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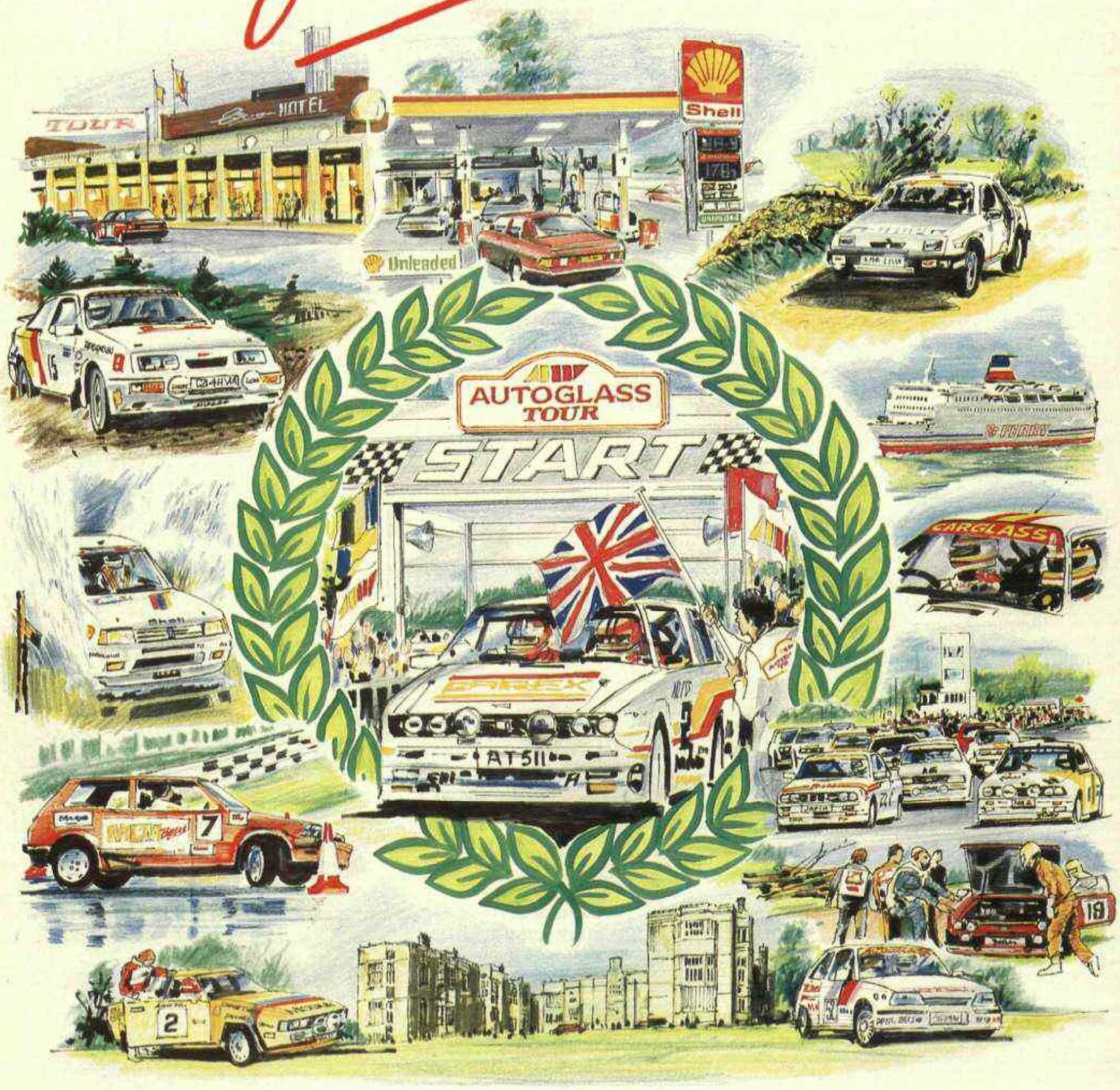
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PREVIEW: Le Mans showdown

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The Public Image

On July 29, 1973, millions of television viewers worldwide watched helplessly as Roger Williamson was burned alive in the wreckage of his upturned car during the Dutch Grand Prix, while fellow driver David Purley alone tried to save him without any effective co-operation from nearby marshals. There could be no worse publicity for motor racing. Could anybody blame the BBC for its disinterest in the sport over the ensuing five years?

On April 23 this year the whole sickening scenario came close to repeating itself in the San Marino Grand Prix at Imola, when Gerhard Berger's Ferrari careered off at unabated speed at the ultra-quick Tamburello sweep before exploding into flames on coming to rest. Again the magic picture box put the whole grizzly scene on our screens, but thankfully the similarities ended there.

Of the Williamson accident, MOTOR SPORT said in September 1973 that "not enough publicity was given to the inadequacy of the Armco barrier that collapsed when the March struck it and was the prime cause of the car turning over and catching fire. Not only the inadequacy of the installation, but the design and specification". At Imola, by contrast, a very solid concrete wall brought the errant Ferrari to a stop from 170 mph without forcing it skyward or flipping it.

Attracting greater attention back in 1973 was Zandvoort's rescue facilities, or lack of them. Our sister paper *Motoring News* said that "the fire was controllable for at least a minute and offered a good chance of survival, if only help had been available", but that "the marshals showed an utter and complete incomprehension of their duty" while "although there was a fire engine approximately 100 yards away, no firemen came along until about eight minutes later".

Berger, on the other hand, owes his life to the quick reactions of Imola's marshals, who were on the scene extremely quickly, wielded their extinguishers intelligently and had the fire under control within twenty seconds or so. The armchair public's faith in the ability of the sport to cope with a sudden crisis should therefore have been restored.

Equally commendable was the ability of John Barnard's chassis to stand up to its impact with the concrete barrier without inflicting fatal or crippling injury upon its occupant. The fact is that either the impact or the fire could have killed Berger, and probably would have done in a bygone age. On both counts the progress which has been made towards safer racing is remarkable.



Gerhard Berger at Imola. That he survived the weekend amazed the television audience.

But the driver's worst enemy remains fire, and the worrying question in the wake of this great escape must be why, when some drivers have come to trust the impregnability of the retaining bags which line their fuel tanks (and in some cases to rely on them to the extent of eschewing some elements of their fireproof underclothing), did the Ferrari burst into flames?

Barnard's internal enquiry might yet point to a flailing fuel line, but it is worth noting that a combination of recent rulechanges has moved drivers' cockpits back, so as to be fully behind the centreline of the front wheels, while reintroducing normally-aspirated engines of V8, V10 and V12 configuration, all of which are longer than the popular turbocharged V6 of yore. As a consequence, fuel tanks are once more being squeezed into shorter, wider shapes which spread into cars' sidepods; not only is the driver now partly surrounded by fuel, but the risk of the tank rupturing in an oblique or lateral impact is increased.

This is a possibility which FISA's safety inspectors would do well to consider, alongside the current debate about the cramped confines of cockpits. There remains, of course, the fundamental question of why Berger crashed at all, but that is a problem specific to Ferrari. If we can be sure of anything, it is that racing machinery exploits components to extremes, and any failure can have catastrophic effects. All we can hope is that rescue services continue to be equal to their task.

Club News

Nearly 15% of the total production of Frazer Nashes (some 70 cars, the great majority chain-driven) will drive the 2500 miles from Brooklands to Bolzano and back from June 9-23, in the third South Tyrol Raid organised by the FN section of the VSCC. The itinerary includes a visit to the Daimler-Benz Museum at Stuttgart and a link-up with the Pirelli Classic Marathon for an ascent of the Stelvio pass. The centenary of the birth of Archie Frazer-Nash is being celebrated this year.

Celebrating its fiftieth anniversary, the 750 Motor Club is urging members with video cameras to help compile a comprehensive record of the year's events for posterity. Meanwhile, its Mallory Park meeting on July 8-9 will be covered by the BBC for use on its *Top Gear* programme.

Jowett Car Club has its National Weekend at Colchester on May 27-29, so the oldest one-make club meets in Britain's oldest recorded town. Organising this year's event is the Club's East Anglian Section, and everything from flat-twin to Jupiter is welcome.

BMW dealer Sytner of Nottingham sponsored an invitation-only race for Le Mans sports-racing cars of the Forties and Fifties at the Aston Martin Owners Club meeting at Brands Hatch on April 30, with Frank Sytner himself entering his Aston Martin DB3S. Three similar events are planned this year, but the organisers have chosen to promote them as individual races rather than as a championship.

Rolls-Royce Enthusiasts Club has its Annual Rally at Castle Ashby in Northamptonshire on June 18, giving spectators an excellent opportunity to see large numbers of Royces of all kinds in pristine order.

Wollaton Park is again the venue for the Pre-War Austin Seven Club's annual Autokarna, at which 500 entrants and 15,000 spectators are expected on Sunday June 4. Admission and parking are free.

Jaguar Drivers Club's XK Register promises a fuller calendar of events for 1989, including XK Day at Burghley House on Sunday June 4. Telephone Jan Mortimer on 0530-810497 for details.

Alfa Romeo Owners Club celebrates its Silver Jubilee on National Alfa Day at Stanford Hall, Lutterworth, Leicestershire, on June 11. All enthusiasts are welcome.

Broadway House in Cheddar, Somerset, is the venue for the Triumph 2000/2500/2.5 Register's National Weekend gathering on June 9-11.

Faster than a Ferrari

a Porsche, a Lamborg

Quite an achievement you have to admit. Its 0-60 time of just 6.7 seconds means the new MG will leave many top sports cars trailing in its wake. Thanks to the powerful 2 litre turbo-charged engine with intercooler and the smooth close-ratio 5-speed gearbox. And on top of all that there's uprated sports suspension, power steering and alloy wheels.

Mind you, it's not just the things you can't see that make the MG so racey.

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hini, a Lotus, an Astor



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MG TURBO

LAMBORGHINI JALPA 7.0 SECONDS, LOTUS EXCEL SE 6.8 SECONDS, ASTON MARTIN V8 VOLANTE 7.0 SECONDS (MANUFACTURERS' DATA AS QUOTED IN WHAT CAR?). PORSCHE 944 7.1 SECONDS. (WHAT CAR? TEST).

AROUND AND ABOUT

Second Classic Marathon

It might be many people's idea of heaven to wake up on the peak of the Stelvio Pass to the sight of Timo Makinen power-sliding past in a Healey 3000 . . . followed by Paddy Hopkirk in a Mini-Cooper, Roger Clark in a Lotus-Cortina, Stirling Moss in a Sunbeam Rapier (substitute MGB) and Ove Andersson in an Alpine-Renault (substitute Toyota 2000GT). Assuming that these venerable machines complete the course with fewer than usual "barges" in attendance, all this should come about in June when Pirelli again sponsors Philip Young's Classic Marathon, an event which proved enormously popular when it was held for the first time last year.

The entry of 120 cars, all from the "classic" era, filled up as soon as Pirelli announced that the 1989 event would go ahead, starting at Tower Bridge, London on June 18 and finishing six days later in Cortina, Italy. The route crosses France, Belgium, Germany, Austria, Italy and Yugoslavia where the route is identical to that of the 1960 Liège-Sofia-Liège Marathon.

Pirelli has announced a popular new award, the Henry Liddon Memorial Trophy for the best navigator. To curb the enthusiasm of the former international drivers, they may have a maximum of six tyres for the whole event.

The organising team has been strengthened and includes Fred Gallagher as well as Rick Smith, organiser of the Mazda Winter Rally. MOTOR SPORT will again be competing, with Gordon Cruickshank in the co-driver's seat of Henry Pearman's 4.2 E-type roadster.

Berger suffers breaks and burns

Gerhard Berger's horrific accident at the San Marino Grand Prix on April 23 resulted in nothing worse than a broken rib, a cracked shoulder-blade and second-degree burns to his hands, which were given skin-grafts in an Innsbruck hospital the following week.

The Austrian was well enough to attend the Monaco Grand Prix as a television commentator, but was not expected to return to the cockpit until the United States Grand Prix in Phoenix on June 4 at the earliest.

Ferrari has declined to replace him in the complex semi-automatic F1/89 even though it risks heavy fines from FISA for the non-appearance of one of its entries in Mexico City on May 28.

JUNE FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
May 27-June 1	**ATCC of Greece**	**Athens, Greece**	**Acropolis Rally (WRC)**	**INT**
May 28	**USAC**	**Indianapolis, Indiana, USA**	**Indianapolis 500**	**INT**
May 28	**Vitesse 2000**	**Autodromo Hermanos Rodriguez, Mexico City**	**Mexican Grand Prix**	**INT**
May 28	BARC (South Western)	Gurston Down, Broadchalke, Wiltshire	Hill-Climb	N
May 29	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	Race Meeting	N
May 29	Brands Hatch Leisure RC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
May 29	Brands Hatch Leisure RC	Snetterton, Norwich, Norfolk	Race Meeting	N
May 29	BARC	Thruxton, Andover, Hampshire	British Formula Three Championship	N
May 29	BARC	Donington Park, Castle Donington, Derbyshire	British F3000 Championship	N
May 29	Enterprise AC/Lydden IMRC	Lydden, Dover, Kent	Rallycross	I
June 1-4	**ASA Nimes**	**Garrigues, France**	**Rally Garrigues (ERC)**	**INT**
June 3	BRSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
June 3-4	BRDC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
June 3-4	Midland AC (1901) Ltd	Shelsley Walsh, Hereford and Worcester	Hill-Climb	N
June 4	BRDA/Enterprise AC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
June 4	**USAC**	**Phoenix, Arizona**	**United States Grand Prix**	**INT**
June 4	**Cirjesa**	**Jerez, Spain**	**International F3000 Championship**	**INT**
June 4	BARC	Silverstone, Towcester, Northamptonshire	British Formula Three Championship	N
June 4	BARC	Snetterton, Norwich, Norfolk	Race Meeting	N
June 4	HSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
June 9-12	**RSAC**	**Glasgow**	**Scottish Rally (BORC)**	**INT**
June 10-11	**ASACO des 24 Heures du Mans**	**Le Mans, France**	**Le Mans 24 Hours (WSC)**	**INT**
June 11	Brands Hatch Leisure RC	Snetterton, Norwich, Norfolk	Race Meeting	N
June 11	VSCC	Colerne, Chippenham, Wiltshire	Colerne Sprint	R
June 11	BARC	Thruxton, Andover, Hampshire	Race Meeting	N
June 11	BARC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
June 11	Longton & District MC	Blackpool, Lancashire	Race Meeting	N
June 11	**ERC**	**Mondello Park, Dublin, Ireland**	**European Rallycross Championship**	**INT**
June 17-18	Lothian CC (Edinburgh)	Doune, Perthshire	Race Meeting	N
June 17-18	**Nürburgring 24 Hours**	**Nürburgring, West Germany**	**Nürburgring 24 Hours**	**INT**
June 17	MGCC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
Jun 17-18	BRSCC	Snetterton, Norwich, Norfolk	Willhire 24-Hour Race	N
June 18	BARC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	N
June 18	**Grand Prix de Canada**	**Montreal, Canada**	**Canadian Grand Prix**	**INT**
June 24	500 MRC of Ireland	Kirkistown, Cloughey, Belfast	Race Meeting	N
June 23-25	**AC Targa Florio**	**Ypres, Belgium**	**24 Hours d'Ypres (ERC)**	**INT**
June 24	Brands Hatch Leisure RC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
June 24	VSCC	Silverstone, Towcester, Northamptonshire	Race Meeting	C
June 24-25	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	British F3000 Championship	N
June 25	BARC	Donington Park, Castle Donington, Derbyshire	Race Meeting	R
June 25	**Real Automovil Club de Cataluna**	**Jarama, Spain**	**Jarama 480 km (WSC)**	**INT**
June 24	Bugatti Owners Club	Prescott Hill, Gotherington, Gloucestershire	Hill-Climb	N
June 25	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	British F3000 Championship	N
June 30-July 3	**Gunaydin Newspaper**	**Istanbul, Turkey**	**Gunaydin Rally (ERC)**	**INT**
July 1	VSCC/MAC	Shelsley Walsh, Hereford and Worcestershire	Hill-Climb	R
July 1	Port Talbot MC	Swansea, South Wales	Kayel Graphics National Rally	N
July 2	BARC	Brands Hatch, Dartford, Kent	Race Meeting	N
July 2	BARC	Pembrey, Llanelli, Dyfed	Race Meeting	N
July 2	BRSCC	Snetterton, Norwich, Norfolk	British F3000 Championship	N
July 2	BRDC	Donington Park, Castle Donington, Derbyshire	British Formula Three Championship	N
July 8-9	VSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	C
July 8-9	BARC (Yorkshire)	Harewood Hill, Leeds, West Yorkshire	Hill-Climb	N
July 9	Brands Hatch Leisure RC	Snetterton, Norwich, Norfolk	Race Meeting	N
July 9	**Sa Ricard Dept Le Castellet**	**Circuit Paul Ricard, Le Castellet, France**	**French Grand Prix**	**INT**

More Changes to Grand Prix Rules

On the eve of the Monaco Grand Prix, the third race of the new 3½-litre formula, FISA's Formula One Commission approved a series of detail regulations regarding the design of Grand Prix cars.

Adopted by unanimous vote after consultation with team engineers and designers, the reforms bypass the normal stability rule on the grounds of safety, and will come into effect on January 1, 1990.

Following complaints from many drivers that ever narrower cockpits and footwells are making F1 cars dangerously uncomfortable (and the problems experienced by some in passing the five-second evacuation test), minimum interior dimensions and cockpit openings are to be specified to combat what is seen as effective discrimination against taller men.

Immediate reactions to the results and possible causes of Gerhard Berger's Imola accident include the banning of refrigerated or pressurised fuel (in this case with immediate effect), the introduction of compulsory crash-testing for *complete* monocoques, including steering wheel area and fuel tank, and the strengthening of frontal wing structures.

Further changes will increase the strength and height of rollover bars and lateral bodywork to make the driver's "survival cell" more effective, and increase the size of mirrors to improve rearward visibility.

Present at the Commission's meeting were FISA President Jean-Marie Balestre and Vice-President Bernie Ecclestone, and constructors Frank Williams, Giancarlo Minardi, Cesare Fiorio (Ferrari), Peter Collins (Benetton) and Ron Dennis (McLaren).

FISA also announced the future inspection of all circuits' medical facilities prior to the granting of Grand Prix dates. Mooted limitations to the capacity of fuel tanks and their location vis-a-vis the driver did not receive support from constructors.



Wollek: victorious in Joest's "semi-works" 962.

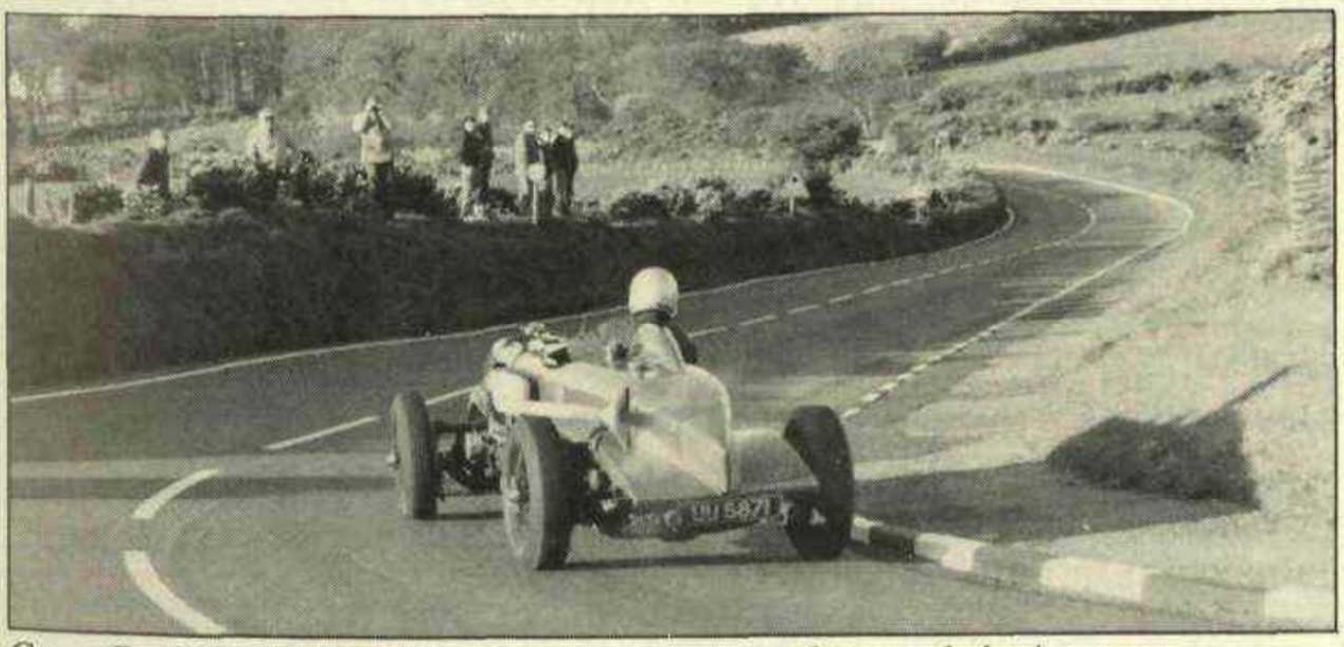
Porsches dominate Supercup fixture

With the disappointing non-appearance of two Ferrari F40s entered by Charles Pozzi for Nicola Larini and Jean-Pierre Jabouille, and the hopes that Tom Walkinshaw would shake down the new Jaguar XJR-10 dashed, Silverstone's round of the German Supercup Championship on May 14 turned out to be a Porsche benefit.

In a thin field of sixteen cars, the rivalry between Bob Wollek and Tiff Needell was the only item of interest at the front, with the Frenchman finally taking the upper hand in one of Reinhold Joest's three 962Cs.

That Joest can now be regarded as the unofficial works Porsche team was further substantiated by the continued presence of Porsche team director Peter Falk in its pit. The team from Absteinach is soon to receive for the first time as many as ten factory tubs built with honeycomb panels, instead of the sheet-aluminium hitherto used.

Tim Harvey staved off Nick Adams to win the C2 laurels, while Costas Los had a one-off drive in the new "lightweight" C1 Spice SE89C-DFZ, which rolled to a halt with a silent engine on lap four.



George Daniels' ex-Birkin Bentley gives Manx spectators a foretaste of what is to come.

Racing returns to Isle of Man

Pre-war racing cars on public roads — that is the promise of the Merlin Manx Classic Speed trials planned for the Isle of Man on September 28-30.

Using a 3.5-mile track which includes a good part of the old Willaston circuit outside Douglas, the meeting will be run as a pursuit sprint, cars being sent off in pairs at short intervals, with the general effect of a handicap race. Organised by the new Manx Motor Racing Club with the VSCC and RAC, the meeting will feature sports-cars in vintage, PVT and pre-'65 classes, as well as pre-1940 single-seaters.

Much of the circuit offers free viewing, while the meeting will use the motorcycle TT grandstands and pits, with views of the main straight and the first corner.

Although some Armco and tyre barriers are inevitable, the predominant stone walls and kerbs will bring back memories for those who raced there up to the mid-Fifties, and offer a novel sight for younger audiences. The entry list is already packed, but special ferry and hotel packages are being offered to spectators.

March Schism

As rumoured at the turn of the year (MOTOR SPORT, February 1989), the loss-making March Group has rationalised by selling off its Formula One team and Formula 3000 manufacturing division to Leyton House chairman Akira Akagi.

Akagi's new Emblem BV company has paid more than £6-million for the two operations plus their 0.4-scale wind-tunnel, but the Japanese businessman has in turn sold his 20% shareholding in the Group.

March Group remains as a constructor of March Indycars (with development contracts with both Porsche and Alfa Romeo) and of Ralt Formula Three, Atlantic and Super Vee chassis, and as the parent company of composite materials manufacturer Comtec, under the chairmanship of John Cowen.



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G E M I N I



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Even at 43/9d (inc. Purchase Tax) the Automatic Car Cigarette Lighter isn't being snatched off the accessories counters.

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Surprisingly, because in the thirty years since it was introduced, ordinary multigrade has hardly changed.

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Try it at your next oil change.

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CHANGING OIL



Senna forces inside Prost at Tosa after the re-start, much to the latter's chagrin.



Nigel had been deified in Italy after putting No 27 back in the winners' circle in Rio.

A Miracle

Miracles do happen in motor racing. We saw one at Imola during the San Marino Grand Prix.

It may not have been quite the sort of miracle the *tifosi* had in mind for Ferrari once they'd seen the times the McLaren-Hondas turned in during testing and again in qualifying, but it was a solid, 99-carat, *bona fide* miracle all the same.

Not so many years ago, we'd now have been talking of Gerhard Berger in late terms, rueing the passing of yet another charger who never knew when to quit. Instead, we can still smile at the hardiness and irrepressibility of a racer who can strike the concrete wall at Tamburello at 170 mph, survive sitting in the ensuing fire for 23.51 seconds, and then discharge himself from the Maggiore Hospital in Bologna only the next day to fly to Willi Dungl's Austrian clinic.

Berger can thank Ferrari for building a car which was tough enough to withstand the impact, and the smooth speed of the Italian rescue services, for his life. How he survived the shunt and the fire, and came out of both with nothing more serious that a cracked shoulder-blade, broken rib and sternum, and some nasty chest and hand burns, is still a complete, yet welcome, mystery.

As I said, miracles *do* happen in motor racing.

The miracle the *tifosi* craved, however, was very different. They had desperately hoped for a repeat of that delicious surprise success in Rio, when Nigel Mansell had deified himself — at least until they find a reason to plunge the knife into him before twisting it — by taking John Barnard's F1/89 Ferrari to victory.

Mansell. A year ago no Italian gave a damn about him. Now they appreciate in him what British fans have loved for so long. His fight. His strength. His speed. Above all, probably, his courage. And he needed that more than anything at Imola as the race restarted after the four laps which had ended in Berger's shunt. When the green lights came on for the second time that afternoon, the Ferrari team still had no means whatsoever of identifying exactly why No 28 had failed to make it round Tamburello but had instead speared almost head-on into the wall.

There was talk of a front wing having detached itself, of suspension failure, possibly even of gearbox casing failure. Berger had been on the knife-edge in qualifying, and had suffered a couple of offs in his pursuit of the McLarens. Maybe something damaged then had finally broken. Nobody knew for sure, although Monaco would provide some pointers.

Bernie Ecclestone didn't want Mansell to race. He felt that No 27 should be withdrawn. Cesare Fiorio and the organisers faced a dilemma: what would the crowd do if the second red car was out? It was nothing compared to Mansell's dilemma. In the end he did the two things you would expect of him. He got into his car, and he raced it as hard as it would go until it broke.

He was easy off the line with it, easy enough to have Sandro Nannini and Riccardo Patrese insert themselves between him and the two McLarens he'd been chasing fruitlessly in the first part of the race, but thereafter he gave it his all. Some of the national dailies accused him of stroking. They didn't watch him in action where others did. He gave it everything. Ultimately, as everyone had suspected, that wasn't enough, but it was the machine not the man that was lacking.

In one of the most prolonged test-sessions ever, McLaren had occupied Imola for eight days before the race, and it showed. In Rio the Ferraris and the Williams-Renaults had been close; in Imola they were also-rans. Senna and Prost had between them assessed no fewer than eight different variations of the Honda V10 engine during that test. With that kind of sledgehammer it was inevitable the Formula One nut should crack.

From the word go the MP4/5s were the class of the field. True, Berger had grabbed the fastest time on Friday afternoon, when the track was drying rapidly and the situation was something of a lottery. In fact, both Senna and Prost had brief spins in the damp, Alain when a brake stayed on after he'd taken his foot off the pedal. But once the cars were running in the dry there was nothing in the place to touch Neil Oatley's design.

In grabbing the 31st pole of his career, Senna moved ever closer to Jimmy Clark's record of 33, and in the first start he headed Prost comfortably. In the second, Alain got the drop on him and led as far as the right-hander on the run to Tosa. There, however, Senna towed up to him and slipped neatly ahead on the left-hand side, just as he used to whenever Martin Brundle beat him off the line in early 1983 Formula Three races.

Smoothly, confidently, the Brazilian slammed away, but then Prost got his head down. If the Frenchman lacks that mite extra in qualifying, his fastest-lap record is impressive, and with a string of quickest times he edged closer to his team-mate. He was 1.48 seconds behind on lap nine of the restart, but hacked that down to 0.65 sec by lap 13. In a race whose result would be decided on aggregate times, Senna still had a cushion from the first "heat", but Prost

appeared to have the better race set-up, just as he had in the Iberian races last year, and Senna was under pressure.

If Imola was an otherwise dull race, that was the high point, as the two McLaren drivers traded sensationally fast laps way clear of their so-called opposition. Senna was the more aggressive in traffic and began to edge away again, and then Prost got trapped behind Thierry Boutsen. The Belgian was into his own charge from the back and wasn't about to make life easy for anyone, and by the time Prost had found the way round him, Senna was comfortable again.

Then on lap 43 the Frenchman left his braking a fraction late going into the last corner by the pit entrance and looped into a spin. He maintained his momentum as the McLaren slithered on to the grass, and kept the Honda V10 running. In fact, the whole thing didn't lose him an awful lot of time, or even disturb his rhythm too much, but it was the end of any challenge. The front left Goodyear had picked up a blister, hence the initial trouble.

After his gentle start, Mansell hounded Patrese for all he was worth, but his 1988 team-mate is freshly invigorated this season, and was proving a tough proposition.

Testing had indicated that the Williams FW12Cs should be able to run at a similar pace to the McLarens, but the race proved that was not quite the case. However, Ferrari and Williams were very evenly matched. Whatever Nigel attempted, Riccardo seemed able to contain, even though they were literally only inches apart. You sensed it was only a matter of time before the Englishman found the way through, but when he did finally deprive his rival of third, he did so only after a phenomenal avoidance. Going down to the Rivazza on lap 22, Riccardo's engine suddenly lost power before vomiting a cloud of oil smoke. Mansell, right behind as Patrese slowed dramatically, just jinked round him.

Six years earlier Riccardo had been jeered by his fellow countrymen as he slid off and handed the victory in San Marino to a Frenchman; but Patrick Tambay had been driving a Ferrari, so what did national honour matter as far as the driver was concerned? This time, a cheer greeted his latest bout of misfortune, as a Briton in a Ferrari swept into third place, but at least the crowd had the courtesy to applaud Patrese as he walked in.



Williams-Renaults looked competitive again, but Boutsen was disqualified from a fighting fourth place.

If they thought Mansell might now do something about the disappearing MP4/5s they were sadly mistaken, though. The gap barely fluctuated and then suddenly, two laps later, the Ferrari too had gone, its gearbox electronics again malfunctioning. All Nigel had had to do was run smoothly home to four solid points, which would have kept him atop the points table . . .

In normal circumstances, Boutsen ought to have benefited from those retirements. For the second race running he'd been outqualified by his team-mate, but he nevertheless started from the fourth row, alongside Berger. However, he was running directly behind the Ferrari when it went off, and picked up a puncture on the lap it crashed, possibly from its debris.

As the cars assembled on the grid for the restart, Roland Brunseyrade, the FISA starter, ordered Williams to push its car into the pits if it wanted to replace the punctured tyre, refusing to let it do so on the grid. Team manager Michael Cane argued he should be allowed to change the tyre on the grid on safety grounds, without the penalty of the car thus having to re-start from the pit-lane, but Brunseyrade was adamant. The FW12C was pushed away as instructed. In the paddock, Frank Williams was screaming into his radio. He knows the rules pertaining to such matters intimately, but his radio set was not operational at that moment . . .

Boutsen duly started from the pit-lane, drove like an angry man, and wound up a solid fourth, only a slot lower than he was



In the top six, as in Rio, was Warwick's Arrows-Cosworth.





Fierce battle raged in the midfield between Dallara and Brabham. Here de Cesaris leads pre-qualifiers Brundle and Caffi, who was disqualified from seventh place.

likely to have finished anyway. Then Ligier protested that he should have been black-flagged for having his car worked on in the pits during a re-start (expressly forbidden in the rules), and he was excluded.

The whole episode was not quite the French sour grapes it seems at first sight, but it was an organisational blunder.

After its appalling 1988, Ligier has bounced back very well with impressive newcomer Olivier Grouillard, who qualified an excellent tenth in the new JS33. He shared row five with the equally impressive Alex Caffi and they ran together as they rounded Rivazza and headed towards the start/finish line after the fourth lap of the original race. That was when they saw the first red flags.

In the ensuing melée, Caffi spun his Scuderia Italia Dallara and made contact with Grouillard's car. The Ligier sustained damage to its undertray and rear wing. The Dallara, like the Williams, had a puncture and Scuderia Italia team manager Patrizio Cantu found himself in exactly the same situation as Cane. Meanwhile, out on the grid, Ligier prepared to change Grouillard's undertray, but had to remove the JS33's rear wheels to do so. That too is illegal, and after completing four laps of the re-start, Olivier was shown the black flag.

Ligier protested its rivals on the basis that it was unfair to let them continue while it had suffered itself. Boutsen was thus deprived of his hard-won fourth, while Caffi lost an excellent seventh, at that stage the best finish of his and Beppe Lucchini's team's careers. Both Williams and Scuderia Italia lodged appeals, and interestingly, in Monaco, FISA clarified the rule relating to safety tyre-changes during re-starts, to permit changes on the grid. There were even rumours that the Imola race director was to be fined for insisting they had to go to the pits.

The San Marino Grand Prix seemed to be a race for the common man, a chance for the little guys to show their mettle. As Benetton and March struggled to find grip in qualifying, on Goodyear's new-construction rubber, "Piero" Martini surged to eleventh place on the grid in the locally-manufactured Minardi. Even Enzo Osella's little team was in on the act, as Nicola Larini pre-qualified easily and then took the efficient Osella to fourteenth slot.

Martini didn't last long in eleventh place before his gearbox broke, but Larini was in brilliant form as he took the FA1M/89 to a stunning sixth by lap 42. Sadly, though, a tendency to bounce at the front, probably as the dampers wore, became more pronounced and lost him time and places, and then the brake pedal began to feel odd. "I thought it was air in the system," he explained, "but it turned out to be the left rear wheel bearing breaking up." When it broke up altogether, the car was pitched into the wall and a great effort was over.

Gabriele Tarquini was also in fine form in the Faure AGS, in his first race as Philippe Streiff's replacement. Hampered by poor aerodynamics and only a five-speed gearbox on a circuit where six are essential, he stayed right with Alex Caffi in the closing laps of the race, the two Italian coming-men fighting a glorious battle, and took the last championship point when Caffi and Boutsen were excluded. He may well lose it if the appeals are upheld, but it was a fine drive.

So what of Benetton and March, the heroes of Rio? In qualifying Sandro Nannini smoothly reasserted himself over his new team-mate Johnny Herbert, who blotted his copybook slightly with a car-damaging spin on Friday morning, but neither liked the feel of their B188s. Nannini finally got his to handle well enough to snatch the fastest V8-engined time, and then found in the second race that it could all but match the pace of Mansell and Patrese. He thus began to apply subtle pressure just as they both retired, and thereafter came through to salvage something with an unchallenged third.

Imola was not to bring Johnny the same glory as Rio. He'd been running less downforce than Nannini when he spun on Friday, and thereafter he never got the B188 going to his satisfaction. In the race he had worked up to eighth, through others' misfortunes, but then spun at Tosa. It was a while before he could try to rejoin, thanks to traffic, and then his attempt to spin-turn in the right direction simply took him into the sand on the opposite side of the track. By the time he got going again, cursing himself, he was fourteenth; by the finish — and at least it was another finish — he was eleventh.

Like Nannini, Capelli worked at his March and eventually massaged it into good enough shape to qualify thirteenth alongside Larini, but after making a strong start and leading Nannini for one lap, he slid off on oil at the Rivazza next time round and crashed heavily. Team-mate Mauricio Gugelmin couldn't better 19th on the grid and lost a lot of ground with a puncture.

He'd already lost his clutch early on, and the maltreatment necessary to engage a gear after his stop certainly didn't help the transmission, which subsequently broke.

By contrast to March, Arrows continued its Rio form, at least with Derek Warwick, and the Englishman was in ebullient mood as he battled with Nelson Piquet, who actually looked something like his old self as he planted the Lotus 101 eighth on the grid to Derek's twelfth. Just as they did back in Formula Three in 1978 they ran wheel to wheel or nose to tail, but then Piquet's Judd engine broke on lap 30 and Derek was able to ease back a little to take fifth on the road and fourth when Boutsen's disqualification was announced. His reduced pace was probably just as well, as the Arrows was using a lot of oil by the finish.

That Jonathan Palmer wound up fifth in the new Tyrrell 018 was nothing short of amazing, and it was just the slice of luck that Ken Tyrrell deserves after that appalling 1988 season. Palmer, however, should not have been driving the new car. It was originally slated for Michele Alboreto, because of his nationality, since there was only one ready and, in any case, poor old JP fitted better in the 017B. That plan had to be revised when Alboreto just missed qualifying because of the inevitable new-car problems — it had literally been rushed straight from the factory — but as Palmer had qualified the 017B, a swap was made. Under the rules it is permissible to interchange car models, provided the driver has qualified. 018 was thus set-up for the Englishman, who went forward regarding the race as little more than a much-needed test session.

It oversteered so badly in the first race that he spun at Tosa on his second lap, but prior to the re-start Harvey Postlethwaite had another crack at the set-up and in the second race Jonathan was delighted as he charged through the field.

Eddie Cheever's fortunes looked up as he qualified a strong fourth in Friday's wet, but thereafter his usual bout of minor mechanical troubles dropped him to 21st in the line-up. He gave it everything in the race, and worked as high as sixth before a cracked exhaust (Warwick had a similar problem) dropped him back to ninth by the finish.

Herbie Blash made a welcome reappearance on the racing as opposed to administrative side of the sport, as team director at Brabham, after his year's sabbatical with FISA. Sergio Rinland's BT58s again pre-qualified easily, only to go slower as qualifying progressed, and Modena's 1 min 27.350 sec from Friday morning was the team's best time all weekend. Both drivers were frustrated, Modena spinning heavily into the wall at the approach to Rivazza while coping with a long brake pedal which required pumping early in the race, and Brundle battling with poor handling due to a detached diffusor and retiring when the fuel pressure dropped.

Satoru Nakajima once again failed to impress anyone, apart maybe from the odd tortoise, on his way to 14th after losing many laps with electrical problems, while Andrea de Cesaris was in one of his baulking moods and eventually obliged Luis Sala to become trapped in the gravel pit at Acqua Minerale as he occupied all the road motoring out of it himself.

The newly-renamed Equipe Larrousse had an unfortunate debut for its new Lola LC89s, mainly because Magneti Marelli's objection to its experiments with Bosch electronics forced a decision to opt for the German product and thus left little time to sort it fully to suit the Chrysler Lamborghini engine. Dalmas' car wouldn't fire up for the first start and was denied the re-start, and Alliot came straight into the pits at the end of lap one and wasn't classified.

Ayrton Senna won his fifteenth GP, but the *real* story of Imola was the manner in which Alain Prost stormed off after the race, not prepared to speak to anyone. Unbeknown to most, and at Senna's suggestion, he had agreed to a pact wherein neither would overtake the other during the opening laps, to avoid the risk of jeopardising their championship chances. Senna saw nothing wrong in the fact that he'd passed Prost despite the agreement, but Prost was livid, felt betrayed, and would later be quoted as saying Senna was not honourable.

In short, the gloves had at last come off in a personal relationship that few ever gave a chance of becoming anything much anyway. Along the pit-lane rival camps rubbed their hands, hopeful that the strain might open a chink in Honda Marlboro McLaren's apparently impregnable armour, and certain that the rift had set an intriguing scene for Monaco . . .

DJT



Unexpected star of qualifying and race was Nicola Larini's Osella, until a rear wheel bearing broke.



Grouillard qualified tenth, while his vastly more experienced team-mate Arnoux missed the cut . . .

RESULTS — San Marino Grand Prix

STARTING GRID

1
A. Senna
(McLaren–Honda V10)
1 min 26.010 secs

2
A. Prost
(McLaren–Honda V10)
1 min 26.235 secs

27
N. Mansell
(Ferrari V12)
1 min 27.652 secs

6
R. Patrese
(Williams–Renault V10)
1 min 27.920 secs

28
G. Berger
(Ferrari V12)
1 min 28.089 secs

5
T. Boutsen
(Williams–Renault V10)
1 min 28.308 secs

19
A. Nannini
(Benetton–Cos V8)
1 min 28.854 secs

11
N. Piquet
(Lotus–Judd V8)
1 min 29.057 secs

21
A. Caffi
(BMS Dallara–Cos V8)
1 min 29.069 secs

26
O. Grouillard
(Ligier–Cos V8)
1 min 29.104 secs

23
P. Martini
(Minardi–Cos V8)
1 min 29.152 secs

9
D. Warwick
(Arrows–Cos V8)
1 min 29.281 secs

16
I. Capelli
(March–Judd V8)
1 min 29.385 secs

17
N. Larini
(Osella–Cos V8)
1 min 29.488 secs

24
L. Perez-Sala
(Minardi–Cos V8)
1 min 29.503 secs

22
A. de Cesaris
(BMS Dallara–Cos V8)
1 min 29.669 secs

8
S. Modena
(Brabham–Judd V8)
1 min 29.761 secs

40
G. Tarquini
(AGS–Cos V8)
1 min 29.913 secs

15
M. Gugelmin
(March–Judd V8)
1 min 30.163 secs

30
P. Alliot
(Lola–Lamborghini V12)
1 min 30.168 secs

10
E. Cheever
(Arrows–Cos V8)
1 min 30.233 secs

7
M. Brundle
(Brabham–Judd V8)
1 min 30.271 secs

20
J. Herbert
(Benetton–Cos V8)
1 min 30.347 secs

12
S. Nakajima
(Lotus–Judd V8)
1 min 30.697 secs

3
J. Palmer
(Tyrrell–Cos V8)
1 min 30.928 secs

29*
Y. Dalmas
(Lola–Lamborghini V12)
1 min 31.137 secs.

*No29 did not leave the dummy grid.
Engine failed to start.

1989 WORLD CHAMPIONSHIP

DRIVERS		MANUFACTURERS	
Alain Prost	12	McLaren-Honda	21
Nigel Mansell	9	Ferrari	9
Ayrton Senna	9	Benetton-Cosworth	8
Alessandro Nannini	5	Arrows-Cosworth	5
Derek Warwick	5	March-Judd	4
Mauricio Gugelmin	4	Tyrrell-Cosworth	2
Johnny Herbert	3	AGS-Cosworth	1
Jonathan Palmer	2		
Gabriele Tarquini	1		

All points provisional pending appeals against San Marino Grand Prix disqualifications

LAP TIMES

No	Driver	Car	Tyres	Pre-qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap (on lap)
1	A. Senna	McLaren MP4/5	G		1.42.939	*1.26.010*	1.27.273 (37)
2	A. Prost	McLaren MP4/5	G		1.44.558	1.26.235	*1.26.795* (45)
3	J. Palmer	Tyrrell 017B	G		1.51.229	1.30.928	1.30.164 (49)
4	M. Alboreto	Tyrrell 018	G		1.51.329	1.31.206	
5	T. Boutsen	Williams FW12C	G		1.49.451	1.28.308	1.29.571 (45)
6	R. Patrese	Williams FW12C	G		1.47.486	1.27.920	1.29.959 (13)
7	M. Brundle	Brabham BT58	P	1.28.197	1.46.279	1.30.271	1.32.189 (27)
8	S. Modena	Brabham BT58	P	*1.27.350*	1.48.415	1.29.761	1.32.618 (18)
9	D. Warwick	Arrows A11	G		1.47.859	1.29.281	1.30.749 (36)
10	E. Cheever	Arrows A11	G		1.45.375	1.30.233	1.30.728 (30)
11	N. Piquet	Lotus 101	G		1.48.124	1.29.057	1.30.771 (28)
12	S. Nakajima	Lotus 101	G		1.46.483	1.30.697	1.31.970 (43)
15	M. Gugelmin	March 881	G		1.52.119	1.30.163	1.32.038 (16)
16	I. Capelli	March 881	G		1.48.178	1.29.385	1.42.912 (1)
17	N. Larini	Osella FA1-M89	P	1.29.787	1.47.577	1.29.488	1.31.791 (15)
18	P. Ghinzani	Osella FA1-M89	P	1.30.631			
19	A. Nannini	Benetton B188	G		1.45.536	1.28.854	1.29.868 (49)
20	J. Herbert	Benetton B188	G		2.05.126	1.30.347	1.31.020 (50)
21	A. Caffi	BMS Dallara F189	P	1.29.346	1.48.868	1.29.069	1.30.371 (44)
22	A. de Cesaris	BMS Dallara F189	P		1.53.681	1.29.669	1.29.995 (52)
23	P. Martini	Minardi M188	P		1.47.321	1.29.152	1.34.525 (5)
24	L. Perez-Sala	Minardi M188	P		1.46.800	1.29.503	1.31.948 (38)
25	R. Arnoux	Ligier JS33	G		1.48.091	1.31.268	
26	O. Grouillard	Ligier JS33	G		1.47.371	1.29.104	1.34.472 (3)
27	N. Mansell	Ferrari F1/89	G		1.49.665	1.27.652	1.29.849 (18)
28	G. Berger	Ferrari F1/89	G		*1.42.781*	1.28.089	1.33.319 (3)
29	Y. Dalmas	Lola L89	G		1.58.083	1.31.137	no time
30	P. Alliot	Lola L89	G		2.00.293	1.30.168	no time
31	R. Moreno	Coloni CF3	P		1.50.947	1.31.775	
32	P-H. Raphanel	Coloni CF3	P	1.32.267			
33	G. Foitek	EuroBrun ER189	P	1.30.620			
34	B. Schneider	Zakspeed 891	P	1.32.855			
35	A. Suzuki	Zakspeed 891	P	1.32.287			
36	S. Johansson	Onyx ORE-1	G	1.30.647			
37	B. Gachot	Onyx ORE-1	G	1.30.384			
38	C. Danner	Rial ARC2	G		1.47.967	1.31.342	
39	V. Weidler	Rial ARC2	G	1.36.480			
40	G. Tarquini	AGS JH25	G		1.48.795	1.29.913	1.30.364 (53)
41	J. Winkelhock	AGS JH25	G	1.32.071			

RESULTS
San Marino Grand Prix, Imola, April 23
3+55 laps of 5.040km circuit (292.320km/181.639 miles)

Pos.	Driver	Nat.	Car/Engine	Time
1st	Ayrton Senna	(BRA)	McLaren MP4/5-Honda V10	1h 26m 51.245s
2nd	Alain Prost	(F)	McLaren MP4/5-Honda V10	1h 27m 31.470s
3rd	Alessandro Nannini	(I)	Benetton B188-Cosworth V8 DFR	1 lap behind
4th	Derek Warwick	(GB)	Arrows A11-Cosworth V8 DFR	1 lap behind
5th	Jonathan Palmer	(GB)	Tyrrell 018-Cosworth V8 DFR	1 lap behind
6th	Gabriele Tarquini	(I)	AGS JH25-Cosworth V8 DFR	1 lap behind
7th	Eddie Cheever	(USA)	Arrows A11-Cosworth V8 DFR	2 laps behind
8th	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	2 laps behind
9th	Johnny Herbert	(GB)	Benetton B188-Cosworth V8 DFR	2 laps behind
10th	Nicola Larini	(I)	Osella FA1-M89-Cosworth V8 DFR	retired on lap 53
11th	Martin Brundle	(GB)	Brabham BT58-Judd V8	retired on lap 52
12th	Satoru Nakajima	(J)	Lotus 101-Judd V8	retired on lap 47
13th	Luis Perez-Sala	(E)	Minardi M188-Cosworth V8 DFR	retired on lap 44
14th	Mauricio Gugelmin	(BRA)	March 881-Judd V8	retired on lap 40
15th	Nelson Piquet	(BRA)	Lotus 101-Judd V8	retired on lap 30
16th	Nigel Mansell	(GB)	Ferrari F1/89-Ferrari V12	retired on lap 24
17th	Riccardo Patrese	(I)	Williams FW12C-Renault V10	retired on lap 22
18th	Stefano Modena	(I)	Brabham BT58-Judd V8	retired on lap 20
19th	Pierluigi Martini	(I)	Minardi M188-Cosworth V8 DFR	retired on lap 7
20th	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	disqualified on lap 5
21st	Gerhard Berger	(AUT)	Ferrari F1/89-Ferrari V12	retired on lap 4
22nd	Ivan Capelli	(I)	March 881-Judd V8	retired on lap 20
23rd	Philippe Alliot	(F)	Lola L89-Lamborghini V12	retired on lap 1
24th	Yannick Dalmas	(F)	Lola L89-Lamborghini V12	retired at start

Thierry Boutsen (Williams FW12C-Renault V10) disqualified from 4th place.
Alessandro Caffi (BMS Dallara F189-Cosworth V8 DFR) disqualified from 7th place.
Fastest Lap: A. Prost (McLaren MP4/5-Honda V12) 1 min 26.795 secs on lap 45; 209.044 kph (129.893 mph).
Winner's Average Speed: 201.939 kph (125.479 mph). **Conditions:** Dry.

DNQ	Michele Alboreto	(I)	Tyrrell 018-Cosworth V8 DFR	1.31.206
DNQ	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	1.31.268
DNQ	Christian Danner	(D)	Rial ARC2-Cosworth V8 DFR	1.31.342
DNQ	Roberto Moreno	(BRA)	Coloni CF3-Cosworth V8 DFR	1.31.775
DNPQ	Bertrand Gachot	(B)	Onyx ORE-1-Cosworth V8 DFR	1.30.384
DNPQ	Gregor Foitek	(CH)	EuroBrun ER189-Judd V8	1.30.620
DNPQ	Piercarlo Ghinzani	(I)	Osella FA1-M89-Cosworth DFR	1.30.631
DNPQ	Stefan Johansson	(S)	Onyx ORE-1-Cosworth V8 DFR	1.30.647
DNPQ	Joachim Winkelhock	(D)	AGS JH25-Cosworth V8 DFR	1.32.071
DNPQ	Pierre-Henri Raphanel	(F)	Coloni CF3-Cosworth V8 DFR	1.32.267
DNPQ	Aguri Suzuki	(J)	Zakspeed 891-Yamaha V8	1.32.287
DNPQ	Bernd Schneider	(D)	Zakspeed 891-Yamaha V8	1.32.855
DNPQ	Volker Weidler	(D)	Rial ARC 2-Cosworth V8 DFR	1.36.480

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Same Tune, New Sound

The mythical "they" (whoever "they" might be) were saying that it was all going to be different this year at Imola for the San Marino Grand Prix, but though I looked pretty carefully I couldn't see much difference from last year.

Ayrton Senna was on pole position on the starting grid, with Alain Prost alongside him, and apart from a few hundred yards down to the first corner at one point in the race, Senna led from start to finish, with Prost finishing in second place. The McLaren cars were red-and-white, sponsored by Marlboro, and powered by Honda engines.

One big difference was the sound from the McLaren-Honda exhaust pipes; last year they made a hard, low-pitched growl that exuded "muscle", this year they were raucous and high-pitched. The reason? Instead of being turbocharged 1500cc V6 engines they were normally-aspirated 3500cc V10 engines, but apart from the exhaust noise it would have been hard to tell the difference. They were still ahead of the field and lapped all the finishers at least once, the seven other cars still running at the finish all being powered by Cosworth-Ford V8 engines which seem to have been around longer than most of the drivers.

But don't despair, much of the scene *has* changed — it is just the winning combination of McLaren, Honda, Senna and Prost that has remained constant. The Williams cars are back near the front, while they are running, thanks to the new Renault V10 engine, and the new V12 Ferrari is bristling with exciting developments; at the back of the field are the Lolas of Equipe Larrousse with V12 Chrysler-Lamborghini engines, and the Zakspeeds with Yamaha V8 engines. In between the new breed of engines that are setting the pace, and the new ones that are not yet on the pace, is a veritable sea of "production" V8 engines supplied to small teams by Cosworth and Judd — these two firms supplying the power for 29 of the cars entered, some direct from the factories, others from engine specialists such as Brian Hart and Heini Mader.

Due to this preponderence of V8s it was difficult to enjoy the new V10 and V12 engines during practice, for invariably just when the new engines were getting "on song" a gaggle of V8-powered also-rans would go by. In the race it was alright, as the new engines soon pulled away from the rest.

The McLaren-Hondas may look like last years cars to the casual observer, but they are completely new from front to rear, only the colour being the same. Similarly the V12 Ferrari is all new and full of interest and potential, while the Williams is an "interim" car comprising the basics of the FW12 adapted to utilise the new Renault V10 engine.

Although McLaren and its drivers threw away their chances of winning the Brazilian Grand Prix, and thus all hope of improving on their 1988 score of 15 wins out of 16 races, they made no mistakes at the San Marino race. While both Honda engines had run well in Brazil, the Japanese were particularly pleased with the Imola result, not so much for winning their first race of the season, but for creating a small technical landmark in achieving the first Grand Prix victory for a V10 engine. Almost every other configuration of racing engine has won a Grand Prix race at some time, even an H-16, but this was a new milestone.

There was an interesting change in the Imola paddock scene this year in that the allocation of pits and paddock space was completely re-arranged.

You might think that it is a case of first-come first-served as regards where all the transporters, motor homes, vans and cars are parked, but in fact it is the result of a major piece of planning by the FOCA man Alan Woollard. The whole thing is run to strict timing and planning and Wednesday in the paddock was fascinating as vast articulated lorries were turned round and backed into position by the drivers who are just as important a part of the various teams as the drivers of the racing cars. If the teams' transporter drivers failed at their job, there would not be any racing cars for the higher-paid drivers to race.

"If motor racing had a powerful authority like the CAA, Berger's accident would have caused all Formula One Ferraris to be grounded until a full investigation had been carried out"

Normally the pits and paddock space is allocated in descending order of importance, according to local requirements or to racing success, and prime position is usually at the head of the pit-lane. It is not always like this, but it is at most circuits, and over the years you can watch a team make progress by its position in the pit-lane.

At Imola the natural place for the Ferrari team is in the first pit, closely followed by McLaren, Williams, Lotus and so on, but this year all the front-rank teams were grouped together in the middle of the row of pits, with lesser teams at the head of the row and newcomers at the end of the row.

The reason for this was not obvious at first, but a look at the paddock area behind the pits showed that it was actually a triangular area, not noticeable when covered with trailers, vans and motor homes. The sharp end of this triangle happens to be at the head of the row of pits and the shape is dictated by the banks of the River Santerno behind a high concrete wall. The successful teams are getting so big these days that it was time to give them more paddock space by moving them down the pit-lane. If they go on expanding they may even have to be moved to the far end, with the newest and smallest teams taking over what used to be the prime position opposite the main grandstands. There is a lot more to a Grand Prix than just the racing cars going round the circuit!

Because Gerhard Berger's crash was in full view of the television cameras "the world and his wife" knew all about it, and were not hesitant to express their views. Almost everyone went on about it being a miracle that he escaped with so few injuries, and everyone praised the prompt action by the marshals, and rightly so. But very few people seemed concerned about *why* he crashed and *why* there was a fire. That something on the Ferrari broke while he was in full flight seems fairly certain, but the simple fact is that "something" should not break. The fire came from leaking fuel, but fuel should not leak in a crash with all the design restraints and safety measures insisted upon by FISA.

I hope that somewhere behind the scenes (we don't want a public enquiry) there are some serious questions being asked and sound technical answers being sought, with the findings being made available to those who are interested.

At the time of writing we have only had two races to the new Formula One, but there has been a lot of testing carried out and there have been far too many accidents already. Many of them are lightly explained as "the rear suspension broke" or "an aerofoil came off" or "a brake disc shattered" — all mechanical failures that one day are going to kill a driver. If a driver has an accident due



McLaren-Honda's allocated pit-space at Imola might have shifted this year, but its position in the Formula One hierarchy was unchanged.

to an error of judgement, that is his fault and if he kills himself it is the calculated risk that anyone racing has to take. Accidents through design faults or mechanical failures seem to be taken too lightly by too many people.

If motor racing had a powerful authority like the CAA, that Ferrari accident would have caused all Formula One Ferraris to be "grounded" until a full investigation was carried out. Think about it.

One thing I know is that I would not want the job of being a racing car designer in today's scene. Over the years I cannot help thinking to myself, when wandering around the pits, "that is the chap who killed so-and-so". It is no good worrying about this problem, or racing would come to a grinding halt, but nevertheless the thought is there, which is why I would not want the responsibility of being the designer of a racing car which crashed because "something broke".

I was watching the race from the public enclosures at the Rivazza corners, before the final squirt back into the area around the pits. There were no loudspeakers nearby to tell me what was happening, so it was a case of using my eyes. For three laps the two McLarens were pulling away from the rest of the field, and Senna was pulling away from Prost. As the two red-and-white cars came into view at the end of lap four they were nose-to-tail and going relatively slowly, so it was obvious that something had happened.

A quick thought made me realise that the race was being stopped, and that the two McLaren drivers knew this and had clearly been informed over their cockpit radios from the McLaren pits as soon as the red flag appeared at the start/finish line. A lot of other cars came charging down the hill to Rivazza and slowed up when they saw black flags appearing in response to circuit administration from race control. I could not help smiling and thinking "Ron Dennis and his team are always one move ahead of everything that happens". Before returning to the paddock to find out what was going on, a quick check on the numbers that passed showed that No 28 was missing.

The red flag did not mean the race had been abandoned, as it does if it is shown in the first two laps. It merely meant that the race had been stopped and would continue once the accident had been dealt with.

If Formula One teams and drivers were as disciplined as American USAC and CART people, the whole field could have slowed up behind Senna and cruised round the circuit until given the green light, the very strict rule being that no-one passes anyone during this cruising period. Formula One stops the race, everyone lines up on the grid in the position they were when they crossed the timing line on the lap before the race was stopped, and a restart is enacted. It is not a *new* race.

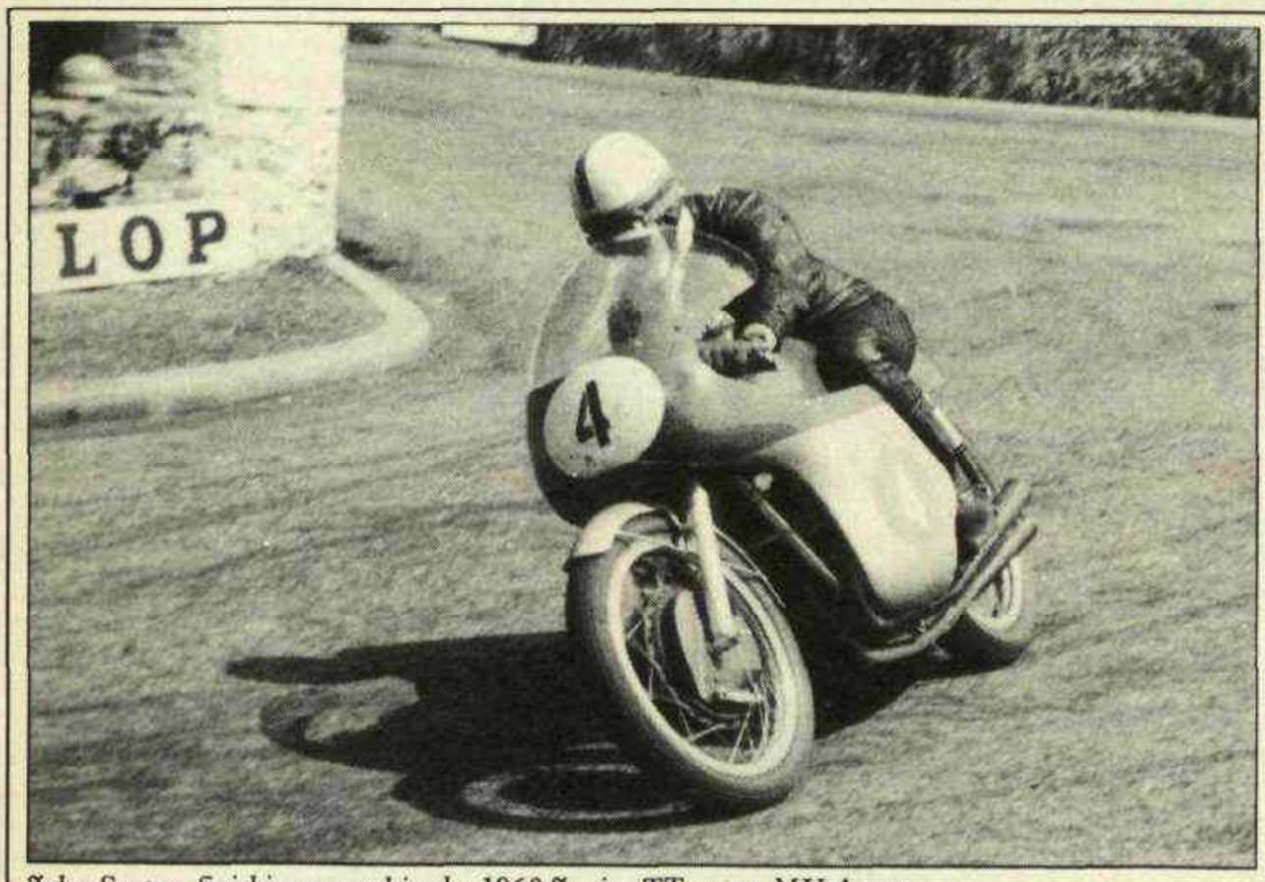
Not everyone seemed clear on the significance of this restart, least of all Alain Prost.

He and Senna knew from the morning warm-up period that barring anything going wrong they had the race in the bag. Ron Dennis leaves it to his drivers as to how they conduct themselves, asking only that they finish first and second. Between them they had an unwritten agreement that the first one into the first corner should set the pace and win. At the *start* Senna led away comfortably. At the *restart* Senna hesitated slightly and Prost got in front, leading to the first corner, but then Senna gathered himself up and powered past into the lead, where he had been when the race was stopped.

After it was all over Prost was very po-faced, and did not go to the television and radio interviews. He felt that he should have won, but was not making a big song and dance about it and quietly refrained from talking to anyone, much to the chagrin of the media who wanted to make a big thing about it. If the field had continued to circulate under a yellow light, as in USAC/CART racing, there would have been no discussion at all. Equally, if Ron Dennis ran his team as a dictator rather than a friendly philanthropist this sort of problem would not arise. After all, the drivers are only paid employees.

The media made much of "the breaking of a gentleman's agreement" but in my funny old-fashioned way a gentleman's agreement is something between two English gentlemen. I am not sure you can use that term for something between a Brazilian and a Frenchman when their only form of communication is the English language, a tongue foreign to both of them! **DSJ**

LETTER TO READERS



John Surtees finishing second in the 1960 Junior TT on an MV Agusta.

Continuity

I always find continuity in the racing scene of great interest: the sons of famous racing drivers taking up the sport, like those of Sir Jack Brabham, Derek Bell, Jackie Stewart and Graham Hill, for example; engineers who progress from junior technician to chief designer, or head of research and development, like Nobuhiko Kawamoto of Honda; or junior mechanics who rise to the top of a world-famous organisation, like Ron Dennis of McLaren International.

When Gilles Villeneuve arrived on the scene from the French-speaking part of Canada I wondered if he was any relation to the Louis Villeneuve of France who used to race Delahayes. Unfortunately there was no family relationship at all, but it was a nice thought.

One of my interests, apart from Formula One, old racing cars, vintage cars, sports-cars, motorcycles, high-performance cars and in fact anything with wheels, is aeroplanes, especially high-speed aeroplanes. Gliders and helicopters bore me to tears. Reading in *Aeroplane Monthly* a technical appraisal of the Schneider Trophy racing seaplanes of 1927–1931, a name caught my eye.

Famous pilots on the British teams like Orlebar, Stainforth, Atcherley, Waghorn or Boothman were all too familiar from schoolboy days, but the name that stood out was Lieutenant R Cadringher, one of the Italian pilots of the Macchi M.67 in 1929. Now the name Cadringher is an unusual one for an Italian, clearly not of Italian origin, but what sparked my interest was that in today's Formula One scene the FISA Chief Engineer and number one man in all things technical is Gabriele Cadringher, also an Italian.

At the next Grand Prix I went to I asked Signor Cadringher if there was any family connection and he beamed at me and said proudly: "My uncle". Naturally he was pleased that someone in the world of Formula One not only knew about other things, but was interested in high-speed flight of days gone by and knew about Macchi-Castoldi and Isotta-Fraschini and Fiat racing aero-engines.

He explained that his father had been an aeronautical engineer, and he himself was also an aeronautical engineer, his interest in Formula One cars being a typical Italian enthusiasm for motor racing. When I queried his very un-Italian name he explained that his family had originated from Hungary many years ago. The world is an interesting place if you search around.

Letters and phone-calls are the greatest source of information, and I cannot imagine living in a world without an efficient postal system or telephone service. One phone-call recently came from John Surtees to tell me about a motorcycle racing day he is helping to organise at Brands Hatch. It is a two-day meeting run by the Classic Racing Motorcycle Club and it celebrates its tenth anniversary. To make it a weekend to remember, Surtees has gathered together the most incredible collection of Grand Prix motorcycles from the years between 1957 and 1967, all of them multi-cylinder four-strokes from the factory teams of that period.

I know that many readers are just as interested in racing motorcycles as they are in racing cars, so when you see the list of MV Agusta 350/4 and 350/3, 500/4 and 500/3, and the experimental 500/6, together with Benelli 250/4 and 500/4, Gilera 500/4, Honda 250/6 and 500/4 as well as BMW twin and AJS twin, you can imagine what the sound will be like. For those who are not really into racing motorcycles, all those mentioned are twin ohc four-strokes, and the abbreviations of 350/3 or 500/4 mean 350cc three-cylinder and 500cc four-cylinder, and of course, the jewel of them all, the 250cc six-cylinder.

The idea is to have a parade of these bikes, individually if possible, ridden by many of the riders of their day, and guess what John Surtees will be riding? This should be in the morning, and in the afternoon a group of responsible present-day riders will put on a massed-start "demonstration" race — all this to take place on the Brands Hatch Club Circuit where you can see and hear them all the way round. The rest of the days will be filled in with serious old-bike racing, like a VSCC Silverstone meeting.

There is one snag to all this and that is that I shall not be able to go, as I will be at Silverstone watching the British Grand Prix. It is one of the facts of life that you cannot enjoy everything, but if anyone is having second thoughts about forking out thirty quid to go to the British Grand Prix it might be worthwhile going to Brands Hatch instead to listen to this incredible collection of Grand Prix motorcycle machinery. In addition the whole meeting is being run to raise money for the physically-handicapped charity PHAB, of which John Surtees is a great supporter. It is on July 15-16.

Another "forthcoming attraction" of an entirely different nature is the Sprint in the Isle of Man at the end of September. Details of this came from one of my regular readers and correspondents, Doug Baird, who lives on the famous TT course at Sulby. The plan is to hold "pursuit" races for various categories of vintage and historic racing cars over a road course almost identical to the one used for car racing in the early 1950s on the edge of Douglas town, starting and finishing at the famous motorcycle TT grandstands.

Such is the enthusiasm for this sort of thing in the Isle of Man that the roads were closed to traffic recently from 6.30am to 7.30am so that the proposed circuit could be tried out. Manx resident George Daniels drove his ex-Tim Birkin blower Bentley single-seater, devoid of road equipment but using a Brooklands exhaust system, and Tony Pond drove a Rover Vitesse saloon, the two of them circulating in the early morning sunshine and enjoying themselves enormously on the closed roads.

The VSCC is deeply involved and already the entry list is oversubscribed. **DSJ**



When rain fell on Brands Hatch many Formula Three chargers ended their races in gravel traps, among them Intersport's Vincenzo Sospiri.



Benetton Scholarship driver Derek Higgins attacks Dingle Dell chicane. Silverstone the following weekend brought him a maiden F3 win.

BRITISH FORMULA THREE CHAMPIONSHIP

Round 3, Brands Hatch, April 23
11 laps; 28.60 miles (46.01 km)

1st	David Brabham	Ralt-Spiess VW RT33	18m 13.83s
2nd	Niclas Schonstrom	Reynard-Spiess VW 893	18m 25.90s
3rd	Mika Hakkinen	Reynard-Tom's Toyota 893	18m 35.57s
4th	Julian Westwood	Ralt-Spiess VW RT33	18m 51.69s
5th	Philippe Adams	Ralt-Spiess VW RT33	18m 55.03s
6th	John Alcorn	Reynard-Tom's Toyota 893	18m 58.04s
7th	Gary Ayles	Ralt-Spiess VW RT33	19m 03.41s
8th	John Estupinan	Ralt-Spiess VW RT33	19m 07.96s
9th	Otto Rensing	Reynard-Mugen 893	19m 08.55s
10th	Ken Bowes	Ralt-Tom's Toyota RT32	19m 17.90s

Winner's Average Speed: 94.13 mph (151.45 kph)
Fastest Lap: Hakkinen 1m 24.31s; 111.02 mph (178.63 kph)
Class B Winner: Bowes
Class B Fastest Lap: Fernando Plata (Ralt-Spiess VW RT32) 1m 27.82s; 106.58 mph (171.48 kph)

Round 4, Silverstone, May 1
25 laps; 47.825 miles (76.950 km)

1st	Derek Higgins	Ralt-Mugen RT33	28m 39.05s
2nd	Rickard Rydell	Reynard-Spiess VW 893	28m 42.53s
3rd	David Brabham	Ralt-Spiess VW RT33	28m 44.45s
4th	Philippe Adams	Ralt-Spiess VW RT33	28m 47.70s
5th	Gary Ward	Reynard-Alfa Romeo 893	28m 50.09s
6th	Alain Menu	Ralt-Spiess VW RT33	28m 52.99s
7th	Niclas Schonstrom	Reynard-Spiess VW 893	28m 59.44s
8th	John Estupinan	Ralt-Spiess VW RT33	29m 05.45s
9th	Paul Stewart	Reynard-Mugen 893	29m 06.56s
10th	Mika Salo	Reynard-Alfa Romeo 893	29m 07.01s

Winner's Average Speed: 100.15 mph (161.14 kph)
Fastest Lap: Higgins 1m 07.81s; 101.56 mph (163.41 kph)
Class B Winner: Fernando Plata (Ralt-Spiess VW RT32)
Class B Fastest Lap: Plata 1m 09.92s; 98.44 mph (158.39 kph)

Championship Positions: 1, Brabham 22; 2, Rydell 15; 3, Menu 13; 4, Higgins 12; 5, Schonstrom 9; 6, Ayles 6.

BRITISH TOURING CAR CHAMPIONSHIP

Round 3, Thruxton, May 1
17 laps; 55.38 miles (89.10 km)

1st	Dave Brodie	2.0t Ford Sierra RS500	A	23m 14.11s
2nd	Tim Harvey	2.0t Ford Sierra RS500	A	23m 18.94s
3rd	Karl Jones	2.0t Ford Sierra RS500	A	23m 29.90s
4th	Mike Newman	2.0t Ford Sierra RS500	A	23m 39.35s
5th	Sean Walker	2.0t Ford Sierra RS500	A	23m 50.58s
6th	Robb Gravett	2.0t Ford Sierra RS500	A	24m 00.46s
7th	Jerry Mahony	2.0t Ford Sierra RS500	A	24m 00.89s
8th	Frank Sytner	2.3 BMW M3	B	24m 10.56s
9th	James Weaver	2.3 BMW M3	B	24m 14.06s
10th	Godfrey Hall	2.3 BMW M3	B	24m 29.04s

Winner's Average Speed: 103.42 mph (166.40 kph)
Fastest Lap: Brodie 1m 20.64s; 105.17 mph (169.21 kph) (record)
Class Winners: Brodie; Sytner; Louise Aitken-Walker (2.0 Vauxhall Astra GTE 16v); Phil Dowsett (1.6 Toyota Corolla FX GT)

Round 4, Donington, May 7
1 hour (47 laps); 91.98 miles (148.00 km)

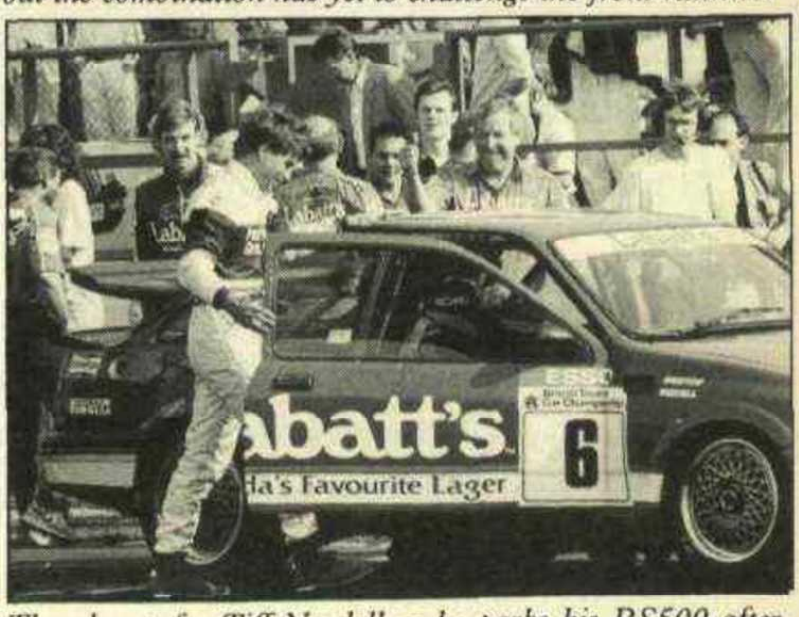
1st	Laurence Bristow/Tiff Needell	2.0t Ford Sierra RS500	A	1h 00m 11.71s
2nd	Robb Gravett/Jeff Allam	2.0t Ford Sierra RS500	A	1h 00m 14.51s
3rd	David Sears/Tim Harvey	2.0t Ford Sierra RS500	A	1h 00m 23.91s
4th	Sean Walker/Damon Hill	2.0t Ford Sierra RS500	A	1h 00m 56.23s
5th	Gerrit van Kouwen/Pierre Dieudonné	2.0t Ford Sierra RS500	A	46 laps
6th	Frank Sytner/Will Hoy	2.3 BMW M3	B	46 laps
7th	John Llewellyn/Gerry Marshall	2.3 BMW M3	B	45 laps
8th	Ian Forrest/Bernard Hunter	2.3 BMW M3	B	45 laps
9th	John Cleland/Ian Flux	2.0 Vauxhall Astra GTE 16v	C	44 laps
10th	Dave Brodie/Andrew Gilbert-Scott	2.0t Ford Sierra RS500	A	43 laps

Winner's Average Speed: 91.68 mph (147.51 kph)
Fastest Lap: Gravett 1m 14.90s; 94.06 mph (151.34 kph)
Class Winners: Bristow/Needell; Sytner/Hoy; Cleland/Flux; Phil Dowsett/Mark Goddard (1.6 Toyota Corolla FX GT).

Championship Positions Overall: 1, Cleland 35; 2, Dowsett 29; 3, Weaver 28; 4, Sytner 26; 5, Gravett 25; 6, Aitken-Walker 21.
Class A: 1, Gravett 25; 2, Harvey 16; 3= Brodie and Bristow 13.
Class B: 1, Weaver 28; 2, Sytner 26; 3, Hall 14.
Class C: 1, Cleland 35; 2, Aitken-Walker 21; 3, Jordan 16.
Class D: 1, Dowsett 29; 2, Crudgington 13; 3, Dolley 10.



Jackie Stewart is managing his son Paul's F3 campaign, but the combination has yet to challenge the front-runners.



Thumbs up for Tiff Needell as he parks his RS500 after winning Donington's one-hour touring car race.

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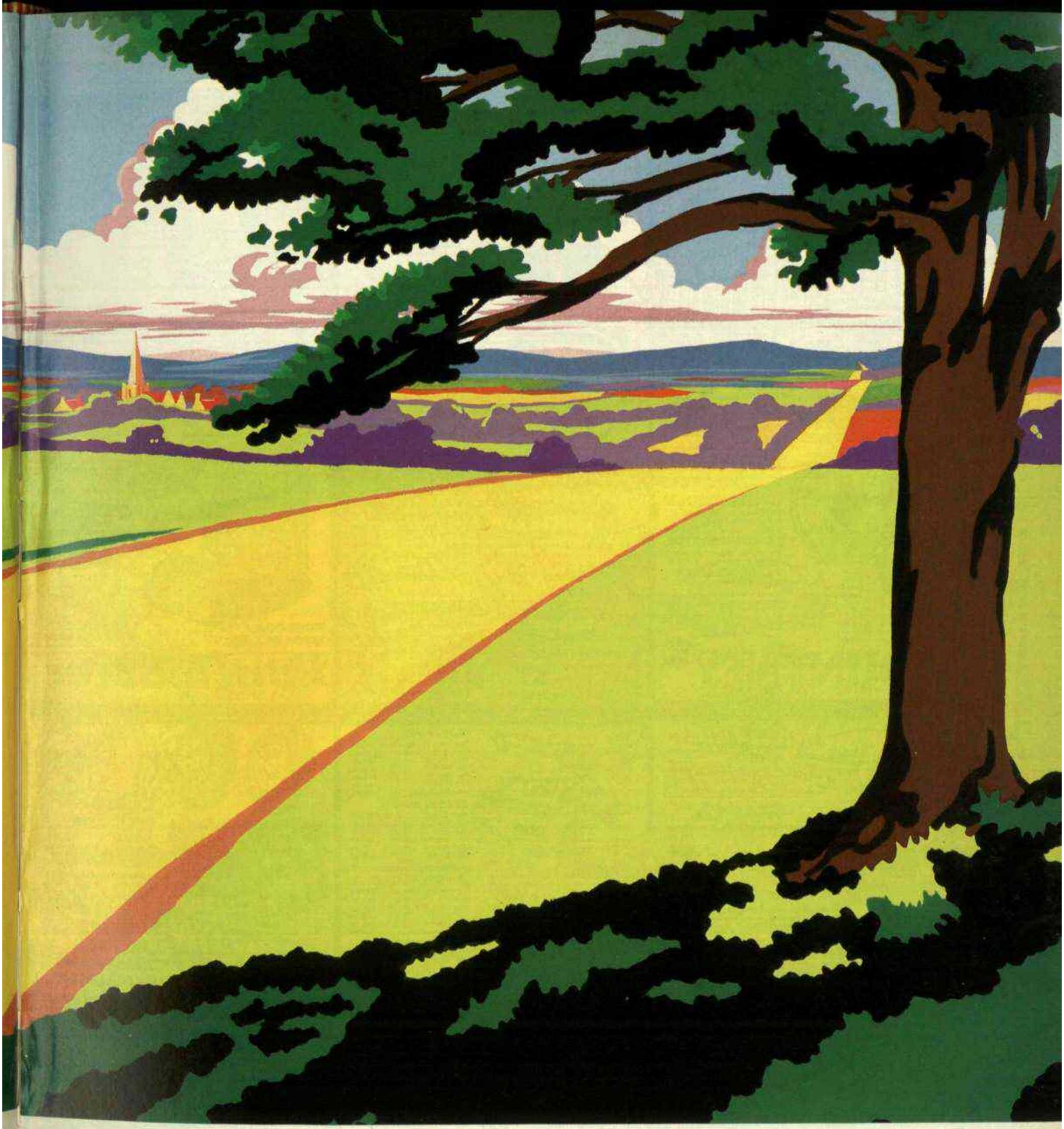
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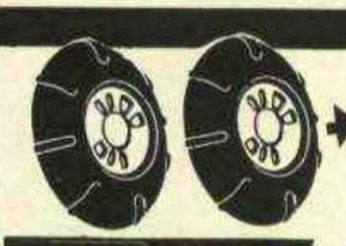


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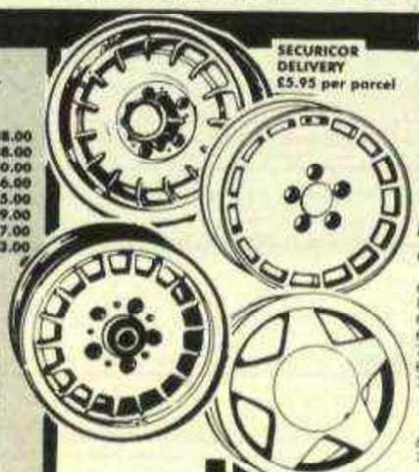
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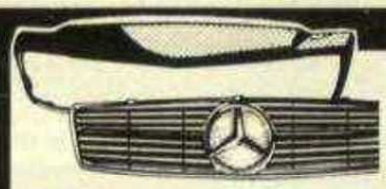
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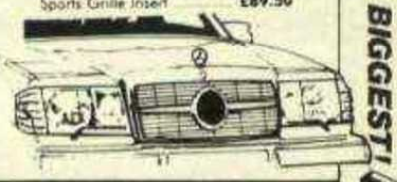
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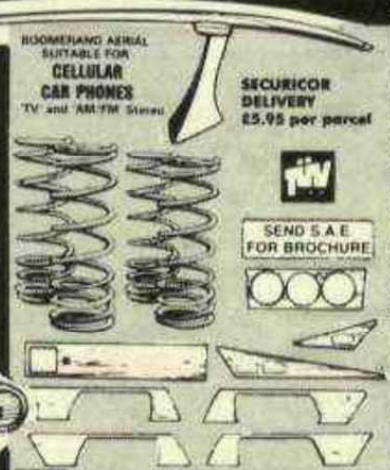
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Ayrton Senna's clever drive exorcised the ghost of 1988.

Sweet Sixteen for Senna

The new Tyrrell 018 qualified twelfth and finished fifth in Michele Alboreto's hands.

The bald facts say that Ayrton Senna pulverised his opposition to win his 16th Grand Prix in Monaco. That he won going away in a crisp style which exorcised the ghost of 1988, when he had led comfortably only to slide into the barrier at Portier following a momentary lapse of concentration.

As usual, however, the bald facts tell only part of the story.

The one that unravelled in the cramped streets of the Principality had its preface in the first lap of the restarted San Marino Grand Prix. There, against an agreement he had made beforehand with Alain Prost, Senna took the lead from the Frenchman at the entry to Tosa on the third corner. They had agreed not to do that to each other in the opening laps, to avoid unnecessary risk.

That was why Prost was so angry after the race, why he stormed away with barely a word to anyone. Why, at Pembrey during testing the following week, he had listened as, at Ron Dennis' insistence, Senna apologised to him.

According to Dennis in Monaco, that was the end of the matter. Honda Marlboro McLaren is a team full of knockabout humour — Ron told us so. "At McLaren we like to have fun and enjoy our racing," he said with a straight face, as Pressmen covered their mouths and politely tried not to laugh outright.

The trouble was, it was far from the end of the matter. The next day Prost was

interviewed by *L'Equipe* and came out with some juicy titbits. "I now know what Senna is," he began. "I should have known last year, but I won't make the same mistake again. McLaren has always been loyal to me and, as far as technical discussions go, I will not completely close the door. As far as Senna is concerned, I want nothing more to do with him. I have always tried to keep good relationships in the team, but I will no longer do that with Senna.

"What I appreciate more than anything else is honesty. He has not been honest. Ron Dennis had to put him under a lot of pressure to tell the truth."

In French racing circles last year The Professor became known as The Terrorist on account of his guerilla warfare tactics against Senna, and many saw the *L'Equipe* piece as a similar ploy, particularly as he continued: "Ayrton was very upset. He even cried." Telling pause. "It was incredible!"

As in Imola, Senna maintained silence, privately commenting that if Prost didn't like the way he raced, he could always try catching him.

And try Prost did. It surely doesn't need to be said that the red-and-white cars from Woking were in a class of their own in Monaco, and for much of qualifying they were separated on the watches by mere tenths. Prost dominated the untimed sessions, but it was Senna ahead when it mattered. Partway through Saturday's final session they were still inseparable, lapping in the 1min 23sec bracket, when the Brazilian found that elusive clear lap and slammed in a 1min 22.308sec. We are used to breathtaking performances from Ayrton, but this was something else.

On the opening lap he went round *two seconds* faster than Prost — 1min 34.215sec to 1min 36.167sec — but by the fourth the two McLarens were nose to tail, Prost feinting and weaving to unsettle him. It made the rest look silly, until you realised that Senna was dictating the pace and that Thierry Boutsen, Nigel Mansell and Martin Brundle were closing up. When five leaders are bunched in a place as unpredictable as Monaco, anything can happen. Maybe, just maybe . . .

The race had already lost Derek Warwick, Pierluigi Martini and Olivier Grouillard by that stage. Bursting with confidence on a circuit he loves, the Englishman had been in stunning form in the Arrows throughout qualifying, revelling in its balance to line up sixth. A dragging clutch caused him to stall just as the red lights came on for the first scheduled start, and the delay obliged the starter to call a five-minute halt.

On the new opening lap there was Derek, apparently comfortable in sixth despite menace from a charging Andrea de Cesaris. His challenge, however, lasted only one more lap. Going down to Mirabeau on the third his cockpit began to fill with smoke



Pirelli's progress was underlined by Martin Brundle's fine drive, but a flat battery cost him third place.



Capelli came within an ace of sixth place on the debut of the March CG891-Judd.

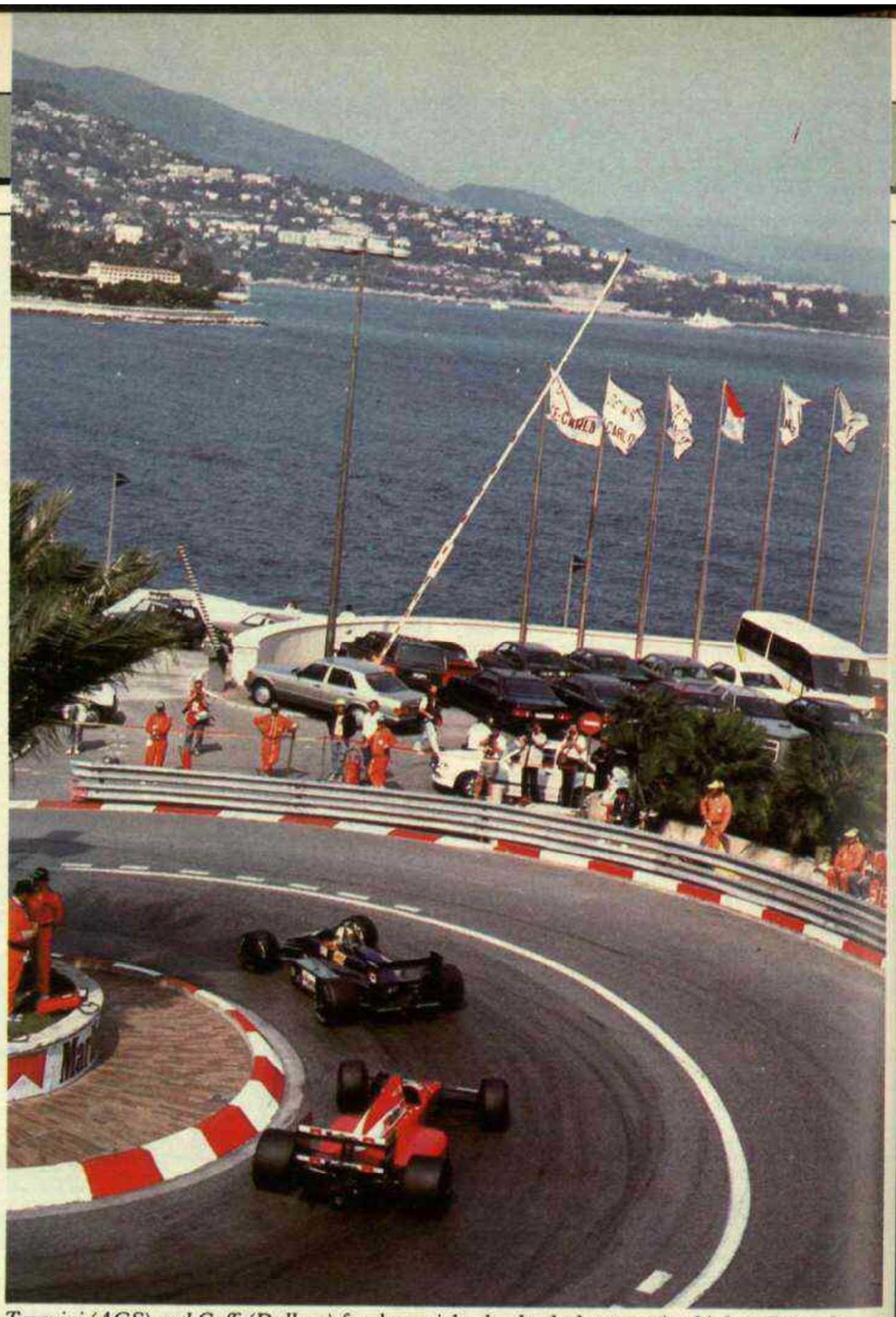
from an electrical short behind the dashboard, and he parked just past Portier, bitterly disappointed.

Martini, once the joke of Formula One but now a serious pedaller in the continuously improving Minardi, had qualified eleventh just as he did in Imola. And just as in Imola he was an early retirement with a transmission problem. A broken clutch dropped him from a fighting eighth on lap four.

Grouillard, for the third time this season well ahead of Ligier team-mate René Arnoux, had been tenth fastest on the first day of qualifying, and eventually lined up 16th. He was 14th when the transmission began to seize, and like Warwick and Martini would have been a points candidate had he kept going.

The race, such as it was, had begun to fall apart when Senna got a good break lapping Mauricio Gugelmin coming out of the chicane. The March driver had qualified reasonably as he struggled to sort out the new CG891 on its race debut, but when it stuck in gear on the warm-up lap he had been obliged to step into the old 881, which had barely been set up for the streets. Senna got him just into Tabac; Prost had to wait until partway round the swimming pool. It wasn't Mauricio helping Senna or anything like that; just Monaco luck.

Just as it proved Monaco luck when Senna came across Arnoux past the pits and was able to lap him before Ste Devote. The veteran Frenchman, racing for the first time this year, was in his usual truculent mode, holding up an urgent train comprising impressive debutant Pierre-Henri Raphanel, an uninspired Nelson Piquet, a gripless Johnny Herbert and an understeering Jonathan Palmer. Indeed, so much was Arnoux slowing the pace that Luis Sala eventually tacked on to the group after a slow start in his SCM Minardi.



Tarquini (AGS) and Caffi (Dallara) fought a mighty battle, the latter scoring his best F1 result.

A look through a year's reporting would bring forth a stream of criticisms of Arnoux, from all manner of other drivers who have suffered at his hands. In Monaco, he was worse than ever.

First there had been a brush at Loews with Ivan Capelli. That had been sufficient to damage the new CG891's bodywork and electrics and would, with mere laps to go with the Italian in sixth place, bring him to a halt with a minor electrical bonfire. There would also be vicious chops to de Cesaris and Eddie Cheever as they tried to lap him. The American is not a fan of the Frenchman, especially after Rio. It would have been imprudent to ask his further opinion immediately after the race.

There was a clash with Johnny Herbert, with whom he'd already collided in qualifying, which removed the right front fin from the ill-handling Benetton and sent the Briton scurrying pitward.

Arnoux's real *pièces de resistance*, however, were blatant blocking moves on both Prost and Mansell. Time and again the Ligier wobbled to the middle of the road to keep Prost back, even as they passed the pits. There, René deliberately moved on to the racing line to frustrate any passing move. Prost is the first to admit that he lacks Senna's ruthlessness in traffic, but this was ridiculous. And *still* the stewards took no black flag action.

Eventually Alain slipped past, but from 8.7 seconds the gap had leaped to 14. "I don't expect people to move just because I'm there," he said, "but it is stupid to lose your chance because of such tactics".

To show just how stupid he is, Arnoux kept Mansell at bay too, the Ferrari driver weaving aggressively in his mirrors as they sped up to Casino Square. By the time the Englishman had found a way by, the two McLarens were gone.

By this time, so had the Canon Williams challenge, which had looked good with Boutsen third on the grid and Patrese seventh despite persistent gearbox and clutch problems. As Senna slowed the early running, Thierry had begun to close on Prost, but then part of his rear wing broke away. "Our fault for racing untested components," admitted a candid team spokesman. The same thing had happened only laps earlier to Patrese, and both drivers had described the sensation as akin to a puncture in the right rear tyre. From then on they were consigned to catch-up roles, but at least the Renault V10s ran reliably throughout.

Mansell's occupation of third didn't last long. In untimed practice the brave Briton had experienced an alarming rear suspension failure in Casino Square, followed by a front wing breakage in the same place. One of the great corners in Grand Prix racing, it is *not* one you would choose for such problems. Both times Mansell managed to keep the F1/89 off the

guardrails, but even he wasn't sure how afterwards. Now, in the race, it was his gearbox which was providing the drama. Lap by lap he became less sure of finding the gears he wanted, and Brundle, in his wheeltracks, surged ahead on lap 18.

It was hard to believe Brundle had barely scraped through pre-qualifying, problems with a misfire on his race Brabham obliging him to use the spare. Mercifully he did get through, and once he'd shaken off the effects of a head cold by Saturday, he looked dynamite as he planted the BT58 firmly in fourth slot on the grid. His performance in hounding Mansell, and then reeling in Prost, was a sensational reminder that this was the man who used to beat Senna in equal equipment back in their Formula Three days . . .

His chase of Prost, however, had been helped by an extraordinary incident enacted between Piquet and de Cesaris on lap 33.

Two years ago Senna won the Monaco GP for Lotus in the 100T. Ever since it has been downhill for both Lotus and Camel, and Monaco highlighted the urgent need for both parties to reassess the "value" of the thrice World Champion to its current racing and marketing programmes. Nakajima failed to qualify, as one might expect of a journeyman hired because of the money he brought from PIAA and Epson, but one had every right to expect more commitment from the man paid several million dollars a year to promote the Camel brand on the world circuits.

He looked for all the world like a typical tourist seeking a parking place; and he was actually being lapped by de Cesaris, at Loews, when he turned the Lotus in, caught the side of the Dallara, and found one. The two became locked in an obscene mechanical embrace that took the marshals several minutes to disentangle. During those minutes, Prost was one of those delayed. The previous lap he had circulated in 1min 28.731 sec. That lap took him 1 min 51.863 sec. Twenty one seconds lost as he braked to a halt — "Amazing. I've never had to do that before in my entire career!" — and then found that his gearbox wouldn't initially select a gear.

"I almost laughed in the car, it was a such a joke. But this *is* Monaco!"

The delay was to have a crucial effect. Although Senna was already way up the road, all was not well with his MP4/5. First gear had begun to jump out occasionally, as it had in qualifying. Then second stripped under the strain of negotiating the hairpins. "I could get by without first, but no second was a big problem. I had to adapt my style so Alain wouldn't get a clue I was in trouble." He shaved barriers, slid through the tighter corners in a heart-warming display. It was enough to stabilise the gap, and Prost was led to believe there was no point in risking an out-and-out challenge. That was when Senna really won his second Monaco.

De Cesaris sped on, out of contention now but driving as well as he occasionally can. Had he scored points, they would have been deserved. Instead, Scuderia Italia honour was left in the hands of Alex Caffi. Two years ago he had revealed his raw ability with the Osella in Monte Carlo. Now he sat for 44 laps pressuring the equally impressive Gabriele Tarquini in the AGS as they underlined the strength of the new generation of Italians.

When Tarquini's engine finally cried enough, and the AGS' great run was over, Caffi swept on to fourth, for his and Dallara's first-ever points. But for the battle with Tarquini, he might have been able to offer more of a challenge to Stefano Modena, whose excellent fourth became third when Brundle spluttered pitward to have a flat battery replaced on lap 48. Martin couldn't believe his ill-fortune, but boiled back into the fray tenth and just snatched sixth from Cheever and Capelli in the closing laps. A point was at least some reward for his best Formula One showing.

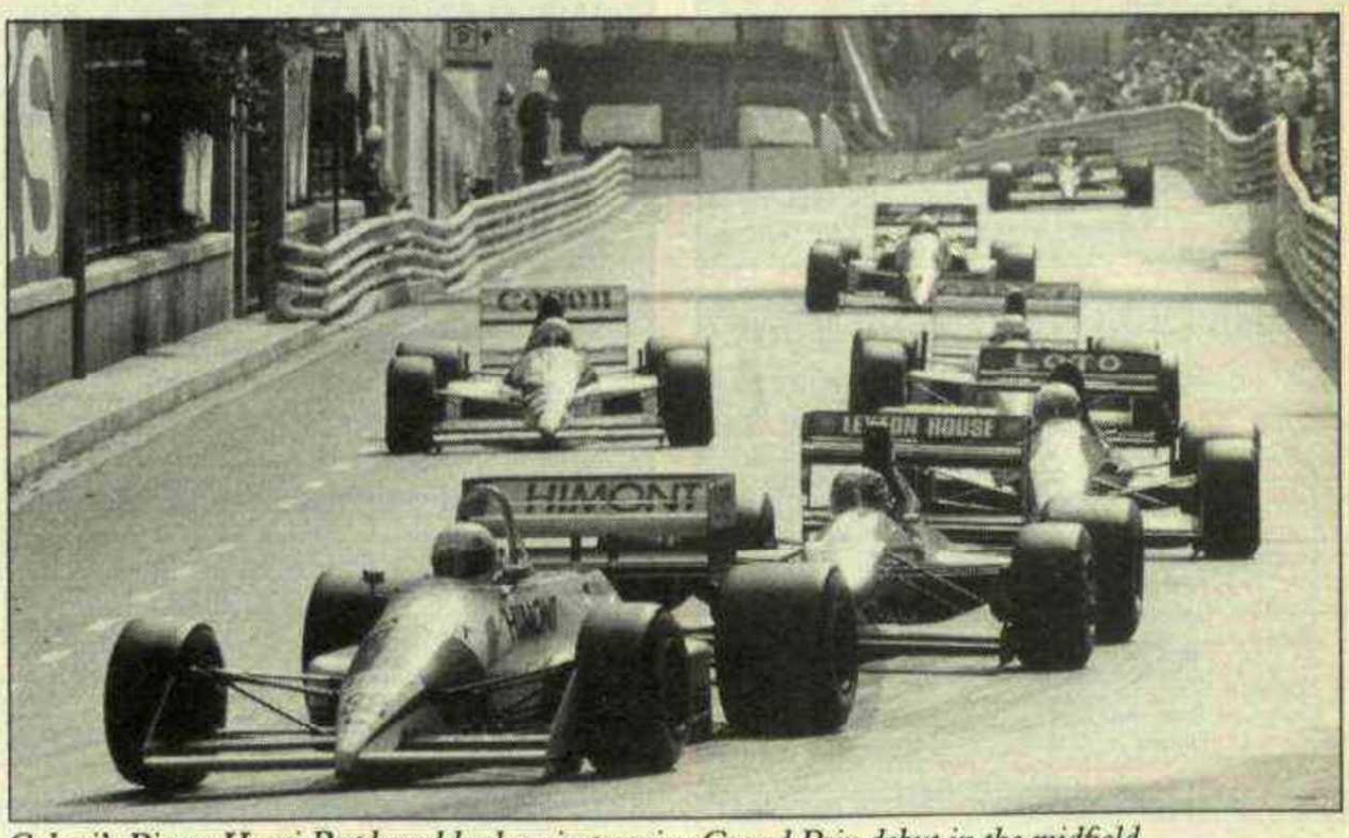
While Brundle used a new set of Pirellis to set second fastest lap, Modena underlined the progress made by the Italian tyre company since Rio by going the distance with his rubber in perfect shape, and netting ninth fastest lap. He'd run problem-free, and a rostrum slot isn't a bad way to open your World Championship points tally.

Michele Alboreto made it a good day for Italy — with a fifth place nobody expected when it was learned he was still in Milan during Thursday qualifying! He had refused to drive a Tyrrell 017B that day, since he was so uncomfortable in one in Brazil, but when his new 018 arrived for Saturday he celebrated by planting it twelfth on the grid. He raced it well, too, despite inherent understeer, and such was the manner in which Arnoux was baulking his group that Michele lapped team-mate Jonathan Palmer by lap 50. By then the Tyrrell was under little threat from Sandro Nannini, since the Benetton had begun to run short of brakes, but once both 018s had passed Arnoux, Palmer felt he was being held up. He'd let Michele by earlier and was angered when the compliment wasn't returned, but once he had unlapped himself on his team-mate he cut his lap times by three seconds and pulled away to hound Nannini, with Boutsen dogging his every move. By the flag a mere second separated all three.

Raphanel, the 1985 winner of the Formula Three race, ended his plucky performance in the DFR-engined Coloni with gearbox failure on lap 20, while team-mate Roberto Moreno struggled with awful handling in his less powerful DFZ version and quit 25 laps later with a similar complaint. He was joined shortly after by Sala, with whom he had diced, when the Minardi's engine blew.

Ninth fastest time on Friday suggested the newly-designated Equipe Larrousse might enjoy an upturn in fortune in Monaco, the second race for the LC89 (should that now be L89?), but rear-wheel drive-peg problems prevented Yannick Dalmas from qualifying, and changes to enhance Alliot's car made it worse instead. Nevertheless, he was pounding along a strong ninth, chasing Alboreto and Nannini and fending off Cheever and Capelli, when the engine lost its edge at the chicane on lap 39.

Now that the simmering acrimony between Senna and Prost was firmly out in the open, their battle took on an extra edge. There have been diplomatic incidents in the past — witness Estoril last year — but now it is clear neither will be accompanying the other to the ballgame. In such circumstances, Senna could take extra pleasure in such a glittering success. It was indeed Sweet Sixteen. **DJT**



Coloni's Pierre-Henri Raphanel had an impressive Grand Prix debut in the midfield.

RESULTS — Monaco Grand Prix

STARTING GRID

1
A. Senna
(McLaren–Honda V10)
1 min 22.308 secs

2
A. Prost
(McLaren–Honda V10)
1 min 23.456 secs

5
T. Boutsen
(Williams–Renault V10)
1 min 24.332 secs

7
M. Brundle
(Brabham–Judd V8)
1 min 24.580 secs

27
N. Mansell
(Ferrari V12)
1 min 24.735 secs

9
D. Warwick
(Arrows–Cos V8)
1 min 24.791 secs

6*
R. Patrese
(Williams–Renault V10)
1 min 25.021 secs

8
S. Modena
(Brabham–Judd V8)
1 min 25.086 secs

21
A. Caffi
(BMS Dallara–Cos V8)
1 min 25.481 secs

22
A. de Cesaris
(BMS Dallara–Cos V8)
1 min 25.515 secs

23
P. Martini
(Minardi–Cos V8)
1 min 26.288 secs

4
M. Alboreto
(Tyrrell–Cos V8)
1 min 26.388 secs

40
G. Tarquini
(AGS–Cos V8)
1 min 26.422 secs

15**
M. Gugelmin
(March–Judd V8)
1 min 26.522 secs

19
A. Nannini
(Benetton–Cos V8)
1 min 26.599 secs

26
O. Grouillard
(Ligier–Cos V8)
1 min 26.792 secs

30
P. Alliot
(Lola–Lamborghini V12)
1 min 26.857 secs

32
P-H. Raphanel
(Coloni–Cos V8)
1 min 27.011 secs

11
N. Piquet
(Lotus-Judd V8)
1 min 27.046 secs

10
E. Cheever
(Arrows–Cos V8)
1 min 27.117 secs

25
R. Arnoux
(Ligier–Cos V8)
1 min 27.182 secs

16
I. Capelli
(March–Judd V8)
1 min 27.302 secs

3
J. Palmer
(Tyrrell–Cos V8)
1 min 27.452 secs

20
J. Herbert
(Benetton–Cos V8)
1 min 27.706 secs

31
R. Moreno
(Coloni–Cos V8)
1 min 27.721 secs.

24
L. Sala
(Minardi–Cos V8)
1 min 27.786 secs

*No 6 started from the back of the grid
**No 15 started from pit lane in T-car

1989 WORLD CHAMPIONSHIP

DRIVERS

Ayrton Senna	18
Alain Prost	18
Nigel Mansell	9
Alessandro Nannini	5
Derek Warwick	5
Mauricio Gugelmin	4
Stefano Modena	4
Johnny Herbert	3
Alex Caffi	3
Jonathan Palmer	2
Michele Alboreto	2
Gabriele Tarquini	1
Martin Brundle	1

MANUFACTURERS

McLaren-Honda	36
Ferrari	9
Benetton-Cosworth	8
Arrows-Cosworth	5
Brabham-Judd	5
March-Judd	4
Tyrrell-Cosworth	4
Dallara-Cosworth	3
AGS-Cosworth	1

All points provisional pending appeals against San Marino Grand Prix disqualifications

LAP TIMES

No	Driver	Car	Tyres	Pre-qualifying	Thursday Qualifying	Saturday Qualifying	Best Race Lap (on lap)
1	A. Senna	McLaren MP4/5	G		*1.24.126*	*1.22.308*	1.26.017 (23)
2	A. Prost	McLaren MP4/5	G		1.24.671	1.23.456	*1.25.501* (59)
3	J. Palmer	Tyrrell 018	G		1.29.151	1.27.452	1.27.745 (70)
4	M. Alboreto	Tyrrell 018	G		no practice	1.26.388	1.29.063 (71)
5	T. Boutsen	Williams FW12C	G		1.25.540	1.24.332	1.27.290 (62)
6	R. Patrese	Williams FW12C	G		1.27.138	1.25.021	1.26.369 (66)
7	M. Brundle	Brabham BT58	P	1.27.774	1.26.970	1.24.580	1.25.882 (58)
8	S. Modena	Brabham BT58	P	*1.26.957*	1.27.598	1.25.086	1.28.188 (73)
9	D. Warwick	Arrows A11	G		1.26.606	1.24.791	1.32.050 (2)
10	E. Cheever	Arrows A11	G		1.28.461	1.27.117	1.28.506 (71)
11	N. Piquet	Lotus 101	G		1.29.047	1.27.046	1.29.808 (28)
12	S. Nakajima	Lotus 101	G		1.28.568	1.28.419	
15	M. Gugelmin	March CG891	G		1.28.917	1.26.522	1.32.334 (5)
16	I. Capelli	March CG891	G		1.29.800	1.27.302	1.28.204 (71)
17	N. Larini	Osella FA1-M	P	1.28.555			
18	P. Ghinzani	Osella FA1-M	P	1.27.795			
19	A. Nannini	Benetton B188	G		1.28.608	1.26.599	1.29.251 (28)
20	J. Herbert	Benetton B188	G		1.29.661	1.27.706	1.29.685 (43)
21	A. Caffi	BMS Dallara F189	P	1.27.098	1.27.894	1.25.481	1.28.680 (58)
22	A. de Cesaris	BMS Dallara F189	P		1.26.617	1.25.515	1.27.240 (71)
23	P. Martini	Minardi M188	P		1.28.469	1.26.288	1.32.270 (3)
24	L. Sala	Minardi M188	P		1.28.886	1.27.786	1.30.890 (16)
25	R. Arnoux	Ligier JS33	G		1.30.003	1.27.182	1.31.358 (15)
26	O. Grouillard	Ligier JS33	G		1.27.040	1.26.792	1.34.265 (2)
27	N. Mansell	Ferrari F1/89	G		1.25.363	1.24.735	1.26.948 (29)
28	G. Berger	Ferrari F1/89	G				entry withdrawn
29	Y. Dalmas	Lola L89	G		1.29.794	1.27.946	
30	P. Alliot	Lola L89	G		1.26.975	1.26.857	1.29.446 (8)
31	R. Moreno	Coloni CF3	P		1.30.209	1.27.721	1.31.114 (31)
32	P-H. Raphanel	Coloni CF3	P	1.27.590	1.30.264	1.27.011	1.31.253 (15)
33	G. Foitek	EuroBrun ER189	P	1.29.423			
34	B. Schneider	Zakspeed 891	P	1.28.610			
35	A. Suzuki	Zakspeed 891	P	1.30.528			
36	S. Johansson	Onyx ORE-1	G	1.27.821			
37	B. Gachot	Onyx ORE-1	G	1.28.897			
38	C. Danner	Rial ARC2	G		1.28.737	1.27.910	
39	V. Weidler	Rial ARC2	G	1.29.498			
40	G. Tarquini	AGS JH25	G		1.26.603	1.26.422	1.29.203 (32)
41	J. Winkelhock	AGS JH25	G	1.32.274			

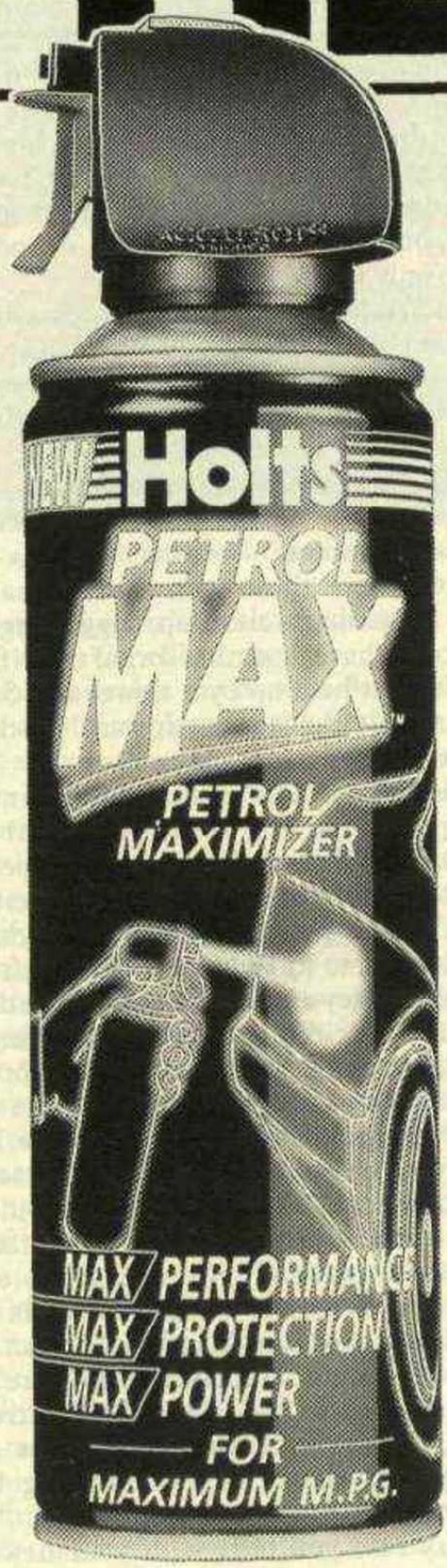
RESULTS
Monaco Grand Prix, Monte Carlo, May 7
77 laps of 3.328km circuit (256.256km/159.230 miles)

Pos.	Driver	Nat.	Car/Engine	Time
1st	Ayrton Senna	(BRA)	McLaren MP4/5-Honda V10	1h 53m 33.251s
2nd	Alain Prost	(F)	McLaren MP4/5-Honda V10	1h 54m 25.780s
3rd	Stefano Modena	(I)	Brabham BT58-Judd V8	1 lap behind
4th	Alessandro Caffi	(I)	BMS Dallara F189 - Cosworth V8 DFR	2 laps behind
5th	Michele Alboreto	(I)	Tyrrell 018-Cosworth V8 DFR	2 laps behind
6th	Martin Brundle	(GB)	Brabham BT58-Judd V8	2 laps behind
7th	Eddie Cheever	(USA)	Arrows A11-Cosworth V8 DFR	2 laps behind
8th	Alessandro Nannini	(I)	Benetton B188-Cosworth V8 DFR	3 laps behind
9th	Jonathan Palmer	(GB)	Tyrrell 018-Cosworth V8 DFR	3 laps behind
10th	Thierry Boutsen	(B)	Williams FW12C-Renault V10	3 laps behind
11th	Ivan Capelli	(I)	March CG891-Judd V8 (not running)	4 laps behind
12th	René Arnoux	(F)	Ligier JS33-Cosworth V8 DFR	4 laps behind
13th	Andrea de Cesaris	(I)	BMS Dallara F189-Cosworth V8 DFR	4 laps behind
14th	Johnny Herbert	(GB)	Benetton B188-Cosworth V8 DFR	4 laps behind
15th	Riccardo Patrese	(I)	Williams FW12C-Renault V10	4 laps behind
16th	Luis Sala	(E)	Minardi M188-Cosworth V8 DFR	retired on lap 49
17th	Gabriele Tarquini	(I)	AGS JH25-Cosworth V8 DFR	retired on lap 47
18th	Roberto Moreno	(BRA)	Coloni CF3-Cosworth V8 DFR	retired on lap 45
19th	Philippe Alliot	(F)	Lola L89-Lamborghini V12	retired on lap 39
20th	Mauricio Gugelmin	(BRA)	March 881-Judd V8 (T)	retired on lap 37
21st	Nelson Piquet	(BRA)	Lotus 101-Judd V8	retired on lap 33
22nd	Nigel Mansell	(GB)	Ferrari F1/89-Ferrari V12	retired on lap 31
23rd	Pierre-Henri Raphanel	(F)	Coloni CF3-Cosworth V8 DFR	retired on lap 20
24th	Olivier Grouillard	(F)	Ligier JS33-Cosworth V8 DFR	retired on lap 5
25th	Pierluigi Martini	(I)	Minardi M188-Cosworth V8 DFR	retired on lap 4
26th	Derek Warwick	(GB)	Arrows A11-Cosworth V8 DF2	retired on lap 3

Fastest Lap: Alain Prost (McLaren MP4/5-Honda V10) 1 min 25.501 secs on lap 59; 140.125 kph (87.069 mph).
Winner's Average Speed: 135.401 kph (84.134 mph). **Conditions:** Cool.

DNQ	Christian Danner	(D)	Rial ARC2-Cosworth V8 DFR	1.27.910
DNQ	Yannick Dalmas	(F)	Lola L89-Lamborghini V12	1.27.946
DNQ	Satoru Nakajima	(J)	Lotus 101-Judd V8	1.28.419
DNPQ	Piercarlo Ghinzani	(I)	Osella FA1-M-Cosworth DFR	1.27.795
DNPQ	Stefan Johansson	(S)	Onyx ORE-1-Cosworth V8 DFR	1.27.821
DNPQ	Nicola Larini	(I)	Osella FA1-M-Cosworth V8 DFR	1.28.555
DNPQ	Bernd Schneider	(D)	Zakspeed 891-Yamaha V8	1.28.610
DNPQ	Bertrand Gachot	(B)	Onyx ORE-1-Cosworth V8 DFR	1.28.897
DNPQ	Gregor Foitek	(CH)	EuroBrun ER189-Judd V8	1.29.423
DNPQ	Volker Weidler	(D)	Rial ARC 2-Cosworth V8 DFR	1.29.498
DNPQ	Aguri Suzuki	(J)	Zakspeed 891-Yamaha V8	1.30.528
DNPQ	Joachim Winkelhock	(D)	AGS JH25-Cosworth V8 DFR	1.32.274

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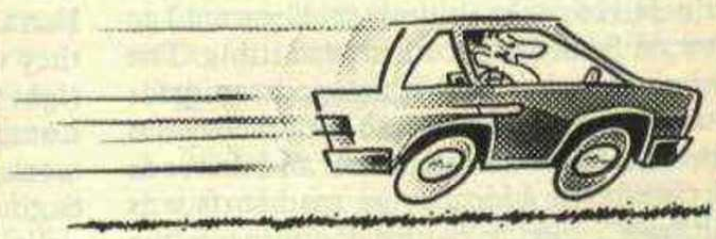
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The Eleven Year Plan

I sometimes wonder if I am totally out of step with the rest of the world when I read things like the Renault Press handout which says that the Monaco Grand Prix is the world's most prestigious race. I have been watching Grand Prix races round the streets of Monte Carlo for longer than I care to remember, and I can't say I have ever taken them very seriously.

The idea of racing round the streets of a town is a fascinating one and in this day and age it is an audacious prospect, but I grew up with Grand Prix racing being events of speed and grandeur on circuits like the old Nürburgring, Reims, the Bremgarten circuit in Switzerland, Spa-Francorchamps in Belgium, Pescara in Italy and in later days the majestic Österreichring and the spectacular mountain circuit at Clermont-Ferrand. Amidst all these, the "scratch round the houses" at Monte Carlo was a bit of light-hearted frivolity in between serious Grand Prix racing.

It amazes me that the Monaco Grand Prix still happens every year, for it contravenes so many of the FISA requirements for a modern Formula One race that there has to be something behind the scenes that allows it to happen. This was brought home forcibly when the Automobile Club of Monaco published the dates for future races. Not just the date of the 1990 Monaco Grand Prix, on Sunday May 21, which is now only eleven months off, but the dates for future races right up to the year 2000. Practice will start on June 1 and the race will be on June 4 of the year 2000!

Now the interesting thing is that FISA has not really started to think about next year's calendar, and here is Monaco stating in black-and-white the days it has decided on for the next eleven years. Presumably all the other Grand Prix organisers will have to fit in their events around these dates.

Ayrton Senna's performance throughout qualifying and the race was something not to have missed; it was a superb demonstration of Grand Prix driving at its highest level, even in the confines of the Monte Carlo streets, and his thinking and strategy while he was racing was brilliant. He gave a similar performance last year on the very fast Spa-Francorchamps circuit.

The confidence he exudes is remarkable, and puts him in the category of Juan Fangio, Stirling Moss and Jimmy Clark. In Thursday's qualifying he had made fastest time in 1 min 24.126 sec but quietly said he would go faster on Saturday, weather permitting. The reason being that there is no opportunity for testing prior to the event, so the first day has to be used for "tuning" the car and driver to the circuit. In addition the road surface is still "raw", but by Saturday afternoon the surface will have "bedded-in". While Prost was close to him, with 1 min 24.671 sec, the third-placed man was one and a half seconds away.

It was 19 minutes into the qualifying hour on Saturday before Senna went out, and he did two flying laps — 1 min 23.777 sec and 1 min 23.529 sec, just like that. Prost went out after his team-mate and matched his times with 1 min 23.741 sec and 1 min 23.641 sec. They both returned to the pits and waited for a while, and Prost had another go and improved fractionally to 1 min 23.456 sec, but then Senna went out again and there was an uncanny aura about the way he came down the pit-lane, paused to have his tyres checked by the scrutineers and then took off from the pit gate. It wasn't frantic or spectacular, but equally it wasn't slow. Purposeful is the only word.

His first lap was 1 min 27.939 sec while he weighed up the circuit and where other cars were, and then he came out of the Rascasse hairpin like a bullet and crossed the timing line with the Honda V10 giving all it had got. The next time past it was all over, 1 min 22.308 sec. Even Prost rolled his eyes when he heard the time.

There were those who said Senna was lucky in getting a clear lap, suggesting that they could have done that sort of time if they hadn't been held up by a slower car. Senna did have a clear lap, but it wasn't luck; he has done it too many times.

It is the use of a remarkable brain and perception, and the ability to absorb the hundreds of little things that are happening all around you: to absorb which drivers are in the pits as you drive down to the exit of the pit-lane, to know who is on the circuit, and where they are, to read every little detail all round the circuit on the first warming-up lap at a pace that would nearly have got him on the back of the grid! And then the total confidence of that one fast lap. Sometimes qualifying is more exciting than the race.

The object of any serious team should be to have its new cars ready for the first race of the season, especially if the season is to be for a new Formula. McLaren-Honda and Ferrari achieved this, in spite of the fact that they were racing turbocharged 1½-litre cars right through to the last of 1988. Arrows, Lotus, Brabham, Ligier and others also managed it, though helped by using 1988 engines.

Every race you miss with your new car puts you that far behind the opposition, especially the successful ones who win the races. To have to introduce your new car at Monaco is not the best idea, for there is no pre-meeting testing allowed, and you have to plunge in to the first morning of practice with fingers crossed.

The March team was in this predicament but bravely took the plunge, as did John Judd who was supplying them with his new engine. The new March is designated CG891, the CG being in memory of Cesare Gariboldi, the sponsor and supporter of Ivan Capelli who sparked off the whole March/Leyton House (Japan) connection. Sadly Gariboldi was killed in a road accident during the winter and his initials were added to what was going to be the March 891.

The team had two new cars and two 1988 cars at Monaco, but concentrated on the new ones and qualifying them both for the race.

The new Judd engine has been redesigned with an angle of 76° between the two banks of four cylinders, in order to make it more compact and to attach to a smaller and narrower monocoque. Just why the odd angle of 76° was used, and not 75°, is an engineering restriction that time and money could have erased. A new gearbox/final drive is used, with the gear cluster ahead of the crownwheel and pinion, and the coil-spring suspension units mounted horizontally on top of the gearbox and operated by links from the rear suspension members.

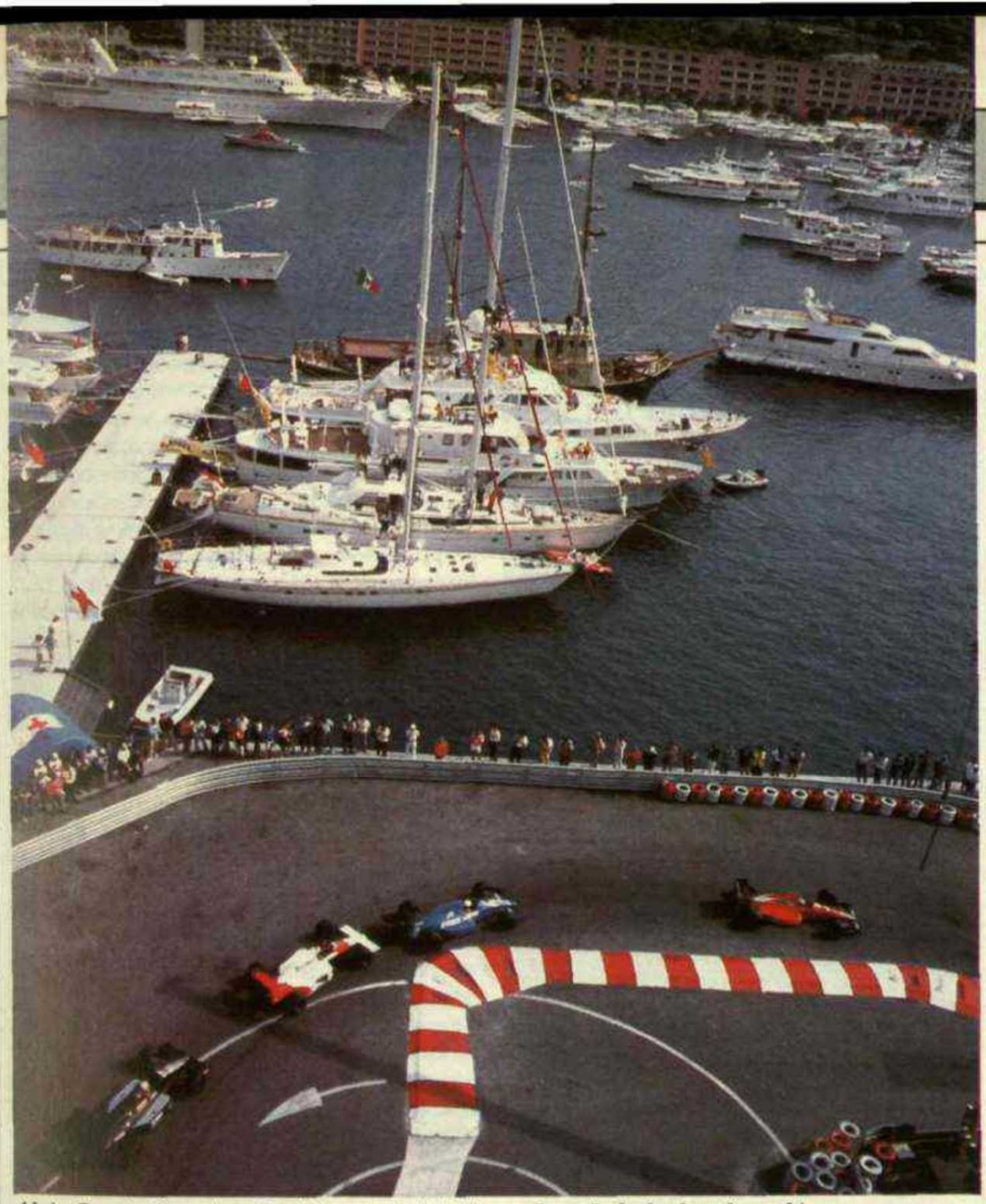
Nobody envied the team its task, and there was a lot of sympathy for it when fate took its toll. On the warm-up lap to the assembly grid Gugelmin's car had gearbox trouble and he was forced to start from the pit-lane in one of the old 881 models, which was inadequately prepared for the street circuit.

Capelli in the second of the new cars started in 22nd position and steadily worked his way up through the field as others ran into trouble. He was in sixth place when the winner was completing his last lap, though two laps behind, but on the final lap an electrical failure stopped the engine and he never got to the chequered flag. This dropped him from sixth place to eleventh place, the bare results not doing justice to the team's overall effort.

Someone's misfortune is always someone else's good fortune, and on this occasion the demise of the March put Martin Brundle's Brabham into sixth place; but again the bare results did not do justice to the position.

From the first appearance of the Brabham BT58-Judd V8, designed by John Baldwin

Monte Carlo



Alain Prost's bête noire, René Arnoux, holds him up through the harbourfront chicane.

and Sergio Rinland, in the reformed Brabham team now owned by a Swiss financier, the scene has been looking good. With a very neat and tidy car, driven by Martin Brundle and Stefano Modena, it seemed ludicrous that such a set-up should have to go through the nonsense of pre-qualifying before it could even start the serious business of getting into the race. If anyone has had any doubts about the Brabham being suitable material for the top echelon, the Monaco race should have expelled them.

Brundle was a fine fourth on the grid, only beaten by the two McLaren-Hondas and Boutsen's Williams-Renault V10, and in the race he kept pace with the leaders, losing out to Mansell's Ferrari in the opening lap. When Boutsen stopped to have his rear aerofoil replaced and three laps before the Ferrari stopped altogether with gearbox trouble, Brundle had moved into a well-merited third place and stayed on the same lap as the leader.

On lap 49 the Judd engine went on the blink when the Brabham's battery failed to supply the necessary current, and Brundle had to make a pit-stop to have a new battery fitted, which lost him over three minutes. Undaunted, and more than a little wound up, he stormed back into the race in tenth place, caught and passed Nannini's Benetton and Cheever's Arrows and took sixth place when Capelli stopped.

Meanwhile his team-mate Modena had inherited third place, so the Brabham team came away with some solid results to assist it when the pre-qualifying nonsense is reviewed at mid-season.

At Imola the Tyrrell team had produced its new 018 model for Alboreto to try to qualify, which he failed to do, but Palmer switched from the old 017B (which he had qualified) to the new car and brought it through to the finish.

At Monaco Palmer kept the same car and Alboreto started all over again with another new car, the second of the 018 series. It was not ready until the second day of practice, but nonetheless he got it onto the grid in twelfth position and drove it home into fifth place; Palmer finished ninth, so that now, with three races gone this season, the Tyrrell team can consider itself to be on the way in the new formula.

While all this late panic and sweat seems commendable you have to admire the front-running teams who were ready to go from the first day of practice of the first race. In all truth that is the reason they are the front-running teams.

Much coverage was given to the fact that Arnoux did very little to help his fellow-countryman as Prost came up to lap the Ligier. By lap 13 Senna had caught up the tailenders and was settled in to lap times of 1 min 28 sec, with Prost right on his tail. As he went past Gugelmin, Moreno, Sala and Palmer he reduced his lap times to 1 min 26 sec, dropping Prost behind. He lapped Piquet (yes, the Lotus number one!) and Herbert, which slowed him to 1 min 28 sec and then he passed Arnoux, with a lap at 1 min 29 sec.

Now, knowing how Arnoux dislikes Prost and guessing that the Ligier driver would not get out of the way of McLaren number two, Senna reeled off six laps that varied only from 1 min 26.0 sec to 1 min 26.8 sec, during which time he lapped Capelli's March. Meanwhile Prost lost 4½ seconds in one lap, stuck behind Arnoux, so it was all over. Even though Prost got back onto the pace that Senna was setting, and eventually made fastest lap of the day, he never saw his team-mate again until the finish.

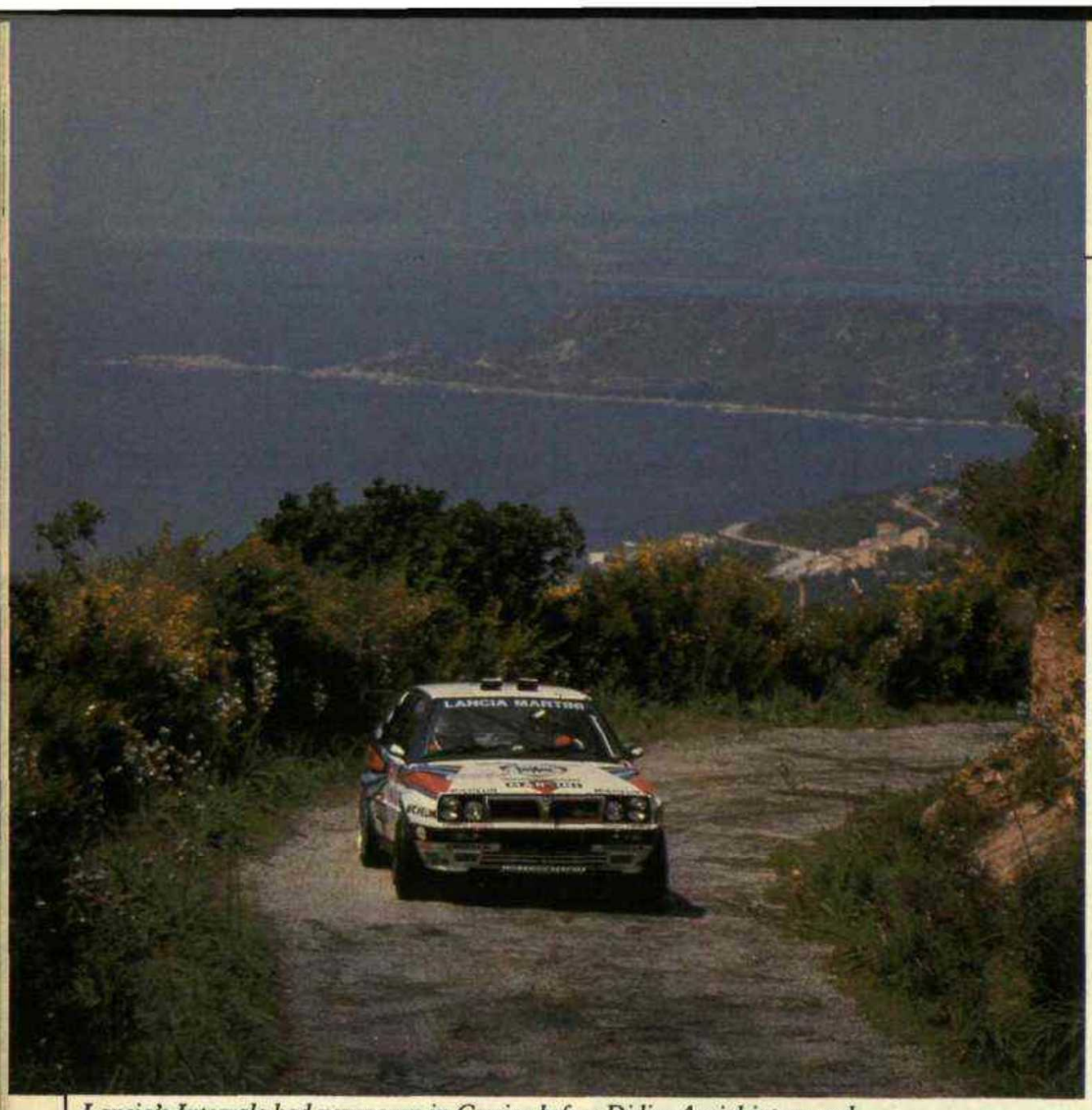
After the race Arnoux was given a severe warning by the Stewards that if he was seen to deliberately baulk again he would be disqualified. Meanwhile Prost was still smarting from a $5000 fine inflicted on him by FISA for not attending the post-race interview after the Imola race. The management of Formula One is as complex as the "setting up" of a Formula One car is to many teams and drivers.

Many teams and drivers who appeared to be in a shambles most of the weekend were trying to explain why things had not worked out round the rough and bumpy streets of Monte Carlo. They had "tested" at some remote circuit, or done wind-tunnel testing to prove this or that, all to no avail. One team-manager was heard to murmur, when told of wind-tunnel results, "but we don't race in wind-tunnels".

In the same way, if all the races were run on Ferrari's test-track at Fiorano the red cars would probably win them all, providing they did not allow McLaren-Honda any pre-race testing!

The silhouette of the town of Monte Carlo changes every year as bigger holes are dug to accommodate underground car parks and shopping centres, and new skyscraper buildings reach ever upwards. One change that pleased everyone this year was a re-arrangement of the pit-lane, to try and ease the cramped situation.

Normally all the pit material has been kept on a sort of island between the track and the pit-lane, but this year provision was made for material to be kept in lockable sheds on the other side of the pit-lane, with only timing and signalling equipment on the "island". It is still an awful shambles that would not be tolerated anywhere else, and the paddock is an even bigger shambles, totally divorced from the pits, but this is "the world's most prestigious race" we are told, and we are stuck with it at least until June 4, 2000. **DSJ**



Lancia's Integrale had never won in Corsica before Didier Auriol intervened.

Trading Places

Last month we spoke of the massive budgets of professional teams, the comparatively meagre resources of private competitors and the extremely remote possibility that any moderately heeled amateur pair, no matter how highly skilled, could ever match the results of a fully-backed works crew. This was said in relation to the Safari, where reliability is of prime importance, but the same can also be said of European events in which the special stage system provides the opportunity for more frequent service stops. After all, if a car stops in a ten-mile special stage, it might be just as inaccessible to service crews as it would in the middle of the African bush.

Disregarding the Monte Carlo Rally, which has snow and ice surfaces, the Tour of Corsica is the one all-tarmac event of the World Championship, and some may think that performance and handling are the only key attributes required of a car for such an event, especially as the average length of its 33 special stages in 1989 was just 11.85 miles. It must be easy, we've heard said, to make a car reliable for such short distances. But however short — or long — a special stage, and whatever its surface, a driver always wants to be able to drive at the limit of his car's endurance, adhesion and performance. Cars get harsh treatment in relatively short bursts, but there is often precious little time between those bursts for any necessary fettling, so reliability counts for a great deal, no matter what the character of the rally.

For the same reasons, service support is also vital, and the professional approach nowadays is to deploy enough manpower and equipment to position service points at every place where they might possibly be required. That sort of coverage is not cheap, and the amateur would be hard pressed indeed to gather enough sponsorship to pay for such massive operations.

An option open to the driver who is good enough to be successful, yet has neither a place in a works team nor a car of his own, is to seek enough financial backing to enable him to rent a car, complete with full service support. This is nothing new, for it has been done for many years at various levels, starting with amateurs who want no more than a car, two mechanics and a service vehicle. At a higher level is the professionally run preparation organisation which will build, run, service and maintain a car on behalf of a driver — at a price, of course, which is where adequate sponsorship comes in.

Such an organisation is Prodrive, based at Banbury, which prepares BMW M3s and takes them rallying for any driver with the necessary finance. Of course, it helps if the driver is someone capable of a good performance, and we hardly think they would relish doing business with a wealthy, inexperienced beginner who wanted to jump into the deep end of rallying but whose only assets were in his cheque book.

In 1987, Prodrive, which is not a factory operation, took a BMW M3 to the Tour of Corsica for Bernard Béguin to drive, and he won outright, ahead of the factory teams of Lancia, Ford and Renault. It was a success which contributed greatly to the company's credibility, and no doubt to the entries in its order book.

In 1989 there were three Prodrive BMW M3s in Corsica, two sponsored by Bastos and Motul for Béguin and Chatriot and one backed by Fina for Duez. For a very long time during the event it seemed that the 1987 success would be repeated, for Chatriot led for much of the way, but he eventually finished second to Auriol's Lancia. However, the other two finished fifth and sixth, and together theirs was the only three-car team to finish intact.

Corsica is a mountainous chunk of land projecting so high through the sea that it acts as a magnet to every stray waft of cloud over the Mediterranean. The weather is therefore unlike that at coastal resorts, and even in summer, when the beaches enjoy bright sunshine, the mountains can be lashed by heavy rain and covered in dense cloud which brings visibility down to a few yards. Wherever you go, you have to climb or descend, invariably along roads so tortuous that the early name of the event, Rally of the 10,000 Bends, was no exaggeration. The tarmac roads, save for the few main routes, are narrow, abrasive, often littered with gravel, earth, twigs, leaves or even rocks, and can be bordered by little more than steep drops. The rally is by no means what the common English translation of its title suggests — a tour!

Due to these variations in road surface condition, which can change as quickly as the weather, gravel-note crews are just as common in Corsica as ice-note crews are in Monte Carlo, or mud crews in Kenya, and any team with an eye on a good result finds itself obliged to engage a second string of experienced competitors to man gravel cars. Quite often, these ice-, mud- or gravel-note makers could very well form themselves into secondary rallies to challenge the main events — names such as Waldegård, Blomqvist and Harjanne are among those which spring to mind from Corsica!

As in the other events mentioned, the gravel-note crews drive over each competitive section ahead of the rally, as late as they can manage before the road is closed in order to be as up-to-date as possible, and make detailed notes of every single surface and other hazard. These are then handed to the competitors before they enter that section. Competitors always carry their own pace notes made during practice, of course, but the gravel crews carry photocopies

which they modify, usually by coloured underlining, so that speeds, gears, cornering lines and braking points can be adjusted. The notes, combined with the personal advice of the note-makers, also serve as an important guide to which tyres should be chosen for that section — and that can be just as critical on Corsican tarmac as it is in the wintry alps of Monte Carlo.

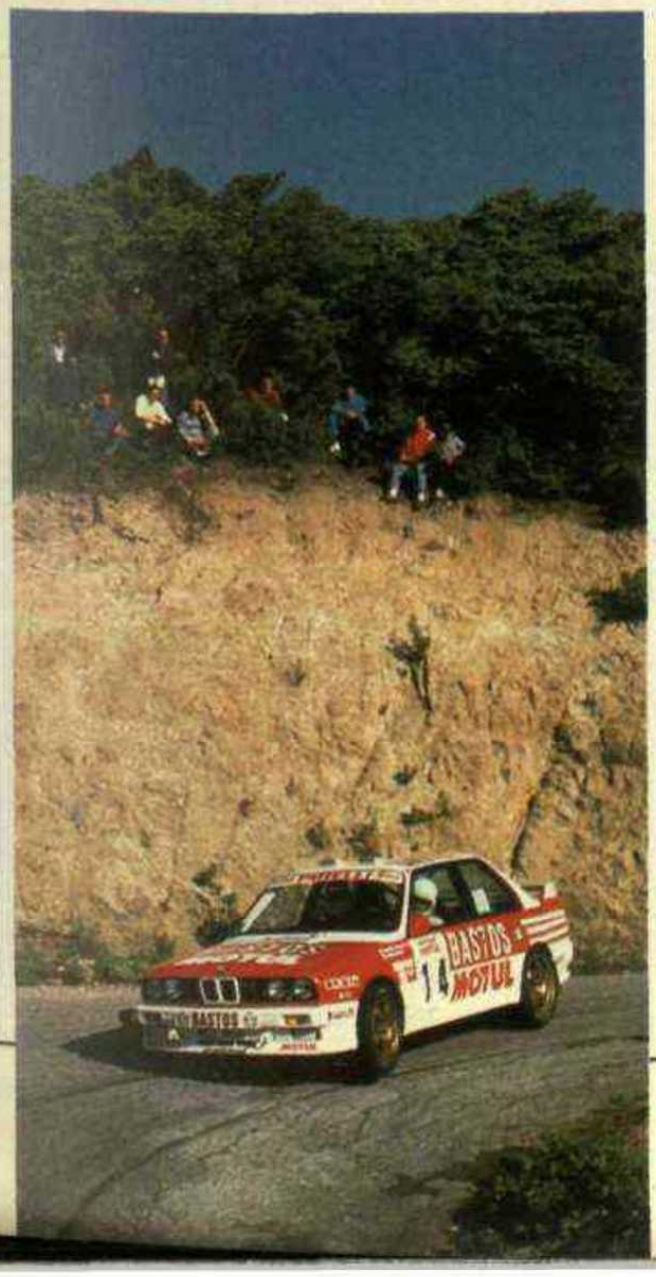
The Tour of Corsica, which has been held in spring, summer and autumn, was modelled originally on the Alpine Rally, with special stages embedded in long "selective sections" so tightly timed that even a stop for fuel would result in a penalty. Even as recently as the Seventies it was pretty much a road race from start to finish, and it seemed that the French were keen to continue in Corsica what they had finally been forbidden by the authorities to do on the mainland. The Alpine Rally had been discontinued because it was considered too dangerous to be mixed with the holiday traffic of the summer months.

The Tour of Corsica remained a thinly disguised road race long after the cessation of the Alpine Rally, but gradually it has been diluted and it now conforms to standard rules, all the action being confined to special stages. However, that is not to say that the road sections are dawdles. On the contrary, competitors still have to watch the clock carefully during service stops, and on each of the event's three complete days the maximum permitted lateness before exclusion was just a quarter of an hour; on the first half-day, only ten minutes.

Urgency has therefore not been lost altogether, and adequate manpower and equipment for rapid servicing is still of prime importance for any team in with a chance of winning.



Prodrive entered three BMWs. Duez (above) finished sixth, whilst Chatriot (below left) contested the lead.



In the weeks before the rally there was considerable doubt whether the event would be held at all, for Corsica almost ground to a halt in the grip of strikes and it was more than possible that competitors and their teams would be unable to get to the island, whether by sea or by air. Cancellation was not out of the question, but happily the unrest abated and, at the time, we heard of no-one unable to get in or out as planned, nor of any disruption of public utilities.

Most rallies end at weekends, either Saturday or Sunday, but this year the Tour of Corsica departed from that tradition by starting on a Sunday and finishing the following Wednesday. What's more, it went to bed every night, a feature which has changed the face of rallying in the past decade due to FISA's expansion of rest stops. Four special stages were held during four hours on the Sunday, eleven on the Monday, ten on the Tuesday and eight on the Wednesday. Start and finish were at Ajaccio on the west coast, where the first night was also spent, and the other rest stops were at Alba Serena on the north-east coast and Calvi on the north-west coast.

Lancia again confined its team to French drivers, Loubet being joined by last year's winner Auriol who had been signed up from Ford. A third Delta Integrale was driven by Saby for Lancia France, said to be a completely new team. Naturally, there was to have been co-operation for servicing, but this became impracticable as Saby was delayed considerably on the first day, putting him far too late in the running order for factory mechanics to remain in position to help their French colleagues.

The problem with Saby's car was a fault in the complex wiring loom from the electronic "engine management" computer which caused total loss of spark in one cylinder. He had experienced the same problem on another rally three weeks before, when he used a different engine in the same car, so it was realised that the problem lay in one of the car's fixtures, not the engine itself. Nevertheless, it took a long time to trace and rectify.

Toyota brought two of its 4WD Celica GT-Fours for Kankkunen (Finland) and Sainz (Spain), and there was a third such car (older, but some 200 lb lighter) for the Belgian driver Snijers, backed by Bastos. This was Snijers' first attempt at the Tour of Corsica.

The Ford team was also multinational, the three Sierra Cosworths being driven by Frenchman Baroni, Cunico from Italy and

Englishman Lovell. In 1988 Baroni won the Group N category in Corsica, having finished ninth overall in a Sierra Cosworth, so it was not at all a bad move to put him in a Group A car for 1989. Cunico's works drive was sponsored by Q8 Petroleum, as it will be in Sanremo and the RAC Rally this year, and it could be that this heralds a greater future interest in rallying by this company.

Two Group N Sierra Cosworths were driven privately by Manzagol and DeRiu, and these two and the two Renault 5 GT Turbos of Oreille and Balési generated considerable interest by indulging in a very close struggle indeed for the category victory. Renault itself had entered no cars, but the factory was nevertheless represented in Corsica, actively supporting the two private Group N crews.

Two teams of four-wheel-drive cars (Lancia and Toyota) and two of rear-wheel-drive (Ford and BMW) were the main contenders for outright victory, and much therefore depended on the weather. On dry tarmac, the Fords and BMWs would be competitive, but if it rained, the others would have the advantage. Which of the stages would be wet, and which dry, would also make a difference, for the BMWs were the only ones not turbocharged and would thus be at a disadvantage on the twistier stages which demand rapid successions of hard braking followed by hard acceleration.

As it happened, there was rain at times in the mountains, occasionally heavy, and surface conditions were so varied that one moment one team had the advantage, the next another. Tyre choice also became critical, and much reliance had to be placed on the information supplied by the gravel-note crews. Sometimes drivers chose correctly, sometimes they did not, and their decisions showed in their stage times.

The effect was to render the competition much closer that it would otherwise have been, and although the only two leaders throughout most of the rally were Auriol (Lancia) and Chatriot (BMW), they did change places several times, whilst Toyota was also in the reckoning for a while. Ford, on the other hand, experienced various problems and none of its drivers emerged as a likely challenger, but the Sierra Cosworths certainly cannot be ruled out as potential winners on this type of rally. One of them did win last year after all.

After the four dry stages of the first day it was Auriol who emerged leader, but only by a single second from Chatriot. This promptly changed on the first stage of the second day when Chatriot beat his rival by nine seconds and took over the lead which he held throughout the day, in spite of having his radiator changed due to overheating. Duez, his BMW team-mate, had lost time on the first day after bending both a rim and a wishbone.

Lovell, after having what was thought to be a turbocharger problem on the first day, retired after just one stage of the second due to failure of the car's electronic engine control system. His Italian team-mate Cunico was also unlucky, but at least he did not stop altogether. Having made an inadvertent wrong turn at a T-junction whilst his co-driver's attention was diverted from navigation by another essential job in the car, he turned around after realising the mistake and promptly collided with a non-competing car, causing damage which prevented his continuing.

The normal procedure then would have been to make a radio call for help, but the radio would not work, so the Italian pair just sat there disconsolately, hoping that it would not be long before a service crew would come looking for them. It was a pity they did not check their radio properly, for its only problem turned out to be a blown fuse which could have been changed in seconds.

Mechanics eventually arrived and repaired the car sufficiently to continue, but Cunico was all of thirteen minutes late at the next time control, just two minutes short of of the maximum. For him, all hope of a good result had gone, and indeed it seemed that he didn't really have the heart to carry on at all, but he owed it to his team and his sponsor, and it is to his credit that he finished in seventh place.

Another to be delayed badly was Saby, following replacement of part of his wiring loom on the first day which cost nine road minutes. He ended the first day in fiftieth place, but by the time he got to the end of the second he had climbed to twelfth. It was quite an achievement for just one day, but it sounds far more dramatic than it really was, for the first day was relatively short and penalties were low. However, Saby had a tough time among the back markers on the stages and said afterwards that he had overtaken other cars no less than 23 times in the course of Monday's special stages. Alas, the performance came to nothing, for on the first stage of the Tuesday he coasted over the finish line and retired soon after with a broken clutch.

Whilst Auriol and Chatriot were having a close duel for the lead, the latter staying just ahead, Béguin, Kankkunen and Sainz were just as closely locked in a fight for third place. The Toyota drivers did not seem perfectly happy with their suspensions when the rally started, but by dint of fettling and adjustment at each service stop an improvement gradually became noticeable.

Béguin had a nasty moment at the end of one stage when, as he braked hard after crossing the flying finish line, a brake pipe burst and the pedal went to the floor. He stopped by spinning, and the pipe was replaced shortly afterwards. But the biggest problem with the BMWs seemed to be in their gearboxes, both Chatriot and Béguin losing third gears, thought to be due to



Toyota Team Europe managed to get one GT-Four to the finish, Kankkunen bagging third place.



Loubet's co-driver Jean-Marc Andrié discusses the tyre question with a Michelin technician.

faulty selectors. Both cars had their gearboxes changed at the end of the second leg, and it was with some relief in the Prodrive camp that Chatriot still kept a 32-second lead over Auriol.

Manzagol lost his chances of a Group N win when a right rear wishbone mount broke on the last stage of the Monday. The wheel folded under the car but he nevertheless struggled off the stage and indeed drove into the closed park on three wheels! There was no time then for repair, but this was done in the morning and Manzagol went on to make excellent stage times.

It was on the second day that Baroni, Ford's French driver, injured his right wrist. He was in considerable pain, and the only thing a doctor could do was strap it up. Alas, on the third day Baroni went to change gear for a corner and a sudden stab of pain caused him to miss the gear. The car went off the road and his rally was over. Another to go out was Snijers, due to transmission failure.

Early the following day, Toyota lost the second of its cars when the engine of Sainz' car spluttered noisily to a stop having ingested some small part of the inlet system. This was thought to be a butterfly valve, since it was discovered that such a part was missing, and the result was terminal damage to valves and perhaps a piston.

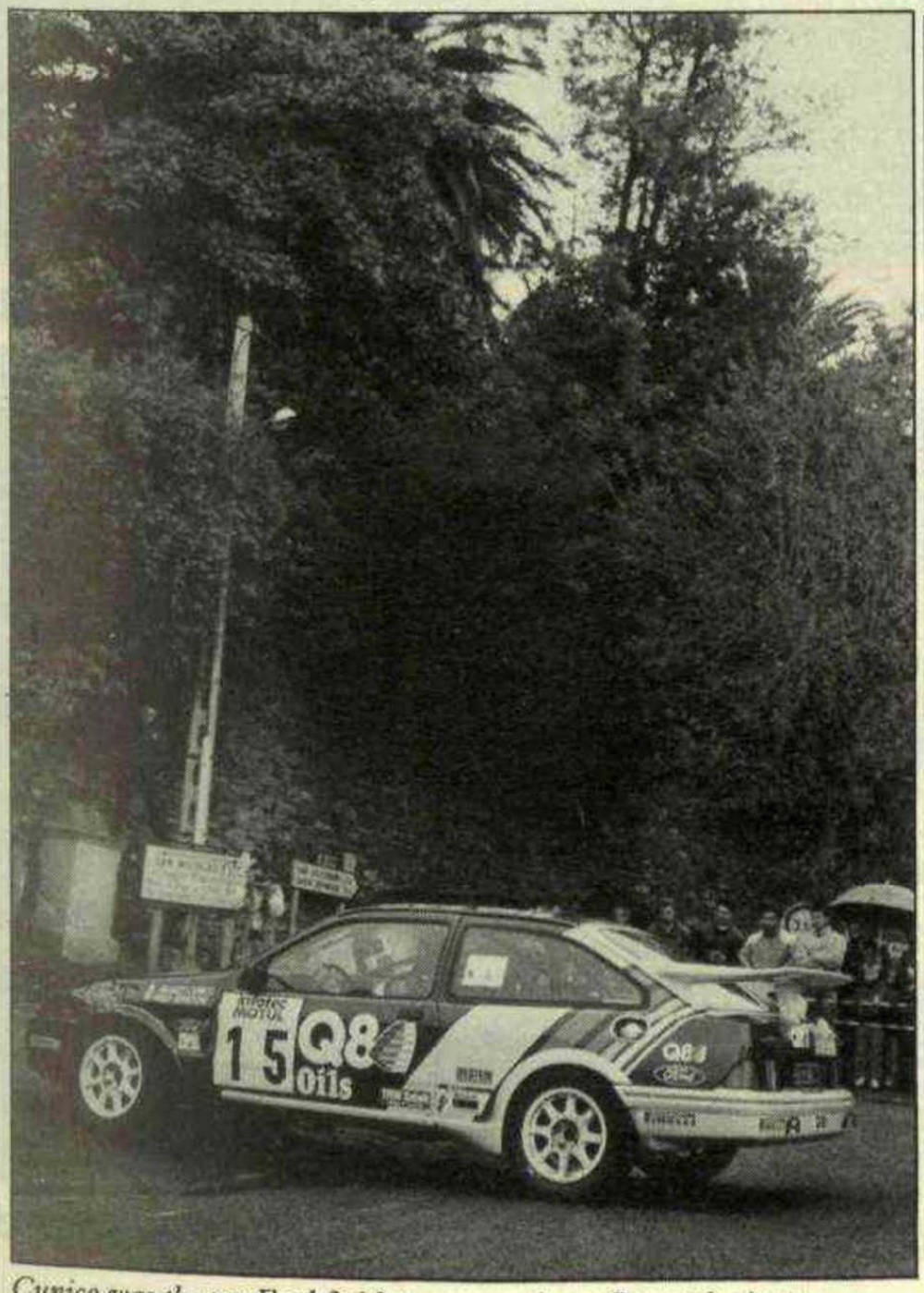
Meanwhile, BMW's gearbox problems were not over, for Béguin complained of being unable to select second gear. Later, he said that changing gear was like a game of chance, for he was never sure which gear he would get. The weather also worked against BMW and for Lancia, for the roads were wet after the rain and Auriol used his four-wheel-drive to good advantage and got ahead of Chatriot into the lead. This time he stayed there, for the remainder of the third day and the whole of the fourth, finishing with a margin of just under two minutes over his rival.

On the final day there was some concern about Auriol's gearbox, but Lancia's engineers considered that there was no time to carry out a replacement without risking a road penalty, so the car continued, being checked at every possible opportunity on the way. The pleasure was mixed with more than a little relief when it arrived at Ajaccio in first place. Kankkunen won the battle for third place, so Toyota came away from Corsica with at least some consolation for two retirements, not to mention with second place in the World Championship.

Among the Group N contenders the main battle after Manzagol's mishap was between DeRiu (Ford) and Oreille (Renault), who had to stop on the last day to have a broken driveshaft changed, although without losing any road time.

These two changed places several times, and even after his engine mounts broke, causing the engine itself to foul the rack and seriously affect the steering, DeRiu remained competitive. Indeed, he managed to beat Oreille when the engine was propped up by wooden blocks and held in place by straps and wire. Unfortunately, he went off the road three stages from the end, collected two punctures and went no further, leaving Oreille to relax and go on to his second Group N win of the year (the first was at Monte Carlo).

Although Massimo Biasion was not in Corsica, he remains firmly in the lead of the World Championship, now followed by Auriol, another Lancia driver. In the series for makes, Lancia's position is almost unassailable, having won all four qualifying events so far this year. The nearest rival to the Italian team is Toyota, but with 36 points to Lancia's 80 the Cologne team's chances of ousting Lancia are slim. Next round, qualifying for both series, is the Acropolis Rally, starting on May 27. **GP**



Cunico was the top Ford finisher, a year after a Cosworth victory.

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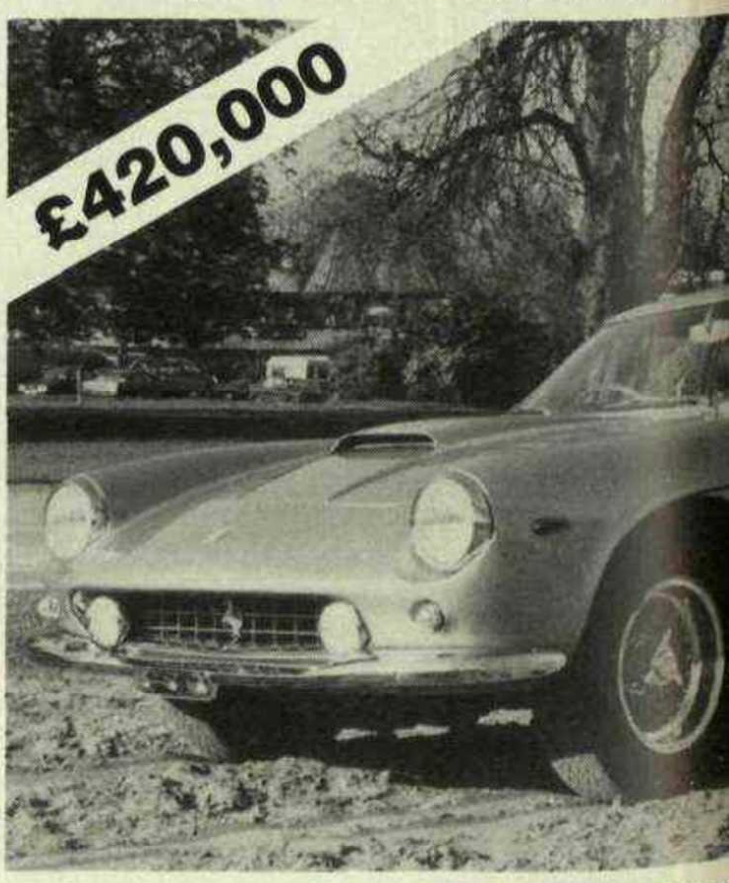
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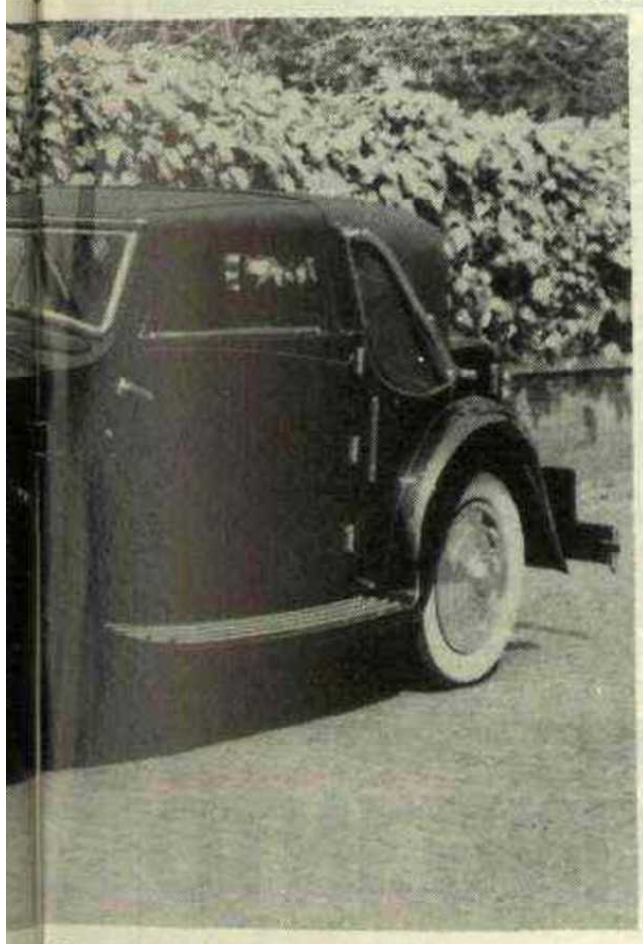
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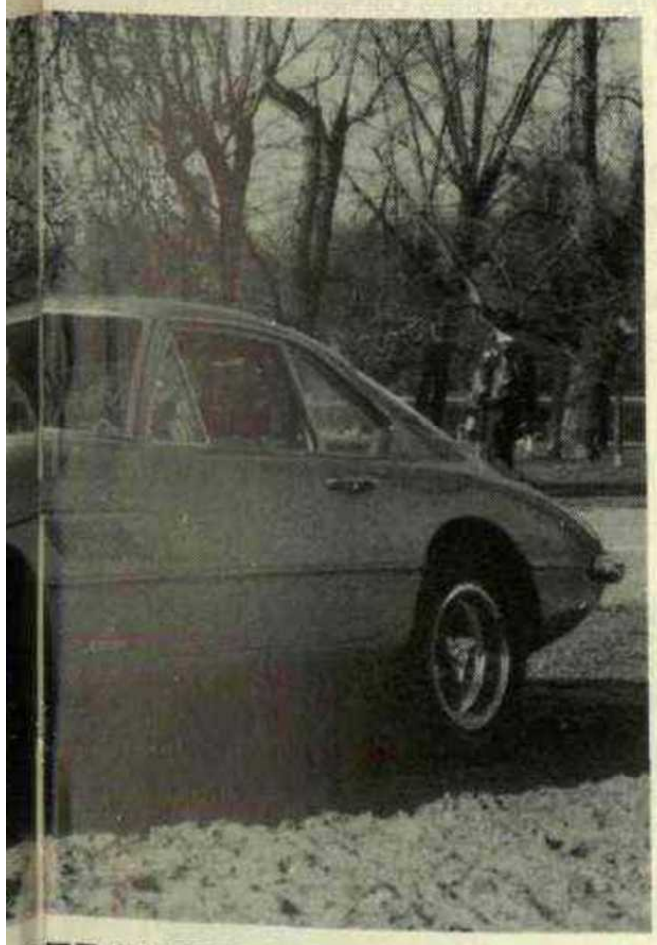
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WORLD RALLY CHAMPIONSHIP
Round 5 for Drivers and Round 4 for Makes, Tour of Corsica, April 23-26

TOP 20 STARTERS

1 D. Auriol/B. Occelli ..... Lancia Delta Integrale
2 J. Kankkunen/J. Piironen ..... Toyota Celica GT-Four
3 B. Béguin/J-B. Vieu ..... BMW M3
5 B. Saby/D.Grataloup ..... Lancia Delta Integrale
6 Y. Loubet/J-M. Andrié ..... Lancia Delta Integrale
7 P. Snijers/D. Colebunders ..... Toyota Celica GT-Four
10 M. Duez/A. Lopes ..... BMW M3
11 C. Baroni/M. Rousseau ..... Ford Sierra RS Cosworth
12 C. Sainz/L.Moya ..... Toyota Celica GT-Four
14 F. Chatriot/M. Périn ..... BMW M3
15 F. Cunico/M. Sghedoni ..... Ford Sierra RS Cosworth
16 P. de Martini/U. Gibellini ..... Audi 90 Quattro
17 A. Oreille/G. Thimonier ..... Renault 5 GT Turbo
19 G. Pradelle/P.Guerin ..... Peugeot 205GTi 1.9
20 M. Lovell/R. Morgan ..... Ford Sierra RS Cosworth
21 P. Bernardini/J. Bernardini ..... BMW M3
23 F. Delecour/C. Tilber ..... Peugeot 309 GTi
24 F. Leandri/G. Luigi ..... Volkswagen Golf GTi
25 J-M. Ivens/J-M. Mace ..... Peugeot 205 Rallye
26 J-P. Manzagoi/G. Monti ..... Ford Sierra RS Cosworth

Drivers Championship (after 5 of 13 rounds):
1. Massimo Biasion (I) 60; 2. Didier Auriol (F) 35; 3= Ingvar Carlsson (S), Stig Blomqvist (S) and Juha Kankkunen (SF) 20; 6= Per Eklund (S), Markku Alén (SF), Mike Kirkland (EAK) and Marc Duez (B) 15; 11. Alessandro Fiorio (I) 13; 12= Kenneth Eriksson (S) and Bruno Saby (F) 12. (40 drivers have scored points)

Makes Championship (after 5 of 10 rounds):
1. Lancia 80; 2. Toyota 36; 3. BMW 31; 4. Mazda 24; 5. Renault 20; 6= Nissan and Audi 17; 8. Volkswagen 14; 9= Subaru and Ford 6.

RESULTS

1st	Didier Auriol (F)/Bernard Occelli (F)	Lancia Delta Integrale	A	7h 12m 39s
2nd	François Chatriot (F)/Michel Périn (F)	BMW M3	A	7h 14m 36s
3rd	Juha Kankkunen (SF)/Juha Piironen (SF)	Toyota Celica GT-Four	A	7h 16m 29s
4th	Yves Loubet (F)/Jean-Marc Andrié (F)	Lancia Delta Integrale	A	7h 17m 28s
5th	Bernard Béguin (F)/Jean-Bernard Vieu (F)	BMW M3	A	7h 20m 51s
6th	Marc Duez (B)/Alain Lopes (B)	BMW M3	A	7h 26m 53s
7th	Franco Cunico (I)/Max Sghedoni (I)	Ford Sierra Cosworth	A	7h 34m 20s
8th	Alain Oreille (F)/Gilles Thimonier (F)	Renault 5 GT Turbo	N	7h 51m 14s
9th	Paola de Martini (I)/Umberta Gibellini (I)	Audi 90 Quattro	A	7h 53m 43s
10th	Claude Balési (F)/Jean-Pierre Crimdini (F)	Renault 5 GT Turbo	N	7h 56m 07s

Group A and Over 2000cc: Auriol/Occelli **1600-2000cc:** Fabre/Morel (Peugeot 205 GTi) **1300-1600cc:** no starters **1150-1300cc:** Ivena/Mace **Up to 1150cc:** no starters

SHELL OILS RAC BRITISH OPEN RALLY CHAMPIONSHIP
Round 3, Fram Welsh International Rally, April 29-30

1st	David Llewellin/Phil Short	Toyota Celica GT-Four	A	3h 36m 11s
2nd	Russell Brookes/Neil Wilson	Ford Sierra RS Cosworth	A	3h 37m 04s
3rd	Jimmy McRae/Rob Arthur	Ford Sierra RS Cosworth	A	3h 40m 17s
4th	Gwyndaf Evans/Howard Davies	Ford Sierra RS Cosworth	A	3h 41m 22s
5th	Pentti Airikkala/Ronan McNamee	Mitsubishi Galant VR-4	N	3h 41m 42s
6th	Malcolm Wilson/Ian Grindrod	Vauxhall Astra GTE	A	3h 42m 18s
7th	Stig-Olof Walfridsson/Ian Pankhurst	Audi 80 Quattro	A	3h 46m 17s
8th	Austin McHale/Brian Murphy	Ford Sierra RS Cosworth	A	3h 46m 32s
9th	Valter Jensen/Monty Karlan	Mazda 323 Turbo	A	3h 47m 29s
10th	Mats Jonsson/Mike Nicholson	Opel Kadett GSi	A	3h 48m 12s

Group A and Over 2000cc: Llewellin/Short; **1600-2000cc:** Wilson/Grindrod; **1300-1600cc:** Chris Birkbeck/Mike Kidd (Peugeot 205GTi) **Up to 1300cc:** Simon Davison/Steve Bond (Peugeot 205 Rallye).
Group N and Over 2000cc: Airikkala/McNamee; **1600-2000cc:** Brian Wiggins/Rory Kennedy (Vauxhall Astra GTE); **1300-1600cc:** Ian Calvin/Uel Calvin (Toyota Corolla GT); **Up to 1300cc:** Ole Satvedt/Tor Ovrum (Suzuki Swift GTi).



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Latin Spirit

It is true that the current Mille Miglia retrospective is merely a historic regularity rally, but clocking in to controls at the specified time is of little importance to most entrants; they are here to give their sports-racers some exercise on the sort of roads the cars were built for.

Many cars are only brought out for this one event, so this travelling museum is a chance to see some of the rarer sports-racing vehicles still around, in healthier surroundings than any static collection. The packed Brescia square where scrutineering always took place for the real race is still one of the most evocative settings in which to wander between rows of competition machinery, perhaps due more to the eager crowds rather than the self-important municipal architecture in this otherwise handsome and historic town, and the evening scene at the start-ramp on the Via Venezia cannot help but stir any Castrol in the blood.

As this stream of fine sports-racing cars winds its way around Italy following one of the routes of the one-time race, it is bowled along by a wave of enthusiasm which is the antithesis of the recent shift we have seen in Great Britain against fast cars and their associated advertising. Old ladies, priests, school children and lorry drivers happily stop what they are doing to gaze at C-type Jaguars, 550RS Porsches and DB3S Aston Martins. Yet this is not without its equivalent here; one has only to walk into Clocaenog forest at 4am during the RAC Rally to see real dedication to motorsport, as hundreds of people wait in the frost to see their rallying heroes. The RAC Brighton Run, too, brings ever bigger crowds, as does the Norwich Union Classic run; but there are no heroes in these sedate journeys for the autograph hunters to pursue.

The 315 cars allowed to start are only about a third of the hopefuls who apply. It helps to be an Italian film star, but a recognised Mille Miglia past for the car should be an advantage. However, though it may have been the translation, the programme had difficulty in distinguishing between "a car of the type which" and a car which was claimed actually to have been a Mille Miglia entrant.



Villagers press wine and cakes on the Donhoffs in the Alfa Romeo 2900A.



Opposite extremes: MacDonald-Hall (Maserati A6GCS) prepares to pass Fada's Isetta.

Alfa Romeo easily rivals the Ferrari name as the favoured marque in the Mille Miglia meeting: 50 of the Modenese cars and 42 hailing from Milan made up almost a third of the total entry. The earliest car entered was Bruce Owen's 1924 Alfa Romeo RL, built for the Targa Florio that year, while another RL SS with Mille Miglia history was said to be the car pictured in the famous photo of Enzo Ferrari watching from a bend on the Futa Pass.

From Beaulieu came the 1500 Alfa driven to victory by Campari and Ramponi in 1928, while fresh out of Paul Grist's restoration shop was Kato's long-chassis 2300 Le Mans car, looking exceptionally handsome in gloss black. Grist himself took his Monza as usual, with son Matthew alongside, while Chris Mann left his at home and brought a Zagato-bodied 2300 for some extra comfort. Sadly it ran a big-end bearing at Rome. The Louwmans brought another Le Mans car from the Netherlands, the long-chassis Chinetti car which later won the TT.

James Lindsay was grateful for local help when his Alfa Monza broke a wheel-bearing in a tiny village in the Appenines. A local garage dug through its stocks, found a replacement of the same dimensions and got the car going again. It completed the route, though not classified.

Two 8C 2900 Alfas were present: Donhoff was giving an early outing after a five-year restoration to his 2900A, rare even for an 8C, with slender cycle-winged competition body. This was Pintacuda's car in the 1936 MM, while another team-car from the following year was the Farina car of Simeone/George, notable for its Alfa-built body, if



An Adriatic halt at Pesaro for the Ferrari Mondial 500 of Sala and Neri.

possible even more attractive than the short-chassis Touring examples.

Many Alfas had some sort of factory blessing, but there were also two post-war four-cylinder gems from the museum: the 1954 1900 Sport Spider and 750 Competizione of a year later, driven by Marco Caiani, president of Alfa's historic racing arm Scuderia del Portello.

Ferraris began with a 166MM and ran the gamut of four, six and twelve cylinders: the delicate 500 Mondial and 750 Monza with their similar Scaglietti bodies contrasting with the the brutish 375 MM built for the 1956 event. There were Testarossas in 500, 625 and 250 form, five Tour de France berlinettas, and a 121 LM, the six-cylinder development of the Monza, this one driven at the Sarthe by Maglioli and Hill. The latter was present, too, driving the 4½-litre Bentley which he used to own before it passed to his companion for the event, John Bentley.

David Harrison, more usually seen handling his huge Edwardian Renault in VSCC meetings, was at the wheel of his 1926 8C Maserati, which began to spray oil into the undertray and thence on to the tyres, making the wet sections especially interesting, while at the other end was the 4½-litre Maserati which Moss drove for so few miles in the last Mille Miglia.



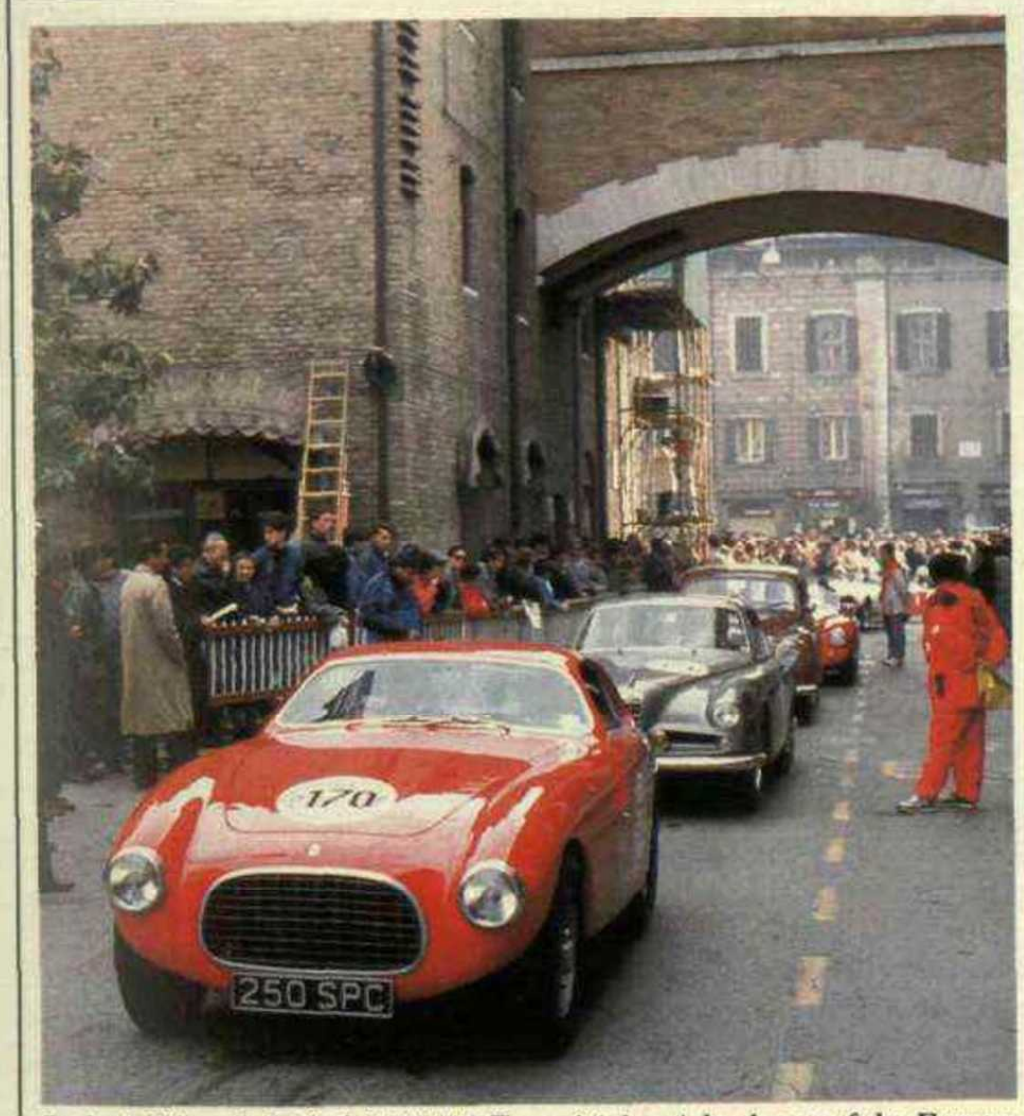
Olivier Gendebien returns to his car for the early-morning start from Ferrara.

The Lancia museum entry was a modest Aprilia, though there was an apparently private D24 (Lancia's only MM victor), plus several interesting specials such as a 1947 barchetta-bodied Aprilia. Amongst the small Italian racers was a 1952 one-off, a *bimotore* built by Monaci with two 1000cc Fiat blocks end to end under a Zagato body originally made for a record car driven by Elio Zagato. His son Andrea, now MD of the coachbuilding company, drove a Fiat Topolino-engined Moretti 750, with, naturally, Zagato bodywork.

Rob Walduck was on his first outing with his 1954 Osca 2000S, though the title is not strictly correct: it was discovered in ruinous state minus its engine. None of the correct 2-litre sixes have survived, but a letter to the Maserati brothers revealed that they had a prototype twin-plug 2½-litre Grand Prix unit in a hangar. That 1957 engine is now in the car, and it performed faultlessly over the event; unfortunately the gearbox rejected the transplant, breaking near Rome.

British makes included Terry Cohn's 1934 Lagonda, a Le Mans team car, while closely pursued by a modern Aston Martin Zagato carrying a detective, Prince Michael of Kent and Victor Gauntlett shared a strikingly-bodied Lagonda Rapide with external

MILLE MIGLIA RALLY



Lodge's Vignale-bodied 340MM Ferrari (above) leads out of the Ferrara square, while, below, an appropriately numbered Alfa Giulietta chases a baby Fiat towards Pescara.



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MILLE MIGLIA RALLY

exhaust pipes. "Steady" Barker was navigating Ian Fraser in a Bristol 400 with MM history — 13th overall in 1948 with Count Lurani and John Aldington.

Yet again an Isetta bubblecar was entered, vying with the Topolino for the biggest cheers from the spectators. Another small-capacity entry was the first from Eastern Europe, a Jawa Minor from Czechoslovakia with 615cc two-stroke engine and rather attractive touring body.

A big surprise was the weighty Chrysler Saratoga saloon from the States, but sure enough one of these cars contested the 1953 MM, Paul Frère gaining a class win. A sunk carb float brought it to halt in one of the short special sections, but some hasty repair work with tape and glue kept it going.

Amongst the Porsches, the 550RS of Hampton/Cory Smith was doing its third reliable tour of Italy. This transitional model, with the head-fairing of the later A, would seem to have been the Paris Show car, and still shows traces of blue paint.

The favoured star transport was again a gull-wing Mercedes 300SL: Stirling Moss, Olivier Gendebien, Ari Vatanen and Jacky Ickx all appeared in the silver coupés, though the latter car, belonging to Karl-Friedrich Scheufele (whose Chopard watch company was one of the main sponsors and gave gold key-rings to every crew) finished the event minus a clutch. The Mercedes museum sent one of the 1952 prototypes of this sophisticated machine, a Carrera Pan-Americana car, with smooth-sided body and intermediate-length gull-wing doors.



Careless timing costs points; the crew of an 1100cc Stanguellini trip the clock.

Luca Grandori throws a supercharged Fiat 1100TV through a bend on the Raticosa pass.



As always the first section was a short night stretch to Ferrara, where the cars assembled in the handsome square, cheered by hundreds of onlookers even at 2am. But the excitement was dampened on Saturday, which began with torrential rain and hail, making things very hard for those in skimpy open cars over the very fast road to the coast. It had cleared by the time the cars reached Rimini and turned inland to San Marino for some special test sections, so drivers were drying out over the marvellous Via Panoramica coast road.

Turning west from Pescara, the cars headed for Rome, not into the crowded centre but to a suburban stadium and a night stop, before striking north for the Radicofani and Futa mountain passes where keeping to time becomes hard work. Not many drivers looked impressive here, but one trio using their cars hard were Grist and Ibing, their Monza Alfas sandwiching Jeffrey Pattinson's 4-litre Talbot Lago (Robs Lamplough co-driving) as the three streaked uphill between the trees, pressing on northwards for Brescia.

Finishing positions hardly matter, but it was notable that big-engined cars tended to dominate the overall classifications, due to their ability to keep time in hand for crossing the control lines. Valseriate/Favero took top marks in a 300SL; an OM (Bacchi/Mosti) headed the vintage class, with a Fiat 508SS collecting the post-vintage honours. The Ladies cup went to Violati/Ornella Muti, presented by Countess Maggi, and Moss/McBride were top foreigners. **GC**

The Roads of the 1920s

We are coming close to the end of the Twenties, whose motoring life we have been recalling through the diary of journalist Owen John, and it was at the close of 1928 that OJ recalled how pioneer automobilism was far more of a problem for amateurs to take up than for those who, even at or before the turn of the century, had been brought up as professional engineers — men with cotton-waste in their pockets, who were used to spanners, slide-rules and the like, and were perhaps even acquainted with the mysteries of electricity.

As one of those amateurs himself, OJ had had to learn the hard way, asking for a push after his primitive autocars had stopped for reasons he only faintly understood; and he said being able to solder was important in the days before Bowden cables had been perfected, when fluids freely leaked.

As for antagonism to early motor-car drivers, he recalled that this was more a feature of towns and suburbs than of the country and once, outside Stafford, OJ received profuse apologies from a man whose cow had run into his car's radiator. At first, the hunt would take to the fields if a car approached, and call abuse over the hedges, though by 1928 hunting folk came to the meets by car and some were even beginning to bring the horses in motor-vans.

Pioneer motorists also had to learn how to repair punctures, whereas cyclists could do this with their eyes shut. The solution, for the rich, was to have a Continental chauffeur who was well versed in under-bonnet affairs; OJ mentions one noble (does anyone remember who this was?) who rejoiced in a black driver and others who had bearded Frenchmen to maintain their motors.

This was in the days when cars had neither windscreens nor dashboards, hoods were not thought of, doors unimaginable and, said OJ, one of the most famous of all French cars gave no more protection for the driver than the outline of its bonnet which was like a squashed half-barrel on its side. He helped Sir Alfred Mayo-Smith to make a windscreen for one — was it Hotchkiss or Delaunay-Belleville? By the time the vintage movement was well into its stride I had a 1926 15.9hp ohc version of the latter great make. Whilst it had a windscreen, the beautifully-appointed Maythorn body was otherwise open at the front, and people used to hail it, mistaking it for a taxi!

Long before they thought of horrors such as the depletion of the ozone layer and atmospheric pollution, OJ observed that weather conditions seemed abnormal around Christmas 1928. That was fine, since it prevented frost troubling his electric-light plant and domestic boiler and causing such skids that roads became dangerous. OJ thought that skidding was the cause of most accidents and that was certainly so in the case of two of my four personal major shunts (a Fiat Topolino when braking in rain and a Morgan Plus 4 on black ice; the others were being rammed by a bus during the wartime black out in an A7 Ruby, and crashing at a blind crossroads in a Ford Mexico — there's honesty for you!).

OJ was on about "safety first" in 1929, when so many entirely blind crossroads still existed, such as those at Wallingford and Reigate which were so obviously dangerous that drivers treated them very carefully. About this time, when I was a boy, I remember one such hazard in Clapham Park, where a Morris-Oxford four-seater and an ABC collided mildly, the former finishing up on the grass verge in spite of having four-wheel braking. Even in these enlightened white-lined traffic-lighted 1980s I can name three difficult junctions on my route from the office to home, plus an unprotected blind crossroads in Ledbury.

That OJ was writing a long time ago is emphasised by his account of a journey to "the bleak but busy north" on the coldest day of 1929, in an un-named saloon whose radiator muff had to be unfurled to prevent it from boiling, the explanation being that the base of the radiator had frozen. After that he cruised up over the "lonely, lovely road" to the deserted Cat & Fiddle, down into Macclesfield and home again. OJ found Manchester "as dirty as ever, Peter Street a disgrace" and he said Deansgate was beginning to look shoddy, although its showrooms were as fine an automobile exhibition as ever; he especially disliked the Manchester trams, noisy in the extreme.

Next he drove a "little MG Sports" from Manchester to Trowbridge in truly icy conditions (getting bad wheelspin when trying to restart after taking on petrol in Keynsham), and continued up to the hills where Somerset becomes Wiltshire, on what was said to be the latter's highest main road, at "Sally-in-the-Wood". Very little is said about the MG, so perhaps the slippery going removed its good points from OJ's mind. Or, if it was a new Midget, maybe the elderly gentleman disliked little sports-cars!

OJ had discovered a new road just north of the Trent in the Forest of Needwood, above Coleshill, where a great concrete structure was being erected, reminding him of something similar that rose up at Shoreham during World War One, was never used, and was later dismantled. What was this, one wonders? In contrast, there were the fountains at Water Orton, with an experimental aeroplane (an autogyro?) hovering above, on the way to Fort Dunlop (which was being extended), and the fine new dual-carriageway into Birmingham.

The destination was the Black Country, with trades to be found nowhere else than in the dozen square miles bounded by Walsall, Wolverhampton, Stourbridge and Brum. OJ lists coffin fittings, ships' berths, cisterns for railway carriages, roller blinds for cars, lenses for lighthouses, machine-gun bits, stirrups and "Egyptian" souvenirs for tourists! He also mused on the picturesque names of Black Country places, remembering that even Rugeley nearly changed its name to Palmerston at the suggestion of the then Prime Minister.

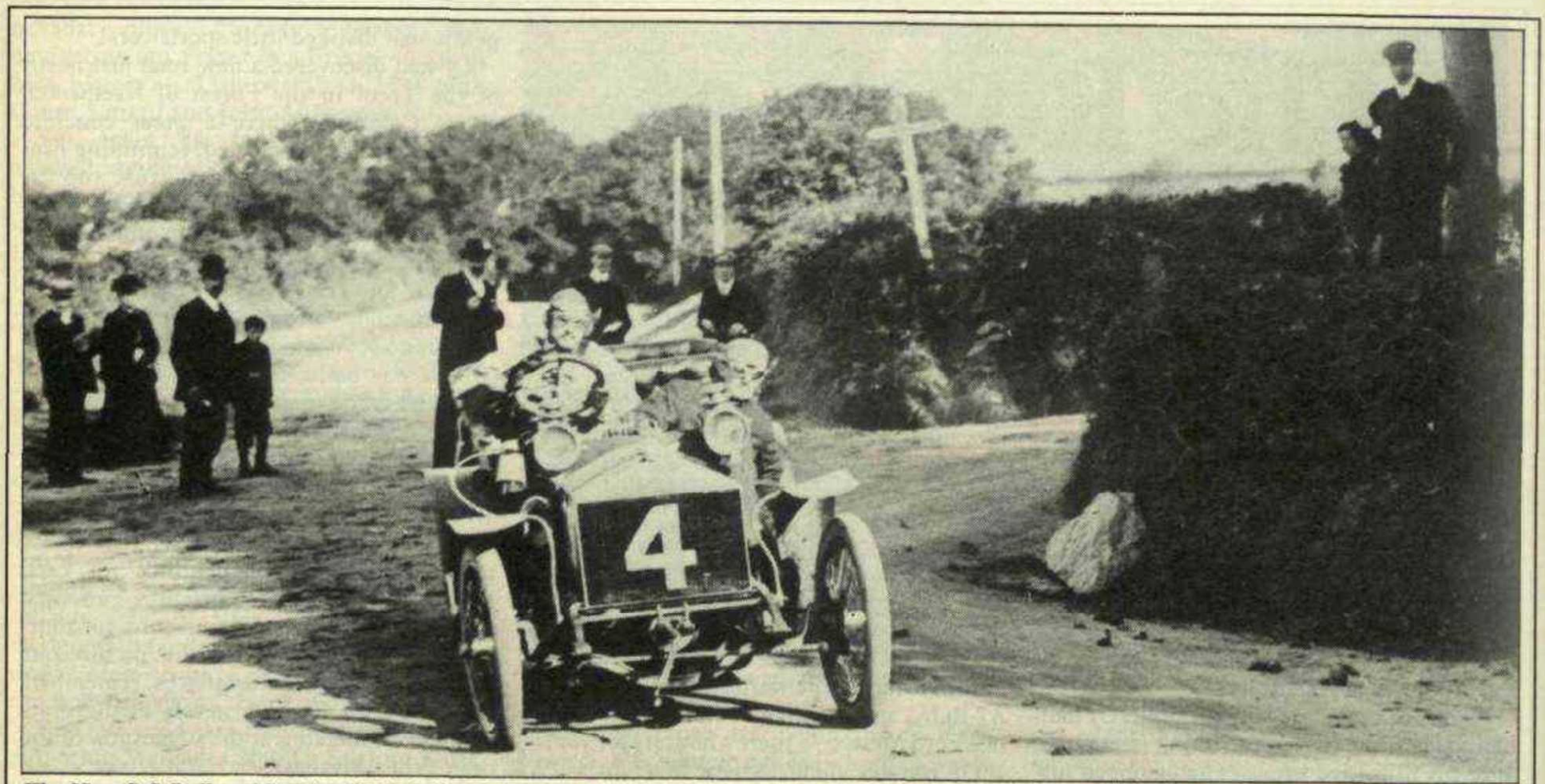
He had a lunch worthy of the best French hotels at the "Victoria" in Wolverhampton, a town now without trams, but where once there had been steam-trams (which made it unwise to open upstairs windows), then trolley-trams and stud-fed ones. By 1929 the almost noiseless locally-made six-wheeled Guy trolley-buses prevailed. Leaving Wolverhampton, OJ suddenly found himself on the New Road to Birmingham, which he felt would one day make a fine link from the south to the north.

Then, after more praise for the benefits the Channel Tunnel was about to provide (sixty years on, and it is still not open!), OJ was off on a French tour in a new 15.7hp Crossley. On that note we shall stop, for one more installment from these ancient diaries of a long-gone and altogether more leisurely age of motoring will bring us to the end of the forgotten Twenties. **WB**

The Things They Say

"With the Minister will be the past-Chairman and Vice-President elect of the Veteran Car Club of Great Britain, Bryan Goodman, who will be driving his 1904 CGV open tourer French vintage car. The other model there will be a 1903 two-seater Oldsmobile, a single-cylinder five-horsepower American car known as a *Curved Dish*."

— from a Department of Transport Press release inviting us to watch Peter Bottomley MP ceremonially filling vintage cars with lead-free petrol. Well, the DoT has had a lot on its plate recently . . .

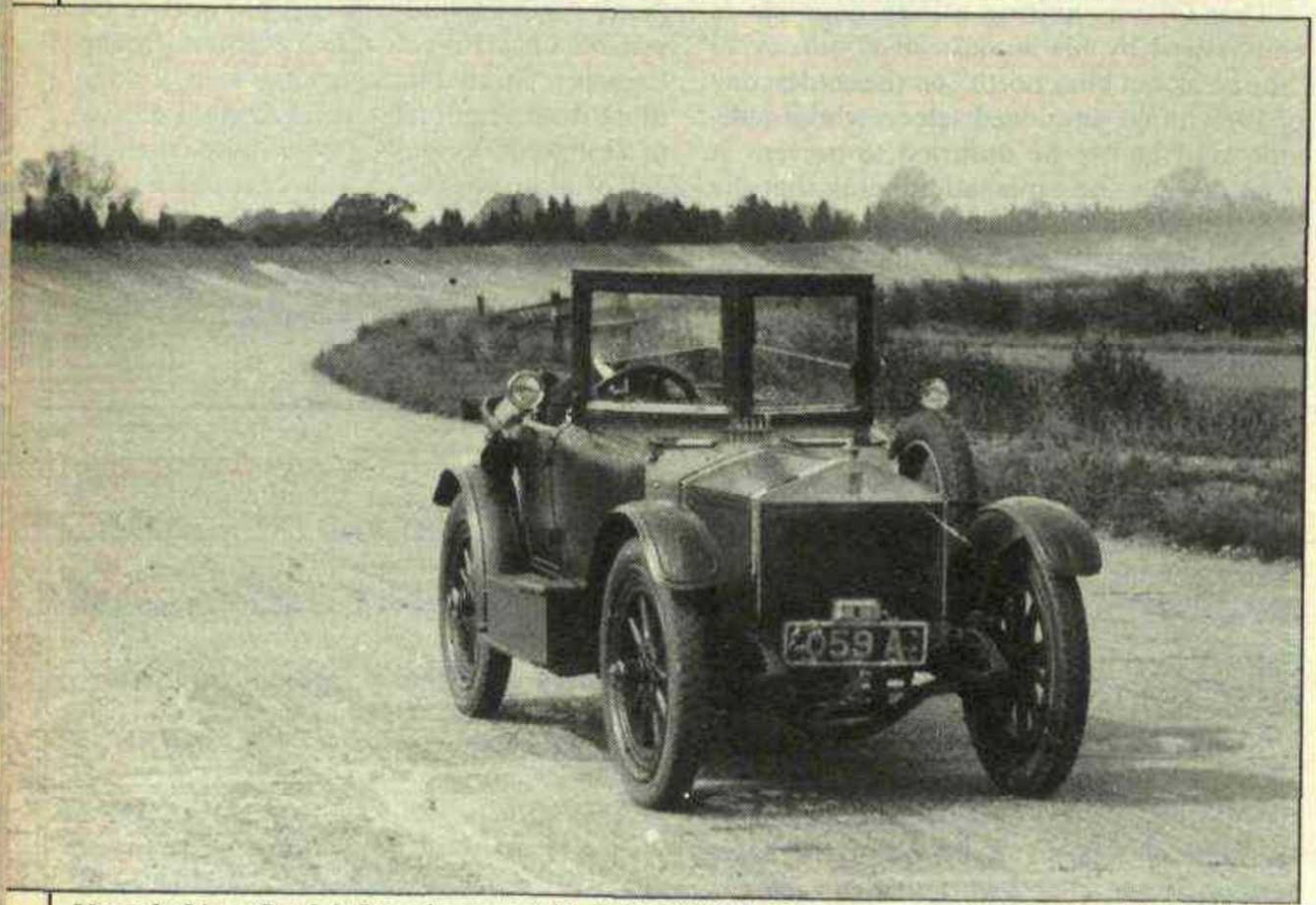


The Hon C S Rolls, with Eric Platford riding alongside him, winning the 1906 Tourist Trophy. *(photo: The Autocar)*

Rolls-Royces in Old Age

In his recently-published book on Rolls-Royce, George Oliver has a chapter entitled "See how they last", covering some of the older models still in use. The author tells us he has consulted not only almost every motor journal but also all manner of newspapers and magazines, such as *The Illustrated London News* and *The Tatler*, so what follows is unlikely to be new to him. However, it may interest others to see how motoring writers looked at the old Rolls-Royces long before the VCC or VSCC were formed.

In 1920, for instance, apart from noting that 1920 Ghosts were being re-bodied (two by Gills, one by Cunard) it was announced that S J Gammell was giving to the Rolls-Royce Ltd collection the 10hp two-cylinder Royce four-seater (registration SU13), which he had bought in 1906 and used ever since. It was thought to be the 1903 Paris Salon car. Another motorist was using a two-cylinder Royce at this time, a two-seater (registration CX 446) — and what happened to them in later times?



Unearthed in a Conduit Street basement, this 1905 TT Rolls-Royce was tested at Brooklands in 1926.

Late in 1926 someone, I think probably Sammy Davis of *The Autocar*, discovered in the basement of the Rolls-Royce showroom in Conduit Street, London W1, what was said to be the car which had finished second in the 1905 Isle of Man TT, driven by Percy Northey. The racer now had a high, ungainly all-weather body, but investigation revealed primitive features such as exposed valve-rockers, a big governor, a glass-fronted distributor and a magneto hiding coyly beneath the floorboards.

They got the old car going and its condition was found to be not at all bad; the indirect gears audibly gave away their age, but direct-drive was quiet. Trade plates had been strapped on and off they went to (where else?) Brooklands Track, the indirect gear being engaged once out of London. Setting the oiling drip-feeds correctly took some time, but this TT Rolls-Royce was good for 45 mph, even 50 mph, before the steering became a touch problematical.

At the Track people requested a trip round the Grand Prix course and someone, over-inquisitive, left the ignition on and welded the trembler-contacts together. This made running on the magneto imperative and five famous racing men toiled for twenty minutes on the handle before the four-cylinder 20hp engine fired. Alvis driver C M Harvey worked the hardest, quite without results . . .

After which it was back to Conduit Street. This car, which had seen service on the western front in World War One, was now used as a tourer by its owner, Stewart Burt. Sammy (it must have been SCHD!) thought what fun it would be to tell some snobbish person the Rolls would be brought round, and then turn up in this ancient model!

Around this time, incidentally, pre-war 40/50s were still being given new coachwork, such as the 1914 car rebodied by Cole & Sons of Hammersmith as a four-door saloon. It was in 1929 that a 20-year-old example was found and some performance figures obtained for it.

Originally a landaulette, it had been laid up during the First World War and somewhat modernised by a pioneer motorist, Captain Crundall, in 1922. He raised the radiator by about 3in, and put on a new bonnet and scuttle and a four-seater sports body. In 1925 a Cookham neighbour, Captain Secker, acquired the old Royce and did a few more mods, replacing the air-pressure petrol-feed with a vacuum-tank, the numerous grease-caps with nipples, and putting in a later-type transmission brake.

No less a person than A G Douglas Clease, then *The Autocar*'s technical editor, took the car for a long run. Looking quite modern in 1929, it nevertheless still had three-quarter-elliptic back springs, fixed wooden wheels with demountable rims and the old direct third gear. There was no starter, but the coil ignition responded quickly to hand-cranking, after which the engine could be commenced "on the switch".

The clutch was found to be smooth, and it was normal to change directly from first into direct-third, unless better pick-up was required. From third to top was an easy change, but it needed a long straight road for the indirect gear to be effective and at speeds below 60 mph this emitted a slight hum. The change back into third was quick and easy, and in this gear the aged Rolls-Royce happily climbed twisty 1-in-10 gradients; second was sufficient on a 1-in-6 hill, speed never falling below 15 mph.

Those performance figures? 37 mph in second gear was quiet, fussless cruising. From a steady 10 mph (which is how acceleration tests *should* be conducted), 30 mph in direct-third took 12 seconds, reduced to 11 seconds by keeping the second speed in. What, I wonder, became of these long-lived Rolls-Royces? **WB**



And where did this one go . . .?

A Pretty Puzzle . . .

For those who like to try their hand at solving conundrums, here is rather a nice one!

In 1922 a company called Ramvans, describing itself as automobile engineers and trading from Eresby Mews in Kilburn, north-west London, was advertising "bargains in light cars". The offer consisted of a "limited number" of "very slightly used" current-model chassis by a "well-known" Continental manufacturer.

Specification embraced a side-valve water-cooled four-cylinder engine, three-speed-and-reverse gearbox with right-hand gate-change, torque-tube transmission and half-elliptic springs — those at the back of considerable length. The horsepower rating was 9.5, and CAV five-lamp lighting sets and five detachable artillery wheels were included.

Ramvans apparently had four-seater leather-upholstered touring bodies or three-seater Bedford-cord-upholstered saloon bodies for mounting on these, and even English-built van bodies, for £225 each. The puzzle is what make were these chassis which had been imported, driven around a bit and presumably failed to sell?

Apart from a biggish scuttle petrol-tank, offside gear-gate considerably outboard of the side-member, minor controls on a ring above the four-spoke steering wheel, carburettor on the offside and exhaust on the nearside, clues are slender. It appears that another radiator had been fitted, perhaps different from the original (a rather ugly square-rigged affair reminiscent of an Essex or a Fiat of rather later vintage), and the dumb-irons beneath it had fairings on their inner sides, American-fashion. The asking price was competitive, no more than that of a GN.

All the 9.5hp light cars which might have fitted the bill were British, and Continental cars of similar rating had overhead valves. Could Ramvans have had a few chassis for demo use, hoping to import more if it could create a demand, and, if so, where would the bodies have come from? Has anyone any ideas?

. . . and a Shameful Omission

Reading DSJ's piece (MOTOR SPORT, May 1989) about the mistakes made by journalists, the Editor was conscious that through a slip in concentration (those excuses again!) he had identified Mayman's ERA as R5D instead of R4D in his stop-press VSCC Silverstone report, an error the race programme also perpetuated. He then turned happily to this report, to find that a line of his copy had been overlooked, thereby denying Bob Roberts' game V12 Sunbeam "Tiger" its second place behind the Bequet-Delage in the Itala Trophy Race, omitting the gap between these two cars (36½ seconds) and Boswell's winning speed (77.08 mph), and wrongly promoting the Bugattis to second and third places.

While we are on errors, Enid Bagnold *(Cars In Books)* drove *as* a VAD in World War One, not *in* a mythical vehicle of these initials, and in the VSCC Light Car Trial it was Hill Six that was high in the Elan Valley, not the Scramble course, in case anyone thinks the author is going nuts . . .

VETERAN TO CLASSIC



"The finest motor museum in the west" has doubled in size since it was opened in 1985.

Sparkford Museum Enlarged

Already enlarged since it was opened by Land Speed Record man Richard Noble in 1985, the Haynes Sparkford Motor Museum has had another extension of 12,000 sq ft added to it, this time opened by publisher John Haynes' son Mark on his 21st birthday on April 21.

Situated close to Yeovil, the museum houses more than a hundred cars in "as new" condition in its well-lit halls, specialising in its "red" sports and GT cars and the largest collection of American cars in the UK. The latter includes the rare Haynes (no relation!) Light V12 (with massive engine), a rare 1913 Empire, and 1970s Cadillac Eldorado and Lincoln Town Car.

The oldest car present is an 1898 Enfield Forecar, and as if to emphasise the American aspect the new extension is guarded by a 1915 Model T Ford, under a plaque advertising a long-gone Chevrolet Sub-Station. From Rob Walker's Le Mans-winning Delahaye to Lamborghini Countach, de Tomaso Pantera, Porsche 911RS, Ferrari Berlinetta and AC Cobra MkII it is a glittering display, and a sixty-seater open video theatre has been added.

Haynes points out that his museum is a trust (to which both his sons are now enrolled), nearly all the exhibits belonging in perpetuity to the nation. Many are still in running order and can even be started up in the building, since underfloor exhaust-extraction has been installed. A big crowd attended the opening of the extension, and we saw Duncan Hamilton and Sammy Miller among our many Press colleagues.

The First Advocate?

Long before the Veteran Car Club came into being, Edgar Duffield of *The Auto* suggested an organisation for ancient cars which were still active, and later the Nicholsons and I expressed similar ideas in letters to the motoring Press. It was the Nicholsons' letter which led to the Vintage Sports-Car Club being started, though their original idea had been for a club for light cars costing no more than £50 in 1934.

All these suggestions were predated, however, by someone who wrote to a motor journal in 1920 advocating an event for really old cars over a long day's run, at a suggested overall speed of 18 mph. Inevitably called a "Crocks' Trial" in those days, it would include sufficient hills to test engine cooling and brakes, though not of the severity of Porlock or Park Rash.

The writer suggested that one-cylinder cars (he signed himself "Wun-Lung") should be given an advantage over twins, those with four cylinders being further penalised. There might also be an age/power handicap, and no car would have more than 12hp or be less than ten years old. Any car which had been radically altered from its original condition would be barred.

What prompted the idea? Well, the writer had a single-cylinder Sizaire-Naudin which he said he would back over 20, 200 or 2000 miles! Rather the kind of thing the Light Car Section of the VSCC is looking for today?

Readers' Requests

A reader in Elgin wants to find the Lagonda V12 engine alleged to have been built in the 1950s as a spare for one of the team cars, and apparently used later by Norman Buckley in a racing boat and then a car, possibly a Jensen. Letters can be forwarded.

Dr J Alderson, author of that superb book about the competition history of the Morgan three-wheeler, is working on a follow-up about the pre-war four-wheelers; he seeks information as to who designed the Coventry Climax engine as used in some 4/4s.

Another reader is hoping to find out what became of the 1921 Mercedes tourer he bought from a Kingston upon Thames dealer for £95 in 1938, before he could drive. Based on the Targa Florio chassis and thought to have been the first one imported after the First World War, it was last heard of in the Chester area.

Finally, one of our correspondents has some sand-blasted and primed 19 × 500 wellbase wheels (with five-hole fixing, ⅞in diameter, and 6½in between centres) and wonders whether they might be of use to anyone?

TASO Resigns

TASO Mathieson has resigned as President of the Brooklands Society on health grounds, and his successor is Ian Connell, who raced Vale, Darracq and ERA cars at the Track. The Reunion takes place on June 18.

Bright Lights

When we allowed the results of the VSCC Light Car Weekend to tell their own story, we were relying on provisional results. There have been some changes:

RESULTS
VSCC Light Car Weekend, April 8-9

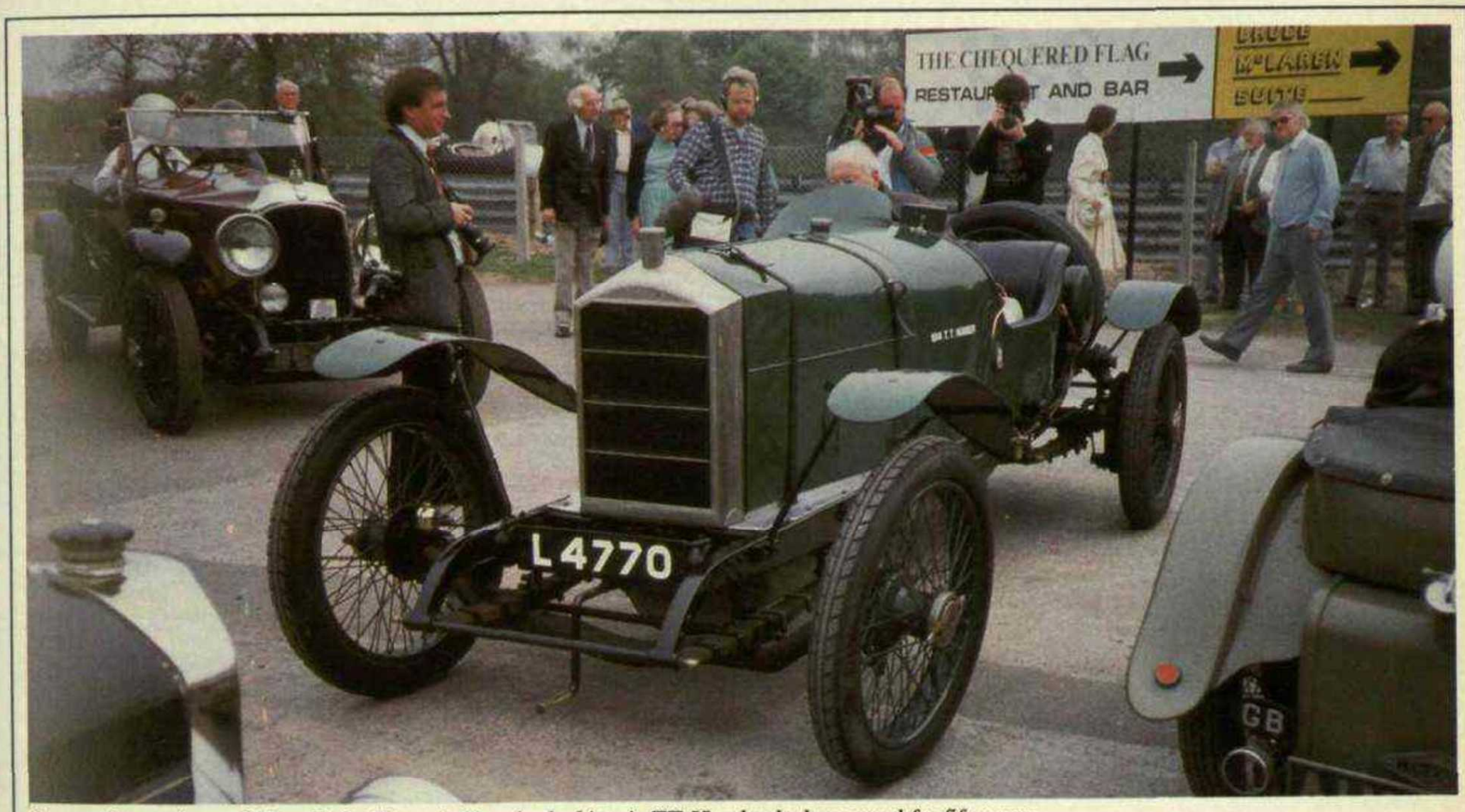
Llwynbarried Trophy: .....T. Jones (A7)
Abernant Hotel Trophy:..... P. Gledhill (A7)

DRIVING TESTS

Beaded-Edge Trophy: ..... R. Barker (Lafitte)
First-Class Awards: C. Marsh (A7), W. Urry (Riley), H. Hickling (1917 Dodge).
Second-Class Awards: J. Peacop (Morris), D. Cochrane (A7), Miss Gray (A7), R. Collings (1904 Darracq).
Third-Class Awards: P. Livesey (A7), D. Bond (Morris), R. Thorpe (Swift), G. Harris (1914 Renault).

WELSH TRIAL

Beaded-Edge Award:.....G. Thomas (A7)
First-Class Awards: T. Carlisle (GN), J. Peacop (Morris), J. Blake (GN), H. Hickling (Dodge).
Second-Class Awards: J. Diffey (Humber), D. Bond (Morris), P. Tebbitt (A7), R. Low (A7), G. Harris (Renault).
Third-Class Awards: J. Wheeler (Morris), M. Brereton (A7), P. Livesey (A7), M. Bullett (GN), W. Urry (Riley), J. Fenton (1912 Buick).



Centre of attention at Oulton Park, Kenneth Neve in the historic TT Humber he has owned for fifty years.

Humber Party

At Oulton Park on May 5, Kenneth Neve celebrated with many of his friends the 75th birthday of his 1914 TT Humber which he bought 50 years ago for £30. It was the usual happy occasion, which Neve manages so well, and before lunch we were able to watch this rare and exciting car circulating in close company with Neil Corner's 1914 TT Sunbeam for the BBC cameramen.

I got some fresh air from two laps with Freddie Giles in his 1929 4½-litre Bentley, which he bought years before he had heard of the VSCC and become an avid "Chain-Ganger". I was also taken round by George Daniels in Neve's well-known PII Rolls-Royce Continental Barker sedanca coupé which tows the Humber's trailer, as George was anxious to compare its steering with that of his own PII.

But the Humber was the centre of attention, and what a remarkable car it is! It was perspicacious (you might say parsimonious as well!) of its designer, F T Burgess, to copy almost completely a 1913 twin-cam Peugeot engine, apart from turning the cylinder block round. But then, Louis Coatalen had done the same, cribbing the 1913 Peugeot engine brilliantly conceived by Ernest Henry for his 1914 Sunbeams.

The complexity of the problem of whether there were four of these TT Humbers or only three, and of which was driven



Neil Corner brought along the Sunbeam which raced against Neve's Humber back in 1914.

by whom after the war, is one that might defeat a champion chess player, so we will not enlarge on it here. The cars were completely anonymous — no badge, no name anywhere — and there is evidence that components were not numbered in any way. However Neve's car, the only survivor of its kind, has a faired front axle: could this be a legacy from when WG Tuck raced one of the team cars at Brooklands' 1914 August Meeting, lapping at 92.4 mph?

It was good to see the immaculate Humber lapping the excellent Oulton circuit in the sunshine on its birthday. Back in 1968, in an actual race, it would have gone something like this: engage the delicate cone clutch at 1500 rpm; snatch second by the end of the pits and stay in it round Old Hall corner; into third, with the revs building up; to keep to the self-inflicted 3200 rpm rev-limit, into top for Cascades, then down into third again in a couple of hundred yards to slow for the corner; the same for Fisherman's Bend and Esso; full chat in third for Esso on a clear track, with a bit of opposite lock, but into second if the track was crowded, to get better acceleration out; then third, and into top up the hill, giving the air-pressure pump a few strokes before tucking-in for the fast part of the bend.

Neve got 80, even 84, mph here before dropping down to Knicker Brook at 90, the "Humber whistle" through the radiator clearly audible in spite of engine clatter and crash-hat. He would be clinging to the hand-brake into Knicker Brook, but a change-down, fortunately never missed, and a dab on the foot transmission brake were reassuring! With a glorious bellow the Humber would rush at Clay Hill, reaching 3000 rpm at the top. Druids needed third, and the right line, and at Lodge those with better brakes came rushing by; leave it late and the rear wheels would lock. Then it was third, second, to slow the car, tight in, then accelerate hard down Deer's Leap and into third again at the top of the hill.

That was racing this 85 bhp, 21-cwt 1914 racing-car, which is due to do a lap of the Isle of Man TT course, along with the Sunbeams, on Senior TT day. The Humber's story, and that of his many other cars, is already well recorded in Neve's book *A Bit Behind The Times* (Grenville, 1988). **WB**

ROAD IMPRESSIONS

Ford Fiesta 1.6S

As reported in the April issue, the new Ford Fiesta has now arrived in a fanfare of publicity, but it is basically a shopping car in three- or five-door guise. With the demise of the XR2 until the arrival of a higher-performing injected version in September, the only Fiesta currently of interest to the driver with sporting pretensions is the 1.6S.

The new model is quite different in size and shape from its predecessor, and whereas the XR2 stood out from the rest of the range with its use of sporty body styling appendages, the 1.6S is more subtle in its approach, although it too has the front and rear spoilers and front fog lamps.

Under the bonnet is Ford's new 90 horsepower 1.6 engine which has endowed the car with a fairly healthy performance, comparable with the old XR2. The only drawback is that it delivers the goods in a fairly raucous fashion, especially at higher revs, which a little sound-proofing under the bonnet would have helped dampen. Although I was never able to substantiate the claimed top speed of 108 mph, I did clock 112 mph on the speedometer and achieve 0-60 mph in just under 9.5 seconds.

The addition of a 14mm rollbar, unique to this model, has improved the car's handling over that of its more pedestrian brethren and it was notably more stable under hard cornering. The ride is obviously a little harder but not uncomfortable. Around town in particular the suspension absorbs the bumps quite efficiently.



Little street-cred, but good value.

With a car of this nature it is often the gearbox which is the deciding factor on assessing its merit on an everyday driving basis. Apart from a car not starting there are few things worse than a baulky gearchange whether in traffic conditions or on the open road when one wishes to extract the most from the engine. Full marks to Ford, for the gearbox is light and smooth.

On the 1.6S ABS is sensibly fitted as standard, the brakes themselves standing up to some severe tests without any sign of fade.

Central locking is another welcome addition on a car in this price-bracket, while a couple of other thoughtful items include a petrol gauge which always records the amount of fuel in the tank even when the ignition is off and a switch on the central console to open the hatch which for safety reasons becomes inoperative when the ignition is on. The bonnet-release catch is under the steering column, with the secondary catch under the bonnet lip easy to use.

With a manual sunroof, electric windows, digital clock, padded steering wheel, good ergonomics and comfortable seats, this is generally a driver-friendly car and although I was not particularly endeared to it neither did I leave it with a sigh of relief. To offset its lack of street cred this competent Eurobox is reliable, efficient and quite pleasurable to drive, which at £8033 makes it good value for money.

WPK

Toyota Camry V6 GXi

On Budget day, as Chancellor Lawson announced the reduction in duty on unleaded fuel, a Toyota Camry with the latest quad-cam 24-valve V6 engine arrived for sampling with the message "Toyota Runs On Unleaded Petrol". So I was able to don a conservationist's tie and drive smugly away in the knowledge that I was not contaminating the atmosphere.

Good on the progressive Japanese company, which not only finds its latest multi-valve engines well-suited to lead-free fuel but at the other end of the scale markets the *world's* best-selling car, the Corolla, whose prices start at £7750.

The V6 Camry is something else again: a Sierra-sized four-door booted saloon, notable for its very smooth four-overhead-cam power-unit which fills the bonnet space with accessible components and is coupled to an equally smooth automatic transmission. Spacious, comfortable and fast, it is more refined than a Sierra, but rubbery steering (3⅞ turns lock-to-lock) gives it the feel of a hovercraft compared with Ford's secure cornering. Quietness is impressive however, most of the noise emanating from the Dunlop SP Sport tyres.

Generous equipment includes two-position electric sun-roof, central locking, cruise control, electric window-lifts (with a quick-drop option) and mirror adjustment, delayed-action ignition keyhole illumination and two map-reading lights. A tiny button on the gear-selector lever operates an overdrive, and another on the console provides for ECT "power" or "normal" running, so there are good economy/performance options. Another button covers use of normal or super leaded fuel.

In fact, there are 32 press-buttons under the driver's control, and with the various knurled knobs and levers for the four heating/air vents the Camry should appeal to those who play computer games or pinball. Especially as the many heat permutations are indicated by tiny lights and the P, R, N, D, 2 and L gearbox positions are shown in a fascia window, along with the NORM(D) selection when this is in use and a light telling the driver when overdrive is not.

A German-style fascia makes the big speedometer and tachometer easy to read; uncalibrated fuel-gauge and heat-gauge flank them. Stalk controls (indicators from the right, wipers from the left) are substantial. Three sensible knobs and a lever set the comfortable driver's seat, and the rather bland interior includes a large lockable drop-lid cubby-hole and front door bins. To remove the ignition key you need to depress one of the many aforementioned buttons, a stupid gimmick once found on Vauxhalls.

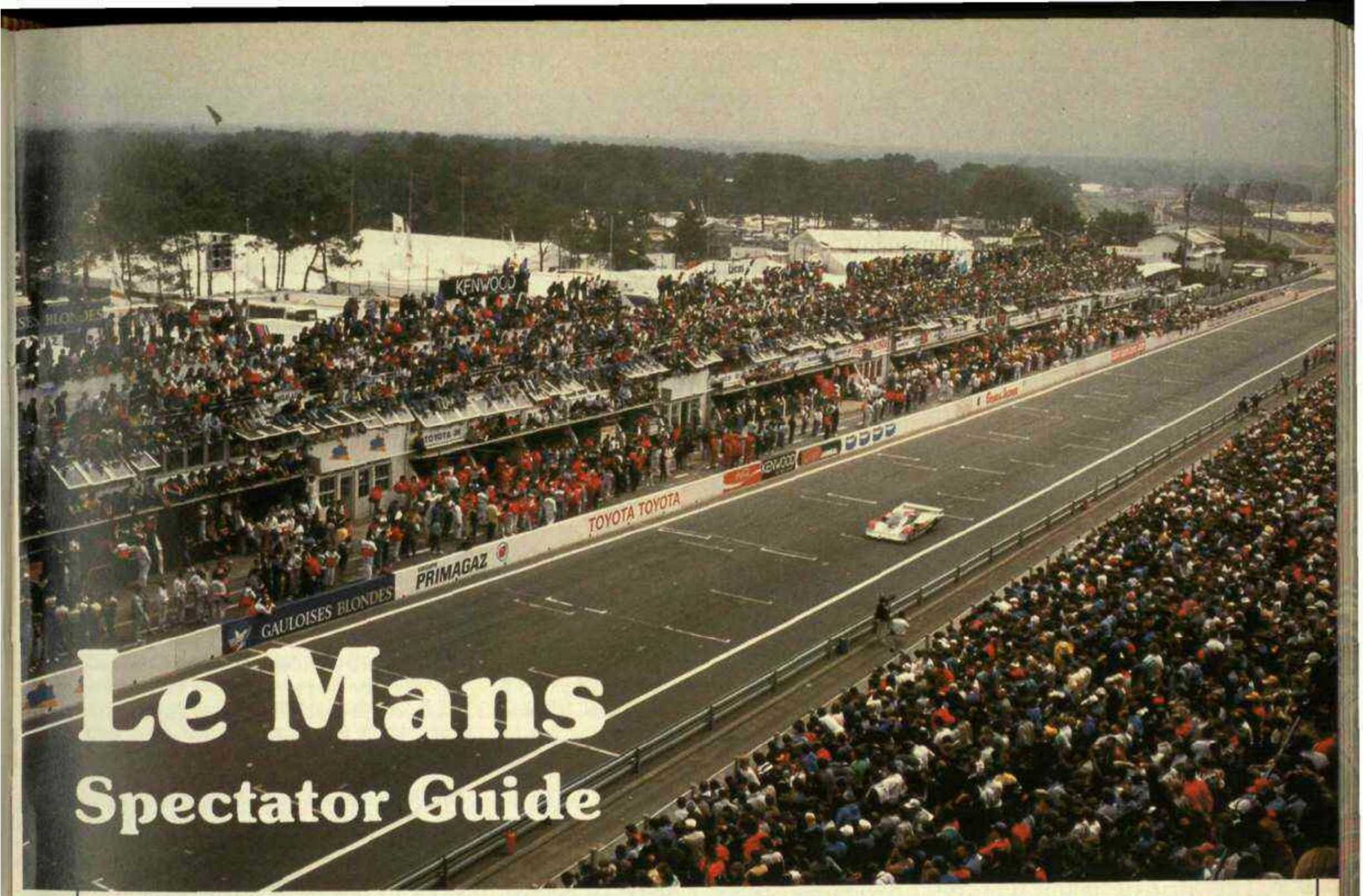


Ecologically-sound but gimmicky.

Toyota claims that the Camry's excellent performance is unaffected by the use of unleaded fuel, which is consumed at 23.9 mpg from a tank holding 13.2 gallons. The 2½-litre V6 runs at just over 2500 rpm at 60 mph, with the tach red-lined at an inspiring 6750 rpm. Far from rorty, it is a family car personified, but this biggest-engined Camry is quick about the place and endowed with powerful ABS brakes.

Another impressive, if characterless, Japanese offering in the front-wheel-drive transverse-engine idiom, the GXi is priced at £16,991. And Toyota can meet comparisons with the XR Sierra, since it also lists a 4WD Camry.

WB



Le Mans
Spectator Guide

Every year the British influx to Le Mans swells, and in response to public demand we have compiled this guide to the circuit and to the race. This will be the first time that Mercedes, Aston Martin and Jaguar have met at the Sarthe since 1955, and we interview leading figures from all three teams, look back at Aston's 1959 victory and assess this year's contenders. But we start with circuit information, and how to obtain tickets to the hardest race of them all.

TICKET SALES

Service de Location, Automobile Club de l'Ouest, 19X 72040 Le Mans Cedex, France.
Telephone: 010 33 43.72.50.25
Fax: 010 33 43.72.69.83
Telex: .....ACOUEST 720637

TIMETABLE

Tuesday June 6

0900-2000 Scrutineering (Quinconces des Jacobins)

Wednesday June 7

1730-1800 Porsche Cup practice
1830-2030 First daylight qualifying session
2130-2330 First night qualifying session

Thursday June 8

1730-1830 Peugeot 309 Championship practice
1830-2030 Second daylight qualifying session
2130-2330 Second night qualifying session

Saturday June 10

1000-1035 Warm up
1100-1135 Peugeot 309 Championship race
1200-1230 Cavalcade of old cars
1245-1320 Porsche Cup race
1420-1500 Presentation of drivers
1600 Start of 24-Hour Race

Sunday June 11

1600 Finish of 24-Hour Race

INFORMATION

Radio Le Mans has been in operation for two years and has already become part of the Le Mans scene, providing a constant source of music and information during practice and the race for English-speaking spectators. So you would be well-advised to take along a "walkman" FM radio (preferably with headphones) to take advantage of the service.

Even if you speak French the public address system is largely inaudible, but there should be a Diamond-Vision screen on the pits-straight showing coverage from the ACO cameras round the circuit and giving regular place-listings as the race progresses. Hourly race bulletins are posted outside the information office in the village.

There are two basic types of ticket-access at Le Mans, both of which can be purchased on arrival.

Enceintes des Virages (about £12) and *Enceintes Generales* (about £25) are both valid for the whole week's activities. The former will only allow you into the enclosures at Tertre Rouge, Mulsanne and Arnage, so unless you are really short of cash it would be better to purchase the more expensive pass, which will allow you into every public enclosure — and also the paddock and pits balcony after two hours of the race.

There may still be a limited number of seats available in the *tribunes* (which are only valid during the race itself), and if you do obtain these you must also have an *Enceintes Generales* pass. The best stands for views of the pit-lane are *Citroën* and *Jaguar*, both of which are likely to be sold out now, but all the *tribunes* offer good views of the start/finish area and will at least guarantee a seat and some shade if you get tired and hot.

To check availability it would be best at this stage to contact the *Service de Location* offices by phone. If you don't speak French, get a friend who does to ring for you, or you may end up with the wrong tickets! The ACO can also be contacted by fax or telex. Payment will be required immediately by International Money Order or in French Francs by registered post. The *Service de Location* will also sell you any reserved parking spaces that are still available.

Be sure to specify that you wish to collect your *tribune* tickets on arrival at the circuit, or they will be posted to your home address and may arrive too late. During race week all tickets can be collected from the "Welcome" bungalow outside the main gates.

Even if you can only afford the most basic admission, don't despair, because Le Mans is still the world's finest spectator circuit and all enclosures will give excellent viewing opportunities.

One important tip though: enclosures are controlled by the use of a "pass-out" system. When you leave any enclosure to go into one of a lower category you must obtain a pass-out ticket and keep it; when you wish to return to that enclosure you will have to surrender the pass-out and show the appropriate entrance ticket as well — if either is missing you won't get back in.

The Passion for Performance



At 4 o'clock on Sunday, June 11th, the world will see a new winner of the gruelling Le Mans 24 hour endurance race.

Not surprisingly, our money will be on the Jaguar XJR-9.

The British team will be up against the



might of Porsche and Mercedes of course, but bearing in mind that we raced to victory in the 1988 Le Mans on the way to a second successive Group C World Sports-car Championship, we don't expect to be out of pocket.

It was back in 1982 when Jaguar returned to racing to re-establish the marque's performance credentials and relive those heady days of thirty years ago when Jaguars dominated the race tracks of the world. To achieve this, Jaguar teamed up with proven winners, Tom Walkinshaw Racing. A string of victories started in 1984 with their XJ-S racing coupés winning the European Touring Car Championship.

They haven't looked back since.

The birth of JaguarSport exactly a year ago was the direct result of this successful partnership and was established to meet the demand for race-bred, high performance Jaguar saloon and sports cars.

The XJR-S Sports Coupé combines this race-bred engineering with all of Jaguar's legendary qualities of comfort and refinement. It has been created for the discerning few who share our Passion for Performance.

And while XJR-9s will be battling with rivals Porsche and Mercedes on the Le Mans circuit, here in Britain JaguarSport XJRs will be performing in much the same style on the open road.



EXPERIENCE THE PASSION. DRIVE THE XJR.

Any of our JaguarSport Specialist Dealers will be happy to arrange for you to drive the XJR. For details of the one nearest you please contact JaguarSport Ltd., 17 Station Field Estate, Kidlington, Oxford. OX5 1JD.
Tel: (0865) 841040. Fax: (0865) 841170.

WORLD SPORTSCAR CHAMPIONS —1987-1988—

JAGUAR SPORT

Points of View

If you do not have a car try some of the following areas, all of which are accessible on foot from the village and administrative centre.

Pits and Start/Finish Area

Even without a tribune ticket, the banked and terraced enclosures immediately in front of the stands offer a fine view of the action throughout the race, particularly if you like watching the pit-crews doing their stuff. Highly recommended after dark, when the pits become a vast illuminated stage with the public auditorium opposite.

Dunlop Chicane & Bridge

Formerly known as the Dunlop Curve, the chicane was built in 1988 to slow the cars as they crest the rise under the bridge. It is unpopular with the drivers, but an excellent photographers' gallery and, with lots of sand-traps in all directions, a safe place for incidents to occur.

The Esses and Tertre Rouge

This is really a complex of three corners, through the pine woods to the start of the Mulsanne straight. From the bridge the cars plummet downhill past the funfair on the left, to the tricky left-right of the Esses, clipping the outside apron of the track and swinging gradually into the sweeping right of Tertre Rouge (red hillock) and out onto the straight. There are lots of viewing and photographic opportunities here, but look out — the woods are a favourite place for the temporarily homeless to crash out at night, so watch where you are treading!

The "Technical Section" towards White House

White House exists on the circuit only in name now (though the original track and the building after which it was named can be found a few hundred yards to the west and are worth a look if you have your own transport), and the whole section from there down to the pits is lined with high fencing *à la* Silverstone. Pretty boring from the punter's point of view and not really recommended, it is however taxing for the drivers and taken at very high speed, and is a good spot from which to watch the faster men jinking in and out of the traffic. A better place to watch this though is . . .

The Ford Chicane

As the cars brake for this complex things can get a bit hairy, particularly if the slower drivers fail to keep an eye on their mirrors. With a clear track though, you will see who is really trying, as witnessed by Stuck's awesome performance in practice last year — eyeballs out and both rumble-strips at the same time. The approaches are lined with the same high fencing, but a good place to take photographs is the exit, where there is no fencing and the cars are still moving fairly slowly under acceleration up the finish straight.

The Finish

Naturally enough it is somewhere in this area or along the pits-straight that you will want to witness the last rites of the race being performed, as the leaders pay their final visits to the pits for fuel and tyres, the walking wounded stagger in and out for repairs, and the other casualties wait in the pit-lane before wheezing out for the final lap to qualify as finishers.

If you have transport of your own, you might wish to explore some of the more distant parts of the circuit. A word of advice is that it is hopeless to try to "map-read" a short route to most of the following locations — during all activities on the track, a strict traffic control system is in operation which seems to take you in circuitous routes over the Sarthe landscape to travel the shortest distances! Don't try to beat the system, or you will be stopped by a grumpy looking policeman and sent back.

Mulsanne Corner

Signposted *Virage Mulsanne*, this is one of the classic corners in motor racing, or it was until it was emasculated in 1987 to make way for a roundabout scheme to ease access into a local shopping complex. Nevertheless it is still a real test of a driver's nerve and his car's braking, and the spectator embankments opposite the signalling pits in the infield are an interesting place to spend a couple of hours, especially at night. It is difficult to pick up Radio Le Mans here though, so you may lose track of what is going on for a while. There is plenty of free official parking about 800 metres from viewing areas; expect a ten-minute walk.

Indianapolis & Arnage

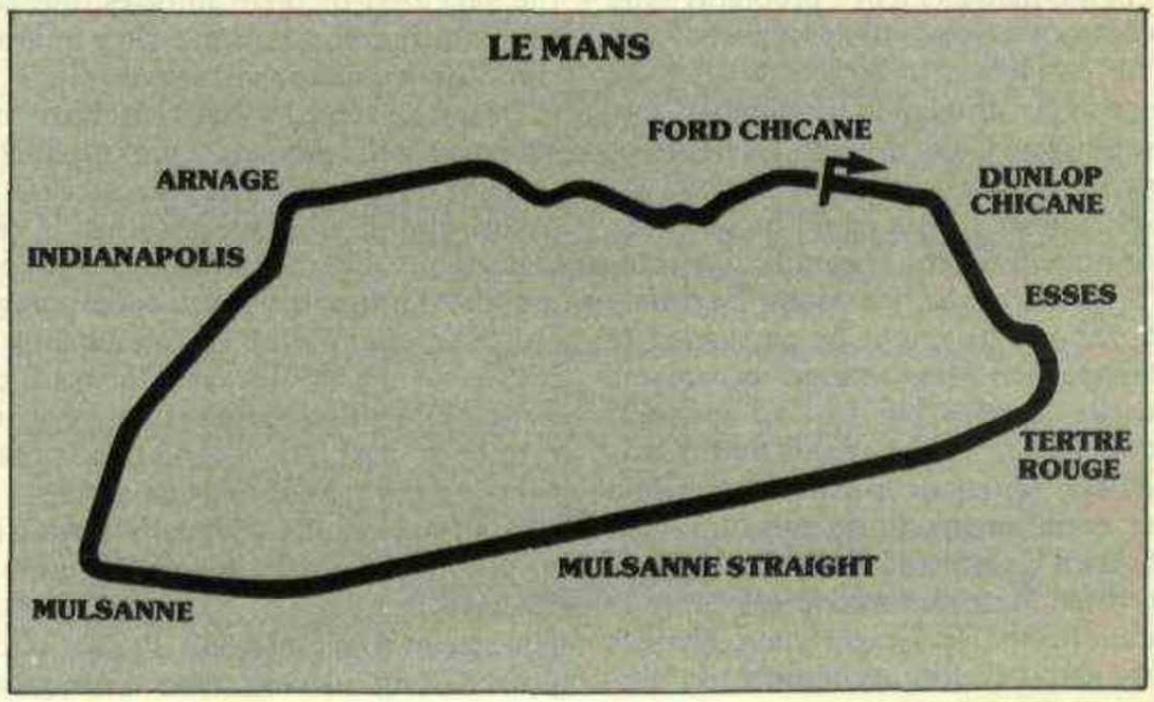
These two corners, signposted *Virage Arnage*, are now the only ones which remain from the original 1923 circuit in more-or-less their original form. Indianapolis is a fast sweeping right-hander followed by a slow second-gear left, with a quick spurt up to the slowest corner on the circuit, Arnage. Anywhere here is a good place to watch the fast and slow cars jostling for track space and, being remote from the frenetic activity of the pits area, the atmosphere in these pine woods seems more relaxed than elsewhere. It is a very pleasant place to be as the sunny Saturday evening shadows lengthen, and plenty of free parking is available immediately adjacent to this enclosure.

Mulsanne Straight

Of course everybody dreams of visiting the *Restaurant des 24 Heures* during the race, to sit and nonchalantly sip an *aperitif* as the cars blast past at 235 mph and elegant waiters waft noiselessly from table to table. My advice is to forget it: it is expensive, packed with inebriated British race fans, and you can't see a damned thing!

Better to try and book a table at *Le Ferme de Mulsanne* restaurant on the outside of the kink, further down the straight. Reached by a signposted track from the D140 Raudin-Mulsanne road, this establishment is set back from the track a little, but once you have finished your meal you can stand in the garden at the front and watch one of the awe-inspiring sights in the sport. Try to be there at dusk as the sun is cutting through the pines and the headlights of the cars approaching the rise just before the kink light up the sky to the north, heralding their brief but raucous passage. Watch the brake lights here: the bravest will take the kink flat in fifth.

To get to either of these restaurants during race or practice, you have to be able to prove that you have an advance booking for a meal there. Otherwise all access to the Mulsanne Straight is closed.



Equipes et Pilotes

Only a provisional list of Le Mans entries, without any confirmed drivers, was available at the time of going to press, and some of the race numbers had yet to be allocated. Traditionally this is a time for wishful thinking for some teams (though these dreams have to be backed up by a hefty non-returnable entry fee), but Mike Cotton and Ian Briggs speculate as to which machines are likely to be front runners either in the race or in their class, and which hopefuls will drive them.

Just as Tom Walkinshaw expected, it took the Silk Cut Jaguar team three years to achieve its victory at Le Mans, though the Scottish team director did not doubt ultimate success for a moment. After that the Porsche factory team was disbanded, but that won't make this year's race any less difficult, or less satisfying, to win again.

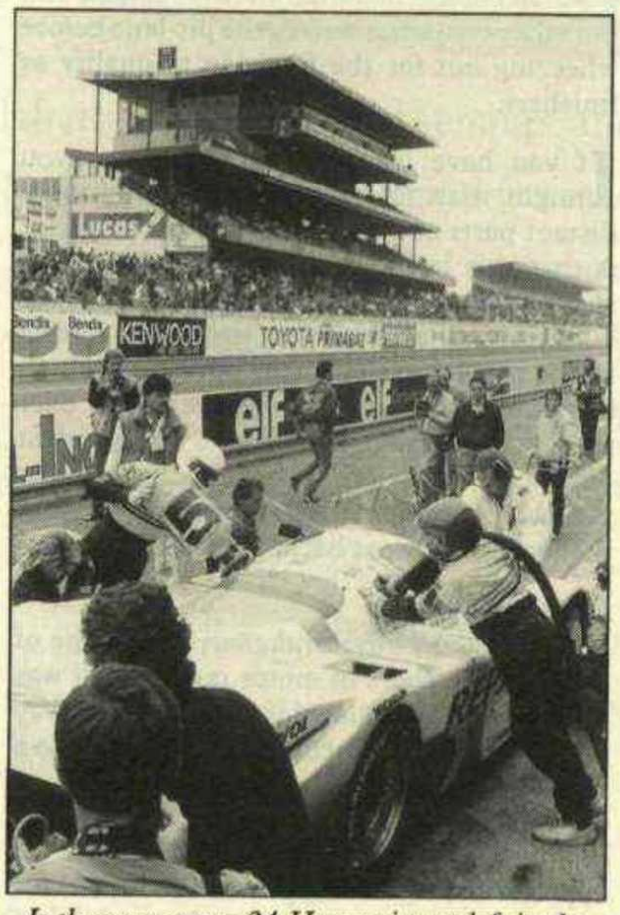
Indeed, recent results suggest the task has got harder, rather than easier. Of the seven World Sports-Prototype Championship races held since Le Mans last year, Jaguar has won two (at Brands Hatch and Fuji) and Sauber Mercedes five. Until such time as the new Tony Southgate-designed XJR-10 is weaned into the programme, in whatever form, the Swiss-German team appears to hold a significant advantage.

What Sauber does *not* have, though, is the benefit of experience of winning a 24-hour race. Jaguar won two of them last year, at Daytona and Le Mans, and defeat this year at Daytona has really put Walkinshaw on the offensive. The Kidlington-based team will run four XJRs on June 10-11 and, assuming they are all 9LM models, has the advantage of preparing each one to be better than last year's winner, which completed 394 laps in 2min 37sec less than it took the Stuck/Ludwig/Bell Porsche.

The Jaguar's weaknesses shown in the past three years should all have been eliminated, whereas the Sauber's weaknesses over anything beyond 1000 (racing) kilometres are unknown, simply because a miscalculation was made last year (there was more downforce on the Michelins than had been anticipated, resulting in a high-speed tyre failure in practice) which caused the team to pull out of the 24 Hours).

The C9/89 model has been subjected to a full 24-hour duration test at the Paul Ricard circuit, and although one car went down with engine-management problems the other was trouble-free, which suggests TWR would be ill-advised to anticipate that the Saubers will be unreliable (remember, too, that the Nissan GTP ran for 16 hours at Daytona, exceeding its previous best by 13!).

Rather, Sauber's team could be let down by more human factors. Team leader Jean-Louis Schlesser hates Le Mans for safety reasons, though he might be persuaded to take part; Jochen Mass refused to compete for Porsche in 1978 but had an apparent change of heart; Mauro Baldi and Klaus Ludwig are reluctant performers; while younger team members such as Manuel Reuter, Alain Cudini and Dany Snobeck (if, indeed, these Mercedes saloon car contractees are confirmed) lack experience. There is no doubt about Kenny Acheson's commitment to the whole programme, Le Mans included, but his enthusiasm alone might not be sufficient. Of course, the senior drivers are professional and will perform to the very best of their abilities, but should the cars become delicate they might not show the requisite sympathy.



Is there one more 24 Hours victory left in the Porsche 962?

Despite Mercedes' current form in the 480km races, the odds are distinctly in Jaguar's favour for a repeat success at Le Mans, and it is a success that is greatly needed at the moment to restore jaded morale. Things have not been going well either in the World Championship or in IMSA — not, at any rate, for a team that wants something better than a string of runner-up positions — and this is the time to swing the pendulum back again.

A strong point in Jaguar's favour is the driver line-up: Jan Lammers and Andy Wallace won at Le Mans last year, John Nielsen at Daytona, and Price Cobb is a proven long-distance man with great car sympathy. They are all *looking forward* to the event.

Several team owners want to demonstrate that there is yet another 24-hour victory left in the Porsche 962, and the Jim Busby/BFG team proved that point at Daytona in February. The works car was beaten so narrowly last year, after losing a couple of laps on Saturday afternoon, that we simply cannot dismiss the chances of Reinhold Joest, Richard Lloyd or (a surprising selection, maybe) Vern Schuppan.

Joest's team won outright in 1984 and 1985, and usually finishes in the top three or four. Preparation of the ex-works cars leaves nothing to chance, and third place at Suzuka in April for Bob Wollek and Frank Jelinski, on the same lap as the Saubers, shows that the magic is still working. Perhaps they will be joined by Hans Stuck, if he can get a release from Audi, and then their chances might be rated even higher.

Richard Lloyd's outfit finished a close second in 1985, and now includes Derek Bell — whose personal record includes eight 24-hour victories — along with Tiff Needell. Bell's eighth was at Daytona in February, and we shouldn't need reminding that each time he wins the Floridian race he goes on to win at Le Mans!

Vern Schuppan, winner at Le Mans in 1983 as a works driver, has put together a most impressive Porsche team in Japan and has brought the ex-works Omron-sponsored car to Europe. He will share it with Eje Elgh, running under the Team Davey banner, and they will do a very competent job.

Although Kremer Porsche Racing won the 24 hours in 1979, and Brun Motorsport finished second in 1986, I cannot fancy either of these for victory.

Spice Engineering, sixth overall as recently as 1987 and 13th last year, is likely to be even stronger this time with Cosworth 3½-litre engines installed in the two cars. Even so, lack of cubic inches will prevent the Silverstone team from being a strong challenger, and a place in the top six again would probably delight Gordon Spice and manager Jeff Hazell.

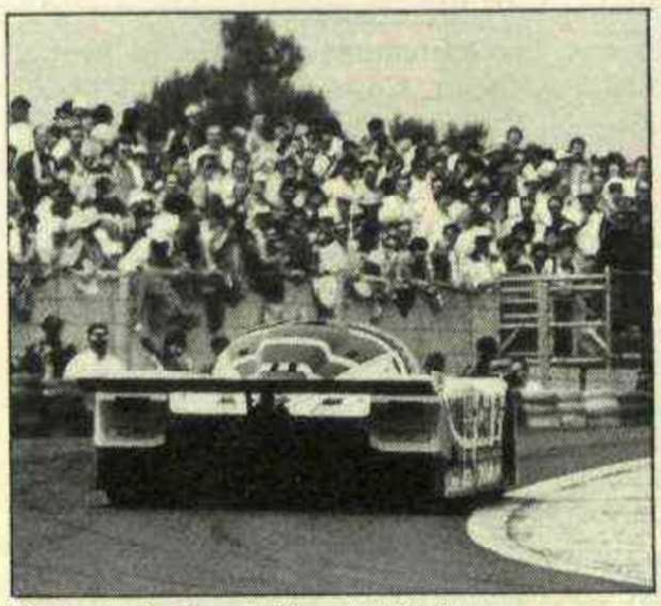
The Japanese manufacturers, and especi-

ally Nissan and Toyota, will be very strong at Le Mans in years to come, perhaps as soon as next year. It does not seem likely, though, that they will go the full distance at full speed this time around.

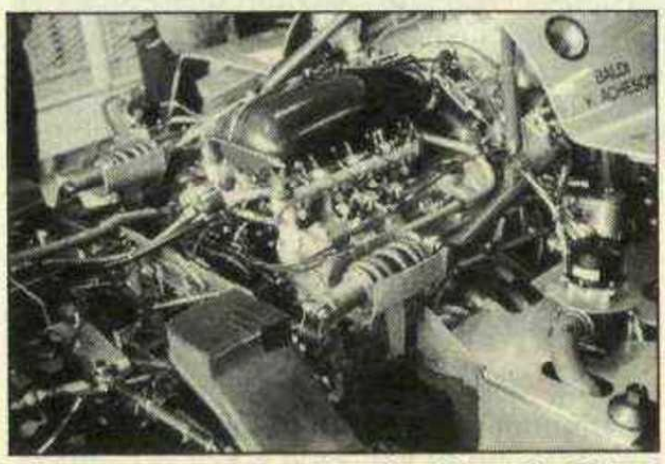
Nissan started testing a brand-new car in April, almost certainly too late to claim a leading result on June 11, and Toyota still has a way to go in developing the promising new 89CV, though two examples are devastatingly fast in qualifying: it is said that the drivers are drawing lots *not* to do the qualifying, when the 3.1-litre twin-turbo V8s yield an alleged 1200 bhp!

Mazda will spend 1989 and 1990 marking time with the four-rotor, Wankel type engine which is short of about 80 bhp, at 620 bhp, and cannot be regarded as an outright contender.

All these cars are exciting enough, but still there is one more, rather special newcomer, the Aston Martin AMR-1 which will be driven by David Leslie, Brian Redman and Ray Mallock. This will only just have made its race debut at Dijon, and it would be best to expect nothing of the new team but to applaud whatever it can achieve. Even a good placing on the grid will be something for Peter Livanos and Victor Gaunlett to celebrate from their exclusive viewpoint at Tertre Rouge, where everything will be done with style.



Last year's winner: Jaguar No 2.



This year's pretender: 32-valve Mercedes V8.

1 2 3 4
Silk Cut Jaguar/TWR

Four cars entered, one fewer than last year. Still using the same basic composite tub designed by Tony Southgate at the end of 1985, uprated and redesignated every year since. Expect to see at least three "old" XJR-9s in largely 1988 spec, but with uprated suspension and brakes and larger rubber — 18in Dunlops instead of 17in. Some engine tweaks have been effected, but these remain largely the same as before. One of the cars might well be the rumoured V6 twin-turbo 48-valve XJR-10. Suzuka was probably just a glitch, but the Jags will have their work cut out to repeat last year's performance.

61 62 63
AEG Sauber Mercedes

Still the dark horses. Quick and apparently economical with the new M119 5-litre V8 32-valve turbo engine, but a question-mark over this for the all-day distance. All three entries are likely to appear the same C9 sheet-aluminium monocoques Peter Sauber has been using since 1987. Now clad in magnificent silver coachwork. If the cars hang together they will be near the front.

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23 24 25
Nissan Motorsports International

Three cars currently posted, all likely to be the new Lola-built carbon-fibre R89Cs. Four cars are actually rumoured to make an appearance; the remainder and/or any of the above might appear in the colours of Tom Hanawa's Le Mans Co of Japan and be based on March-constructed 86/87G aluminium honeycomb chassis. The newer cars will be propelled by the latest 3.5-litre 32-valve V8 twin-IHI Turbo VRH35 engine, and managed by Keith Greene from Howard Marsden's Milton Keynes base, whereas the Le Mans Co cars will probably sport the proven Electramotive-developed VG30 V6 twin-turbo mill. Nissan is still on a long learning curve at the Sarthe, but could spring a surprise if its traditional "softly-softly" approach pays off and the favourites run into trouble.

36 37 38
Team Toyota Tom's

Three cars from this highly professional outfit run in Europe for the factory by Glen Waters' subsidiary Tom's Great Britain, at Hingham near Snetterton. All the entries are down to be new 89CVs, based on the Massahiro Ohkuni-penned Dome/TRD-built composite chassis, with 3.2-litre V8 R32V twin-turbo powerplants reputedly giving in excess of 1100 bhp in qualifying trim. If not, expect at least one older 88C chassis to make an appearance, probably with a 2.1-litre four-in-line single-turbo engine. Drivers John Watson, Geoff Lees and Paolo Barilla will almost certainly be going for a repeat of last year's high grid position.

18 19
Aston Martin

Two AMR-1s have been promised by Victor Gauntlett's Proteus Technology team, but as the car has still to turn a wheel in anger, and the first version was extensively damaged in a testing accident at Donington (leading to a no-show at Suzuka and a $250,000 FISA fine), this remains in doubt. 1989 must be regarded anyway as a learning year for the team. It will be nice to see Astons back at the Sarthe, and it is worth pointing out that this will be the first time since the tragic 1955 race that Aston, Mercedes and Jaguar will have met there. AMR-1 is based around a carbon-fibre tub designed by Max Boxstrom, built in Ray Mallock's workshops in Northamptonshire and powered by a stock-block 6-litre 32-valve V8 developed in the United States by Reeves Callaway. Team manager will be Richard Williams, operating under the Ecurie Ecosse banner with David Leslie, Brian Redman, Costas Los, David Sears, Michael Roe and Bernard Santal likely to be on the driving strength.

29
Mussato Action Car

After Lancia's return to the race last year, and an indifferent showing in the hands of Swiss businessman Jean-Pierre Frey, the man from whom he bought the car, Gianni Mussato, has decided to have a go on his own account. Mussato has had a brand-new LC2 chassis built for him by Dallara, which will be powered by the familiar Lancia-Ferrari 3-litre V8 32-valve Abarth-prepared turbo unit. Certain to be gorgeous to look at, the performance of this machine is likely to be entirely dependent on the skill of the nominated drivers. LC2s have been quick but desperately fragile at the Sarthe in the past.

21 22
Spice Engineering

Having dominated the Group C2 World Championship and Le Mans for the last couple of years, Spice has taken the plunge into the new 750kg/3.5-litre "no fuel limit" C1 category, and for this year will probably find things a little less comfortable while the teams running on stock-block-based cars are still able to make the pace under interim regulations, albeit at a premium on fuel. Spice's preparation is second to none, and his driver line-up including regulars Wayne Taylor and Thorkild Thyrring joined by Tim Harvey in one car, while Lyn St James will join Ray Bellm and Gordon Spice in the other. A third car for Jean-Philippe Grand will be entered in C2. The sweet-looking honeycomb and carbon-fibre SE89C should be as good as its predecessors, but how will the highly-stressed F1 Cosworth powerplants fare over such a distance?

31 32
Courage Competition

Yves Courage gets more ambitious by the year, having taken over Jean Rondeau's mantle of Le Mans' favourite son. Three cars are promised this time, two powered by the Porsche flat-6 and the third Nissan-engined. Drivers are likely to be Jean-Denis Deletraz, Pascal Fabre, Denis Morin, Alessandro Santin and maybe Jean-Louis Bousquet, plus Anders Olofsson and Takao Wada in the intriguing Cougar-Nissan. A fourth car for Philippe Farjon will be entered under the Courage Competition banner and will run in C2 with a "detuned" 2.8 litre Porsche engine.

201 202 203
Mazdaspeed

The friendliest of the Japanese teams, run in Europe out of Silverstone-based Alan Docking Engineering. Three 767Bs are entered with 13J quad-rotor Wankel powerplants, the FIA equivalency of 4.7-litres giving a claimed 600 bhp to the Nigel Stroud-penned honeycomb chassis. Two of the tubs will be these (767-001 and 002) which ran at the Sarthe last year in GTP, a class which they will have to themselves again this time. Expect no dramatics: the team will be going for a three-car finish, hopefully ahead of the other Japanese manufacturers, and the driver line-up will be a strong combined European/Japanese one, featuring David Kennedy and Yojiro Terada.

5 6 16
Repsol Brun Motorsport

No fewer than four entries here, and Walter Brun is better equipped than most of the Porsche privateers to deliver as promised. All should run with fairly standard long-tail low-drag Le Mans configuration, though the chassis will be drawn from the various parts of Brun's current WSC/IMSA/Supercup racing empire and will probably feature factory-built sheet-aluminium and TC Prototypes-built honeycomb tubs. All will sport Bosch 1.7 Motronic-managed 3-litre Porsche flat-6 engines. With a driver roll-call of Larrauri, Dickens, Schäfer, Huysman, Pareja, and Stuck if he can be wrested away from his contract with Joest, don't be surprised if one of these machines puts one over on the factory teams.

7 8 9
Joest Racing

Definitely the private team which all the others will be watching. Two straight wins in 1984-85, mainly on the basis of enhanced fuel-consumption, have never been properly explained. Stuck is under contract to Joest for this race, and if he remains so it should be a very formidable combination, though his flamboyant driving style may wreck Joest's fuel figures! As there is no official factory presence in the championship this year, the team is the most likely recipient of one of the latest build of Porsche's new-specification 962 chassis, which should feature a number of stiffer aluminium-honeycomb panels in the construction. If not, all three entries will be drawn from Joest's stock of factory-constructed sheet-aluminium chassis, powered by the latest 1.7 engine package. Hans Stuck, Bob Wollek and Frank Jelinski are likely to crew the lead car.

10 11
Porsche Kremer Cologne

The third of the regular Porsche private outfits had also originally put forward three entries, but is now down to two. The cars are likely to be Kremer's own honeycomb "clones" built by TC Prototypes in Northampton but the new carbon-fibre CK6/89-1 might be brought along. Like Brun and Joest, they will utilise 1.7 Motronic-equipped Porsche power-units. Standard low-drag body and underbody configurations can be expected, but the Cologne-based team will probably experiment again with a central dorsal fin designed with the Mulsanne Straight in mind. Kremer has had reliable runs to the finish in recent years but has never really been high in the order — so a change of luck is due, and with old-stager Bruno Giacomelli leading the driver line-up, 1989 could be the year.



Nissan's twin-turbo V8 in Lola's carbon-fibre R89C chassis could head the Japanese challenge.

14 15
Richard Lloyd Racing

Two cars from the hardest-trying of the Porsche teams which is perennially short of sponsors. This year the team has at least secured the services of Derek Bell and Tiff Needell. One entry will be based on Lloyd's own newly-constructed 962 honeycomb clone chassis, dressed in the special aerodynamics package which looks almost nothing like a Porsche now but owes a lot to Jaguar thinking (at the rear end anyway), and the latest engine. The other will probably be the older GTI car, as run last year but updated to similar trim. RLR has a fine record here and has come close to victory before.

101 102
Chamberlain Engineering

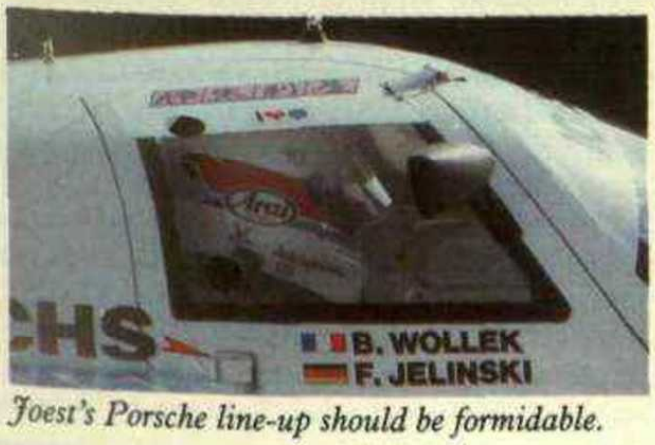
For the last two years Hugh Chamberlain's team has produced some startling performances in practice here, due in no small part to the heroic antics of Nick Adams but also by virtue of being equipped with a blown Hart 418T powerplant on 1.4-bar boost. Race performance has not yet lived up to this promise though. If the two cars can hang together, they must be the leading contenders for C2 honours. Two Spice-Cosworths are promised, but at least one may end up being "old nail" SE86C-002 with its Hart in the rear. The other Spice should be a brand new car fresh from the factory. Fermin Velez will co-drive the lead car with Adams.

20 33 55
Team Davey

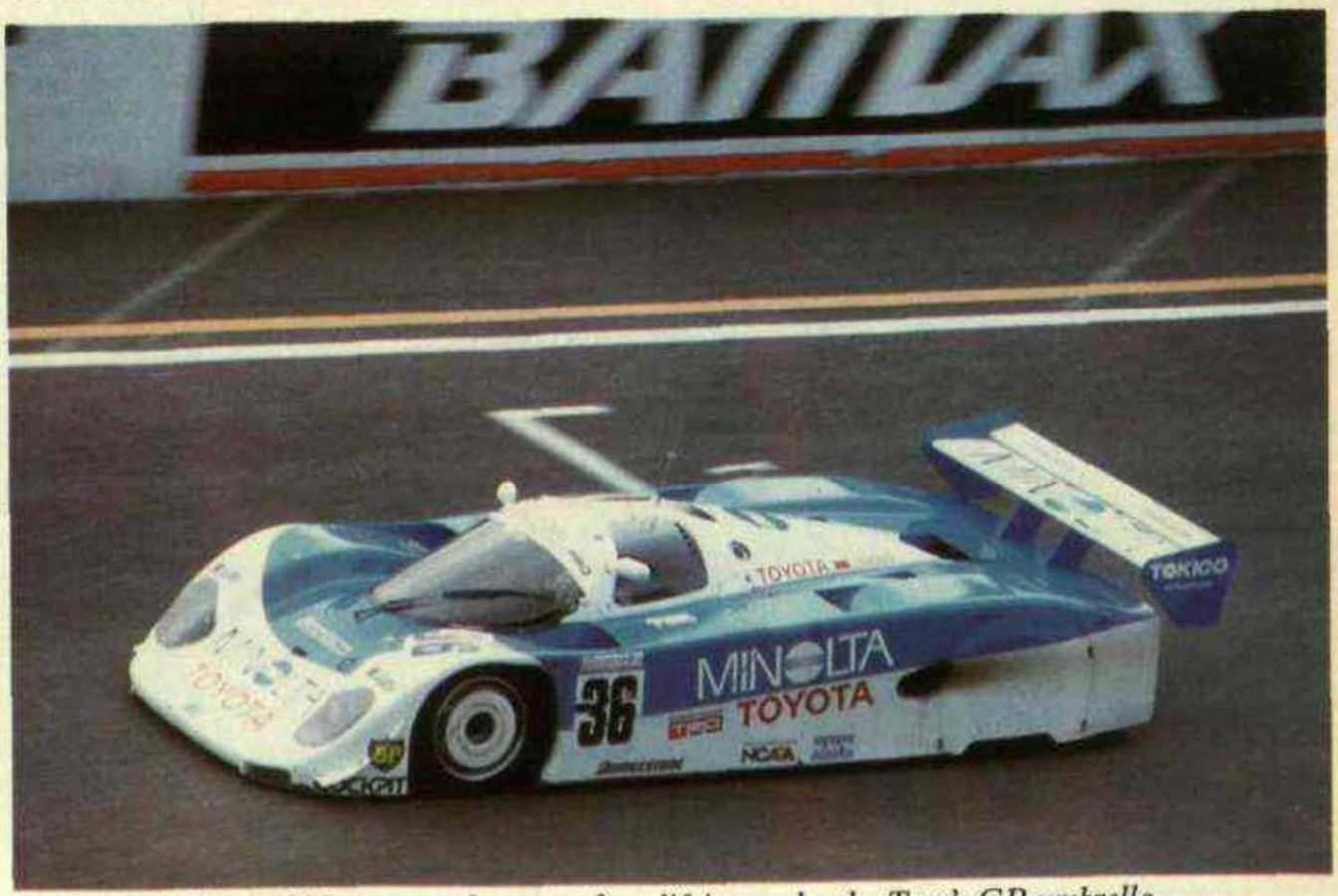
Having had his efforts to gain a foothold in endurance racing with a Tiga-Cosworth turbo come to a fiery end, Tim Lee-Davey purchased a brand new factory-built Porsche (962-138) at the end of last year and joined the "mainstream". An entry of three cars has been posted, two of which are for Vern Schuppan, in return for which Lee-Davey will receive one of Schuppan's own carbon-fibre tubs with the 1.7 Motronic package. Schuppan's driver line-up will comprise Schuppan himself, Eje Elgh, Will Hoy, CART driver Dominic Dobson and possibly Jean Alesi. Lee-Davey is negotiating for Peter Oberndorf to join his team.



Mazda hopes for a three-car GTP finish.



Joest's Porsche line-up should be formidable.



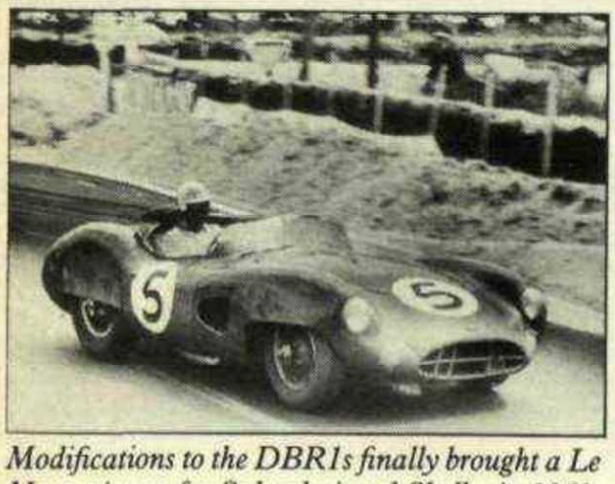
Toyota's 89CVs could be among the stars of qualifying under the Tom's GB umbrella.



The 1958 Nürburgring ADAC 1000km gave Moss and Brabham a repeat win for the DBR1.

Mission Accomplished

Aston Martin finally succeeded in winning the Le Mans 24-Hour Race, and the World Championship, in 1959, but to the huge disappointment of British fans David Brown immediately renounced sports-car racing in favour of Formula One, to develop the attractive DBR4 and DBR5 single-seaters which turned out to have already been rendered obsolete by the rear-engined Cooper-Climax. 1989 sees a double celebration, marking not only the thirtieth anniversary of Aston's big day, a beacon which shines out in motoring history, but also the return of this famous marque to big-time sports-car racing and to the Sarthe.



Modifications to the DBR1s finally brought a Le Mans victory for Salvadori and Shelby in 1959.

The company has been through a number of financial crises since the glory days of the Fifties, several changes of management and a physical move from Feltham to Newport Pagnell, but enjoys greater stability today than at any time in its history. That is a tribute to the combined skills of Victor Gauntlett and his unusual Greek friends, George and Peter Livanos, who were prepared to spend whatever was necessary to keep the company alive in the early 1980s.

Now Ford has a majority shareholding in Aston Martin Lagonda Limited, but has adopted an enlightened "hands off" style of ownership. Gauntlett, a larger-than-life entrepreneurial businessman (but an Aston Martin enthusiast first) has kept the company afloat with his skills of leadership, and shipping-line owner George Livanos has actually agreed to underwrite Aston Martin's return to big-time sports-car racing, a burning ambition of his son Peter.

The new AMR-1 was due to make its debut at Dijon on May 21 and will therefore race for only the second time at Le Mans on June 10-11. It is far too soon to expect any sort of meaningful result, of course, but whatever happens Gauntlett, Peter Livanos and friends will be celebrating in some style in the company-owned enclosure at Tertre Rouge.

The AMR-1 is powered by a V8 engine originally designed by Tadek Marek and raced for the first time in the Team Surtees Lola T70s in 1967, making it just about as old as the Cosworth DFV.

Aston Martin's championship-winning straight-six had a very good pedigree too, having been designed by (or under the direction of) W O Bentley, at Lagonda in the war years. It was a twin-camshaft design originally with a capacity of 2581cc (78mm bore × 90mm stroke), yielding 125 bhp, and it was this engine which powered a pair of DB2 saloons to fifth and sixth places at Le Mans in 1950, and to third, fifth and seventh places the following year.

David Brown had bought Aston Martin in 1947 for the sum of £20,500, and a few months later he bought Lagonda as well, enabling him to combine the strengths and talents of both companies. Lagonda's six-cylinder engine was clearly the principal asset, but Aston Martin had the edge in chassis design.

In 1950 John Wyer was invited to join the company to run the competitions programme, and German designer Eberan von Eberhorst was hired to develop a specific racing chassis for the DB3 model. It had a large-diameter tube construction, a de Dion rear suspension design which was miles ahead of Jaguar's live axle in the C- and D-types, and inboard rear brakes.

These DB3S cars were light, nice to drive, and stopped extremely well when Girling disc brakes were adopted (at the front in 1954 and at the rear in 1955). Their main handicap, one which remained until the FIA imposed a capacity limit of 3-litres in 1958, was simply a lack of cubic inches. The Jaguars had 3.4-litre engines, and 3.8-litres by 1957, and the extra capacity was always a great advantage along the 3½-mile Mulsanne Straight.

Aston's engine was increased to 2922cc capacity (and 147 bhp) in 1952, and development which included the design of a twin-plug cylinder-head raised the power to 240 bhp in 1955, but it was never quite enough to secure outright victories. Between 1957 and

Aston Martin's World Championship

1959 Marek produced racing versions of the new six-cylinder production engine, first at 3670cc and latterly at 4164cc, when it gave 315 bhp; by then it was far too late for the Sports category racing cars, though ideal for the wonderful Zagato-bodied DB4 "Grand Touring" competitors.

Success came, eventually, with the DBR1 sports-racing model, with a chassis designed by Ted Cutting in 1955. It differed from the DB3S in having more, smaller-diameter tubes for greater rigidity, and its gearbox was removed to the back axle to improve weight distribution. Two years later the 3.6-litre "six" was installed in the DBR2, a distinctly different model with a backbone chassis designed for the V12 Lagonda-engined racing cars. The V12 was no good at all for racing, but the new generation of DBRs was taking Aston Martin right to the front rank.

By now John Wyer had been promoted to general manager of Aston Martin Lagonda Limited and in 1956 he appointed Reg Parnell (sometimes assisted by his son Tim) as team manager. In 1957 the DBR1 team made its mark in Germany by winning the ADAC's 1000km of the Nürburgring with Tony Brooks and Noel Cunningham-Reid, and twelve months later Stirling Moss and Jack Brabham repeated the success; the marque followed up with a 1-2-3 victory in the Tourist Trophy at Goodwood. In 1958 Aston Martin finished second at Le Mans for the third time in four years . . .

An improved version, the DBR1/300, appeared for the 1959 season. Marek had increased the bore to 84mm (the stroke remained at 90mm, and the capacity went up to 2993cc); the cylinder-blocks were light alloy instead of iron, power went up to 260 bhp at 6000 rpm and five-speed gearboxes were used, made by David Brown's transmission company. In fact the tractor magnate manufactured the racing cars almost in entirety, either at the Tickford works in Newport Pagnell or in his own factories in Yorkshire.

It may surprise teams now competing in Group C to know that at Le Mans in 1959 the three DBRs were scrutineered at between 852kg and 861kg (1880-1900 lb) although they were constructed entirely in steel and aluminium, without modern composite materials. Soon, teams would reject the fashionable Borrani wheels because they weighed too much!

As expected, Ferrari's 3-litre Testa Rossa (250 TR) sports-cars dominated at Sebring in 1959, finishing first and second, and Porsche pulled off its customary 1-2-3-4 victory in the Targa Florio. Aston Martin, though, was on a hat-trick at the Nürburgring, and Moss started the race well by leading the Ferraris.

Jack Fairman, his co-driver, had the misfortune to drop the DBR1 into a ditch, and arrived at the pits several minutes late with a huge dent in the tail — caused by his exertions on the rump! — and a red face. But Moss then put in one of his storming drives to catch and overtake the Ferraris of Gendebien/Phil Hill and Brooks/Behra. The gauntlet had been thrown down for Le Mans, in no uncertain way.

"Privately, even Moss thought Ferrari would win Le Mans. He admired the trio of scarlet GTOs, and most of all he feared the partnership of Gendebien and Hill"

Privately, Moss thought Ferrari would win the 24-Hour Race. He admired the trio of scarlet cars and the racing heritage that went into them, and most of all he feared the partnership of Gendebien, the quiet Belgian, and the American Phil Hill. Cliff Allison and da Silva Ramos handled the second Ferrari, Jean Behra and Dan Gurney the third, and there were a couple more Testa Rossas in private hands, too. Ferrari kept its practising to a minimum and all the drivers were in the 4min 02sec to 4min 05sec bracket, a little quicker than Aston Martin's line-up which included Moss/Fairman, Roy Salvadori/Carroll Shelby and Paul Frère/Maurice Trintignant.

Incidentally the Ferrari V12 engines were revving to 8000 rpm and the cars were pulling 175 mph down the straight, whereas the Aston Martin drivers were allowed 6000 rpm, which represented 165 mph. Tonneau covers were found to give an extra 300 rpm (8 mph) and rear wheel spats 100 rpm (3 mph), these advantages included in the quoted maximum.

Moss was allowed to be the "hare", and led for the first hour, running laps at about 4min 05sec while his team-mates were told to settle at around 4min 20sec. Behra went by and Moss was then challenged by Gendebien, who refused to be drawn into a race with his team-mate.

The lead battle went on for the best part of three hours without a break, for the teams had to run at least 30 laps without replenishments (fuel, oil or water) and in Aston Martin's case the cars would run for 35-38 laps before stopping — up to 315 miles at an average of around 115 mph.

The first fancied car to fall out was Allison's Ferrari, the transmission having suffered unduly at his South American co-driver's hands, but before dusk the Moss/Fairman Aston was out too, with fluctuating oil-pressure and power. The *post mortem* back at the factory later revealed a chipped inlet valve, probably not caused by over-revving, but in any case the Ferraris had been over-stretched and were not running at the pace expected of them.

At 10pm Norfolk driver Jim Russell went off the track at the White House in his



New 3-litre rules in 1958 made the Whiteheads' old DB3S competitive again; it outlasted two of the DBR1s at Nürburgring.

FROM THE ARCHIVES

Cooper, hit a parked Stanguellini and veered back to the centre of the track in a ball of flame. He baled out, but the track was virtually blocked. Salvadori and Behra made a dash for it and got through safely, and that was the only serious incident of the race.

After midnight Behra's car was in electrical difficulties, with the lights going out regularly, but the quick Frenchman went out to set a 3-litre lap record at 4min 00.9sec before retiring with a failed transmission. Gendebien and Hill were now safely in the lead, a lap ahead of Salvadori and Shelby with the sister-car of Trintignant and Frère tucked up close behind. A pair of Lister-Jaguars which needed watching had both retired with wrecked pistons, and in fact all the 3-litre Jaguar engines, including that of the Ecurie Ecosse D-type (Innes Ireland/Masten Gregory) proved fragile.

Aston Martin's hopes took another dive when Salvadori heard a tapping noise at the back, and then felt a terrible vibration. He went to the pits, a torch was shone round and he was sent out again. Soon the vibration was unbearable and he stopped again, only to be sent on his way to complete the necessary 30 laps before the car could be fuelled.

He drove seven laps at an average of 6½ minutes, losing four laps to the Gendebien/Hill Ferrari, before the scheduled stop was due. And then Reg Parnell had another look and saw that the left rear tyre was in pieces, having thrown most of its tread! A piece of metal had worked its way into the tyre causing all the trouble, and today it seems inconceivable that all four tyres were not changed straight away; Avon had taken a huge supply of spare tyres, 150 altogether for the three cars, but expected to change them only twice in the whole race.

"Seldom in a motor race have I seen so many faces so sad as there were in the Aston Martin pit at 4.30am that Sunday morning," wrote Stirling Moss in his book *Le Mans '59*.



Shelby, Moss, Salvadori, Brown and Fairman (left to right) celebrate the World Sportscar Championship at Goodwood.

"The only thing to do was to settle down and hope that, as two works Ferraris had blown up already, the third one would follow suit."

Salvadori and Shelby were still second, but there seemed to be no chance at all that the leading Ferrari could be caught. Trintignant, a further lap behind, made an emergency stop with a burned foot, the floorpan almost glowing from the heat of the exhaust, but, although a message was sent out for reserve driver Henry Taylor to report immediately, the Frenchman changed his mind and carried on with the race.

The Ferrari *did* crack up eventually, at 11am. Gendebien made an unscheduled stop, came in again a lap later and continued to circulate for another six laps, the Italians desperately hoping that he could reach his 30-lap mark to take on water. No chance though, as a cylinder head gasket had broken.

Now the two Aston Martins were securely in the lead, 200 miles ahead of the third-placed Ferrari 250 GTO of "Beurlys" and "Elde" (there were three more GTOs behind them, recompensing Enzo Ferrari for his defeat).

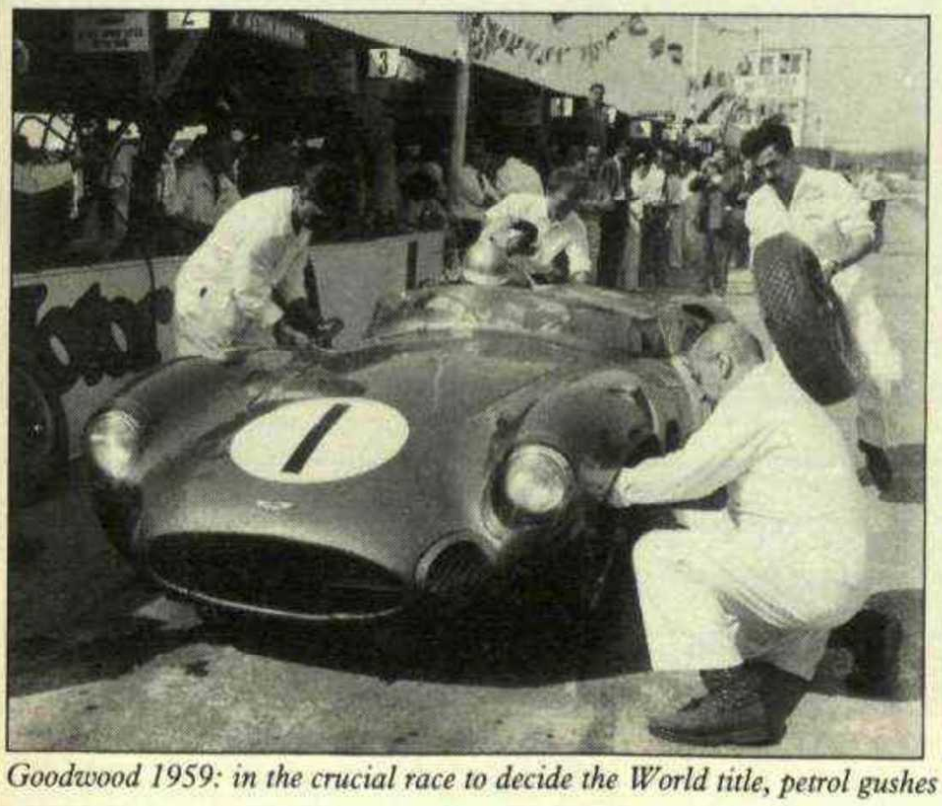
Trintignant and Frère were allowed to close up to finish on the same lap as Salvadori and Shelby (Trintignant, in fact, showed no sign of slowing down until given the sign "ne passez sal"). The ACO had a final trick to play on the jubilant British team: it failed to hang out the flag at 4pm, awaiting the Index of Performance-winning DB Panhard, and sending Shelby round again at 4.01! But this only served to extend the winners' 3-litre distance record of 2701 miles, at an average of 112.50 mph.

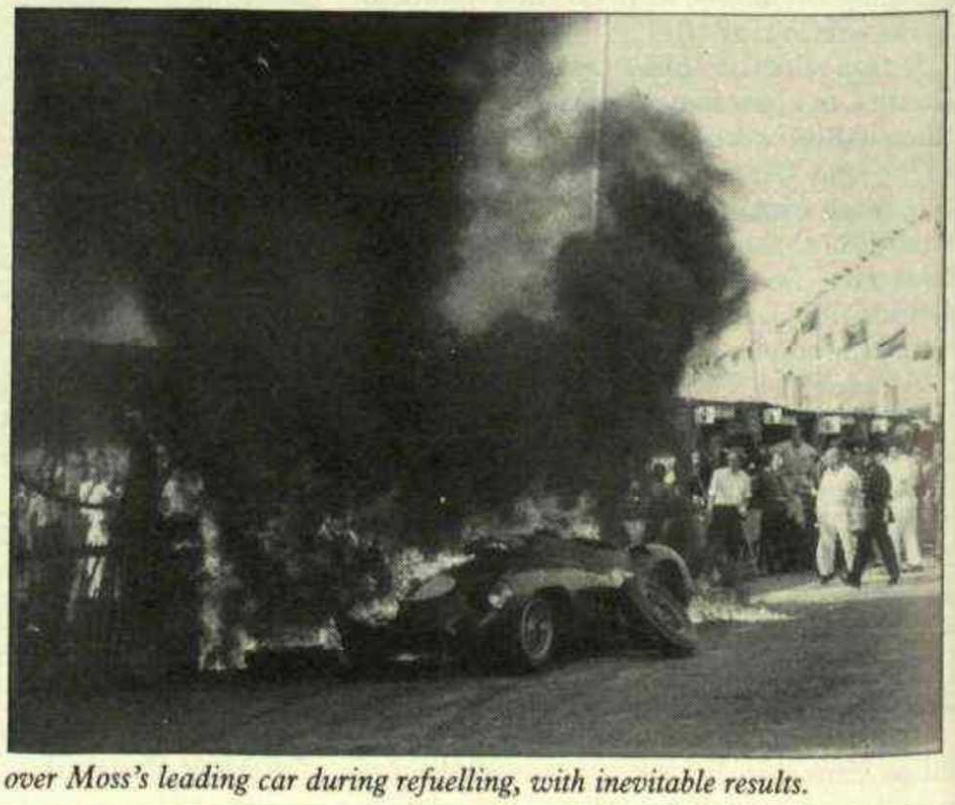
There remained one more race on the 1989 calendar, the Tourist Trophy at Goodwood (only the fifth endurance race of the season) in which the winner took all — Aston Martin, Ferrari or Porsche could have captured the World Championship in Sussex.

Just as Aston Martin won at the Nürburgring despite a nasty setback, so it did again at Goodwood. Moss' car went up in a wall of flame whilst being refuelled, singeing team director John Wyer and others, but the English ace was promptly put into the second car with Shelby and Fairman to win the race. Wolfgang von Trips and Jo Bonnier were second in a Porsche RSK, and the best Ferrari could manage was third place, after a troubled race, for Brooks/Gendebien/Cabianca/Allison; Maurice Trintignant and Paul Frère were fourth, but nothing mattered beyond the victory.

After years of toil and trouble David Brown's Aston Martins did eventually achieve his ambition to win at Le Mans. Victor Gauntlett and Peter Livanos are no less ambitious, and hope no doubt that some decent results in the next two years will encourage the Ford Motor Company, or a very big sponsor, to go with them into the 3½-litre formula.

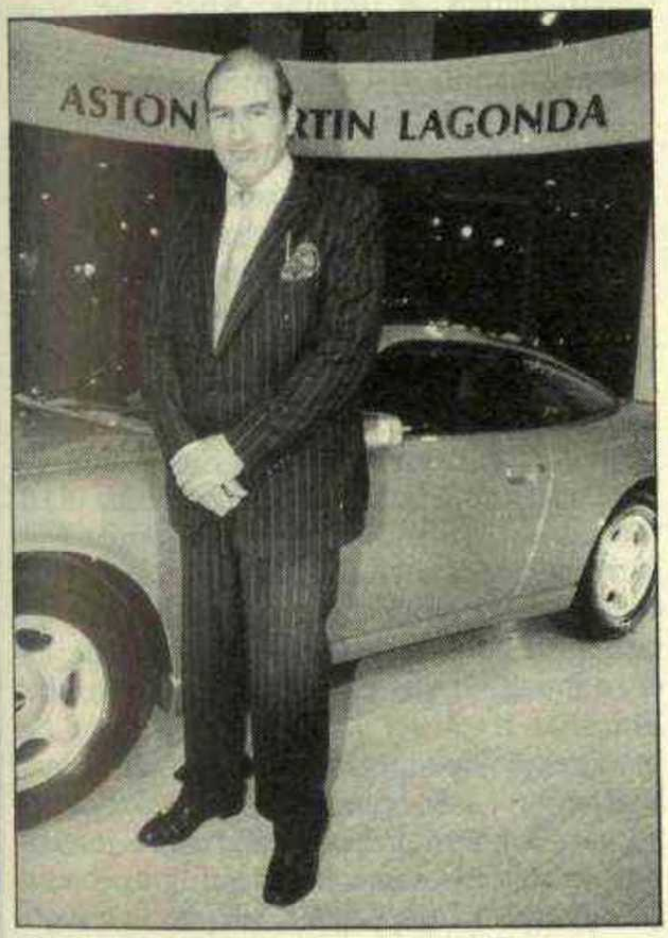
It hardly seems likely that Ford will not have a highly competitive engine, and with the right backing Aston Martin could enter the 1991 season with as good a chance of success as Jaguar, Mercedes or any other manufacturer. **MLC**





Goodwood 1959: in the crucial race to decide the World title, petrol gushes over Moss's leading car during refuelling, with inevitable results.

Once More Unto The Breech!



Victor Gauntlett — no starry-eyed dreamer.

In what promises to be yet another golden year in sportscar racing, Aston Martin's return to the track is as exciting a prospect as Jaguar's defence of the championship against the Sauber Mercedes team. The decision to come back, however, has not been taken with starry eyes dreaming of instant glory, for although chief executive Victor Gauntlett is friendly and approachable, he is nobody's fool and fully appreciates the task AML has set itself.

Rather than run the cars from the factory at Newport Pagnell, the minority shareholders in Aston Martin, Gauntlett and the Livanos family, have set up Proteus Technology in Milton Keynes specifically charged with racing the Group C cars.

"There was never any thought of doing it in-house, for Aston can't have the diversions," says Gauntlett. "We have too many tasks to get on with as it is, so running the team was always going to be undertaken by a separate entity.

"Our short term plans are very much to get the car and the team shaken down. I see 1990 as our real window of opportunity and if we get ourselves well sorted this year, and I think that both the cars and the team (of 30) have promise, then we have a real opportunity to show well next year."

Gauntlett does not underrate the opposition however."There is an enormous amount of competition out there, together with an enormous amount of professionalism linked with the good fortune that is required to win, but I believe that we will be seen to be a team that can compete and will be respected as such."

Sponsorship is coming from Proteus Petroleum, the oil company formed by Gauntlett and the Livanoses and launched in May. "As the team is operated by Proteus Technology the cars will run with the appropriate logos which happen to share the same design as Proteus Petroleum.

"The Aston name, which has been enhanced considerably over the last few years, will be further enhanced in readiness for a greater volume of road cars to sell. It could not be happening at a better time". **WPK**



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In From the Cold

Tom Walkinshaw's most surprising recruit for last year's five-car Le Mans challenge was an American Porsche driver who was almost unknown in Europe. But Price Cobb returns for a second attempt as a fully-fledged Jaguar man now in the front line of TWR's IMSA Championship campaign.

Last June Price Cobb was invited to drive a Silk Cut Jaguar at Le Mans, and it would have been only slightly more surprising if Hans Stuck had been selected. Cobb was at the time a Porsche man through and through, heading for his third consecutive victory in the US Porsche Cup (which he now holds in perpetuity) and, in all seriousness, an arch-rival of Tom Walkinshaw's Castrol Jaguar IMSA team.

At the time he felt like an outsider in the British team. Sharing the car with Danny Sullivan (who also said that he felt excluded from the team camaraderie) and with Davy Jones, he finished a disappointed sixteenth after having the XJR9's transmission rebuilt twice, but whatever his feelings may have been at the time he subsequently made it his ambition to join the Jaguar team.

Cobb, who is 34 years old and lives in Colorado, has yet to make his mark in Europe, although naturally he has high hopes for Le Mans this time around, but has proved to be the fast, rugged and reliable competitor TWR's American outfit hoped for. Five straight second places in the IMSA championship may not be exactly what he expected at the start of the season but they do keep him, and co-driver John Nielsen, well ahead in the overall points position.

Exactly as Cobb anticipated, though, the Porsche opposition seems to be crumbling; indeed his former entrant, Rob Dyson, has virtually withdrawn in order to concentrate on CART racing . . . with James Weaver.

That's a sore point with Cobb. After going through the Bob Bondurant racing school at Lime Rock, with Dyson, Cobb shone for two seasons in Formula Ford and Formula Atlantic, and then waned for a full decade. He'd reached the point where he needed big money, or a major sponsor, to go forwards, and he had neither. It was Dyson who saved him from a humdrum existence of working in a tuning shop, securing just the odd drive. "Come to Watkins Glen and drive my new Porsche 962," said Dyson in 1985, an invitation accepted without hesitation.

"I hadn't even sat in a race car for two years. We tested at Lime Rock and it terrified me! I hadn't raced anything with a roof before, I'd never driven anything that weighed more than a thousand pounds and certainly hadn't driven anything that was turbocharged, or had 800 horsepower.

"My time at Lime Rock would have been enough for a top five position, so off we went to Watkins Glen . . . and I was a disaster! I had to go fast with some of the best people in the business, and I just wasn't there. Drake Olson and I finished seventh, but we should have been third or fourth."

There is no point now in dwelling on the drama in Cobb's career, but his absolute honesty is refreshing in a business where "image" is everything. Olson wanted a new partner, sponsor Budweiser wanted to drop



Price Cobb — fast and disciplined.

"Nissan offered me a drive, but they offered Brabham the championship. I'd have had a problem with that because my bottom line is to win races. Myself!"

him, and Dyson himself was seriously concerned.

The next race, though, was at Columbus, a street circuit with lower speeds, and Cobb was given another chance. He redeemed himself by being right on the pace and winning the race. "It was the turnaround," says Cobb, who built his reputation with three outright victories in 1986 and has now taken part in 51 IMSA races and won nine of them, finishing in the top five on 37 occasions.

Although 1988 was not a vintage Porsche year Cobb won two races, and his sensational victory at Miami, where he beat Martin Brundle by four-hundreths of a second, established him clearly in Walkinshaw's mind. The invitation to drive at Le Mans came straight after that.

"Last August," Cobb recalls, "it seemed that Rob Dyson and I were going into Indycar racing, and that was all I could think about. But time was going by and the deal wasn't coming together. I have a family, I need a job, and I was getting offers that I had to consider."

One such came from the Electramotive Nissan team, based in California, and towards the end of 1988 both Cobb and Chip Robinson were invited to Daytona for a test. Cobb was the quicker driver, and in fact was under all previous GTP qualifying marks even though it was Nissan's first visit to the Floridian track.

"They offered me the drive that night, but I asked for 48 hours to think about it, because I knew that someone from Jaguar was up there in the stands timing us. I was going to hear from Jaguar, and sure enough it happened. By then I'd set my heart on Jaguar."

On previous form the Nissan was still going to be the car to beat, as Cobb well knew. The Electramotive team felt spurned, and puzzled.

"Nissan, you see, offered Geoffrey Brabham the championship," Cobb explains. "They wanted someone to back him up. I'd have had a problem with that because I'm a front-line player, and my bottom line is to win races. Myself! I'm a team man, if I win a race with somebody that's fine, but at this point I don't want to be driving someone else's car. I'd have had to put the championship out of my mind. Here, with Jaguar, it's Davy Jones and me, we both have the chance."

Jaguar has got itself a highly competitive, disciplined driver who is partnered perfectly with John Nielsen, last year's IMSA runner-up. There's just one thing, though, that Cobb finds it hard to talk about, and that is Rob Dyson's delayed decision to go into CART racing, announced just a few days after the Jaguar contract was signed. Eventually Cobb had despaired of the CART deal, but such was his relationship with Dyson, "like brothers", that he was convinced that the plan had gone cold.

"It's not something I want to talk about . . . ask Rob if you want to know. Maybe he was sore that I left him, and wanted to show he could do without me; I don't know. But there wasn't an Indycar deal the day I accepted the offer from Jaguar, and going to the Castrol team is the best thing I could possibly have done. Indycars will still be there when I'm ready." **MLC**

These Are The Days!

It hardly seemed likely in 1983 (or 1984, or 1985) that anyone would ever call Group C "a great era" for sports-car racing, yet that is what it seems to have become, thanks to the arrival of the Silver Arrows to challenge Jaguar and what remains of the Porsche dynasty. Nostalgia ain't what it used to be, but certain periods stay fresh in the memory and they always coincide with the biggest and most powerful cars of their time . . . the Ferrari P4s, the Chaparrals, 7-litre Fords, Porsche 917s and Ferrari 512s, for example.

Group C started out as a hated fuel-economy formula, and consumption is still the aspect which is least liked by drivers and spectators, but it has succeeded brilliantly in the two key areas of its conception.

Firstly, power outputs are so managed by the formula, requiring an average of 5.53mpg, that almost any engine configuration can be made competitive and so a large number of manufacturers are tempted to try. The mark they have to aim for, I believe, is 720 bhp whilst the car is using no more than 51 litres of fuel per 100km, and a wide variety of turbocharged and normally-aspirated cars are operating in that region.

Secondly, in case anyone could be impressed by a 5.53 mpg consumption figure, the manufacturers really have made their engines ever more efficient, both through mechanical development and through electronic management, and I do believe that they have plenty more economy to offer their customers when the next fuel crisis comes along.

Mercedes-Benz has got so good at Group C racing that it can race from flag to flag, apparently without any need for the drivers to lift off the throttle for economy; the 5-litre twin-turbo V8 engine package which sounds, to the untrained ear, like a definition of "thirsty" is in fact notably economical.

"The forthcoming Le Mans is the penultimate in the Group C era, and might for all we know be the last chance of victory for Jaguar, the Porsche customers . . . or even Mercedes"

So, in 1991, we'll begin to look back on Group C through rose-tinted spectacles. Those thundering Mercedes, the 7-litre V12 Jaguars, the once omnipotent Porsche 956 and 962 models, the unlucky Ferrari-powered Lancias, the noisy Aston Martin . . . remember them? Weren't those the days?

We should make the most of this era while we've got it. The forthcoming Le Mans 24 Hours is the penultimate in the Group C series, and might for all we know be the last chance of victory for Jaguar, Porsche customers . . . or even Mercedes. The Japanese manufacturers mean business, after years of fence-sitting, and Nissan and Toyota both have ideas of winning the race outright in 1990. Why wait for the 3½-litre formula in '91, if they can do it sooner? Think of the psychological boost of winning the last big Group C event!

I can't see Mercedes letting the Japanese in easily, nor can I see Tom Walkinshaw doing so, but annual costs are about to take a quantum leap and Sir John Egan isn't going to be able to make a grand gesture with Jaguar's cheque book. In fact, last year's operating profit of £39.4 million is probably about what Mercedes has budgeted for the next five years of motor racing, and Jaguar can only allocate the sums it receives in sponsorship from Gallahers, Castrol and Dunlop.

Sir John would be the very last person to plead poverty, but he has to be realistic on Jaguar's behalf when assessing the huge sums which are now being dedicated to sports-car racing by Mercedes, Nissan and Toyota. Why, even Porsche is going through a period of reflection enforced by low profits, and is not ashamed to say so.

World Championship sports-car racing is about to become very professional (or "commercial", take your choice) and every indicator at Suzuka was flashing this message. John Macdonald and Charlie Whiting were controlling and liaising smoothly but effectively, Max Mosley was smiling a lot and reassuring the Japanese manufacturers that they'd done the right thing, while in the Press room a FISA public relations lady named Katje Heim was busy making sure that the official backdrop for ceremonies had the Cabin sponsorship logos removed from conjunction with FISA's signage.

I felt a little sorry for the race organisers, though, since they'd clearly planned on the scale of a Grand Prix and were slightly disconcerted that only about 20 Press and camera people flew in from Europe, instead of the usual 100-plus, and that the 200,000 spectators we'd been warned about on race day dwindled to 31,000 paid-up ticket-holders. Other than in the paddock, the big Suzuka track looked half-empty.

Still, the last time I went to Dijon, in 1976, there were about 2500 spectators and a few dogs (Alsatians, of course), and if Bernie Ecclestone chose to make his first-ever visit to a Group C race there I imagine he'd have been extremely underwhelmed.

While the majority of people were full of admiration for modest Ulsterman Kenny Acheson for his virtuoso drive in the Sauber Mercedes, there were elements even within the team that felt embarrassed.

"Annual costs are about to make a quantum leap, and Sir John Egan is not going to be able to make a grand gesture with Jaguar's cheque book. He can only allocate what he receives in sponsorship."

Mercedes-Benz's policy is to campaign for 2½-3-hour races in 1991, events which are suitable for two drivers in the tradition of sports-car racing. On Friday, Mercedes team manager Jochen Neerpasch was perfectly certain that two drivers would be needed even for 350km. "It is impossible for one driver to race a Group C car for that distance," he said. "Maybe at Le Mans, where you have a long straight, but here, no. Impossible."

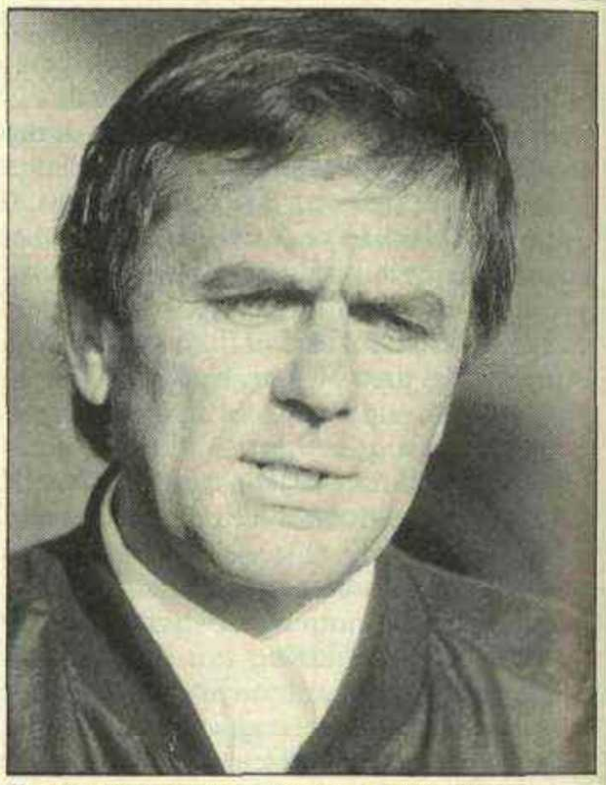
The following day Herr Neerpasch returned to Europe to supervise Mercedes' touring car sortie at Zolder, and in his absence Jochen Mass' influenza took a turn for the worse. On Sunday Acheson was still going at full speed after 300km, passing Schlesser into the lead at the 325km mark (55 laps) and again at 384km (65 laps). "I felt a bit bushed in the last dozen laps, to be honest," said Acheson chirpily a few minutes after the ceremony, referring to the last 70km (out of 480).

In future they'll get Willi Dungl to work on the drivers to make sure that, however good they feel, they *look* absolutely dreadful, pale and shaky . . . like Jochen Mass did, in fact!

MLC

Der Neue Neubauer?

As Mercedes-Benz racing cars once more become Silver Arrows, it falls to former Porsche, Ford, BMW and Talbot man Jochen Neerpasch to inherit the mantle, if not perhaps the high profile, of Alfred Neubauer. Mike Cotton analyses the past achievements and optimism for the future of a busy team manager whose commitment to the expansion of international sports-car and saloon racing is absolute.



Jochen Neerpasch — keeping a low profile.

Time has been kind to Jochen Neerpasch. There's hardly a line on his face today that wasn't there in 1968, when he was a works driver for Porsche and finished third at Le Mans, and on his recent 50th birthday there certainly wasn't a grey hair on his head either. He is one of those fortunate, ageless men who will probably look the same at 70, and one can only guess at his occupation then . . . perhaps a senior manager at FISA, or at Mercedes?

For the present, he is a key figure in Mercedes' return to motor racing: the company's team manager and, therefore, the only successor to the legendary Alfred Neubauer, although he doesn't have the same high-profile place in front of the pits.

So professional has motor racing become today that it is full of facets not thought about in the 1950s. Five members of Mercedes' main board were present when the 1989 programme was announced and they had all contributed to the decision, taken in December 1987, that the Stuttgart company should return to racing after an absence of 22 years. Neerpasch, who had been close to Peter Sauber since his time at BMW, and especially since the Mercedes programme started in 1985, says the decision had nothing to do with Sauber's existing Group C competitions activities.

"It was a straightforward decision by the Mercedes board that the time was right to re-enter motor racing. It was primarily a marketing decision, I think, because the young generation did not see the success of the Silver Arrows. The main reason for coming back is to prove to the young people that we can do it again. I expect it was the same for Jaguar.

"Let me make it clear that it had nothing to do with Peter Sauber, nothing at all. Professor Dr Werner Niefer was appointed head of the car division, and will be the head of Mercedes Benz AG, and I think it was he who started the discussion about the desirability of returning to racing.

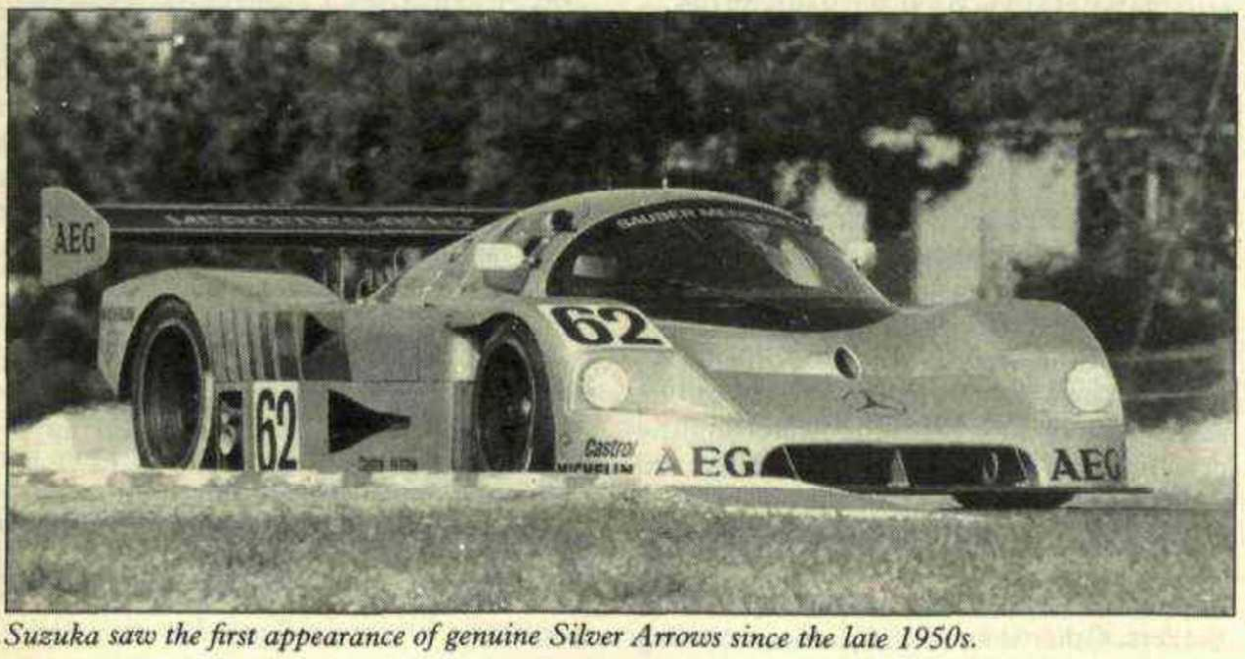
When the decision was made, the company looked into the motor racing scene in great detail to see where to begin. Two possibilites, though not the only ones, were saloon cars, where Mercedes models were competitive, and Group C, where the Sauber team was becoming more successful. "Mercedes formed a strategy commission team early in 1988 and I was invited to become involved. I was invited by the board to prepare a plan for the future strategy."

Neerpasch was, at that time, a director of the IMG organisation (Mark McCormack's International Management Group), and Mercedes' board was sufficiently impressed with the presentation, which included an analysis of Formula One, to offer him a coveted position, which he accepted. He has responsibility both for the Sauber Group C programme and for three works-supported German Touring Car Championship teams — which involved him in a trip to Suzuka in Japan for the opening round of the World Sports-Prototype Championship followed by an overnight trip back to Zolder for the opening round of the German series on the same day. The years ahead look very busy for Herr Neerpasch!

"The young generation did not see the success of the Silver Arrows. The main reason for coming back is to prove to them that we can do it again"

By any definition Jochen Neerpasch is a fast-lane man. It was a surprise to hear him admit that he didn't meet his own standards, but he didn't judge a season of Formula Three racing in a Lotus 35 to have been a great success in the early 1960s so he decided to concentrate on sports-cars, in which he was very good indeed.

In 1964 he shared a Shelby Cobra with Chris Amon at Le Mans, a year later a Maserati tipo 164 with Jo Siffert, and in 1966 an Essex Wire Ford GT40 with Jacky Ickx. None of these outings produced a result, but in 1967-68 Neerpasch was a fully-fledged Porsche works driver, sixth at Le Mans with Rolf Stommelen in the first year, and second with Stommelen again in the second.



Suzuka saw the first appearance of genuine Silver Arrows since the late 1950s.

Jochen Neerpasch

"Without doubt 1968 was my best season, because it started with a victory at Daytona." He was second at Sebring and Monza, third at Le Mans and Brands Hatch, fourth at the Nürburgring and in the Targa Florio. Latterly, though, he was considering an offer from Ford to set up and develop a competitions department at Cologne which posed him a considerable dilemma. "I knew would be good for my career, but I was also a Porsche works driver, at the peak of my ability probably. I was 29 and I knew it would mean that I must stop driving."

The career aspect won, and Neerpasch chose the Ford Capri as his weapon for an extremely successful race programme. Ford of Britain took care of the renowned rally programme which concentrated on the Escort, while the "big Capris" became equally admired on the tracks. They fairly dominated the European Touring Car Championship in 1971 and 1972, winning 13 of the 16 races held in those two seasons and starting the careers of three leading sports-car drivers — Jochen Mass, Hans Stuck and Klaus Ludwig.

In 1972 though, both Jochen Neerpasch and his assistant Martin Braungart had been lured away by BMW, and Michael Kranefuss took over the successful programme.

Neerpasch stayed with BMW for nine years, presiding over one of the happiest, and most successful periods in the Munich firm's competitions history. The European Touring Car Championship was won more often than not, Neerpasch was able to set up an independent Motorsport GmbH company within BMW, and a very successful Formula Two engine programme was established.

Also significant was the start of the BMW M1 programme which was devised, originally, to give the company an entrée to Groups 4 and 5 World Championship racing, and even into Formula One. Neerpasch confirms that the M1 was conceived as a volume-production sports-car, with more than 400 to be built for Group A homologation, but with an "evolution" version to be powered by a new 3-litre, V8 engine. This, it was supposed, would enable BMW to beat Porsche's ubiquitous 935 model, and would also serve as a Grand Prix power-unit.

Sadly for Neerpasch though, BMW's board vetoed the V8 engine for all versions. Just as sadly, the production contract with Lamborghini foundered when the Italian company met with financial troubles and production started much later than intended, in 1979, and a competitions career had to be started without the vital homologation. Neerpasch's solution was enterprising but expensive; to do a "one-make" Procar Championship deal with FISA and FOCA, and to have all the top Grand Prix drivers handling the BMWs on race days.

BMW's board had vetoed formula racing and continued to do so, but a new offer came to Neerpasch from the Talbot company, just established as a new marque re-born from a corporate conglomerate. "Their approach was quite different to BMW's because they wanted to market the name of Talbot. They didn't have a high-tech image, in fact they didn't have an image at all, so it was purely a marketing policy to go into Formula One."

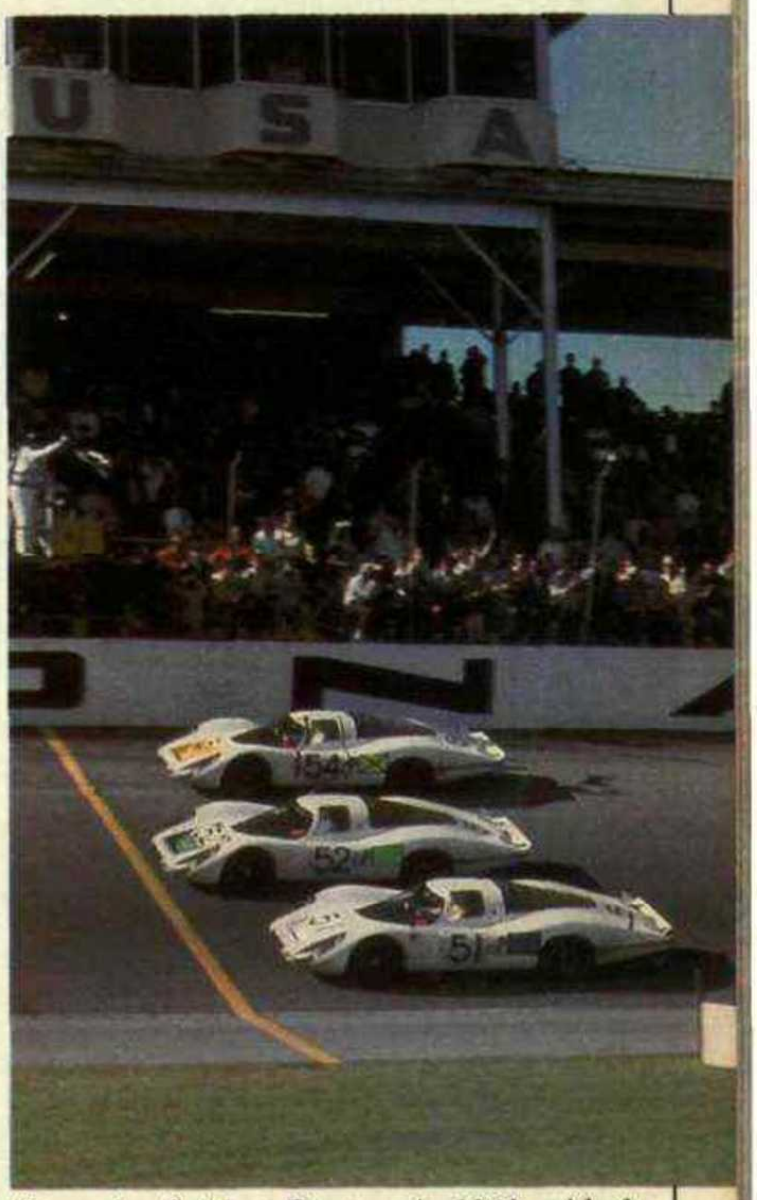
Having surveyed all the possibilities, and ruled out the inherited Matra V12 because it had not been developed, Neerpasch got close to reaching an agreement with BMW to supply its own 4-cylinder turbo engine, as installed in the 2002 turbo model, to Talbot, "in the same way as Porsche supplied Formula One engines to TAG, from 1984." Just before the contract reached signature stage though, BMW's board had a change of heart, realising the pitfalls of selling race engines to a commercial competitor, and not only pulled out of the deal but decided to go into F1 with Brabham, a dream which had been Neerpasch's only a few months before!

Soon after that Talbot was merged into the PSA Group and lost its independence (and therefore the need to promote the Talbot name), and Neerpasch was given a golden handshake.

"I was in Paris, and I soon agreed to join FISA as a consultant. It was the time when FOCA was threatening to become independent, in 1981-82, and FISA decided to build up sports-car racing as an insurance. But then the Concorde Agreement was made to work and sports-car racing was not interesting any more . . ."

This time Neerpasch left France altogether and accepted an offer to join the board of IMG Munchen, as Vice-President Motor Sports but with responsibilities for other sports as well. "My five years with IMG were invaluable, and I would not have missed them. I gained experience with the controlling bodies of other sports, football and tennis, and I can tell you that they all have the same problems as motor racing.

"We all have the responsibility to turn Group C racing into a real World Championship. If you reach that level in any sport it really is very professional and a great deal of money is involved. This has not been so in



Formation finish at Daytona in 1968, with the winning Porsche highest on the banking . . .



. . . and the victorious five-man crew in the paddock afterwards (left to right: Rolf Stommelen, Neerpasch, Vic Elford, Miss Universe (!), Hans Hermann, Jo Siffert.

INTERVIEW Jochen Neerpasch





Neerpasch babies: Cologne's Capris (left) dominated European touring car racing, and Munich's M1s featured big-name drivers (Niki Lauda, right) in Procar.

endurance racing. The downside was that sometimes it was worse than club racing!

"If you really think about a World Championship, it must be the best there is, like Formula One. In that case the public will respond, the media will respond and then industry will be prepared to come forward and pay for it. Bernie Ecclestone is intelligent, he knows that you cannot change the championship from one year to the next. It needs time, and a lot of work, and the goal is to have everything at a high level in 1991 when seven or eight manufacturers will be involved in the new 3½-litre formula."

At IMG Neerpasch was responsible for introducing Yves Saint Laurent's Kouros brand to Peter Sauber, a "marriage" which produced an early success at the Nürburgring on a wet day in 1986. Kouros was mainly interested in five European markets and sponsored the World Championship races at Monza, Silverstone, Le Mans, the Nürburgring and Spa, as well as the Sauber team. That suited Sauber well as he had a very small team, fewer than 10 people on a full-time basis.

Today he employs 36 people and expects to have more than 50 on his staff in 1991. The engines, though, are prepared and supplied by Mercedes, and Sauber's responsibility is to build the cars and run the team, on an exclusive contract with the manufacturer. Sauber has a small measure of independence (or "flexibility" as Neerpasch puts it), which suits both parties ideally. The physical separation of some 160km between Stuttgart and Hinwil (near Zürich) is enough to allow Sauber to retain a feeling of independence, and to prevent Mercedes' own technicians from becoming too deeply involved in racing when they ought to be designing a new four-cylinder water-pump or working on some other development.

Jochen Neerpasch has been some sort of godfather to the Sauber Mercedes team from the outset, and now has more control than he could have expected back in 1985. The C8 made only one fleeting appearance that year, when it aviated during the first qualifying session at Le Mans and gave John Nielsen a terrifying experience. Most people would have bet against it being seen again, but Neerpasch confirms that Mercedes' technical department was fully involved in preparing the V8 twin-turbo engine (and that, as everyone believed, Heini Mader's connection was purely cosmetic). At that time the Daimler-Benz board was, officially, opposed to motorsport participation and Prof Dr Niefer still had a lot of ground to cover.



The saloon connection continues with Mercedes' stepped-up German Championship campaign.

"We hope the success of the German series will encourage FISA to draw up new regulations for a European Touring Car Championship"

Competition from the Japanese manufacturers will be fierce in 1991, but so too will be the opposition from Peugeot, Jaguar and Alfa Romeo; Neerpasch also believes that Porsche will have no alternative but to return to sports-car racing. Success will not be related directly to the manufacturer's resources, but the budget will have a large bearing on the results, just as it does now in Formula One. "Mercedes is fully aware that the level will be very high in 1991, and is fully prepared for that," says Neerpasch. "We will do whatever is necessary to win."

The effort will stop short of preparing special cars for Le Mans (although Nissan, to single out one opponent, will), principally because Neerpasch does not think it is necessary. "There is no more difference between a 480km race and 24 hours than between a 1000km race and 24 hours," Neerpasch points out reasonably. "Le Mans is only one race in the championship, and our main task will be to win titles. I think we can win Le Mans with a detuned 'sprint' engine, why not?"

Neerpasch confirms that Mercedes will continue the fight to have two drivers per car in 1991, in the tradition of sports-car racing, and believes that races should last 2½ or 3 hours. "Not more, I don't think you can hold the interest of the spectators, but preferably not less either."

Mercedes' decision to support three private teams in the German Saloon Championship — those of AMG, Snobeck and Mass/Schons-Jet — is likely to prove extremely popular within Germany, where there is strong interest. The company is supporting the series despite (certainly not because of) regulations which handicap winners, acknowledging that good, close racing is drawing huge crowds and extensive television coverage.

"We hope," says Neerpasch, "that the success of the German series will encourage FISA to draw up new regulations for a European Touring Car Championship. We cannot expect to export the German regulations, they wouldn't work in another country, but we do believe that clever regulations can make a series very attractive."

When Mercedes rejected Formula One it did so for one sound reason: "If we win," explains PR manager Bernd Harling, "then we are as good as Honda. If we don't win straight away we would be regarded as failures. We have more to lose than to gain. Better, we think, to enter a championship that is growing up."

Neerpasch agrees with that, and denies he is a committed Formula One man. "Personally I believe it is the highest form of motor racing, at the moment. It will be difficult to beat, but the Group C championship has a very big future. We are sure of that, and for sound reasons that is where Mercedes wants to be. I believe we have made the right decision, absolutely." **MLC**





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Tiny Triple

I suppose that the last three-cylinder car to appear in these pages was a two-stroke Saab, or just possibly a DKW. Neither had pretensions to a sporting character, though both had competition careers off the public road. But what Daihatsu offers at the top of its baby Charade range is what it claims is "the world's most powerful 1-litre car" — 993cc and 99.2 bhp.

This tiny triple relies on a small turbocharger for its muscles, and being a flyweight 2624 lb, the Charade GTti is not only quicker than direct rivals such as the Suzuki Swift GTi and Fiat Uno Turbo, it even matches the 1800cc Golf GTi in outright acceleration, both breasting the 60 mph tape at around eight seconds. Such performance needs an equally good chassis, and the little Daihatsu's all-MacPherson strut layout is tweaked to give surprising grip from its modest 175/60 HR14 tyres.

Wrapping all of this in a rather cute but relatively practical body shape brings up yet again that staple question "what is a sports-car?" If performance is the key, this must qualify. A brief chirp from the slender front tyres, followed by a compilation of whizzing and whirring noises as three little pistons and 12 tiny valves turn four-star into fast figures, helped by unstoppable revs and a crisp gearchange almost as light as an ENV pre-selector on a vintage sports-car; these are the lasting sensations of what looks like the sort of economy city-car in which Japan specialises, but which will out-perform many sports-cars, and even out-corner some.

The three-cylinder solution has low-friction advantages for small engines. Some time ago, BL demonstrated astonishing fuel-efficiency figures with an experimental vehicle using such a powerplant. Daihatsu's commitment to this concept results in a complete line-up of triples all of identical 993cc capacity, from a straightforward two-valves per cylinder economy unit of 51 bhp, through a 47 bhp diesel turbo and a 67 bhp petrol turbo to the GTti engine which operates at near racing-car output levels of 100 bhp per litre.

Not that this puts Japan in an undisputed lead, for BL's aged Metro engine in revised 1-litre form leads the plain petrol Daihatsu in fuel economy; it is the blown Japanese triples which step up into a new league, and especially the GTti. In fact Daihatsu's claims about the power output of this unit hang on a definition: there is another 1-litre car of even greater power.

Two years ago at the Tokyo Show, Nissan unveiled a concept car called the Saurus. Low, stark, and free from weighty comforts, the mid-engined open two-seater followed the outrageous Lancia Delta S4 rally-car in boasting both turbocharging and supercharging. It was clearly not a practicable production car, no matter how much fun it looked. And yet a few have been made, specifically for a one-make race series in Japan. It is arguable whether this qualifies as a production car; but definitions apart, the Charade GTti is almost absurdly rapid for something which looks as if it could be carried away under one arm.

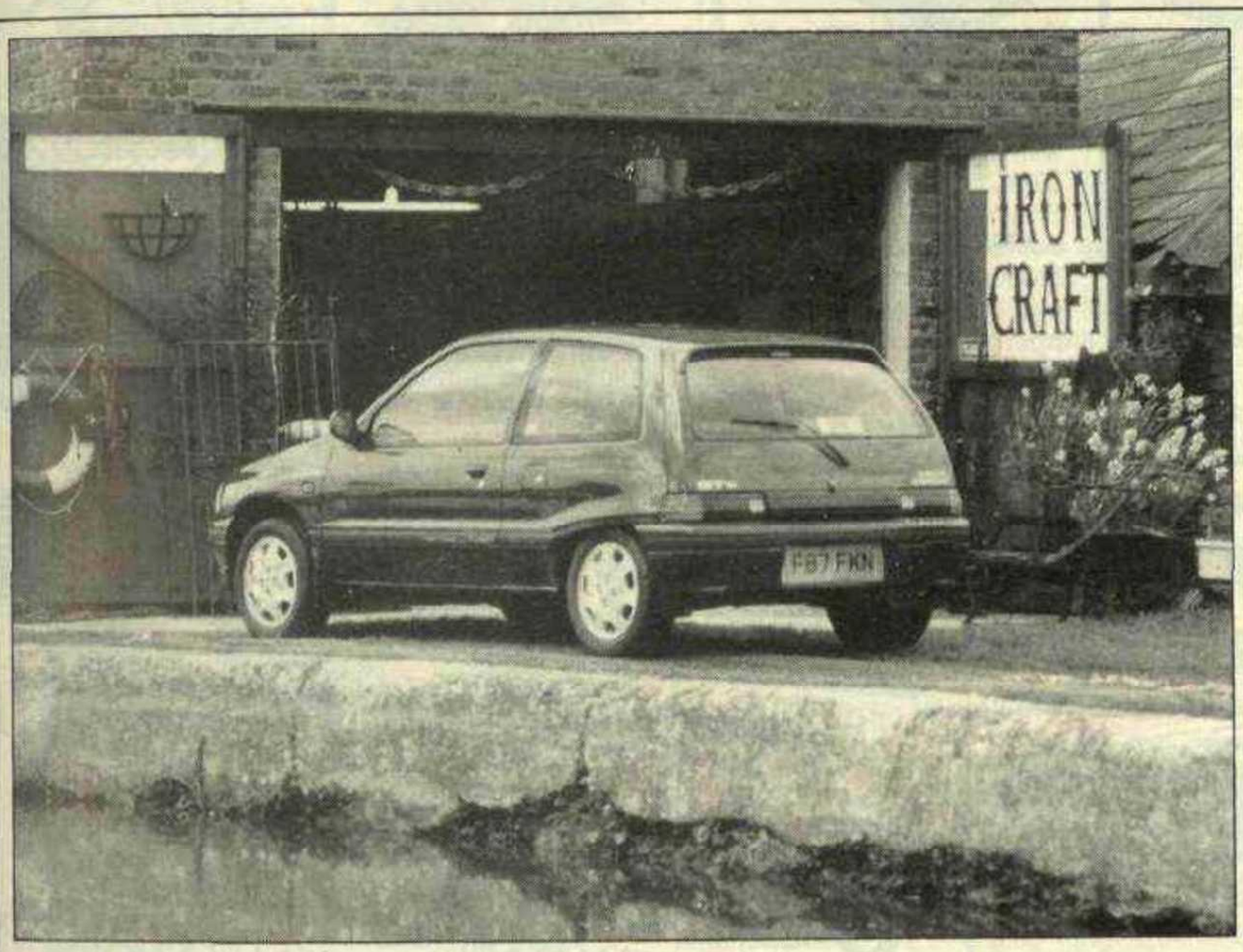
One of these Charades lurks in the Standard House car park, so I was already familiar with the invigorating rasp from its tiny twin exhausts poking under the rear valance like two drinking straws. Amongst turbo cars, only the Porsche 944 shares this characteristic of an exciting exhaust note. But the car's eager nature embraces more than this. Sitting inside, the egg-shaped car tapers away from the front seats, sharply up ahead and more gently behind, the roof curving smoothly down to a small air-trimmer above the rear window.

In pursuit of aerodynamic and packaging efficiency in this very small car, the area of opening panels almost outweighs the fixed bodywork. The doors take the cant-rail with them when open, increasing entry height and disposing of separate gutters, while when the rear hatch is open there is effectively no tail-end panelwork left, only the lights and bumper. This makes for easy loading, though the cargo space with the rear seats up is inevitably extremely limited. Folding the seats gives the Charade an immediate edge on that other Oriental hot-shot, the enjoyable Honda CRX, very much a kindred spirit in its appeal, but whose useful hatch opens on to a barely adequate luggage space.

Four people can squeeze into the Daihatsu, but it means compromising the otherwise comfortable driving position to allow a modicum of extra legroom for the two in steerage. And what is gained on the aerodynamic swings is lost on the ergonomic roundabouts, for of course the fall-away roof-line is bad news for the rear occupants. However, the 2+2 facility is a handy one; nor does it mean sadly diminished performance. With three up, one being far from slender, our Charade tackled a spirited drive from Tunbridge Wells to Eastbourne with commendable briskness.

On this sort of road, steady bends and crests liberally endowed with sheep-like queues of coast-bound drivers who have never heard of a safe braking distance, the ability to whip up to overtaking speeds is

Daihatsu Charade GTti



essential, and the Daihatsu seemed virtually as fast three-up as it had been solo; perhaps the turbo was working harder longer and thus responded more or less immediately when wanted.

Not that it makes you wait at other times: the diminutive size of the engine and its dainty turbine allows the system to whip into action with hardly a pause, and that very slick gearchange is a pleasure to use. Maximum torque arrives at 3500 rpm, which is healthy for a multi-valve, and since the power goes on swelling up to 6500, there is an excellent band to play with. What is more, the red sector on the tach begins at 7500 and stretches to a frenetic 9000 rpm. I did not take it that far, but at up to 7500 rpm the engine feels relatively smooth, more buzzy than a four, but quite pleasant, especially with the exhaust snarling shrilly behind.

Daihatsu's acceleration figures give 7.7 seconds 0-60 mph, though I could not get it below eight seconds, and testing apart the GTti covered about 32 miles per gallon of fuel. It sounds an ideal combination; only the top speed of 115 mph looks modest in comparison to the acceleration, but that is no snag. The benefit of a strong maximum speed is not the appeal of reaching it but the performance reserves it leaves at around 60-80 mph, and though the Charade's peak is not unusual, it nevertheless has a nice degree of urge on the motorway, thanks to the turbo.

Reconciling comfort with grip is never easy in a very small car — witness the jarring ride of the Fiat Uno Turbo. Daihatsu's middle ground is well placed but not very wide, in that it seems to be optimised for speeds between 30 and 50 mph, becoming a little crashy through urban pot-holes and slightly soft in the tighter dual-carriageway curves. Diahatsu has maximised the wheelbase with virtually no overhang front or rear, and this shows in a generally comfortable ride, though a small amount of pitching is evident on undulating roads.

No front-wheel fight comes back through the rack and pinion steering, and the steering response is firm and predictable, if a trifle low-geared. Internal design is rather dull and typical of every small Japanese car; no ergonomic complaints, but in this case disappointingly at odds with the exceptional performance.

From the good upright position this compact car can be accurately placed, which was a boon on our Eastbourne trip. Our objective was a show of competition cars organised by Eastbourne and Ram Motor Club, which turned out to be a remarkably professional showing with some 80 cars of various sorts on display. As a side-line, there was something called a Road Safety Competition starting from the car park, involving some tight manoeuvring around cones. As this was all untimed and a test of skill, not speed, I entered the Charade.

It turned out to be a larger affair than I had thought, involving a 60-minute tour of the town under the eye of a number of observers who marked entrants off on positioning, observation and anticipation. After that it was back to the car-park for several tests of agility where the Charade shone, being able to zig-zag in and out of garages of cones with the minimum of reverses. Then came the test I always enjoy, where one stops 20ft from two vertical poles and instructs a helper to move them closer or further apart, the aim being to stop between them with the minimum clearance. I made it with bare millimeters on each side of the mirrors, more by luck than judgement, but it still was not enough to win; I had to make do with second, and a nice silver cup.

Droning around the M25 afterwards, the GTti turned out to be reasonably quiet thanks to the diminutive turbo engine and the careful streamlining, the bulk of the noise coming from the tyres which, though of no great width, do thump over irregularities such as cats-eyes. Long journeys would be more restful if the seat cushion was longer, but the seats were otherwise up to the mark. With the exception of the width of the rear pillars, visibility is good, and a rear wash/wipe is standard.Electric mirrors are also part of the package, but the other features such as power windows, locks and sunroof will cost extra.

At a starting price of £8199 it would be unfair to carp at these omissions, since this represents remarkable value for this extremely rapid little car. Direct rivals include the Fiat Uno Turbo and Peugeot 205 GTI. Of these the French car certainly has the best chassis, but costs £1200 more, while the Fiat has an extremely hard ride, costs £700 more and is slightly slower in acceleration, though it is roomier inside.

What the Daihatsu offers is its astonishing performance, good road-holding and handling, and a confident posture on the road. Why it is called "Charade" I have no idea, but then the Japanese have their own ideas on using the English language. However, in any tongue, fun means the same thing, and the GTti says it loud and clear. **GC**

Model: Charade GTti
Importer: Daihatsu (UK) Ltd, Dover, Kent.
Type: Three-door sports-hatch.
Engine: Transverse, 993cc (76 x 73mm), three cylinders in line, dohc, four valves per cylinder. Turbocharged, with inter-cooler, electronic fuel injection/ignition. Power: 99 bhp at 6500 rpm. Torque: 93 lb ft at 3500 rpm.
Transmission: Five-speed manual, single dry-plate clutch.
Suspension: (Front and rear): Mac-Pherson struts, anti-roll bars.
Steering: Rack and pinion.
Brakes: Servo-assisted. Front: 9.2in ventilated discs. Rear: 9.3in plain discs.
Wheels and tyres: 175/60 HR14 tyres on alloy rims.
Performance:0-60 mph: 7.7 sec; Max speed: 115 mph.
Economy: 33 mpg overall.
Price: £8199

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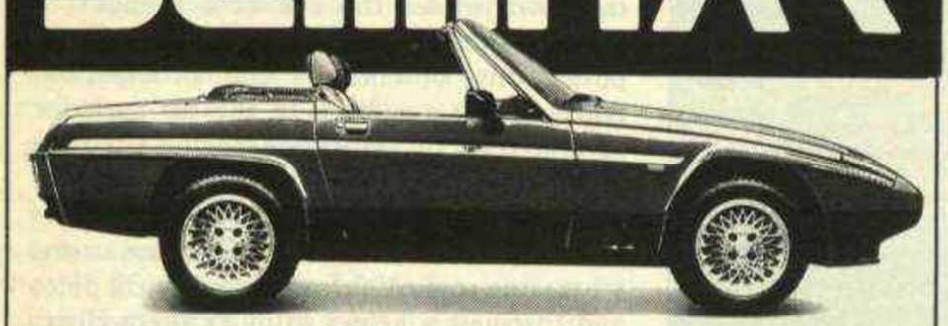
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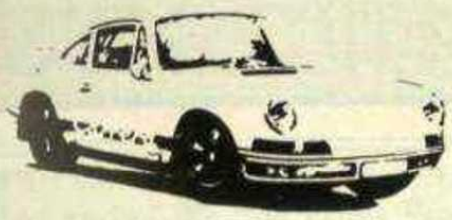
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Mitsubishi's revolution: all the wheels brake, all are steered, and all are independently suspended.

All Fours

Those keeping abreast of events in the Shells Oils British Open Rally Championship will not be unfamiliar with the Mitsubishi Galant 4WD/4WS, for although it has only just been launched in this country it has a hundred per cent winning record after three Group N outings in the hands of Pentti Airikkala.

With Japan's 1988 Car of the Year, the two-wheel-drive 16-valve 2-litre Galant GTi, forming the basis of this new model, its credentials are good. Cosmetic differences such as the front grille with 4x4 badging, a deeper front air-dam and spoiler and other aerodynamic additions help identify the new model, but otherwise the styling is almost identical.

The interior is similar as well and is well-appointed and comfortable, its front seats adjustable to suit all heights and girths. A couple of enormous dials display the usual information, that on the right featuring a twin-trip meter, one covering distances up to 999 miles and the other up to 9999 miles.

Above the dials are an array of warning lights; the usual controls for wipers, lights, indicators, windscreen and headlamp washers, as well as electronic cruise control, are on "gull-like" columns on either side of the steering wheel. Heating for the door mirrors is automatically deactivated after ten minutes, as is the rear screen element. The mirrors, windows and the glass sunroof are electrically operated and central locking is standard.

The front centre armrest opens up to become a drink tray and cassette holder, while the rear one conceals a narrow opening to the boot, useful for long thin items. For larger objects the rear seats fold down on a 40/60 split. Back seat head restraints fold down into the seat to allow a flat platform area, and can be flipped up into position at the press of a button.

Knee-space is moderate in the back behind a 6ft driver, but the back seat squab itself is quite hard and would be uncomfortable on a long journey. At 14.1 cu ft, boot space is quite reasonable, helped by the use of a space-saving spare tyre. A useful addition is an elasticated net attached to the boot floor to stop loose odds and ends sliding all over the place. The lack of a lip above the bumper helps with the loading of heavier items. Both boot lid and fuel filler cap can be released from the cockpit.

The four-cylinder, 16 valve, 1997cc engine is the only production twin-cam engine using needle roller bearings in the rocker arm assembly, the advantage being that friction power-loss is decreased to the benefit of torque, power output, fuel consumption and low-speed response. A catalytic convertor means that only unleaded fuel can be used. The engine gives 142 bhp at 6500 rpm and a maximum torque of 125 lb ft at 5000 rpm.

It may be difficult to get excited about, but the running gear is the model's *raison d'être*, and there can be no doubt that four-wheel drive and four-wheel steering allied to all-independent suspension is a major advance in production car manufacture.

Four-wheel steering only comes into operation above 31 mph at which speed the rear wheels will turn in the same direction as the front pair, up to a maximum of 1½°. The size of the angle depends on speed of travel and the angle of the front wheels.

The advantages of 4WS are apparent from straight-line stability, cornering, braking and wet weather handling. Oversteer is practically negated and the Galant's poise is rarely disturbed. In the event of a system failure, the car automatically reverts to two-wheel steering with the rear wheels locked into neutral position, a dashboard warning light informing the driver of the fact.

Mitsubishi's own approach to four-wheel drive, by using a viscous coupling unit (VCU) linking the front and rear driveshafts with a centre differential, is very effective. The power is distributed evenly between front and rear wheels for maximum traction, but the torque to each wheel is adjusted individually according to the grip. Traction and acceleration are better, especially on poor road surfaces, cornering is smoother, shorter braking distances are required and stability under braking is also improved. Furthermore, the VCU stops the rear tyres from "winding-up" with the front wheels during cornering and acceleration, thus reducing stresses in the transmission and minimising tyre-wear.

Mitsubishi's quest for good and safe handling is not at the expense of ride comfort, for the car is also fitted with four-wheel independent suspension. MacPherson struts on the front with double crossmembers and double-wishbone upper and lower arms with a trailing arm on the rear ensure rigidity and minimise camber changes, noise and vibration. Mitsubishi is also justifiably proud of the toe-control member and the movable links connecting it to the trailing arm, for there is no doubt that it helps ensure predictable handling.

On a car of this nature, anti-lock brakes are obviously standard, but the system is simplified by using the VCU mechanism as an anti-lock braking modulator instead of fitting a sophisticated electronic unit. The left front/right rear and right front/left rear wheels are linked, and when information is received about a wheel on the verge of locking up, corrective treatment is meted out. As a limited-slip link between the front and rear wheels, the VCU also prevents any one pair of wheels from locking up.

A brief spell in the car proved it to be lively yet predictable. The engine would not baulk at low revs in fifth gear and there was none of that flatness apparent at lower engine speeds in some other 16-valve cars. The Galant was most willing to reach the red line at 6000 rpm in every gear, but being on the open road I was never able to substantiate the claimed top speed of 125 mph or the 0-62 time of 9.9 seconds. A 62-litre fuel tank gives a potential 400-mile range if 30 mpg can be achieved.

My enjoyment was helped by the slick gearchange and power steering did not detract from the feel of the car, although Auto Cruise Control is rather lost on me. The handling does take a few miles to adjust to, especially at higher speeds, but as soon as you accept that the pointy feel is an asset and that the car is not losing its way around the corner, you can fully appreciate all the technological wizardry.

Although it lacks flair the Galant remains elegant, and Mitsubishi has a very worthwhile car on its hands. Priced at £16,969 (£2200 more than the two-wheel-drive Galant GTi-16V), it is competitively priced in the sports saloon bracket of the market, but the outdated "gentleman's agreement" limits the number of cars which can be brought in from Japan, so few will be available in this country. **WPK**

Lotus Esprit Turbo SE



Acceleration claims for the 16-valve 2.2-litre turbo are startling despite the SE's kerbweight.

A New High

Just eleven years ago, production came to an end of the first Lotus Esprit series, a borderline 2-litre supercar with 104 bhp less than the Esprit reviewed here. Fewer than 1000 had been made.

These Giugiaro-Chapman two-seaters, 150 bhp mid-engined machines which were pushed to exceed 135 honest mph, required some seven seconds for 0-60 mph, and 21 for 0-100 mph. As ever the road tests spoke of new standards set by Lotus in road-adhesion and handling, but there were serious noise flaws in a machine that was introduced at a steep £5844.

Through the usual S1, S2, S3 and limited editions, Lotus gradually reduced objections, enhancing performance dramatically from the 2.2-litre 210 bhp Lotus Essex Esprit Turbo of 1980 onward. A thorough overhaul of style and function in October 1987 enhanced sales considerably. The Hethel-based Group reports sales "in excess of 1500" for the latest Esprits and their turbocharged cousins, which cost £18,980 and £22,200 in 1987.

Now the company breaches both the £40,000 and 160 mph barriers with its latest Esprit Turbo SE. Unlike any previous Lotus, it has been engineered to world emissions standards for sale in any market with a catalytic convertor, and even British owners will have to run lead-free.

Fresh to Europe is a Lotus with fuel-injection, for the Dellorto-carburettored models (which continue at 215 turbo bhp and 172 "atmo" horsepower) now support a sophisticated electronic-injection Turbo Esprit as their 264 bhp flagship. The injection hardware is from an assortment of GM Delco and Rochester divisions. Lotus software microprocessor development was based on the original American Esprit GMP4 injection version of the familiar 16v dohc alloy 2.2-litres.

Whilst the turbocharger remains the water-cooled Garrett TB03 of recent years, Lotus investigated the intake charge cooling required for a more powerful Esprit. It had the constraint of 0.35 co-efficient of drag which was creeping ever higher under the influence of wider wheels and tyres (Ruote OZ size 7J × 15 fronts balanced by taller 8.5J × 16in rears wearing Goodyear 215 and 245/50 ZP). Ride height has been mildly increased to allow extra wheel movement and retention of a fine ride quality.

Lotus engineers came up with the compact lower-drag solution of a separate water system to serve a Behr intercooler, and a production bhp-per-litre benchmark for 1989 of 121.5 bhp (for perspective, a 1958 Grand Prix Vanwall had 108.4 bhp per litre on 100/130 octane petrol and 114 bhp per litre on alcohol). Constant power rating is 264 bhp at 6500 rpm on 12.4 psi boost, torque peaking by 3900 rpm and 261 lb ft.

Lotus reports "transient horsepower figures in the 280 bhp region" — which means whenever the engine bay can operate under less testing circumstances than a constant 163 mph at 7056 of the now-extended 7400 rpm maximum.

We were allowed only to passenger at speeds around 160 mph on the Millbrook bowl, but a day driving two examples confirmed the credibility of Lotus claims on maximum horsepower. The latest Esprit surges in similar accelerative manner to a 288 bhp production racing Sierra I employed last year.

Acceleration claims are startling, Lotus leaping a disappointing 1270kg-plus kerb-weight to 60 mph in a claimed 4.7 seconds. Equally staggering is the assertion of 0-100 mph in 11.9 seconds — about the level MOTOR SPORT obtained from a 1971 fifth-wheel test of 5-litre Chevrolet Camaro Z28 racer . . .

However straight-line speed, impressive though it feels within leather-clad cockpit confines, is hardly the point of any Lotus. For £42,500 customers expect much more, and we are pleased to confirm the company has reached new standards of paint and glass-fibre finish. The gleaming exterior has appeal worthy of showroom comparison amongst prestige marques, and external modifications extend to a deeper front spoiler and the aerofoil-section rear wing to cut lift, balancing this broad (6ft 1.1in) two-seater at speed.

There are still disappointments in the crude manner of door, bonnet and rear engine cover detailing, plus stray switchgear of distinctly downmarket associations, but the overall effect (complete with effective air-conditioning and leather trim) marks a new high point for Lotus.

Comprehensive driving impressions must await a full road test to do justice to the many detail changes. Yet there was never any doubt in our shortish acquaintance that this Esprit handled and rode beautifully — qualities backed by a sting of genuine power which takes the Esprit into middleweight Porsche and Ferrari contention.

More importantly, such memorable speed is delivered with much less engine-bay clamour than before. It is a world-class car, one which whets the appetite for the "new Elan" M100 which will be officially unveiled this autumn.

Can Lotus really make a front-drive Isuzu 16v layout worthy of the Elan name? MOTOR SPORT will keep you posted, but can confirm that the styling is even more promising than sneak photography has yet revealed. **JW**



A new rear aerofoil complements new standards of paint and glass-fibre finish.



Middle-age spread: a 1.2in slatted bonnet bulge joins the Integrale's familiar wide wheelarches.

Staying One Step Ahead

Lancia has a busy period of reorganisation ahead in Britain. With its models now sold through Fiat (UK) Ltd, instead of Lancar, there will be inevitable dealer changes, but none of the consequent confusion should obscure the new production excellence from Turin.

We have been driving the most exciting example, the third-generation of the four-wheel-drive turbocharged Delta which has consumed the World Rally Championship since 1987. Now equipped with a 16v power-pack of 200 road horsepower (the competition potential is twice that), the HF Integrale 16v remains a supreme driving experience — even at the projected "£19,000 to £20,000" when it arrives in the UK this August, still in left-hand-drive only "for the immediate future".

It was January 1987 before the first Delta 4WD appeared in world-class competition, the necessary 5000 manufactured, whereupon Lancia demolished the opposition to win seven events and the World Championships for both Drivers and Makes. In 1988 the Integrale (its 185 bhp roadgoing base having debuted in October 1987) won all but one qualifying event in the makes series; a second successive double title was never in doubt, and Miki Biasion was created the first official Italian World Rally Champion.

In 1989 the Integrale, easily identified by its Audi quattro-style wheelarch extensions on the original 1978 Delta body, has continued to pummel its rivals from Ford, GM and the Japanese. But the latter are becoming notably more effective through the efforts of Toyota and Mitsubishi, so the 16v derivative, one which also promises to increase the already profitable 15,000 run of Delta 4WD derivatives sold to date, was a commerical and competitive necessity. It should make its World Championship debut any time after August 1.

Fiat/Lancia's familiar iron-block counter-balanced 2-litre now gains 16 valves in vee pattern to complement belt-driven double overhead cams. Pumped intake mixture via a more efficient intercooler and Garrett AiResearch T3 at a maximum 14.2 psi at the usual 8:1 cr assists unusual 16v flexibility.

From 2500 to 4800 revs, over 210 lb ft of torque is supplied (more than the peak of a similarly hefty Sierra RS Cosworth), peaking at 224 lb ft on 3000 rpm. That is 500 rpm down the scale of the previous 8v unit, and maximum 16v power of 200 bhp at 5600 rpm is also highly accessible to the laziest of drivers.

The effect on performance is startling. We did not recall the previous Integrale as lethargic, but the 16v bites 62 mph from rest in 5.7 seconds, a figure which would not disgrace a Porsche 911. The overtaking prowess supplied by the wide power and torque curves should offset considerably the handicap of LHD in Britain.

A 137 mph maximum is almost irrelevant in a machine which continues to employ its strut suspension and sophisticated permanent 4WD to outstanding effect. As before, a Ferguson-patented viscous coupling (VC) and epicyclic gears provide central power apportionment, and the action of the rear differential is further disciplined by Torsen Gleason-patented limited-slip differential. An hydraulic clutch is now specified and the ZF gearbox has been uprated with a new second-gear ratio listed.

For the buying public the good news is not completed at the provision of a flexible 15 bhp bonus in the engine compartment. Lancia and Bosch engineers have worked together upon a four-channel, six-sensor third generation of electronic anti-lock braking for the quartet of Integrale discs. Listed as an option, along with a sunroof and now 7J × 15in alloy wheels, the ABS has been taught to electronically exchange information with the Marelli-Weber IAW engine-management system.

"Previous Integrales have hardly been lethargic, but the 16v bites 62 mph from rest in just 5.7 seconds, a figure which would not disgrace a Porsche 911"

The effect is to ensure that ABS always intervenes subtly at the consistent brake pedal, even if the car is decelerating sharply over mixed surfaces or has to stop suddenly in mid-corner. It was a 100% success on our experience.

Tyre and suspension settings reflected significantly revised suspension (very few parts interchange with the car's visually similar predecessor). ABS demanded some of these alterations, accompanied by the provision of a slight rearward power-bias. Today the setting is 47% front, 53% rear, almost exactly a reverse of the original. Front-end weight continues to occupy some 63% of the now hefty 1250kg five-door.

Externally and internally it takes a practiced eye to spot the differences between 16v and its rallying champion forerunner, but the 1.2in elevation in slatted bonnet height (the underneath heavily padded to minimise noise levels) is most obvious. Ride height is reduced by almost an inch. I would guess that the intake beneath the spoiler to direct cool air to the gearbox was vitally needed in competition to justify its inclusion.

So the 16v Integrale remains a step ahead in the 4WD "super-hatchback" set, but snags remain. Wind noise from that bluff shape increases sharply above the easy 100 mph and 3900 rpm cruising pace. The interior is a sorry mixture of unsuitable colourings and sprawling switchgear. Recaro seats are the least supportive from that reputable company.

But at the end of a damp but exhilarating day amongst the Torinese lanes, tracks and motorways, my opinion of the latest in Lancia Integrales remains one of unmatched performance versatility. The 16v is the finest all-weather driving experience on sale, one that is only enhanced by the addition of ABS. **JW**

BOOK REVIEWS

Rolls-Royce — The Best Car In The World
by George Oliver. 239pp. 10¾" × 8". (Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ. £24.95).

In view of the number of books on this subject, George Oliver is a brave man to have embarked on yet another; and he is fully aware of the situation, one of his chapters being devoted to an informative bibliography of almost all other Rolls-Royce publications. It is thus to his great credit that he has made his book very readable, even managing to include fresh information despite the enormous coverage which has gone before. There are also "new" photographs, when such are now very difficult to discover.

The illustrations, many in colour and including plans and drawings, are arranged somewhat haphazardly but make a fine collection. Very interesting are those of a 1904 car modernised as a ghastly two-seater in 1920, the 1909 cab-bodied 40/50 which the author drove from Berwickshire to Beaulieu, the controls of the only surviving three-cylinder 15hp car, and his own 3½-litre Bentley bought for £210 in 1962.

G E T Eyston's special-bodied 3½-litre Bentley (of which Philip Mann is having a copy made) and the Embiricos 4¼-litre Bentley coupé at Brooklands are there, but not those Ghosts raced by private owners in the 1920s. The Clark chassis drawing of a P III is superb.

No-one has delved deeper into Rolls-Royce references in publications of all kinds than George Oliver, and his book is refreshingly different from so many of the stereotyped make histories; he is to be congratulated on a difficult job well carried out in entertaining style. We will immodestly mention that he pays tribute to MOTOR SPORT for the first outspoken road tests and for our *Cars In Books* feature in which many Rolls-Royces have figured.

The author takes the reader from the earliest Rolls and Royce amalgamation right through to present-day models. A chapter called "See how they run" describes driving experiences with old and later cars, and another called "See how they last" remembers older cars as they were originally encountered. My criticisms are confined to the lack of an index, confusion in Oliver's mind as to exactly when that epic Ghost journey took place, a confusing description of how to go from top to "sprinting" gear on that 1909 ex-breakdown truck, and negative mention of Rolls-Royce's adoption of independent front suspension. Oliver is interesting on coachwork, as is only to be expected from one whose former work on the subject was so good that my copy was stolen!

Every owner is recommended to add this book to his or her library. **WB**



Build To Win
by Keith Noakes. 128pp. 11" × 8½". (Osprey, 59 Grosvenor Street, London W1X 9DA. £12.95).

Build to Win is all about composite materials technology in racing, and is rather more approachable than at least one of the other technical titles in this series.

Early developments are listed (the first patent involving honeycomb material surfaced as early as 1938 at De Havilland Aircraft), before some straightforward description of today's various processes leads in to a selection of chapters looking at examples, from Cooper to TWR Jaguar and McLaren. A section on competition motorcycles follows, and the book closes with a discussion of the safety of these materials, amply demonstrated since publication by Berger's crash at Imola.

Generous illustrations show Formula One and sports-cars under construction, as well as Donald Campbell's Bluebird CN7 which used honeycomb materials in 1959. Informative, though not of practical value in the same way as the previous volumes. **GC**

Monaco Grand Prix — Portrait Of A Pageant
by Craig Brown and Len Newman. 192pp. 10¾" × 8½". (MRP Ltd, Unit 6, The Pilton Estate, 46 Pitlake, Croydon CR0 3RY. £19.95).

This is rather sumptuous! Published on the eve of this year's race, it features the fine photography of Michael Hewitt, backed up by those of LAT and others (311 all told, 91 of them in excellent colour), with results from every contest since the first in 1929.

The earlier races get less (though still good) picture coverage, the later ones the full Hewitt treatment. All who love street racing cannot fail to be captivated by the marvellous shots from this tight circuit. And for a lesson on how *not* to take photos, look at page 49! **WB**

There have been a number of books aimed at novices anxious to get a wheeltrack in motoring sport, but none more informative than Simon Arron's **Making A Start In Motorsport**, a 159-page paperback from PSL of Wellingborough, which sponsors the 750 Formula Challenge. The categories covered are circuit racing, rallying, autocross, rallycross, autograss, karting, hill-climbs and sprints, drag racing, trialling, autotesting and oval racing, as well as marshalling and attracting sponsorship.

Apart from telling a beginner what is what, and what equipment is needed, good pictures and relevant addresses are included — but although the BOC is listed the Prescott Hill-Climb School is not, and the MCC trials with night sections and individual rules might have been mentioned. However, not everything can be packed in for £4.99.

Each chapter has an introduction by an appropriate celebrity, with Derek Bell doing the foreword. It should whet the appetite and instruct at one and the same time. **WB**

Two more in the ever-growing Brooklands Books series have materialised: **Marcos Cars 1960-1988** and **TVR — Gold Portfolio**. These well-known compilations of road tests and articles from various magazines (apart from forming an invaluable source of information for motoring writers) give a good picture of the history of a marque or a model as it was perceived at the time, which is not necessarily the way we see it now.

Brooklands Books has quietly established a useful little niche for itself with these works, which are not an indiscriminate collection but are edited down to a good spread of coverage. Picture quality varies, since these are shot from the printed page, often from colour into the mono which is standard, but in the end it is the written information which counts.

The normal 100-page version, such as *Marcos*, costs £6.95, and *Gold Portfolio* extends to 180 pages at £9.95. **GC**

Impressively up-to-date as ever, the 1989-90 edition of **Observers Cars** has just been published by Penguin in its traditional pocket-sized softback format, at £3.99. More than half the 181 entries are new, a representative sample of current road cars being covered thorough the usual page of technical specifications and single black-and-white picture. For solid information alone it is cheap at the price, but editor Stuart Bladon occasionally finds space for half a sentence of opinion too. **GT**

LETTERS

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

Standards!

Sir,

If sports-car racing ceases to exist in its present form — or something very close to it — we will have nothing between the Formula One prototypes and rallying. Saloon cars produce some very exciting racing, but they are short races which give no hint of endurance. Rallying produces endurance, but of a very different type to sports-car racing, and boils down to the production of the most effective hot hatchback, which has certainly made its mark with the everyday motorist.

If we are to have closed-monocoque Formula One-style racing, we are going to lose the prestige sports-car as we know it, both on the track, and — more importantly — on the road. Competition is about standards, and if the competition ceases to exist standards will inevitably drop. Competition and high standards equal good advertising; there are many more Jaguars on the road today than there were a few years ago, and I cannot be convinced that proper endurance racing has nothing to do with it!

There is certainly a market for the prestige sports-car — Jaguar, Mercedes, Porsche, to name but three. But how are they to advertise effectively if they are not allowed to prove themselves in an acceptable fashion on the racetrack, giving them the incentive to improve on technology, reliability and durability, and thereby achieving the highest possible standards?

PETRONEL PAYNE
Owslebury, Hampshire

Turbo Response

Sir,

With no intention of debating the merits of turbochargers on sports and racing cars, I must disagree with Mr Anthony Blight (MOTOR SPORT letters, May) when he says of turbocharging "nor can it possibly lead to any engineering advances".

A turbocharger can provide a small thrifty engine with a reserve of power, enabling it to replace a larger unblown engine in the interests of fuel-saving. In the USA, the CAFE regulations set stringent standards for fuel consumption, and turbocharging is one of the means used to meet them. Chrysler alone has made literally millions of turbocharged 2.2-litre engines and used them in many of their ordinary family cars during the past decade.

Working particularly well with an automatic transmission (another mechanism that may not find favour with Mr Blight!), which the majority of drivers of medium and large cars choose here, the turbocharged engine does seem to have a "raison d'etre" and a future.

ROBERT D HODGSON
Birmingham, Michigan, USA.

Losing the Toss!

Sir,

How much I enjoyed reading "A Thing of the Past" (MOTOR SPORT, April 1989). It brought back many happy memories of the International Trophy and British Grand Prix meetings in the Fifties and Sixties — I never missed one.

The sight of Jaguars, Zephyrs, Falcons, Cortina GTs, etc, driven by the likes of Salvadori, Hill Parks and Hobbs, coming round Woodcote on the *proper* circuit is a sight I will never forget.

I am writing this letter having returned from today's International Trophy Meeting at Stalag Luft Silverstone. Yes, the racing was fast, but I am afraid processional and boring. In successive order, the Formula Three, saloon and Formula 3000 races were each won by a leader who was never really challenged from the green light. Behind came a crocodile of cars virtually identical (apart from the advertising decals) in shape and size. In the saloon race there were ten Sierra RS500s in the first ten places! I left disillusioned during the Formula Ford pile-up.

What with the high fencing everywhere, the £14 admission charge and the go-faster tat being sold behind the grandstands, the big Silverstone meetings ain't what they used to be!

It was a toss-up on the day between the Silverstone or Prescott meetings. I now wish I had taken the Cheltenham road with my memories of Silverstone in days long gone. Am I getting old?

TONY BARRETT
Butlers Marston, Warwicks

Too many Silverstones?

Sir,

We, as an Association, are concerned that there is a possibility of "new" Healey Silverstones (as distinct from the Austin Healey replica just announced) appearing on the market, and we would urge any potential Silverstone owners to contact ourselves reference the provenance of any car they are offered.

There were only 105 genuine Silverstones manufactured and the survival rate has been very good, but we do not think it would be in the interests of the classic car movement if we suddenly find more existing in 1990 than were around at the end of 1950!

Are we wrong to be worried by this possibility? What do other clubs think?

DON GRIFFITHS
Association of Healey Owners
Swanmore, Hampshire

Jowett Steering

Sir,

In the "Veteran to Classic" article on the Jowett Jupiter (MOTOR SPORT, February 1989) a mention is made on page 157 of the first Jowett sports-car, made about 1928.

In 1931 I stupidly swapped my faithful push-pull 1924 Salmson for a terrible 1922 Talbot Eight. This creature, rather to my relief, parted with a connecting rod on Bucklebury Common and left me carless for some years, but about that time I had a trial run in the sports Jowett.

There are probably very few survivors who actually drove one. It did have artillery wheels, a pointed tail and skimpy mudguards; it looked awful. Futhermore it had *direct steering*. The steering column was bent at a right angle at its lower end and connected by a link to the steering-arm of the offside stub axle. Exactly as in a Tri-ang pedal car.

If this was the arrangement in the car that lapped Brooklands at 66 mph, the driver should have been awarded a medal on the spot. I thought it was quite undriveable, and could not imagine how the worthy Jowett people came to turn out such a horror and even to sell one or two.

Another Jowett came my way in the 1950s. A long long fabric saloon dating from the late Thirties. The twin-cylinder engine (of 7 *nominal* hp!) was exactly as it had been since 1911, and just as powerful. Careful tuning meant ensuring that *both* plugs were sparking, and then a brisk stamp on the accelerator would produce a burst of apathy that was not quite breathtaking.

Nevertheless these curious dinosaurs had a unique appeal.

V P GEOGHEGAN
Chichester, West Sussex

Macau Research

Sir,

I am currently writing a book covering the history of the Macau Grand Prix. The event celebrates its 35th anniversary this year, and I am keen to hear from anyone who took part in the event, or simply watched and has photographs they would allow me to reproduce. I can be contacted at the Prince Philip Dental Hospital, Hong Kong University, Pokfulam, Hong Kong.

PHILIP NEWSOME
Pokfulam, Hong Kong

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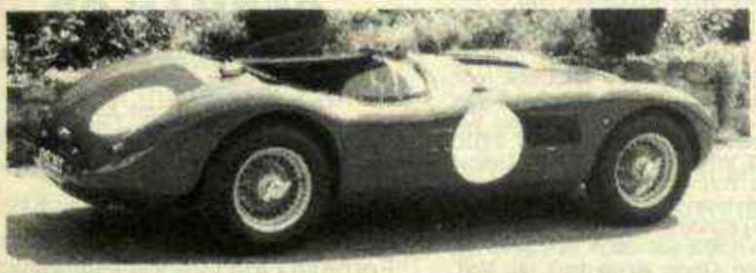
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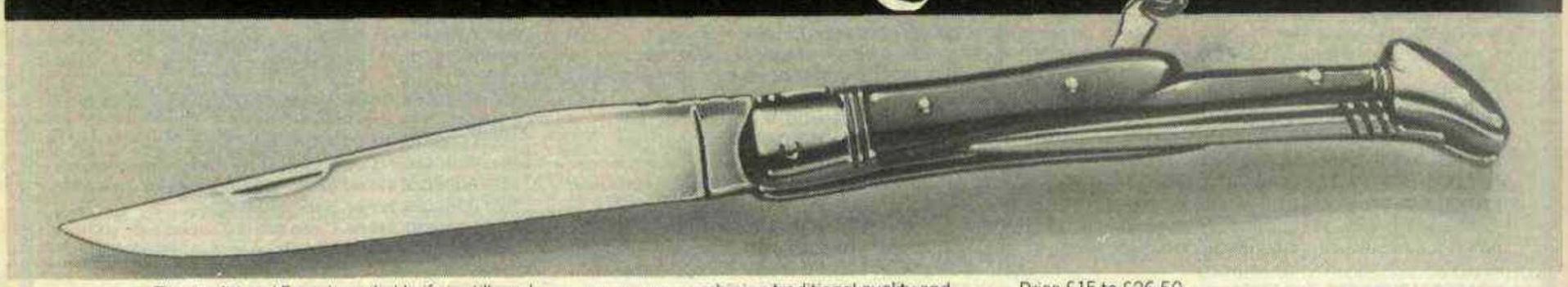
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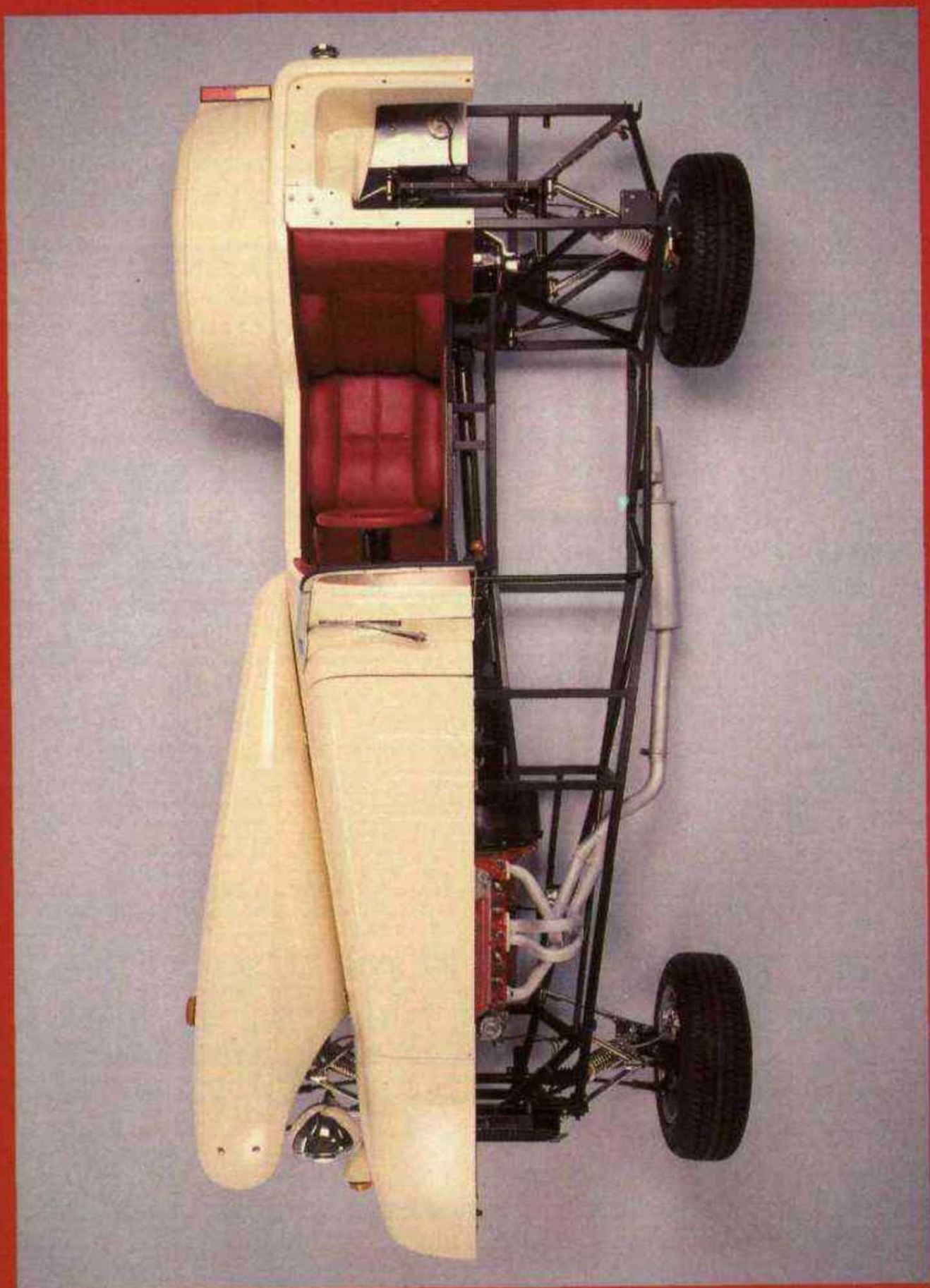
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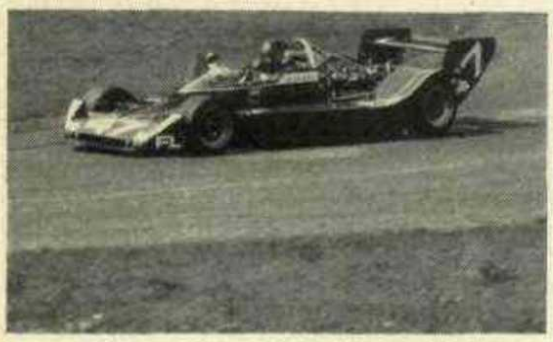
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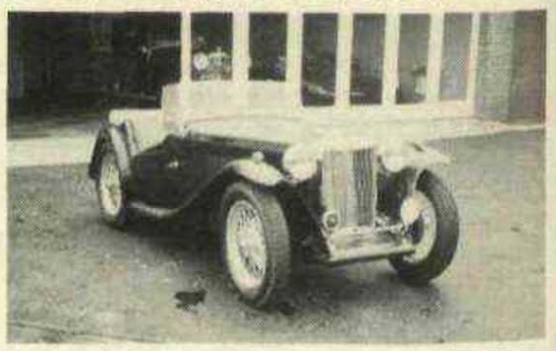
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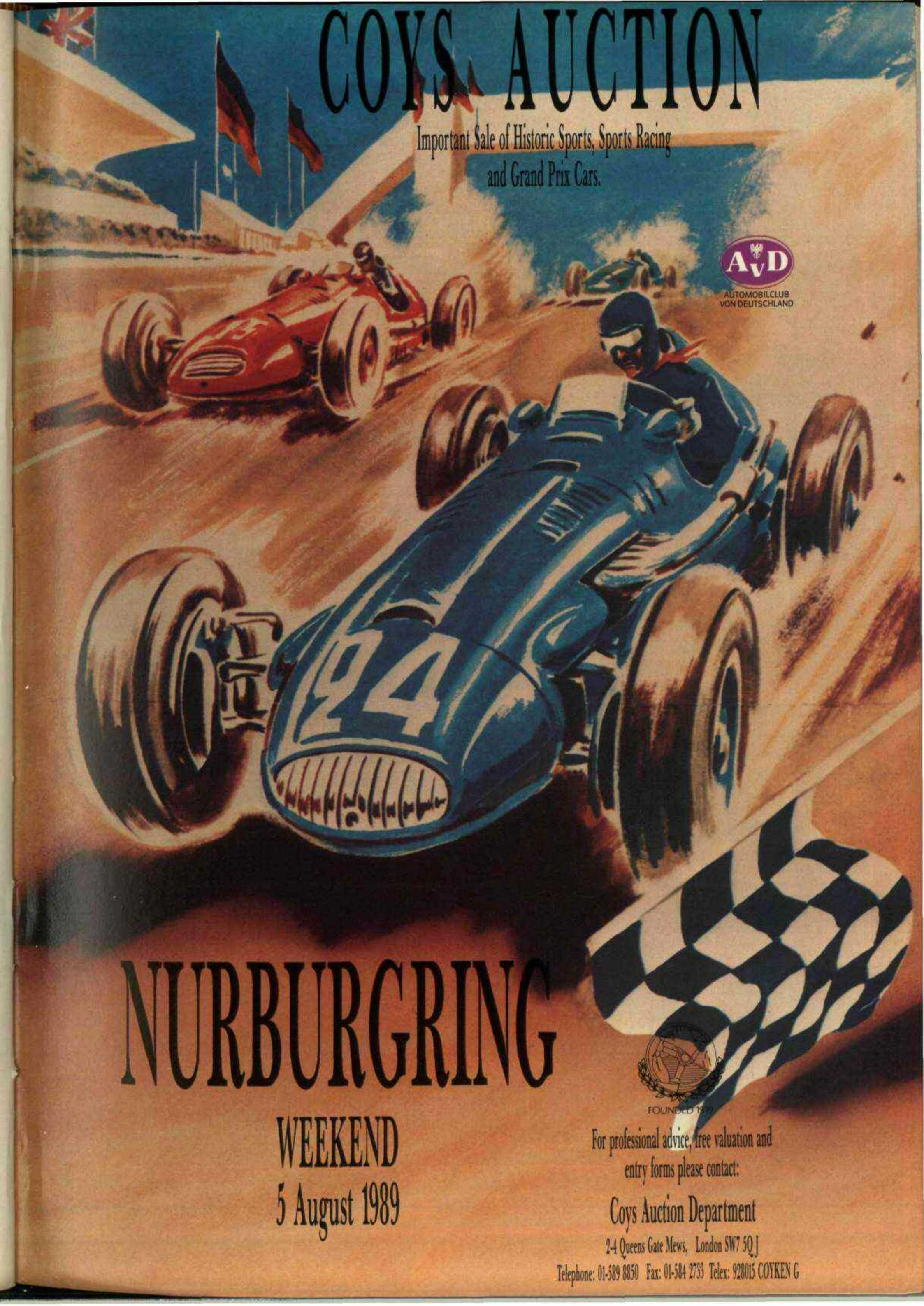
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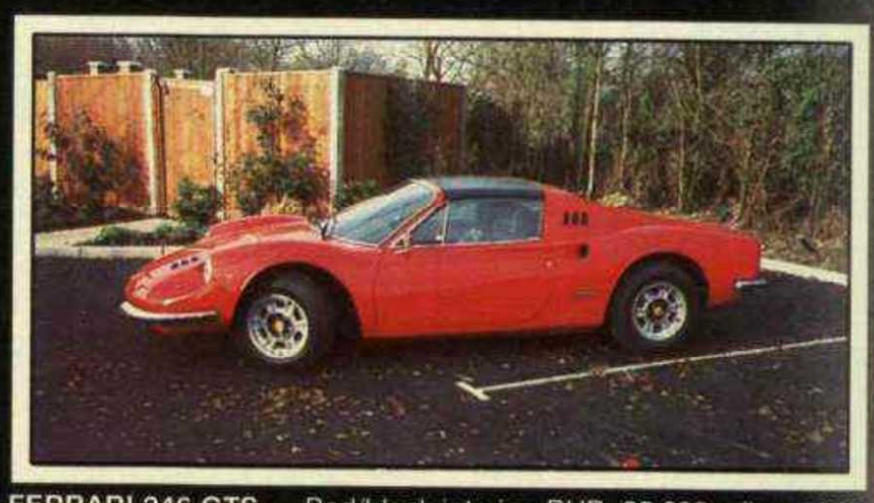
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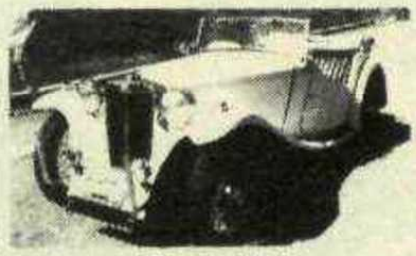
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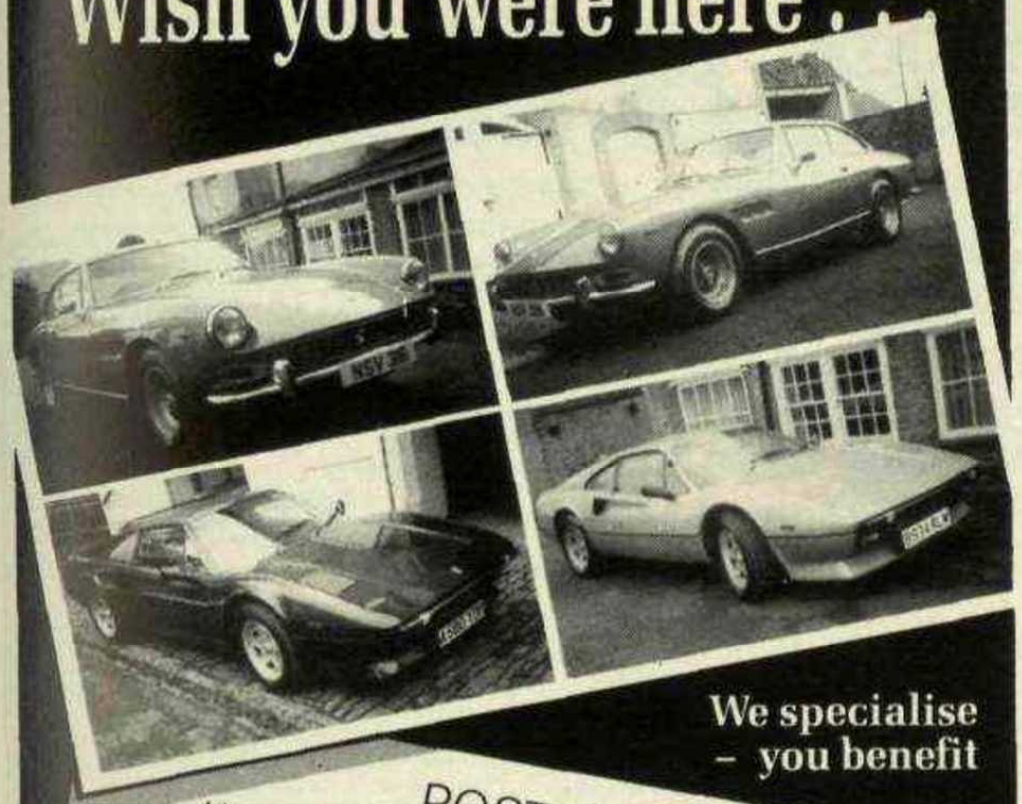
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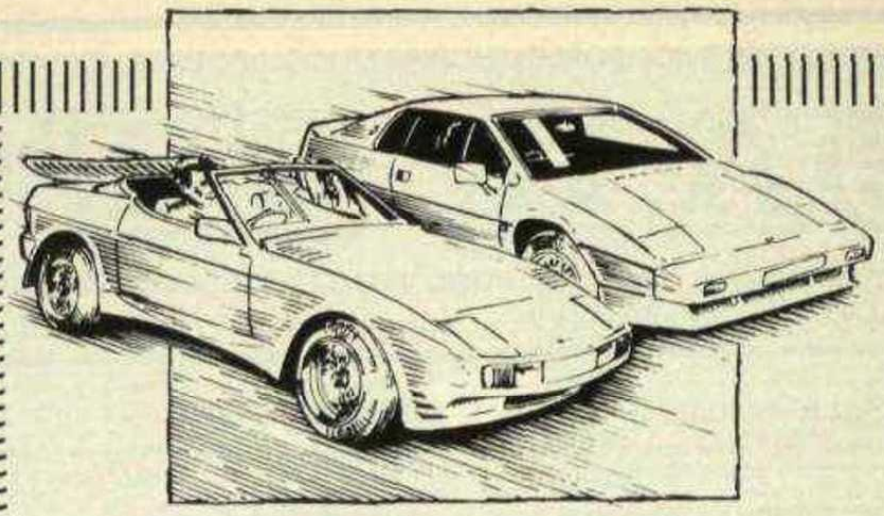
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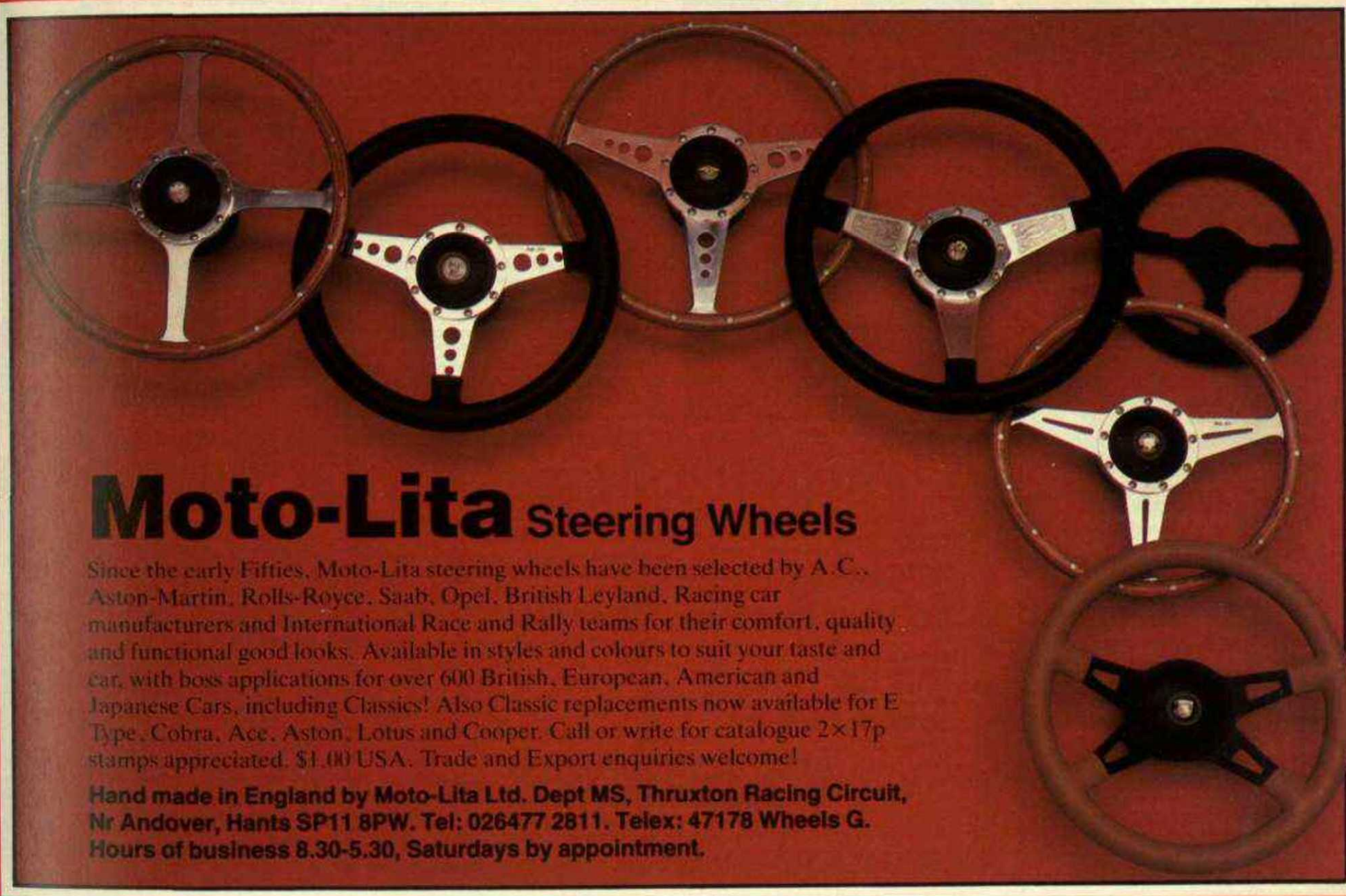
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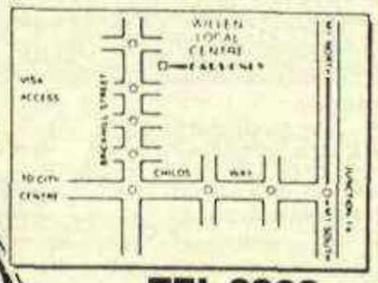
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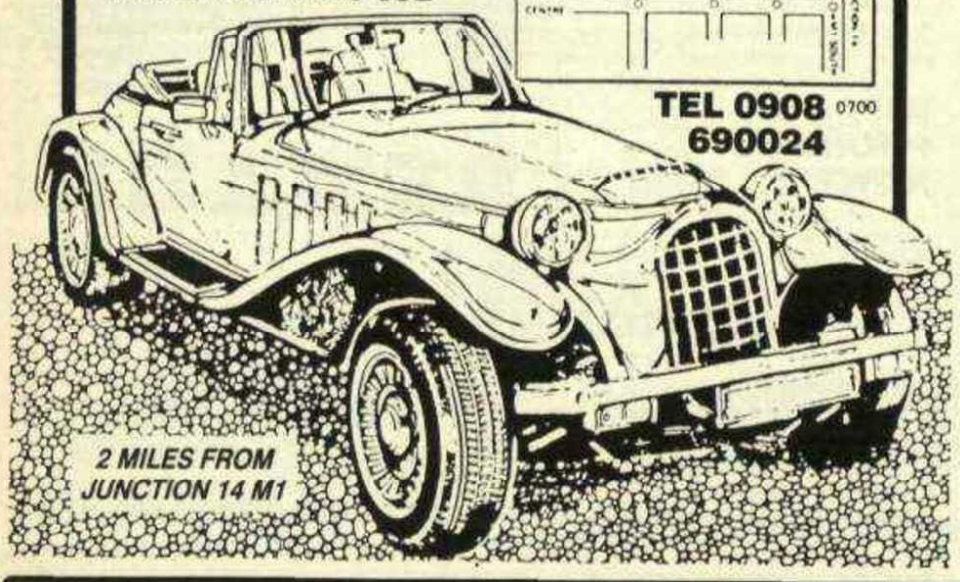
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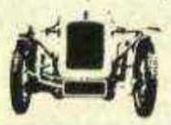
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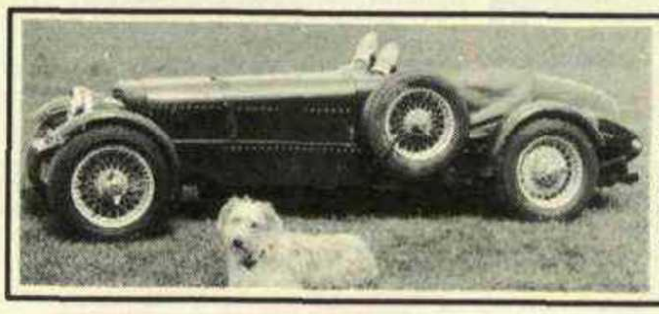
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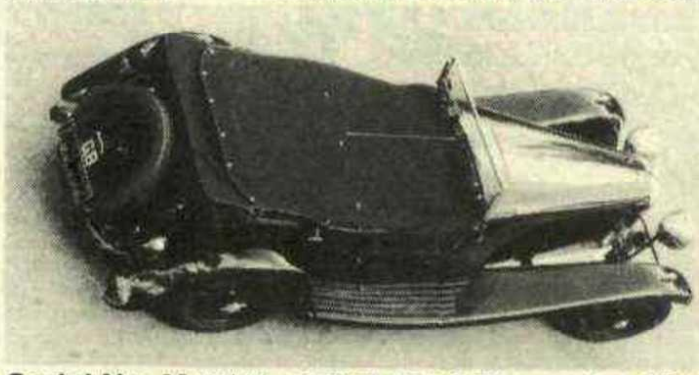


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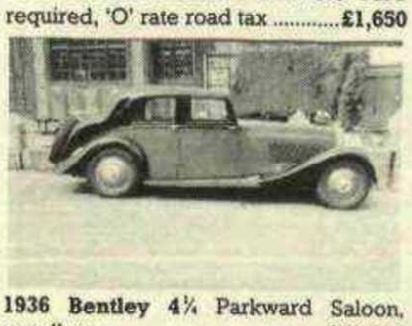
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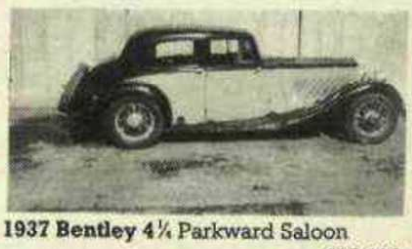
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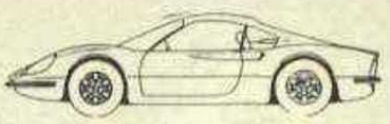


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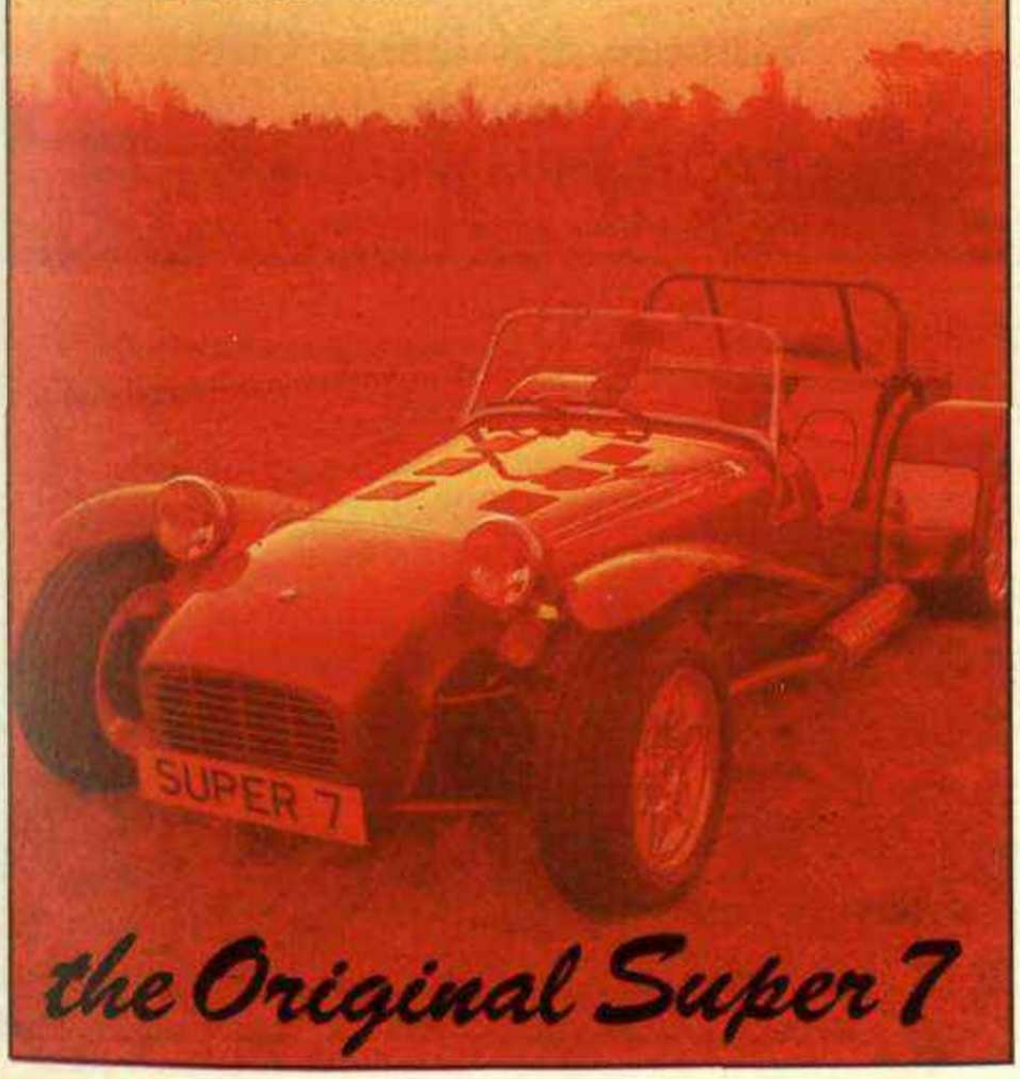
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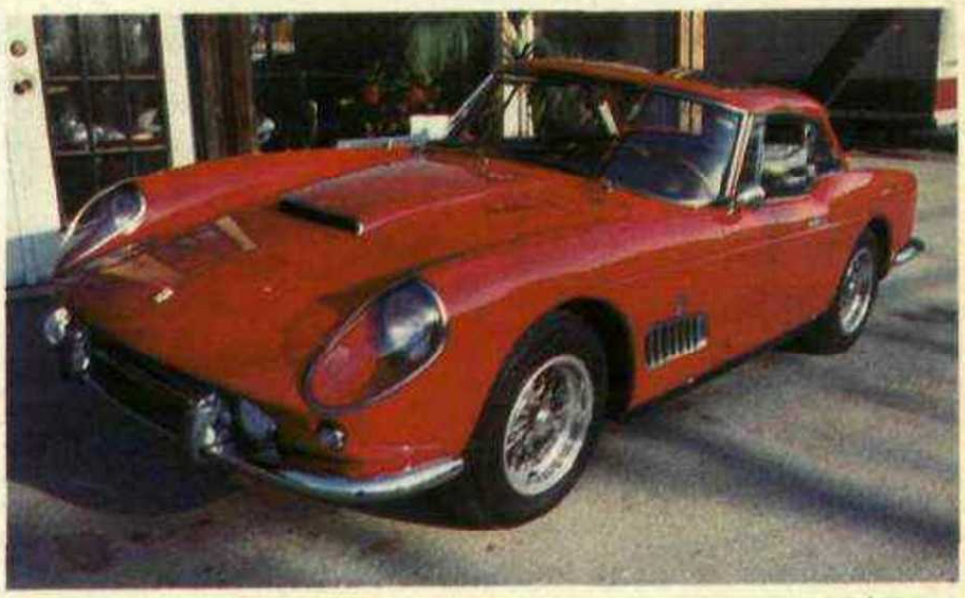
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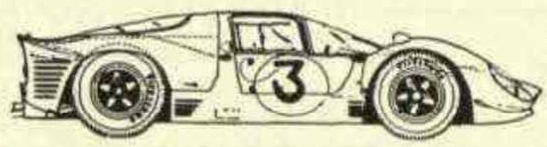
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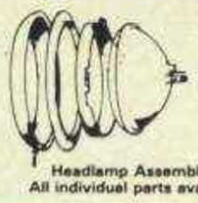
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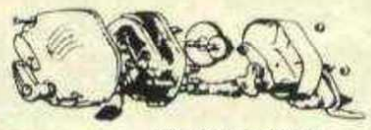

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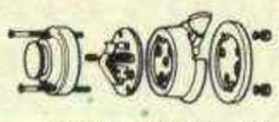

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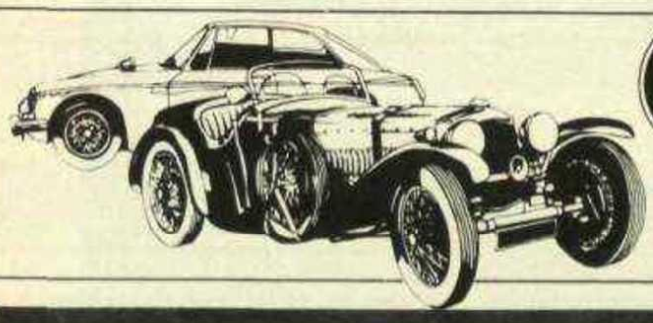

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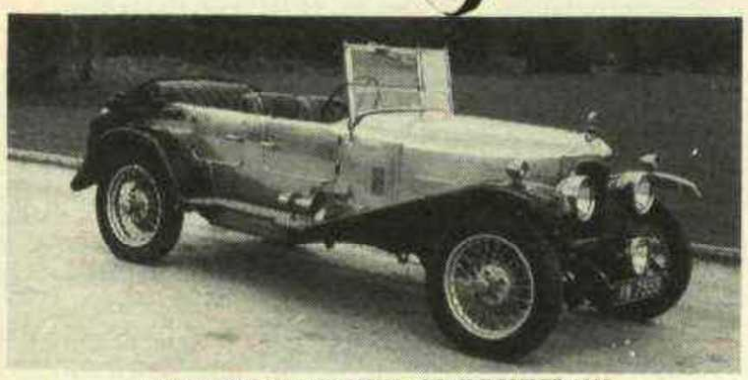
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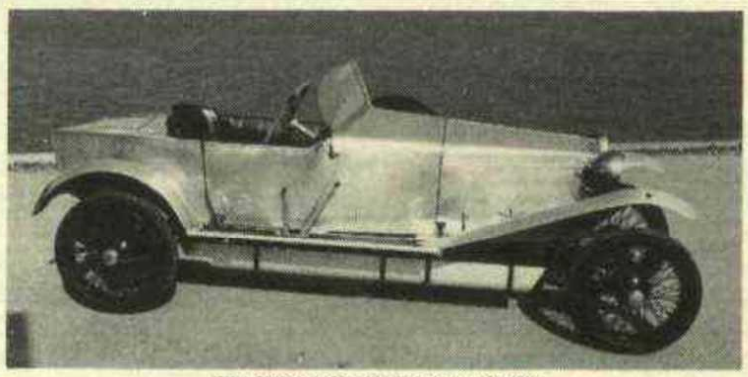


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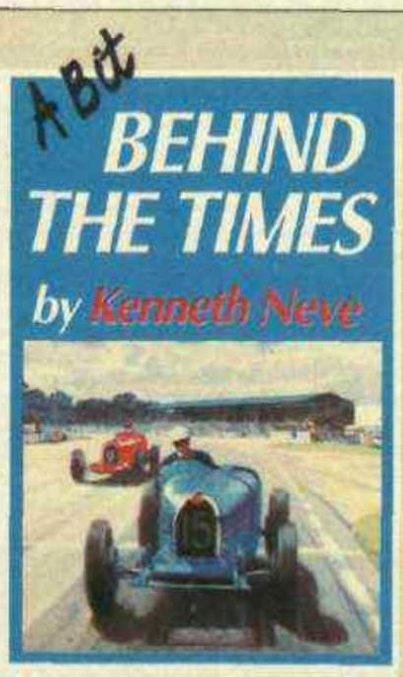
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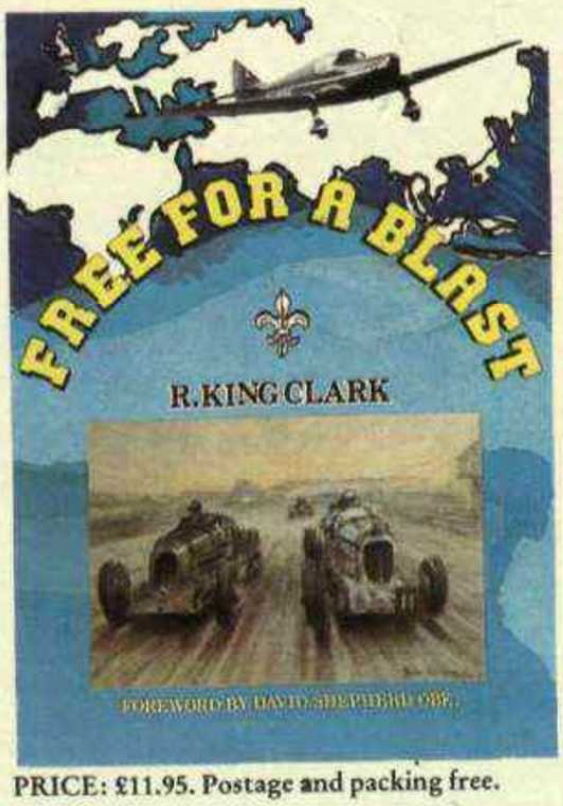
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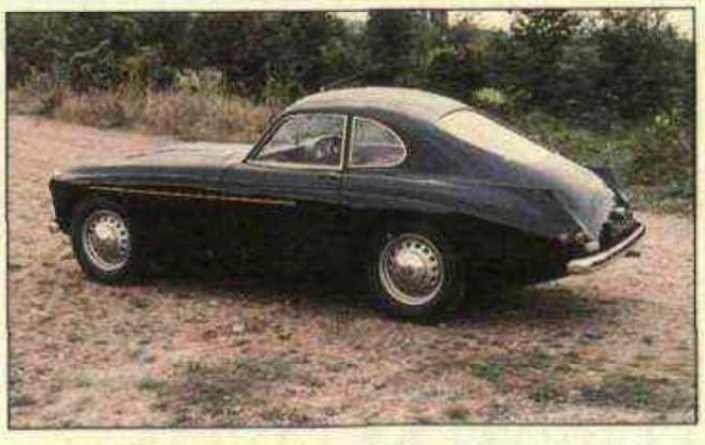


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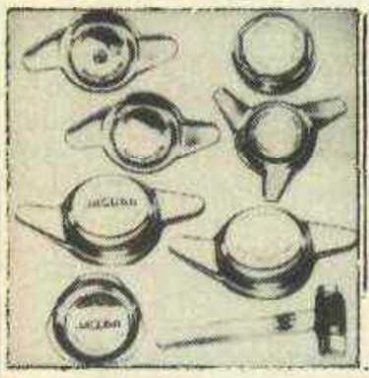
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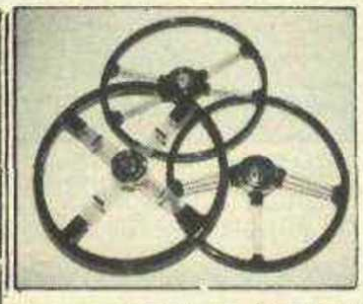
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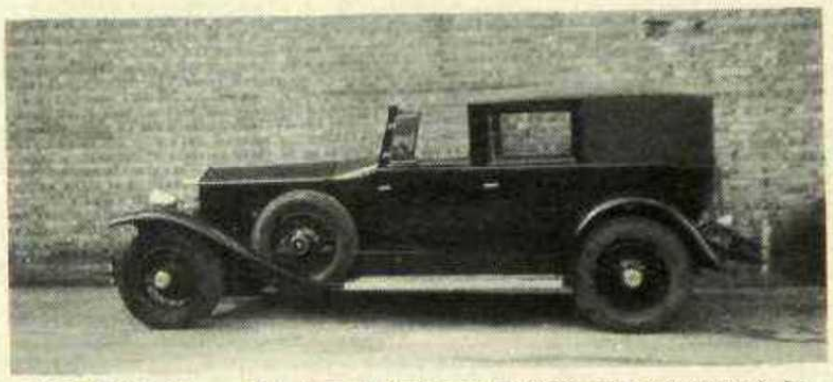
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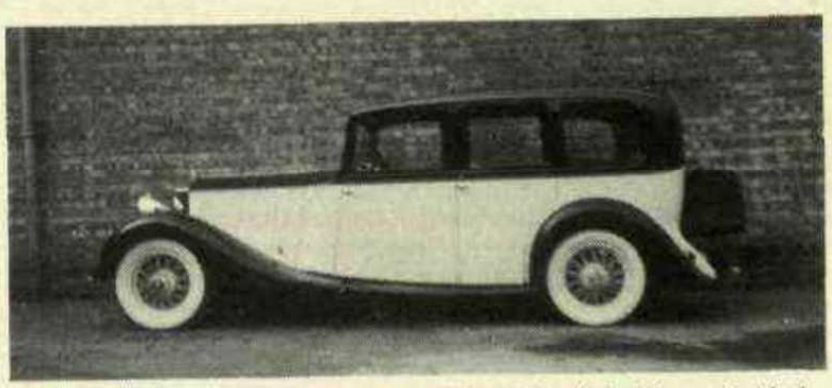
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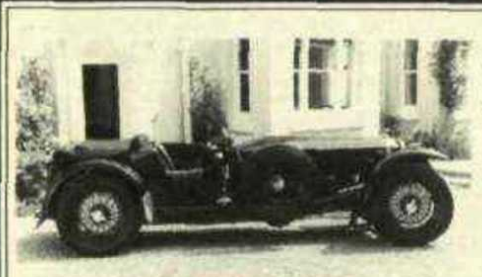
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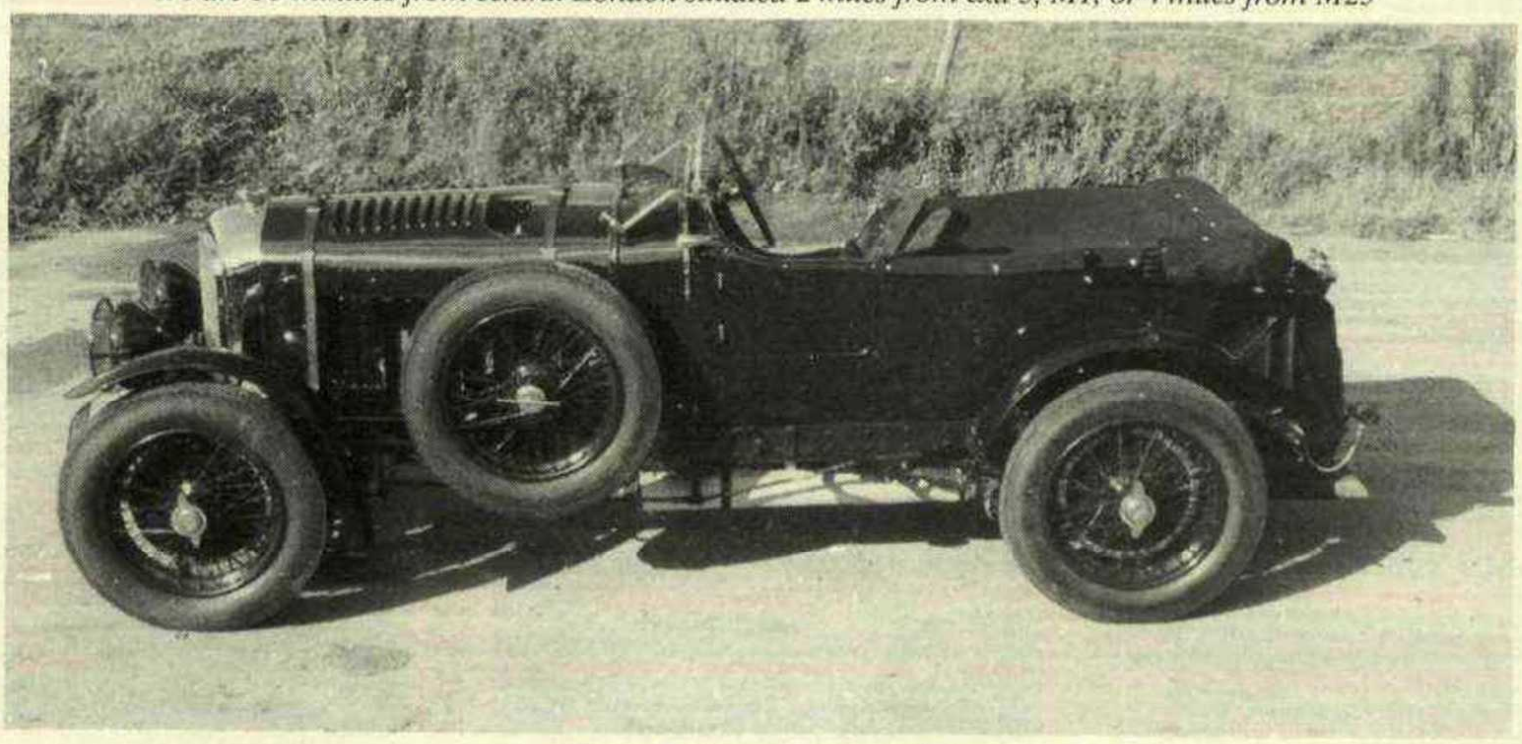
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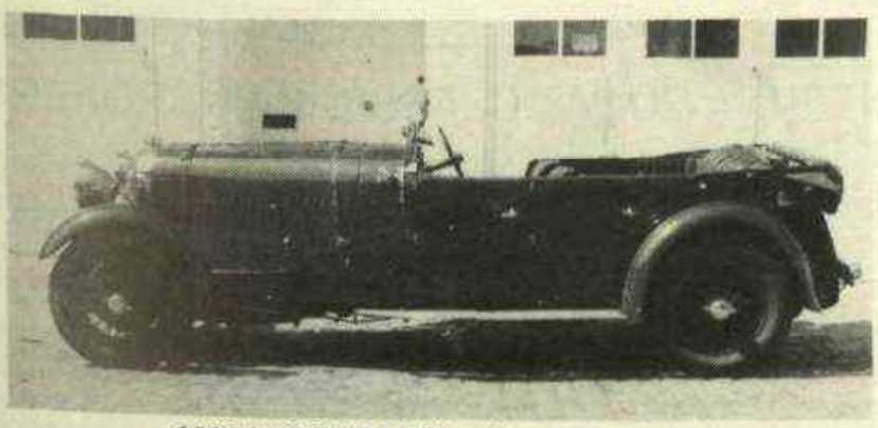
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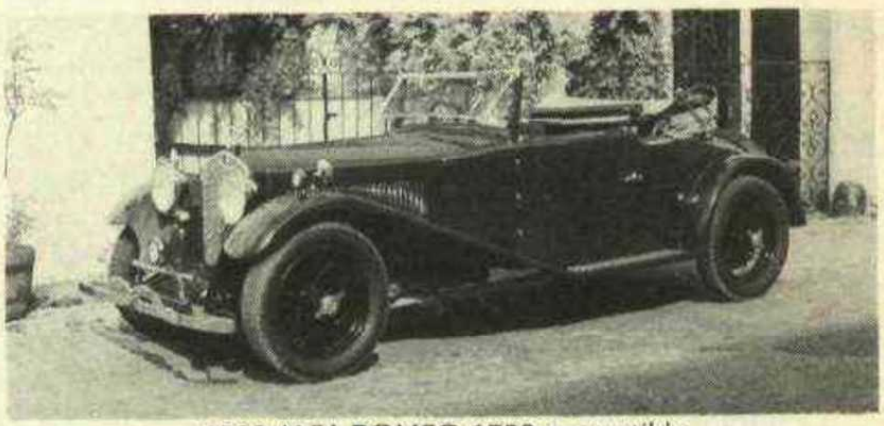
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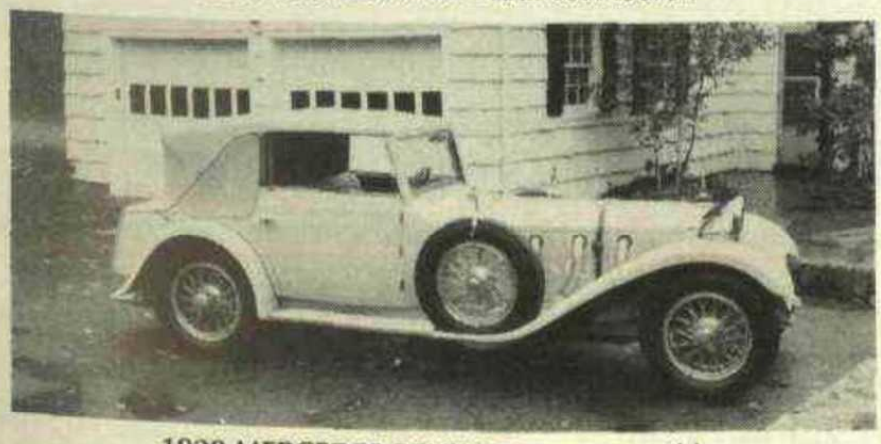
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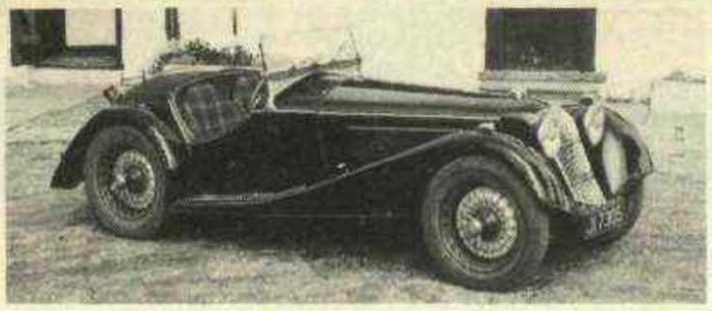
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ON
SATURDAY, 8th JULY, 1989
AT
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Auction enquiries: **Collectors Vehicles: (0562) 885555** or contact our consultant: **Mr. A. Crowe (0676) 32289. Automobilia: (0562) 883426** or contact our consultant: **Mr. C. Gordon (0860) 246066**

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AUTOJUMBLE CONTACT Mr. N. BATEMEN, VINTAGE AND CLASSICS: 021 745 5256. AUCTION CATALOGUES: PRICE £7.00. ADMITS TWO PERSONS TO THE AUCTION

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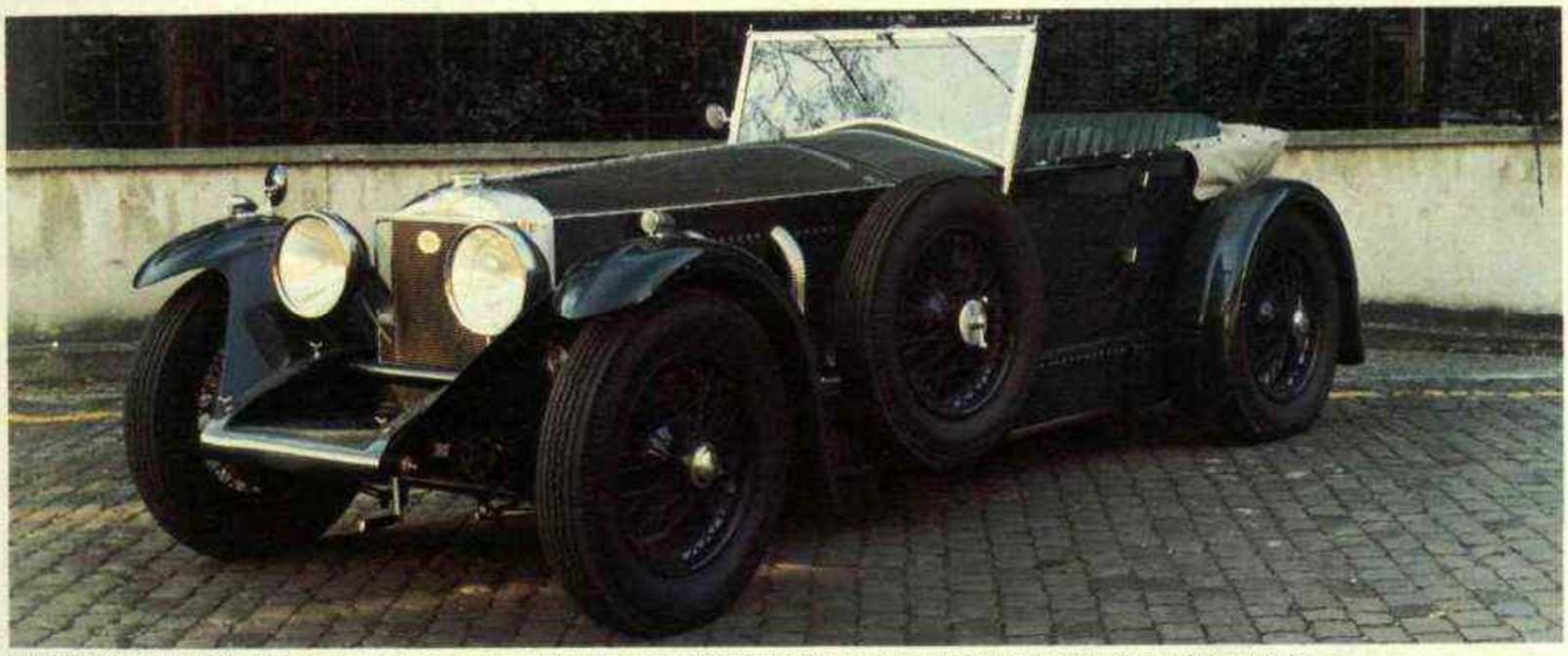
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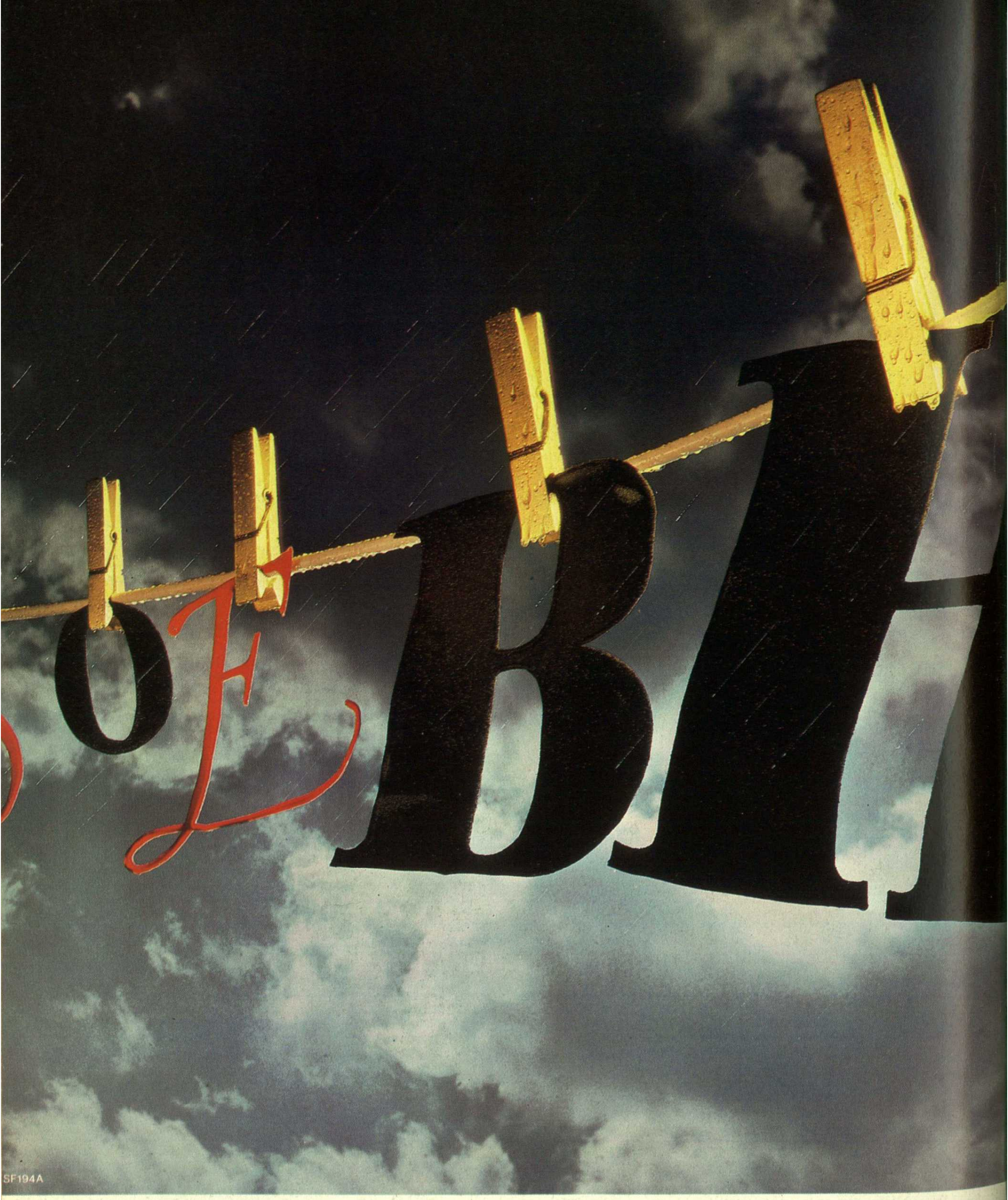
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