performances, "but they weigh the same, or more,particularly the Japanese," he twinkled. Later it was pointed out that the Beetle was not much lighter than the new Golf,and nobody complained about that!

JW



WIN A DAY OUT AT SILVERSTONE









On Tuesday November 5, Silverstone Circuits — in association with the John Watson Performance Driving Centre — is organising the inaugural Pro-Celebrity Challenge. In company with the UK's other leading motoring titles, MOTOR SPORT will be there to participate. And so will one of you.

Each magazine's team will comprise one member of staff, one reader, one celebrity (or a racing driver will do) and one other ragamuffin (origin unimportant). The competition itself will involve a series of challenges in all manner of different vehicles, including all-terrain 'bikes, karts and skid control cars.

On the day, Silverstone is offering prizes to the readers who fare best. (There will also be awards presented to the most destructive participants.) Competence beyond the call of duty will be rewarded with a full day's introduction to circuit racing or rallying, according to your preference, worth around £170, and there are other awards for the runners-up.

To nominate a reader, there were a couple of options. We could either sit in our local newsagent and nab the first person we saw buying a copy, or — in the interests of geographical parity — we could set a simple quiz. Rather than limit our options to passers-by in London EC2, we'd like you to answer four simple questions correctly, fill in the accompanying slip and your name will be entered into our random draw.

The closing date for entries is Tuesday, October 22. The winner will be notified by telephone. Please note that entrants must hold a full driving licence. (Those holding a competition licence may be nominated to play with the driving school's single-seaters.) A sense of adventure will be useful, a sense of humour essential.

1) Which current Grand Prix driver was John Watson's McLaren team-mate at the time of his 1981 British Grand Prix victory at Silverstone?

Answer .....

2) For which works rally team will Miki Biasion drive in 1992?

Answer .....

3) With whom did Graham Hill share his Le Mans 24 Hours victory in 1972?

Answer .....

4) Who drove stints in the Jaguars which finished first and second in this year's Nürburgring 430 kms?

Answer .....

Name .....

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Do you hold a competition licence? .....

If so, what grade? .....

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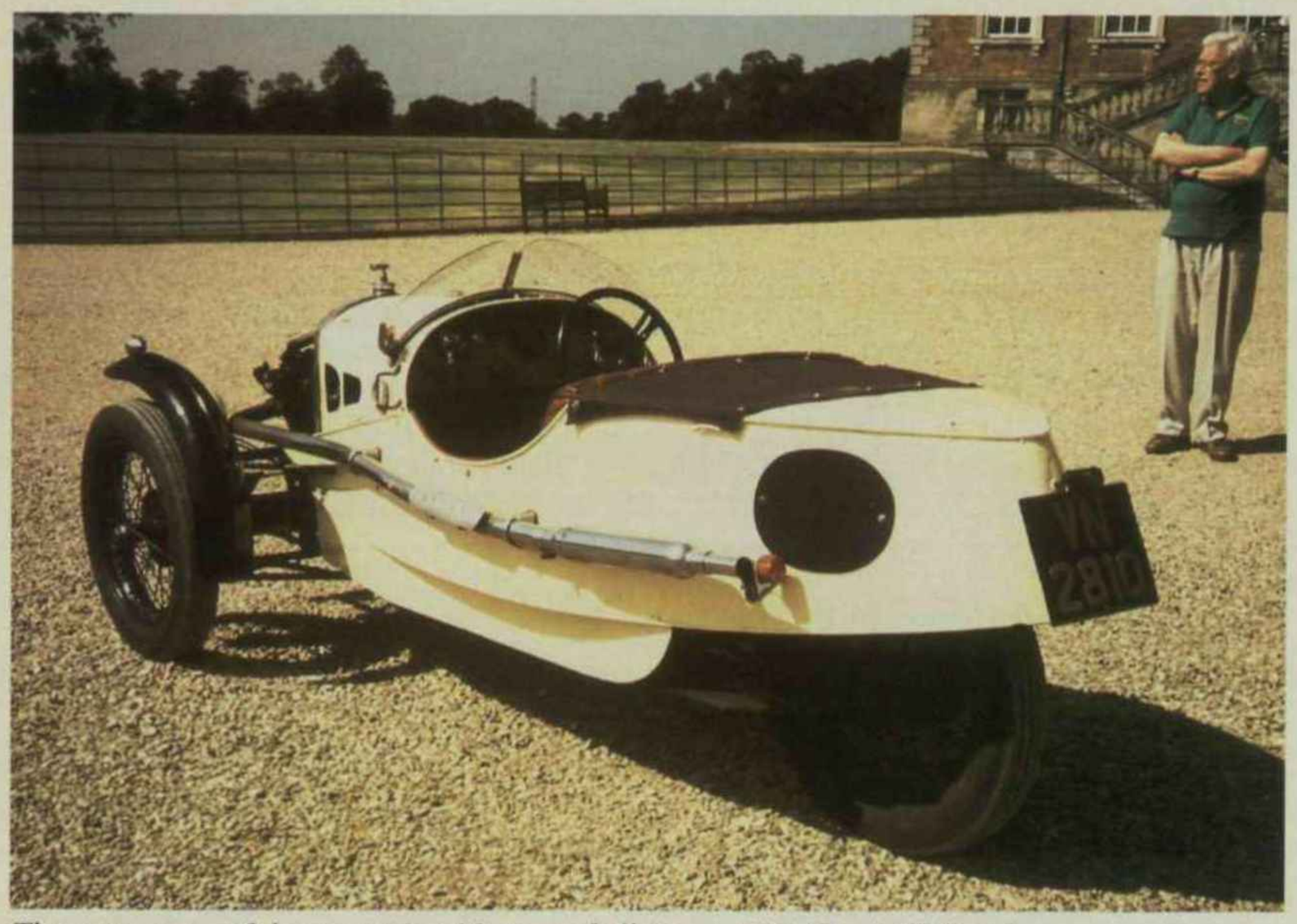






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The most successful competition Morgan of all time – C E Allen's "Yellow".

A Henry Laird Morgan

Morgan magic is hard to ignore. It was exerted by the fiercer of those three-wheelers from Malvern Link, current between the years 1910 to 1947, after which the Ford-engined models took over. Alas, I have left it too late to drive a hot Moggie fast round Brooklands, and would not have been brave enough, anyway. To my shame I have never restored the 1927 Family Morgan which languishes in the barn, so I cannot experience the pleasure of a drive in a Morgan of my own. Nevertheless, an idea for a spot of instant-Morganing worked, thanks to the co-operation of CE Allen, MBE, founder of the Vintage Motor Cycle Club and Curator of the nice little motorcycle museum at Stanford Hall, near Lutterworth.

"Titch" Allen owns, lucky man, the famous ex-Henry Laird racing and trials Morgan known as Yellow, which he found in a rather sad state in Southampton in the 1960s, a letter in *Motorcycle Sport* having located the whereabouts of this once well-known, very successful Morgan. Since then Titch has meticulously restored it, to sensible rather than museum condition, and has been able to reintroduce it to those people who were previously associated with it, including the late Barbara Laird, who passengered her husband so enthusiastically in all manner of competition events in Yellow's hey-day and Dick Laird, who for old time's sake was given a flip in it round the Donington Park circuit .

My ploy was to drive in the Ford Sierra to Stanford Hall, where Titch Allen would introduce me to Yellow. It is always a pleasure to visit this compact Stately Home set in truly beautiful, typically English, parkland with the river running through it. In the Museum you can see a selection of the more exciting motorcycles – Dirt Track Scott, a replica of the Triumph on which Wicksteed first exceeded 100mph on a 500cc machine, the Meeten two-stroke Francis-Barnett that took long-distance Brooklands records, a curious bike with chain-drive to its front as well as its rear wheel, the Maurice Brierley Vincent Special supercharged sprint side-car outfit "Methmon", a £100 Carden cyclecar with a twin-cylinder two-stroke engine buried in the boot – and the Laird Morgan.

The Morgan was awaiting us on the neat gravel courtyard surrounding the stable-block of the Hall. Immaculate but not over-restored, with black racing roundels on each side of the upswept tail, it invited our investigation. I have called this a famous Morgan and Allen has described it in the aforesaid magazine as the most successful (competition) Morgan of all time. Justifiably, I think, when you add up the awards it gained in the very varied events in which it ran, and conquered. It was used at the Track for one-hour High Speed Trials, and was raced at Donington Park and at Brooklands. Yellow was also used for shopping, even for towing Laird's other competition Morgan "Red".

The breed is prone to change, experiment and the swopping of parts, and as Henry Laird was running two Morgans, the mechanical specification of Yellow is mixed and complicated. Yellow, also called Johnnie V, being Laird's fifth Morgan, originally had a water-cooled, 60-deg vee-twin JAP LTOWZ engine, later changed for the 1096cc watercooled 50-deg vee-twin Dog-Ear JAP LTOW engine that had powered Red, which was a 1929 Morgan, this engine having been previously in a 1926 Aero Morgan. Laird was closely associated with Michael McEvoy in promoting the German Zoller supercharger and for some events Yellow was blown, the Zoller being driven by chain from the flywheel-clutch. (The sprocket is still there and is mistaken by the uninitiated for a one-time dynamo-drive.) This blower, or compressor, was hung low down on the near-side, sucking from a TT carburettor.

This is the engine now in Yellow, *sans* the supercharger, but still giving around 40bhp. The link with Brooklands, where it was first run in an MCC High Speed Trial, was an added joy for me. The chassis is a 1931 Super Sports, evolved into the final development of this chassis, a C-type competition version, bought from Rowland Smith's in Hampstead. (Red followed in 1933). In the 1930s the interchanges between Yellow and Red began.

The former Morgan can claim among its impressive list of success a 1st-Class Award in an MCC one-hour High Speed Trial at Brooklands, at 63.08mph, wins in the Colmore, Alan one-day and Llandudno trials and a gold in the Bavarian ISDT. The blower installation went on in 1934 and the engine swops followed, ending in 1936 when Red's Dog-Ear JAP was installed, which was sometimes blown, sometimes not. From 1937 the blower on Yellow's engine was abandoned, however, as the extra power it gave was useless after knobbly tyres had been banned in trials. Yet this Morgan went out in a blaze of glory, winning a gold medal in the 1937 ISDT.

It also qualified for the sidecars-only British Experts Trial, and it also took part in one-day sporting trials such as the Bayliss and Wye valley events, etc.

As for the body, it had been getting scruffier and scruffier, and Laird rolling it to avoid a collision with a modern car hadn't improved it! So before the 1935 International Six Days' Trial Morgan's changed the beetle-back body for a new boat-tailed one, the spare wheel carried on the flat top of the tail, the paint primrose-yellow as before.

Henry Laird became Midland Editor of *MOTOR CYCLING* and was not allowed to risk his neck in competitions. So Yellow went into storage. Then Laird, a Home Guard DR, was killed in a black-out accident, Barbara died, and so Yellow was sold.

It was this Morgan that awaited me at Stanford Hall on a blazing hot August day. The JAP engine with its push-rod-prodded oh valves is spotless, the engine bearers drilled, the magneto exposed. The raked-back windscreen was a Laird speciality. Plated exhaust-pipes run along the body sides and the brakes on all three wheels are now coupled, in deference to modern traffic conditions. For starting we eschewed the "run-and-bump" procedure and when winding on the off-side handle, to cries of "Exhaust valves lifted" and "Contact", failed to evoke a response, we resorted to a push. That caused the JAP-twin to break into a throaty roar.

The cockpit of the doorless body is roomy, the dashboard contains only two dials, speedometer and ammeter, and on the far left the drip-feed oiler. Engine speed is controlled by a bowden lever on the right-hand side of the steering wheel; if this should catch in the driver's coat while he is using full right lock, he will find himself on full throttle with a distinct possibility of the Morgan overturning.

There is also a possibly apocryphal story

that whereas the GN cyclecar had proper yolk-ends and cotter-pins on its steering track-rod, HFS Morgan made do with just bending the rod over and securing it with split-pins. Be that as it may, when larger-section tyres and front brakes caused wheel-wobble, this was cured by using spring-loaded taper-joints at the track-rod ends. And it worked, as Allen reminds us, if you didn't oil them.

The two-speed-and-no-reverse chain transmission provides exciting pick up and very noticeable torque in the top speed. The post-vintage plate clutch is smooth compared to the older splineless cone. The short nose, the sight of a front wheel moving on its vertical ifs slider, even a glimpse of the valve rockers working, all this combines to convey the magic of what Morganing in the two-speeder days of the big JAPs was about. On private roads of the Stanford Hall estate, in the sunshine, I appreciated what I have missed by not having done some serious Morgan motoring in the past . . .



Titch Allen on board Yellow.

That over, as well as lunch at the Cave Arms, frequented by the estate staff, with CE Allen and his Assistant Curator, the next ploy was to set off in Titch's Austin 7 Gould Ulster Replica to look for a speed-trials course, which we will come back to next month.

So my thanks to CE Allen for an enjoyable day, which ended with the Ford Sierra 4 x 4 getting me home to Wales via Bromsgrove and Bromyard in 2½ hours. WB

The news of the Brooklands Museum appears to be far from promising, judging by a recent news hand-out issued by the Director, Morag Barton. This was headed: "Brooklands Museum Faces Closure - Staff Cut by One Third". Such a hand-out would hardly have been issued unless things are seriously astray, surely? The permanent staff has been reduced by five, to ten remaining, and apparently Mrs Barton has implied that she requires an additional £100,000 by this October, and really needs £250,000 if the intended arrangements are to be carried out, and that some £20m will be needed to finalise the long-term plans.

We hear that AFN has abandoned its plan to have an exhibition of Frazer Nash products in the former RR Jackson tuning shed in the Paddock, which was to have been one of the Museum attractions.

VSCC at Madresfield

It is almost impossible to report driving-tests, at any rate, blow by blow. This was definitely the case at Madresfield Court on September 1st, when this pleasant venue, which has seen many interesting happenings, was again invested with vintagery. What little reporting ability one might lay claim to was seriously diminished by participation in the Roger and Judy Collings' picnic, the heat, and the prolific entry, 73 in total would you believe?

This was the usual carefree VSCC occasion, and as crash helmets are not required for driving-tests, it was possible to admire the youth and beauty, the charm and feminity of the many lady competitors, in what is a welcome aspect of Women's Lib. Thus Mrs Brewster was driving an A7 Nippy which sounded a trifle off-colour although, as they tell us of similarly sounding F1 racing cars, this may have been caused simply by an exhaust system abnormality. Mrs Daniels was enjoying herself in the brightly shining 1924 30/98 Vauxhall Velox, Miss Pilkington was of the A7 Ulster brigade, whereas Mrs Brewster was Nippy-mounted. Judy Hogg was, as expected, rivalling Derek Edwards in the smart, if noisy, Ulster Aston Martin, Mrs Parkin was conducting a Swallow A7 Special, Miss Barwell and Miss E Fyan drove A7 Chummies and Mrs Bereton, Miss Lemon, Mrs Lemon, Anabel Jones and Miss Winder were also driving A7s, the last two girls respectively in Gordon England Cup Model and Speedy, and Miss Bennet and G Owen shared the Morris-JAP. So you see what mere man was up against!

It could be interpreted as impertinent for this indolent onlooker to comment on the happenings on the course. So may I just remark that David Marsh just failed to make the best use of his Brescia Bugati's centrifugal clutch in the Slow/Fast test, stalling the engine while crawling along, that the Showells' fabric tourer 1929 4½-litre Bentley managed two very usefully sedate performances, and that Burridge's smart Riley Lynx was another car good at this crawling? One or two of the A7s delighted the spectators by flea-like jumps when minute throttle-openings restricted their preference for brisk running.



Pedestrian cars are at times in their element – Luscot-Evans' 1929 Trojan.

Stammers' very presentable Riley 9 tourer did well, and Lemon's 30/98 was probably the slowest of its breed - but only in this test, I hasten to explain. Bullett's ioe GN was another staller, causing him to alight and side-crank it by foot, Baker's open Rolls-Royce Twenty had 'railway carriage' door handles as part of its 1927 make-up, as had Heath's 1926 Austin Heavy 12/4, and yet another car to lose its prop. in the crawl was Brewster's racing A7 hip-bath.

Stainton shared Miss Jones' Cup Model A7 which she made jump up and down like a performing flea, M Walker in the yellow Ford-powered GN Special was obviously out for FTD in all the tests, J Walker was using his 1913 R-R Ghost, quickly advancing the sparks after the slow section of Test 1, Parkin had the screen of his Chummy open, to reduce drag, keep cool or see better, I know not, a lhd Model T Ford, a Model A Ford, a Trojan pursued by oily-smelling smoke, Ben Collings in the Brixia-Zust and the smart Marendaz Special added to the variety, but don't ask me what a Marion is, because I don't know!

Back to the girls, Sophie Walker was her usual fast self (in the motoring sense) in the Frazer Nash 'Martyr', and Miss Maeers was a confident conductor of the Alfonso Hispano Suiza. Roger Collings, while flying past on the Mercedes 60, lost his panama, so furious was the pace; it obviously wasn't glued-on like those hats worn by film stars in their fast cars and boats, which just never dislodge themselves! Oldest Madresfieldian was Murray's 1905 model Z De Dion Bouton and the Concours d'Etat was won by Singer's 14/45 Talbot, from an Austin 12/4 and a 328 FN-BMW. WB



Mrs Walker in the Frazer Nash Martyr at Madresfield.

The Frazer Nash Martyr

In last month's VSCC Prescott report we inadvertently illustrated JP Bronson's 2½-litre Riley Special, the one with the enormous blower, instead of Mrs. Sophie Walker's Frazer Nash Special. So to put matters right, we asked the lady about her car, which broke the long-standing vintage class record held by AG Smith's Frazer Nash, with a climb in the creditable time of 48.41 seconds, in the 1100-1500cc sports-car class, on August 4th.

The car is, of course, Rupert Instone's original Martyr built around 1933 using a 1921 GN chassis and a GN engine with the vertical overhead-valve conversion cylinder heads. Rupert soon replaced this engine with a vee-twin air-cooled JAP power-unit of 996cc, which in fact, came from one of the ill-fated Rover Scarab economy cars that never saw production. As with all such GN Specials, many mods were carried out and the Martyr may be remembered as that raucous car with the huge twin-megaphone exhausts, when supercharged with a Zoller compressor. In this guise it won its class at Shelsley Walsh in 1937 with a time of 45.73 seconds, driven by its creator, Rupert Instone. It then won its class again in 1939.

Other drivers had a go in it, including apparently the Riley exponent Percy Maclure, and after the war Instone continued to run it, until it was written-off at Prescott by Jack Whittingdale. Dr Lionel Stretton rebuilt it in 1967, using the original body and a GN engine borrowed from Basil Davenport. It then experienced a number of additional rebuilds while being swopped about between the Chain Gang exponents John Malyan and Dr Stretton. In Meadows-engined form the car has been used in sprints by Mrs Sophie Walker for the last four years. As this low-hung road-equipped Special seems to have puzzled even the established Frazer Nash archivists, we hope these notes will be of interest. To distinguish it from the original GN Martyr it is now known as the Frazer Nash Martyr. WB

VSCC at Cadwell Park

This year's August Bank Holiday VSCC meeting at Cadwell Park had a quite different feel to it. The traditional prime attraction, the Williams Monaco Trophy race, had already been run off elsewhere this year, and in the absence of a post-war allcomers event, the entire entry comprised cars built before 1940.

The eight lap Spero & Voiturette Trophies race started the day's competitive activities, and saw Fletcher-Jones's Lagonda chased hard by Hernandez's Austin until the smaller car spun at The Mountain. Positions did not change however, Fletcher-Jones winning the Spero Trophy and Hernandez the Voiturette.

Andrew Smith led the five-lap Frazer Nash and GN event from the outset, but his Meadows engine couldn't stand the strain of trying to stay ahead of Martin Stretton's similarly-powered car, and expired. Stretton opened his account for the day with first place, comfortably clear of the GNs of John Giles (AC engine) and Mark Walker (Model A Ford). Walker's brother Tom was among the withdrawals, bending the Hooker-engined Young Special against the barriers.

After Scaldwell's Riley won the first four-lap handicap of the day, the fastest of the 'Nashes were out again for the ten-lap vintage scratch, but so were the Bentleys, including Tim Llewellyn's 8.4-litre car, making its first VSCC appearance of the year, and the Morgans of Dave Caroline and Stuart Harper.

Llewellyn streaked off into the distance, leaving Caroline to fend off the close trio of Stretton, Harper and Randall Stewart (Bentley 4½). However, the Llewellyn Bentley lasted less than half the distance before throwing its fan-belt and stopping in consequence. Harper meanwhile worked his way to the front while Caroline slipped back with a misfire.

Harper carried on to win from Stewart and Stretton, who swapped places several times, with Caroline crawling to the line just in front of John Giles and Mark Walker, who had enjoyed another good tussle. Strangely for a Cadwell meeting there was only one Bugatti in the field, Terry Cardy's 35B, and it didn't last the distance. Adrian Watney (Riley Treen) then won a four-lap scratch race, after which Stretton reappeared for his third start of the day, the Super Sports having in the meantime been fitted with its road equipment, for the Melville & Geoghegan Trophies sportscar race over eight laps. Try as he might, Stretton's driving could not overcome the sheer power of Barry Summerfield's Avon-Bentley, but the bigger car obligingly abandoned with an electrical problem after five of the eight laps and Stretton took his second win of the day (and both trophies), this time by well over a minute from Roy Spiers (Alvis). Browning in another Alvis won his tussle with Riley drivers Rottenburg and Drewitt for third.

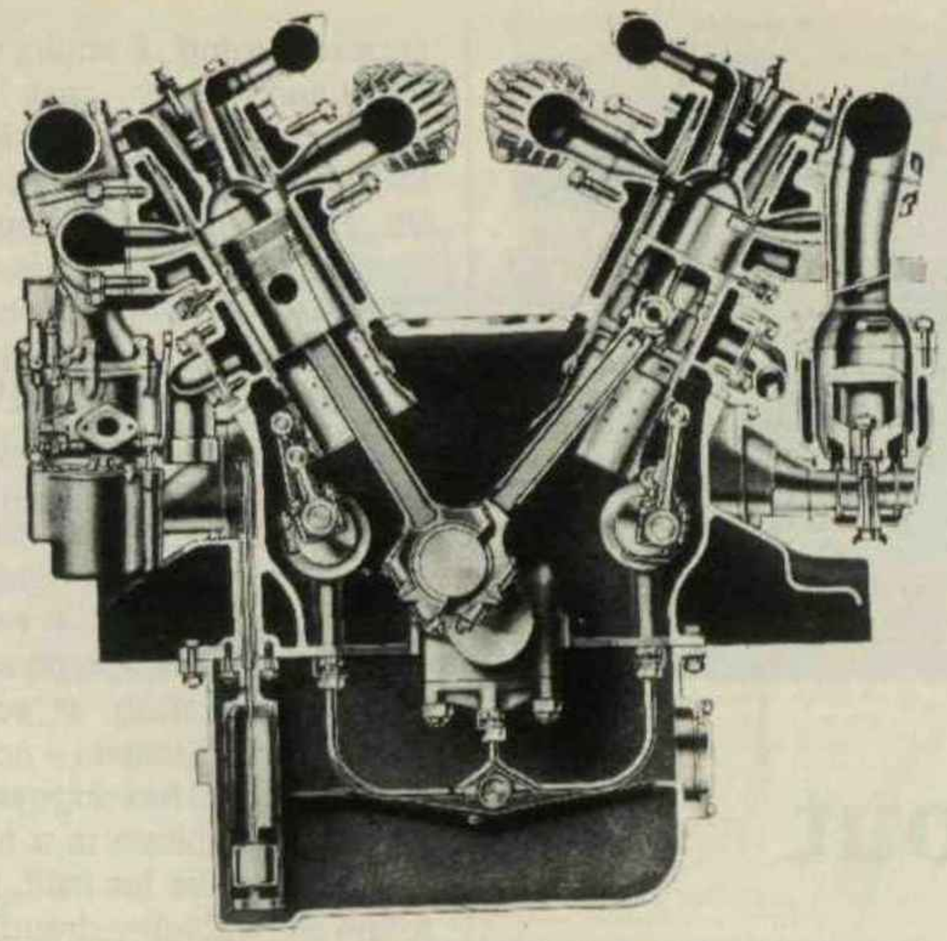
There was another Frazer Nash victory in the next event, a four-lap handicap, Blakeney-Edwards crossing the line clear of the rest.

Then it was the turn of the pre-war racing cars, for what would clearly be the fastest race of the day, particularly as Anthony Mayman seemed to have R4D going even better than ever.

Sure enough, he wasted no time in stamping his familiar authority on the race, knocking half a second off Martin Morris's ten-year-old class lap-record as he went. After only two laps Mayman had an advantage of almost ten seconds, and doubled it by half-distance in the ten-lap race.

He then eased off to win by 20 seconds from Duncan Ricketts (ERA R1B) and John Ure (ERA R9B), who had been close together all race, pulling away from Chris Mayman (ERA AJM1). Club president Bruce Spollon (ERA R8C) had narrowly led this trio for a couple of laps, before slowing to a stop with carburettor trouble. After practice troubles rendered Paul Jaye's Alta a non-starter, it was Robin Lodge's ex-Colborne 4CM Maserati which was first non-ERA, finishing fifth, just ahead of Guy Smith's single-seater Norris Special Frazer Nash.

AJ Seber (Wolseley) won the final four-lap handicap, after which proceedings came to an end with a four-lap scratch. This was led from start to finish by Lodge, with Fellows taking a turn in ERA AJM1 and bringing it home second, as Barrie Gillies (Dixon Riley) held off Harper's Morgan for third. KHRC



How Daimler did it – a sectional view of the 1926 Daimler "Double-Six" sleeve-valve engine.

A real lost cause

Meeting that fine 40/50hp Panhard Levassor last month and seeing a bedecked 1911 BSA in a local showroom, has reminded me of what a truly lost cause engines *sans soupapes* have become. If you think about it, which perhaps you don't, before the poppet valve and its operation became sophisticated there was much going for sleeve valves. And in view of the unforeseeable trends in internal combustion affairs, this form of valve may one day return, to challenge the prevailing poppets.

It was the American Charles Y Knight who devised the successful double-sleeve-valve configuration and brought it across the Atlantic to sell its charms to the Daimler Company. After much bench and Brooklands testing they were convinced that the way to quiet motoring lay along this route. So the pioneer British motor manufacturer began to make cars with Silent Knight sleeve-valve engines, abandoning the normal valve which in those days, pre-1909, was clattery, and less free-breathing. The use of ported sleeves gave unobstructed inlet and exhaust openings which were desmodromic without complicated actuation, and a good combustion chamber shape. If the engineers got the timing of the ports opening and closing right, the breathing was superior to that of a normally-valved engine, especially at a time when valve bounce was one of the enemies of the poppets, which in that famous SCH Davis cartoon were seen being chased away by the young new sleeves.

Today the improvements in valve actuation and the good breathing effected by having four valves per cylinder have made sleeve valves a lost cause, and they would be less suited to the crankshaft speeds at which modern engines run. But that was not the case in the years prior to, and closely following, the First World War. Not surprising then, that apart from Daimler, for all its models (and they were many), BSA and Rover used the Knight system in England as did Willys-Knight, etc in America, Panhard Levassor, Peugeot, Voisin and Mors in France, Minerva in Belgium, Mercedes in Germany, and Piccard-Pictet in Switzerland, for all, or some, of their model ranges.

In engineering, as in life, every advantage has its opposite. In the case of the double-sleeve-valve engine it was lubrication difficulties. The part-rotating sleeves surrounding the pistons deflected the oil and if an excess of lubricant was used in an endeavour to overcome this shortcoming, they smoked. The Burt McCollum single-sleeve-valve engine, in which the sleeve reciprocated as well as part-rotated, was better in this respect and was adopted by Argyll, Arrol-Aster, Waverley, and Vauxhall for their 25/70hp model with Ricardo narrow-angle conical combustion chambers.

The first Daimler-Knight engines had cast-iron sleeves, the inner one 4mm thick, the outer one 3mm thick, on their 1910 22hp car. The practicability of the Knight engine was demonstrated early in 1909 by an RAC-observed test of two such engines, of 22 and 38hp, on the bench, over nearly 2000 miles on the Track at 41.88mph, and stripped down after the equivalent of some 10,000 road miles. The result won for Daimler the coveted Dewar Trophy and was a £200 challenge from Daimler's to other makers, which was not taken up. The sleeves had conquered.

There remained the lubrication problem. By the 1920s this had been tackled by various means. Daimler used a complicated system whereby the oil-troughs into which the big ends dipped, and distributed lubricant to other parts of the engine, were connected to the throttle control and lowered as engine speed increased, and when the starter was used an extra supply of oil was delivered to the lower ends of the sleeves and the mixture control was also interconnected so that at idling speeds the upper ends of the sleeves were fed with additional oil. Overdone, this resulted in the haze of blue smoke which accompanied many Daimlers, but with correct adjustment this was obviated. The Panhard system was referred to last month.

Sleeve-valve engines were used for racing and record-breaking. There was Panhard's World's hour record at 133mph, and no doubt you remember Argyll's 14-hour World's record of 1913, and the smoking Minervas in the 1914 TT (they were second and third). Encouraged by racing and record-breaking needs, ci sleeves gave way to light steel sleeves, and the coating of these with white-metal. Daimler went over to these for their new 35hp model in 1923 and by using steel sleeves only 1½mm thick Panhard Levassor reduced the weight of these components by two-thirds. Aluminium pistons in conjunction with such lightweight sleeves further increased the credibility of such engines but when Daimler supplied their great 9.4-litre cars for the use of HM King George V they decided on retaining ci pistons.

By then the efficiency and quietness of poppet valves was a fact of life, *vide* the 40/50hp Rolls-Royce Silver Ghost, but engines *sans soupapes* were not out-done. In the aviation world the Bristol sleeve-valve engines, and those of Napier and Rolls-Royce, were later to become widely respected, there had been sleeve-valve Grand Prix cars (Piccard-Pictet in 1914, Voisin and Rolland-Pilain in 1923, Guyot in 1925), and Panhard, Peugeot and Voisin campaigned such cars in the so-called Touring Car races and in record-breaking, in the 1920s.

At that time sides were being taken by those for and against. A Mr. Green pointed out in 1924 that the sleeve-valve engine put its plug centrally, which was only possible with twin overhead camshafts when using poppet valves, that the ports opened and closed rapidly, unaffected by valve bounce, and that valve grinding and tappet adjustment, then a common chore, were eliminated. Daimler owners weighed in with more praise, a standard 35hp model being quoted after 50,000 miles as giving no anxiety apart from a clicking junk-ring, a slight tap from sleeves or pistons when cold, and a slight noise from the main bearings after 35,000 miles, only noticeable because the engine was so quiet! Oil thirst was 300-400 mpg, petrol 16mpg, Michelin tyres averaged 10,000-13,000 miles. Voisin and Minerva owners were equally satisfied. But the poppets won through in the end and by 1936 even Daimler were wooing them, having discarded sleeve valves. But the latter may return – who knows? WB



The ex-WB Hispano-Suiza now restored by Michael Sapsford.

Around and About

We learn with regret that Higham, more recently called Highland Court, the house at Bridge, near Canterbury, that was once the residence of Coubt Louis Zborowski, after having served as a hospital for many years, is now being turned into a 120-bedroom hotel, involving the demolition of those outbuildings, it seems, in which the Chitty-Bang-Bangs and the Higham Special were built in the 1920s.

We hear that the ex-Liddell Brooklands Straker-Squire is now in Cornwall, the appreciative new owner having sold a three-litre Bentley to make room for it. Also the ex-Lycett 1914 Alfonso Hispano Suiza once owned by WB, having returned from France in a sorry state in 1987, has been restored by Michael Sapsford and is ready for a new lease of life down in Surrey.

In the first three days of November Las Vegas hosts one of America's largest car auctions, with over 500 lots due to come under the hammer.

Since the first in 1987, The Auction has specialised in pre-war cars, a tradition it continues this year with a large collection of pre-war Mercedes forming the major part.

Alongside them will be 15 Ferraris, seven Duesenbergs and numerous Cadillacs, Rolls-Royces, Bentleys, Packards, Cords and Lincolns from different collections. There will be post-war cars too, and up to 50 will be displayed in a special exposition sale running alongside the auction.

A reader having enquired if anyone remembers the Knavesmire speed-trials, AB Demaus has sent the accompanying photograph of Capt Gray's Rhode and Trubie Moore's Frazer Nash at the 1925 York & DMC event there. He can supply similar photographs from the Demaus Collection.

According to the *Lennox Herald*, which devoted half a page to it recently, the historic and impressive one-time Argyll motor factory in Alexandria, Glasgow, continues to deteriorate seriously, while Dumbarton DC decides whether or not to purchase it and spend £40,000 on badly needed repairs. WB

Following last month's query, Geoff Roe comments on what has happened to the "Bira"-sculpted memorial to Pat Fairfield which used to be at Silverstone.

He has sent us a photograph of Earl Howe unveiling this memorial at Donongton Park before the war, and tells us that it has since returned there, located beside Starkey's Bridge between the old and new circuits, close to where the cars used to storm the bridge arch on the former course.

Obituary: Leslie Ballamy

That cheerful, inventive personality, Leslie M Ballamy, died at his drawing board, as creative as ever, at the age of 87. He became famous before the war for his LMB independent front suspension systems, for fitting to A7s, small Fords and Ford V8s, amongst others. This was achieved by the seemingly simple expedient of cutting the axle in half and putting pivots in the centre, with suitable locating rods for the wheels. The idea became popular, and Ballamy's customers included people like Sir Malcolm Campbell, Dick Seaman and Whitney Straight, to whose Ford V8s Leslie would also fit Columbia two-speed back axles.

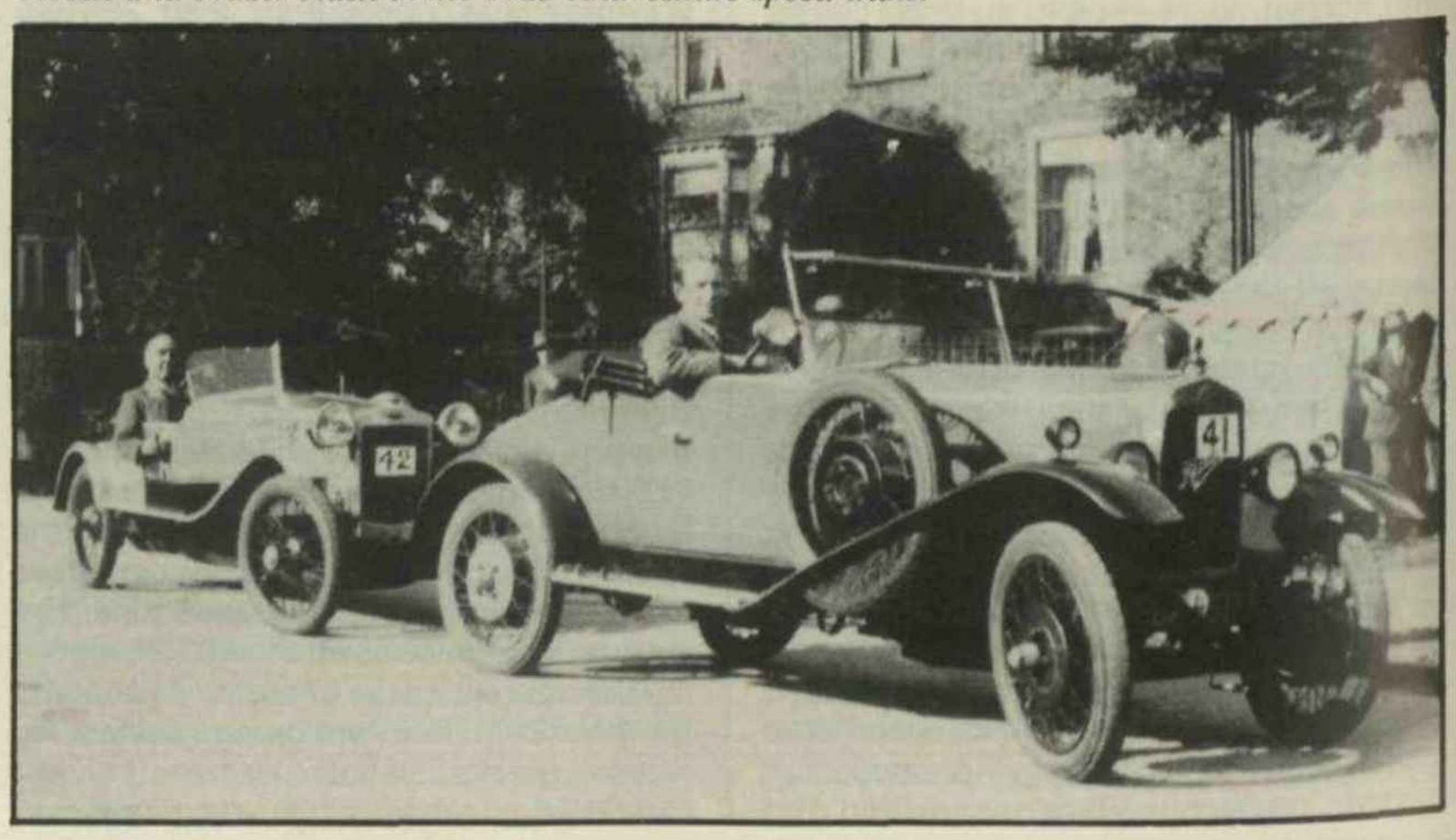
To demonstrate this engineering Ballamy entered many MCC trials, and when supercharging of family cars was the rage he fitted many cars with proprietary blowers, including his Ford Ten Special, LMB Ford Popular saloon and a trials Ford V8. He also built the successful LMB V8 Special for H G Symmonds, and did Rivers Fletcher's HWM-Jaguar conversion.

LMB also put his ifs on a T37 Bugatti, a two-litre GP Delage and a three-litre Bentley. He enjoyed MCC trials and BOC speed hillclimbs, competing in the latter at first with an A7 with papier maché body (a good use for old weekly motoring papers!) in which I used to be a youthful passenger, seen in one photograph crouching down to reduce wind-drag, at some 40mph, such was our enthusiasm – not in fear, as one recent caption has suggested! Leslie ran his works at Clapham in a happy atmosphere and would take his staff, from the youngest to the ex-Wolseley draughtsman Luff-Smith (from the days of the Wolseley Beetle racing cars), as passengers on trials.

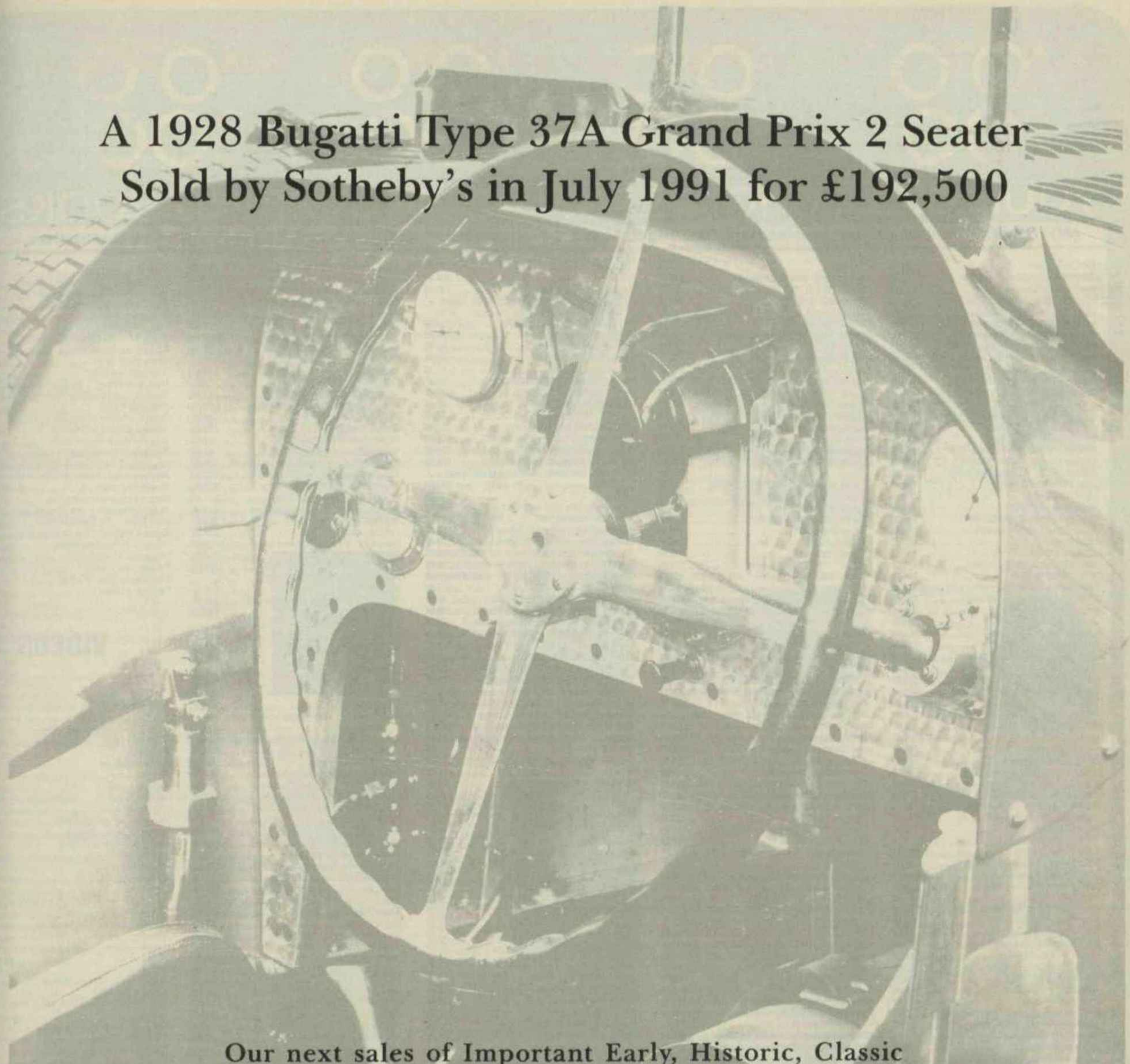
During the war and afterwards LMB went on inventing things such as sewing machines for army greatcoats, a carpet-making machine and a golf trainer. He swam almost every day, and it is good that he was active to the end, sad as it is to record the passing of another enthusiast from the old days. Just lately Ballamy turned to vintage cars, running a Model B Ford saloon, with LMB suspension of course, and had brought his Chrysler 66 to this year's Brooklands Reunion shortly before his death.

I have happy recollections of coming back from an Edinburgh trial in the blown Ford V8 after it had run a big-end bearing, all the way to London like that and to Brooklands the next day for the Bank Holiday racing, in which Seaman was driving the Bugatti, and of having the greatest difficulty in stopping Leslie from disqualifying us by driving on and off the pavement going up Lynmouth Hill in an MCC Land's End to show the onlookers how good was his simple suspension. Any kerb was meat and drink to the inventor of the LMB ifs. Happy times, and another motoring character is sadly gone, whose like we are not going to see again. WB

Rhode and Frazer-Nash at the 1925 Knavesmire speed-trials.



A 1928 Bugatti Type 37A Grand Prix 2 Seater Sold by Sotheby's in July 1991 for £192,500



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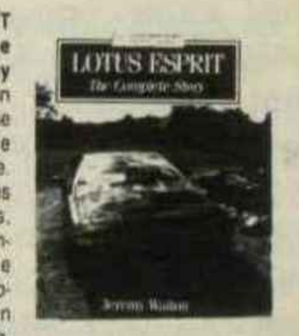
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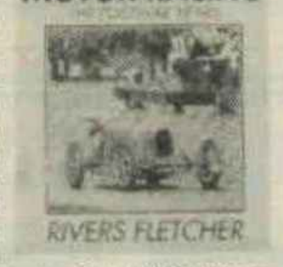
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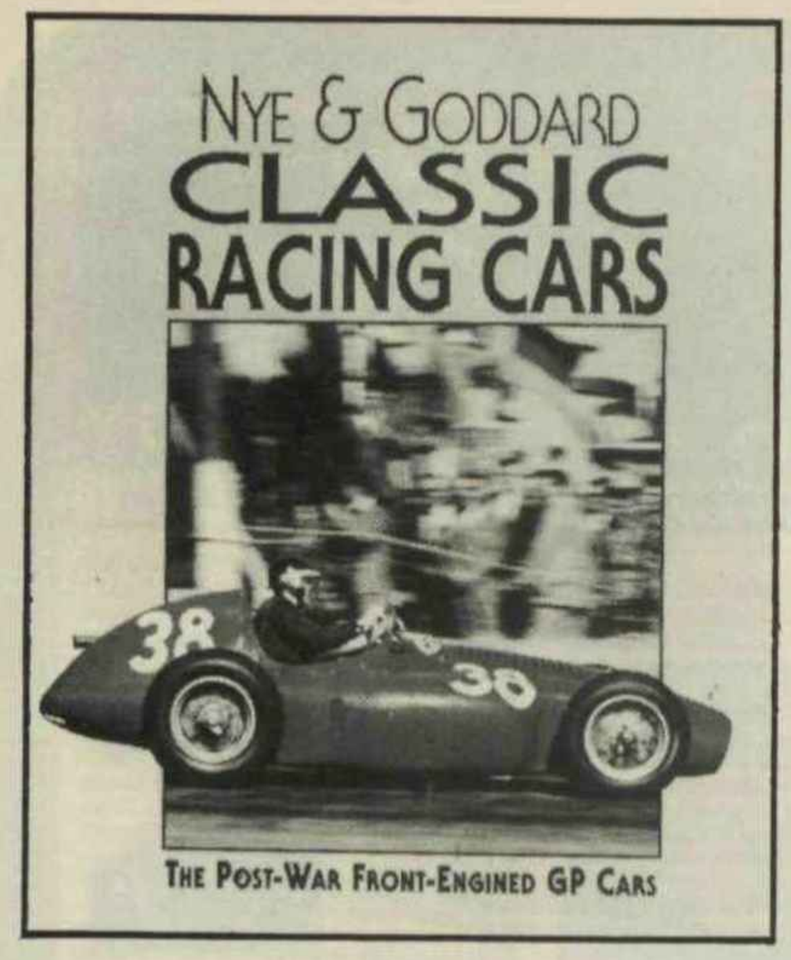
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Classic Racing Cars *by Doug Nye and Geoff Goddard. 159pp, 10 x 8¼in. GT Foulis & Co, Sparkford, Yeovil, Somerset BA22 7JJ. £16.99.*

This book comes in the "pot-boiler" category if you accept that the post-war front-engined GP cars have been covered frequently and often adequately before. However, this new book does provide an opportunity for a fine display of hitherto unpublished photographs of these cars, both F1 and F2, with usefully long captions. These cars, as the authors' preface says, belong to a "rather more gentle, and certainly more genteel, age of motor racing, in which the private owner could still compete with the big battalions". The pictures certainly make the book, and their reproduction is to a high standard, so it is a pity that the page size has caused some of them to be bisected, and only part of Sommer's Maserati to appear.

Otherwise, a memorable look back at this period of racing, so different from today's, as the penultimate photograph reminds us. It depicts Jack Fairman cornering the in the 4WD Fergie P99 within inches of a dangerous-looking length of fencing during the 1961 British Grand Prix at Aintree, and in the rain at that, the car's nose already dented from a start-line coming together . . . As well as brief descriptions of racing seasons involved, there are appendices of the race results of 1945-53 and 1956-59. WB

More Motor Racing *by Rivers Fletcher. 224 pp. 11 x 8in. GT Foulis & Co, Sparkford, Yeovil, Somerset, BA22 7JJ. £24.99.*

No-one is more dedicated to motor racing and the healthy continuation of the sport than AF Rivers Fletcher. Here is the sequel to his first motor racing autobiography **Mostly Motor Racing. More Motor Racing** tells of Rivers' personal association with many aspects of the game since the war, in six parts, divided into 26 chapters (and an Index), backed up by 289 mostly well-reproduced black and white photographs (and colour on the dust-jacket), the majority of the author and his cars. The index lists 548 personalities but omits the cars.

Those who know Rivers will be eager to know what has been his close association to a way of life he loves, along so many years – for this remarkable man shows no sign of relinquishing his part in amateur motor racing at the age of 80. Indeed, as he tells us at the conclusion of his book, he has formed the Rivers Fletcher Motor Racing Team, as that in company with some half a dozen friends and Alvis, Bentley, Lagonda, MG-A and Replica C-type and D-type Jaguars, he can continue his keen association with motoring sport, saying modestly that the younger members of the team will "usually do the driving of the faster cars".

That nicely sums up the enthusiasm for competing which Rivers has long had. It comes over for page after page in this second volume of his motoring memoirs. I say motoring memoirs, but this volume opens with experiences of fire-fighting, with the AFS in the London Blitz in WW2, after which Rivers worked for MAP. (as I drove ambulances prior to joining MAP), before he embarked on various jobs associated with racing – part-time with Peter Berthon, (whose indifference to danger he recalls), then with Peter Monkhouse at Monaco Engineering.

The book reminds us of how Rivers organised those war-time Rembrandt



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meetings for racing-starved enthusiasts (I attended in my 12/50 Alvis) and later planned and put into action the first post-war gathering of racing cars, at Cockfosters (which I went to in a Scott-engined Morgan 4/4. So the memories are nostalgic). He recalls the first post-war speed-trial at Elstree (in which I drove my Hispano-Suiza Alphonso). He then recounts his time with BRM, from the days of the controversial V16 onwards, before joining Alfred Owen to develop BRM racing, under this remarkably understanding, supportive and sympathetic boss. Who else would have let Rivers continue working for him after a bad accident in the HMM-Jaguar at Prescott had resulted in a five-year spell of speech-loss and blackouts for the author?

On a more cheerful note, there are the stories arising from the great variety of cars which Rivers has raced and used in sprint events, his opinions of road-cars, his decision to turn to vintage and historic racing, and becoming a consultant, lecturer and author, etc.

Those who know Rivers will love the excellent photographs of his cars and his many friends. Although he has written other books about his Bentley and MG days, and a booklet about his favourite cars, there is no noticeable repetition, although I think perhaps the first volume had rather more anecdotes about famous personalities. The book closes with some sentimental thoughts about past motor-racing compared with today, and Rivers' conviction that sports-car racing at top level should be for road-useable cars, taxed and driven to the races. His delight that Anthony Mayman is extending the fame Mays gave to ERA R4D, but faster, is evident.

The book may emphasise Rivers Fletcher's enthusiasm, but he can be modest, not only about his driving abilities – he admits that some cars he has tried have been too fast for him and that after opening up from the start on his Shelsley Walsh demonstration in the V16 BRM, he toured up cautiously from the Crossing to the summit. And who else would admit to an MG refusing to run properly because, in spite of an expert reminder, it was warmed up on hard plugs and raced on soft ones?

Rivers has been at it for a very long time and knows almost everyone worth knowing in the game, which makes this a fascinating book. He has had a charmed life, interlaced with secretaries who are invariably pretty, marrying Penny, moving from one nice house to another, travelling the world in pursuit of motor racing interests, associating with theatre folk, all of which gives this autobiography a wide canvas. There are some interesting revelationss, too, such as what the ERA sports-car based on the racing E-type might have been like (with a magnifying glass you can make out its power graphs), and about Peter Monkhouse's still-born hopes of producing a light aeroplane engine, which might have powered the Chrislea Ace monoplane.

Foulis have let a few printing errors creep in, Rivers will spell *The Autocar's* HS Linfield as Lindfield, and one might have liked more about the dramatic debut of the BRM V16 from the inside, although the history of the car has been done by other authors. We learn, however, of the fate of the Type 51 Bugatti which Ettore Bugatti gave to the Bugatti OC before the war. It was sold to Peter Monkhouse and written off in a rather naughty accident when it hit a lorry head-on during a run on the road with Peter's new wife's sister on board, on his wedding day.

It is a book that may make you jealous, nostalgic, sad at the passing of the Golden Age, or optimistic about the future. Whatever, you should enjoy it. I read every word at one sitting and enjoyed them all. The book is dedicated to Sir Alfred George Beech Owen, CBE, the Christian gentleman who after a long struggle brought BRM to World Championship status. WB

Racing At Crystal Palace *by Phillip Parfitt. 128 pp. 10¾ x 8¼in Motor Racing Publications Ltd., Unit 6, The Pilton Estate, 46, Pitlake, Croydon, CRO 3RY £12.95.*

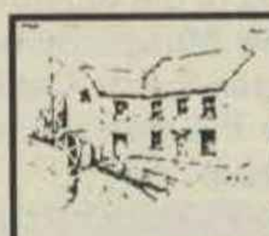
I suppose I may have been the first author to do a book about motor racing at one particular circuit, when I wrote my first book on Brooklands Track in 1948, following with the history of Montlhèry Autodrome, and the Motor Sport book of Donington. Since then there have been books about Silverstone, Monza, Monaco, Indianapolis and many other circuits and now here is Phillip Parfitt's study of what happened at the Crystal Palace. He has got it absolutely right. The whole history is there, from the start of motorcycle racing in 1927 to the last of the car racing in 1972, with a very good description of the Crystal Palace itself, from 1851 to 1911. Moreover, the photographs, some 170 of them, are very clear and effective.

This is a book that deserves better than soft covers, durable and well-illustrated in colour as these are. The author went himself to many of the Palace races. He hopes that many memories will be rekindled – this is definitely so in my case. I, too, was able to go to the London course by 'bus, a No.49, getting back to my 'digs' in time for a late tea, until I went in my A7 Mulliner coupé, which needed a push to get it up the ramp out of the Paddock until a four-speed gearbox was installed.

The picture of Esson Scott's Bugatti after it had gone off the road reminds me that I was chased by it and ran away not only to escape injury, but because I was on the infield without a Press pass! Nor has Parfitt forgotten the veteran-car races.

It is so well done and pictorially depicted and there is so little omitted. In the latter category Parfitt does not mention early cars climbing the Crystal Palace steps, nor the Aeroplane Exhibition held there, and surely after the disastrous fire the South Tower was demolished, as it had become dangerous during race practice? The North Tower was brought down in 1941, as it might have aided German bombers to locate London, and this is illustrated.

Nor is it correct to say that most races at Brooklands and Donington were run over distances of 200 or 500 miles; this applied only to a few events. Those niggling comments apart, this is a 100 per cent good job, a history which should be added to every enthusiast's bookcase. All car and motorcycle lap-records and a complete list of every race meeting are given in an Appendix, and there is information about the Crystal Palace Foundation & Museum, the address of which is 84, Anerley Road, London, SE19 2AH. WB



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Paul Warwick

Sir
The family and friends of Paul Warwick would like to express their sincere thanks to everyone who offered such kind words of comfort and sympathy following Paul's accident at Oulton Park.

Paul lived, and tragically died for motor-sport, but the eleven years which he spent racing were the happiest of his young life. During that time he met many people and made countless friends from all around the world, but even so we were still touched and overwhelmed by the hundreds of letters, cards and floral tributes that were received. So many of these came from people Paul never personally knew, and to you all, our heartfelt thanks.

It is particularly difficult to single out any one person for a special word of thanks, but to the Oulton Park circuit personnel, medical team and marshals, the Cheshire Police, Paul's fellow drivers, the Mansell Madgwick team, and the staff at the North Staffordshire Royal Infirmary who did everything possible to help Paul, your efforts will always be remembered.
The family and friends of Paul Warwick, Alresford, Hampshire.

Churls and snobs

Sir,
Much as I respect Chris Nixon as a writer I was surprised to learn from WPK's review (MOTOR SPORT, September) that he considers your production as inward looking, churlish, snobbish, stuffy, short-sighted and wilful!

These must be the reasons why MOTOR SPORT came way out top of the last circulation figures that I read in a newspaper. In this report the correspondent expressed amazement, bordering on disbelief, that such an old fashioned style of magazine could attract such a following. Presumably many of us find MOTOR SPORT outspoken, generous, gregarious, a ventilator of other people's hot air, fair minded and truthful even when it hurts. Your readers appreciate that your contributors know more about motor racing, drivers and cars, past and present, than all the rest. The format of MOTOR SPORT is a pleasant reminder of that, so please carry on being inward-looking, churlish, snobbish etc.
Anthony Brooke,
Gloucestershire.

(Chris Nixon's book reports some contemporary views of MOTOR SPORT, not necessarily his own opinions. GC)

Coys Reply

Sir
With reference to your article "Letter to Readers" in your September issue, I am surprised that you felt the need to repeat the article that was published in *The Times* which was generally believed to be very thin and instigated by a rival auction house. I'll leave you to work out which one.

I used to believe that *The Times* was a quality newspaper. I now know it not to be. *The Times* harassed some sixty of our clients and finding nothing juicy to report, published information about the most ridiculous claim ever made against Coys or myself. The claim was rigorously denied, a point not made in your magazine, and concerns a transaction almost ten years old. The claim referred to in the article we confidently expect to be withdrawn in the near future.

I also regard with great suspicion the writer's reasons for pointing out that I am a member of the VSCC, and the connection suggested by this with Christopher Mann, also mentioned in this article (a VSCC Member) who was involved in what could be considered as criminal activities.
Jeffrey Pattinson,
Coys of Kensington.

Morgan Points

Sir
The article in the September issue of MOTOR SPORT on the Colin Musgrove Morgan Plus 8 requires correction. The Musgrove car did not win the Morgan Challenge race at Pembrey on the 23rd June. The race was won by Graham Walker in his standard +8 who was running in class B and finished some five seconds ahead of the Musgrove car.

The Musgrove car did in fact win the Morgan Sports Car Club Ruby Anniversary Race but this was not part of the Championship.
Janet Fellows,
Herefordshire.

Silver Hawk Saga

Sir,
Chris Gordon is to be congratulated on the magnificent job of restoration carried out on the Sage-engined Silver Hawk. This car was in my possesion for many years; sadly I was unable to give it the attention it deserved. Since the write-up in MOTOR SPORT, my memory has been jogged over one or two items that have not so far been mentioned. An attempt at providing an electric starter had been undertaken in the shape of a Morris dyno-starter driving through a duplex chain onto a sprocket behind the cone clutch.

This was incomplete. The car as I bought it was minus bodywork, radiator, etc. There was a badly rusted fuel tank, capacity approx 8 gallons. Also an oil-pressure gauge approx 3½in in diameter, calibrated to 20-25 psi. This had a distinctive vintage aircraft look about it. I also noticed that the chassis had been divided and lightened; this was carried out after I had sold the car. I hope this may help to clarify and shed light generally on the Silver Hawk's possible racing history.
J.R. Payne,
Churtsey, Surrey.

(Mr. Payne sent two photographs, not suitable for reproduction, showing the car's undrilled chassis side and front cross-member, which could substantiate Chris Gordon's claim to own one of the racing Silver Hawks, perhaps the ex-Noel Macklin car. WB)

Ford and Cosworth

Sir,
I am sure that I shall not be the first to point out that the Cosworth V12 engine shown in MOTOR SPORT, August, is not the first V12 bearing the Ford name. In MOTOR SPORT, September 1972 (page 988), there is a photograph of the Ford-sponsored second-generation Weslake V12 engine. Futhermore, both illustrations are in DSJ's contributions. Can we forgive him this lapse of memory?

On the subject of Connaught B Series engine power, (MOTOR SPORT, August, Letters), I can assure Mr Paul H Shaw that I remember the performance on carburettors, using straight methanol fuel, as 100 bhp/litre, ie 250bhp. I certainly find the reference to only 209bhp puzzling, and it would be interesting to know what performance level is being seen by current rebuilders of these engines.

In his autobiography *Climax in Coventry*, W Hassan points out that, without the addition of nitro-methane to its fuel, the 250F Maserati engine produced 230bhp at the relatively high rpm of 7,200 coupled with the modest maximum bmep of 179lbs/in at 5,800rpm. I submit that the Connaught-developed Alta engine, in 1955, had at least the power of the Maserati 250F engine, coupled with a more usable torque curve.
Brian Pritchard-Lovell,
Rye, E. Sussex.

Credit Where Due

Sir,
Today I received my April issue of MOTOR SPORT (or should I call it DSJ's Senna Supporters magazine) which I have been subscribing to for over 40 years. Surely DSJ (whom I remember reading about in his days with Eric Oliver), with all his literary attributes, could define other drivers in a more equitable manner.

A purist such as he could surely present an analysis of Senna and the other two leading drivers whom he denigrates, quoting at least the number of prangs they have been involved in and who shunted whom. At least show some thought and recognition of the younger drivers, their trials, their sponsors, as you never seem to give any credit to the stepping stones Honda used on the way to McLaren.

Maybe you should show a little more loyalty to your country of origin, and give people like Eddie Jordan and other relative newcomers the benefit of your mind. Or maybe retire before decay sets in.
Gordon Young,
Napier, NZ.

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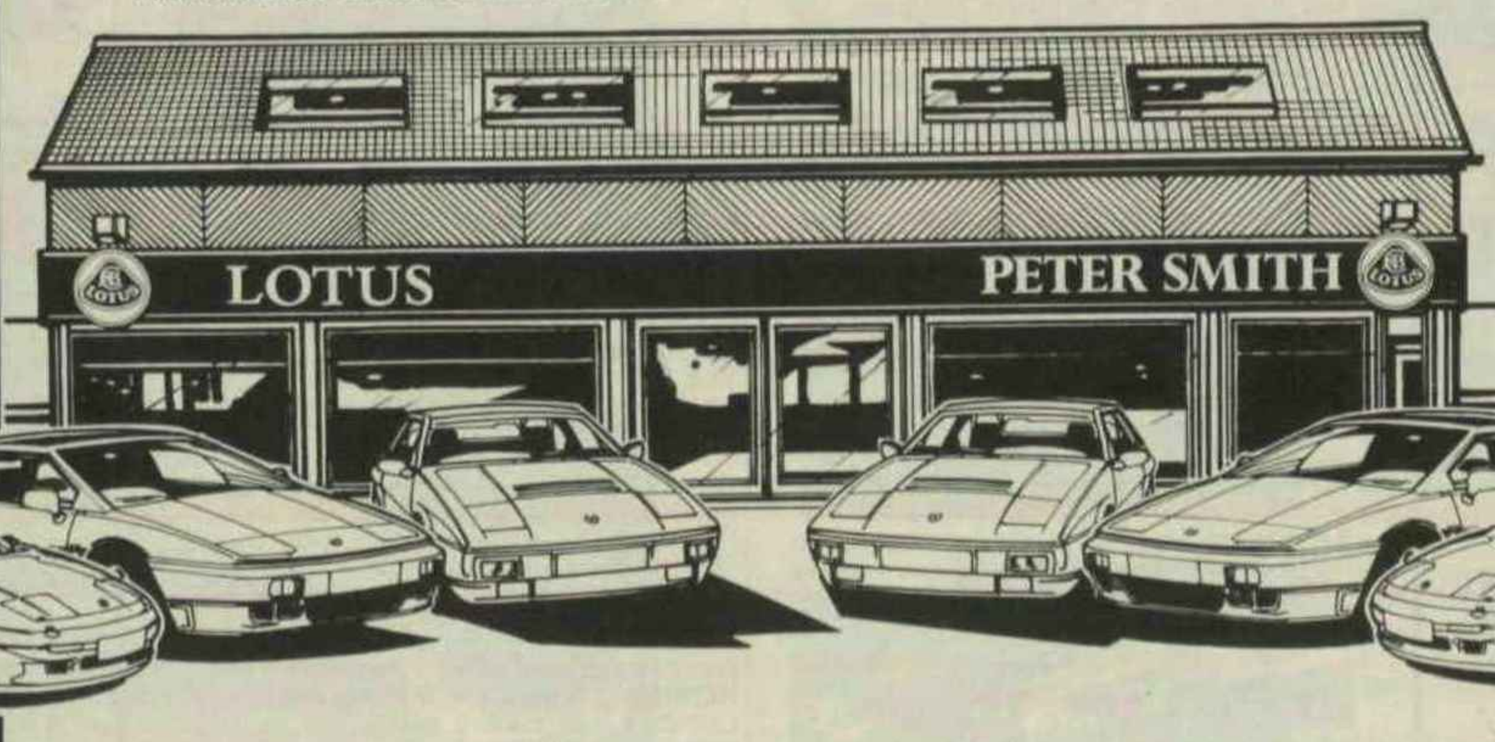
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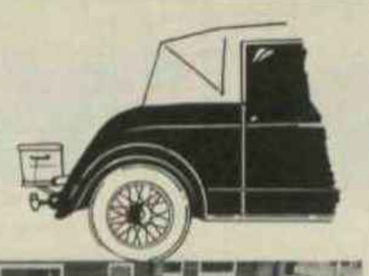
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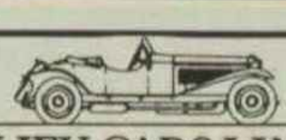
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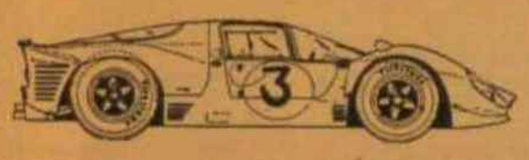
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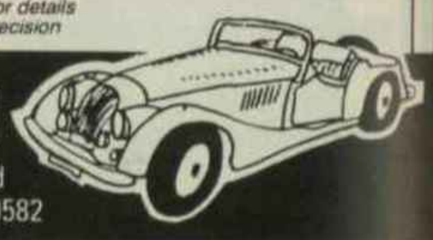
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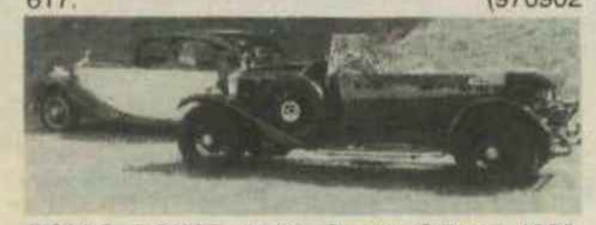
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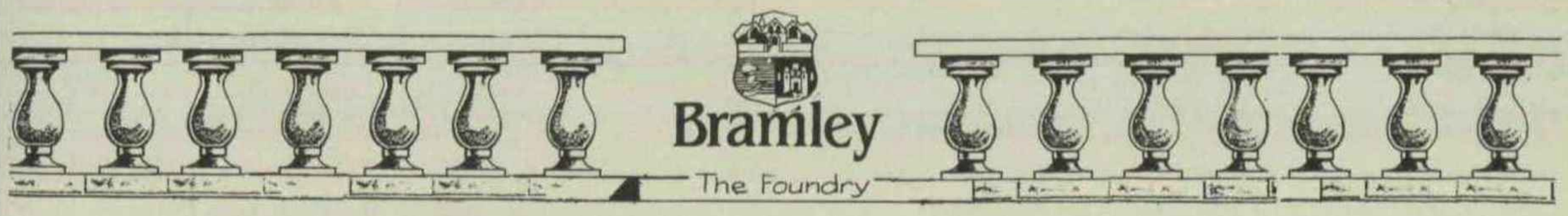
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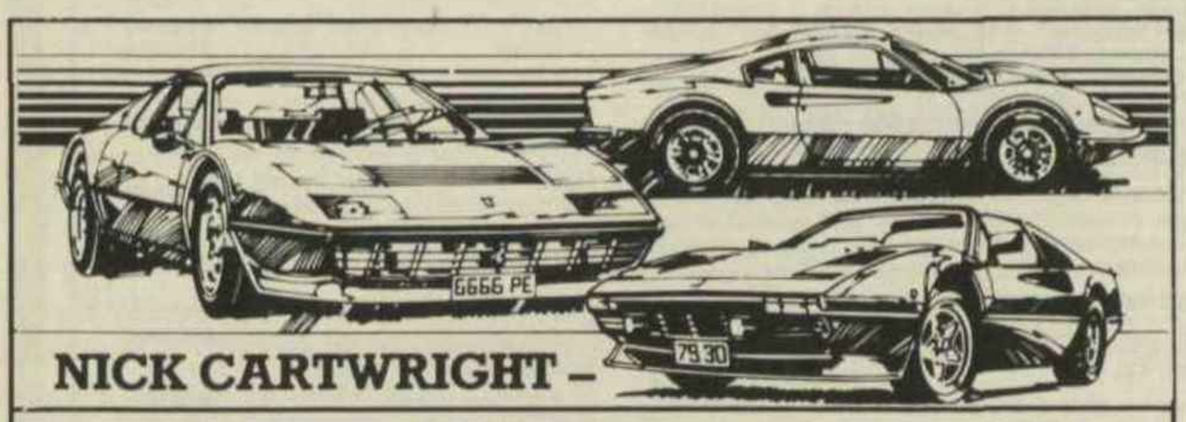
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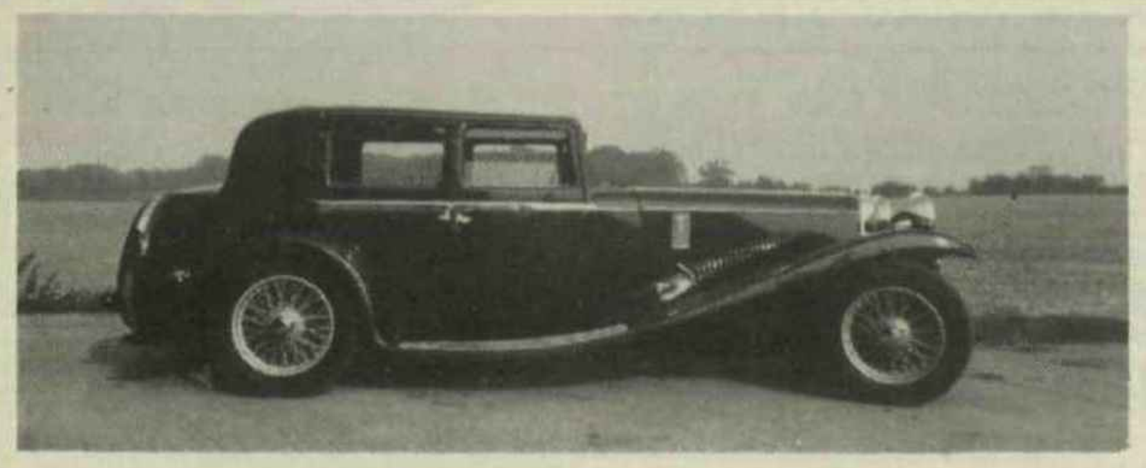
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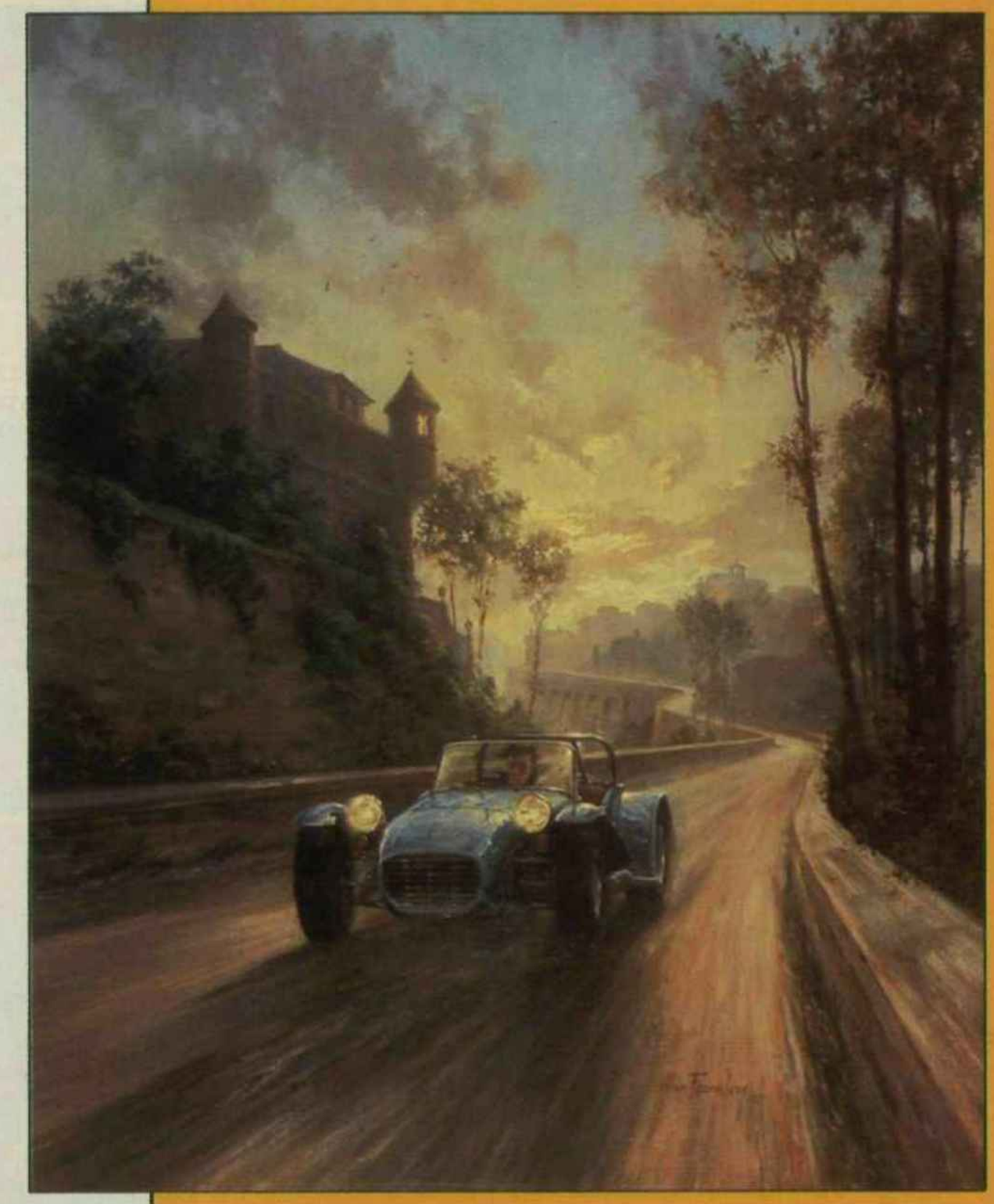
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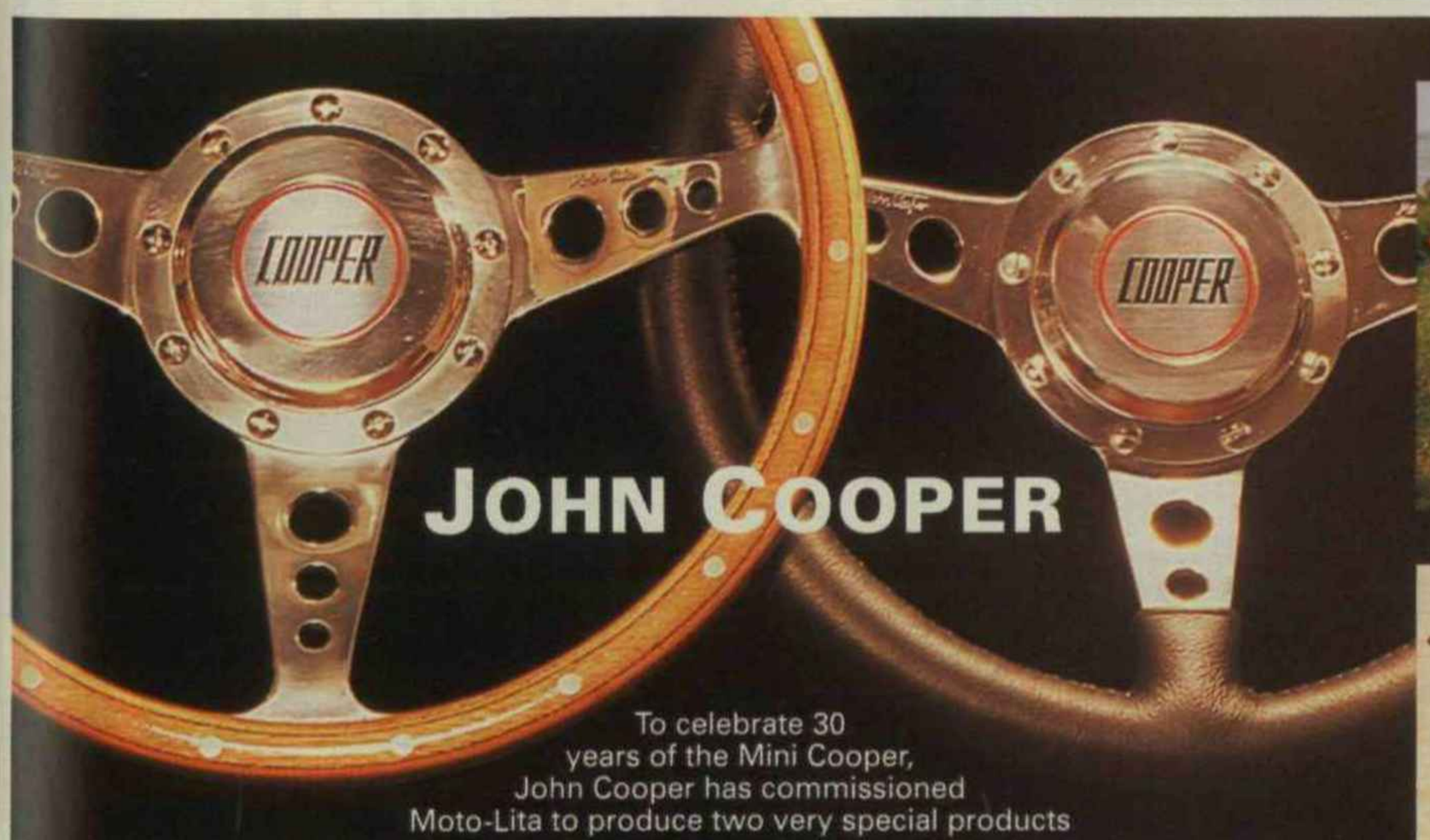
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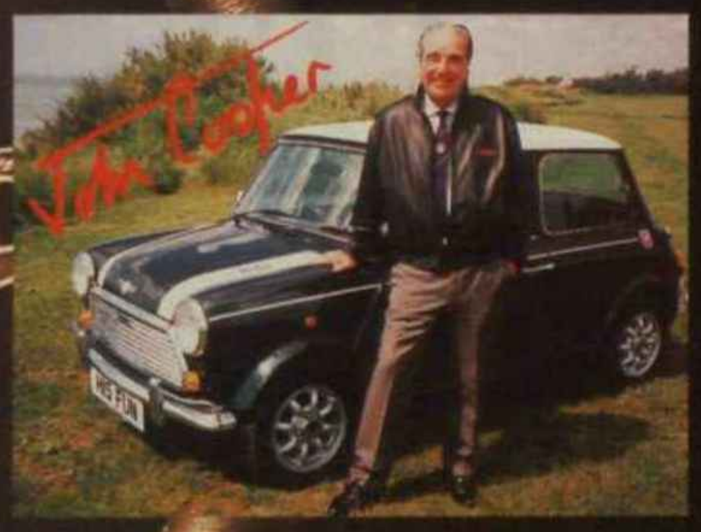
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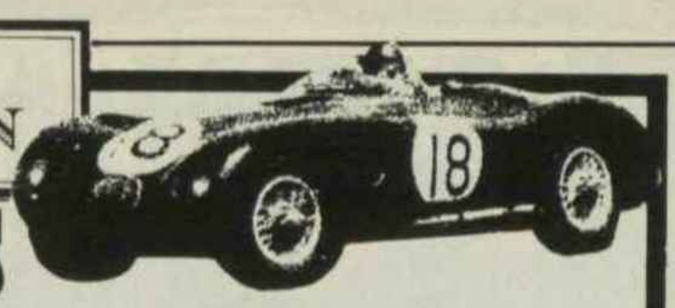
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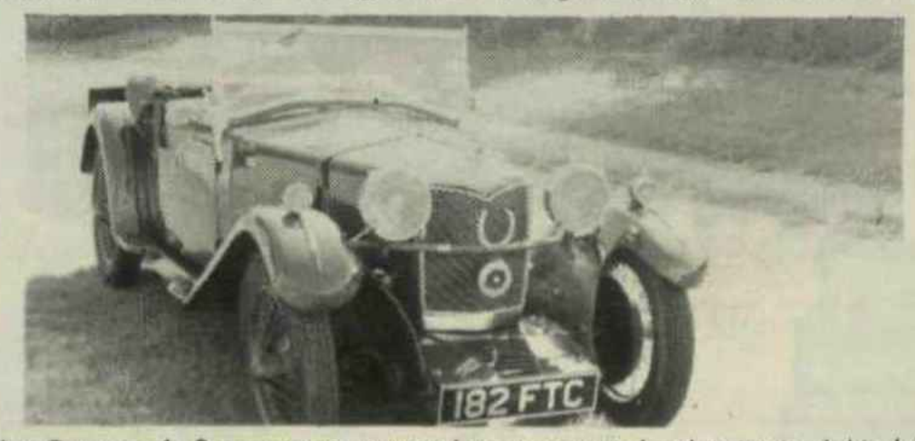
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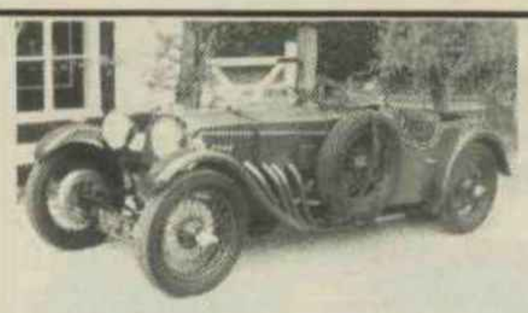
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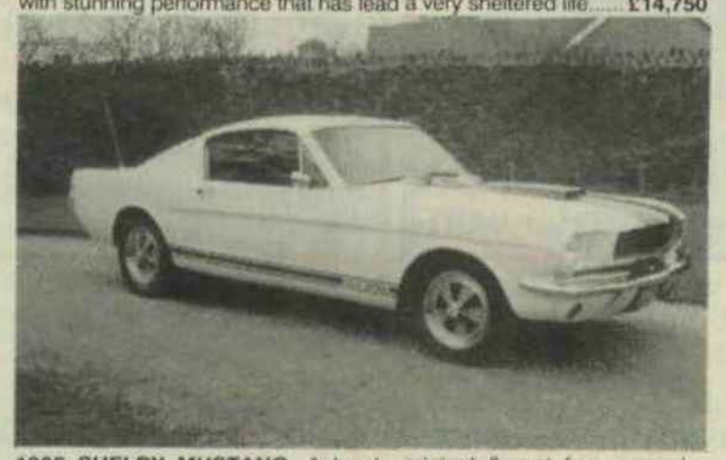
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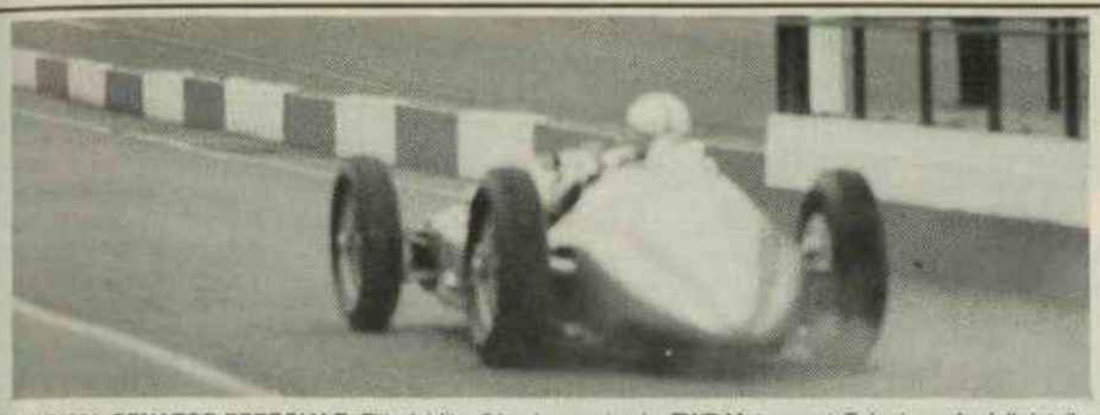
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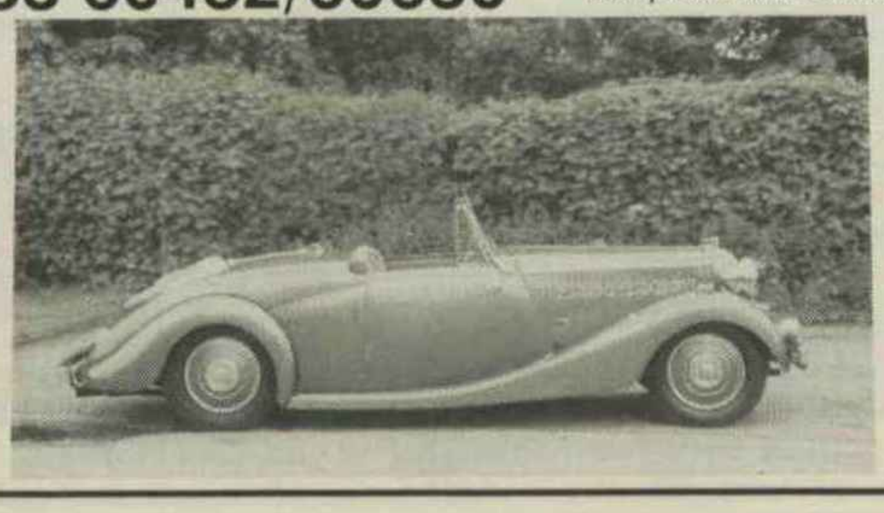
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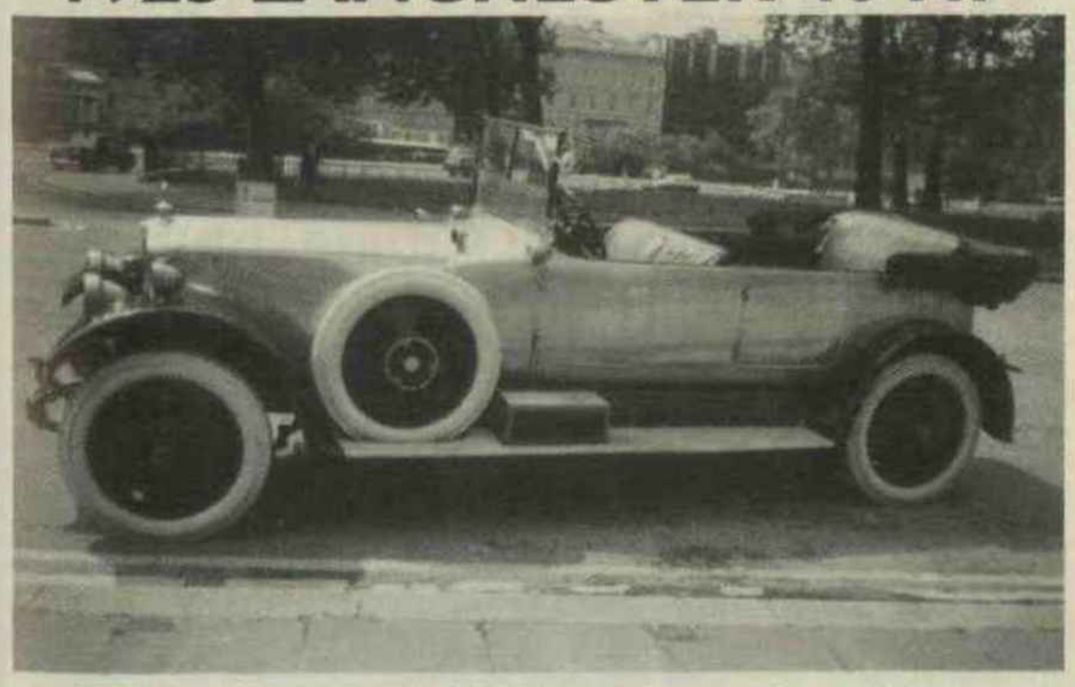
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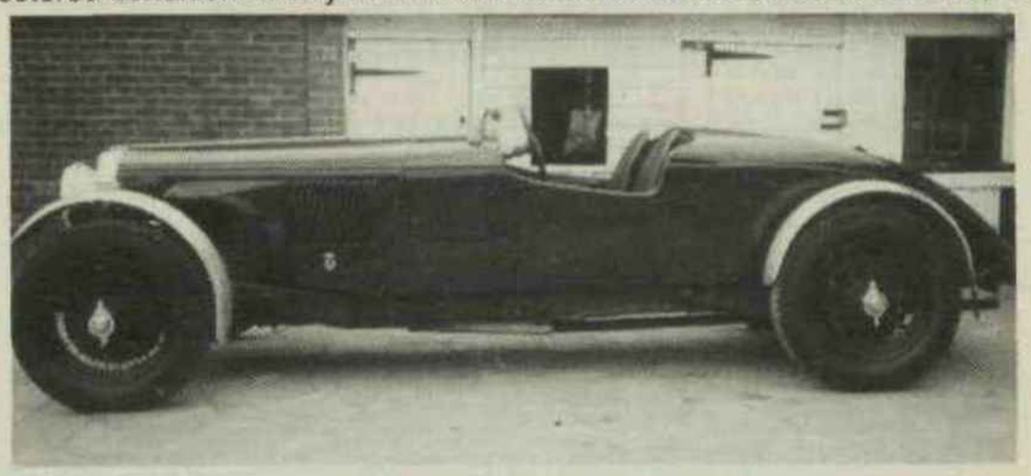
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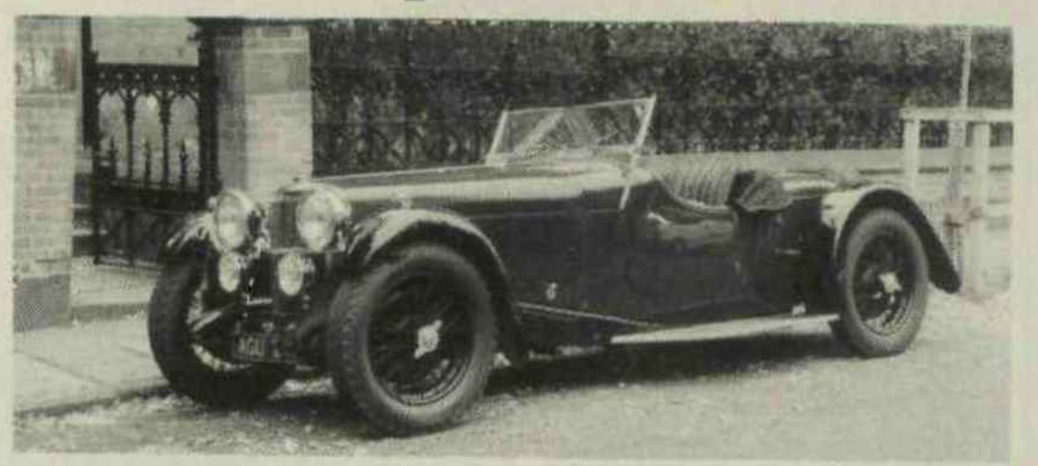
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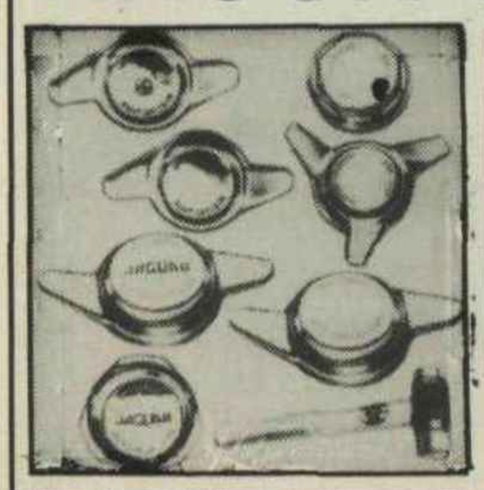


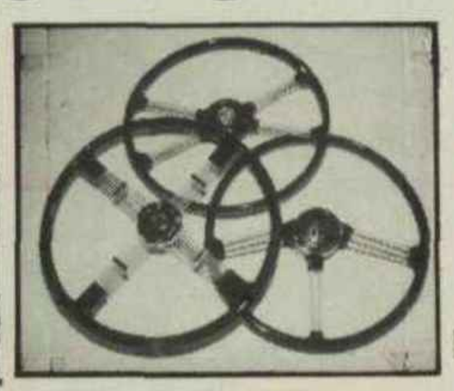
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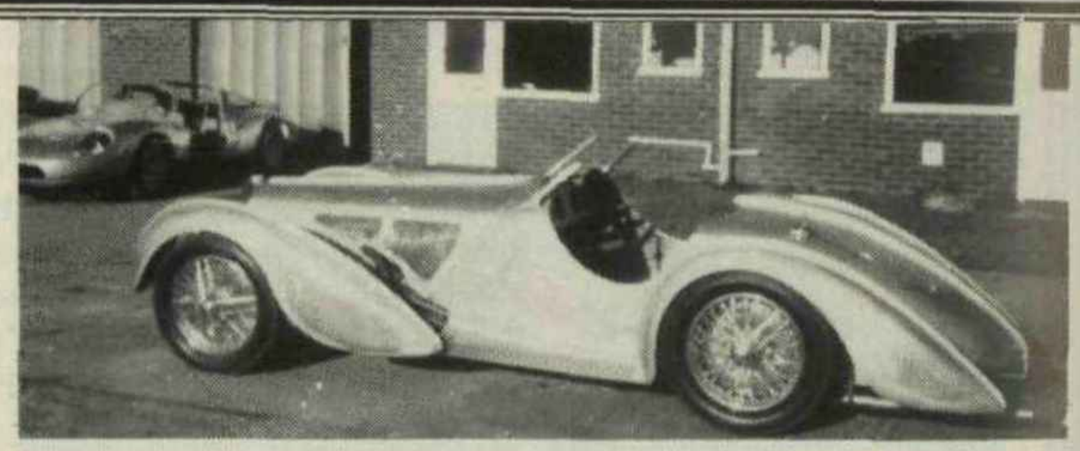


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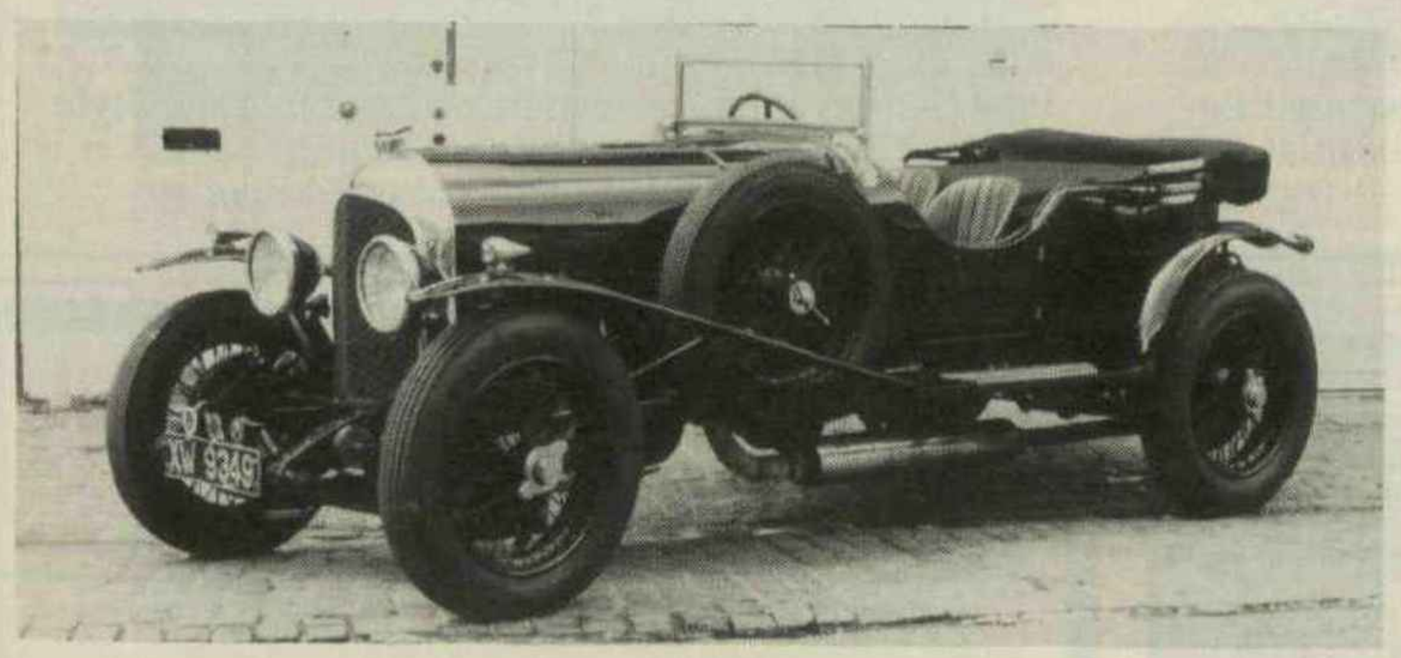
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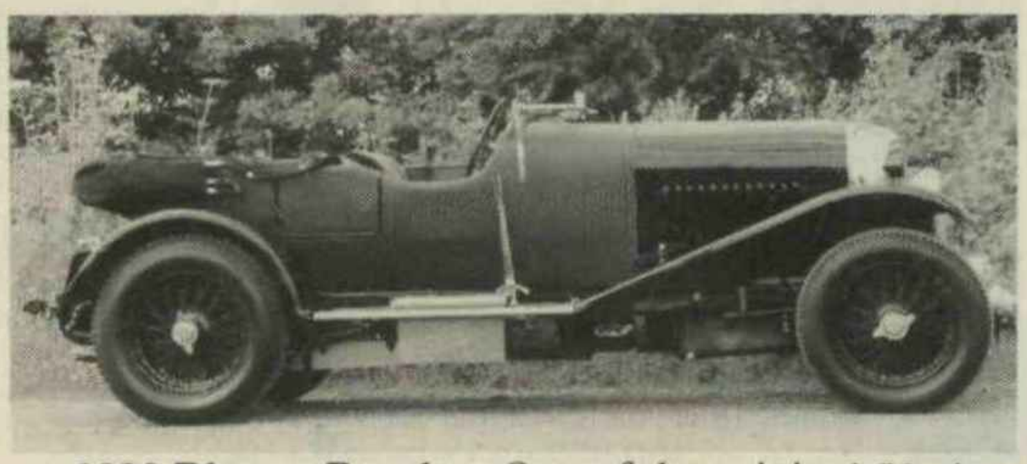
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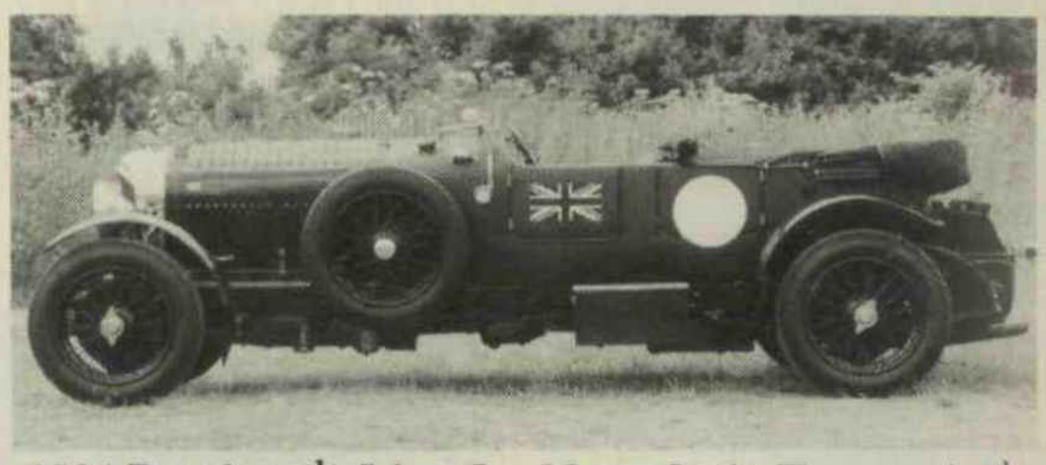
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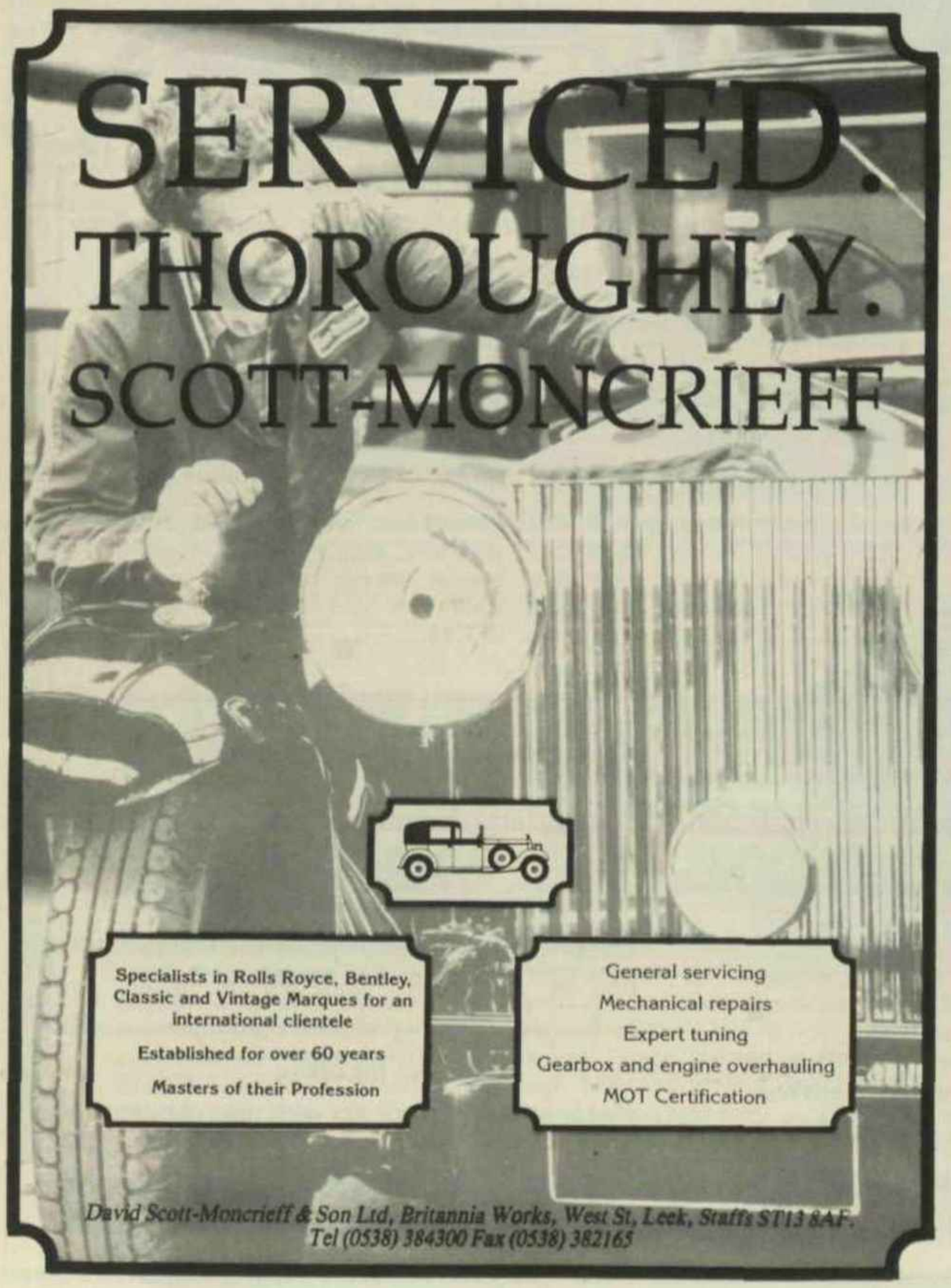
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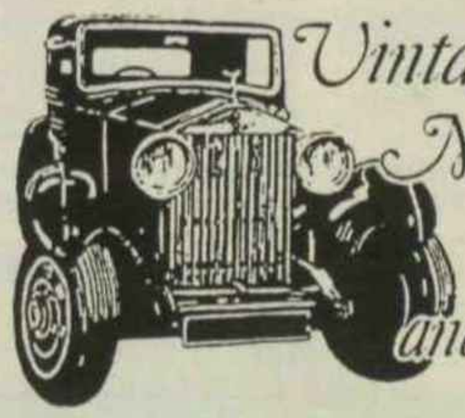


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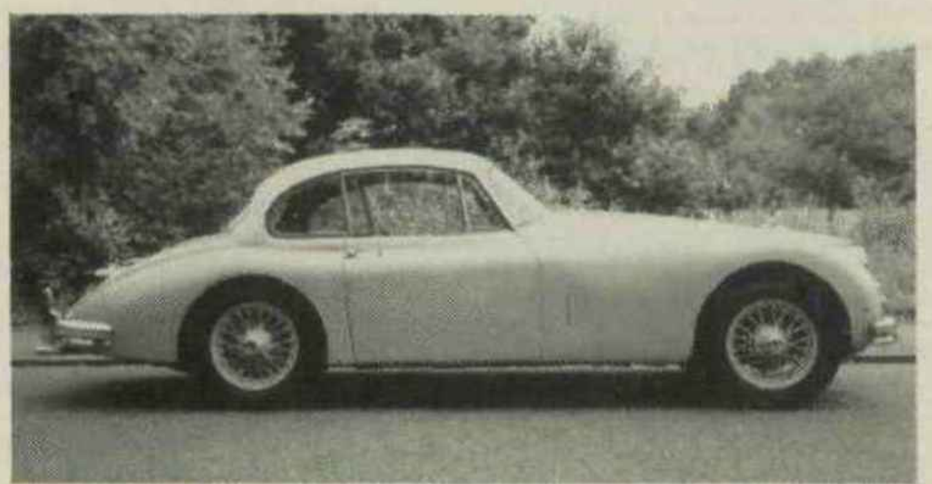
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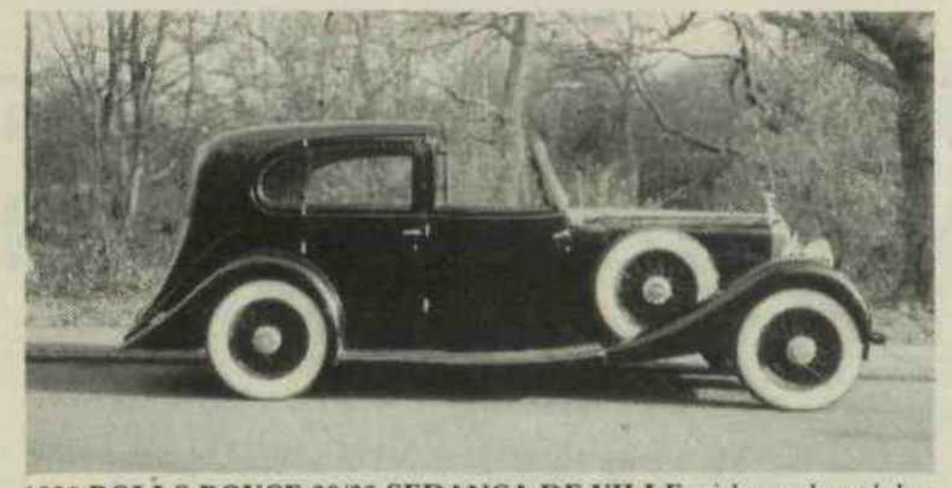
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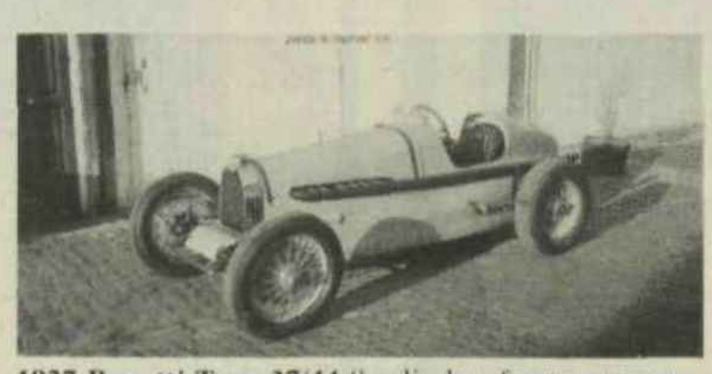
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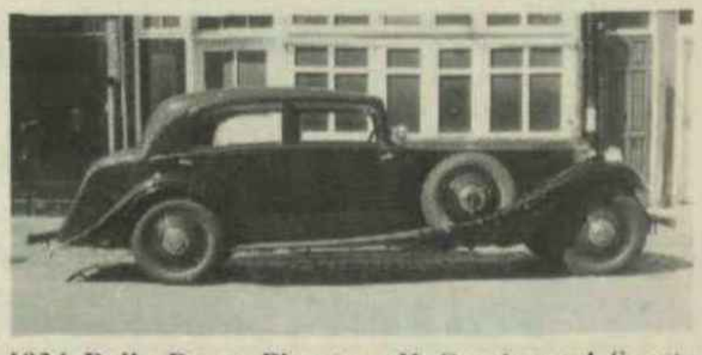
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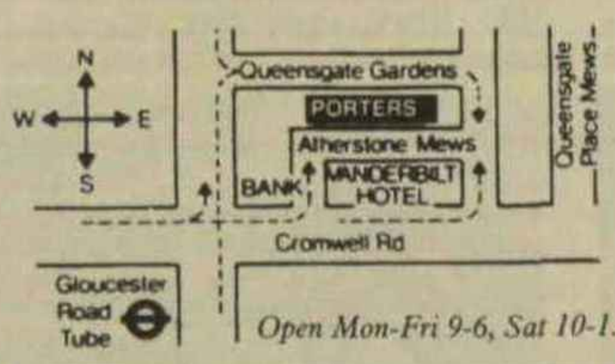
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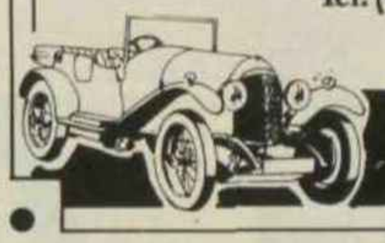
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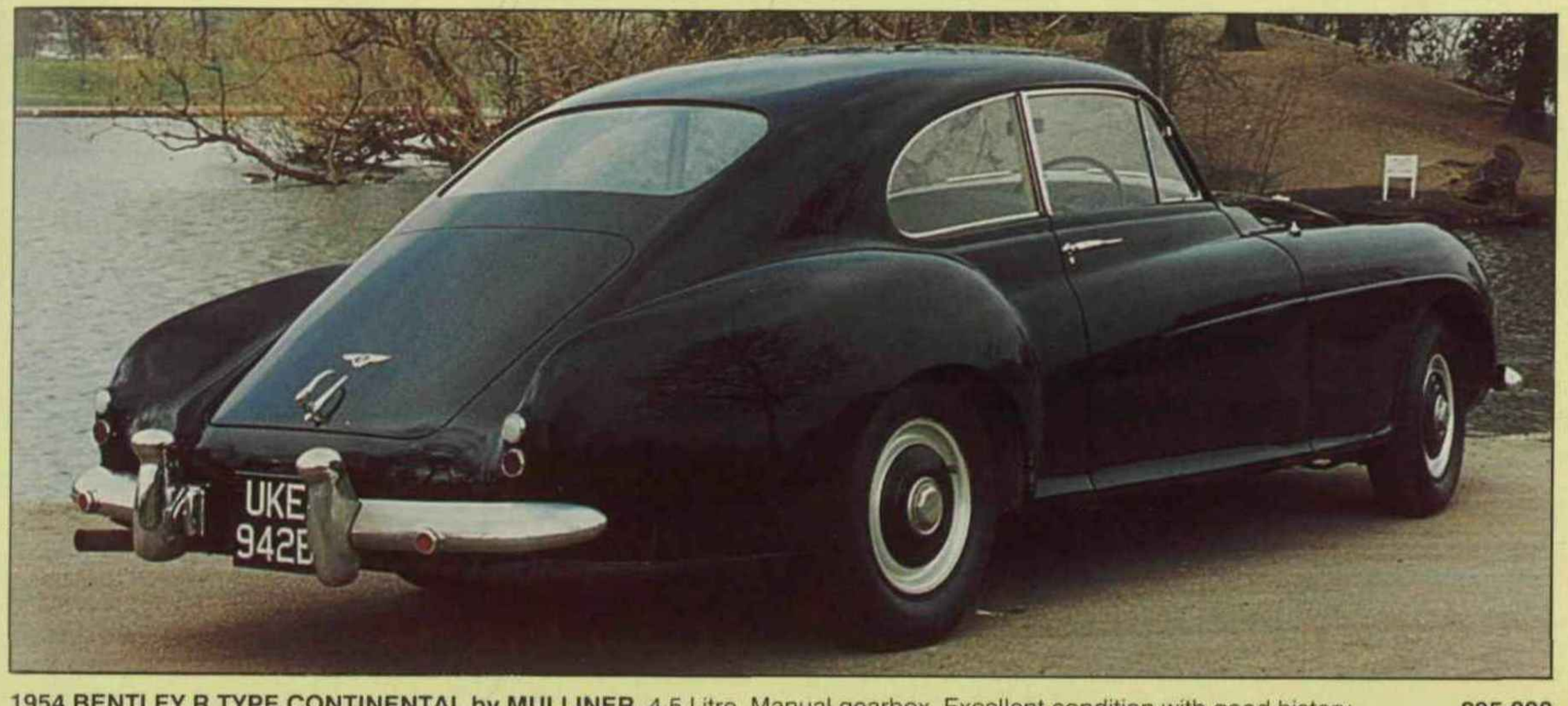


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