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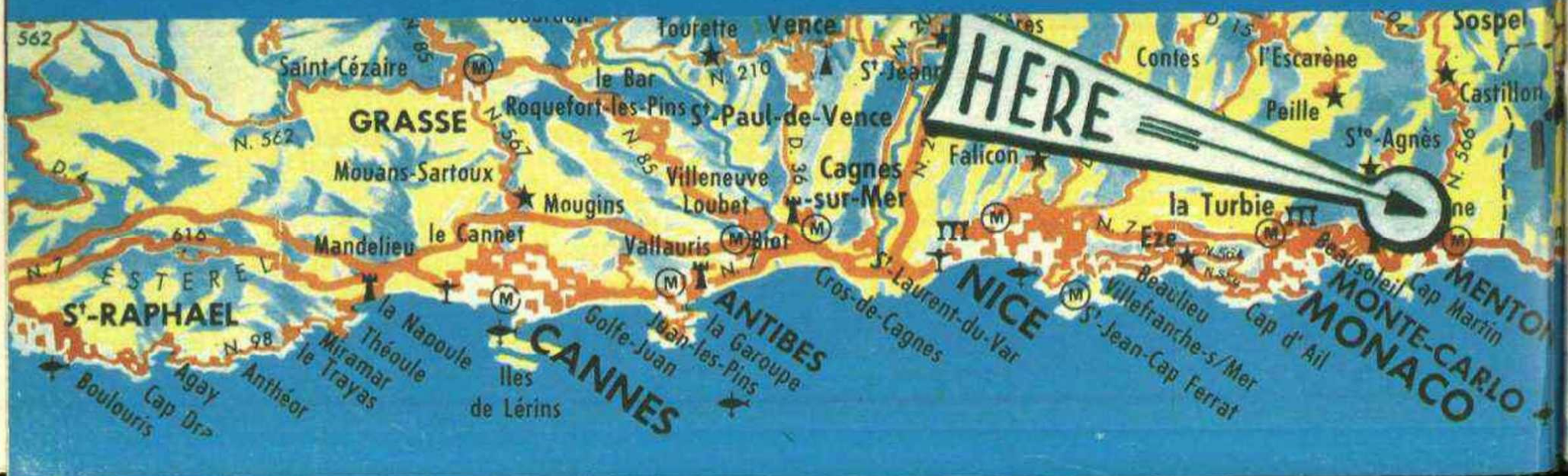
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MOTOR SPORT

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CONTENTS

May 1988

410

MATTERS OF MOMENT

A fresh appraisal of MOTOR SPORT's relationship with motor sport.

412

AROUND AND ABOUT

Many happy returns: for the Tour of Britain, for Maserati to domestic racing, and perhaps for Bentley to Le Mans.

415

NEW COMPETITION CARS

McLaren's dominant MP4/4 was just one of 12 new Formula One chassis in Rio.

420

FORMULA ONE

Prost, McLaren and Honda demoralise allcomers in Brazil.

426

LETTER TO READERS

A racing team tries to prove the potential of unleaded fuel and DSJ tries to count the jobs in British motor sport.

428

WORLD SPORTSCARS



Jaguar takes a 2-1 lead in the running battle against Mercedes, and we look forward to their clash at Le Mans.

436

SAUBER-MERCEDES

MLC looks under the skin of Jaguar's strongest challenger in Europe.

440

IMSA REVIEW

The opening contests in America's sportscar series are tight, with spoils divided.

444

TOURING CARS

Ford's Cosworths assert themselves over BMW's M3s in both Britain and Europe.

447

FORMULA THREE

Results and pictures from the opening races in the national series.

448

CAMEL TROPHY

Land Rovers in Indonesia are just as much a part of one company's activities as European single-seaters and sportscars in the USA.

452

PEUGEOT 309 CHALLENGE

The lion tries to help young rally drivers to go from strength to strength . . .

456

RALLY REVIEW



Lancia conquers the Safari at last, while Jimmy McRae makes Circuit of Ireland success a regular habit.

FRONT COVER

Alain Prost's lights-to-flag victory at Rio was his fifth Brazilian Grand Prix success in seven years, and was achieved with a brand new chassis, MP4/4, in McLaren's first race with Honda power.

Brazilian Grand Prix, page 420.
New Competition Cars, page 415.

NEXT MONTH

All you need to know about the forthcoming battle for Le Mans; the Grand Prix circus comes to Europe; and part two of the Lola T70 story.

462

MAZDA RX7

Is GC's Japanese favourite as improved as it claims to be?

464

ASTON MARTIN DB4GT

It growls and thunders and rumbles and snarls, but how does this Sixties GT racer perform on the road?

467

FROM THE ARCHIVES



The Brabham team has brought so much colour and invention into F1 that its absence this year is a sad break in tradition.

470

LOLA T70

The first instalment in the story of the CanAm beauty of 20 years ago.

473

GRASS ROOTS

What is hill-climbing all about, and what could be in it for you?

474

VETERAN TO CLASSIC

WB investigates the TT connections of an Invicta now resident in the USA.

480

BOOK REVIEWS

The rise and rise of Mansell and Bell in print; sportscar and rally action on video.

482

LETTERS

Readers get their say on motorway manners, Historic eligibility and traffic policing.

Flying the Standard High

As you read this, MOTOR SPORT will be celebrating its sixty-fifth year of publication, an event that very few other magazines can boast about.

Published in the summer of 1924 as the *Brooklands Gazette*, the first issue carried reports on the fourth London Rally of Motorists, "In the Paddock", an article on the fascination of motor racing and, naturally, motor racing reports from Brooklands. There was also a road test of the 3-litre Bentley in the series "Sporting Cars on Road and Track" (the latter half of which sounds like a good name for a magazine). All this was backed up by results from various events located throughout the magazine.

It is by taking lessons from the past that one can progressively move forward. MOTOR SPORT is in the unique position of being the only monthly magazine devoted to the sport. Rather than concentrate on events as they happen, which is the function of our weekly sister publication *Motoring News*, this magazine is capable of filling wider roles, which will become apparent in coming months.

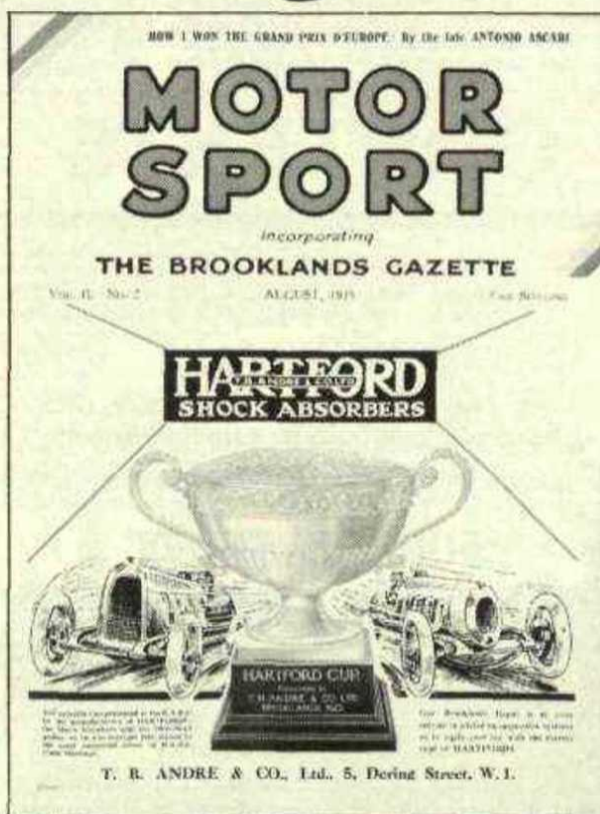
Obviously one of its prime duties is to give an account of motor racing events as they occur, but it also has scope within that to analyse matters in far greater detail and give a greater insight into the sport.

Although great emphasis should be laid on Grand Prix racing, it is not the only form of motor racing, as sportscar and rally enthusiasts will testify. The World Sportscar Championship and the World Rally Championship are both at the pinnacles of their respective branches of the sport and will be treated accordingly.

MOTOR SPORT, however, should not only be concerned with World Championship events, for week in and week out there are motor sporting activities occurring across the world, and all are of interest in their own way. Obviously there is not room to write about every single event or even every championship, but those that are of major interest will be reported periodically.

Within this category fall single-seater racing, such as Formula 3000, Formula Three, the American CART and IMSA series, European and British touring cars and also the British rally scene. Within a new "Grassroots" page, we are also allocating space for those lesser events that take place the length and breadth of the country every weekend, attract a huge number of spectators and competitors and upon which the foundation of Britain's motor sporting pre-eminence is based.

With its strong historical roots, and with its



Synonymous with the sport since 1925.

access to photographic archives that are the envy of the publishing world, it is natural that the historical aspect of motor racing should play a very important role. The "Veteran to Classic" section is able to utilise to maximum effect the expertise within the magazine to put into perspective modern racing activities. Other historical features of motor racing interest, where experts are given the chance write about particular topics of the recent past, also have their place.

MOTOR SPORT is also in a position to express its views on road cars old and new which are of relevance to the magazine especially as, once again, it is able to write about such matters with authority, bearing in mind that it is likely that the classic cars tested were being driven by the magazine when the cars were new. This historical perspective is denied most other publications.

Finally, going back to the first issues, MOTOR SPORT was a tremendous reference magazine filled with results from events of the day. This is a tradition it is not only continuing but also extending, with results from the world championships being given in far greater detail, alongside those from other important national and international events. MOTOR SPORT will thus become once again an invaluable source of information.

As its name implies, the thrust of the magazine is leaning towards the coverage of motor sport, but its role as the historical motor racing standard-bearer will never be undermined.

Full regulations for the HSCC's Historic Formula One series, now an official championship, can be obtained from the new office at Coldharbour, Kington Langley, Wiltshire SN15 5LY. Mechanically-injected Cosworth DFVs and 1.5-litre turbocharged engines are permitted (as well as an approved alternative—the 3.5-litre Rover V8), but not 3.5-litre pukka F1 power-units. Competitors are being encouraged to run their cars in original livery.

Celebrating its tenth anniversary this year is the Triumph Sports Six Club, which caters for Spitfires, GT6s, Heralds and Vitesses. The address of its membership secretary is 121B St Mary's Road, Market Harborough, Leicestershire LE16 7DT and its magazine *Turning Circle* is a glossy production.

Inter-Register contests for 1988 have been announced as follows: Riley on May 2, STD on July 3, 12/50 Alvis on July 24, Humber on August 21, Crossley on September 18 and Austin Ten DC on October 16.

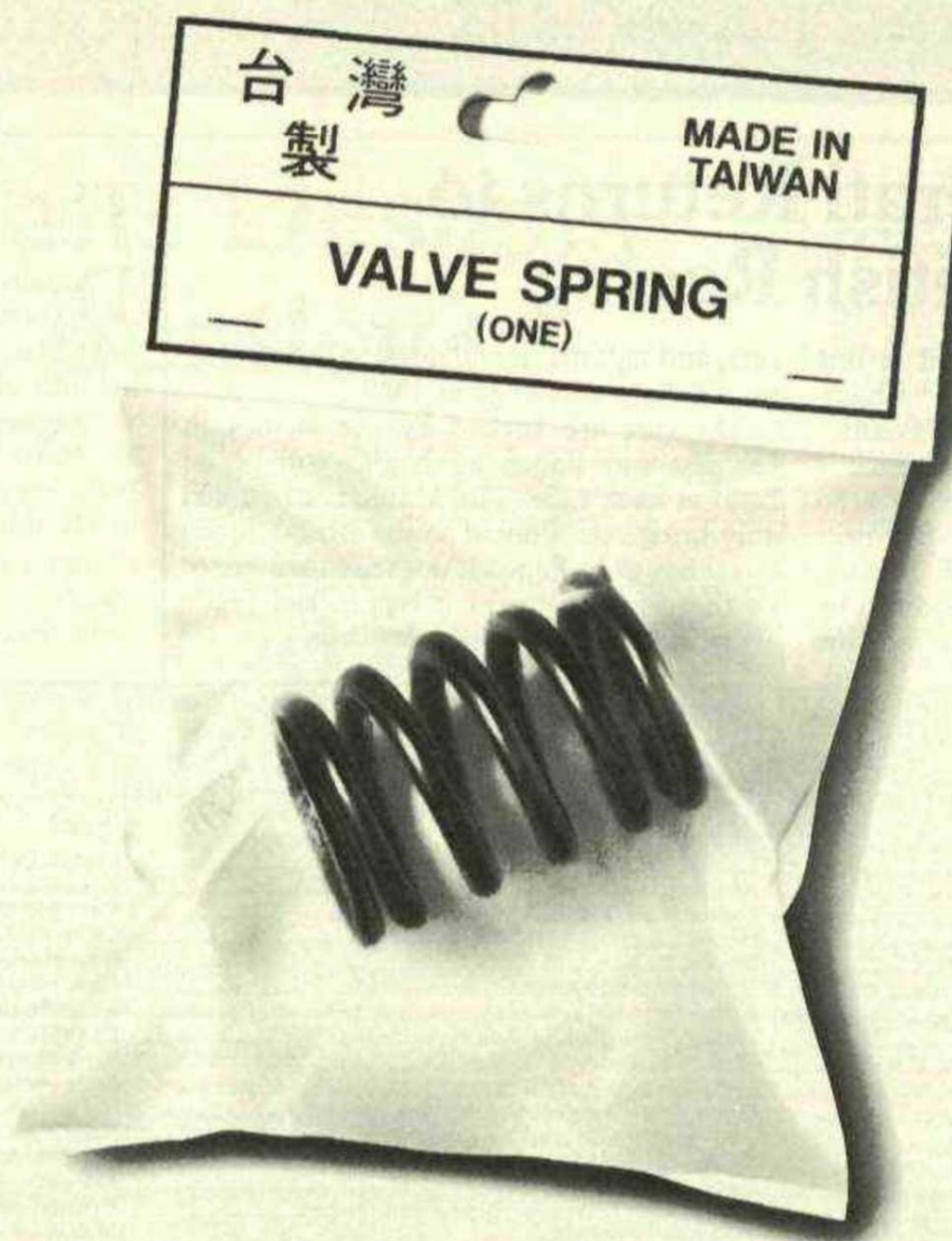
The Severn Sevens Group of the Pre-War A7 Club will hold its Attingham Park Rally off the A5 on June 12. Entry fee for the event, which will be divided into five classes, is just £1, and forms are available from P Richards, Graylands, Weston Avenue, Oswestry, Shropshire SY11 2BH. There will be a barbeque the previous evening, camping facilities, and an autojumble on the day itself.

Woburn Spring Rally "for old and new classic vehicles" on May 28-29 will be trying to raise money for a new heart-and-lung machine for Papworth Hospital. Amongst the weekend's events will be the Spring Run, a night rally for cars up to and including G registration. Enquiries should be addressed to "Rally", 1 School House, Hadrian Avenue, Dunstable, Bedfordshire LU5 4SR.

More than 120 cars will be lapping Castle Combe on Club Lotus Jamboree day, Saturday May 14, from 10am until dusk. Trade stands, autojumble and concours are also on the programme, and there will be a technical seminar on Lotus products in Chippenham the following day. Telephone 0362-694459 for further information.

Railton Owners Club's National Meeting this year will take place in Coventry on the weekend of June 24-26. Contact Barrie McKenzie, "Fairmiles", Barnes Hall Road, Burncross, Sheffield S30 4RF for full details.

Morgan Sports Car Club's MOG '88 weekend will now kick off with a test day on the Brands Hatch club circuit on Friday June 17. The scene will then switch to Burford in the Oxfordshire Cotswolds.



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AROUND AND ABOUT

Maserati Returns to British Racing

Two Maseratis are to be entered in this year's British Touring Car Championship and selected international events.

Sponsored by Campari, in a deal which is guaranteed for three years, the Biturbo Coupés have been prepared for the next round at Thruxton on May 2. RE Racing, now called Trident Motor Sport and run by ex-Lola engineer Tony Gale, will race the

cars, and says that it will develop them ready for a serious challenge in 1989.

The cars are backed by the factory in Modena and Italian mechanics will be on hand at each race. The Maserati name can only bring refreshment to the British series but it has to be hoped it does not turn out to be the disappointment it was in last year's World Touring Car Championship.

The Things They Say

Details of the HSCC's new Historic Formula One Championship, published in its March Newsletter, contained the following little gem:

"Registrations to date include cars driven by Prost, Alboreto, Scheckter, Rosberg, Patrese and others. Fortunately, or unfortunately, these pilots will be occupied elsewhere so their cars will be driven by more familiar names."

Such as?

MAY FIXTURES

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

Date	Organiser	Venue	Event	Type
Apr 30-May 1	South Wales AC	Cardiff Castle, South Glamorgan	Welsh Rally (ERC)	INT
Apr 30	500MRC	Kirkistown, Belfast	Race Meeting	R
Apr 30	HSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Apr 30-May 1	Kerry Motor Club	Banna Beach Hotel, Tralee, Eire	Circuit of Kerry Rally	N
May 1	FAM Sammarinese	Imola, Italy	San Marino Grand Prix	INT
May 1	AMOC	Brands Hatch, Fawkham, Kent	Race Meeting	R
May 1-7	ASAC de la Corse	Corsica	Tour de Corse (WRC)	INT
May 1	BRSCC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	R
May 2	BARC	Thruxton, Andover, Hampshire	Race Meeting	N
May 2	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
May 2	BHLRC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
May 2	BRSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
May 2	BRSCC	Castle Combe, Chippenham, Wiltshire	Race Meeting	R
May 2	BRSCC	Snetterton, Attleborough, Norfolk	Race Meeting	N
May 2	BRDC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
May 7	BRDC	Douglas, Isle of Man	British Formula Three Championship	N
May 7-8	BRDC	Silverstone, Towcester, Northamptonshire	Manx National Rally	N
May 8	ACDME	Estoril, Portugal	Silverstone 1000km (WSC)	INT
May 8	Vallelunga ACISport	Vallelunga, Italy	European Touring Car Championship	INT
May 8	VSCC	Curborough, Staffordshire	International F3000 Championship	INT
May 8	BARC	Mallory Park, Kirkby Mallory, Leicestershire	Sprint	C
May 8	CPRC BHLRC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
May 14	BARC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
May 14	BARC	Lydden Hill, Dover, Kent	Race Meeting	R
May 14	SMRCN	Knockhill, Dunfermline, Fife	BARC Sprint Championship	R
May 15	Automobile Club de Monaco	Monte Carlo, Monaco	Race Meeting	R
May 15	RACE	Jarama, Spain	Monaco Grand Prix	INT
May 15	BHLRC	Brands Hatch, Dartford, Kent	European Touring Car Championship	INT
May 15	BRSCC	Donington Park, Derby	Race Meeting	N
May 15	HSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
May 15	SMRCN	Ingliston, Edinburgh	Race Meeting	R
May 15	VSCC	Wiscombe Park Hill-Climb, Honiton, Devon	Race Meeting	R
May 15	NAV	Zandvoort, Netherlands	Hill-Climb	C
May 21	BRSCC	Oulton Park, Tarporley, Cheshire	Historic Racing	INT
May 21	JDC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
May 21-22	BRDC	Donington Park, Derby	Race Meeting	R
May 22	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
May 22	BARC	Brands Hatch, Dartford, Kent	Race Meeting	R
May 22	BARC	Mallory Park, Kirkby Mallory, Leicestershire	British Formula Three Championship	N
May 22	BRSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	N
May 22-23	ASAC Basco	Pau, France	Race Meeting	R
May 22	BARC	Harewood Hill, Stockton Farm, Harewood	International F3000 Championship	INT
May 28	500MRC of Ireland	Kirkistown, Belfast	Harewood Hill-Climb	C
May 28-Jun 2	ATC of Greece	Athens, Greece	Race Meeting	N
May 28	750MC	Cadwell Park, Louth, Lincolnshire	Acropolis Rally (WRC)	INT
May 28	MGCC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
May 29	Vitesse 2000	Autodromo Hermanos Rodriguez, Mexico City	Race Meeting	R
May 29	ASA Dijon Prenois	Dijon, France	Mexican Grand Prix	INT
May 29	BHLRC	Brands Hatch, Dartford, Kent	European Touring Car Championship	INT
May 29	SMRC	Knockhill, Dunfermline, Fife	Race Meeting	R
May 29	AC Milano	Monza, Italy	Race Meeting	R
May 28-29	BARC	Gurston Down, Broadchalke, Wiltshire	Historic Racing	INT
May 30	BARC	Thruxton, Andover, Hampshire	Hill-Climb	N
May 30	BARC	Donington Park, Castle Donington, Derby	British Formula Three Championship	N
May 30	BHLRC	Oulton Park, Tarporley, Cheshire	Sprint Championship	N
May 30	BHLRC	Snetterton, Norwich, Norfolk	Race Meeting	R
May 30	BRSCC	Castle Combe, Chippenham, Wiltshire	Race Meeting	R
May 30	BRSCC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	R
May 30	BRDC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
May 30	USAC	Indianapolis, Indiana, USA	Race Meeting	R
Jun 4-5	BRDC	Silverstone, Towcester, Northamptonshire	Indianapolis 500	INT
Jun 4	MCMRC	Oulton Park, Tarporley, Cheshire	International F3000 Championship	INT
Jun 4-5	HSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
Jun 5	Vallelunga ACISport	Vallelunga, Italy	Race Meeting	INT
Jun 5	BARC	Snetterton, Norwich, Norfolk	European Touring Car Championship	INT
Jun 5	BARC	Goodwood, Chichester, West Sussex	Race Meeting	N
Jun 5	BRSCC	Donington Park, Derby	Sprint Championship	R
Jun 4-7	ASANimes	France	Race Meeting	R
			Rally des Garrigues (ERC)	INT

Le Mans Designs for Bentley?

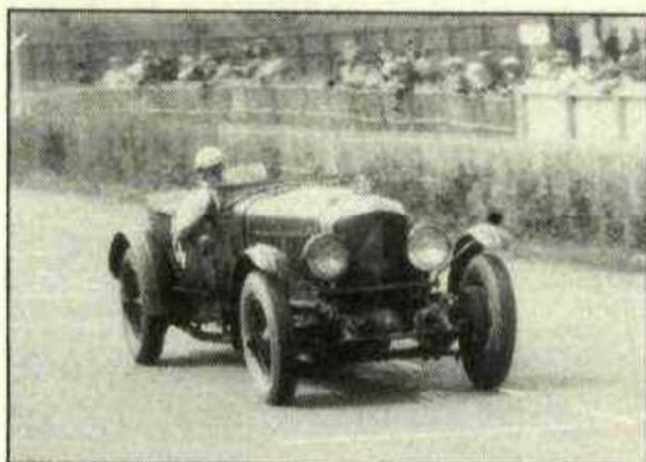
Jaguars Cars has done it, Mercedes-Benz is now doing it and, if rumours are to be believed, Rolls-Royce Motors might soon be doing it.

A whisper suggests that a Bentley Turbo V8-powered Group C chassis has been proposed to RRM by an outside party, and that the Crewe company has not turned the idea down flat. A Le Mans entry would, of course, be the highlight of such a plan — the last Bentleys to enter were two private 4¼-litre cars in 1950.

As is the age-old tradition as far as car manufacturers are concerned, responsibility for running its cars, either overtly or covertly, usually belongs to the specialist team which is set-up to do the job.

Jaguar's recent return to motor racing was in the open. Not willing to finance on its own the venture into sportscar racing, it approached Guy Edwards, the doyen of sponsorship-seekers, to find a backer who had both the necessary budget and, importantly, the correct image.

Meanwhile, through the Jaguar XJS programme, a relationship had already been struck up with Tom Walkinshaw; it was natural that once the funding had been found his organisation would be contracted to run the works Jaguars at Le Mans and elsewhere.



1930: the last works Bentley wins Le Mans.

Mercedes did it the other way. It was only when Peter Sauber's Group C car looked to be a frequent race-winner that the Stuttgart manufacturer publicly backed the team.

All it would take for Rolls-Royce Motors to lend the Bentley name to a Group C project, so the story goes, would be assurances that the car would be competitive from the start, that the sponsor was compatible with its own image, and that the team running it was professional enough, and had enough experience, to tackle the job properly.

It would be a great thing, though, if the Bentley name was to return to Le Mans, the root of its charisma — for then we could have the glorious sight of Porsches, Mercedes, Jaguars, Aston Martins and Bentleys, all names with past successes at the circuit, fighting it out for top honours . . .

Alfa GP Series

Three-litre Alfa Romeo 164s are being used in a Celebrity Challenge organised by Bernie Ecclestone to support eight European Grands Prix.

Unlike other championships, it will be the cars themselves which will earn the points, for the driver will be different at each meeting. Top sportsmen, politicians and other personalities from the host country will be invited to man the 16 cars.

Each car brought to the finish-line undamaged will earn 2000 Swiss francs (almost £1000) for a special charity fund, and the car which has accumulated the greatest number of points by the end of the series will earn for the kitty another 100,000 Swiss francs. It will be the duty of the eight celebrities who have driven it to designate the beneficiary.

The cars themselves are being prepared by former RAM F1 team manager John Macdonald at Ecclestone's factory at Poyle. Races are scheduled to take place before the main event at each of the Grand Prix meetings.

Sky Channel

Motor sport programmes scheduled to appear on Sky Channel during May are as follows:

- Wednesday May 4, 10.30pm
Spanish Motorcycle Grand Prix
- Wednesday May 11, 9.30pm
CART racing from Phoenix, Arizona
- Tuesday May 17, 9pm
Paris-Dakar Review 1988
- Wednesday May 18, 9.30pm
Portuguese Motorcycle Grand Prix
- Wednesday May 25, 9.30pm
Safari Rally and European Rallycross.

Sounds Familiar



A new, yet somehow eerily familiar, name could be seen interloping among those of the regular professionals at the Monza round of the European Touring Car Championship. Slated to accompany former Grand Prix-winner Jacques Laffite, but eventually co-driving European Champion Winni Vogt, the Prime Minister's son Mark Thatcher had been signed up to drive for the works-supported Bigazzi BMW M3 team. He finished fourth . . .

Government Says Thank You

On March 16 there was a memorable happening in London, when representatives of every branch of British motor racing — from drivers, through constructors and team owners, all branches of the industry, race organisers and major clubs, to the Press; from Formula One right through the spectrum to Formula Ford — were invited to a reception by Her Majesty's Government.

The assembly took place within the magnificent halls of Lancaster House in St James's, and was hosted by the Rt Hon Kenneth Clarke QC MP, Chancellor of the Duchy of Lancaster and Minister of Trade and Industry, and by the Hon Colin Moynihan MP, Minister for Sport. A more complete gathering of notable people, past and present, covering every branch of The Sport, would be hard to imagine.

In a very warming and well-informed speech, Clarke explained that the reception was the Government's way of saying "thank

you" to the close-knit and self-contained industry that is British motor sport. He expressed official admiration for the thriving industry which it represents, employing a vast number of people, turning over large finances, selling racing expertise worldwide, and carrying the British engineering name to an international audience.

He made it very clear that "the corridors of power" not only know what is going on in international motoring sport, but were very appreciative of the effect on the country's standing of British engineering dominance at Indianapolis, Jaguar's efforts in World Sportscar racing, and British strength in every type of Formula racing. In so many words he was saying: "We know what you have all been doing over the past years, we appreciate it, and we would like to say thank you".

It was an occasion not to be missed by those fortunate enough to be invited to represent their branch of the sport.

AROUND AND ABOUT

British Duo Tops F3000 Opener

The opening round of the 1988 International Formula 3000 Championship at Jerez was remarkable not only for a victorious debut for a new chassis, but for an unprecedented 1-2 for British drivers.

Reigning national Formula Three champion Johnny Herbert led from start to finish in his first appearance in the series, and was eventually chased to the flag by compatriot Mark Blundell in a Lola.

Herbert was driving the first F3000 chassis to emerge from the Bicester-based Reynard company (which only graduated to manufacturing F3 single-seaters in 1985) — an 88D run by Eddie Jordan Racing's Benetton Junior team.

This is the fourth year of F3000. All three previous champions graduated directly into Grands Prix, but only one race has previously gone to a Briton.

It was not all sunshine and garlands for the seven-driver British F3000 contingent, however, for a similar Reynard run by the re-constituted Spirit team crashed, putting Steve Kempton in hospital with a broken foot.

Tour of Britain is Back!

Roads and circuits up and down the country will next year echo to the return of the Tour of Britain. Although the official announcement comes too late to be reported in detail in this issue, certain facts can already be ascertained about the event.

Being a mixture of circuit racing, special stages and other motoring disciplines, this will be the fifth time the event has been run — but the first for thirteen years, having previously been held from 1973 to 1976.

On those occasions it was Group 1 cars, similar to today's Group A, which were eligible to compete, and it is likely that such cars will form the basis of the new event. The regulations will be more relaxed, though, to allow prototypes or sportscars in, bearing in mind that ground clearance will be essential over the rally stages.

Previous winners have included James Hunt and Robert Furnell in the first event — the victors in the following years all being rally drivers.

The return of this event will be popular as once again it brings together the rallying and racing strands of the sport. It should also be even more accessible for spectators from all parts of the country than the RAC Rally, which tends to be confined to Wales and the north.



Herbert (right) and Blundell — a novel 1-2.

Fifty Up!

Mario Andretti's comfortable victory in the opening round of the CART Indycar World Series at Phoenix, Arizona, was the fiftieth win of his career in the United States' premier single-seater category.

Andretti's turbocharged Chevrolet V8-engined Lola finished 14 seconds ahead of the Lola-Cosworth of Roberto Guerrero, who was returning from injury.

Al Holbert's factory-supported Porsche team managed its best CART result to date, a seventh-place finish for Teo Fabi, but a March chassis was used after the team's own car proved off the pace in practice.

Andretti, who had not won at the Phoenix oval for 21 years, has claimed more Indycar races than anyone else except AJ Foyt (with 67 wins), who came fourth in Arizona.

Kent Karlake: An Appreciation

Last month we were able only to publish a brief stop-press obituary of a man known with affection throughout the veteran and vintage scene, and who contributed so much historical material to MOTOR SPORT.

Karlake's parents ran cars such as a 1912 EMF, which the youthful EKHK regarded as terribly dull but which introduced him to foreign travel. This remained an abiding interest all his life, and was bolstered further when he and a friend tackled the Alps in a Fiat 501.

Kent's liking for older cars blossomed when he was at Oxford, where he ran a 1912 Alfonso Hispano Suiza. Other cars he owned included a 1902 Regal, a fearsome single-cylinder Sizaire-Naudin, a fast 15hp Darracq, a 3-litre Itala and a 1924 Coppa Florio Itala, before he took to modern Fords during the war. In 1950 he wrote for MOTOR SPORT the first standard history of Hispano Suiza, the make he loved above all others, and the yellow 37.2hp tourer he ran at the time is in his family to this day.

His writings for this magazine had commenced in the 1920s with *Great Racing Marques*. There followed the inimitable and erudite *Sideslips* — entertaining discourses on all manner of old-car subjects, submitted under the pen-name "Baladeur" (or gearbox-selector) so that any controversy raised could be replied to by . . . Mr Karlake! His classic 1930 article *Where Are The Old Racing Cars?* and his subsequent *Veteran Types* series (which commenced with *Chitty-Bang-Bang II*) led, I am sure, to a renewed interest which sparked off Sam Clutton's appeal for the use of those big, exciting Edwardians which continue to enliven VSCC events.

Apart from those referred to last month, Karlake's books included *Motoring Entente*, the Sunbeam-Talbot-Darracq story, with Ian Nickols, and in 1950 his scholarly 376-page

Racing Voitures; these were written, like his articles, in immaculate copperplate on high-grade paper.

EKHK drove his veterans in competition, accompanying his friends Lycett, Pomeroy, Clutton, Barker, Hampton and others, tackled Brighton Runs, and took his 1913 Bébé Peugeot to France with Nevil Lloyd in 1950. As Vice-President, and later President, of the VSCC, Kent Karlake was liked and very highly respected in veteran and vintage circles. An old Etonian who was apt to carry a swordstick as part of his sartorial equipment, he made no bones about living in the past — especially the motoring past.

I remember in 1951, when we returned from Barcelona in an ancient Avro Anson through the most violent of electrical storms, how he read the *Financial Times* unperturbed throughout, although remarking as we landed in lingering lightning-flashes at Lyon to refuel that "I didn't think we would get through".

On another occasion we had been up to Yorkshire to show him an 1897 Panhard, and to watch the RAC Rally (during which Kent sat in the car reading a book, modern trials being of no interest to him whatsoever). While we were dining EKHK had been gazing into space, deep in thought, and a man came over and accused him roughly of staring at his wife. "No I wasn't," said Karlake, "and now you have drawn my attention to the lady I most certainly wouldn't want to . . ."

Karlake was something of a gourmet, and his knowledge of wine was such that he once received the plaudits of a roomful of GP drivers at Spa for refusing, as an Englishman abroad, to be fobbed-off with an inferior bottle by a wine-waiter who had certainly met his match. It is said that the VSCC tends to attract likeable and unusual people, and EKHKarlake was very definitely outstanding among them. **WB**

NEW COMPETITION CARS

At one time, a brand new car winning its first Grand Prix was an outstanding achievement, but nowadays it seems to be an accepted thing, especially where McLaren International is concerned.

At the end of last season the McLaren-TAG-Porsche contract ended and the Woking-based team, masterminded by Ron Dennis, switched its allegiance to the Japanese Honda firm for the supply of engines. This meant a major redesign of its cars, and the best thing to do was to start from scratch with a clean drawing-board.

The very successful Porsche-powered McLarens had been designed by John Barnard, and when he left to join the Scuderia Ferrari much of his design philosophy and thinking naturally remained behind with those who had been working with him. Gordon Murray moved from the Brabham team to McLaren as Technical Director, and found waiting for him a highly-skilled and dedicated workforce led by Steve Nichols and Neil Oatley, who were more than capable of carrying on where Barnard had left off.

With the change to Honda power in the offing there was little point in doing much during 1987 other than to continue the development of the existing car. But once the 1987 season was over, work could start in earnest on an entirely new car. Apart from the new Honda V6 turbocharged engine, this had to incorporate changes to comply with new FIA rules, principally in moving the driver-compartment rearwards, so that the driver's feet did not extend further forward than the centre-line through the front wheels. With fuel tank capacity being reduced from 195 litres to 150 litres by the new rules, and the power-output of the Honda engine being strangled by an FIA limit of 2.5-bar boost pressure in place of the previous 4-bar limit, radiators and inter-coolers could be reduced in size.

The whole project looked after by Steve Nichols was a designer's dream, for there was no need to make compromises in order to use anything from the 1987 cars. Everything could be designed from scratch, and the whole car could be envisaged as a complete and integrated package.

While Nichols ran the design team working on the new car, Murray and Dennis liaised with the Honda Motor Company in Tokyo. Familiarisation tests with the Honda engine were carried out using a "hack" machine built up from one of the 1987 cars, allowing engineers and drivers to acclimatise to Japanese engineering while the new project progressed on paper.

For the new limited-power 1988 formula, Honda re-designed the four-camshaft V6 twin-turbo 1½-litre engine, allowing it to be mounted considerably lower in the new chassis than had previous installations in Williams and Lotus cars. McLaren International designed a new gearbox/final-drive unit to take advantage of this and, with the



While Prost's MP4/4 dominated the Brazilian GP, Senna scythed through from the back.

McLaren MP4/4

reduction in the size of fuel tank, radiators and inter-coolers, the whole car could be substantially reduced in bulk — not that the 1987 car was bulky.

Design philosophy was aimed at a compact and agile car, retaining the neat and svelte integrated look which all McLarens have had since John Barnard took over the engineering. While the first of the new cars was hurriedly flown to Imola for some last-minute initial running before going to Rio, the second and third cars were completed to a very tight schedule, and much work was done during the two days of practice for the Brazilian GP.

Happenings in Brazil are reported elsewhere, but suffice to record that the McLaren MP4/4-Honda V6 cars took pole position and

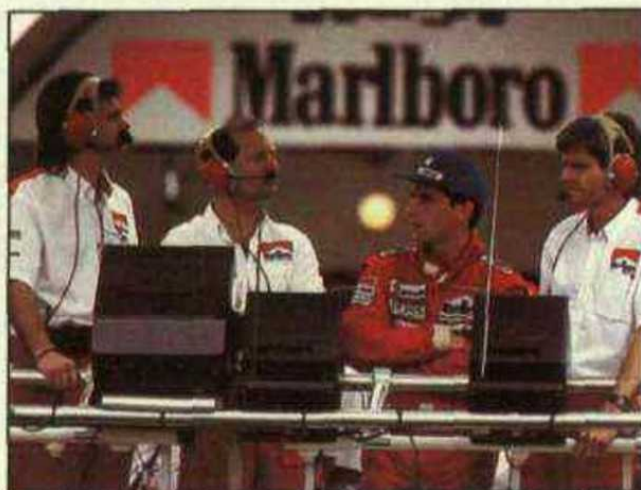
third place on the grid. One of them led from start to finish, the other ran in second place for a time but was subsequently disqualified for a rule infringement. First time out with a dominating victory says it all. McLaren International can justifiably feel pleased with itself.

The McLaren MP4/4 is designed round a carbon-fibre composite monocoque tub, made in the Woking factory with materials supplied by the American Hercules Aerospace firm. The Honda RA 168-E engine attaches to the rear of the monocoque with the dry-sump oil-tank integral with the McLaren six-speed gearbox/final-drive unit. The V6 engine is turbocharged by two IHI units, one to each bank of three cylinders, and not surprisingly Honda engineers look inscrutable when asked about the power output!

Suspension coil-spring/damper units are mounted inboard for all four wheels, the front ones operated by pull-rods and the rear by push-rods. Carbon-fibre brakes are fitted on all four wheel-hubs, and the overall weight of the car is as near to the 540kg minimum as the engineers can make it, erring on the safe side by a kilogramme or two.

From the performance of the new car in Brazil one can estimate that, at 2.5-bar boost pressure and mixture adjustments to go through the race on 150 litres of fuel, the Honda engine is probably giving 650-700 bhp.

DSJ



Murray, Dennis, Senna and Nichols watch Prost's progress from the Rio pits.

NEW COMPETITION CARS



Rail ARC-1 — Cosworth DFZ



EuroBrun 188 — Cosworth DFZ

Rio Debutants

With the first race of the 1988 Formula One season having taken place, we now have a definitive cast for the rest of the season-long melodrama.

1988 FORMULA ONE ENTRIES

No	Driver	Nat	Entrant	Car/Engine	Category
1	Nelson Piquet	BRA	Camel Team Lotus Honda	Lotus 100T-Honda V6	Turbo 1½-litre
2	Satoru Nakajima	JAP	Camel Team Lotus Honda	Lotus 100T-Honda V6	Turbo 1½-litre
3	Jonathan Palmer	GB	Tyrrell Racing Organisation	Tyrrell 017-Cosworth V8	non-Turbo 3½-litre
4	Julian Bailey	GB	Tyrrell Racing Organisation	Tyrrell 017-Cosworth V8	non-Turbo 3½-litre
5	Nigel Mansell	GB	Canon Williams Team	Williams FW12-Judd V8	non-Turbo 3½-litre
6	Riccardo Patrese	ITA	Canon Williams Team	Williams FW12-Judd V8	non-Turbo 3½-litre
7			reserved for Mr. B. Ecclestone		
8			reserved for Mr. B. Ecclestone		
9	Piercarlo Ghinzani	ITA	West Zakspeed	Ligier JS31-Judd V8	non-Turbo 3½-litre
10	Bernd Schneider	D	West Zakspeed	Ligier JS31-Judd V8	non-Turbo 3½-litre
11	Alain Prost	FR	Honda Marlboro McLaren	Ferrari F187/88-V6	Turbo 1½-litre
12	Ayrton Senna	BRA	Honda Marlboro McLaren	Ferrari F187/88-V6	Turbo 1½-litre
14	Philippe Streiff	FR	AGS	Lola LC88-Cosworth V8	non-Turbo 3½-litre
15	Mauricio Gugelmin	BRA	Leyton House March Racing	Lola LC88-Cosworth V8	non-Turbo 3½-litre
16	Ivan Capelli	ITA	Leyton House March Racing	Coloni FC187-Cosworth V8	non-Turbo 3½-litre
17	Derek Warwick	GB	USF & G Arrows Megatron	EuroBrun ER188-Cosworth	non-Turbo 3½-litre
18	Eddie Cheever	USA	USF & G Arrows Megatron	EuroBrun ER188-Cosworth V8	non-Turbo 3½-litre
19	Alessandro Nannini	ITA	Benetton Formula	Dallara-Cosworth V8	non-Turbo 3½-litre
20	Thierry Boutsen	B	Benetton Formula	Zakspeed 871B-4 cyl.	Turbo 1½-litre
21	Nicola Larini	ITA	Osella Squadra Corsa	Zakspeed 871B-4 cyl.	Turbo 1½-litre
22	Andrea de Cesaris	ITA	Rial Racing	McLaren MP4/4-Honda V6	Turbo 1½-litre
23	Adrian Campos	ESP	Lois Minardi Team	McLaren MP4/4-Honda V6	Turbo 1½-litre
24	Luis Perez Sala	ESP	Lois Minardi Team	AGS JH23-Cosworth V8	non-Turbo 1½-litre
25	René Arnoux	FR	Ligier Loto	March 881-Judd V8	non-Turbo 3½-litre
26	Stefan Johansson	SWE	Ligier Loto	March 881-Judd V8	non-Turbo 3½-litre
27	Michele Alboreto	ITA	Scuderia Ferrari	Arrows A10B-BMW 4cyl	Turbo 1½-litre
28	Gerhard Berger	AUT	Scuderia Ferrari	Arrows A10B-BMW 4cyl	Turbo 1½-litre
29	Yannick Dalmas	FR	Larrousse-Calmels	Benetton B188-Cosworth V8	non-Turbo 3½-litre
30	Philippe Alliot	FR	Larrousse-Calmels	Benetton B188-Cosworth V8	non-Turbo 3½-litre
31	Gabriele Tarquini	ITA	Coloni SpA	Osella FA11-Alfa Romeo V8	Turbo 1½-litre
32	Oscar Larrauri	ARG	EuroBrun Racing	Rial ARC/01-Cosworth V8	non-Turbo 3½-litre
33	Stefano Modena	ITA	EuroBrun Racing	Minardi M188-Cosworth V8	non-Turbo 3½-litre
34	Alessandro Caffi	ITA	Scuderia Italia Lucchini	Minardi M188-Cosworth V8	non-Turbo 3½-litre

NEW COMPETITION CARS



Tyrrell 017 — Cosworth DFZ



Benetton B188 — Ford DFR



March 881 — Judd



Ligier JS31 — Judd



AGS JH23 — Cosworth DFZ



Williams FW12 — Judd



Lotus 100T — Honda



Minardi M188 — Cosworth DFZ



Lola LC88 — Cosworth DFZ

THE OIL THAT WAS
GOOD ENOUGH THEN

GT



ISN'T GOOD ENOUGH NOW.

G E M I N I



IN 1959, A PERFORMANCE CAR WAS SOMETHING STIRLING MOSS DROVE.

TODAY, THE CAR CARRYING A PERFORMANCE BADGE CAN ALSO CARRY FOUR PASSENGERS AND THEIR LUGGAGE. AT A SPEED THAT WOULD HAVE

BEEN A GOOD AVERAGE IN THE 1959 BRITISH GRAND PRIX.

GTI

BUT THERE'S ONE THING THEY STILL HAVE IN COMMON: THEIR ENGINE OIL. ORDINARY MULTIGRADES HAVEN'T CHANGED FUNDAMENTALLY IN NEARLY THIRTY YEARS. AND THESE DAYS, THEY FIND IT HARD TO COPE.

16V

AFTER ONLY A FEW THOUSAND MILES, THE CHAINS OF MOLECULES WHICH GIVE AN ORDINARY MULTI-

GRADE ITS ENGINE-PROTECTING QUALITIES COULD ALREADY HAVE BEEN CHOPPED TO BITS. WITH SEVERAL THOUSAND MILES STILL TO GO BEFORE THE NEXT SERVICE. THE ANSWER IS OBVIOUSLY A COMPLETE CHANGE OF OIL. FROM ORDINARY MULTIGRADE TO SHELL GEMINI.

TURBO

SHELL GEMINI IS A UNIQUE OIL, DEVELOPED WITH NEW TECHNOLOGY, FOR TODAY'S HIGHER-PERFORMING CARS AND MORE DEMANDING DRIVING CONDITIONS. IT WON'T VAPOURISE EASILY, SO IT REDUCES OIL CONSUMPTION. IT DOESN'T COKE UP THE ENGINE AS READILY AS AN ORDINARY MULTIGRADE, SO IT'S IDEAL FOR TURBOS. AND IT WON'T SLIP OUT OF GRADE EVEN AFTER THOUSANDS OF MILES OF HARD DRIVING.

quattro

GEMINI PERFORMANCE OIL ISN'T QUITE AS CONSPICUOUS AS A HIGH PERFORMANCE BADGE. BUT AS YOU KNOW: IT'S WHAT'S UNDER THE BONNET THAT COUNTS.



CHANGING OIL

FORMULA ONE



McLaren's new signing Ayrton Senna wowed his home crowd with a comeback drive to second place before being black-flagged for a rule infringement.

On Dennis' uncompromising commitment to the pursuit of success might rub some people up the wrong way, but even his critics came away from the Autodromo Nelson Piquet after the Brazilian Grand Prix with grudging admiration for the manner in which, yet again, his team had won first time out with a brand new car.

Before the weekend, neither Alain Prost's nor Ayrton Senna's race-cars had so much as turned a wheel, while the spare — earmarked this time for Senna but to be shared equally through the season — had only 300 miles on it from its maiden test outing at Imola two weeks earlier. Yet after the first untimed session on the Friday they headed the timesheets, the advantage with Prost, and thereafter no other manufacturer got even a sniff of victory.

Honda Marlboro McLaren's pill had a bitter-sweet coating. There was Senna's brilliant pole-lap followed by Prost's eventual triumph, but that was balanced by the former champion's qualifying gremlins, an uncharacteristic structural defect when the front wings collapsed on the Frenchman's race-car on Saturday, Senna's raceday gear-linkage problem and then his subsequent disqualification for swapping to a different chassis after the warming-up lap — which suggested the team had forgotten the lessons of Monza 1986 when the same fate befell Prost.

For all that, it was another impressive performance. The name of the game is winning, and in Rio only McLaren ever looked likely to do that. That it ran into some problems was to be expected with cars so new, but it was scant consolation to rivals left choking in the abounding trackside dust.

As one might have expected, Ferrari got closest to the McLarens, thanks to the grittiness of Gerhard Berger's driving. At the

Victory Interface



Prost shows off his fifth Rio trophy.

50-lap mark, just after his second stop for tyres, it actually seemed as if the Austrian was genuinely closing on the little Frenchman in car 11. There was a flurry of excitement as the gap was slashed from 15 to 9 seconds in four laps but, in a race in which he had made his sole tyre-stop without even surrendering the

lead, Prost was the easy master.

He was merely conserving Shell and Goodyears, and broke Berger's challenge with his own fastest lap on the 57th of 60 tours. That it stood him only third fastest overall behind Berger and the latter's team-mate Alboreto served simply to illustrate how hard the Ferraris had to run in their vain pursuit, and its lateness endorsed just what strong condition the Steve Nichols-designed McLaren MP4/4 was in right to the end.

Towards the close of 1987 there were valid indications that the Italian team had found a slight performance edge over Williams-Honda and McLaren-TAG, even though Berger was the first to admit his fortune in Japan when Mansell non-started and Prost was delayed by a puncture.

With the revised 2.5-bar boost regulations, however, it is clear Honda has responded faster and more effectively; and now that Honda's RA168-E engine has been so neatly packaged in the McLaren, the wheel is turning full circle. 1988 could be 1984 all over again as far as McLaren is concerned, and nobody is more aware of that than Berger.

"Our chassis is as good as anything," he insists, for which, as far as Rio was concerned, read McLaren, Williams and Benetton, "but compared to the Honda our engine is only eighty per cent. It's time for Maranello to wake up on engine development."

The new pop-off valve, predictably, has become something of a bogey man to turbo teams, with its characteristic of dumping boost to around 2.2-bar the moment 2.48 is exceeded, and then taking a long time (in

Brazilian Grand Prix

racing terms) to build back up. Development has thus centred on trying to control turbo wastegates electronically, to ensure maximum boost is not exceeded.

Clearly, Maranello has not yet mastered the trick, if Alboreto's printable comments after qualifying and the race were any guide. Unable to run above 2.35 — the figure to which his engineers had set his valve — he even had trouble passing Philippe Streiff's normally-aspirated AGS on one occasion.

If Ferrari shares something in common with McLaren, chassis efficiency apart, it is reliability — and that is what Williams is still seeking to hone into its otherwise highly-attractive FW12-Judd package.

Those who expected Nigel Mansell to spend a year in the wilderness without Honda turbo power have reckoned without the resourcefulness of Williams engineers Patrick Head and Frank Dernie, not to mention Mansell's own inimitable brand of determination. The team believes it is playing with 575 bhp against 630 for Honda and Ferrari (the figures differ depending on the source but the basic deficit is generally agreed to be 60-70). While the FW12's straightline speed was appalling in comparison even with other normally-aspirated runners (and as near as dammit 20mph slower than the McLarens), the manner in which it gobbled ground through corners was testament to its basic efficiency.

After pre-season testing in Brazil had indicated a tendency to overheating, modifications were made, but still the FW12s were not happy. Patrese's boiled itself on the warm-up, and lasted only seven race laps before expiring going on to the main straight. Mansell was obliged to run another warm-up to avoid the same fate, as Senna had very deliberately indulged in the gamesmanship of a very slow lap.

The Englishman lead briefly off the line before Prost surged through, was displaced by Berger, and had then narrowed the gap to the Ferrari to a challenging 1.1 seconds when he made his scheduled tyre stop on lap 18. The Judd was running hot in the Ferrari's wake, and when it was lowered from its jacks the engine cut. At first it was believed it was simply too hot to restart, but later investigation revealed that the electrical loom had failed.

No points then, for Didcot, but anyone who lulls himself into thinking this team will not pose a major threat all year is not playing with a full deck.

Formula One may be going through another of its periodic upheavals, but the top guns are still the top guns and the pretenders still have not quite bridged the gap.

As has so often been the case, Benetton flattered only to deceive, with Alessandro Nannini's excellent third-fastest qualifying lap on Friday negated on Saturday for two reasons. One was that neither B188 driver could evacuate his cockpit within FISA's



Without Honda turbo power, Mansell still managed to qualify second and hound Berger's Ferrari.

five-second safety stipulation (Boutsen took 18 seconds against Philippe Alliot's 1.5!) and thus time had to be wasted in the second session modifying the steering-wheel mountings to comply. Then, when the team newboy did get out his engine's electrics took a dump.

After his undertray had worked loose and created oversteer which killed his chances the previous day, Boutsen rose to the occasion and the duo was second and third quickest in team order in the Sunday warm-up. But the race brought all too familiar disappointment. Both cars had sticking throttles initially, and Nannini was out when high oil-temperature intervened after only eight laps.

Boutsen looked aggressive, and likely to progress, in the early stages, and was delighted with his car's balance. Then the water temperature began rising and his race became a matter of survival. From third on lap 42 he fell back into the clutches of Piquet and Warwick, and was then jumped right at the end by Satoru Nakajima to finish just out of the top six.

Somehow, designer Rory Byrne always seems able to produce the same excellent handling manners from the new packages which changes in chassis-regulations and engine-supplier oblige him to make every season, but the very need to build so many new cars could well be the root of Benetton's



March-Judd showed promise, but Mauricio Gugelmin did not make the first corner.

frequently fruitless search for total reliability. One supposes that some necks may be on the block if things do not improve this year, but circumstances often dictate that the crew members fight with one arm tied behind their backs. Every year Benetton gathers momentum by the end of the season, only to have to revert to square one. One can but hope it avoids that fate in 1988.

Reliability was not Lotus' problem in Rio, but an outspoken driver certainly was. Gerard Ducarouge's 100T netted solid third and sixth places on its race debut, on paper enough to satisfy most team managers outside McLaren, Ferrari or Williams, but the World Champion's drive was so low-profile it was easy to overlook him altogether until the results sheet was published.

Satoru Nakajima certainly has his act together better on fast circuits these days, as he should now that he is returning to familiar ground, but I doubt strongly that he is really only the 1.2 seconds slower than Piquet that his qualifying performance suggested. The gap between the Japanese and Ayrton Senna last year was an average four to five seconds, and already one or two team insiders are bemoaning the loss of a driver "who could always be relied on to try a hundred per cent".

Fair comment, or foul? Time will tell, but the World Champion's home race will better be remembered for the furore surrounding his published remarks about Nigel and Rosanne Mansell in the current Brazilian edition of *Playboy* than for anything really scintillating on track. He had qualifying problems with a cracked plenum chamber and a virtually untested spare car, and admitted he did not use his Saturday tyres as best he might, but somehow he just never seemed to rise to the occasion as one might have expected on home ground and at a track bearing his name.

The fact that he and Nakajima set their fastest race laps within three laps of one another, and that Nelson's was only three-tenths faster, speaks volumes, and is only

FORMULA ONE

partly explained by his complaints about his race pop-off valve. Maybe Satoru really *has* made a breakthrough and will surprise us all this year. But there again, maybe not . . .

To see Piquet blasting by Derek Warwick's Arrows A10B on the straight induced a moment's speculation as to how the gritty Englishman might have done in the Camel Lotus, had he after all joined the team back in 1986. On his Brazilian form, the answer would have been an awful lot better.

All year he has been raving about the progress Arrows has made during winter testing, especially since former BMW engineer Gerhard Schuman began working on the Megatron engines. Thus it was a shame to see the team losing its direction in Brazil. Warwick had been happy with his basic set-up after the Rio test, but just could not figure out why the cars came back to the race still set up the way team-mate Eddie Cheever had them in Imola!

Neither driver was happy with the performance of his pop-off valve, feeling, as did the Ferrari drivers, that their engines were not achieving peak power. Nevertheless, Warwick drove a finely judged race to pip Alboreto, eking out two sets of Goodyears to the Italian's three, even though his car looked pretty precarious on the rubber debris left in the first corner in the closing stages.

Cheever also got to the flag, indicating that the Milton Keynes team is making some solid progress on reliability, but his wastegate was malfunctioning so much that by the end his pop-off valve was covered in sooty deposits. They pumped a fair amount of fuel out of both cars afterwards but, though that appeared to suggest good economy, neither had full power so the situation was slightly misleading.

Of the other contenders, by far the most impressive was Leyton House March Racing Team, to give the long-winded official title to the equipe run for Robin Herd by former journalist Ian Phillips. He is clearly in his element, and the March team is one of the friendliest in the business as it radiates an air of enthusiasm for its task.

1987 was purely a learning year, and on its first appearance the prototype 87P did not make the race in Rio after consuming one of its Cosworth DFZs. This year one 881 did not make the first corner, and the other burst a water hose on the grid and was hastily replaced by the spare which only lasted seven laps. Behind such bald facts, however, lies tremendous promise.

Adrian Newey's design has drawn favourable comment from pretty much everyone, and naturally draws very heavily on his further aerodynamic experience gained last year on Mario Andretti's CART programme. In Rio the cars were marginal on Judd cooling, so ran without their sleek airboxes, but the real Achilles heel is the March-built gearbox which has a tendency to overheat internally. That in turn expands the magnesium casing and lets the gear clusters ease out of

alignment. The drivers know exactly what is happening, as the gearshift becomes progressively tighter . . .

Mauricio Gugelmin made a very good impression in his first Grand Prix — not so much for qualifying 13th, but for doing so in the face of fourth-gear selection difficulties which ruined his best lap, and for his choice of chassis settings. Still regarded more as an artist and less of a racer, he nonetheless had those 881s very well sorted by the end of qualifying, which was all the more impressive since he barely got any time in the car during its recent Imola test outing.

Team-mate Ivan Capelli did not try to minimise the Brazilian's contribution, and was himself delighted to qualify ninth even though he missed a lot of the final session with

a fuel-pump problem. Reliability is a weak point here, but the promise is certainly there, and it would be no surprise to see this team take on Benetton or even Williams as the strongest normally-aspirated challenger on certain tracks.

The Rial was the other non-turbocharged car to make its mark. The team comprises only seven hands, but designer Gustav Brunner has come up with a highly attractive machine which bears a very strong resemblance to Maranello's F187 which, of course, he designed. Indeed, it is known now as the "Blue Ferrari". On his return to the GP arena, Rial wheel-manufacturer Gunther Schmidt showed little of the mercurial nature from his ATS days which once saw him settling an argument with Jan Lammers over front wings



Setting fastest normally-aspirated race lap, Andrea de Cesaris impressed in the "Blue Ferrari".



Arrows appeared to lose its way in practice, but Warwick salvaged fourth in the modified A10.

Brazilian Grand Prix

by stamping on the set the Dutchman had hoped to use!

This year's driver Andrea de Cesaris remained calm for much of qualifying, but spun twice on Saturday afternoon and put out the suspension geometry sufficiently to qualify lower than he should have; his race was dynamic as he hounded Alboreto. Sadly a wheel was fitted incorrectly at his tyre stop, necessitating another change, whereafter he lost his cool and over-revved the DFZ after missing a gearchange. Once the Williams last longer and the Benetton and Marches are better sorted, I would not bet on the Rial again to set fastest normally-aspirated lap, but it deserved to in Rio.

The rest, frankly, did not amount to much. The new Tyrrell is a disaster of epic proportions, which gave Jonathan Palmer and newboy Julian Bailey nightmare handling as it lurched into ragged oversteer. It may be very quick in a straight line, but it corners like a turkey.

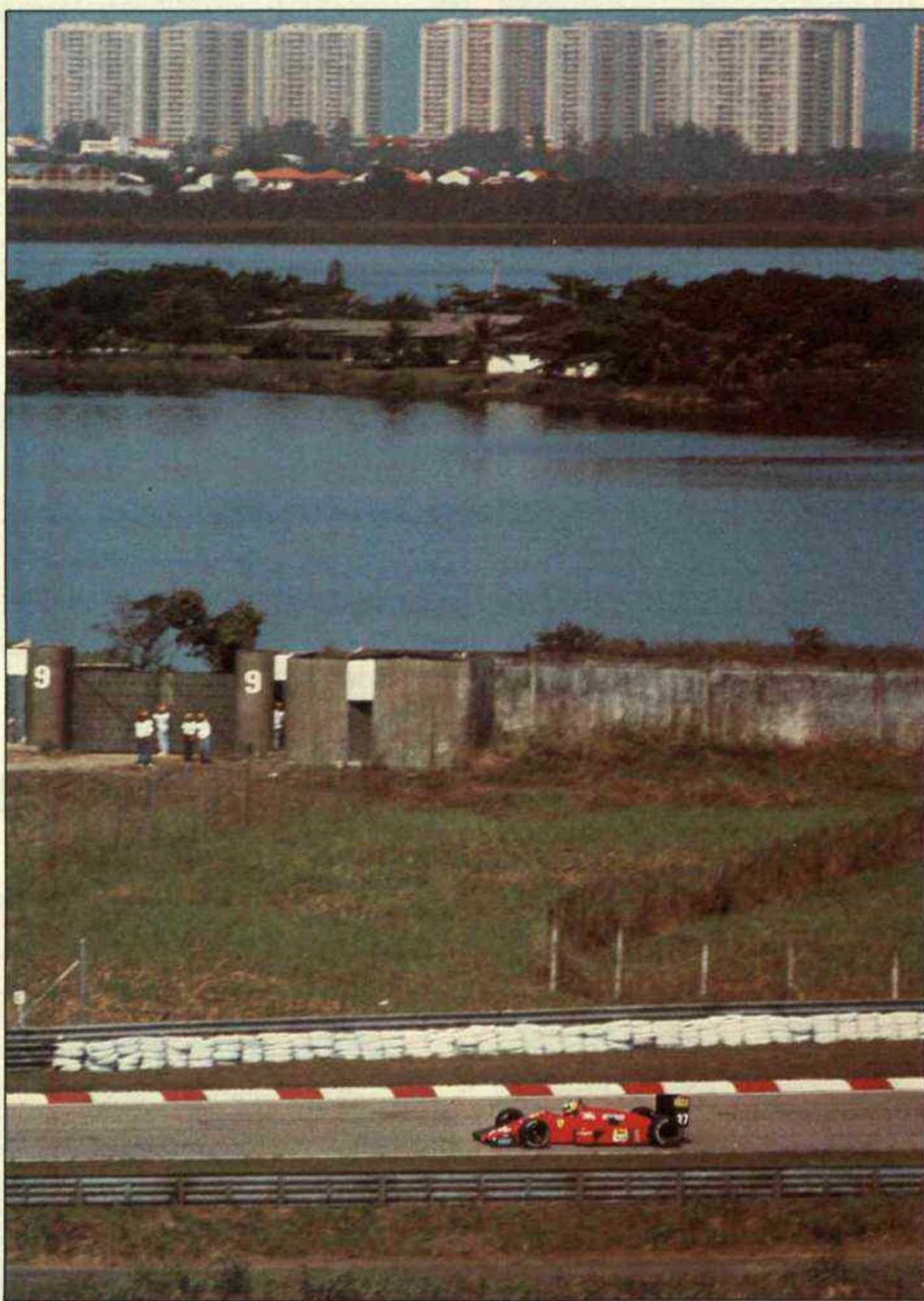
Uncle Ken's team kept a brave face after the front wings vibrated badly on the car's shakedown at Silverstone, and again when it proved an animal at Imola, but the writing is on the wall: it is going to take a lot of work to get the 017 sorted, and Tyrrell himself admitted he would need every day of the month between Rio and San Marino.

The Larrousse-Calmels Lolos ran quite strongly in tandem until Yannick Dalmas ran into electronics trouble and Philippe Alliot's suspension broke — a similar fate befalling fellow countryman Philippe Streiff in the March 85B (F3000)-look-a-like AGS. The Minardis both broke rear-wing posts and did not look like running even midfield, while Gabriele Tarquini and the Coloni currently comprises a good combination seeking a good team to run it.

The new EuroBruns had undistinguished outings which squandered the talent of Stefano Modena, while an even crueler waste was that of Alex Caffi, who could not even pre-qualify the F3000 Dallara which Scuderia Italia had been obliged to take along to satisfy FISA's requirement that constructors enter every Grand Prix on the calendar. Its new car was launched the Thursday after the race, no doubt to Caffi's relief . . .

The team in the greatest trouble in Brazil, however, was Ligier. The fuel-tank layout of the Michel Tetu-designed JS31 has already aroused criticism — there are cells either side of the cockpit, like something from the early Seventies, as well as another located behind the engine — but it was appalling handling which really taxed drivers René Arnoux and Stefan Johansson. The latter at least managed to finish, albeit three laps in arrears, but it is hard to believe this was the team which once held the F1 world in the palm of its hand at the beginning of 1979 and again in 1980 . . .

The 1988 Brazilian GP answered some of the pre-season questions but posed as many more. The new equivalency formula looks as if



Lost in Rio — Ferraris were quick in early testing and in the race, but not quick enough.

it will be fair, although the signs are already evident that turbos such as the McLarens and Ferraris may have a slight edge on fast circuits. Mansell's qualifying performance in the Williams gave all non-turbo teams hope, and after a slower start than either Prost or Berger — the Williams was carrying some 190 litres of fuel to the turbos' 150 — he began to close in on the Italian car. This time we were denied a decisive outcome to the battle, but at this stage do not discount the chances of at least a couple of normally-aspirated victories, or even of Mansell winning the title as Keke Rosberg did in 1982.

Throughout the weekend the oft-criticised Englishman remained calm and ignored Nelson Piquet's derogatory remarks about

himself and his wife, earning universal praise for his self-control. The World Champion, however, did himself few favours, as his remarks followed so close on the heels of similar clashes with fellow-countryman Senna in the weeks leading up to the start of the season.

Throughout it all, Alain Prost remained aloof. He was unhappy in qualifying, but took his misfortune with customary good grace. And when the race began he was gone. It was his fifth Brazilian victory in seven years — his 29th Grand Prix win overall — and upheld the legend of the debut wins enjoyed by McLaren's MP4/2 and MP4/3 designs. For a variety of reasons, it might have been better to have renamed the circuit after him. DJT

RESULTS

Brazilian Grand Prix

STARTING GRID

<p>5 N. Mansell (Williams-Judd V8) 1 min 28.632 secs</p> <p>28 G. Berger (Ferrari V6) 1 min 29.026 secs</p> <p>27 M. Alboreto (Ferrari V6) 1 min 30.114 secs</p> <p>6 R. Patrese (Williams-Judd V8) 1 min 30.439 secs</p> <p>2 S. Nakajima (Lotus-Honda V6) 1 min 31.280 secs</p> <p>19 A. Nannini (Benetton-Ford V8) 1 min 31.772 secs</p> <p>22 A. de Cesaris (Rial-Cosworth V8) 1 min 32.275 secs</p> <p>30 P. Alliot (Lola-Cosworth V8) 1 min 32.933 secs</p> <p>25 R. Arnoux (Ligier-Judd V8) 1 min 34.474 secs</p> <p>24 L. Sala (Minardi-Cosworth V8) 1 min 34.532 secs</p> <p>3 J. Palmer (Tyrrell-Cosworth V8) 1 min 34.686 secs</p> <p>33 S. Modena (EuroBrun-Cosworth V8) 1 min 34.910 secs</p> <p>32 O. Larrauri (EuroBrun-Cosworth V8) 1 min 35.711 secs</p>	<p>12 A. Senna (McLaren-Honda V6) 1 min 28.096 secs</p> <p>11 A. Prost (McLaren-Honda V6) 1 min 28.782 secs</p> <p>1 N. Piquet (Lotus-Honda V6) 1 min 30.087 secs</p> <p>20 T. Boutsen (Benetton-Ford V8) 1 min 30.140 secs</p> <p>16 I. Capelli (March-Judd V8) 1 min 30.929 secs</p> <p>17 D. Warwick (Arrows-Megatron S4) 1 min 31.713 secs</p> <p>15 M. Gugelmin (March-Judd V8) 1 min 31.833 secs</p> <p>18 E. Cheever (Arrows-Megatron S4) 1 min 32.843 secs</p> <p>29 Y. Dalmas (Lola-Cosworth V8) 1 min 33.408 secs</p> <p>14 P. Streiff (AGS-Cosworth V8) 1 min 34.481 secs</p> <p>26 S. Johansson (Ligier-Judd V8) 1 min 34.579 secs</p> <p>23 A. Campos (Minardi-Cosworth V8) 1 min 34.886 secs</p> <p>31 G. Tarquini (Coloni-Cosworth V8) 1 min 35.407 secs</p>
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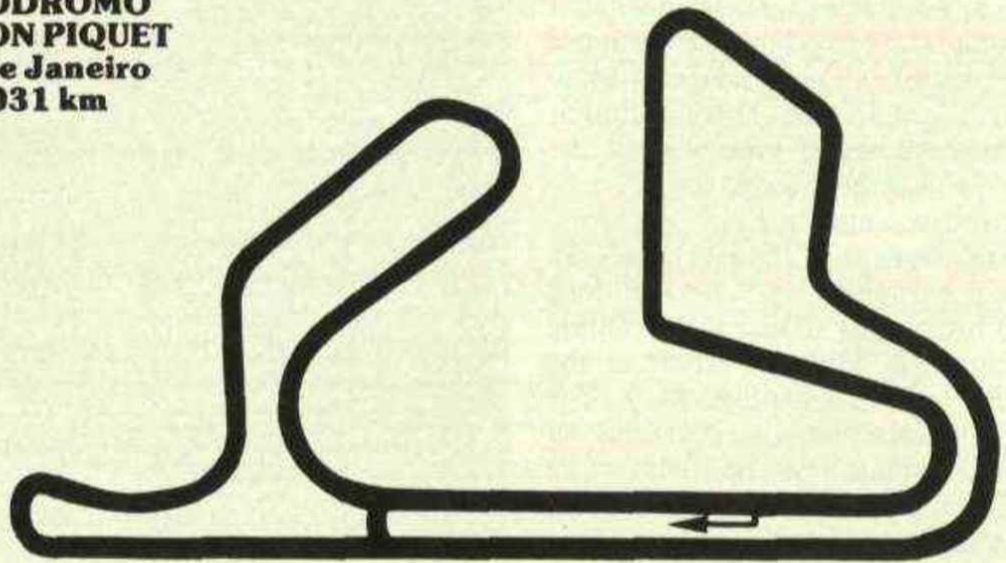


QUALIFYING TIMES

	Friday	Saturday	Pos
1 N. Piquet..... Lotus-Honda.....	1m32.888s	1m30.087s	5
2 S. Nakajima..... Lotus-Honda.....	1m33.293s	1m31.280s	10
3 J. Palmer..... Tyrrell-DFZ.....	1m38.628s	1m34.686s	22
4 J. Bailey..... Tyrrell-DFZ.....	1m39.771s	1m36.137s	27
5 N. Mansell..... Williams-Judd.....	1m30.928s	1m28.632s	2
6 R. Patrese..... Williams-Judd.....	1m34.070s	1m30.439s	8
9 P. Ghinzani..... Zakspeed.....	1m40.431s	1m37.621s	28
10 B. Schneider..... Zakspeed.....	1m45.540s	1m38.614s	30
11 A. Prost..... McLaren-Honda.....	1m31.975s	1m28.782s	3
12 A. Senna..... McLaren-Honda.....	1m30.218s	1m28.096s	1
14 P. Streiff..... AGS-DFZ.....	1m37.601s	1m34.481s	19
15 M. Gugelmin..... March-Judd.....	1m34.037s	1m31.833s	13
16 I. Capelli..... March-Judd.....	1m33.546s	1m30.929s	9
17 D. Warwick..... Arrows-Megatron.....	1m34.323s	1m31.723s	11
18 E. Cheever..... Arrows-Megatron.....	1m33.784s	1m32.843s	15
19 A. Nannini..... Benetton-DFR.....	1m31.772s	1m32.748s	12
20 T. Boutsen..... Benetton-DFR.....	1m32.060s	1m30.140s	7
21 N. Larini..... Osella-Alfa Romeo.....	1m38.927s	1m38.371s	29
22 A. de Cesaris..... Rial-DFZ.....	1m34.988s	1m32.275s	14
23 A. Campos..... Minardi-DFZ.....	1m37.164s	1m34.886s	23
24 L. Sala..... Minardi-DFZ.....	1m36.274s	1m34.532s	20
25 R. Arnoux..... Ligier-Judd.....	1m37.274s	1m34.474s	18
26 S. Johansson..... Ligier-Judd.....	1m37.454s	1m34.579s	21
27 M. Alboreto..... Ferrari.....	1m32.523s	1m30.114s	6
28 G. Berger..... Ferrari.....	1m32.123s	1m29.026s	4
29 Y. Dalmas..... Lola-DFZ.....	1m36.382s	1m33.408s	17
30 P. Alliot..... Lola-DFZ.....	1m35.930s	1m32.933s	16
31 G. Tarquini..... Coloni-DFZ.....	1m41.149s	1m35.407s	25
32 O. Larrauri..... EuroBrun-DFZ.....	1m38.347s	1m35.711s	26
33 S. Modena..... Euro-Brun-DFZ.....	1m37.506s	1m34.910s	24
36 A. Caffi..... BMS Dallara-DFZ.....	DNPQ	DNPQ	—

DNPQ = Did not pre-qualify. Best time Friday morning 1m46.442s

AUTODROMO NELSON PIQUET Rio de Janeiro 5.031 km



RESULTS

Brazilian Grand Prix, Rio de Janeiro, April 3 60 laps of 3.1267-mile circuit (187.603 miles/301.853 km)

Pos	Driver	Car/Engine	Laps	Time
1st	Alain Prost	McLaren-Honda MP4/4-03	60	1 h 36 m 06.857 s
2nd	Gerhard Berger	Ferrari F187/88C-104	60	1 h 36 m 16.730 s
3rd	Nelson Piquet	Lotus-Honda 100T/2	60	1 h 37 m 15.438 s
4th	Derek Warwick	Arrows-Megatron A10B/02	60	1 h 37 m 20.205 s
5th	Michele Alboreto	Ferrari F187/88C-103	60	1 h 37 m 21.413 s
6th	Satoru Nakajima	Lotus-Honda 100T/1	59	1 lap behind
7th	Thierry Boutsen	Benetton-Ford 188-02	59	1 lap behind
8th	Eddie Cheever	Arrows-Megatron A10B/01	59	1 lap behind
9th	Stefan Johansson	Ligier-Judd JS31/03	57	3 laps behind
10th	Andrea de Cesaris	Rial-Cosworth ARC1/01	53	Engine
11th	Johnathan Palmer	Tyrrell-Cosworth 017-1	47	Driveshaft
12th	Luis Sala	Minardi-Cosworth M188-01	46	Broken wing post
13th	Philippe Alliot	Lola-Cosworth LC88-01	40	Suspension
14th	Gabriele Tarquini	Coloni-Cosworth 188-FC02	35	Upright bearing
15th	Philippe Streiff	AGS-Cosworth JH23/01-034	35	Suspension failure
16th	Yannick Dalmas	Lola-Cosworth LC88-02	32	Electronics
17th	Ayrton Senna	McLaren-Honda MP4/4-01	31	Disqualified
18th	René Arnoux	Ligier-Judd JS31/01	23	Clutch
19th	Stefano Modena	EuroBrun-Cosworth 188-01	20	Engine
20th	Nigel Mansell	Williams-Judd FW12/1	18	Overheating
21st	Alessandro Nannini	Benetton-Ford B188-03	7	Overheating
22nd	Riccardo Patrese	Williams-Judd FW12/2	6	Overheating
23rd	Ivan Capelli	March-Judd 881/3	6	Overheating
24th	Adrian Campos	Minardi-Cosworth M188-02	5	Broken wing post
NC	Maurice Gugelmin	March-Judd 881/2	0	Transmission
NC	Oscar Larrauri	EuroBrun-Cosworth 188-02	0	Did not start, Electrics

Fastest Lap: Gerhard Berger, 1 min 32.943 secs on lap 45, 121.107 mph (194.861 kmh)
Winner's Average Speed: 117.252 mph (188.658 kmh) **Conditions:** Humid, cloudy.

As these words are being read, the "troops" will be gathered at the Autodromo Dino Ferrari at Imola, to the east of Bologna, to contest the San Marino Grand Prix, the second event on the 1988 calendar for Formula One.

Imola might call itself an Autodromo, but it is one of the best road-type circuits in Europe. When I first went there in 1956 for a sportscar race, the circuit was laid out on the everyday roads at the edge of the town, where the mountain country towards Florence begins. For the day of the race the feeder-roads were blocked off by wooden barriers, and the morning after the event they were open again to normal traffic. The pits were temporary affairs, made from scaffolding and corrugated-iron sheets.

Today the trace of the circuit is virtually the same, with every type of corner and bend — uphill, downhill and flat-out on the lower straights — but over the years a solid concrete wall has grown up all round and it has become a splendid closed Autodromo. The Italians seem to have a special way of achieving things where Grand Prix racing is concerned.

While the Italian Grand Prix at Monza in September is the major Italian event, the San Marino Grand Prix at Imola runs it a close second. You may wonder how San Marino comes into the story.



Imola — a splendid closed autodromo.

San Marino is a tiny principality at the top of a mountain about 30 minutes drive from Imola. It has no road system, but it does have an Automobile Club. As it cannot hold a Grand Prix in San Marino itself, the Club uses the nearby Imola Autodromo, named after Enzo Ferrari's son who died at an early age from an incurable disease.

Before the Grand Prix starts, a cavalcade of cars carrying San Marino licence-plates

A Duty, and a Pleasure

arrives at the Imola circuit, bringing dignitaries from the Principality and the Automobile Club to their event, and we are then ready to start one of the best races of the Formula One season.

If I wasn't paid by MOTOR SPORT to go to Imola to report on the Grand Prix, it is one of the events I would go to using my own money. I would also go to Monza, Spa-Francorchamps, Österreichring, Estoril and Silverstone, all of which would cost a fortune — which is why I arranged things long ago so that I worked my passage to the events I enjoy, even though duty suggests that I go to other events as well!

If the British had handled things the right way, I am sure we could have ended up like the Italians, with two regular Formula One Grand Prix events each year. We could have had the British Grand Prix at Silverstone and the Isle of Sheppey Grand Prix, or the Grand Prix of the Duke of Kent, at Brands Hatch. It's too late now. DSJ

~~PINK~~
~~PINK~~
~~PINK~~

THE SURE-FIRE ANSWER TO TODAY'S PETROL PROBLEMS

Petrol today contains far less lead than it did a couple of years ago. Good news for the environment but bad for your car. Because lower lead petrol results in an increased build up of tar and gums in your engine. Causing pinking, pre-ignition and running on to occur.



Fortunately there is a solution. Namely Redex Petrol Treatment. Simply add it to your petrol and feel the difference as it goes to work cleaning away deposits. Restoring maximum efficiency to your engine. Use Redex regularly and keep your car at its peak even on today's lower lead petrol.

MAKES YOUR CAR FEEL YOUNG AGAIN

ALSO AVAILABLE — SPECIALLY FORMULATED REDEX DIESEL TREATMENT AND REDEX PETROL INJECTOR CLEANER.

LETTER TO READERS

Dear Reader,

In recent weeks there has been a resurgence in publicity for unleaded petrol for use by you and me in our everyday cars or motorcycles.

Some of us are still wondering what happened to 100 octane petrol, while others think back to the dim and distant past when post-war restrictions meant only one type of petrol was available. That was known as "pool" petrol and was 72 octane. No doubt many of us are not aware that our normal petrol today has lead in it, and even if we are I doubt whether many of us understand why. It is all to do with combustion, detonation, anti-knock, high compression-ratios, high power-outputs and so on.

If we were content with Austin Seven performance from our family saloons today, all this business would be of little interest; but we enjoy racing-car performance from today's hatchback family boxes, and that calls for high power-outputs from fairly small engines.

If we had gone the way of the USA in accepting no substitute for litres, we could have had ample performance from 7-litre V8 engines; but even then some of us would have wanted more performance. That would have taken us back onto the high-compression road, with the necessary petrol to cope, and that would have taken us along the added-lead road.

Officialdom has decided that lead is the root of all ill-health and must be got rid of, so whether we like it or not, unleaded petrol is with us and its use will spread. The Government has made it clear where we are heading by not putting up the tax on unleaded petrol, to try to encourage us to use it, but I don't think that is going to be much encouragement. If they had waived the £100 road tax on cars using unleaded fuel there might have been a visible movement.

What most people want to know is, what effect will unleaded petrol have on their existing engines, what effect will it have on old and obsolete engines, and what can be done to an engine to make unleaded petrol acceptable?

I can't answer any of these questions myself, but I recently went on a little cruise down the River Thames on a boat hired by the public relations department of Petrofina (UK) Ltd, which is based in Surrey. The Fina petrol company is a Belgian concern with quite a strong position in the British market, and the object of getting a "captive audience" afloat on the Thames was to announce the season's programme of racing for two BMW M3 saloons in the Uniroyal Production Saloon Car Championship at all the major British circuits.

These M3 saloons are running on Fina unleaded petrol and are driven by Steve McHale and Robin Brundle. They provide a very public demonstration of Fina's confidence in the unleaded petrol which is on sale on all its garage forecourts. Fina made it very

Questions and Guesstimations

clear that unleaded petrol is the way we have got to go, whether we like it or not, and rather than trying to pretend it won't happen it has now put on public show its confidence that an engine can work as effectively on unleaded as it can on leaded.

Racing is the way to prove it. There are 14 rounds in this saloon car championship, and if the drivers acquit themselves adequately we can look forward to some interesting truths about the effect of unleaded petrol on today's engines.

Elsewhere in this issue you will find a brief

"If the amount of energy expended by the mechanics in the hour and a half between morning testing and afternoon qualifying at a Grand Prix could be harnessed into industry, it would keep a small factory going for a week."

report of a reception given by the Government to honour British motor sport, held in the splendour of Lancaster House, just across the park from Buckingham Palace. The Deputy Editor and I liked to think it was for our magazine MOTOR SPORT, but of course it was for the whole of British Motoring Sport, and for "Sport" we should read "Industry".

If you are up to your eyes in any branch of the sport, as many of us are, you cannot help but be aware of how many people you know who are equally involved. If you are actually competing, in any form at all from a mild sprint to regular professional circuit racing, you must be conscious of the fact that a lot of your friends are working full-time on some competition project, and they in their turn are dependent on a lot of people behind the scenes who are also working full-time on competition projects.

During that evening at Lancaster House I got into conversation with many people, both from our world of competition and from the Government's world of Trade and Industry and the Department of Sport. We tried to "guesstimate" just how many people are in full employment within the world of motoring competitions, and we started with an easy 10,000 employed by all the teams, firms,

magazines, suppliers, organisers, circuit owners and so on who were represented at this select gathering.

By the time various additions had been made ("what about all those people who . . ." and "without racing and competitions these people would be out-of-work . . .") we soon doubled the figure. Then we enlarged in detail on things such as the engine-tuning industry, and the number escalated rapidly. Then we moved on to the world of racing publicity, then to the background to the British Grand Prix and all forms of competition down to the club sprint meeting, and more and more noughts were being added to our basic figure.

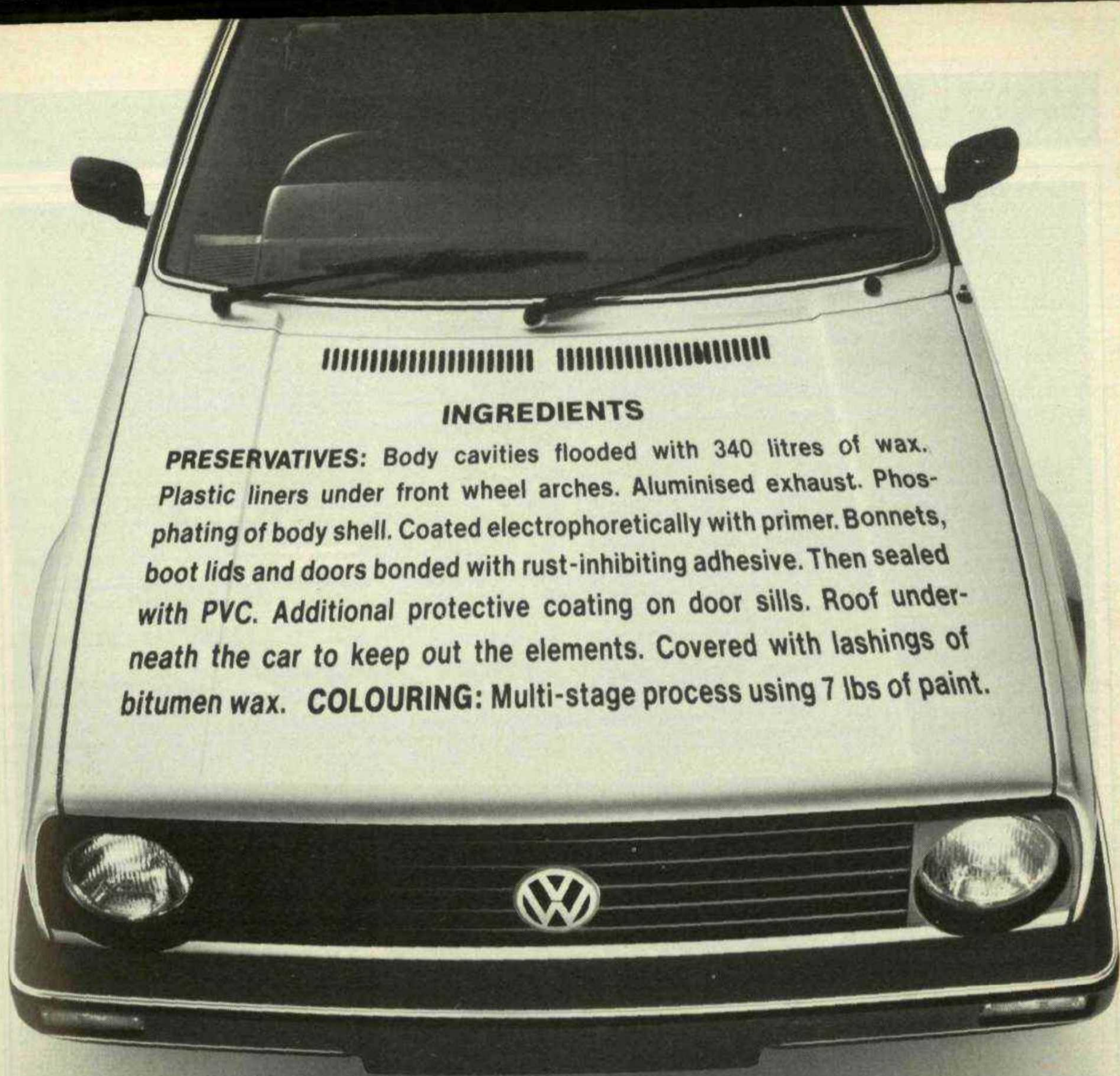
By the end of the discussions, it was difficult not to accept a figure nearing 250,000 people employed in some way or other due to the amount of motoring competition going on in Great Britain and Northern Ireland. Through it all came a strong message — that most of those involved had got involved because of their love of the sport and their obsession with the motor car (we did not include motorcycling in our figures).

From almost every aspect it was clear that the sheer volume of work put in was out of all proportion to the rewards; to most people involved the reward was satisfaction, either from winning or from merely being on the starting grid. How many of us have worked right through Friday night or Saturday night to get a car to the start line? Quite a few, I would say, and the only incentive was the satisfaction of achievement.

It is this basic enthusiasm which has built the British racing industry to the strength it has today and, as the Minister for Trade and Industry was pleased to stress, this self-built industry has done a lot for the country as a whole. In Government circles the admiration lies in the fact that it is a self-contained industry which is getting on with the job without strikes and troubles, and which is enormously successful without causing the Government any problems.

As I have often mentioned when watching the mechanics at work in the pit-lane in the hour-and-a-half between morning testing and afternoon qualifying at a Grand Prix, if that amount of energy could be harnessed into industry it would keep a small factory going for a week.

If you could measure the output-per-hour of a racing mechanic, relative to the average factory worker, you would find it hard to believe. Long may it stay that way, for that is what winning is all about. Yours, DSJ



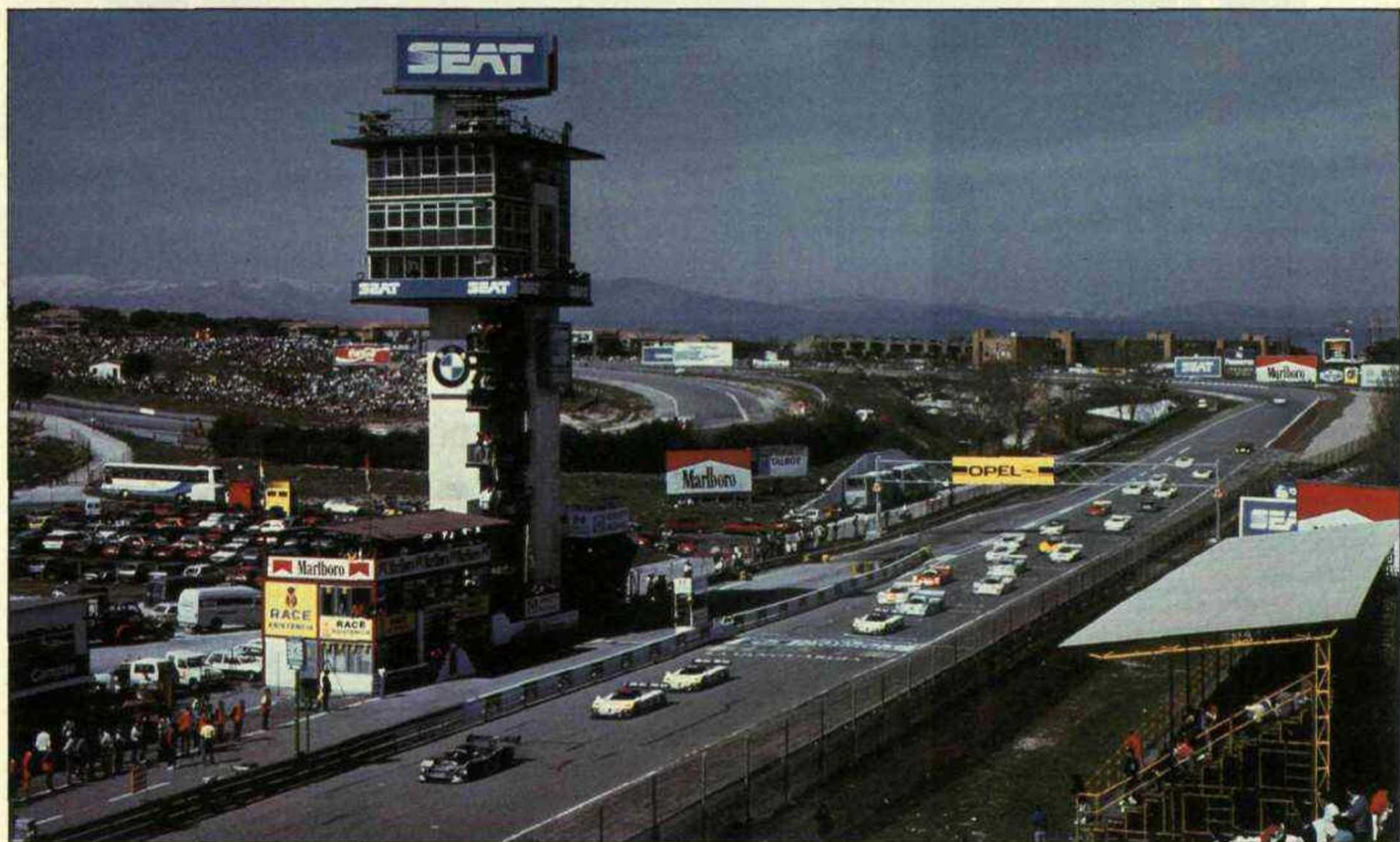
INGREDIENTS

PRESERVATIVES: Body cavities flooded with 340 litres of wax. Plastic liners under front wheel arches. Aluminised exhaust. Phosphating of body shell. Coated electrophoretically with primer. Bonnets, boot lids and doors bonded with rust-inhibiting adhesive. Then sealed with PVC. Additional protective coating on door sills. Roof underneath the car to keep out the elements. Covered with lashings of bitumen wax. **COLOURING:** Multi-stage process using 7 lbs of paint.

**All tin cans should be made
to list their contents.**



WORLD SPORTSCAR CHAMPIONSHIP



Schlesser's pole-winning Sauber-Mercedes spurts away from the Lammers, Cheever and Nielsen Jaguars as the 360km "supersprint" gets underway.

Levelling the Scores



Kremer's fifth-placed Porsche sports a remodelled tail; Brun's standard 962C could only manage ninth.

Jaguar levelled the score with Sauber-Mercedes in the second round of the World Sports-Prototype Championship at Jarama, as Martin Brundle and Eddie Cheever took victory in their XJR-9. After the 360km "sprint" they were 20 seconds ahead of Jean-Louis Schlesser and Mauro Baldi, with John Watson and John Nielsen third in another Jaguar after an unscheduled stop caused by a puncture.

The navy blue AEG-Olympia-sponsored Sauber C9/88 is clearly going to provide tough opposition to the reigning World Champions all year, and narrowly led the team's championship after the two Spanish races. Schlesser and Baldi had a clear advantage in the driver's championship, but ironically Watson and Nielsen, the highest-placed Jaguar drivers, are not regular members of the Silk Cut team.

As he had at Jarama, Schlesser dominated the qualifying sessions, making full use of the reputed 820 bhp of the Mercedes V8 twin-turbo engine, beating Cheever's 1987 qualifying record. The Jaguars were fractionally slower than last year, having been robbed of some downforce by the 1988 regulations, but Jan Lammers, Cheever and Nielsen claimed the next three grid positions.

Derek Bell, suffering from influenza, withdrew from the event on Saturday evening, leaving James Weaver without a partner in Richard Lloyd's Porsche.

The Sauber had one handicap on the slow

Jarama 360km



Manuel Reuter and Uwe Schäfer wound up "best of the rest" behind Jaguar and Mercedes.

Spanish circuits — lack of grip from the rear tyres when under maximum load. They were worth about 30 minutes of full-speed running, before the drivers had to slacken pace.

So for the 2½-hour event Peter Sauber and manager Max Welti decided to make two stops — at one-third and two-thirds distance — for tyres, fuel and driver-changes. Each stop would take about 30 seconds, compared with 90 seconds for Jaguar's single stops at half-distance, so it had the makings of a good contest.

The race was exciting from beginning to end. Schlesser pulled out a lead of some six seconds in the opening laps, but then eased off and was caught by Lammers, who took his Jaguar past on lap 22. Cheever could not get past, but was handily placed second when Schlesser handed over to Baldi, with Nielsen third.

Jaguar's 1-2-3 formation broke up when Nielsen collected a puncture and spun, going two laps down, and after half-distance Brundle drove outstandingly well to catch and pass Johnny Dumfries, who had taken over from Lammers. At two-thirds distance Schlesser took the Sauber from Baldi and made an inspired charge, which could have threatened the Jaguars had he been able to maintain his pace.

Shaping up for a grandstand finish, though, Schlesser's rear tyres again lost grip and he had a half spin which took the pressure off the Jaguar team. Even so Dumfries made an error of concentration and parked his Jaguar in a gravel trap, letting the Sauber team move up gratefully to second, and Watson to third.

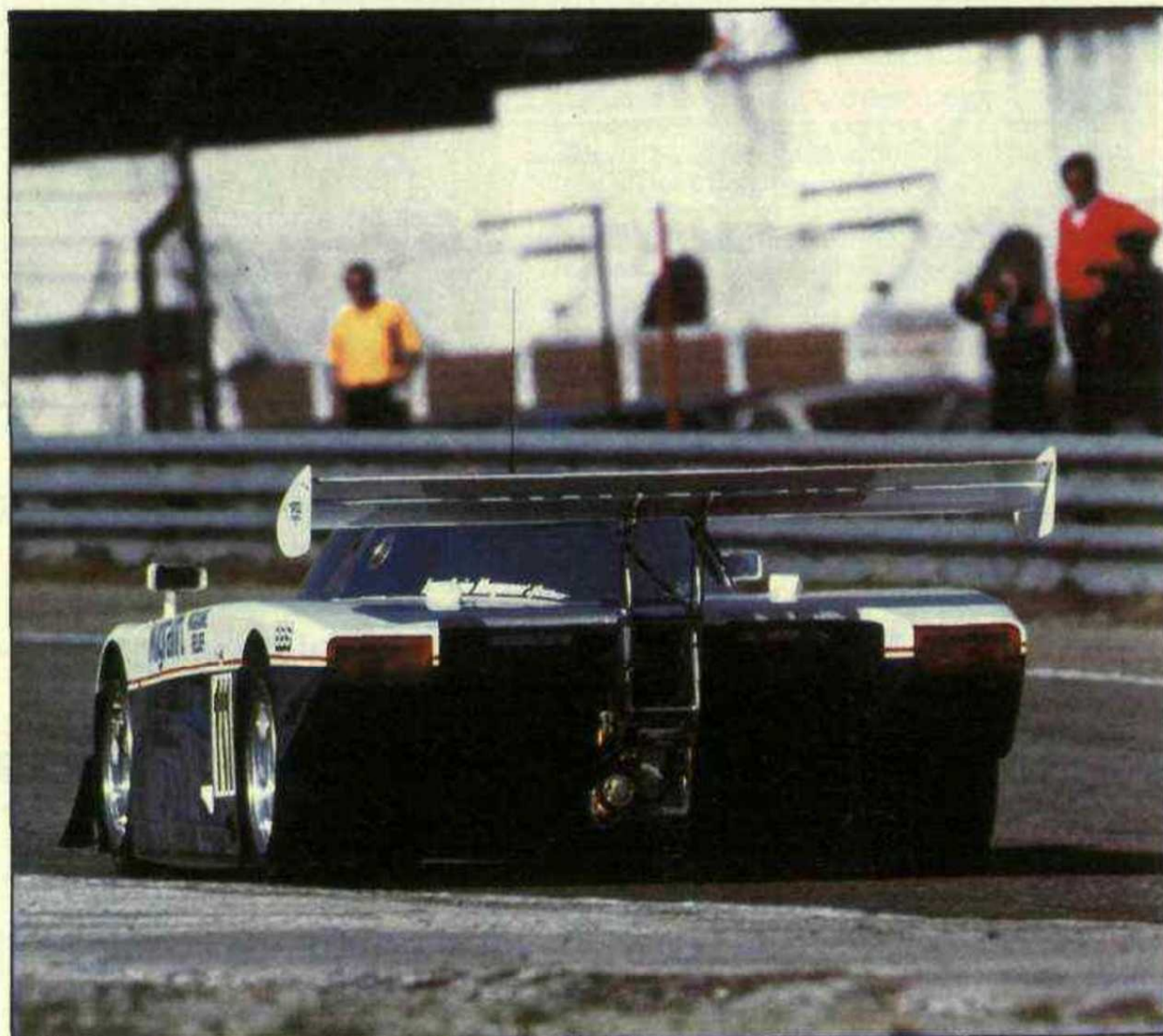
The Porsches were again outpaced, but youngsters Manuel Reuter and Uwe Schäfer performed well for Walter Brun's team, finishing fourth.

Gordon Spice continued his winning ways in the C2 division, thus earning a maximum of 60 points from the two Iberian events, with Ray Bellm co-driving. Even at this early stage it looks likely that Spice will win the C2 World Championship for the fourth year in succession, and remarkably Spice-built SE88C chassis also finished second and third in class at Jarama.

MLC

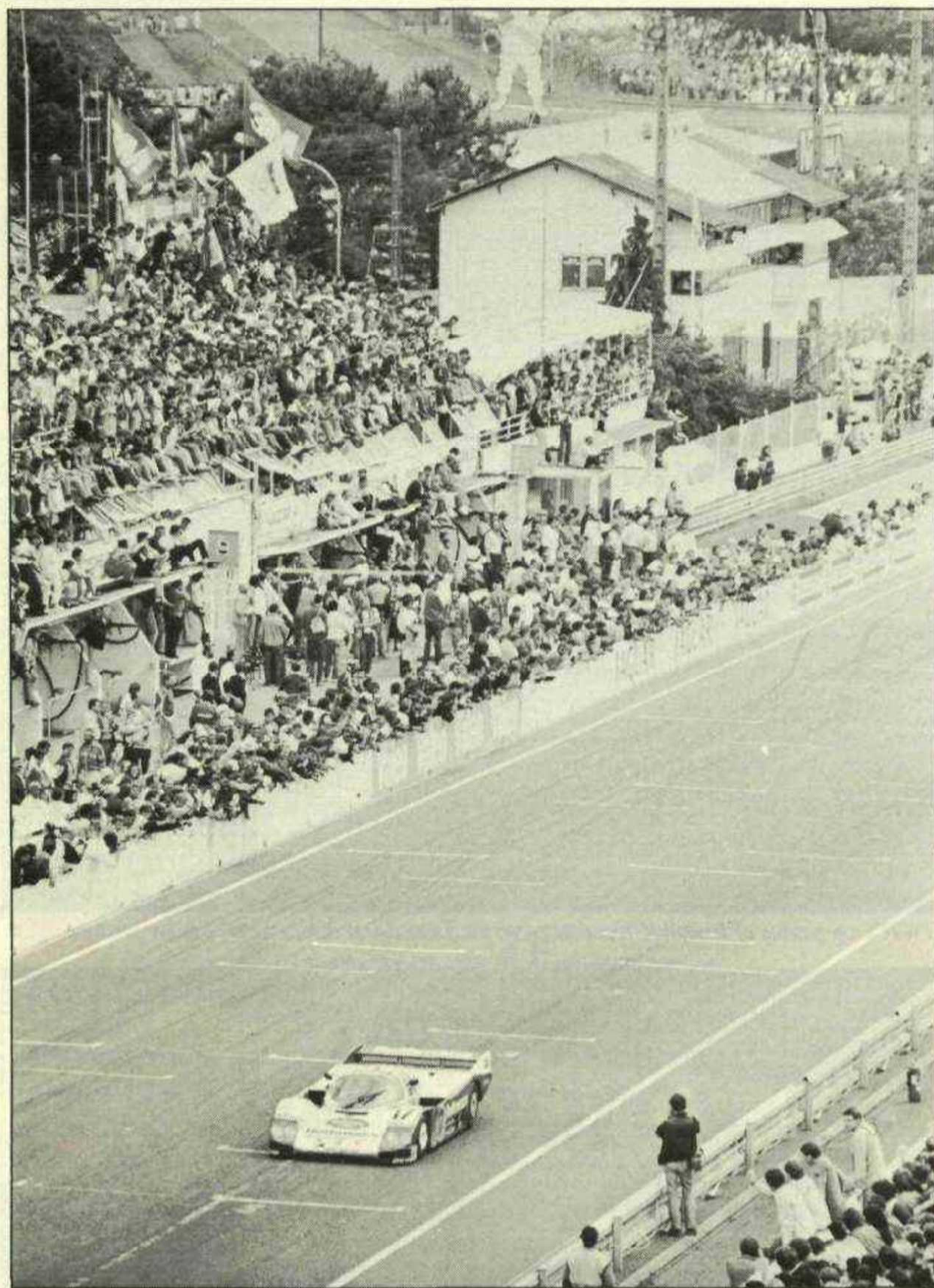


TWR's top pairing of Brundle/Cheever avenged the Jerez defeat despite heavy Sauber pressure.



Finishing 1-3 in Jerez and 1-2-3 in Jarama, the Spice-Cosworth SE88 is clearly C2's benchmark.

SPECTATORS' GUIDE



Part One: The Journey There

On the weekend of June 11-12, the Automobile Club de l'Ouest (ACO) can reasonably expect the biggest influx of British motor racing fans in its history, the prospect of the TWR Jaguars possibly vanquishing the marques from Stuttgart — Porsche and Mercedes — being irresistible.

Amongst this invasion, there will certainly be many "first-timers" with little or no knowledge of one of the world's great motor

racing festivals — what tickets to buy, where to watch, park, eat or sleep, and even where the toilet facilities are — in fact, all the little things that make the difference between a great and a thoroughly miserable weekend.

The three most popular ways of getting to Le Mans are by coach, by air and by car.

If you have not already made any arrangements, it still may not be too late; the specialist travel companies (and even our sister publica-

tion *Motoring News* is organising a tour) tend to send as many coaches as are needed, since most of the clients on these tours do not require, and could not get anyway, hotel accommodation. With the coach itself being the base, all that is needed is space for it in the coach park. It is not worth considering taking any camping gear, as the coach parks tend to be located far away from the camp-sites.

There may be spaces left on one of the package-flights direct to the circuit. These tend to leave regional airports around Britain on Saturday morning, arriving in France mid-morning, with the return flight soon after the race on Sunday afternoon. A tent is usually provided for those who want to sleep.

For independent travellers going by car, there may be some spaces left on the Friday/Saturday crossings, but to save disappointment it is worth considering leaving earlier in the week and taking in practice. Alternatively there are daily flights to Paris where there is a good rail-link to the circuit.

One of the facts of life is that there will not be any vacant hotel accommodation within a 30-mile radius, as everything is booked on an annual basis by the regulars, the teams and members of the circus. Consequently most spectators sleep either in the coaches, in their cars, or in one of the camp-sites situated within the circuit environs.

Any rosy image you may have of a continental camp-site, however, will be immediately vaporised on your arrival at Le Mans. They are neither for the faint of heart nor for those concerned with the niceties of ablution. It is not so much the facilities themselves, rudimentary though they are, it is more to do with the sheer volume of people utilising them.

There are a number of camp-sites on the circuit, all bookable in advance through the ACO, which cost between £12 and £20 for the week. "Camping Houx" is the site used for those who arrive on the day without having booked, and is situated in the centre of the course between the Bugatti Circuit and the Mulsanne Straight. Other sites are "Maison Blanche", "Panorama" on the outside of the track near the Dunlop Bridge, and the small "Camping des Tribunes" near the village.

There is ample reserved and unreserved parking at the circuit. The reserved parking space, which is strictly controlled and policed, costs approximately £9, but this does include admission to regularly-cleaned washing and toilet facilities. The unreserved parking space is naturally down to pot luck, but can cost you about £5 if it is in the Rouge, Blanc and Vert areas during the race. Camping is forbidden in the car parks, although naturally you can sleep in your car and prepare a meal beside it.

There are a number of essential items worth taking on the journey whichever way you go. A basic kit should include a complete change of clothes (including shoes), a windcheater or rally jacket with zip-up pockets for passport, money and tickets, and also a plastic raincoat

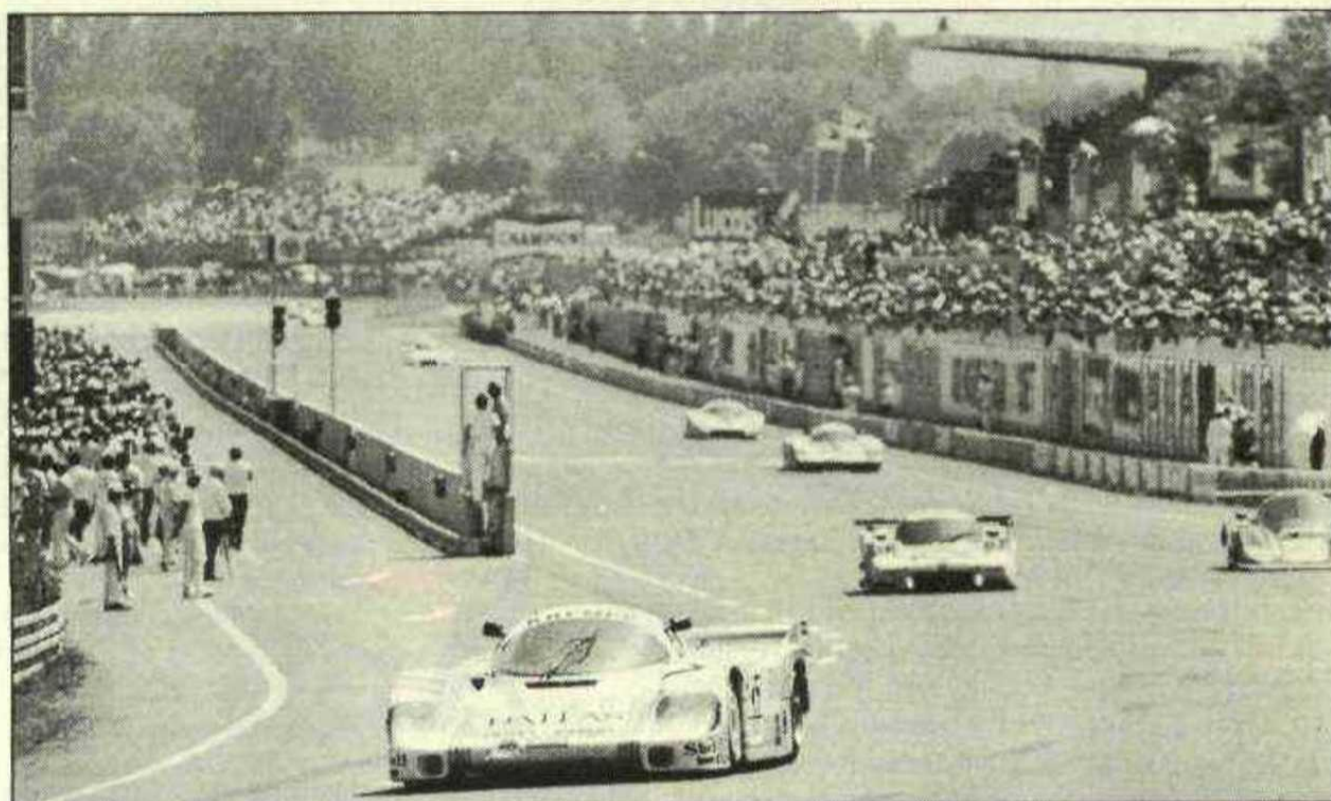
Le Mans 24-Hour Race

and folding umbrella. Since the food and drink is so exorbitantly expensive on the circuit, it is worth taking a camping gas-stove and kettle, a plastic screw-top bottle for milk, and a sealable container for sugar.

Other essentials include matches, which are impossible to buy at the circuit, a camper's cookset and cutlery all packed into a cold-box so a small meal can be prepared at any time. A small torch should also be taken as well as a pillow and sleeping-bag. As the cost of film is also very expensive in France, it is well worth remembering to stock up before leaving home.

For motorists a green card from the insurers as proof of cover is an important document which, although not compulsory in France, is useful to have should there be an accident. Without it, the French police can make life very difficult.

The circuit itself is located due south of the town, with the N138 as the best road to use for access to most parking areas. It also has the advantage of passing one of the largest hypermarket complexes in the town, and so is a convenient place to stock up with provisions so as to avoid paying high prices for food at the circuit.



Le Mans in June — there is nothing to beat being there.

Getting into the circuit is simplicity itself, as the car park locations are marked with the appropriately-coloured arrows below the permanent traffic signs all over Le Mans. The flow of traffic is smooth, directed by the police

and marshals who have had years to perfect the system.

Ticket details, and the best vantage points around the circuit, will be covered next month. **IB**

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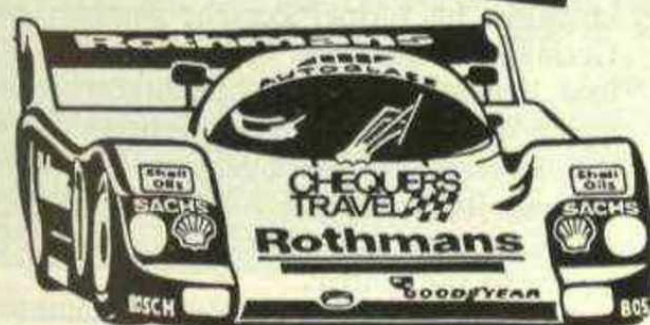
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WORLD SPORTSCAR CHAMPIONSHIP



The Martin Brundle/Eddie Cheever Jaguar XJR-9 flew like the wind to overhaul the fuel-thirsty early leaders.

The Monza 1000km race on April 10 had all the classic ingredients, Jaguar versus Mercedes versus Porsche, and the Silk Cut team ended the day with a beautifully-judged victory which puts Jaguar ahead for the first time this year in the World Sports-Prototype Team's Championship.

Martin Brundle and Eddie Cheever beat the Sauber-Mercedes C9/88 by a clear lap, and trimmed 12 minutes from last year's race time, having paced their XJR-9 for the first half of the race as their rivals raced ahead, then reeled them in and commanded the second half.

Races which last five or six hours are not to everyone's taste, and the Porsche parades that were the standard fare between 1976 and 1985 probably did not do anything for the image of endurance racing, though the company's reputation was undoubtedly enhanced.

The arrival of Jaguar as a major force, and now the added ingredient of Sauber-Mercedes as a front runner, has introduced the element of inter-marque racing which a world championship series needs — each event now becomes infinitely more interesting, so much better than speculating as to whether the Joest, Fitzpatrick, Lloyd, Kremer or Brun customer teams might get to grips with the factory Porsches.

Monza has a history of close finishes, especially in the days of full-blooded slipstreaming without chicanes, and this year's Group C race was a gripping encounter from start to finish. Jean-Louis Schlesser, Jochen Mass and Mauro Baldi set a storming pace in the first half (though with hands on hearts they said they were on their fuel allowance), duelling with the Porsches of Klaus Ludwig/Bob Wollek and Oscar Larrauri/Massimo Sigala who were certainly using far too much of their 510-litre allocation.

Jaguar's drivers let them get on with it. There is no boost knob on the Coventry V12, and if the turbo teams want to make a break there is not a lot they can do about it. "We knew exactly how fast we could go on the fuel, and that's the speed we stuck to," said TWR team manager Roger Silman.

Patience was duly rewarded. The opposition used a well-established technique born of the fuel-economy regulations — going as far ahead as possible, to lap the competition, then

April Fuel Day



Out of mothballs once more came Gianni Muscato's Lancia LC2, with Andrea de Cesaris in the cockpit, but it failed to finish.

hope for pace cars or rain to bring the average down. Sometimes it works, but at Monza it did not, and the issue was decided by the superior economy of the Jaguar V12.

This is the last year of the Group C economy regulations, for next year the races will be more like IMSA's with the turbos' power limited by restrictors. Average speeds may be higher still, and in the meantime it is rather a nice thought as we go to each circuit, that next year will be different. Jaguar's successes last year and this are achieved because it is a better team with more economical engines, and it is difficult to speculate what will happen in 1989 when the Porsche and Mercedes factory teams are working at peak efficiency.

After the tight circuits in Spain, with averages below 100 mph, the Monza fixture suited Mercedes and Porsche well, giving them the chance to use their power advantage (and in the case of the Porsche teams, the age of their 962C chassis would not be such a telling factor). Schlesser duly claimed pole position at 1min 31.69sec (141.50 mph), but still failed to break the 1min 31.00sec qualifying record which dates back to 1985, when Riccardo Patrese had almost unlimited power for his high-downforce Lancia LC2.

Ludwig (Joest Porsche) and Larrauri (Brun Porsche) were within 0.6 seconds, while

Brundle and Jan Lammers recorded identical times of 1min 33.62sec in their Jaguars. Although two seconds slower than the Sauber, the Jaguar had actually improved on last year's qualifying performance by 1.5 seconds, a notable achievement since its downforce has been lessened by the 1988 regulations.

Schlesser made the running for the first four laps, then Ludwig took the lead and opened a gap of nearly 11 seconds before trimming his speed and coming back to Schlesser and Larrauri.

Brundle was 20 seconds behind after 25 laps, Lammers still further behind in fourth place after failing to start his engine cleanly for the pace lap, but the point of the exercise was that Schlesser and Larrauri stopped after 27 laps, Ludwig after 28, while Brundle ran 30 laps on his first tank, and briefly took the lead.

During the second stint Cheever and Dumfries kept station in fifth and sixth places, until the American decided to pass Sigala and Jelinski in one go. As he moved up to third, though, the TWR tyre-temperature warning light blinked on. "I interrogated the computer" said Cheever in modern parlance, "and found that it wasn't a puncture", but he decided to make an early pit-stop anyway to be on the safe side, and the blistered tyre was changed.

The thought of playing computer games, while driving a racing car at up to 200 mph in traffic, rather boggles the imagination for ordinary mortals who would not even have time to look at a gauge . . .

With their initial burst of enthusiasm out of the way, the leading drivers put prudence to the fore, Wollek maintaining a dwindling lead on Mass, his former Porsche partner. The German put one over Wollek to regain the lead, boxing him neatly behind his team-mate "John Winter" on the run to the first chicane. When their stops were done just 100 seconds covered Baldi, Cheever, Ludwig, Larrauri and Lammers, the Dutchman soon being lapped by the Sauber.

Lapped maybe, but not beaten. Lammers

Monza 1000km

kept his Jaguar in the Sauber's shadow for 15 laps, just sitting there and occupying Baldi's attention. Pad changes would be needed by all the quick cars at half-distance, but the Sauber's were down to the metal, and the co-efficient of friction between steel and iron is not good enough.

Pumping the brakes like mad, Baldi could not slow down enough for the second chicane and chose to spin the car broadside rather than head off into the sand. Lammers was too close to avoid the navy blue car, which was sideways across the road, and bounced off its front wheel.

Both drivers reached their pits for their scheduled stops, but the Jaguar had come off worse. Sixteen laps were lost while the radiator was changed and the front body supports straightened, while excellent teamwork by Peter Sauber's crew lost the C9 hardly any excess time. With four new wheels, new pads and a new nose-panel the Sauber was ready for Schlessler, though the steering wheel was a few degrees out and the car pulled to the right.

That was probably not decisive, even though Schlessler was just a lap behind the Brundle/Cheever Jaguar, because the British team was exactly where it wanted to be, running at the speed it chose, and was slightly ahead of its fuel target. Alarm bells were ringing in the Joest and Brun pits where fuel was now a critical factor, and the Sauber would finish the race a lap behind the Jaguar, and with a dry tank.

The three challengers remained on the Jaguar's lead lap until Ludwig's car ran out of brakes, and Larrauri had a collision with his Brun team-mate Manuel Reuter. The Joest Porsche was 20 litres short of a full tank when Wollek took over for the last stint, and a longish pit-stop of seven or eight laps was anticipated . . .

A brake overhaul provided the perfect cover, but Wollek really was out of friction and stopped at Joest's pit, to say that the pedal was going to the floor, moments before the flag was unfurled. He dropped to fifth, behind team-mates Frank Jelinski and "John Winter" who had driven a far more conservative race . . . but they, of course, never contested the lead.

Larrauri went two laps down with an



Team patron Reinhold Joest oversees a pit-stop for the front-running Ludwig/Wollek Porsche.

unscheduled stop for a new wheel, the body being damaged, and manager Peter Reinisch had no idea, at the time, that the Argentinian had knocked Reuter off the track at the second Lesmo corner.

This is taken at 150 mph, flat in fourth, and the road seems very narrow there, the guardrails ominously near. Larrauri said he thought Reuter had left room on the inside, but at the speed he was travelling he would never have got round off-line, and a collision was inevitable. Reuter's 962C was virtually a write-off, with damage that would make a large dent in half-a-million Swiss francs.

Baldi allowed Brundle to lap him shortly before the finish (thus saving three litres) and Jaguar's victory became all the sweeter.

Fuel was equally critical in the C2 class, for although the allocation has been increased this year by ten per cent, to 363 litres, the quick drivers have no trouble in using it all up. Gordon Spice, winning yet again with Ray Bellm (they have maximum points from the first three races), was putting his Spice SE88 out of gear and coasting along the straights.

Martin Schanche in the Lucky Strike Argo, meanwhile, reduced his DFL's engine speed to 5000 rpm, and still came to a halt five laps from the end. The Argo, quick in qualifying and C2 leader for most of the race in the hands of Schanche and Will Hoy, was thought to have a dry tank, but post-race inspection showed it to have 17 litres in the tank and a faulty reserve pump.

The C2 category showed much better reliability than last year's standard in the Spanish races, but at Monza the 15 starters were reduced to three finishers, all with Spice chassis and Cosworth 3.3-litre DFL engines.

The partisan crowd, much bigger than in recent years, was disappointed to see Gianni Mussato's ex-works Lancia LC2 (in the hands of Andrea de Cesaris) retire early with a seized camshaft drive, and unhappy too that Jean-Pierre Frey's Argo, powered by the 2-litre Motori Moderni V6 turbo, was having an engine changed when the race started and joined the event at quarter-distance.

Jaguar's Silk Cut team is as confident as a racing team ever dares to be about winning the BRDC's Silverstone 1000km race on May 8 — what could be a third successive victory (and a hat-trick for Cheever).

Brundle needs a couple more successes to catch Schlessler and Baldi in the drivers' championship, but it's time for some good fortune to shine on Lammers and Dumfries; they failed to reach the finish, and open their points account for the season, when Dumfries spun into the sand at the Parabolica. The Kidlington team is rooting for Brundle, who has temporarily given up his Formula One career to drive for Jaguar, but success for the number two car would delight Tom Walkinshaw and Roger Silman.

MLC



The Porsche-powered Cougar C20, featuring a new tail treatment, came home a distant seventh.

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP Round Two, Jarama 360km, March 13

QUALIFYING TIMES

J-L. Schlesser/M. Baldi	C1	Sauber-Mercedes	1m14.350s
J. Lammers/J. Dumfries	C1	Jaguar	1m14.981s
E. Cheever/M. Brundle	C1	Jaguar	1m15.333s
J. Nielsen/J. Watson	C1	Jaguar	1m15.605s
O. Larrauri/J. Pareja	C1	Porsche	1m16.144s
K. Ludwig/B. Wollek	C1	Porsche	1m16.155s
U. Schäfer/M. Reuter	C1	Porsche	1m16.459s
J. Weaver/D. Bell	C1	Porsche	*1m16.872s
F. Jelinski/"J. Winter"	C1	Porsche	1m18.470s
K. Nissen/V. Weidler	C1	Porsche	1m18.540s
T. Thyrring/A. Coppelli	C2	Spice-Cosworth	1m19.268s
G. Spice/R. Bellm	C2	Spice-Cosworth	1m19.878s
M. Sigala/W. Brun	C1	Porsche	1m20.064s
C. Los/P. de Henning	C2	Spice-Cosworth	1m21.032s
W. Hoy/M. Schanche	C2	Argo-Cosworth	1m21.765s
N. Adams/G. Duxbury	C2	Spice-Hart	1m21.833s
C. Ballot-Lena/J-L. Ricci	C2	Spice-Cosworth	1m22.487s
P. Marozzo/J-P. Frey	C2	Argo-Moderni	1m22.649s
A. Salamin/M. Olivar	C1	Porsche	1m25.235s
R. Randaccio/M. Gellini	C2	Tiga-Cosworth	1m26.095s
T. Harvey/W. Taylor	C2	Tiga-Porsche	1m26.509s
D. Wood/J. Sheldon	C2	ADA-Cosworth	1m26.573s
P. Barberio/V. Veninata	C2	Tiga-Cosworth	1m27.367s
J. Heuclin/L. Descartes	C2	ALD-BMW	1m31.353s

First-named drivers set qualifying times

*Did not start

RACE RESULTS

1st	E. Cheever/M. Brundle	C1	7.0 Jaguar XJR9	2h30m04.979
2nd	J-L. Schlesser/M. Baldi	C1	5.0t Sauber-Mercedes C9-88	2h30m24.252
3rd	J. Nielsen/J. Watson	C1	7.0 Jaguar XJR9	107 laps
4th	U. Schäfer/M. Reuter	C1	3.0t Porsche 962C	107 laps
5th	K. Nissen/V. Weidler	C1	3.0t Porsche 962C	106 laps
6th	O. Larrauri/J. Pareja	C1	3.0t Porsche 962C	106 laps
7th	G. Spice/R. Bellm	C2	3.3 Spice-Cosworth SE88C	104 laps
8th	F. Jelinski/"J. Winter"	C1	2.8t Porsche 962C	103 laps
9th	W. Brun/M. Sigala	C1	3.0t Porsche 962c	103 laps
10th	J-L. Ricci/C. Ballot-Lena	C2	3.3 Spice-Cosworth SE88C	103 laps
11th	T. Thyrring/A. Coppelli	C2	3.3 Spice-Cosworth SE88C	101 laps
12th	N. Adams/G. Duxbury	C2	1.8t Spice-Hart SE87C	100 laps
13th	P. Barberio/V. Veninata	C2	3.3 Tiga-Cosworth GC288	98 laps
14th	D. Wood/J. Sheldon	C2	3.0 ADA-Cosworth 0s	97 laps
R	J. Lammers/J. Dumfries	C1	7.0 Jaguar XJR9	(spin) 96 laps
15th	A. Salamin/M. Olivar	C1	2.8t Porsche 926C	95 laps
R	C. Los/P. de Henning	C2	3.3 Spice-Cosworth SE87C	(electronic) 89 laps
16th	N. Marozzo/J-P. Frey	C2	2.0t Argo-Moderni JM19C	79 laps
17th	W. Hoy/M. Schanche	C2	3.3 Argo-Cosworth JM19C	78 laps
R	K. Ludwig/B. Wollek	C1	3.0t Porsche 962C	(gearbox) 62 laps
R	W. Taylor/T. Harvey	C2	2.8t Tiga-Cosworth GC287	(oil leak) 45 laps
R	R. Randaccio/M. Gellini	C2	3.3 Tiga-Cosworth GC85	(accident) 32 laps
R	J. Heuclin/L. Descartes	C2	3.5 ALD-BMW 03	(head gasket) 30 laps
NS	J. Weaver/D. Bell	C1	3.0t Porsche 962C GTI	(accident) NS

Fastest Lap: Schlesser 1m18.464s; 94.427mph (151.193kph)

Winner's Average Speed: 89.68mph (144.29kph). C2: 85.31mph (137.26kph)

Race Distance: 244.33 miles (361.01km)

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP Round Two, Monza 1000km, April 10

QUALIFYING TIMES

J-L. Schlesser/M. Baldi/J. Mass	C1	Sauber-Mercedes	1m31.69s
K. Ludwig/B. Wollek	C1	Porsche	1m32.05s
O. Larrauri/M. Sigala	C1	Porsche	1m32.27s
M. Brundle/E. Cheever	C1	Jaguar	1m33.62s
J. Lammers/J. Dumfries	C1	Jaguar	1m33.62s
V. Weidler/B. Giacomelli	C1	Porsche	1m34.46s
M. Reuter/J. Pareja	C1	Porsche	1m35.39s
F. Jelinski/"J. Winter"	C1	Porsche	1m35.76s
U. Schäfer/W. Brun	C1	Porsche	1m35.77s
A. de Cesaris/C. Danner	C1	Lancia	1m38.27s
N. Adams/G. Duxbury	C2	Spice-Hart	1m40.07s
W. Hoy/M. Schanche	C2	Argo-Cosworth	1m41.02s
P-H. Raphanel/R. Ravaglia	C1	Cougar-Porsche	1m41.04s
A. Coppelli/T. Thyrring	C2	Spice-Cosworth	1m41.34s
C. Los/P. de Henning	C2	Spice-Cosworth	1m41.44s
J-P. Frey/N. Marozzo	C2	Argo-Moderni	1m41.52s
W. Taylor/T. Harvey	C2	Tiga-Porsche	1m43.37s
G. Spice/R. Bellm	C2	Spice-Cosworth	1m43.55s
D. Wood/A. Salamin	C1	Porsche	1m43.88s
C. Ballot-Lena/J-L. Ricci	C2	Spice-Cosworth	1m45.57s
R. Randaccio/V. Veninata/P. Barberio	C2	Tiga-Cosworth	1m45.76s
P-A. Lombardi/R. Vaglio/S. Vaglio	C2	Rondeau-Cosworth	1m47.37s
H. Munda/R. Seher/G. Gebhardt	C2	Gebhardt-Audi	1m51.43s
P. Yver/M. Cohen-Olivar	C2	ALD-BMW	1m52.38s
D. Lacaud/G. Tremblay/J. Heuclin	C2	ALD-BMW	1m52.46s
O. Jacobelli/R. Piper/M. Birrane	C2	Argo-Cosworth	1m53.93s
L. Taverna/G. Lavaggi/R. Ragazzi	C2	Olmas-Cosworth	*4m44.63s

First-named drivers set qualifying times

*Did not start

RACE RESULTS

1st	M. Brundle/E. Cheever	7.0 Jaguar XJR9	4h52m13.520
2nd	J-L. Schlesser/M. Baldi/J. Mass	5.0t Sauber-Mercedes C9-88	2h30m24.252
3rd	O. Larrauri/M. Sigala	3.0t Porsche 962C	171 laps
4th	F. Jelinski/"J. Winter"	2.8t Porsche 962C	168 laps
5th	K. Ludwig/B. Wollek	3.0t Porsche 962C	164 laps
6th	V. Weidler/B. Giacomelli	3.0t Porsche 962C	164 laps
7th	P-H. Raphanel/R. Ravaglia	2.8t Cougar-Porsche C20	162 laps
8th	G. Spice/R. Bellm	3.3 Spice-Cosworth SE88C	158 laps
9th	A. Salamin/D. Wood	3.0t Porsche 962C	157 laps
10th	A. Coppelli/T. Thyrring	3.3 Spice-Cosworth SE88C	157 laps
11th	J-L. Ricci/C. Ballot-Lena	3.3 Spice-Cosworth SE88C	143 laps
R	W. Hoy/M. Schanche	3.3 Argo-Cosworth JM19C	(fuel)
R	M. Reuter/J. Pareja	3.0t Porsche 962C	(accident)
R	J. Lammers/J. Dumfries	7.0 Jaguar XJR9	(spin)
R	W. Brun/U. Schäfer	3.0t Porsche 962C	(gearbox)
R	Lacaud/Tremblay/Heuclin	3.5 ALD-BMW 03	(engine)
R	Lombardi/Vaglio/Vaglio	3.0 Rondeau-Cosworth 379C	(fuel pump)
R	N. Adams/G. Duxbury	1.8t Spice-Hart SE87C	(electronics)
R	Piper/Birrane/Jacobelli	3.3 Argo-Cosworth JM19c	(fuel tank)
R	Randaccio/Veninata/Barberio	3.3 Tiga-Cosworth GC88	(starter)
R	W. Taylor/T. Harvey	2.8 Tiga-Porsche	(spin)
R	A. de Cesaris/C. Danner	3.0t Lancia LC2	(turbo)
R	J-P. Frey/N. Marozzo	2.0t Argo-Moderni JM19C	(engine)
R	C. Los/P. de Henning	3.3 Spice-Cosworth SE87C	(gasket)
R	P. Yver/M. Cohen-Olivar	3.5 ALD-BMW 4	(fuel pressure)
R	Gebhardt/Seher/Mundas	1.8t Gebhardt-Audi JC853	(engine)

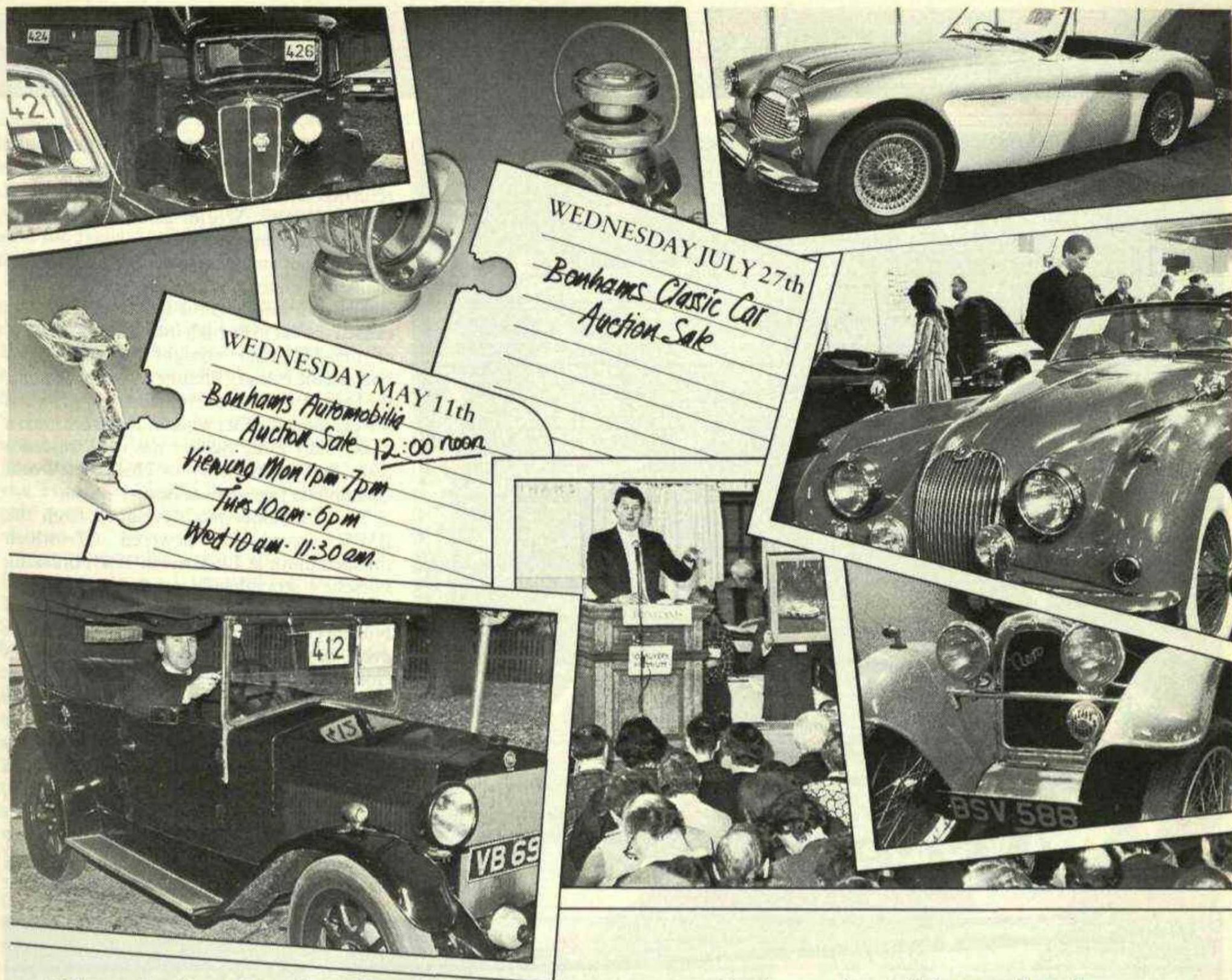
Winner's Average Speed: 128.09mph (206.09kph).

Race Distance: 1003.4km (623.48mph)

Fastest Lap: Schlesser 1m35.75s; 135.50mph (218.02kph) — record

Teams Championship: 1. Silk Cut Jaguar 90; 2. AEG Sauber 85; 3. Joest Racing 47; 4. Brun Motorsport 46; 5 = Richard Lloyd Racing and Kremer Racing 20.
C2 Teams: 1. Spice Engineering 100; 2. Chamberlain Engineering 63; 3. Cosmik GP Motorsport 30; 4. Lucky Strike Team Schanche 23; 5. Kelmar Racing 20.
Drivers: 1 = Schlesser and Baldi 85; 3 = Brundle and Cheever 60; 5 = Watson and Nielsen 42; 7 = Jelinski and "Winter" 39; 8. Mass 30.
C2 Drivers: 1 = G. Spice and R. Bellm 100; 3 = J-L. Ricci and C. Ballot-Lena 63; 5 = Los, de Henning, Coppelli and Thyrring 30.





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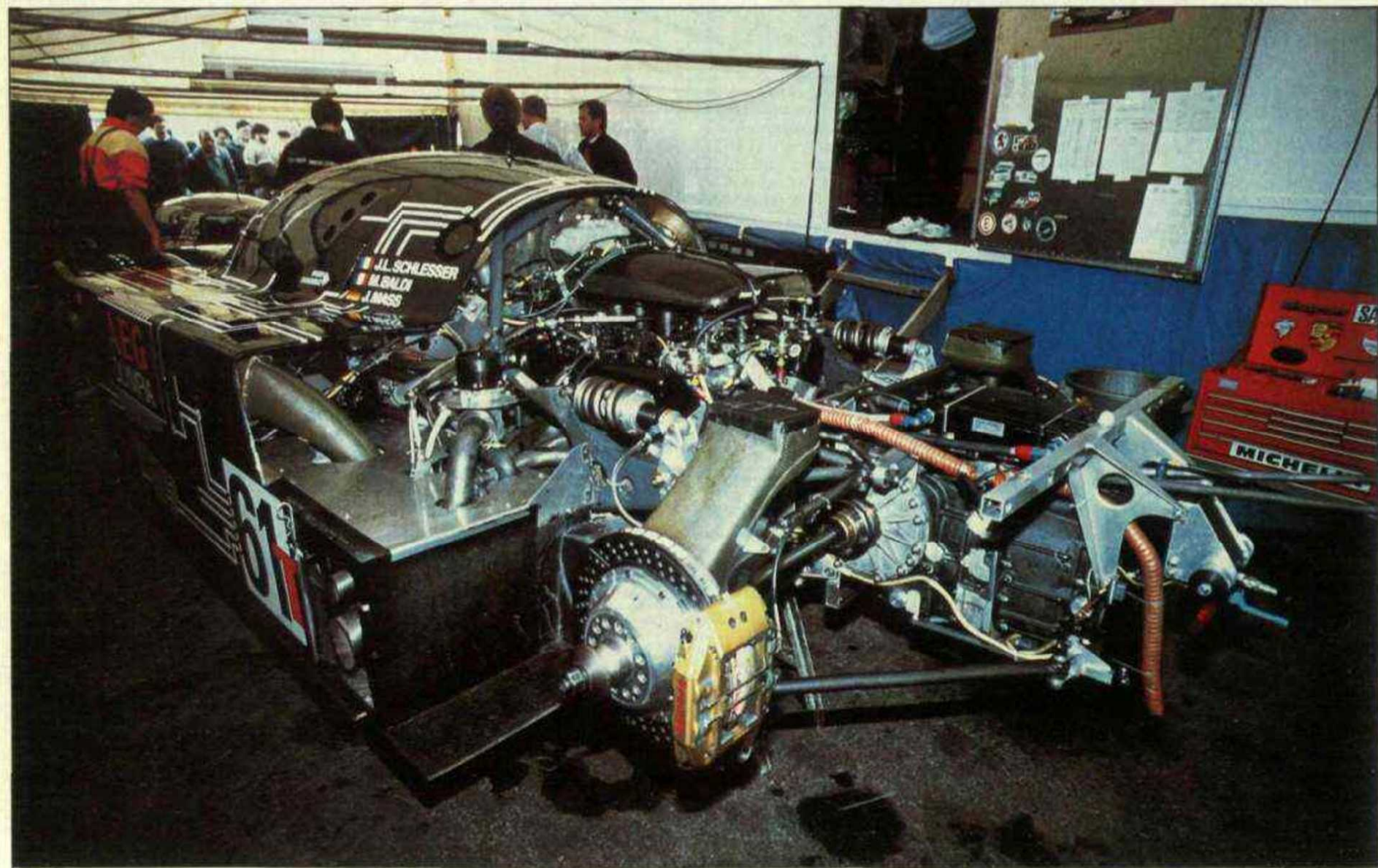
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UNDER SCRUTINY



This year's Sauber-Mercedes has improved weight distribution by moving the radiator up to the nose.

The Star Ascendant



V8 block is flanked by fore-and-aft spring/dampers with rocker-arms; engine and gearbox are semi-stressed and take rear wing and lateral suspension loads.

Thirty years after Daimler-Benz's withdrawal from racing, the Mercedes name returned to Le Mans in 1985 associated with Peter Sauber's World Endurance Championship contender.

It was not an auspicious debut for the V8 twin-turbocharged car from Hinwil, near Zurich. An aerodynamic failure of some sort caused the car to fly high into the air at the end of the Mulsanne straight and give John Nielsen the ride of a lifetime, at over 200 mph; the Dane was fortunate to escape unhurt when the car landed on its wheels. But from such a shaky start Peter Sauber has now welded a team that looks likely to challenge World Champions Jaguar all season.

The C8 model was developed from the BMW six-cylinder powered C7 which finished ninth at Le Mans in 1983, breaking Porsche's stranglehold on the leaderboard. Before it was put to rest it won the 1986 Nürburgring 1000km race, a storm-torn event in which Mike Thackwell excelled on Goodyear's rain tyres.

The current C9 model, which made its debut at Silverstone last May, uses a similar bonded sheet-aluminium chassis; while the car resembles its predecessor it is, in fact, a "clean-sheet" design executed by Leo Ress, formerly with BMW in Munich.

The chassis is stiffer than before, but may not yet be stiff enough, since the remaining weakness in the car, its tendency to overheat

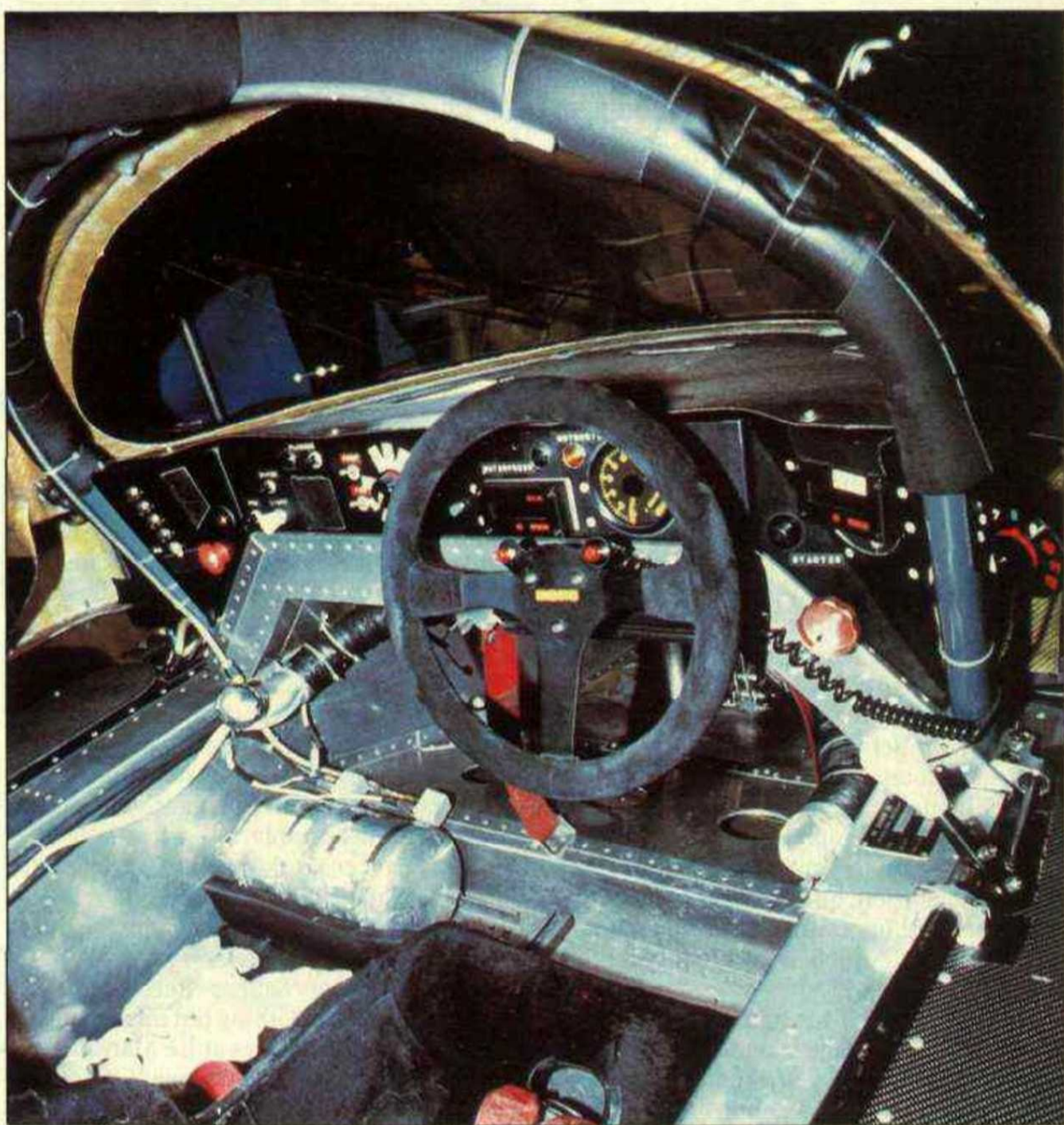
its rear tyres, is blamed partly on lack of torsional rigidity. That can only be a matter of development, and when the C9 does make its Michelins last through a 60-minute driver stint the Jaguars will face a truly formidable team.

The C9 had, straight away, twice as much ground-effect as the C8 (designers never divulge the exact figures!), and although the 1988 regulations have reduced the effect by enlarging the flat reference-plate below the monocoque and lowering the rear venturi, the Sauber opened the season in Spain by smashing the 1987 qualifying record. The Jaguar drivers were struggling to match last year's times, and Jean-Louis Schlesser was on pole position at Jerez and Jarama by wide margins.

Last September's Spa-Francorchamps 1000km race was a watershed for the team. The Yves Saint Laurent company had told Sauber that its Kouros sponsorship would not be continued in 1988. In response, Thackwell claimed the team's first-ever pole position, led for four laps (until the driving-seat catch broke, of all the silly failures) and established a new lap record (the race was then led by Richard Lloyd's Porsche, until the differential broke, and ironically Liqui Moly also announced that weekend that it would withdraw its support from the British team in 1988).

There were no angels waiting in the wings for Lloyd, but political stirrings at Daimler-Benz would prove to be of major benefit to Sauber.

Edzard Reuter, a finance man, had replaced Professor Werner Breitschwerdt as the



Analogue tachometer and digital boost and economy read-outs are driver's major concerns.

Under the Skin of the Sauber C9/88

The Sauber C9/88's monocoque is a straightforward sheet-aluminium bonded structure, and the Mercedes type M117 five-litre V8 engine is attached as a semi-stressed member.

Front suspension features a wide-based lower wishbone, top camber and castor links, and outboard springs around Bilstein gas dampers. The tubular front anti-roll bar is operated by push- and pull-rods and a chassis-mounted rocking arm, giving infinite adjustment and a rising-rate roll stiffness.

Rear suspension is highly innovative, locating the rear springs and dampers horizontally and facing the front of the car, supported by engine bearers. The springs and dampers are compressed by machined aluminium rockers which are actuated by pull-rods attached to the outer ends of the top wishbones. The tubular anti-roll bar is linked to the same rockers.

This tidy layout takes the suspension hardware upwards and well clear of the venturi, which was a particular benefit last year when the tunnels were taller than they are today (in line with the latest regulations, the tunnels may be no more than 27cm higher than the chassis

floor, approximately reaching the rear hubs).

Unlike the C8, the C9 features a front-mounted water radiator, thus improving weight-distribution, the flanks now housing the twin-turbo intercoolers and oil coolers. Turbochargers are from KKK, but Sauber makes his own wastegates.

The C9's rear wing is mounted on the gearbox (rather than on the bodywork, in conventional Porsche fashion) and all the bodywork is made of Kevlar sandwich. On average the C9 weighed 880kg last year, any savings in construction only compensating for the Hewland VGC transmission, which was 15kg heavier than the VG used previously.

Last year the engines were prepared by Heini Mader, and were said to give between 700 horsepower at 0.8-bar boost (11.28 lb) and 840 bhp at 1.2-bar boost (16.9 lb). This year the engines are prepared by Mercedes, and supplied from Stuttgart with the latest Bosch Motronic 1.7 system similar to that used on the TAG-Porsche Formula One unit last season. Power is virtually unchanged but fuel economy is improved, and the latest torque figures given are 1000Nm (737 lb ft) on full boost, and

800Nm (590 lb ft) on race settings.

This proved too much for the VGC transmission and driveshafts last year, resulting in several breakages; but during the winter Röss, together with Mercedes engineers and the British company Staffs Silent Gears, worked out a solution which produced a totally reliable race package for Jerez (a punishing circuit) and Jarama.

Intriguingly, Mercedes has perfected a stress gauge on the driveshafts which retards the engine's ignition when a certain torque figure is exceeded, this apparently being a spin-off from the firm's ASD anti-slip control for passenger cars. A full anti-slip control for the rear wheels, similar to that raced by Volvo in 1986, is also under development, and Mauro Baldi has first-hand experience of that system.

Other changes on the C9/88 raced in Spain include the fitment of Brembo braking (as used on the Lancias between 1983 and 1986, and by Richard Lloyd) instead of AP equipment, and the adoption of Speedline wheels instead of BBS. The front wheels have been increased from 16in to 17in diameter, but the rear wheels remain at 19in.

MLC

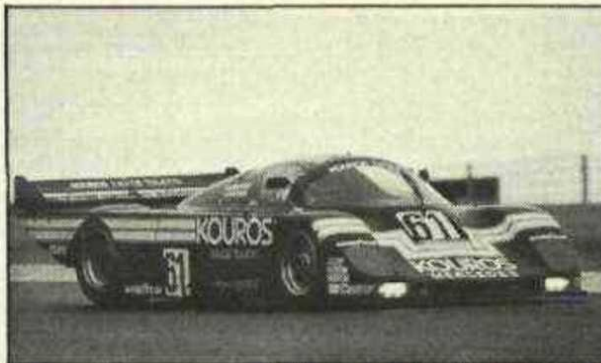
chairman of the Vorstand (board of management), which in itself was not promising. The deputy chairman, though, was Professor Dr Ing Werner Niefer, who was also the head of passenger-car development and was known to be a motor racing fan. What Tom Walkinshaw could do for Jaguar, he argued, Peter Sauber could do for Mercedes, and in December the Vorstand approved his plan to channel financial and technical support into Sauber's operation (and also into various Mercedes 190 teams participating in the European Touring Car Championship).

By supporting independent teams, Mercedes could drop the pretence of not being involved in motor racing, but could distance itself from any major setbacks. An internal committee has been formed at Daimler-Benz, headed by Niefer, to define the company's long-term racing objectives, and its members include Erich Waxenberger, Gerhard Härle (who replaces Porsche's Jürgen Barth as the manufacturers' representative to FISA), aerodynamicist Rüdiger Faul, and public relations man Bernd Harling.

When announcing Mercedes' new involvement in January, Niefer stated: "We saw the potential of our V8 engine last year. This year we not only want to put it to the test in tough racing competition, but also want to know the challenges and opportunities in this specialised discipline, which is of great technical interest."

That was no half-hearted statement, and the parallels with Jaguar and Tom Walkinshaw Racing are very strong. Walkinshaw undertakes his own development of the V12 engine, whereas Sauber (with a much smaller operation) is happy to leave that largely to Mercedes, but both men carry a prestigious banner on behalf of rival manufacturers.

They would both like Porsche to return to the contest, with a new car, and relish the thought of having a two-year start on what will be a brand new Weissach design. Porsche's 1989 challenger is already constructed,



First win — Pescarolo and Thackwell at the Nurburgring in 1986.

around the "Indy" V8 engine, but track development will not begin until the 2708 Indycar is competing successfully.

Le Mans is the prime objective for all three manufacturers: Porsche feels that there is one more victory left in the 962C design, and on last year's form it would be hard to disagree.

The TWR Silk Cut Jaguar team has designed the XJR-9LM as a successor to the XJR-8LM, and testing has shown some significant gains in performance, though 24-hour reliability will remain the essential ingredient. Victory in the Daytona 24-Hour race in January has raised Jaguar's hopes and prospects immeasurably, but still a whole host of factors have to work together: mechanical reliability, driver reliability and tyre reliability must all be 100% in at least one of the three or four cars.

What, then, of Sauber-Mercedes? The Swiss team has had nothing but misfortune in its past three appearances at Le Mans, a tyre failure like Win Percy's eventually stopping Thackwell's C9 last year though with no disastrous consequence. Walkinshaw believes that it takes at least three attempts to learn how to win, but this is the fourth for Peter Sauber... could this be his year?

The C9 is fast enough — Johnny Dumfries established the Le Mans revised-track record last year in the Kouros entry — but until now the Sauber team has not been sufficiently professional in its approach to the classic race,

a criticism which can no longer be applied.

This may not be the year of the Sauber-Mercedes at Le Mans, for it may take another year of support from the Stuttgart firm to complete the recipe, but prospects for the race in June are fascinating, and those for 1989 even more exciting.

With the power-units themselves, Mercedes also supplies four engine technicians for each race and a van-load of telemetric equipment, all under the supervision of Ing Herman Hiereth. The team is managed by Max Welti (entered as a co-driver at Le Mans in 1985), and drivers nominated so far are Jean-Louis Schlesser, Mauro Baldi and Jochen Mass.

Schlesser will also take part in the German Supercup series, having won the last round of 1987 at the Nurburgring, and a fourth driver will be nominated in time for the Silverstone 1000km on May 8, the first time that Sauber will run two cars. It is likely that Stefan Johansson will be the nominee, although due to clashing Formula One commitments he will not be available for Le Mans, Brno or Brands Hatch, and James Weaver has been invited to drive a Sauber at Le Mans; team-leader Schlesser, though, declines to compete at Le Mans for safety reasons.

Any financial worries were removed by Daimler-Benz prior to the start of the year, and five million Deutschmarks is the reputed sum put up by AEG-Olympia, a DB subsidiary. The car is even darker navy-blue than before — almost black — and is also sponsored by Michelin and by Castrol.

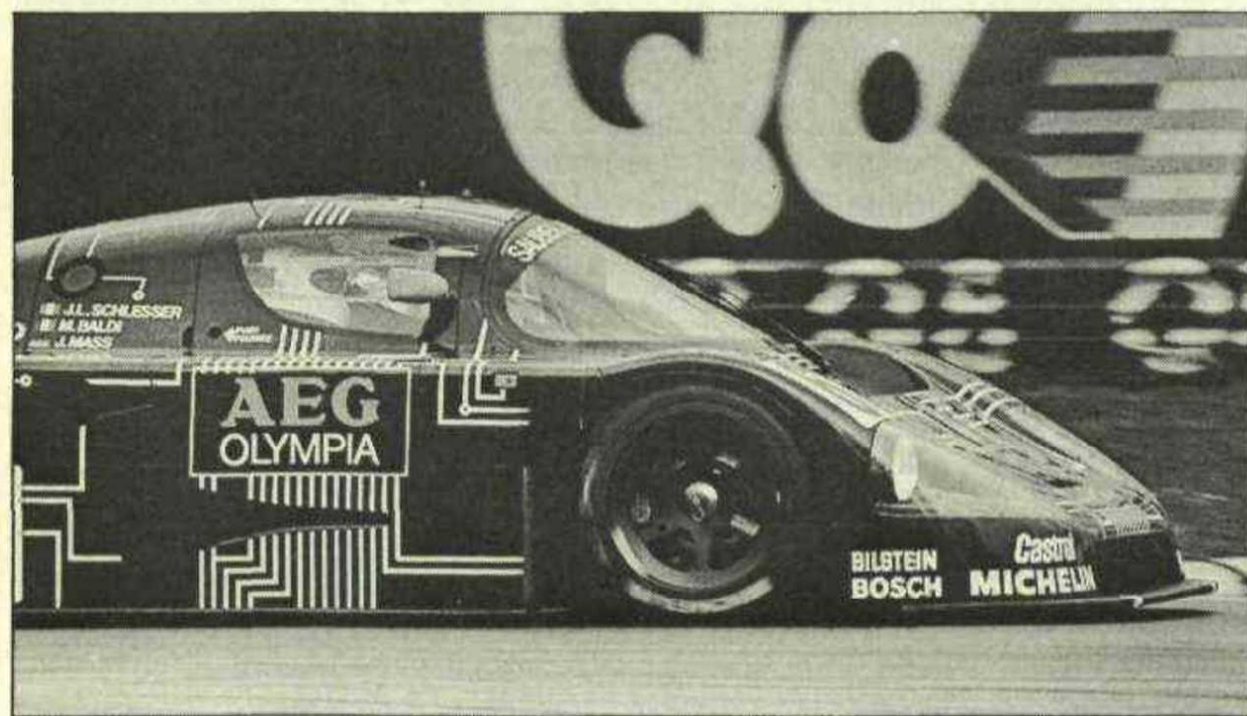
Mercedes' commitment to the programme continues to the end of 1990, while Gallaher's with Jaguar extends to the end of 1991, so the immediate future of sports-prototype racing is guaranteed no matter what FISA may wish.

The opinion is growing that FISA would like to downgrade the Group C category to "International" (instead of "World") status as soon as possible, to promote the so-called Procar series over its head in 1990. Bernie Ecclestone's plan is to involve at least six manufacturers in his "made for TV" Procar series, at a cost per team perhaps exceeding that of Formula One, but at present only Alfa Romeo has declared any positive interest.

Unless FISA can exert irresistible pressure on five more manufacturers, Procar would appear to be a non-starter, and it is possible that Jaguar, Mercedes, Porsche, Nissan, Toyota and Mazda would offer to prepare their Group C cars for such a series, perhaps as part of the World Championship.

Mercedes is no longer represented on the tracks by silver cars adorned by the three-pointed star, but its presence has quickly become a major force. With the level of commitment now shown, even in the first three rounds of the 1988 World Championship, it is impossible to imagine that Peter Sauber's team aims to go anywhere but forwards — to victory at Le Mans and the World Championship.

MLC



C9/88 has larger front wheels and deeper inlet for repositioned radiator.

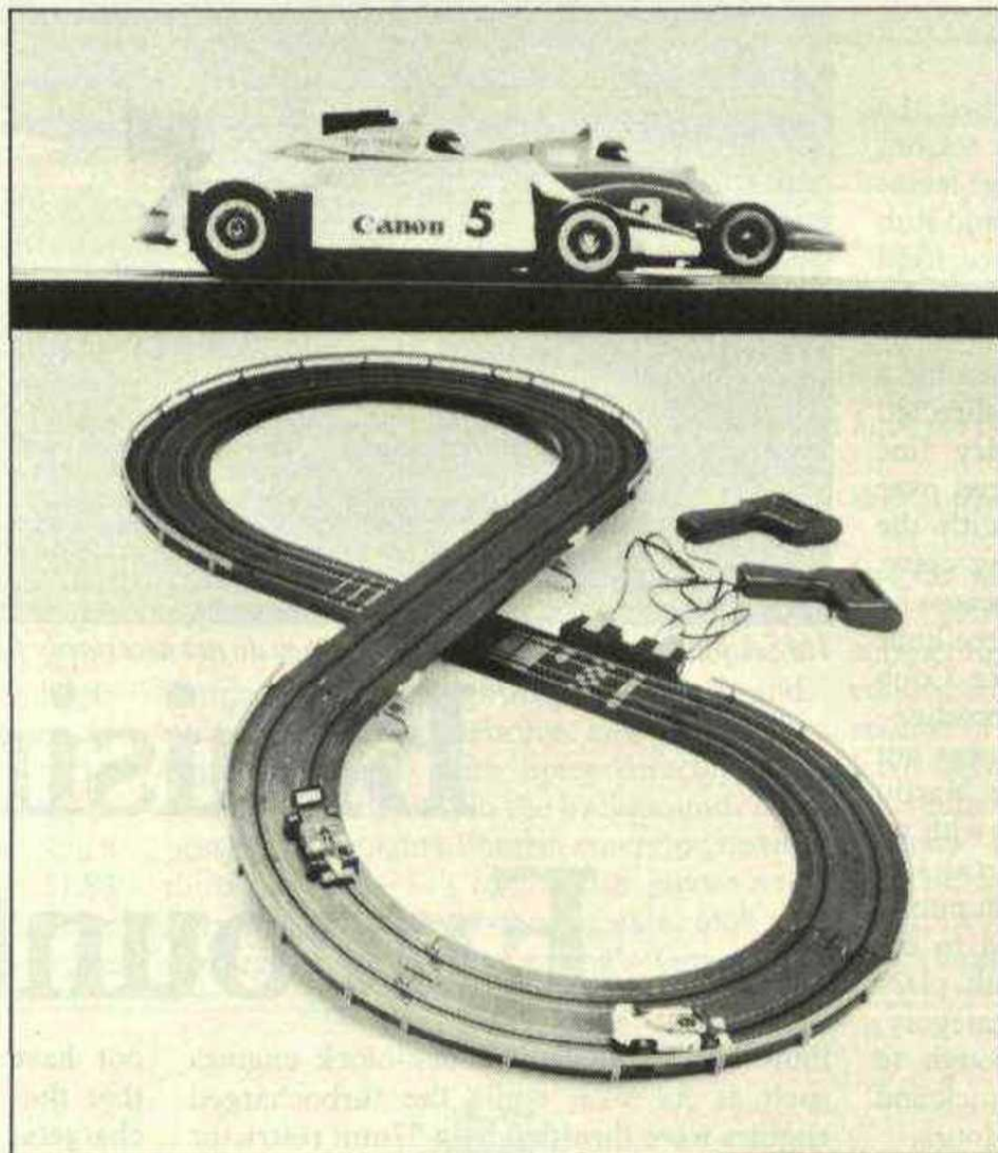
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The competition will be in three parts of ten questions each. Ten are printed below; the first part was published in the March issue of **MOTOR SPORT**, and the second part in the April issue. Cut out or photocopy each of the three entry forms, complete the answers in block capitals and mark the envelope **"MOTOR SPORT COMPETITION"**, **P.O. BOX 35, STANDARD HOUSE, BONHILL STREET, LONDON EC2A 4DA.** Entries should be received by Tuesday May 10, and the first all-correct entry drawn will be declared the winner.

QUESTIONS

21. How many times has Porsche won the Le Mans 24-Hour Race?
22. Who was the first Formula 3000 Champion?
23. When was the RAC Rally last won by a British driver?
24. How many times has Tom Walkinshaw competed at Le Mans as a driver?
25. Who won the last Mille Miglia, and in what car?
26. At which motor show, and in what year, was the Porsche 917 first shown?
27. Who won the 1966 Monte Carlo Rally but was disqualified for alleged lighting infringements?
28. Jackie Stewart raced at Le Mans only once. What car did he drive?
29. Which 1980s racing driver became World Champion within a month of his maiden Grand Prix victory?
30. Which circuit is shown in the photograph on the right?



COMPETITION RULES

1. The competition is not open to employees of Tomy UK Ltd or Teesdale Publishing Co Ltd.
2. Entrants must answer all 30 questions using the forms provided or photocopies (one entry per household).
3. The winning entry will be the first all-correct reply drawn.
4. No correspondence will be entered into concerning the results.

ANSWERS (BLOCK CAPITALS PLEASE)

- 21.....
- 22.....
- 23.....
- 24.....
- 25.....
- 26.....
- 27.....
- 28.....
- 29.....
- 30.....

NAME _____ ADDRESS _____

STATESIDE

The three opening rounds of the IMSA Camel GT Championship in the United States took TWR Jaguar's John Nielsen to the top of the drivers' championship placings, and demonstrated to the Porsche teams that their strongest challenge for years will come from Britain in 1988.

Ever since the Porsche 962 reached the USA midway through the 1984 season, victories have been shared among teams owned by Al Holbert, Bruce Leven and Rob Dyson, with only minor interference from the quick but generally unreliable Nissan and Chevrolet GTP entries.

Passing the winner's parcel has become a habit, but the Tom Walkinshaw-directed Castrol Jaguar team earned a very fine victory at Daytona, beautifully paced over 24 hours after an early setback with the XJR-9. Nielsen was in the winning crew, and at Miami a month later he was beaten by 0.004 seconds at the end of a three-hour street fight, narrowly won by Price Cobb and James Weaver in the Dyson Porsche.

The Sebring 12-Hours in March was not quite such a success for Jaguar, for Martin Brundle retired after the first hour with an overheated engine and the second car lost time due to a collision, then a broken pinion in the gearbox. Nielsen transferred to the lamed XJR and finished in seventh place overall, though sixth in the GTP category, and his nine points were just enough to maintain his advantage over Hans Stuck and Klaus Ludwig, winners of the 12-Hours.

IMSA rules allocate an extra five points for results in the "endurance" races at Daytona and Sebring, but normal Can-Am scores (20-15-12-10-8-6-4-3-2-1) are attached to the remaining eleven rounds, and the Dane's slender points advantage might lengthen as the two Germans, Stuck and Ludwig, miss events due to clashing commitments.

Ludwig took Texaco Havoline sponsorship to Leven's team for the first three rounds of the year, but will have to miss four races giving priority to the Texaco-backed Ford team in the European Touring Car Championship; Stuck's main programmes this year are with Audi in the Trans-Am series and with Porsche in the German Supercup.

In the normal course of events Holbert, Dyson and Leven would expect to share their victories, and while that would help Porsche to retain the manufacturer's championship (after three rounds Porsche led Jaguar by 55 points to 41) their contest could easily let Nielsen, Brundle, Davy Jones or Jan Lammers forge a lead in the drivers' championship for Jaguar. It is hardly likely that Walkinshaw expects to lift both titles in his team's first US season, and the manufacturers' would be the more difficult, but one would do very nicely!

What is rather worrying for Jaguar is the way power is restricted this year. A 6-litre



IMSA pitstops may be dramatic, but they do not necessarily fill the stands.

Bruising Encounters

limit was imposed on stock-block engines such as its V12, while the turbocharged engines were throttled by a 57mm restrictor upstream of the single blower. As a result the Porsches, the Nissan and the Corvette will enjoy a power advantage of perhaps 20 bhp, but more importantly (as Porsche and Jaguar drivers agree) the Stuttgart engine has considerably better torque characteristics than it had last year. Hitherto the flat-six had comparatively poor torque and a bad throttle delay, but masses of power at the top end; now it has torque and immediate response, but something under 700 bhp in race trim.

Significantly, FISA has just decided that the turbo engines will have 57mm restrictors in the 1989 World Sports-Prototype Championship, reduced to 55mm (as originally proposed for 1989) in 1990. Silk Cut Jaguar established a very clear advantage over the Porsche customer teams in 1987, but has a much stronger challenger in the Sauber-Mercedes this year and retention of the World Championship is by no means assured. In 1989 the World Championship rules will be similar to, if not identical with, IMSA regulations . . .

Jaguar's V12 will be restricted to 6.0 litres and 620 bhp, the Mercedes 5.0-litre V8 will have 57mm restrictors and so too will Porsche's V8 "Indy" engine in a new chassis. Porsche might have reigned supreme in Group C between 1982 and 1986, but someone in Paris seems determined to see that Jaguar's reign will be shorter. It will

not have escaped Walkinshaw's attention that the Group C rules allow *twin* turbochargers, and the benefit of low-speed throttle response.

So far the Nissan and Chevrolet GTP entries have been eclipsed in IMSA, although Geoff Brabham took the Japanese-engined car to a stunning pole position at Miami, a full two seconds quicker than Hans Stuck's Porsche.

The Nissan is prepared and entered by Electramotive, a Californian company run by Don Devendorf and John Knepp, and little of the Lola ancestry remains in the 1988 model; the aluminium honeycomb chassis has been designed by Trevor Harris and built by Jim Chapman, the 3-litre V6 engine has an aluminium-alloy block (instead of cast-iron), and the car will be handled all season by Brabham and John Morton.

The Nissan has a history of being blindingly quick in qualifying over the past two seasons, but has won on only one occasion at Miami in 1987. Electramotive passed up the two early endurance events this year and, after starting from pole at Miami, coped with serious brake problems to finish eighth.

Sarel van der Merwe became so disenchanted with Rick Hendrick's "works" Chevrolet Corvette GTP (another Lola chassis model) last season that he came close to leaving the scene. The GM engine-management system was underdeveloped, and the V6 turbo-powered car was so heavy on fuel

IMSA Sportscars

that it usually needed an extra pit-stop.

That problem seems to have been cured this year, and a second car is available with a Ryan Falconer-tuned 5-litre V8 engine; it will, soon, have the Lotus-developed active-suspension system which was seen late last year. Neither Chevrolet showed great speed at Miami, Elliot Forbes-Robinson/David Hobbs qualifying the turbo-engined car ninth, then breaking its gear-lever in the race, and van der Merwe/Bobby Rahal qualified eleventh then retired with a broken throttle-linkage.

The Ford GTPs, formally called Probes, are now privately owned by Tom Milner and although they look like concours winners they lack speed, and have endemic piston failures.

Surprisingly perhaps, Pontiac lay third in the GTP manufacturer's category with eight points from three races, thanks to the excellent Spice chassis constructed at Silverstone. After a fitful year in the Lights category last year (when Don Bell and Jeff Kline won on eight occasions yet failed to take the title from Jim Downing, who had a single victory in his Mazda-Argo) Pontiac moved into the top class with two cars. Spice Engineering has supplied a modified SE88 chassis for Pontiac's 4.5-litre V6 engine (the car is driven by Steve Durst and Mike



Bruce Leven's Havoline team is one of three which have put Porsche ahead in the Makes table.

Brockman) and a new chassis for the 5-litre V8-powered Pontiac Firebird which made its debut at Miami in the hands of Bob Earl and Jeff Kline.

As yet the cars are new, but Durst's Pontiac finished eighth at Daytona and seventh in class at Sebring, and Earl's was tenth at Miami. With Spice director Jeff Hazell working hard in the background, it is possible to imagine Pontiac emerging as the third force in GTP, to vie with Jaguar and Porsche. And if that were the case, look no further for Spice Engineering's Group C1

World Championship contender in 1989.

At times last year the GTP grids fell to as low as nine cars, and even the wealthy Americans complained about the cost of competing in the 16-round series in a continent larger than Europe. But the early rounds of the 14-event 1988 championship have been well supported by up to eight "customer" Porsches, two or three TWR Jaguars, Pontiac, Ford, Chevrolet, Nissan and Buick (the latter supplying engines to Gianpiero Moretti's Momo March team) and the coming season could be the best for

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some years.

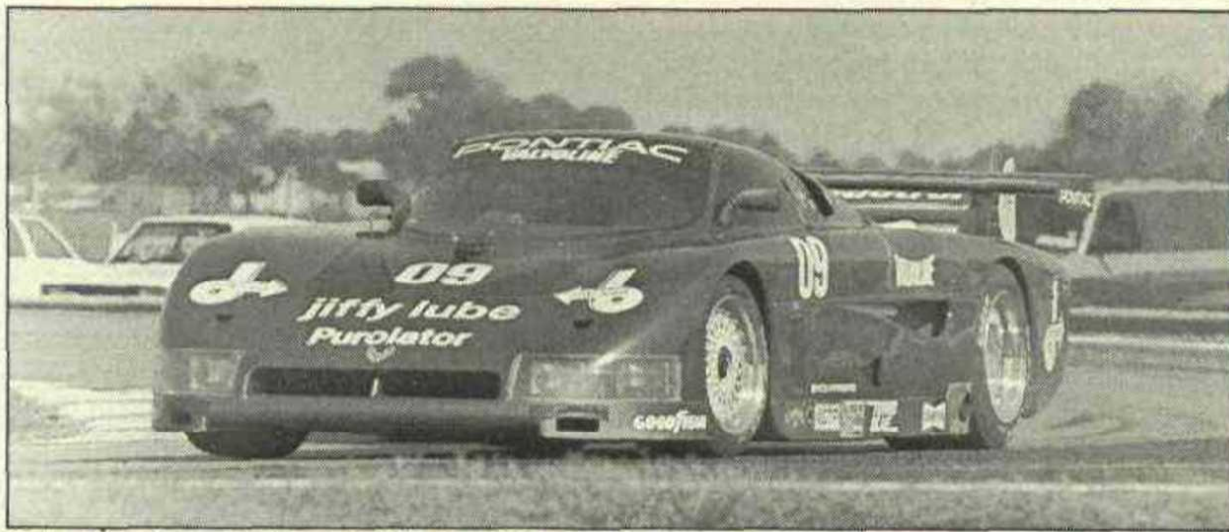
In the Lights category Jim Downing will not yield his title without a fight. He has won the title three years in succession with his Mazda twin-rotor-powered Argo — in 1985 with eight class wins, in 1986 with four, and last year with just one victory but a string of good placings.

Pontiac's star performers have moved up to the GTP class, but there are plenty of customers to take their place, now using the more powerful 2.7-litre Cosworth four-valve-head four-cylinder engine. In the early rounds, though, honours have been shared by the Tom Hessert/Dave Loring Essex Tiga team, and by Gaston Andrey's Ferrari team.

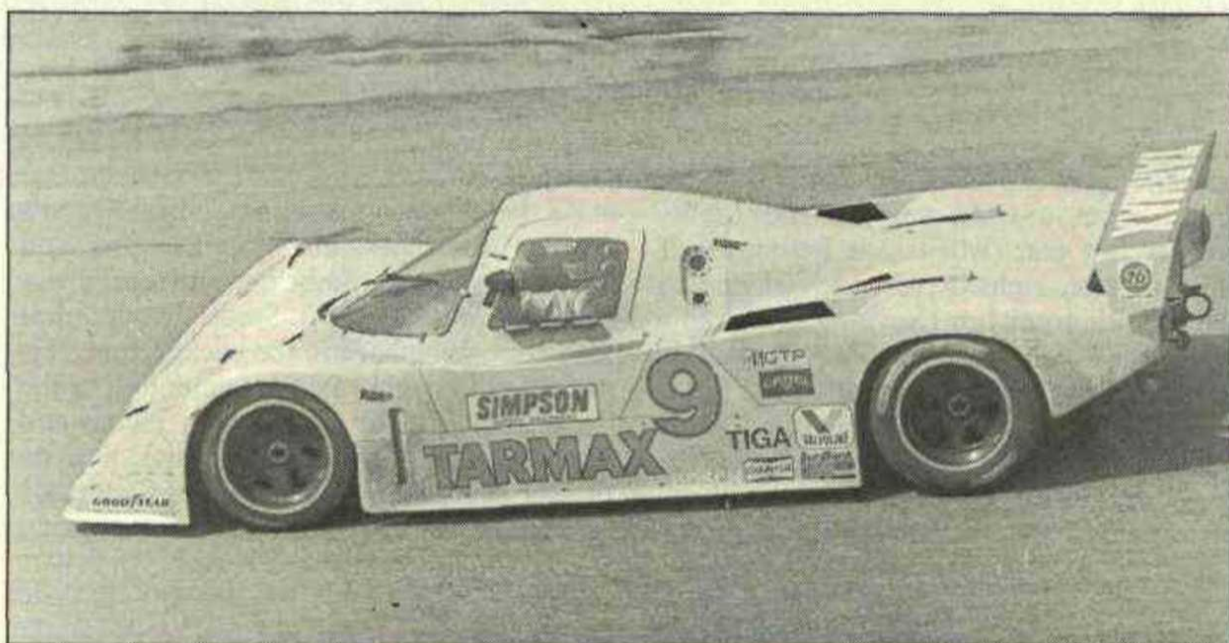
Hessert and Loring achieve much more success than Howden Ganley's Tigas enjoy in the World Championship, winning the Lights class at Daytona and at Sebring, and finishing second at Miami. However, at Daytona they ran a 3-litre V6 Chevrolet engine, and subsequently they used a similar 3-litre V6 Buick; since points are awarded to the manufacturer of the engine, they have been overhauled by Andrey, who has a Ferrari V8-powered Alba AR3 for Martino Finotto/Ruggero Melgrati (class winners at Miami) and a Tiga GC286 with similar power for Uli Bieri and Angelo Pallavicini (second in class at Sebring).

That may sound confusing, but it means that Hessert and Loring are well ahead in the drivers' championship, but the Ferrari marque narrowly leads Buick and Mazda in the manufacturers' championship.

IMSA also admits GTO and GTU special saloons (over and under 3-litre capacity), categories which are keenly contested by exciting Chevrolet Corvettes and Camaros, Lincoln-Mercury XR4Tis (like Sierras, but with turbo and V8 engines), and triple-rotor



Spice-Pontiac switches to the big class this year.



Amongst the Camel Lights, the Essex Tiga has won with both Chevrolet and Buick V6 units.

Mazdas which go like the wind with spaceframe chassis and Kevlar bodies — so there is far more variety than we are accustomed to seeing in the Silverstone 1000km, for instance.

There is, too, far more traffic. Seventy-

five cars started at Daytona, and while veterans such as Derek Bell and Al Holbert move easily through the pack, the Castrol Jaguars have already had a number of bruising encounters. That has to be put down to experience, but it makes the outcome much more of a lottery than Walkinshaw is accustomed to.

Still, he can take heart from the fact that Holbert's usually-dominant Porsche team has made a poor start to the year, retiring at Daytona and Sebring with engine failures and finishing only fourth in Miami. So far, while Stuck and Ludwig have made the best start to Porsche's year, Price Cobb and James Weaver appear to have the most stamina. **MLC**



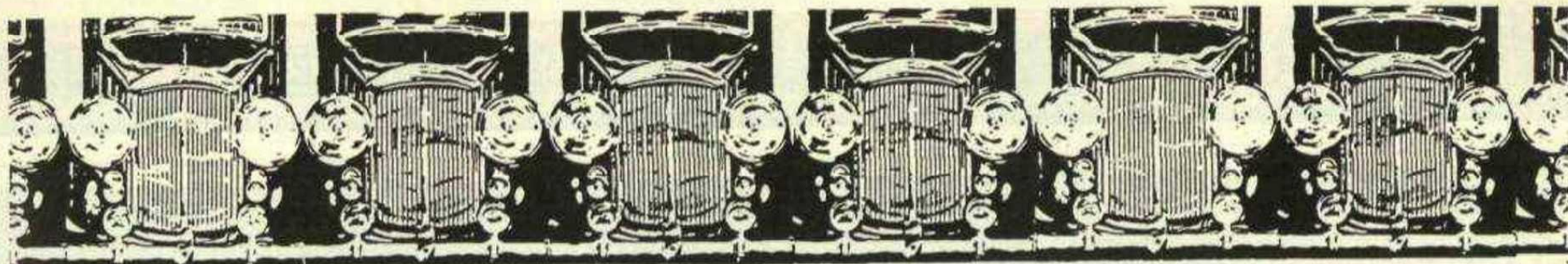
Special saloons: Lincoln-Mercury XR4Ti.

1988 IMSA CHAMPIONSHIP GTP Drivers (after 3 rounds)

John Nielsen.....	51
Klaus Ludwig/Hans Stuck.....	48
Price Cobb/James Weaver.....	44

GTP Manufacturers (after 3 rounds)

Porsche.....	55
Jaguar.....	41
Pontiac.....	8
Nissan.....	3
Ford.....	2



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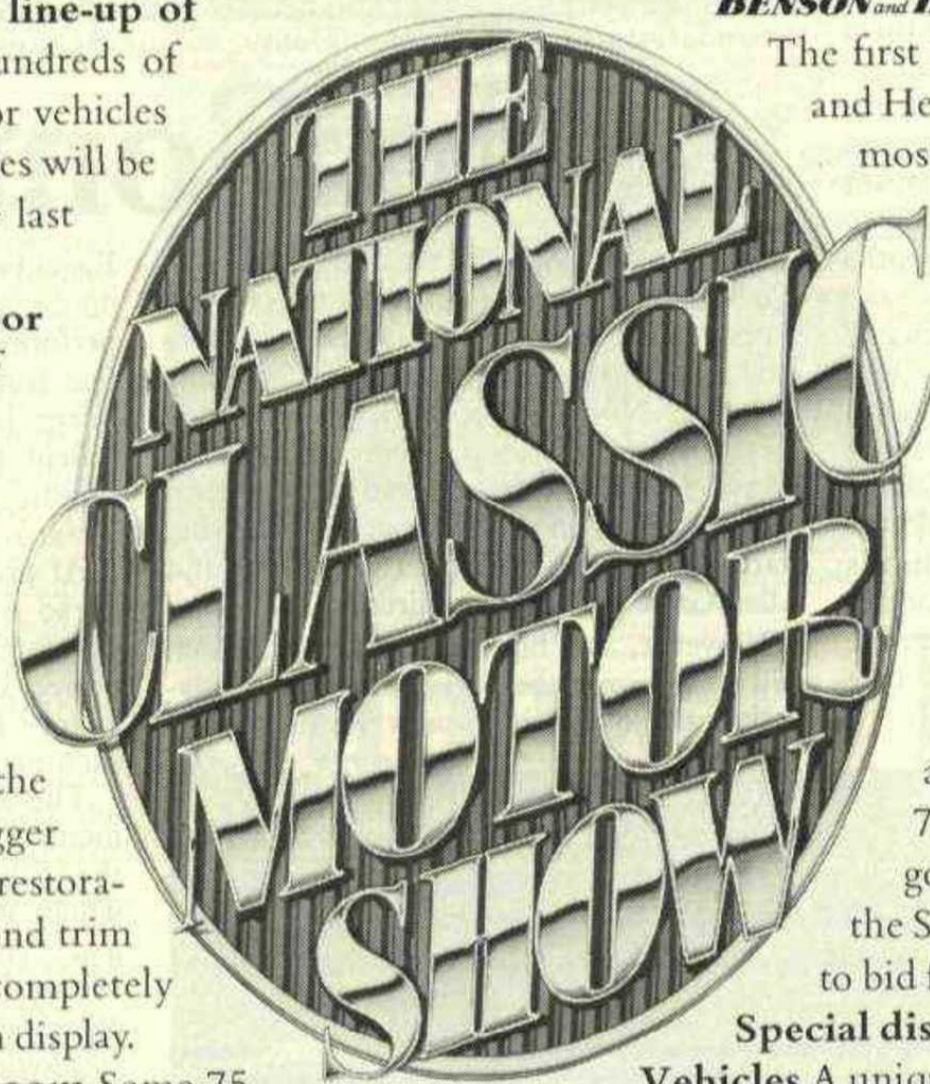
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EUROPEAN TOURING CAR CHAMPIONSHIP

On the evidence of the opening round, it would be easy to write off the European Touring Car Championship as a lost cause.

Only 22 cars, led by the two Ford Cosworth RS500s of the Eggenberger team and the twin BMW works efforts, droned around Monza for three hours in a race of no contest. The Fords, literally a class above the BMWs, were never troubled as Steve Soper and Pierre Dieudonné put Ford on the top step of the victory podium again.

Monza painted an untrue picture though. Absent from the fray, although on the provisional entry list for the Italian race of the eleven-round series, were no less than eleven other Cosworths. They missed the event through lack of parts, held up by the recent industrial action at Ford's British plants.

Then there was the problem with the middle-class M3s — so many of them dependent on Pirelli's tyres. The close-season regulation change of tyre sizes for the BMWs from 10in to 9in-wide rims, and Pirelli's resultant production delays, meant that several privateer runners were unable to race, tyre priority going to the works Schnitzer team.

On top of which, there was the absence of those cars awaiting homologation into Group A — the revised Maserati Biturbo for example. In 1987, it had a miserable year at the hands of the disorganised and comical Proteam operation, which did little to improve the cars all year. Now in the hands of Thomas Lindstrom, the Swedish former ETC champion and renowned engineer, the cars are expected to realise their true potential at last.



Potential rivals were depleted at Monza, but are the works Fords beatable anyway?

No Contest?

The same is hoped of the Nissan GTS-R, scheduled to compete in only a selection of races in Europe. Having proved its worth in Australia and Japan in Skyline mode, the new-style Nissan is to be based in Milton Keynes for the season. There has been a frantic rush to get the car ready, but at least the team has no worries over the driving staff, seasoned campaigners Win Percy and Allan Grice having been hired.

However, the big question mark which still hangs over the series is whether anybody can touch the works Fords. Ruedi

Eggenberger's team produces, without doubt, the best cars in the ETCC, both in performance and glamour terms. He has a fine team of drivers in Soper, Dieudonné, Klaus Ludwig and Klaus Niedzwiedz, excellent technical back-up from Ford and Pirelli, and an adequate budget from Texaco.

At present, the Fords are at least a year ahead of the new opposition in terms of development, and strides ahead of BMW in power terms. Quite obviously, the only victory BMW can now hope to achieve in each race is in its class.

The works M3 effort is split between two totally different teams. On one hand there is the Schnitzer team from Freilassing, for whom World Champion Roberto Ravaglia, and "comingmen" Emanuele Pirro, Eric van de Poele and Fabien Giroix drive. The other is the Anglo-Italian Bigazzi operation, employing ex-F1 star Jacques Laffite, ETC Champion Winni Vogt, F3000 man Olivier Grouillard and a certain Prime Minister's son by the name of Mark Thatcher.

In line with BMW Motorsport boss Peter Flohr's thinking, Schnitzer uses Pirelli tyres and runs AP brakes, while Bigazzi has the eminently preferable Yokohama tyres but not-so-good Brembo brakes. That means the works M3s are fighting with each other for their class wins, as well as trying for good overall placings.

There is a chink of light at the end of the tunnel for BMW though, as far as overall victory is concerned. On April 15 FISA introduced a new clause into its regulations which deals with the alterations allowed to the wheel-arches. If the outcome is as it seems, Ford may no longer be able to use 10in-wide tyres, and that could mean renewed hope for M3 runners. **GD**



The Muller/Schmidlin Supra finished two laps down; its baby sister Corollas disputed Class D.

BRITISH TOURING CAR CHAMPIONSHIP

After the first two rounds of the Dunlop British Touring Car Championship, at Silverstone and Oulton Park, there are already a number of pointers as to which drivers are likely to be in contention for the title.

In Class A (for cars of 2501cc and above or their turbo equivalent) it has been the Ford Sierra Cosworths which have been the dominating factor. Of the ten regular cars which have so far appeared, the one which stands out is the Kaliber-backed RS500 of Andy Rouse, who has won the championship four times before. His display at Oulton Park was flawless, putting the car on pole a full six seconds under the existing lap record and scoring a runaway victory.

Due to a turbo intake-pipe working loose at Silverstone the preceding week, Rouse was only able to take sixteenth place, which left newcomer Jerry Mahony the championship leader after these opening rounds.

Jerry had a somewhat lucky victory at Silverstone when Rouse, and then Graham Goode, hit trouble, but as if to show that it was no fluke he planted his car second on the grid at Oulton Park and was the only man to challenge Rouse until a loosened turbo pipe caused him to drop to third.

Of the other Ford Cosworth runners, the most likely challengers on present form are Graham Goode, Laurence Bristow and Mike Newman. 1987 Group A champion Tim Harvey can be expected to show well once the car has been properly developed. Steve Soper, however, making irregular appearances in the series in the works Texaco Ford Racing Team Sierra RS500, is the man most likely to bring Andy Rouse to account.

Of the other Class A runners, the Holdens possess the greatest potential to upset the Ford appletart. In the two races so far, the Autoglass-backed car of Mike O'Brien has been running in last year's trim as the newly-homologated engine and bodywork got lost while en route from Australia.

Despite the handicap of running this ageing car, O'Brien gave a scintillating performance at Oulton Park to finish second in the race behind Rouse. Prospects for the next round, at Thruxton on May 2, look very good for the Alan Docking-run team, as we should see Mike out in the new car. There is also the prospect of Tom Walkinshaw running a similar car in future rounds.

The MIL Motorsport Toyota Supra of 1987 champion Chris Hodgetts has been a big disappointment. Obviously in the early stages of development, it qualified well down the field at Silverstone and proved a real handful for Hodgetts to race, while at Oulton Park the car expired on the starting-line with a broken driveshaft. Peter Buxtorf's BMW 635CSi is really only racing to make up the numbers.

Whereas Class A is all about Ford Sierra Cosworths, the BMW M3 runs Class B. Frank Sytner, in his Prodrive-run car, was the class-winner in each of the opening two



Sytner's Prodrive M3 won its class at Oulton despite getting entangled in a race-stopping shunt.

Runaway Rouse?

rounds of the championship, while team-mate Mike Smith is still mid-way through his learning curve.

At Silverstone Smitty made it a works one-two, but at Oulton Park, where he only had one session to qualify, he was a full six seconds slower than Sytner. The situation was exacerbated by the fact that Pirelli sent from Italy tyres of a hard compound instead of the soft ones so urgently requested by the team.

The main challengers to these two are Alan Minshaw in the Demon Tweaks M3 and Godfrey Hall, also in an M3. Such is the competition between these four that the order at Silverstone was Sytner, Smith, Hall, Minshaw, while at Oulton Park it was Sytner, Minshaw, Hall, Smith.

In fact the race at the Cheshire circuit was shortened three laps early when the Sytner and Minshaw cars had a coming together which left the Prodrive car stranded across the track while the Demon Tweaks M3 was launched over the tyre-wall and out of the circuit. Fortunately neither man was hurt.

These BMWs are opposed by a couple of Ford Escort RS Turbos. These cars were class winners in 1987, but this year they are

hard-pressed to come to terms with the machines from Munich.

Runners in Class C have been virtually non-existent. So far only James Kaye's 16-valve Golf GTi has appeared in both rounds, and he has been outpaced by the Toyotas which make up Class D.

In this class, it is Phil Dowsett in the front-wheel-drive Corolla GT who has won both opening rounds. At Silverstone he was chased all the way home by Tony Crudgington's rear-wheel-drive Corolla GT, and at Oulton Park he was challenged by the similar car of Mark Hales.

The presence of the television cameras has done much to revive interest in the British Touring Car Championship as far as manufacturers and sponsors are concerned, and media personality Mike Smith has done his bit to stimulate interest from the public. We also have the mouthwatering prospect of a works Maserati entered for future rounds of the championship.

So as long as the racing does not become the domain of one man, or one team, and as long as the racing itself is close, the prospects for this year remain exciting.

WK

RESULTS

Touring Cars

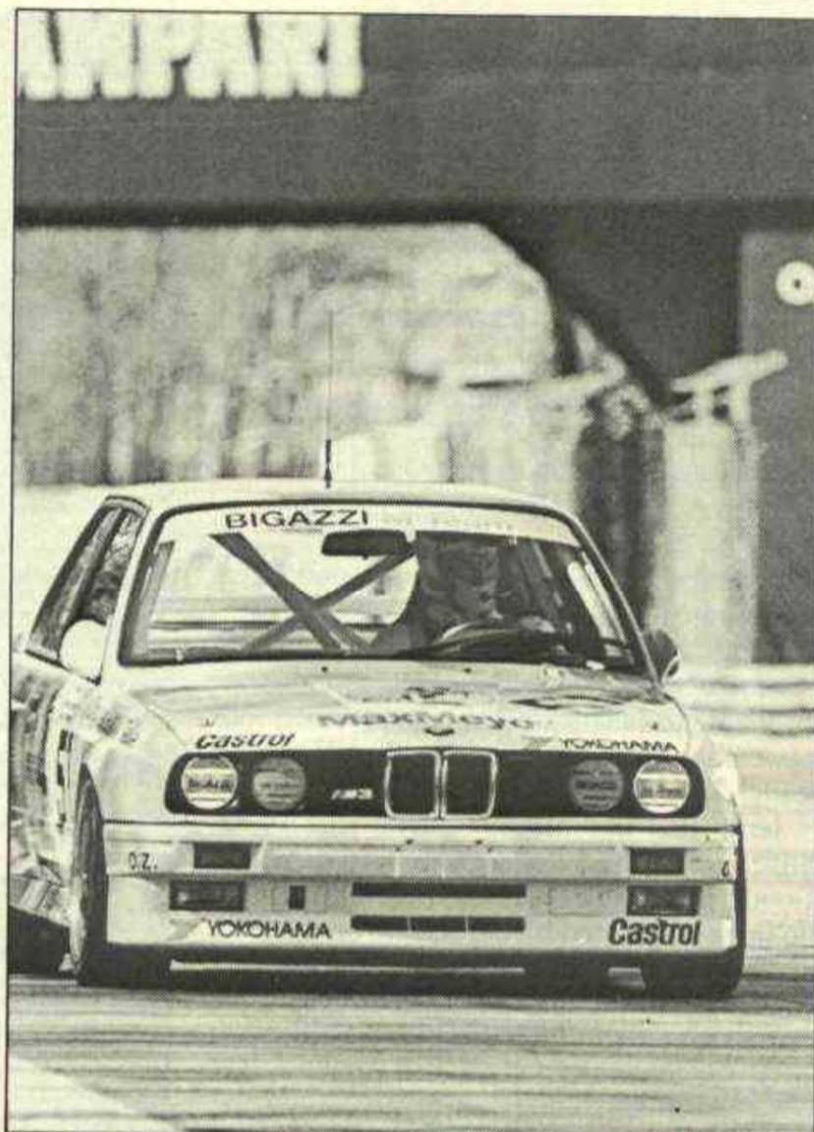
EUROPEAN TOURING CAR CHAMPIONSHIP Round 1, Monza, April 3 87 laps, 315.37 miles (507.43kms)

1st	S. Soper/P. Dieudonné	2.0t Ford Sierra RS500	A	2h56m05.64s
2nd	K. Niedzwiedz/A. Hahne	2.0t Ford Sierra RS500	A	2h57m23.03s
3rd	O. Grouillard/J. Laffite	2.3 BMW M3	B	86 laps
4th	W. Vogt/M. Thatcher	2.3 BMW M3	B	86 laps
5th	P. Muller/R. Schmidlin	3.0 Toyota Supra	A	85 laps
6th	E. van de Poele/R. Ravaglia	2.3 BMW M3	B	82 laps
7th	A. Fischhaber/J. Cserkúti/Spiffero	2.3 BMW M3	B	82 laps
8th	W. Hatje/J. Wollstadt	2.3 BMW M3	B	81 laps
9th	O. Vanicek/V. Tomasek	2.3 BMW M3	B	79 laps
10th	L. Bello/C. Haldi	2.3 BMW M3	B	79 laps

Class Winners: Soper/Dieudonné; Grouillard/Laffite; G. Alber/A. Charouz (Toyota Corolla, 77 laps).

Fastest Lap: Soper, 1m56.82s; 125.115mph (201.31 kph)

Drivers Championship: 1. Soper/Dieudonné 40; 3= Grouillard and Laffite 32; 5= Niedzwiedz and Hahne 30; 7= Vogt and Thatcher 25; 9= Muller and Schmidlin 20; 11= van de Poele and Ravaglia 18.



RAC BRITISH TOURING CAR CHAMPIONSHIP

Round 1, Silverstone, March 27 25 laps, 40.20 miles (64.68kms)

1st	J. Mahony	2.0t Ford Sierra RS500	A	25m02.12s
2nd	M. Newman	2.0t Ford Sierra RS500	A	25m06.20s
3rd	B. Sands	2.0t Ford Sierra RS500	A	25m16.57s
4th	F. Sytner	2.3 BMW M3	B	25m32.38s
5th	M. Smith	2.3 BMW M3	B	25m36.35s
6th	G. Hall	2.3 BMW M3	B	25m37.07s
7th	A. Minshaw	2.3 BMW M3	B	25m54.60s
8th	C. Hodgetts	3.0t Toyota Supra Turbo	A	24 laps
9th	P. Buxtorf	3.5 BMW 635 CSi	A	24 laps
10th	P. Dowsett	1.6 Toyota Corolla FX GT	D	23 laps

Winner's Average Speed: 96.34mph (155.01kph).

Class Winners: Mahony; Sytner; Kaye (VW Golf GTi 16v); Dowsett.

Fastest Lap: Rouse, 57.78s; 100.18mph (161.19kph).

Round 2, Oulton Park, April 1 17 laps, 47.07 miles (75.73kms)

1st	A. Rouse	2.0t Ford Sierra RS500	A	31m54.36s
2nd	M. O'Brien	5.0 Holden Commodore VL	A	32m09.06s
3rd	J. Mahony	2.0t Ford Sierra RS500	A	32m40.10s
4th	T. Harvey	2.0t Ford Sierra RS500	A	32m52.79s
5th	M. Newman	2.0t Ford Sierra RS500	A	32m55.38s
6th	F. Sytner	2.3 BMW M3	B	33m14.25s
7th	A. Minshaw	2.3 BMW M3	B	33m15.24s
8th	G. Hall	2.3 BMW M3	B	33m20.00s
9th	P. Buxtorf	3.5 BMW 635 CSi	A	16 laps
10th	P. Dowsett	1.6 Toyota Corolla FX GT	D	16 laps

Winners Average Speed: 88.52mph (142.43kph).

Class Winners: Rouse; Sytner; Dowsett (no class C finishers).

Fastest Lap: Bristow in 1m45.91s — 94.12mph (151.44kph).

Drivers Championship Overall: 1= Sytner and Dowsett 20; 3. Mahony 13; 4. Rouse 11; 5= Minshaw and Smith 9.

Class A: 1. Mahony 13; 2. Rouse 11; 3. Newman 8; 4. O'Brien 6; 5. Sands 4; 6= Buxtorf, Harvey and Hodgetts 3.

Class B: 1. Sytner 20; 2= Minshaw and Smith 9; 4. Hall 8; 5. Wallis 2; 6. Wiffen 1.

Class C: 1. Kaye 2.

Class D: 1. Dowsett 20; 2= Crudgington and Hales 6; 4= Belcher and Kimber-Smith 4; 6. Eaton 3.

LUCAS BRITISH FORMULA THREE CHAMPIONSHIP

Round 1, Thruxton, March 13 20 laps; 47.12 miles (75.81km)

1st	J.J. Lehto	Reynard-TOM's Toyota 883	24m07.31s
2nd	Martin Donnelly	Ralt-TOM's Toyota RT31	24m09.53s
3rd	Damon Hill	Ralt-TOM's Toyota RT32	24m12.91s
4th	Eddie Irvine	Ralt-Alfa Romeo RT32	24m19.20s
5th	Jonathan Bancroft	Reynard-Alfa Romeo 883	24m20.35s
6th	Jason Elliott	Reynard-Spiess VW 883	24m24.50s
7th	Alain Menu	Ralt-TOM's Toyota RT32	24m28.26s
8th	Gary Brabham	Ralt-Spiess VW RT32	24m33.20
9th	Antonio Simeos	Ralt-Alfa Romeo RT32	24m34.20s
10th	Alastair Lyall	Reynard-VW 873	24m36.42s

Winner's Average Speed: 117.20mph (188.57kph)

Fastest Lap: 1m11.66s; 118.35mph (190.42kph)

Class B Winner: Alastair Lyall

Fastest Lap: Stringfellow (Reynard-VW 873); 11m12.20s; 117.47mph (189.01kph)

Round 2, Silverstone, March 27 25 laps; 40.20 miles (64.68km)

1st	J.J. Lehto	Reynard-TOM's Toyota 883	22m35.25s
2nd	Eddie Irvine	Ralt-Alfa Romeo RT32	22m38.80s
3rd	Martin Donnelly	Ralt-TOM's Toyota RT31	22m42.73s
4th	Paul Warwick	Reynard-Spiess VW883	22m50.52s
5th	Gary Brabham	Ralt-Spiess VW RT32	22m51.79s
6th	Damon Hill	Ralt-TOM's Toyota RT32	22m53.28s
7th	Ross Hockenhuil	Ralt-Spiess VW RT32	22m53.88s
8th	Jonathan Bancroft	Reynard-Alfa Romeo 883	22m54.04s
9th	Phil Andrews	Reynard-TOM's Toyota 883	22m58.52s
10th	Paulo Carcasci	Reynard-Alfa Romeo 883	24m04.56s

Winner's Average Speed: 106.78mph (171.81kph)

Fastest Lap: Lehto: 53.70s; 107.79mph (173.43kph) (record)

Class B Winner: Alastair Lyall

Fastest Lap: John Robinson (Ralt-VW RT31); 54.28s; 106.64mph (171.58kph) (record)

Round 3, Thruxton, April 04 20 laps; 47.12 miles (75.81km)

1st	Martin Donnelly	Ralt-TOM's Toyota RT31	23m55.87s
2nd	Gary Brabham	Ralt-Spiess VW RT32	24m04.91s
3rd	Paul Warwick	Reynard-Spiess VW883	24m09.66s
4th	Jonathan Bancroft	Reynard-Alfa Romeo 883	24m09.73s
5th	John Alcorn	Reynard-TOM's Toyota 883	24m11.25s
6th	Alain Menu	Ralt-TOM's Toyota RT32	24m13.88s
7th	Phil Andrews	Reynard-TOM's Toyota 883	24m16.11s
8th	Antonio Simeos	Ralt-Alfa Romeo RT32	24m18.05s
9th	Philippe Favre	Reynard-Alfa Romeo 883	24m19.19s
10th	Rowan Dewhurst	Reynard-VW 873	24m19.95s

Winner's Average Speed: 118.13mph (190.07kph)

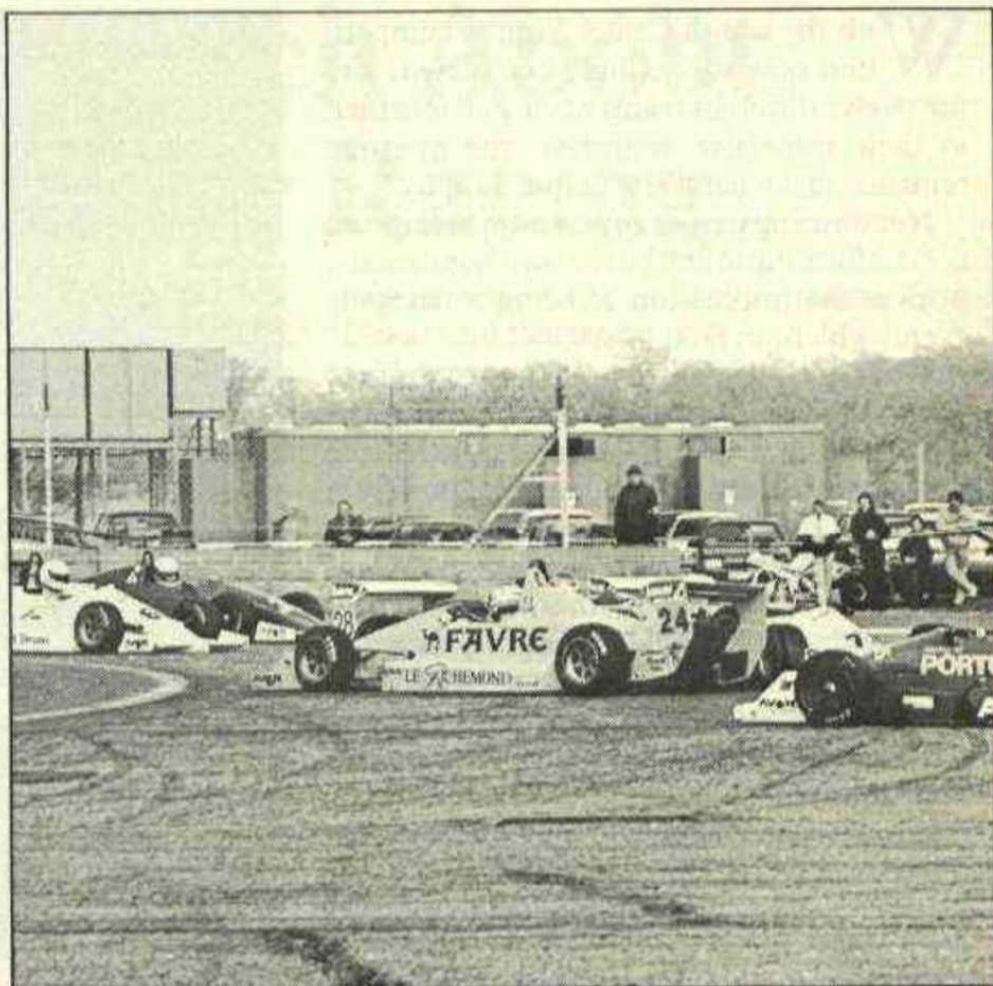
Fastest Lap: Hill: 1m11.07s; 119.34mph (192.02kph) (record)

Class B Winner: Rowan Dewhurst

Fastest Lap: Dewhurst: 1m11.54s; 116.19mph (186.95kph) (record)

Drivers Championship Overall: 1. Donnelly 20; 2. Lehto 19; 3. Irvine 9; 4. Brabham 8; 5. Warwick 7; 6. Hill 6; 7. Bancroft 5; 8. Alcorn 2; 9. Elliott and Menu 1.

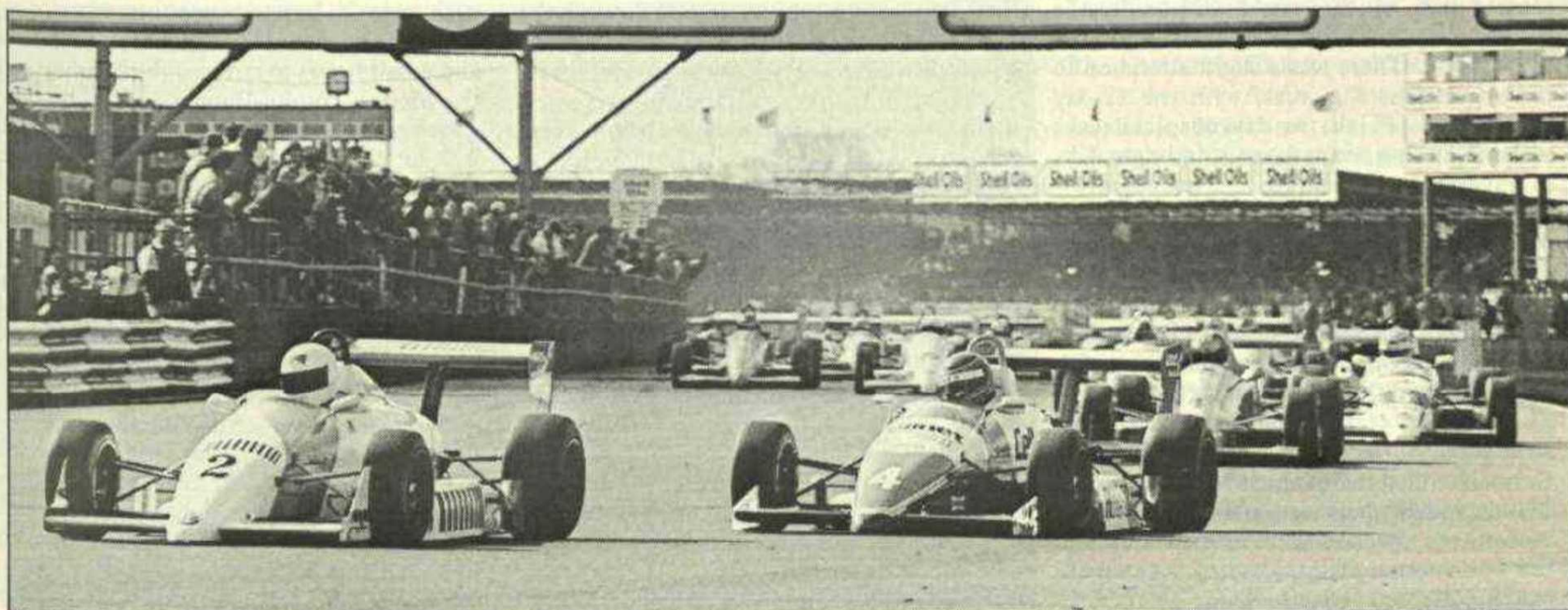
Class B: 1. Lyall 24; 2. Dewhurst 19; 3. Penfold 10; 4. Stringfellow 5; 5. Germain and Simmiss 4; 7. Hardman and Pettitt 3; 9. Kimbell and Thomas 2; 11. Robinson 1.



Philippe Favre in some bother somewhere south-east of Becketts!



Hill and the BBC camera lunge inside Bancroft at Silverstone.



JJ Lehto's Reynard (No 2) won rounds one and two of the British Championship, Martin Donnelly's Ralt (No 4) the third.

THE CAMEL TROPHY

With the eighth Camel Trophy competition now successfully completed, and the twelve different teams having all returned to their respective countries, the question remains: just what is the Camel Trophy?

Not forming part of any championship and not conforming to any but its own regulations, it gives the impression of being a renegade event, which, in fact, it is.

What the competition sets out to do is to give volunteers a chance to go on "a once in a lifetime" event in some remote part of the world with a handful of other amateurs from different countries, although that was not the idea when it first started eight years ago.

In 1980, someone in the West German office of the R J Reynolds Tobacco Company, the owner of the Camel brand, had the idea of creating a national event open only to German participants. From the thousands of application forms that were received, six lucky finalists were chosen to compete on this adventure, which consisted of being sent out for twelve days to the Amazonian jungle and negotiating 1000 miles of the Transamazonian highway in the Jeeps supplied. The following year ten teams were sent to tackle the Sumatran jungle in Range Rovers.

From 1982 the event was opened up to entrants from other countries, and by 1988 there were twelve teams, from Argentina, Belgium, Britain, the Canary Islands, France, Holland, Italy, Japan, Switzerland, Turkey, Spain and West Germany.

As always, the competitors were selected from application forms that were distributed in the different countries, the common link being that all were amateurs, no-one having a professional motor sport background. From the thousands of forms sent in, over 100 aspirants were invited to go to their respective national finals, from which the lucky two were chosen to represent their country.

The Camel Trophy this year has been held on the island of Sulawesi, which, although the third-largest island in Indonesia, is in a pretty remote part of the world with a hostile environment in keeping with the tradition of the Trophy. There was a slight alteration to the regulations this year, with the 12-day event being split into two days of special tasks at the beginning and at the end, and eight days to traverse the 1325 miles.

With the designated vehicle this year being the turbocharged diesel version of the Land Rover One Ten, trouble hit a number of the teams from the start, although all managed to keep going. The British pairing of Jim Benson and Marc Day had a series of problems with cracks in the differential housings, caused by a broken tooth of the spider gear, which at one stage reduced them to two-wheel drive. The Germans rolled their vehicle into a ditch, the Dutch rolled their car after a swarm of mosquitoes attacked them in the cabin, and the Turks found themselves in a river when a bridge collapsed beneath them.

The Belgians had similar problems when



Not for the first time, the Land Rover convoy finds its path blocked in Sulawesi's jungles.

Running Wild

their Land Rover put two wheels through the planks of the bridge they were traversing and got itself wedged. The crew were fortunate, however, for its very entrapment prevented them from toppling into the river below. Help finally came from the British, German, Italian and Canary Islanders who winched them to safety.

After six exhausting days, the 24 competitors reached Mensung, not only their first refuelling stop, but, more importantly, their chance to have a shower and change of clothes. As Jim Benson, a traffic policeman, was to state: "I have had some long periods of duty where I have required all my powers of concentration, but I can honestly say I have never been so fatigued in my life... but I have never enjoyed myself so much either."

The following five days were spent opening up the road which had remained unused since the previous September. At times, it seemed the cars would never reach their destination,

such were the hazards encountered.

On one occasion, for instance, it took three and a half hours to cover eight kilometres in the Mount Tomini-Bosago pass. There the treacherous road conditions caught out the Belgian crew, whose car almost overturned when two of its wheels slipped into a gully. Quick thinking by the Italians, clinging onto its side, stopped it from going right over.

By the time the camp was set up in a beach camp-site at the end of that day almost 55km had been covered along the mountain pass; more than 30 trees had been chain-sawed away and a landslide cleared *en route*..

After a pleasant spell driving along the coast the following day, the route to Ogoamas was soon to be fraught with danger — the 10km stretch of track which clung to the side of the mountain became little wider than the Land Rovers themselves.

The Belgians were very lucky not to be involved in a serious accident on this part of

A Hunch About Motor Racing

the route. Incapacitated with a broken transfer box, their Land Rover was towed up the mountain by the French car, but instead of keeping the tow-rope short and tight it was played out too much. Negotiating a long left-hand bend with the mountain on the right-hand side and a 4000m drop on the left, the towed vehicle found itself being pulled to the edge as the rope straightened, cutting the corner which the lead car had rounded.

The Belgian car might have plunged to the jungle below dragging the towing car with it, but disaster was narrowly averted when it stopped with one wheel suspended in mid-air and the other three insecurely gripping onto the crumbling edge. Fortunately the French, Germans, Italians and Canary Islanders were all close enough at hand to come to the rescue.

"I have never been so fatigued in my life"

By the time the Camel Trophy convoy reached Torajaland in the heart of Sulawesi for the final four special tests, the Turks held a healthy lead over the other teams. This lead they increased by coming second in the fifth test and winning the sixth, and being placed second again on the seventh.

With victory assured the Turks took it very easy in the eighth and last special task, and let the Belgians and Dutch fight it out amongst themselves for second place. Although Holland came sixth on this test, two places ahead of the Belgians, it was not enough; so the Belgian crew were overall runners-up. The British team meanwhile, finished eighth overall.

Although some complained that this year's Trophy was too easy, it was generally regarded a success, and succeeded in presenting for most participants that once in a lifetime opportunity. WK

On February 3, 1987, Camel publicly announced its sponsorship of Team Lotus, a brave move considering that this prestigious Grand Prix team had for so long been associated with John Player, a rival cigarette manufacturer.

Until this burst into the world of Formula One, the Camel brand was little known amongst the cigarette *igcognoscente*. For many aged over 35, the brand-name probably conjured up images of a 1950s black and white British war film in which a discarded pack has been left lying in the desert. Although not publicly acknowledged, it was likely that outdated images of this kind needed changing, and what better alternative for the parent company, R J Reynolds Tobacco International Inc of North Carolina, than that of motor racing?

In fact the sport is not a new field for the company. Within the USA the brand has been promoted since 1973, sponsoring both the IMSA sportscar series and motorcycle racing, while internationally Camel became the series-sponsor for World Championship Motocross in 1972 (and still is to this day). Beyond that there has been sporadic support of events and teams in the home market.

At almost the same time as the decision to go into Formula One had been taken, the opportunity to sponsor Team Lotus presented itself. So the cars which for over a decade had regularly appeared in the black-and-gold colours of John Player appeared in 1987 in an unfamiliar yellow-and-blue colour scheme. Additional Camel presence came during the season with its small involvement with Team Tyrrell, while the start of the year

had seen sponsorship of the winning Paris-Dakar raid Peugeots.

Pleased with the increased sales and feedback resulting from this high profile, Camel has greatly increased its programme in 1988 so as to include drivers and teams from all spheres of the sport — although the money has tended to go to the sons of famous fathers!

Three-times World Champion Jackie Stewart's son, Paul, is now sponsored in Formula Ford 2000; Justin Bell (son of double-World Champion Derek) and David Brabham (youngest son of triple-World Champion Sir Jack) are competing in the Vauxhall-Lotus Challenge in the Camel Derek Bell Racing team; in Formula Three Damon Hill (son of Graham), Gary Brabham (another son of Sir Jack) and Philippe Favre all carry personal sponsorship, while Paul Warwick (younger brother of Arrows drivers Derek) and Jason Elliott are racing in the Silverstone-based Camel Eddie Jordan Racing. Greg Hobbs (son of David) has also secured backing for some Class B Formula Three races.

Additionally, Formula 3000 has been brought into the fold with the backing of Swiss driver Andrea Chiesa in the Colin Bennett-run Cobra team, and Italians Pier-Luigi Martini and Marco Apicella for FIRST Racing; and finally the Range Rover team in this year's Paris-Dakar had Camel backing.

In Formula One the sponsorship was extended so that not only are Team Lotus, and drivers Nelson Piquet and Satoru Nakajima, supported by the group, but so are Thierry Boutsen and Alessandro Nannini in the Benetton team, Philippe Alliot and Yannick Dalmas in the Larrousse-Calmels Lola team, Jonathan Palmer and Julian Bailey in the Tyrrells, Philippe Streiff in the AGS, Gabriele Tarquini in the Coloni, and Derek Warwick in the Arrows. Additionally, Derek Bell has personal support in his World Sportscar Championship programme as part of the deal with his son.

What this sponsorship is doing, according to Duncan Lee, Director of Sponsorship and Special Events, is providing some of the local Camel branches with the opportunity to identify their immediate public with Formula One more closely. This follows Reynolds' research, which has indicated that motor racing fans are motivated not only by close racing but also by passively supporting individual drivers.

By thus extending its involvement widely across so many teams and in so many formulae, the company is hoping that it will be the focus of most fans' attention in race meetings all over the world. WK



Breathtaking scenery, thankfully, is as much a part of the Camel Trophy as hard slog at the wheel.



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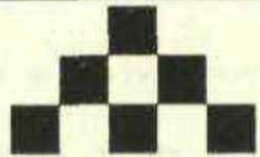
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By Lindsay Porter and former Porsche Club Tech. editor Peter Morgan, this book is 250 pages and 700+ photos on the purchase, total renovation and rebuild of the 911, both body and mechanical. A renovator's workshop manual!
 With last month's 'Porsche 911 Performance Handbook', plus '911 Story', this should form the technical backbone of the enthusiast's Porsche 911 library.

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Can a Motor Sport season get too busy? '88 could be the test.

The Pirelli Production Circus got off with a bang — or several! — And is proving to be enormously successful. Despite the 'type', there's still plenty of fun racing to be had midfield, if you can't face taking it all too seriously!

Our Pirelli Autofarm Modified Series is off to a promising start, with thundering action and no aggro! The Normally Aspirated v Turbo contest looks wide open, with turbo taking an initial advantage. Surprisingly, the cost-effective 'Mildly Modified' class is currently the one for some easy points! Initial leaders are Richard Chilton and John Paxon. And yours truly is looking for some bigger mirrors. And hopefully, by the time you read this, the Porsche Club, aided by one 'Oily Dwarf', will have instigated a Hillclimb and Sprint series. Better late than never!



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PEUGEOT 309GTi CHALLENGE



Hunt, McRae and Roberts — will Peugeot's young lions take our breath away?

Lion Cubs and Guinea Pigs

In September this year, Peugeot Talbot Sport will be launching a club specifically aimed at helping push budding young rally drivers up the ladder, with the ultimate aim of seeing more British drivers in world class rallying.

The car being offered to club members at a discount is the 309GTi. It has been selected partly because it provides a competitive performance package, and partly because a

competitive image is sought for the 309 range.

Naturally the cars will already have been through the hands of the competition department, so the costs of development, which can amount to £60,000 at this level, will be spared. Each car sold will be the same, and there will not be any modifications allowed at all. The idea is for Competitions Director Des O'Dell and his team of judges to select the eventual winner on both driving ability and all-round

professionalism rather than simply allowing a better-tweaked car to win the Challenge. The prize is a works-backed drive on the 1989 RAC Rally.

Not only the cars but also the parts will be sold at a discount to those joining the club, although just how the company is going to ensure that all 309GTis bought this way will actually be entered on the Challenge has yet to be sorted out. Trade suppliers such as Shell Oils, Michelin, Bilstein and Hella will also be supporting the club by offering discounts on their products to all participants.

Every owner will be expected to maintain and run his or her own car, and provide mechanics and support groups on the rallies entered, but on all 309GTi Challenge events there will be a works parts support van and club co-ordinators in attendance to help. Parts from the van will not be free, but a voucher system will be introduced which will make discounts possible. Financial assistance will also be offered to competitors in the form of start money and bonus money on all rounds of the Challenge.

The Challenge itself will start in 1989. It will not be comprised simply of events which already make up a championship; rather it will be a selection starting with restricted events, building up to a mixture of gravel and road rallies and finally leading up to an international event. It is planned that there should also be at least one foreign rally, one rallycross and a race meeting.

Competitors will be judged on their all-round driving skills. Particular emphasis is being laid on the under-25s, who will always be given preference of training days — the winner in this "junior" category will receive a car and support package for the whole of the following season.

Peugeot's initiative will offer more than just a chance to purchase a well-sorted rally car at a fraction of its true development cost and then go driving — there is also a training programme involved. This is a vital function of the Club, and includes lecturing on all aspects of team organisation, the preparation of a rally car, budgeting, public relations and so on.

As a pilot run for the Challenge, Peugeot-Talbot Sport is this year backing Colin McRae, Warren Hunt and Iwan Roberts, with one being chosen to compete on this year's RAC Rally. The principle is the same, with no driver being allowed to change his car fundamentally and each being required to provide a full report after each event. On some events as well, both Kalle Grundel and Louise Aitken-Walker have been entered, not only to further develop the machinery but also to act as target cars.

Although further announcements will be issued later this year, those wishing more information are advised to contact Colin Malkin, Peugeot 309GTi Rally Club, Peugeot Talbot Sport, PO Box 25, Humber Road, Coventry CV3 1BD. **WK**



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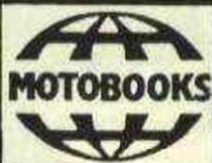
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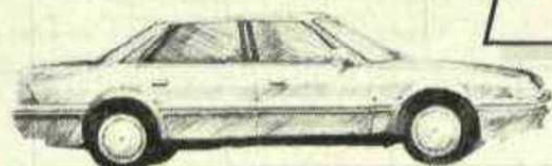
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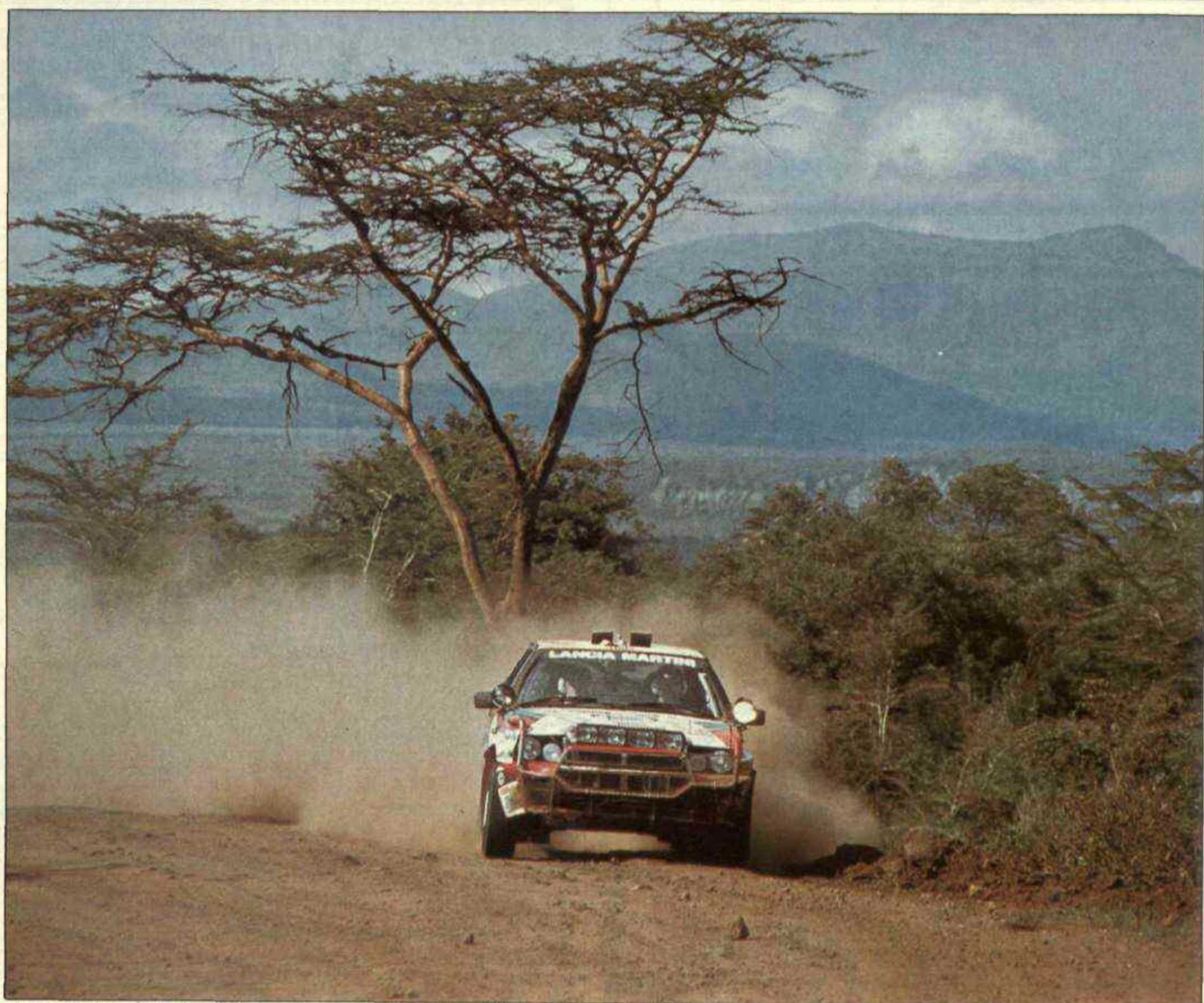
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WORLD RALLY CHAMPIONSHIP



Frontally deformed after high-speed contact with a zebra, Biasion's Integrale still fulfilled Lancia's long-cherished ambition of winning the Safari.

The Magic of Africa

Ten, even twenty years ago, MOTOR SPORT warned that any attempt to meddle with the make-up of the Safari Rally by any form of Europeanisation should be stoutly resisted, lest its character be changed and its toughness diluted. Alas, that resistance has not been strong enough to overcome the nonsensical demands of FISA in its quest to force unjustifiable standardisation upon the world.

Complaints against FISA's blanket rules come from people concerned with several World Championship rallies which have had to be changed to suit the whims of Paris, but none as vociferous as those from Safari supporters, both within Kenya and elsewhere, who are saddened and infuriated by destructive interference with the toughest,

most unpredictable and arguably most popular rally of the world series.

Over the years, its distances have been shortened; its rest periods made longer and more frequent. Furthermore, that old Safari principle of pitting oneself not only against rival competitors but against the vagaries of African nature at its most capricious has gone by the board.

Time was when, if the road was blocked by flood, mud, broken bridges or whatever, it was up to competitors to find their way through or around the blockage. This was no game of chance; on the contrary, it was a test of tenacity and skilful circumnavigation, attributes which nowadays are well into the rank of obsolescence, largely because FISA has frowned on such rough play, threatening

"if you don't follow our rules, we'll take away our ball".

The Safari is the last bastion of natural, open rallying, unfettered by artificialities made necessary by the spread of population, traffic and building development, and by other inroads of civilisation. Its character is unique and it bears no comparison to European rallies. To insist that it conforms to standards inflicted upon Europe is akin to mixing a bottle of fine malt whisky with an entire barrel of mediocre blend.

We are not saying, of course, that all European rallies are indifferent. Each has its character and its place, and one could not imagine a world series without such fine events as the Acropolis or the Thousand Lakes. However, it is sheer stupidity to

destroy good ingredients by stirring them up into a single, bland, tasteless mixture.

The most idiotic demand of all came this year when FISA insisted that the Safari should include special stages timed in seconds, complete with flying-finish and stop controls, and closed roads.

Can you imagine anything more illogical? FISA must really believe itself to be divine if it imagines that with one wave of a dictatorial hand it can force a Masai gathering or a herd of migrating kongoni to heed a road closure order. And to use seconds to time an event in which a calendar has always been said to be more appropriate than a watch is just as ludicrous, doing no more than create an extra burden for the organisers. FISA is supposed to help and encourage, not hinder and obstruct.

Four special stages were built into this year's route, totalling just under 33 miles. As it happened, two had to be cancelled due to weather damage but, even if all four had been held, their significance would have amounted to nothing: the overall winner had a lead of nearly thirteen minutes over the second car, whilst well over fourteen hours separated the first and last finishers.

The use of special stages was an imposition which the organisers took in their stride, but they could well have done without it. Hopefully, FISA will now have realised the folly of insisting on such a useless and unnecessary feature and will not interfere next year in an event of which they have no comprehension.

The only team tackling the whole of the World Championship this year is that of Lancia, which originally entered three Delta Integrales for Biasion, Alén and Preston. However, problems during testing and practice convinced Lancia that two cars would be easier to manage than three, and Alén's entry was withdrawn.

Many hoped that Lancia, having won the first three rounds of 1988, would not make the championship too monotonous by taking the Safari as well, but take it they did, Biasion and Siviero scoring the first ever all-Italian win in this event. However, they were decidedly lucky to do so. Not only did they benefit enormously from a spate of rock-laying which delayed their nearest rival Kirkland considerably, but they managed to get away with failing to deposit their time-card at a rest-stop control, an omission which normally results in exclusion.

Lancia used no chase cars as such, but chartered the only two commercially-available turbine helicopters in the country to follow its cars with mechanics, tools and spares. It also had a high-flying fixed-wing aircraft for radio relay, of course, as did each of the other teams.

Toyota brought three Supras for Juha Kankkunen, Bjorn Waldegård and former Volkswagen driver Kenneth Eriksson. Its new team manager, taking the place of

Henry Liddon who was tragically killed last year in the Ivory Coast, was ex-Audi man Jurgen Bertl, and we can vouch that in the role of airborne controller of operations he did a fine job indeed.

Toyota was the only other team to use a helicopter, but its example, a twin-turbine Squirrel, was airfreighted from Germany, complete with German pilot who seemed surprised and disconcerted by the amount of air traffic during the rally. Kenya is a very air-minded country, of course, and he should have been prepared for this.

Two Volkswagen Golf GTis came from the factory for Weber and former Toyota driver Torph, whilst Opel fielded two FWD Kadett GSIs for Haider (with experienced local man Drews, who speaks German) and Mikkola. The latter had been "borrowed" from Mazda for the occasion, as had his co-driver Harjanne who, after using Finnish pace notes for ten years with Salonen, had to learn Mikkola's English system for the Safari. He speaks English very well, however, and found the change not at all difficult.

Last year Haider drove a chase car to follow Aaltonen, but this time the roles were reversed, the veteran Finn having at last given up his attempts, since the mid-Sixties, to score a Safari win.

Europe's Mazda Rally Team sent no works cars, but there were three Group N 323s from Mazda Italy, and their inexplicable retirement by exceeding maximum lateness in the first half of the first leg led some to wonder whether their appearance was simply a means of avoiding Kenya's huge car-import duty (this is waived for cars which are brought in for the Safari, start the event, and are either re-exported afterwards or kept there to start at least two other rallies).

Nissan, a Safari regular for some twenty years, brought two of its unturbocharged, 3-litre, V6-engined 200SX models for Kirkland and Eklund, whilst a similar car was entered by Marlboro-Afrique for Ivory Coast driver Ambrosino who has several Safaris under his belt, including an entirely clutchless one in a Peugeot 504 Coupé.

Long before the start there seemed to be some strange doubt in the Nissan camp concerning Kirkland's prowess, and he was given a kind of "driving test" along a competitive section accompanied by a Japanese wielding a stopwatch. Apparently his time was most respectable, borne out by his exemplary performance during the rally itself.

Privately-entered Nissans getting a measure of works support were driven by Shah, Patel and Siller, the latter German driver being partnered by Schuller, the co-driver who did much of the driving to win in 1970 when the rally finished in Kampala. Another was the little March Turbo of Jim Heather-Hayes, the Flying Doctor pilot who

is a Safari veteran in the roles of driver, mechanic and service planner. He and Anton Levitan delighted the team by finishing tenth in their little car, especially as it beat the Daihatsus!

Subaru, in the name of Fuji Heavy Industries, brought two of their turbocharged 4WD cars for New Zealander Bourne and local man Duncan, whilst a similar car was driven privately by promising African driver Patrick Njiru who finished a creditable eleventh.

The team was quite cosmopolitan, including French, Swiss, American, New Zealander, Kenyan, English and Japanese staff, but the lady doing their airborne radio relay did not appear to know a strut from a "long thing between the wheel and the body"! Service instructions were a little convoluted, as you can imagine.

There was a team of five Daihatsu Charades entered by the local distributor, only one of which finished, whilst among the privateers were those indefatigable campaigners from Austria, Rudi Stohl and Reinhard Kaufmann in an Audi Coupé Quattro, Dr and Mrs Jorn Fitter from Germany in a VW Golf GTi, Kenyans Prem and Paura Choda in a Range Rover, the Matthews brothers in another Range Rover, and, the only all-female crew, Lynda Morgan and Lynn Marote in a Toyota.

These route this year began with a southern leg all the way to Mombasa and back, using tracks on both sides of the main north-south tarmac road, through the Taitas, the Chyulus, the sisal and open bush around Rukanga, and the plains north and south of Kajiado.

The second formed a huge loop first skirting the Aberdares and Mount Kenya to Nanyuki, thence, after a night stop, up to Wamba and close to Baragoi before returning past Lake Baringo and crossing the Kerio Valley to another stop, this time by day and evening, in Eldoret.

The leg continued northwards to the southern part of the Cherangani, then via Kitale, Kapsabet and Bomet to descend the Mau Escarpment into the Rift Valley and to another day stop at Nakuru. The final sections of the leg went up the Mau again, then through the Kedong Valley, behind the Ngong Hills, to Nairobi.

The third leg was a mere quickie, from 5am to 11am on Easter Monday, but one of the roughest nevertheless. Going out via the Kedong, it made two loops through the high ground of the Mau plateau, north of Narok, before returning to Nairobi, once again via the flour-like dust of the Rift Valley near Suswa and the narrow tracks and rocky climbs of the Kedong.

FISA interference was a popular but distasteful conversation piece in the days before the start, and it was certainly noticed that both chief steward and chief scrutineer were FISA-appointed Italians who were

WORLD RALLY CHAMPIONSHIP

pretty green as far as African events were concerned.

Not serving to inspire confidence in the world administrative body was the arrival of a telex from Paris "reminding" the organisers that chase cars were forbidden not only in special stages but in all competitive sections, which formed the bulk of the route. Mike Doughty's reply was straight to the point; chase cars and helicopters were already forbidden from special stages, but since the remainder of the route was on open public roads, neither the organisers nor FISA had any right to override the laws of Kenya by closing them to any category of traffic. The fact that Lancia was using two helicopters instead of chase cars did not go unnoticed, of course.

An early Easter had suggested a dry event, but high winds, storms and torrential rain several weeks before the start made this seem unlikely. However, as quickly as they came, they went, and the day of the start dawned bright and sunny.

Nevertheless, the downpours had left much damage in their wake and not only had the two special stages planned for the first leg to be cancelled, but a short deviation had to be incorporated, whilst competitors found the route so considerably changed since they practised that no firm reliance could be placed on pace notes. To be safe, they had to keep something in reserve.

Kenyan bush tracks become muddy very quickly, but they dry up almost as fast, deep ruts baking hard into unbelievably rough traps for the unwary. In hollows, the mud remained, and although the first leg was dry, the roads were rough and there were mud holes a-plenty to make it all very tricky indeed. Mikkola was one who got well and truly stuck in a mud hole near Loitokitok, although he and a group of watchers eventually managed to extricate the little Opel.

Waldegård broke his left rear wheel, disc and caliper in the same area and, after having them replaced at Bura, lost them again in the Taita Hills, this time being helped by heli-borne mechanics. Toyota's high pressure water jets were most effective at clearing mud from blocked radiators and from undersides where it would bake hard and interfere with moving parts if left alone.

Eklund had a differential oil-leak, Preston had his gearbox jam in fifth and his throttle stick open, Kankkunen drove some twenty miles with a broken shock-absorber, Haider had a steering bolt work loose, Biasion had to have a drive shaft changed twice whilst Torph caused some frontal damage when he hit a cow.

Duncan broke shock-absorbers due to failure of their cooling system — the pipe into the reservoir was too short to reach the water level — whilst the AVA-entered Sierra Cosworth of Johnny Hellier began a spate of

shock-absorber breakages (it was using a new type) which just about consumed its entire stock during the progress of the rally.

At Mombasa, Weber led by two minutes from Preston and Biasion, with Kirkland another minute behind, but shortly after the restart the German broke a driveshaft and found himself level with the two Lancias. Kirkland experienced the first of a series of punctures which plagued the Nissans' 16in Dunlops throughout, whilst Preston had more trouble with his leaking gearbox which was later changed at Nairobi.

Mikkola went off the road during the return trip through the Taitas, punctured his radiator and went no further after his engine cooked. Later, Torph suffered the same fate after having both clutch and gearbox changed at the roadside following bearing seizure. Weber's similar car later needed a new box and clutch for the same reason, whilst Waldegård needed two new gearboxes before the leg was over.

Bourne endured failures to gearbox, struts, radiator fan, stub-axle and exhaust. Indeed, the Subarus were plagued by so many breakages throughout the event that it was quite an achievement to get them both to the finish.

Ambrosino rolled his Nissan when his steering broke on the long run from the Chyulus to Kiserian, but he and De Saux promptly started to fit a new steering mechanism which they were carrying in the car and got to Nairobi within their maximum lateness even though they lost nearly two and a half hours. In the same area, Biasion stopped to have his turbocharger replaced and dropped to sixth place, allowing Kirkland and Eriksson to move ahead as joint leaders at Nairobi.

Torrential rain soaked Nairobi on the Friday evening of the restart, and much of the route north-eastwards to Nanyuki. Narrower tyres were immediately fitted by most people, and the post-restart service work completed in difficult conditions indeed.

Alas, in this sector came an incident which marred an otherwise superb competition. Near Karatina, drunken villagers placed rock and log barriers in the road, and stoned cars as they went by. Many windows were smashed, and crews were lucky to escape serious injury. The most unfortunate was Preston, who ripped out a diff and most of his Lancia's transmission on a rock, putting him out of the rally immediately.

Kirkland also fell foul of the barricades by bending his steering, rendering his Nissan so difficult to drive that he had to stop at the end of the section to have it replaced. He lost all of 28 minutes, and one can imagine his feelings later when he discovered that a misprint in competitors' time-cards gave an unexpected extra hour for the next section, providing such a chunk of extra service time that if he had the repair just after the Kiamachimbi control rather than before it,

he would have avoided that 28-minute penalty, and a quick glance at the final results will reveal what that would have meant.

That one hour error caused some confusion, for when it was realised that cars were lining up at the Nanyuki approach control waiting for their erroneously-revised times to come up, service crews began to head out of the town centre, making for the scene of the hold-up where they could make good use of the extra time.

But the officials at the control would have none of it, declaring that service crews must not drive against rally traffic. The fact that rally traffic was at a standstill made no difference, and there were plenty of harsh words (especially as one Nissan crew was already sited before the control) drawing undeserved remarks concerning favouritism. A Lancia man was heard to say, "This is Kenya Mafia working," but without justification.

Soon after dawn, when the peaks of Mount Kenya showed up in magnificent silhouette, and an hour later than planned, in order to preserve FISA's precious minimum rest, Kankkunen led the 22 survivors northwards with a 16-minute advantage over Kirkland. Many had cracked or smashed windows after running the gauntlet near Karatina, but were unable to find replacements at Nanyuki.

Some 20 miles out of the town Biasion ran full tilt into a zebra, smashing lights and causing a bit of body damage which interrupted airflow to the radiator and caused overheating. The airflow was restored at the next service point, but there was no point in repairing the lights until he got to Eldoret that afternoon.

The first special stage to be run was up the wide, curving road which had been constructed up the escarpment to Nyaru for truck traffic serving the fluorspar mine in the Kerio Valley below. Biasion was fastest here, but Kankkunen blew his turbocharger and had to stop to close a valve to prevent oil loss and further damage during his slow climb. The turbocharger was replaced at Nyaru, whilst team-mate Waldegård's cylinder-head bolts were tightened as it was thought that water loss and overheating were due to a leaking gasket.

Meanwhile, Kirkland's punctures continued, whilst Weber had cruel luck when, on the approach to Eldoret, something broke on a front suspension unit and he lost a wheel. Earlier, he had sideswiped a Lancia service vehicle on the way westward from Lake Baringo, and it was felt that the breakage was due to some damage caused by this incident. Mechanics were despatched to Weber's aid, but after the repair was complete he was just over his maximum lateness at Eldoret.

Bourne was continuing to have trouble with his Subaru, so many bolts loosening



Leading Toyota when the dust finally settled was Kenneth Eriksson in fourth place.

that at one time the engine was held in place only by the sumpguard. Duncan had one of his two electrical fans stop working, and since they are integral with the radiator housing the whole unit had to be changed. Imagine the chagrin when the new radiator was found to be leaking. There was no time to change it again, so that job was left until after the midnight departure from Eldoret.

Among those who had done the whole of the day's distance with a smashed screen was Heather-Hayes, and even at Eldoret there was no laminated screen available for a Nissan March Turbo. However, on the signing of an indemnity by the driver, the FISA scrutineer agreed that a toughened screen could be fitted, provided that a laminated screen (or no screen at all, of course) was in place when the car arrived at the finish.

That night Kankkunen broke a driveshaft and hub and lost well over an hour, whilst the ladies Lynda Morgan and Lynn Marote were sadly put out by hitting a rock which broke their suspension. Eriksson changed another turbocharger, Duncan had his brake master-cylinder replaced and Heather-Hayes stopped to investigate a turbocharger problem only to find a blocked fuel-filter which he promptly changed.

At the Nakuru halt, Njiru's broken windscreen was replaced in the closed park, whilst Biasion and Siviero made a silly blunder by not handing in their time-card after it was stamped.

They were whisked away by car to their hotel, still in possession of the card, and it was only by the good offices of the controller, Lord Delamere, and a sporting gesture by Mike Kirkland, that they avoided exclu-

sion. No-one seemed to know where the Lancia crew was staying, but Kirkland, remembering where Preston had stayed during practice, made a suggestion which enabled an official to be despatched by car to retrieve the card. He may not know it, of course, but that's a very definite beer that the Lancia driver owes both the Mombasa man and the controller!

There were more punctures during the afternoon run to Nairobi, whilst at the start of the Kedong section, just after the turn off the tarmac Narok road, dust clouds swirled in the air as cars churned up the fine-ground powder surface. Several crews checked in early to avoid dust, with the inevitable result that a pair of cars left on the same minute. Eklund went in early, but in the ensuing start alongside Waldegård, the Toyota driver was first into the first corner.

At Nairobi that Sunday evening, Biasion led by just under ten minutes from Kirkland — not a great deal by Safari standards, especially as Kirkland had been driving really well, sometimes beating and frequently equalling the Italian's times. A puncture in the wrong place could easily turn the tables, although Kirkland had had far more of those than did Biasion.

As dawn approached on that last morning, the cars having begun to leave Nairobi at 5am, the two Lancia and one Toyota helicopters took off almost in formation from their night resting place at the Lake Naivasha Hotel and headed for the area of Narok and Suswa. Any problem at this late stage would need immediate attention, and Lancia was playing extra safe by sending one helicopter ahead of Biasion to warn of any danger ahead, and having one right behind

him, ready to land at the touch of a microphone button.

As it happened, Biasion *did* have a strut problem, but so did Kirkland who completed the whole of a difficult, rough 50-miler into Nailongilok with a broken shock-absorber. They both lost ten minutes. Kirkland avoided further delay when a defunct alternator and a flat battery were put right by reconnecting a loose wire behind the alternator and fitting a new battery brought at a sprint to the car by a very agile Japanese mechanic.

After a very troublesome rally, it was a great disappointment indeed for Hellier and the AVA team to lose their tenth place when their Sierra Cosworth holed its sump comprehensively and stopped at Suswa.

Bourne and Duncan continued to have problems almost to the end, the former breaking yet another ball-joint and the latter another shock-absorber when he hit a hole as he moved out to pass a puncture-slowed Waldegård. But by that time positions were pretty well settled.

The Lancia festivities were noisy and enthusiastic to say the least, for they had plenty to celebrate; an Italian crew in an Italian car had won the Safari for the first time; two Italians led the World Championship; and Lancia was way ahead in the makes category, having won all four rounds so far. Little now stands in the way of another Lancia championship victory, although the drivers' category will doubtless be affected by which men get to partake in which events.

But at the finish of the Safari it is not really the world series which occupies thoughts. This is a great sporting event which needs no championship to prop it up. It will stand on its own feet no matter what happens around it, and its worldwide popularity is guaranteed — despite the meddling fingers of FISA.

Its atmosphere is unique, and any rally enthusiast who has never witnessed the Safari has missed a great experience. It is a thrill beyond comparison to spot plumes of distant dust wafting up from the vast floor of the Great Rift Valley; to see excited bush-dwellers cheering the cars as enthusiastically as any European crowd; to witness dawn bringing into view the snow-cap of Kilimanjaro; to watch mechanics sweating in the heat one minute, and wallowing in mud the next; to hear the mysterious noises of the African night interrupted by the remote crackle of a powerful engine; even to be soaked in the open during a violent tropical storm, sensing the delight of the animals at the coming of the Rains and seeing the landscape turn almost overnight from burnt brown to lush green.

This is all part of the magic of Africa, a background which provides a perfect setting for what the organisers justifiably claim to be "The World's Greatest Rally".

GP

It was with a feeling of disappointment that the front-runners in the British Open Rally Championship approached the Circuit of Ireland rally, for the premier tarmac event of the championship had been somewhat emasculated this year by the lawmakers in Paris.

Gone are the days when the event was 600 miles and five days long, for now it only consisted of 26 stages spread over three days, and it was located on the eastern side of the island only. It turned out, however, a great deal better and tougher than many thought it would be.

Having won the opening round, the Cartel Rally, Pentti Airikkala came to the event as championship leader, but his Mitsubishi Starion Turbo was an unknown quantity on tarmac. Favourites for the event were the Ford runners, with Jimmy McRae, Phil Collins, Mark Lovell and local man Bertie Fisher hotly tipped to take top honours.

There were plenty of others around, however, who were going to give their all to stop this from becoming a Ford benefit.

Welshman David Llewellyn was entered in a David Sutton-prepared Audi 200 Quattro, Kalle Grundel and Louise Aitken-Walker were entered in the Coventry-based Peugeot Talbot Sports team (the Swede in a 309GTi and the Scots lass in the proven 205GTi) and General Motors were represented by Malcolm Wilson and David Metcalfe who were driving Astra GT/Es.

Although unlikely to win overall honours, John Haugland and Warren Hunt would be looking for class wins in their Skoda 130Ls, and in Group N battle would be joined between the Cosworths of Gwyndaf Evans and Steve Hill, John Lyons' Lancia Delta HF and David Maslen's Mazda 323 Turbo.

The first day's run took the competitors from Belfast to Dublin with nine stages being held in the province and one very rough one in Eire. The Mark Lovell/Ronan Morgan Cosworth took an immediate lead, dominating the event with fastest times in the first six special stages, while pursuing them were Phil Collins/Bryan Thomas.

Rather than allow it to go too much Ford's way, David Llewellyn and Phil Short in the Audi were giving chase, but this was to last only until the fourth stage when a piston gave up the ghost. The Audi's demise immediately gave Jimmy McRae fresh heart, for on that stage he set fastest time, equalling that of Mark Lovell, and moved ahead of Collins into second place.

Before entering the eighth special stage, Lovell's mechanics discovered a cracked anti-roll bar mount. Without any time to change it he was despatched onto the stage, but unfortunately he never reached the end — coming to grief against a tree on a sharp right-hander. Jimmy McRae was now in control, a position he is used to but particularly so on the Circuit of Ireland,



Jimmy McRae becomes the first man to win the Circuit of Ireland six times.

Six of One



Taking it on the chin — Graham Middleton's Corolla GT bagged a class win in the Emerald Isle.

having won it five times before.

By the overnight stop in Dublin he was 1min 13sec ahead of Collins, who in turn was 25sec ahead of Malcolm Wilson's impressive Astra GT/E. Pentti Airikkala in the Mitsubishi was having a fairly torrid time, but at least was in fifth place, while the Peugeot duo had both been in the wars but were still mobile.

The following two days saw McRae tighten his grip, setting fastest times in ten of the remaining sixteen stages. Collins fought valiantly, but by the end of the rally was three minutes adrift. Malcolm Wilson remained in third position and, encouragingly for General Motors, Dave Metcalfe in his GT/E beat Airikkala into fourth place.

Next up was Kalle Grundel in a battered 309GTi, while Aitken-Walker in the 205GTi was two places down on him after a

trouble-filled run. The most interesting result, however, was that of Andrew Wood and Brian Rainbow, who drove a 16-valve Golf GTi fitted with a standard 139 bhp engine borrowed from Volkswagen's press fleet into seventh place.

In Group N, victory went to David Maslen/Andrew Balfour in the Mazda 323 Turbo, taking the lead after others had fallen by the wayside, and John Haugland and Warren Hunt finished first and second in their group.

For McRae it was a record-breaking sixth win, and it has given him that extra impetus for retaining the championship this year. But a challenge to him and all the other Ford runners approaches — the 16-valve Astra GT/E is scheduled to make its debut on the Ulster Rally, and the results should be interesting. WK

WORLD RALLY CHAMPIONSHIP

Round 4 for Drivers and Manufacturers, Safari Rally, March 31-April 4

TOP 20 STARTERS

1	E. Weber/M. Feltz	Volkswagen Golf GTi
2	J. Kankkunen/J. Piironen	Toyota Supra Turbo
3	H. Mikkola/A. Hertz	Opel Kadett GSi
5	L.-E. Torph/B. Cederberg	Volkswagen Golf GTi
6	M. Biasion/T. Sivierno	Lancia Delta Integrale
7	K. Eriksson/P. Diekmann	Toyota Supra Turbo
8	B. Waldegaard/F. Gallagher	Toyota Supra Turbo
9	P. Bourne/R. Freeth	Subaru RX Turbo
10	S. Haider/L. Drews	Opel Kadett GSi
11	M. Sandhu/J. Sandhu	Volkswagen Golf GTi
12	J. Hellier/D. Williamson	Ford Sierra Cosworth
14	P. Eklund/D. Whittock	Nissan 200SX
15	I. Duncan/I. Munro	Subaru RX Turbo
16	A. Ambrosino/D. le Saux	Nissan 200SX
17	R. Stohl/R. Kaufmann	Audi Coupé Quattro
18	M. Kirkland/R. Nixon	Nissan 200SX
19	G. Treilles/L. Roggia	Mazda 323 Turbo 4 x 4
20	V. Preston Jnr/J. Lyall	Lancia Delta Integrale
21	A. Patel/D. Kandola	Nissan 200SX

RESULTS

1st	Miki Biasion/Tiziano Sivierno	Lancia Delta Integrale	A	2h51m04s
2nd	Mike Kirkland/Robin Nixon	Nissan 200SX	A	3h03m57s
3rd	Per Eklund/David Whittock	Nissan 200SX	A	3h32m80s
4th	Kenneth Eriksson/Peter Diekmann	Toyota Supra Turbo	A	3h53m46s
5th	Juha Kankkunen/Juha Piironen	Toyota Supra Turbo	A	4h16m22s
6th	Ian Duncan/Ian Munro	Subaru RX Turbo	A	4h28m34s
7th	Björn Waldegård/Fred Gallagher	Toyota Supra Turbo	A	4h29m31s
8th	Rudolf Stohl/Reinhard Kaufmann	Audi Coupé Quattro	A	4h50m09s
9th	Possum Bourne/Rodger Freeth	Subaru RX Turbo	A	7h23m50s
10th	Jim Heather-Hayes/Anton Levitan	Nissan March Turbo	A	9h25m42s
11th	Patrick Njiru/Rick Matthews	Subaru RX Turbo	A	12h01m23s
12th	Manjit Gharia/Amolak Hunjun	Daihatsu Charade G100	A	12h39m05s
13th	Jörn Fitter/Shirin Fitter	Volkswagen Golf GTi	A	14h35m20s
14th	Ramesh Khoda/Paramjit Panesar	Subaru RX Turbo	A	17h29m58s
R	John Hellier/David Williamson	Ford Sierra Cosworth	A	holed sump
R	Erwin Weber/Matthias Feltz	Volkswagen Golf GTi 16v	A	steering
R	Sepp Haider/Lofty Drews	Opel Kadett GSi	A	head gasket
R	Vic Preston Junior/John Lyall	Lancia Delta Integrale	A	differential
R	Alain Ambrosino/Daniel le Saux	Nissan 200SX	A	withdrawn
R	Lars-Eric Torph/Björn Cederberg	Volkswagen Golf GTi 16v	A	engine
R	Hannu Mikkola/Arne Hertz	Opel Kadett GSi	A	engine

Group A Overall and Over 2000cc: Biasion/Sivierno. 1600cc to 2000cc: Heather-Hayes/Levitan. 1300cc to 1600cc: No finishers. Up to 1300cc: No finishers. Group N: No finishers. Group B: No starters.

Drivers Championship: 1. Biasion 40; 2. Fiorio 30; 3. Alen 26; 4. Blomqvist 23; 5. Saby 20; 6. Kirkland 15; 7 = Ballet, Eklund, Loubet and Torph 12.
Manufacturers Championship: 1. Lancia 80; 2. Ford 27; 3. Audi 24; 4. Mazda 22; 5. Nissan 17; 6. Renault 16; 7. Peugeot 14; 8. Toyota 12.



SHELL OILS RAC MSA OPEN RALLY CHAMPIONSHIP

Round 2, Circuit Of Ireland, April 1-4

TOP 20 STARTERS

1	J. McRae/R. Arthur	Ford Sierra Cosworth
2	D. Llewellyn/P. Short	Audi 200 Quattro
3	M. Lovell/R. Morgan	Ford Sierra Cosworth
4	K. Grundel/B. Rainbow	Peugeot 309GTi
5	P. Airikkala/R. McNamee	Mitsubishi Starion Turbo
6	M. Wilson/I. Grindrod	Opel Kadett GSi
7	L. Aitken-Walker/E. Morgan	Peugeot 205GTi
8	A. McHale/C. Frarell	Mitsubishi Starion Turbo
9	J. Haugland/J.-O. Bohlin	Skoda 130L
10	B. Fisher/A. Frazer	Ford Sierra Cosworth
11	P. Collins/B. Thomas	Ford Sierra Cosworth
12	D. Metcalfe/M. Broad	Opel Kadett GSi
14	G. Evans/N. Grist	Ford Sierra Cosworth
15	G. Middleton/P. Watts	Toyota Corolla GT
16	A. Wood/D. Paterson	Volkswagen Golf GTi 16v
17	S. Davison/S. Bond	Volkswagen Golf GTi 16v
18	C. Birbeck/T. Godden	Opel Kadett GSi
19	D. Maslen/A. Balfour	Mazda 323 Turbo 4 x 4
20	J. Lyons/D. Porter	Lancia Delta HF 4 x 4
21	R. Ferreyros/C. Wood	Ford Sierra Cosworth

RESULTS

1st	Jimmy McRae/Rob Arthur	Ford Sierra Cosworth	A	3h03m39s
2nd	Phil Collins/Bryan Thomas	Ford Sierra Cosworth	A	3h06m40s
3rd	Malcolm Wilson/Ian Grindrod	Opel Kadett GSi	A	3h07m06s
4th	Dave Metcalfe/Mike Broad	Opel Kadett GSi	A	3h11m40s
5th	Penti Airikkala/Ronan McNamee	Mitsubishi Starion Turbo	A	3h11m41s
6th	Kalle Grundel/Brian Rainbow	Peugeot 309GTi	A	3h13m19s
7th	Andrew Wood/Dougie Paterson	Volkswagen Golf GTi 16v	A	3h17m00s
8th	Louise Aitken-Walker/Ellen Morgan	Peugeot 205GTi	A	3h17m53s
9th	Graham Middleton/Peter Watts	Toyota Corolla GT	A	3h19m47s
10th	David Maslen/Andrew Balfour	Mazda 323 Turbo 4 x 4	N	3h21m17s
R	Bertie Fisher/Austin Frazer	Ford Sierra Cosworth	A	accident
R	Mark Lovell/Ronan Morgan	Ford Sierra Cosworth	A	accident
R	Austin McHale/Christy Frarell	Mitsubishi Starion Turbo	A	driveshaft
R	David Llewellyn/Phil Short	Audi 200 Quattro	A	engine

Group A Overall and Over 2000cc: McRae/Arthur. 1600cc to 2000cc: Wilson/Grindrod. 1300cc to 1600cc: Middleton/Watts. Up to 1300cc: Haugland/Bohlin (Skoda 130L).

Group N Overall and Over 2000cc: Maslen/Balfour. 1600cc to 2000cc: Brian Wiggins/Tony Shepherd (Vauxhall Astra GT/E). 1300cc to 1600cc: John Roberts/Mike Kidd (Toyota Corolla GT). Up to 1300cc: Mike Williams/John Wheatley (Vauxhall Nova).

Drivers Championship: 1. Airikkala 43; 2. Aitken-Walker 37; 3. Maslen 32; 4. Middleton 32; 5. Metcalfe 29; 6. McRae 25.

Group N: 1. Maslen 37; 2. Wiggins 25; 3 = Ferreyros, Lockyear and Roberts 22.

Manufacturers Championship: 1. Ford 38; 2. Peugeot 28; 3. Vauxhall 25; 4. Toyota 17.

ROAD TEST

A FAVOURITE



Spot the new spoiler — RX7's only outside change for '88.

BLUNTED

Most motoring writers look forward to the announcement of alterations to an established model, if it means a second chance to drive a favourite car. For 1988, Mazda has made one big and several small changes to its rotary-engined RX 7 coupé, which qualify for a brief second look.

And it would need a second look to pick out the only visible difference, a slightly more pronounced rear spoiler wrapping round the rear edge of the glass hatch. The eagle-eyed might also detect Dunlop tyres where last year there were Bridgestones, but the major change is underneath. Mazda's market research says that few RX 7 buyers choose the car for its actual performance, but are attracted instead by the image of sportiness. Apparently these people consider power-assisted steering important — *ergo* PAS is now compulsory.

Shared with the 626 2.0i GT, the rack-and-pinion system goes one further than normal: not only is it speed-sensitive, but it also reacts to lateral acceleration. Tandem hydraulic pumps are controlled by electronics which compare speed and lateral g against a standard map, rolling off the assistance at speed and firming up under heavy cornering loads. Naturally, the ratio has risen, so that lock-to-lock turns have dropped from 3.6 to 2.7, which disposes of three-point turns in a couple of swings of the arm.

Experimenting on the test-track steering pad showed that the messages from the lateral accelerometer do affect the pumps; holding a steady speed and gradually tightening the radius of the circle until the front pair of 205 Dunlops began to object, the wheel became noticeably stiffer in the hands. This is only occasionally apparent on the road, perhaps when taking the third exit of an empty roundabout, but it helps to restore some of the feel, when driving hard at least, which the power-rack soaks up.

It sounds as though it ought to be the right set-up for sporting car like the RX 7, but in practice there is just too much assistance at every level. True, the hydraulic help does diminish as the velocity rises, but not enough; in first gear the wheel is finger-light and completely lacking in feel, while at high speeds the car is now over-sensitive to small movements of the hands, darting around over uneven roads as the taut chassis joggles the driver up and down.

Previously, without power steering, Mazda was fielding a car with a really delightful blend of qualities: the sheer "zing" of the compact rotary power-plant and the light gearchange were matched by the good manners of the chassis, the obedient way the car seemed to squat down and surge through even a tightening bend without concern. Now that well-balanced sensation has been upset; though it takes less physical effort, it needs more concentration to accurately pursue an efficient line through a high-speed corner, because the fat tyres no longer react against the driver's hand over the give and take of an uneven road.



Handling remains superb, but PAS removes its delicacy.

Objectively, of course, the RX 7's handling is unaltered. With its broad unidirectional tyres, the MacPherson strut front-end and ingenious rear suspension give the smooth and rounded coupé impressive abilities. Mazda's Triaxial Floating Hub is arranged so that the rear wheels adopt differing angles under controlled circumstances; a passive system entirely different from the same company's elaborate four-wheel steering set-up recently made available on the 626 saloon.

On the RX 7, bushes in the multi-link semi-trailing suspension are devised to promote toe-out when first turning the car into a bend, giving a sharp quality to the car's turn-in response, but as lateral forces build up to some 0.5g, progressive deflection of some of these brushes starts to point the outside wheel very slightly inwards. This calms down the normal throttle-off reaction which can whip the tail round in extreme circumstances, giving the car a boost in overall grip and making it altogether more forgiving.

Steering apart, Mazda's revisions also result in a second stalk on the column, this time operating an electronic cruise control, claimed to pin the car's speed to within 2 mph of the set figure. I did not try this over any distance; I have no doubt that it works perfectly well, but I disapprove of the principle of a rigidly-fixed speed amongst the crowded motorway traffic of Great Britain. However, this is one of the accessories which help to sell the more luxurious cars, and this one has clear and simple operation.

Much more useful is the central locking, which with new 15in alloy wheels and a slightly more obvious rear spoiler round out this year's

Mazda RX7

changes on the chubby coupé. Better speakers are also fitted, but the front pair did not function on the test car, making the rear ones, looking like dinner-plates atop the suspension turrets, work that bit harder against the tyre noise which is the dominant note inside the RX 7 at speed.

No changes to the twin-rotor Wankel engine; currently producing 148 bhp at just below the 6700 rpm warning buzzer, this is a lovely little unit — free-revving and eager, buzzy but not annoying, which blips instantly for rapid down-shifts and whistles up to its red line in uncanny smoothness. There are stronger engines in the mid-range, and some quick gear-changing is called for to keep up momentum cross-country, but the 0-60 mph sprint comes up in around 8 seconds (Mazda says slightly less; we took 8.3).

On the way up to a stable 130-plus mph, the tyres make the most noise, but throughout four days of hectic Easter travel around Wiltshire and over the Berkshire Downs, the only factor which was in any way tiresome was the rate at which the fuel needle dropped.

Over some sections, such as the invigorating stretch south from Stroud, crossing the Cotswolds by winding back routes and threading between the chalky banks of Wiltshire's lesser roads to fetch up at Warminster, the mpg figure dipped to just 18. Some steady cruising will drag it up to just over 20 mpg, but the pessimistic gauge reads empty so quickly that I found myself filling up at less than 200-mile intervals — much too short for any ordinary car, let alone a fast coupé.

Ergonomically, the car works well, with clear instrumentation and good seats, though there is really no need to fit such a large steering wheel with this over-zealous PAS; perhaps a smaller one would restore some of the feel. Our low-mileage test car had an unusually stiff gearchange, especially when cold,



Fine dials, over-large wheel.

and despite the handy internal release lever, the hatch needed to be prised up with a strong finger. A useful amount of luggage can be loaded with the skimpy rear seat up or down, but it would not be fair to ask anyone to sit in the back.

This is still a great little car, even though its poise has been compromised in the quest for relaxation. It would be nice to think that one had the choice of unassisted steering, but in truth this is a fringe car for Mazda (UK), a flag-waver of no real earning power because of its restricted market and import quota.

Options are complicated and expensive to deal with, hence the single all-inclusive specification at £16,499 which helps to make the car attractive within the Toyota Supra/Nissan 300ZX/Lotus Excel bracket: electric windows, sunroof, mirrors and locks; sophisticated radio/cassette; and the assortment of other comforts we now take for granted.

Introducing this year's changes, Mazda points out that the modern businessman spends more time commuting on motorways and major A-roads than on twisty country lanes. One hopes that he does not know what he is missing. **GC**

Accurate high-speed cornering now requires less physical effort, but more concentration.



Model: Mazda RX-7.

Type: 2+2 sports coupé.

Engine: Twin-rotor Wankel, 1308cc, cr 9.4:1, 148 bhp at 6500 rpm, 134 lb ft torque at 3000 rpm. Electronic ignition and fuel injection.

Transmission: Rear-wheel drive, five-speed manual gearbox.

Suspension: (front): MacPherson strut, anti-roll bar; (rear): multi-link semi-trailing arm, telescopic damper, anti-roll bar.

Steering: Power-assisted rack and pinion, 2.7 turns lock-to-lock.

Brakes: (front): 10.8in vented disc with 4-pot caliper; (rear): 10.7in vented disc. Vacuum servo, mechanical handbrake.

Wheels and tyres: 6J 15in light alloy rims with 205/60 VR 15 unidirectional tyres.

Performance: 0-60 mph: 8.3 sec. Max speed, 131 mph.

Economy: 18.1 mpg overall, 21.2 mpg touring.

Price: £16,499.

VETERAN TO CLASSIC



One of a Hundred

The DB4GT was the car which set a style for Aston Martin; not only a visual one which was to identify the marque for a decade and a half, but in wider terms the car brought together Aston Martin's impressive racing achievements and its increasingly prestigious position as a builder of luxury sportscars.

In announcing the 3.7-litre DB4 in 1958, Aston Martin had produced every school-boy's dream car — a beautiful and very fast 2+2, utilising a construction system novel to Britain.

Quite apart from the beauty of line which

Touring was to achieve with the DB4, one of the characteristics which had caused the commission to go to the Milan company in 1957 was its *superleggera* construction principle, subsequently imported to Newport Pagnell. This involved a complete skeleton of the car's shape being formed in rather fine steel tubing and clad in aluminium panelling, the whole being attached to a rigid sheet-steel chassis platform.

The system was light, as its name made clear, and made for high and lasting accuracy of panel fit — all qualities of great importance

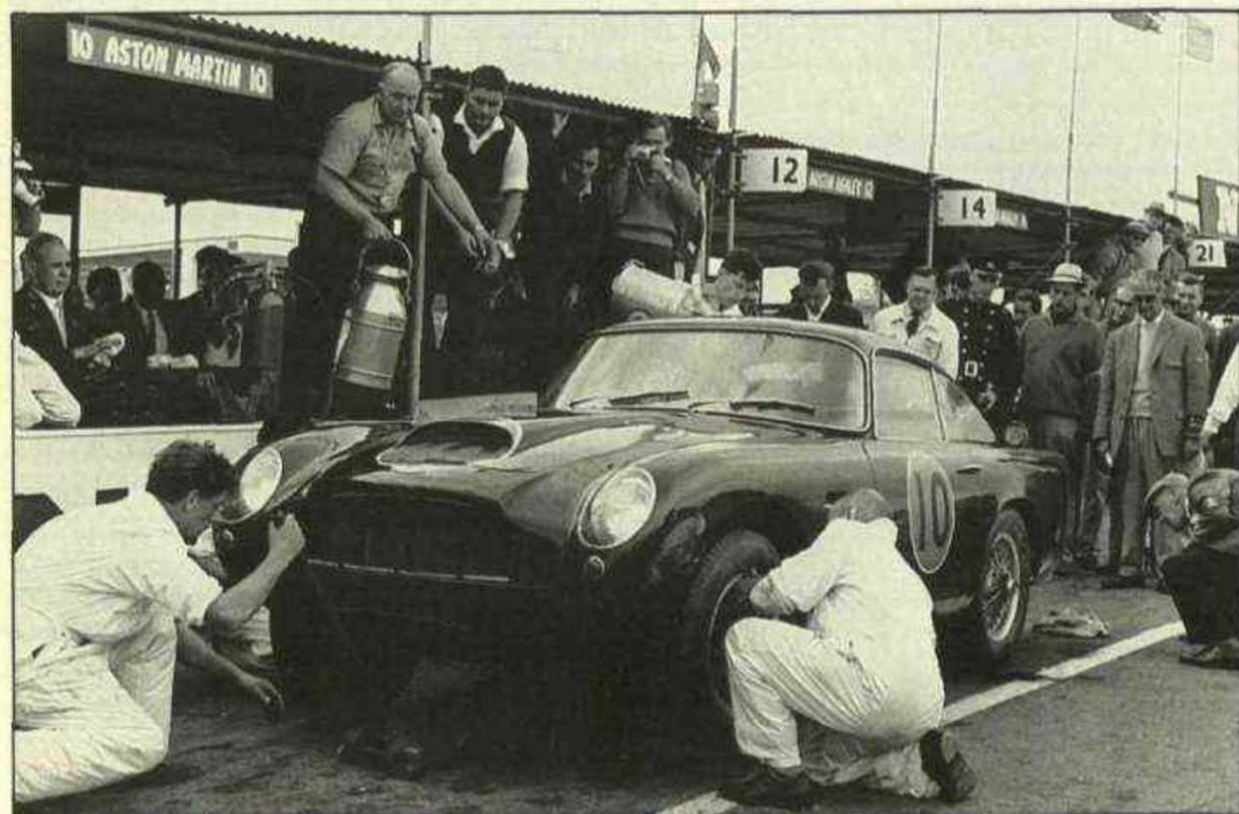
to the consolidation of the *marque* as a producer not only of some of the finest of British sporting chassis, but of top quality hand-built cars.

Nevertheless, the car in its 2+2 configuration was far from flimsy, weighing around 3000 lb, and as the World Sportscar Championship began to wane with the arrival of the 3-litre limit in 1958, and GT racing gained momentum, attention turned to making the DB4 a competitive racer.

With the great glories of 1959 behind it — first and second at Le Mans after ten years of effort, plus the World Sportscar title — the company switched its full efforts to Tadek Marek's 3.7-litre straight-six engine which in DB4 form was giving 236 bhp on twin SUs. With its twin overhead camshafts and wide 80° valve angle, extra power was unlikely to be a problem; indeed, the unit had already proved capable of over 280 bhp when first raced at Le Mans in 1957, but to make that power stretch further the car's weight had to be reduced.

With the hand-building involved in the *superleggera* system, some major filleting of the new car was easily done, with three inches taken out of the wheelbase and nearly six inches lost in overall length to produce the car revealed at the Motor Show in 1959 — the DB4GT. So subtle was this alteration that it would be hard to tell if not for the recessed headlamps smoothly faired over with perspex covers. This feature applied to all the production GTs and was to become an Aston Martin trademark with the arrival of the standard-wheelbase DB4 Vantage in 1961.

It was the International Trophy meeting at



New tyres for Innes Ireland's DB4GT at the 1960 Goodwood TT; Moss' Ferrari beat the Astons.

Aston Martin DB4GT

Silverstone in May 1959 which witnessed the first race of the new GT, 200 lb lighter than a standard DB4, in the hands of Stirling Moss — with an easy victory as the reward. These 272 bhp cars, made in thinner-gauge alloy, looked as if they could challenge the Ferraris if more weight could be lost; accordingly, a few super-light cars were built for the 1960 season, and John Ogier's Essex Racing in particular made a big impact when Roy Salvadori and Innes Ireland took second and third in the Tourist Trophy at Goodwood. But it was a Ferrari which won, Moss's 250GT, and while the closeness of the finish led the teams to view the Aston as a potential Maranello-beater, the actual result was to prove a better indication of the future.

Aston Martin's presence in GT racing was not an official one, the company having withdrawn from sportscar racing at the beginning of 1960; the unsuccessful Grand Prix effort struggled on for a further year. Yet there continued a valuable two-way exchange between the factory and the private teams carrying the Aston Martin banner, and to follow the extra-light DB4GT, the factory next commissioned the most famous DB4GT variant — the Zagato.

Beauty and rarity often go hand in hand; a mere 19 Zagatos were assembled, all differing to some extent, and all of which have survived. Yet despite the car's *raison d'être*, less and less weight, the Zagato saved only a small degree. More surprisingly still for a car which was built on an unchanged DB4GT underpan with the same suspension and wheelbase, it was not always considered a better car to drive: Innes Ireland maintains that a standard GT was the more agreeable and predictable car to race.

Engine specifications obviously vary a great deal amongst cars built for, or subsequently used for, racing, but in general, where the DB4 had around 236 bhp on two SU carburetors, the GT with its twin-plug head, higher compression ratio and three twin-choke 45DCO Webers churned out a bellowing 272 bhp as sold to customers for the road. This was the first 150 mph production Aston — John Bolster recorded 152.5 mph in *Autosport's* test car in December 1961, with 0-60 in a staggering 6.4sec, though this was one of the special lightweights. 300 bhp was a common claim for the track cars, while Zagatos boasted up to 314 bhp thanks to an even higher compression ratio.

But it was not enough. Aston Martin simply never caught up with Ferrari in every sense: as fast as the English company made one step ahead, Maranello took another. While Ferrari was winning with the 250GT, the DB4 was just maturing. When the short-wheelbase 250GT was the pacesetter, Aston was struggling to lighten the 4GT, and during the Zagato's first year of competition, Ferrari was already planning the car which was to sweep three GT championships in a row, the GTO. The power was there, the reliability came in



The graceful shape of the DB4GT is hardly affected by shortening.

time, but really light weight and low-drag bodywork only successfully came together in 1963 when Salvadori in one of the slippery Project 214 cars beat Mike Parkes' GTO fair and square at Monza. It was a great win, but it was also the end for the DB4GT; with the departure of team manager John Wyer to the Ford GT40 project, the impetus faded and the factory finally backed out of racing involvement.

In all there were 100 DB4GTs built, of which 74 were regular GT, 19 Zagatos, one very handsomely bodied by Bertone for the 1961 Geneva show, and six were the widely varying Project racers. The car pictured here, now owned by Michael Fisher, was the seventh of the "normal" GT chassis, 0107/R, and has several modifications from the original specification.

Although the car was not raced from new, it became a regular contender in Historic racing during the middle-Seventies, collecting a string of seconds and thirds. There followed a careful rebuild when it passed to a new owner, with final engine tuning by Sean Danaher of



Interior has been stripped of extras, including heater.



No bumpers and extra cooling scoops add to purposeful looks.



Twin fillers feed 30-gallon tankage; Ecurie Ecosse badge is a friendly gesture from Innes Ireland.

vintage Maserati fame, before it was ready to tackle the *Coppa d'Italia*, one of the new breed of retrospective events which actually stretch old cars and their drivers. Although it is such a desirable machine, the last owner decided recently that one of these loud and brawny machines was enough, and elected to pass on 9KPL and simply keep his other DB4GT, one of the handful which were fitted with two vestigial rear seats.

Bigger 48 DCOE carburetors and faster cams ensure that there is about 300 bhp, and the twin magnetos have been replaced by a more reliable pair of distributors. There are chassis improvements, too: the less effective lever-arm dampers attached to the live rear axle have been supplanted by telescopics within the coil-springs, though the twin trailing links and Watts linkage remain unchanged. Later DB6 brakes have replaced the original Dunlop system, and the usual fat tyres have been fitted — 600 × 15 Dunlop racers in place of the 16in size of the road cars, necessitating some underarch panel-beating for clearance.

Despite its racing tune, the car rumbles lazily into action after a long pull on the starter and a couple of dabs on the throttle, and seems to need little attention to keep it on song. New and bright blue four-point harnesses with modern competition seats hardly look "period", but are rather more effective at gripping the crew than the original leather versions.

Behind, under the flat plexiglass rear window, is nothing more than a carpeted shelf, and many interior details (sun visors, glovebox and trim parts for example) have been left out for lightness, though carefully stored. The result is an odd contrast, with the chrome instrument bezels gleaming in an otherwise stark cabin.

As it warms up over Berkshire's downland roads, the Aston begins to exude its character. Surprisingly compact from inside, the car skips and thuds uncompromisingly as the big six growls under the hefty hump dominating the view over the bonnet, a bass bellow of token exhaust and sucking carburetors which reverberates through the cabin. Steering effort is heavy at low speeds, but at high velocity, firm twists of the thick-rimmed wheel translate into delicate twitches of the tall crossply Dunlops, chirping a warning before the car settles into a snarling slide. Four gears are enough with the broad span of torque, the cowled headlamps lifting as the car thunders away from corners with a sprint like an aircraft taking off.

It is not easy to talk when the Aston is cracking along; the noise and the hard ride conspire against conversation, but the brutish exhilaration makes up for that. With its obvious racing intentions, the DB4GT is a quite useable road car, not a method of transport but a treat in itself to use on special days — plus, of course, the ideal mount to go racing with the very active AMOC. **GC**



Dan Gurney guides the Brabham-Climax to its first Grand Prix triumph at Rouen-les-Essarts in 1964, winning comfortably after Jim Clark's Lotus retired when leading.

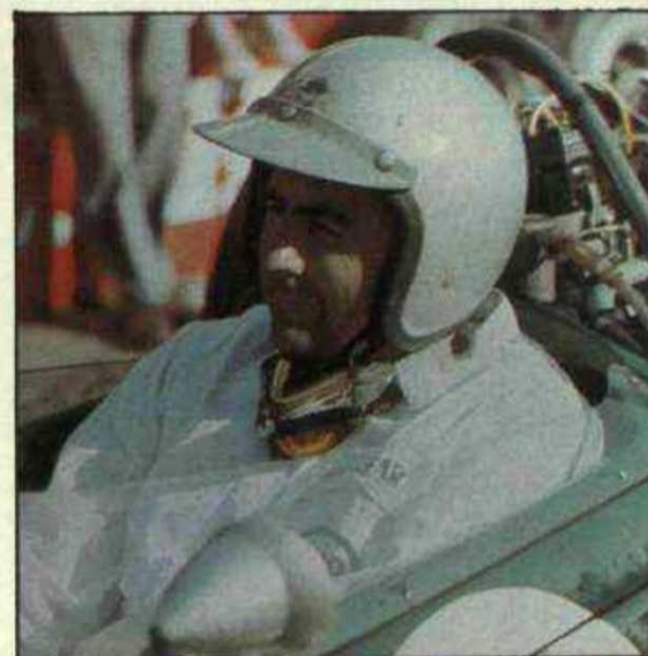
The House That Jack Built



Brabham's switch to Repco V8 engines for 1966 caught his rivals on the hop. The Dutch GP at Zandvoort provided his third straight win, and a third World Championship followed.



A new marque entered F1 when Jack Brabham debuted his own chassis at the Nurburgring in August 1962. Its throttle-linkage failed.



Sir Jack Brabham — the first World Champion driver to become a World Champion constructor.

Since Jack Brabham entered his first Brabham-Climax in the German Grand Prix in 1962, the Brabham team has been at the forefront of Formula One racing. The 1988 season will be the first in 25 years without a Brabham entry, Bernard Ecclestone having withdrawn the team "temporarily".

Brabham himself made his mark on the international racing world when he won the Drivers World Championship in 1959 and 1960, driving Cooper-Climax cars. When the swarthy, down-to-earth Australian left Cooper in 1961 he had it in mind to start his own team, with cars designed by his friend and fellow-countryman Ron Tauranac.

His first cars were powered by 1½-litre Coventry-Climax V8 engines, as were many others at the time, but in 1966 he was quick off the mark for the new 3-litre formula with an Australian-built Repco V8 in Tauranac's BT19 chassis. This model not only gave Brabham his first Grand Prix victory in a car

FROM THE ARCHIVES



Clark (Lotus No 3) and Hulme (Brabham No 2) burst off the German GP starting grid in 1967. Clark won the sprint to the first corner, but Hulme took the race and soon became World Champion.



Formula One was in the grip of wing-fever by the end of 1968. The bi-plane aerodynamics of the BT26s of Rindt (No 4) and Brabham (No 3) contrast with those of the McLarens starting alongside them in the United States Grand Prix at Watkins Glen. Neither Brabham-Repco finished.



Repco V8 engines brought two World Championships before being abandoned after an unsuccessful 1968. The driver and team-owner was not above playing mechanic as well . . .



Victory in the 1970 season-opener at Kyalami in the Cosworth-engined BT33 was Brabham's last as a Grand Prix driver.



Bernie Ecclestone (left) and Gordon Murray masterminded the more recent successes.

bearing his own name, but also carried him to his third World Championship in 1966.

For 1969 he followed fashion and used Cosworth DFV engines in his F1 cars, and at the end of 1970 he retired from driving, left the team in the hands of his partner Tauranac, and returned to his homeland.

By the end of 1971 Tauranac had had enough of running Brabham by himself, and sold the team and its designs to Ecclestone. Logically, Ecclestone kept the name Brabham, and Gordon Murray took over responsibility for designing the cars.

Ecclestone negotiated the supply of engines and flitted from Cosworth to Alfa Romeo, back to Cosworth, and then to BMW when the turbocharged era got underway. Meanwhile Murray did a remarkable job in keeping pace with Ecclestone's whims, and his Cosworth-powered BT49 and BMW-powered BT50 and BT53 were high-spots in Brabham history.



Carlos Reutemann's first GP win in South Africa in 1974 in a BT44-Cosworth ended a four-year drought for the team.



After seven seasons of Cosworth V8 power, Brabham turned up at Rio in 1976 with Alfa Romeo flat-12s in a new BT45 chassis.

Brabham Formula One Cars



Nelson Piquet takes the 1980 Long Beach GP by the scruff of the neck in his BT49. From pole he was never headed, claiming a maiden victory in style.



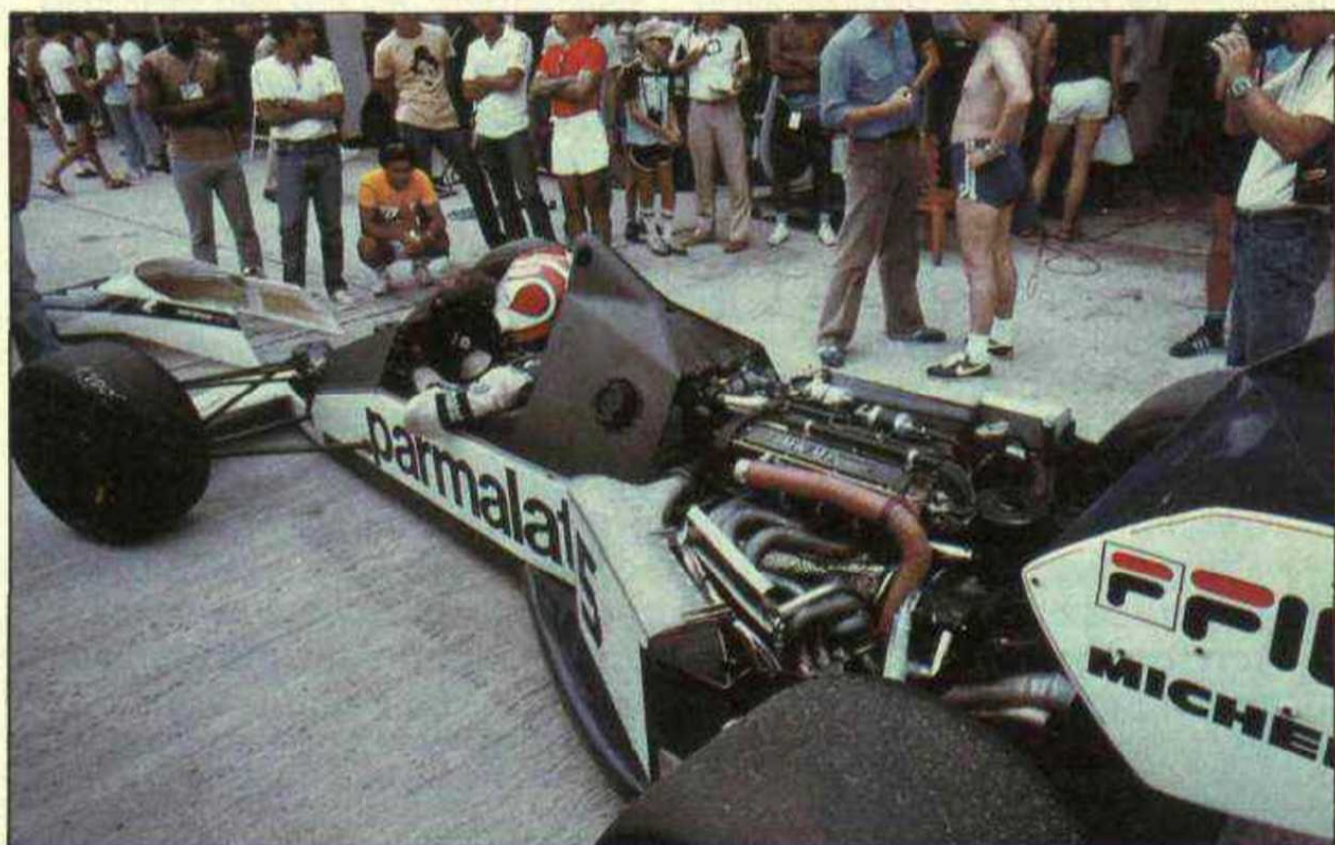
Gordon Murray's BT45-Alfa Romeo was distinctive, with its twin airboxes flanking the engine, but unsuccessful even in Reutemann's hands in 1976.



Montreal 1982: Piquet won in a BMW turbo-powered BT50 (No 1), while Riccardo Patrese finished second in a BT49D-Cosworth (No 2)!



BT46B, the infamous "fan car", won its first and only race in Sweden in 1978, Niki Lauda vanquishing the brilliant Lotus 79. The fan, which created downforce by drawing air from under the car to cool the Alfa engine, was banned as a "moveable aerodynamic device".



BMW's 4-cylinder 1.5-litre unit became the first turbocharged engine to power a World Champion in 1983, Piquet adding two more successes to the BT52's debut victory in Rio (pictured).



Brabham's most recent GP triumph (and Pirelli's first in modern times) was achieved by Piquet in the BT54 at Paul Ricard in 1985 (left). BMW provided a "lay-down" engine specially for Murray's remarkably squat BT55, pictured in the hands of Elio de Angelis in 1986 (right), but the team's success dried up.



BIG BANGERS OF THE SIXTIES



Oulton Park 1965 — David Hobbs proves the new Lola is quicker than an F1 car.

A Real Handful

With glamour and excitement returning to sportscar racing in the last few years, the spiritual roots of many modern sports prototypes such as Jaguar XJRs, Porsche 962s and Sauber-Mercedes C9s can be traced back more than twenty years to the "big bangers" of the Sixties and early Seventies — to a time regarded by many as a golden age of sportscar racing. We are therefore beginning an occasional series on those "big bangers", commencing with the first of a two-part article on the Lola T70.



Mk I T70 stowed a spare in the nose; this is Surtees' car at the factory.

The flag dropped. The big red Lola T70 pushed between the two winged ivory Chaparrals on the front row, skittered round the first bend on cold tyres, and was gone in a cloud of stardust. Seventy laps later, John Surtees crossed the line to win the 1966 Las Vegas Stardust Grand Prix, the first CanAm race, and more than \$50,000.

The Sports Car Club of America (SCCA) had run races for modified sportscars since the Fifties, and in 1963 had instituted the United States Road Racing Championship (USRRC). Jim Kaser of the SCCA, and Al Bochroch the author, had worked long and hard to introduce an international big-money road racing series for sportscars, and one which would draw the world's best drivers to race against each other.

In 1965 the FIA/CSI adopted the SCCA rules and called the cars Group 7, Unlimited-Capacity, Sports Racing Cars. The following year, the Johnson Wax Canadian American Challenge was born with a six-race series and an overall purse exceeding \$350,000. Lotus, Lola and McLaren coupled their chassis skills with American horsepower and went hunting dollars.

McLaren, and Chapman with the Lotus 30, had gone out to the New World in 1964 to learn. Eric Broadley and Lola resources were at this time contracted to Ford to help design and build the Ford GT40. By 1965 McLaren had designed and built a new space frame car, Chapman had tried to sort the backbone-chassis Lotus 30 by revamping it into the 40 (a car with ten more mistakes than the 30, as one driver put it), and Eric Broadley designed and built his monocoque Lola T70.

There was one American challenger — the superbly-constructed and technically brilliant Chaparral — but Jim Hall made them only to race, not to sell, so the British firms cleaned up the dollars with customer cars which, apart from development, were no different from the works cars.

The Lola T70 was a welded and riveted sheet-metal monocoque, and Broadley was at last able to do what Roy Lunn had not allowed him to do on the GT40 — use alloy for parts of the tub. Front and rear sheet-steel box sections held the suspensions, a steel floor section extended to alloy pontoon fuel-tanks and light alloy transverse bulkheads. In the constant search for weight-saving, fuel bags were not used; instead, the tanks were epoxied on the inside seams. Even pipe brackets were eschewed, with polystyrene foam poured in which provided ample support for the pipework.

Broadley designed the wheels at 15in, so that he could use very large Girling brake discs and large calipers. Still learning from the GT40, these discs were set into the airstream, and not shrouded by the wheels. Even the front disc calipers were set ahead of the disc into the airstream to aid cooling. This positioning of the discs also meant that should 14in or 13in wheels prove better in the future,

Lola T70 — part one



Jackie Stewart (No 5) briefly heads Surtees (No 4) from the line, but Surtees took the Guards Trophy in 1965; the new Mk II came ninth.

they could be fitted without modification.

Suspension was by conventional wishbones at the front, with inverted lower wishbones and single top links with twin radius-rods at the rear. The front anti-roll bar acted on the lower wishbones, with the rear anti-roll bar acting on the top links. Combined Armstrong coil-spring damper units were fitted all round. BMC stock rack-and-pinion steering was mounted high behind the front axle line. Glassfibre body panels were designed by Peter Jackson's Specialised Mouldings firm, as all other Lola bodies had been since the 1100.

Broadley designed the tub to accept any US stockblock up to six litres, although initially the car was offered with the 4.7 Ford V8 or the 5.9 Traco-tuned Chevrolet. Both used down-draught Weber carburetors, and were fed by

"The RAC was concerned that Formula One cars might be overshadowed at the British Grand Prix."

electric Bendix fuel pumps. The Ford engine was considerably cheaper than other engines, and it was hoped that its lighter weight would compensate for its lower power. It didn't.

Most customers opted for Mike Hewland's new four-speed constant-mesh LG500 gearbox, specifically designed to cope with the enormous loads imposed by these large, powerful engines.

The LG500 was designed to handle up to 550 bhp, and was the first Hewland box to employ an integral oil pump. The casing was finned magnesium alloy and the all-up weight was only 125 lb. Fourteen different gear sets were provided, and it was possible to change all ratios in 30 minutes.

Wheelbase of the Lola T70 was 7ft 11in, track front and rear 4ft 6in, overall length 13ft, width 5ft 8in, and height 31in.

Developing such cars into winning racers was a major task. Bruce McLaren and Jim Hall did their own testing, and Lotus had Jim Clark to tame the awkward Lotus 30 and 40. For Lola, John Surtees, who had a long association with the firm in Formula One and Two cars, set up Team Surtees, effectively as a works team.

The T70 was phenomenally fast in testing, and soon started shattering track, and even Formula One, records. The 1min 36.6sec at the Oulton Park Tourist Trophy race in May was 1.2 seconds below the F1 record, and a 1min 31.0sec lap at Silverstone at the International Trophy meeting was 1.5 seconds inside that of the F1 BRM.

By June, Surtees had reduced his Silverstone time to 1min 28.3sec and the RAC was concerned that F1 cars would be overshadowed at the British Grand Prix! They offered only nominal starting money, at which McLaren and Surtees withdrew.

The first chassis, SL70/1, went to Team Surtees, the body painted a brilliant red with green fore-and-aft stripes. Its first engine was a 4.5-litre Traco Oldsmobile, then a 4.5 Chevrolet and by the TT, a 5.9 Traco Chevy.

Harold Young Racing bought the second chassis for David Hobbs to drive. This car was given a 4.7-Ford V8, which was just not fast enough to keep up with the 5.9-litre cars, but it says a great deal for Broadley's design that drivers were able to utilise all the available power. In August the team received its own 5.9 Chevrolet, only to suffer gearbox trouble!

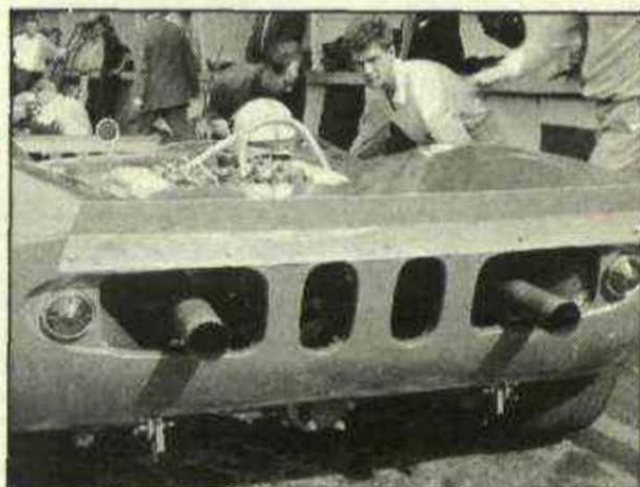
The third chassis had gone to Lola's US concessionaire John Mecom. Driven by ex-patriot Britisher John Cannon and Jack Saunders, it showed well at Sebring in March, before retiring with oil cooling problems to its 4.7 Ford V8.

Chassis number four was returned to the works as faulty, and was not reissued as SL70/4. Number five went to Mike Taylor of Taylor & Crawley for David Cunningham to drive, and number six to John Mecom for Walt Hansgen to campaign in USRRC races along with SL70/3.

The seventh chassis was sold to Hugh Dibley, the BOAC pilot who raced the car under the SMART (Stirling Moss Auto Racing Team) banner, and the last eight cars went to USA. There they were driven by names such as Ronnie Bucknum, Bob Bondurant, "Buck" Fulp, Parnelli Jones and Mario Andretti.

Exciting to watch, the Lolas were obviously a real handful to drive fast. The star drivers were spectacular, but at 1375 lb the car was still too heavy, and half-way through 1965, Broadley was already designing the Mk II, designated SL71.

The tub was now all alloy. The heavy spare wheel and radiators in the nose of the Mk I had caused bad grounding under braking, and stiffer springs had to be fitted. A spare wheel was not going to be required under the 1966 regulations, and the redesign offered a lighter



Mk II mods: as well as an alloy tub, Broadley made some aerodynamic experiments.



Development driver and de facto works team manager Surtees with his new Mk II at Brands.

front end and sleeker nose, giving better airflow to the radiators.

A second problem had been the epoxied fuel-tanks. The harder the cars raced, the more the chassis flexed, and eventually the tanks started leaking. Broadley reluctantly fitted bag tanks into the Mk II's pontoons.

The first Mk II, chassis 16, was tried out in the USA in July, but its first serious race was the Guards International Trophy at Brands Hatch on August 30, when John Surtees romped home more than a minute and a half ahead of Bruce McLaren. Jackie Stewart had

joined Team Surtees and came third in SL70/1, but Hobbs, Dibley and Pierpoint all went out with mechanical problems, whilst Walt Hansgen was content with ninth place shaking down Mecom's new Mk II, SL71/17.

Saloon ace Pierpoint was in the ex-Taylor & Crawley car, which was now owned by David Good. With his brother, David ran the family dairy in Newbury, and the fastest milk-float in the Lambourn Valley! He will be remembered by many for his aggressive hill-climbing style. To drive one of these heavy T70s fast was a challenge; to push one up Prescott in

56.59 seconds took incredible skill. Yet, because one of his arms was withered (though not unusable, as many witnessed), the RAC refused him a track-racing permit.

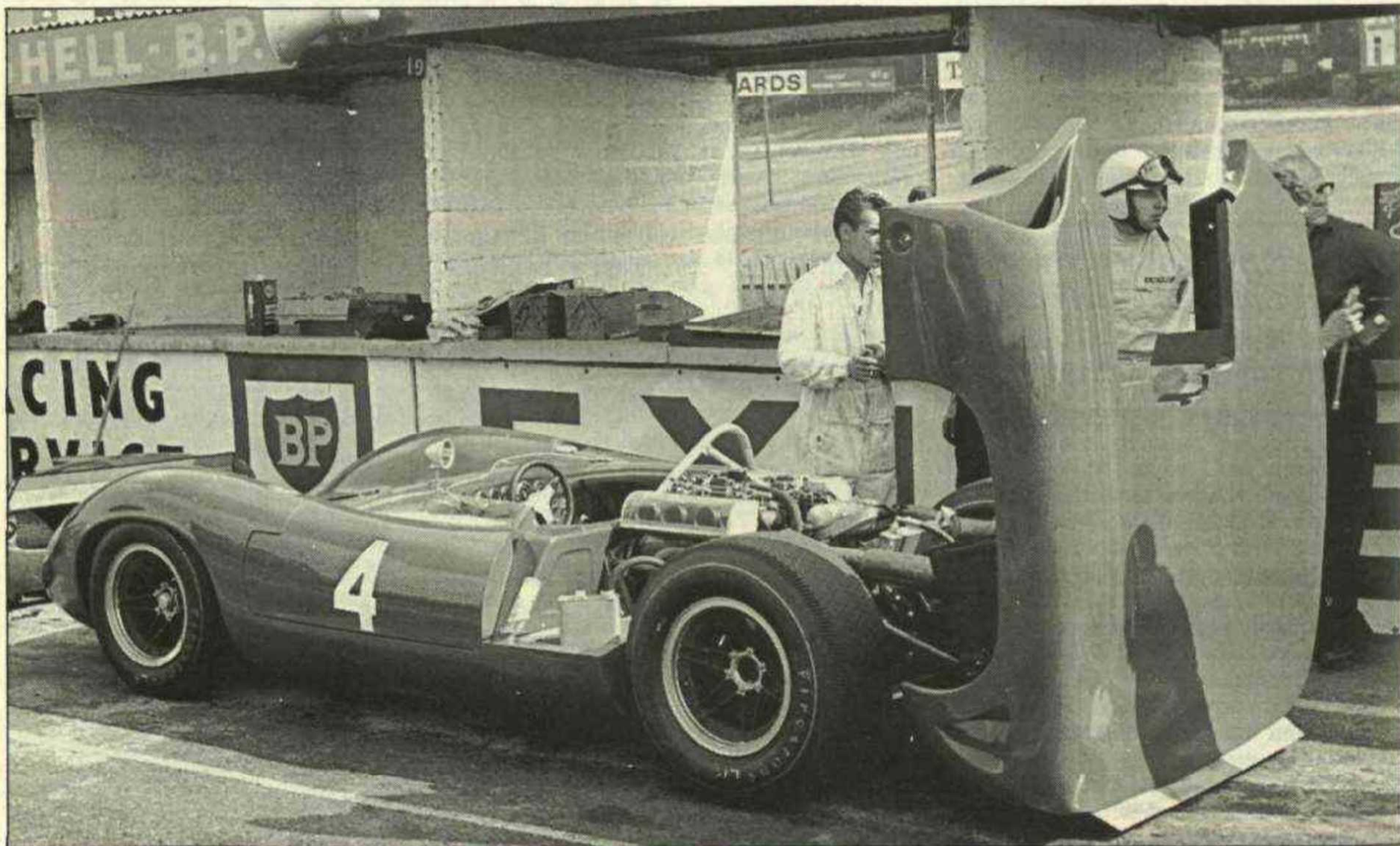
1965 ended with honour for the Lola T70. Fourteen Mk Is and two Mk IIs had achieved six wins, six second places, three thirds and four fourths in 56 starts — with 16 of those starts succumbing to the major problem of the year, the engine.

The sad note was John Surtees crashing the new Mk II in practice for the Pepsi 100 at the Canadian Grand Prix meeting at Mosport. Going through the right-handed turn one at high speed, the Lola's front nearside hub-carrier broke and the suspension collapsed; the car went into a terrifying sequence of twisting vaults which took it over the guardrail and the earth bank beyond. Hurtling down the embankment, it came to rest near the tunnel under the track between turns one and two—upside down, with ignition on, fuel-tanks ruptured and Surtees pinned underneath, unconscious.

Two brave marshals saved his life. Ted Milton scraped the dirt and sand from his face so he could breathe, whilst Jim Swan crawled under the car and turned off the ignition. John was rushed to hospital, but by the middle of 1966 was back winning races.

The wrecked Lola was buried at Mosport, and now rests under the tarmac of the parking lot of a Bowmanville shopping precinct. GJ

(Part Two next month)



T70 tub accepted most big V8s, according to customer choice; most were Ford or Chevrolet.



A Pilbeam often tops the lists, but plain road cars give their owners equal excitement.

Up and Away!

Grassroots is a new regular feature on motor sport activities which take place the length and breadth of Britain each and every weekend. It will not be a boring and lifeless foray into the minutiae of individual club events, but rather an explanation of why the particular branch of the sport being highlighted is of such importance and interest to those who compete in it, and to those who go and watch it. This month David Abbott, a regular competitor in his Mallock U2, reports on the increasingly popular sport of hill-climbing.

The hills are alive! Certainly the branch of motor sport known as hill-climbing and sprinting is alive, and growing increasingly popular.

Easter weekend saw the 1988 Guyson RAC Hill-Climb National Championship kick off at Loton Park, a country estate near Shrewsbury where the Hagley and District Light Car Club traditionally hosts the first round of this prestigious championship; another event took place at Harewood near Leeds. Such is the interest in this essentially amateur sport that entries are usually oversubscribed.

But what is a hill-climb? It does not involve the ascent of muddy slopes with the aim of reaching the summit — that is trialling. So what does a speed hill-climb involve?

Imagine for a while the sight of a single-track road, often about 12ft wide, usually situated in an attractive setting, either on a country house estate or perhaps on a farm. The track, twisting its way uphill, and sometimes down, over a length of about a 1000 yards, often looks no more than a narrow well-surfaced country lane, winding between trees, embankments, stone walls, ditches and other solid obstacles; indeed a drive in the family saloon would leave little

room for error of judgement. So what is the connection with motorsport?

Picture the same road with a full-blooded state-of-the-art racing car attacking the bends at a frenetic pace, exploring the limits of adhesion and using every inch of the road in order to make it from a standing-start at the bottom to the top in the shortest possible time. With electronic timing to an accuracy of one hundredth of a second, making each decimal point count, there is no quarter given when striving to win.

Speed hill-climbing is probably the most exacting and concentrated form of motor sport: driver and car work together, striving to record a rapid time over a short distance — twenty, thirty or, at the most, forty seconds separate the standing start and the finish line.

The clock tells no heroic stories of overtaking on bends or slipstreaming. The best time demands an accurate approach, for the slightest lapse of concentration, the merest hint of too much power causing a slide, costs vital hundredths of a second which can mean the difference between success and failure.

Why do the drivers do it? There is no great financial reward, no great public acclaim. The average hill-climber will in-

variably be the sort of person who is never totally satisfied with the performance of any task he might undertake, and is always striving to improve his time, be it by modification to the car or a different line through the bends. There can be no perfect run, although each driver aims to be the first to record the 100% perfect climb.

Although there are single-seaters, often ex-Formula Two, at the top of the sport, it remains essentially amateur. Within the structure of hill-climbing there are classes for saloon cars (both roadgoing and modified), sports cars (standard and modified), Clubmans cars (such as the Mallock U2 and the contemporary Vision) and pure single-seater racing cars at various capacity levels from 500cc to unlimited.

There are also many types of events, from the National Championship to small "grass-root" events which will in the main cater for club enthusiasts. Many of the latter will be racing their everyday road cars, having driven them to the event.

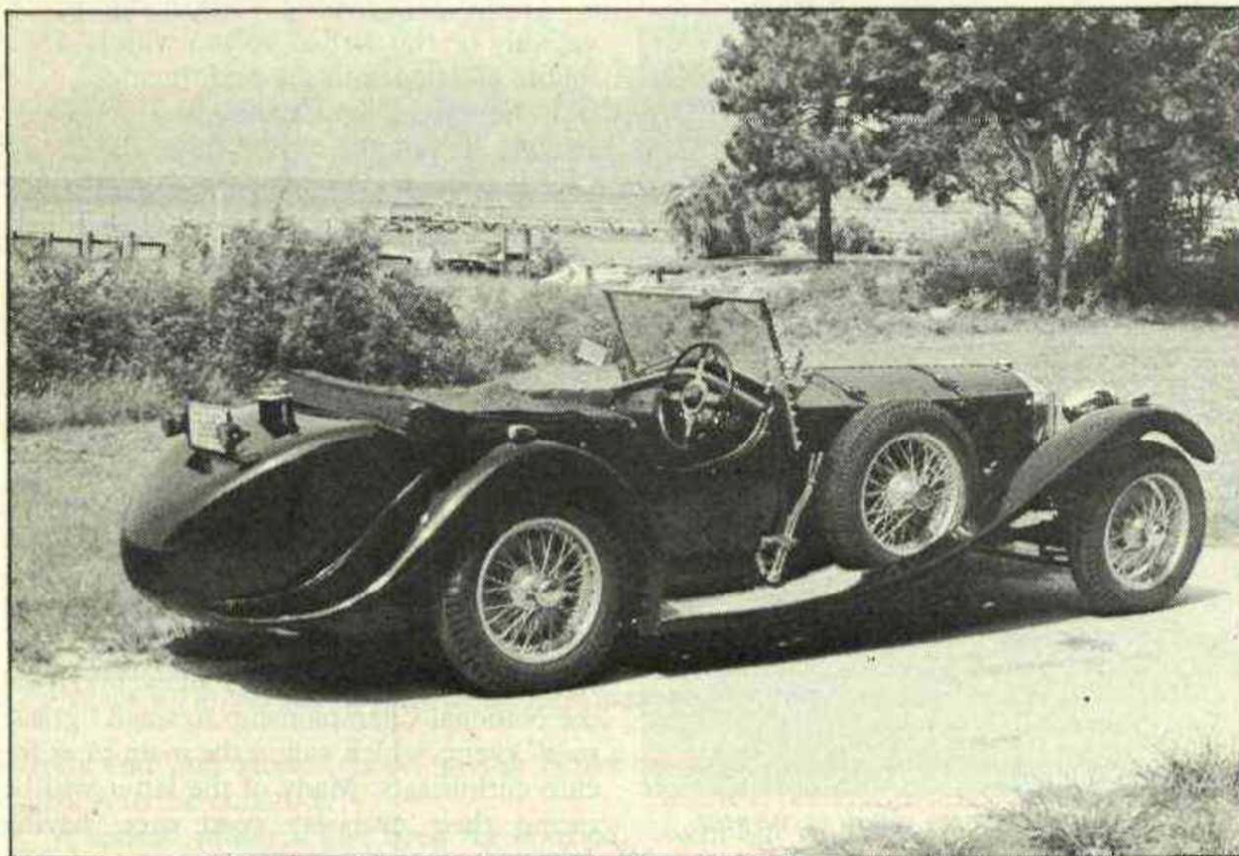
Hill-climbing is essentially a family sport, and as such has always set out to supply competition for everyone, irrespective of budget or choice of car. Hill-climbers also have a reputation of being the friendliest of competitors, for in the paddock you will see other drivers lending spares, assisting with repairs, or generally swapping banter and advice — not for them the pressures of high finance. Whilst the racing cars at the highest level of the sport do of course cost many thousands of pounds, it is quite possible to compete on a very small budget.

Entry fees are usually restricted to about £25 per meeting, often for a two-day event. Mechanical stresses on high-revving race engines are kept to a minimum, for peak revolutions are reached only for split seconds, torque being a more useful quality of performance. For this reason it is perfectly possible to compete over a full season without incurring the expense of a major engine rebuild; in fact some well-known competitors have been known to manage as many as 40 events between overhauls.

A competition licence is naturally required in order to participate, but not an expensive medical. It is important to join a motor club, preferably one with a recognised background of hill-climbing, but before competing it is worthwhile coming along to spectate or marshal for a couple of meetings. This will feed your enthusiasm and help you choose which class you might like to enter.

There are National Championship events on the weekend of May 7-8 at Prescott near Cheltenham, on May 21 at Barbon Manor near Kirkby Lonsdale in Cumbria, and on May 28-29 at Gurston Down, near Salisbury. Details of the many other meetings can be obtained from the RAC Motor Sports Association, or contact the Hill-Climb and Sprint Association, at 163 Old Bath Road, Cheltenham, Gloucester GL53 7DW. DA

VETERAN TO CLASSIC

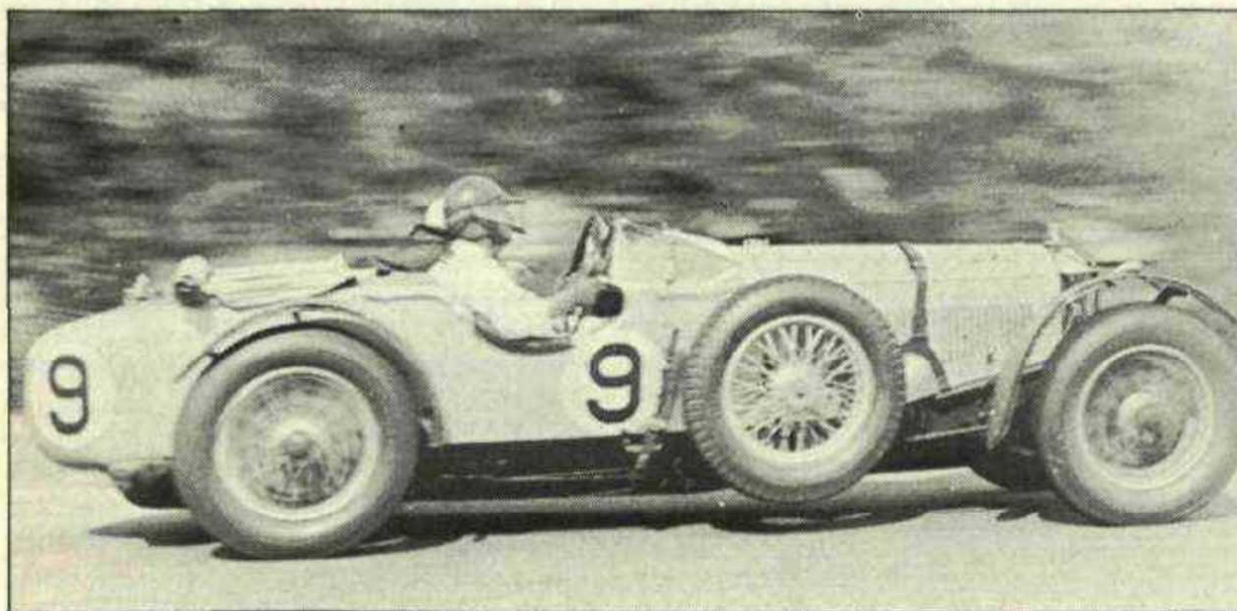


Note the extended racing tail and outside handbrake of Dr Robson's 4½-litre Invicta (chassis S90).

Telltale Tails?



Wisdom's 1931 TT class-winner features similar rear bodywork to the car now in the USA . . .



. . . whereas the extended tail of the Lacey/Rayson 1934 Ards entry had a very different profile.

Invictas will be remembered as well-conceived sports-cars which were first made in 2½-litre form and later as Meadows-engined high-chassis 3-litre and 4½-litre machines. There were also 1½-litre Blackburne-engined Small Invictas, including the 12/100hp supercharged model.

But the epitome of an exciting high-performance job among the pre-war road-burners was the low-chassis 100 mph Sports Invicta. This appeared in 1931, just after the period defined by the VSCC as marking the end of the true vintage period in sports-car design — which is perhaps appropriate.

With its very low build, slab petrol tank and outside exhaust-pipes, the low-chassis 4½-litre from Noel Macklin and Sir Oliver Lyle's Cobham factory in Surrey was a rival to cars such as the 4½-litre Bentley and the 30/98 Vauxhall which were thought by some to be out of date. This highly individualistic big sports-car was well-publicised by Raymond Mays, who had a highly-developed special version which he got India Tyres to sponsor while he was testing its products.

It must be remembered that Macklin favoured performance achieved mainly in top gear. But if the earlier standard models did not quite live up to their 100 mph tag (*The Motor* tried the £950 four-seater GK 3890 early in 1931 and said it would "exceed 90 mph and should be capable, in first-class condition, of 100 mph"), perhaps more to the point was the 0-60 figure of 14.4 seconds.

Out in South Carolina, the enthusiastic John R K Robson owns what could well be one of the 4½-litre TT Invictas, whose history he is still trying to piece together.

It seems that an Englishman, Major Granville-Taylor, was responsible for the car finding its way to the USA, where in 1946 it was purchased by a Mr Haugh of Arizona. Mr Haugh was told that this S-type was a composite of three which were used at Le Mans, a claim which cannot be substantiated because only one Invicta ever ran in the 24-Hour Race — Davies and Fiennes retiring in 1929 when a big-end failed just after dawn when the car was already well behind (this was the year Bentleys finished 1-2-3-4).

Major Granville-Taylor had apparently sold the Invicta to film-star Tyrone Power, who passed it on to a car-fancier called Bob Oliver. It seems that up to that time the car's instruments were set across a wooden dash-panel (very deep and cut away to accommodate the driver's knees, quite unlike a standard S-type panel), and it also had two manually-operated fuel-feed air-pressure pumps to augment the dual electric pumps. But Oliver apparently put in aircraft instruments on a new dashboard, and an aircraft component adapted as a cut-away steering-wheel (which probably explains why the bakelite centre, like the original, now bears German inscriptions for the throttle and ignition levers). At this time, in 1950, a Buick engine was installed.

The TT Invictas

Before Dr Robson acquired the car it had been owned by a Canadian ex-RCAF bomber navigator, who after buying it in 1959 tried to ascertain the car's history. He discovered that the straight-cut crown-wheel and pinion have a ratio of 2.9:1 (the standard ratio was 3.9:1).

The present owner was told by an Invicta expert that this high axle-ratio was used for two cars "prepared for record and racing work" by Invicta, and that in 1934 Gardner's, the diesel-engine maker, also ordered a chassis with this ratio, as a mobile engine test-bed — but that this car was later bought by that great Invicta enthusiast the late Donald Monro, who refitted a normal engine and presumably axle-ratio to the car, which became his well-known "Red Gauntlet".

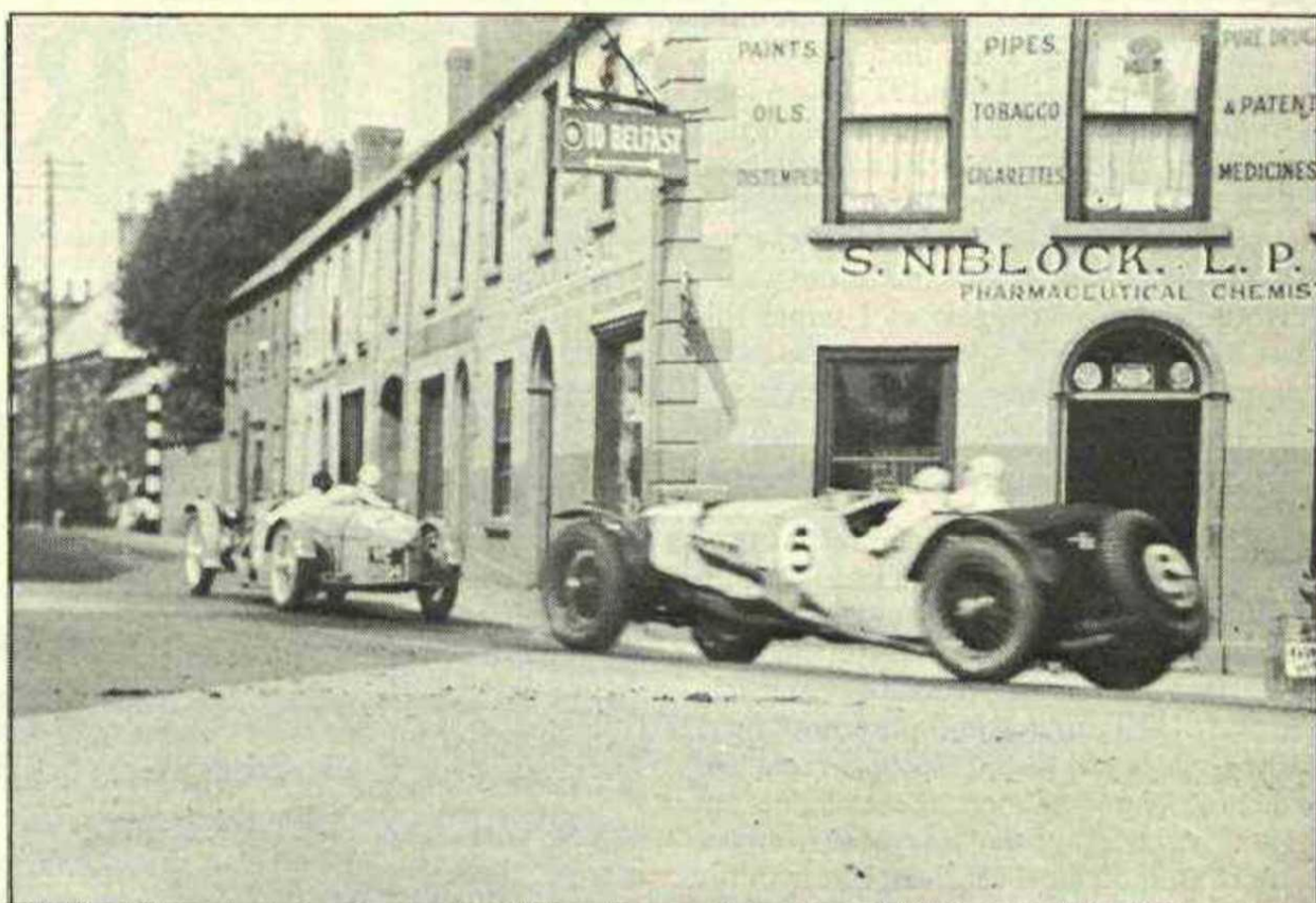
Other features which suggest Dr Robson's Invicta was one of the competition cars are the body (which, while it is similar to the normal Carbodies type, from scuttle to back seats, has less space in the rear compartment and is much narrower than the standard body, with a cramped cockpit with an outside handbrake) and particularly that it has the longer tail used on some of the racing 4½-litre Invictas, necessitating an angled extension to the filler cap of the standard slab-type fuel tank. In addition, there are two pads welded underneath the chassis at the rear, as if to accommodate a "quick-lift" racing jack.

One thing which troubles Dr Robson is that his car was first registered (JJ 332) in December 1932, which he thinks might be rather late for the low chassis number of S90, because cars 30 to 102 were apparently registered in 1930. However, a competition car might well have been run on trade plates for the first two years of its existence . . . It is interesting that there is photographic evidence that in 1938 this long-tailed Invicta was used by its owner for a run to Switzerland for winter sports, but by 1957 its original number had been changed to MP 4658, which had been issued originally to a 6½-litre Bentley registered in Middlesex in 1928!

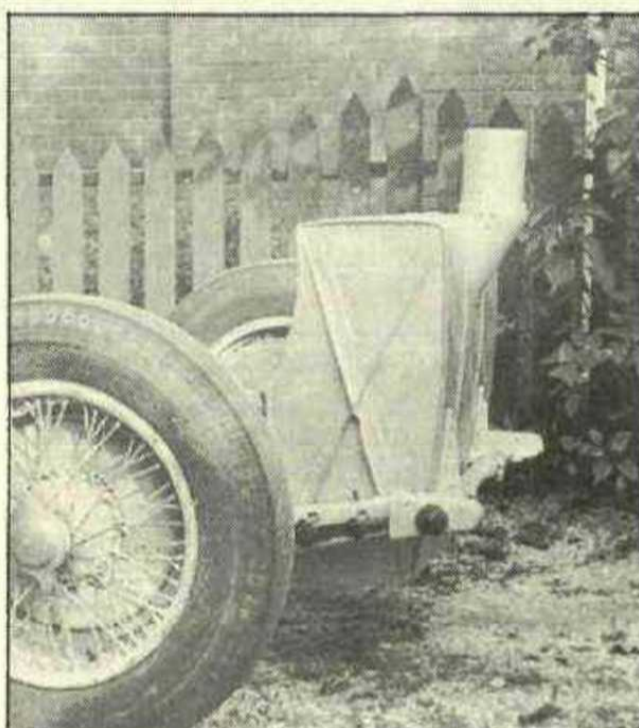
All this makes it worthwhile to look at Invictas which competed in the Ulster TT.

This true road race for sports-cars attracted much attention after Lea-Francis had won the first of the series by a narrow margin from a FWD Alvis in 1928, and the great Rudi Caracciola had won in the rain for Mercedes-Benz in 1929. By 1931 the S-type Invicta was on the scene, and what was undoubtedly a works entry was put in that year — a 4467cc car for Dudley Froy.

Froy broke his arm in practice, so at the last minute the motoring writer Tommy Wisdom took his place. He did very well to win his class, although this was a rather hollow victory, there being no opposition after the team of 4.9 Bugattis had been withdrawn following a Le Mans accident. Wisdom was in fact 19th and last overall, at 70.04 mph; another Invicta, handled by Major F H Cairnes and G Field, lost a wheel at Ballystockart and completed only 27 of the



Field's slab-tank Invicta pursues its foe past the chemist at Comber during the 1931 TT.



The extended fuel-filler on Dr Robson's S90. Does this chassis have a racing history?

required 30 laps.

Invictas appeared again in the 1933 TT, when Lace and Field entered the only two cars in Class Three. But after 18 of the 35 laps the latter's engine blew its head-gasket, and two laps later Lace was out with useless main bearings. Lace teamed up with the Riley driver E K Rayson for the 1934 race and Lou Fontes drove a second car; engine trouble (in Lace's car a piston failure) put them out after 18 and 22 laps respectively.

That was the sum total of Invicta involvement in the TT, but it seems quite likely that Dr Robson's car is one of these few. Field's 1931 entry had the normal slab-tank rear, but Wisdom's in the same race and the Lace/Rayson car of 1934 both had extended racing tails; that on the Wisdom car conforms more closely to that on Dr Robson's (which by the way also has a fold-flat windscreen and two

subsidiary aeroscreens).

There is one more clue. Dr Robson says the massive aluminium bulkhead of S90 bears evidence, in the shape of a repaired crack, of having at some time received a tremendous blow. Well, Sammy Davis had just such a big prang at Brooklands early in 1931, when his low-chassis Invicta slid down the Members' Banking during a Mountain Handicap, hit a telegraph post and overturned, putting him in hospital for some time.

Davis had made fastest lap in the wet, from scratch, but: "In a flash the tail came round to the right, downwards, came round very fast and, as I spun the wheel over to full right-lock, down we came incredibly quickly, crabwise . . . There's going to be a dickens of a smash in a moment . . . The whole car leapt suddenly right up in the air . . ." This car was a works entry, but with a slab tail. It could easily have been repaired however (or at least the scuttle repaired) and used as Wisdom's long-tailed TT car four months later.

TT and other Invicta exponents were among those who raced at Brooklands, where their lap-speeds make interesting reading. In 1931 Field managed 108.27 mph, Cairnes 107.10 mph; in 1932 Berger did 108.74 mph, Froy 108.03 mph; and in 1933 Morgan clocked 108.27 and Lace 106.65 mph. Clearly, these were very definitely 100 mph-plus cars when in racing trim.

Let us hope someone can supply some more information about S90, because Dr Robson says he is moving to the Isle of Man, and would not want to leave his Invicta behind if its racing history were to be proven. He will already be shipping over his blown FWD Alvis, a 12/50 Alvis, a recently-acquired 1918 5½-litre Type 34 Marmon and a Cesare Sala-bodied Tipo-8 Isotta-Fraschini, "so one more should not make much difference." **WB**

VETERAN TO CLASSIC

For some time now we have been quite decently treated in the matter of the tax charged on a car. But back in 1927 Owen John was wondering what the Budget would bring, bemoaning that the Road Fund had been raided for purposes other than the building and repair of roads, and wondering whether existing routes were not adequate, anyway.

Nothing much changes; as I wrote this there was widespread speculation about Mr Lawson's Budget, one of whose eventual features was an increase in company-car tax even though there was no change in annual duty.

OJ was prompted to think new roads a poor deal by the hideous one which had just been opened running eastwards from Dorking to Reigate, a "ring-straked concrete abomination". He even said he was glad not to live in that part of Britain, after encountering "many wicked, ignorant, stupid motor-drivers half of them absolute beginners, the remainder out for nothing but a joy ride." Maybe driving was more of an individual art then, but with the increase in motoring around 1927 and the close proximity of Box Hill to this new road, no doubt that is exactly what most of these drivers who frightened OJ were!

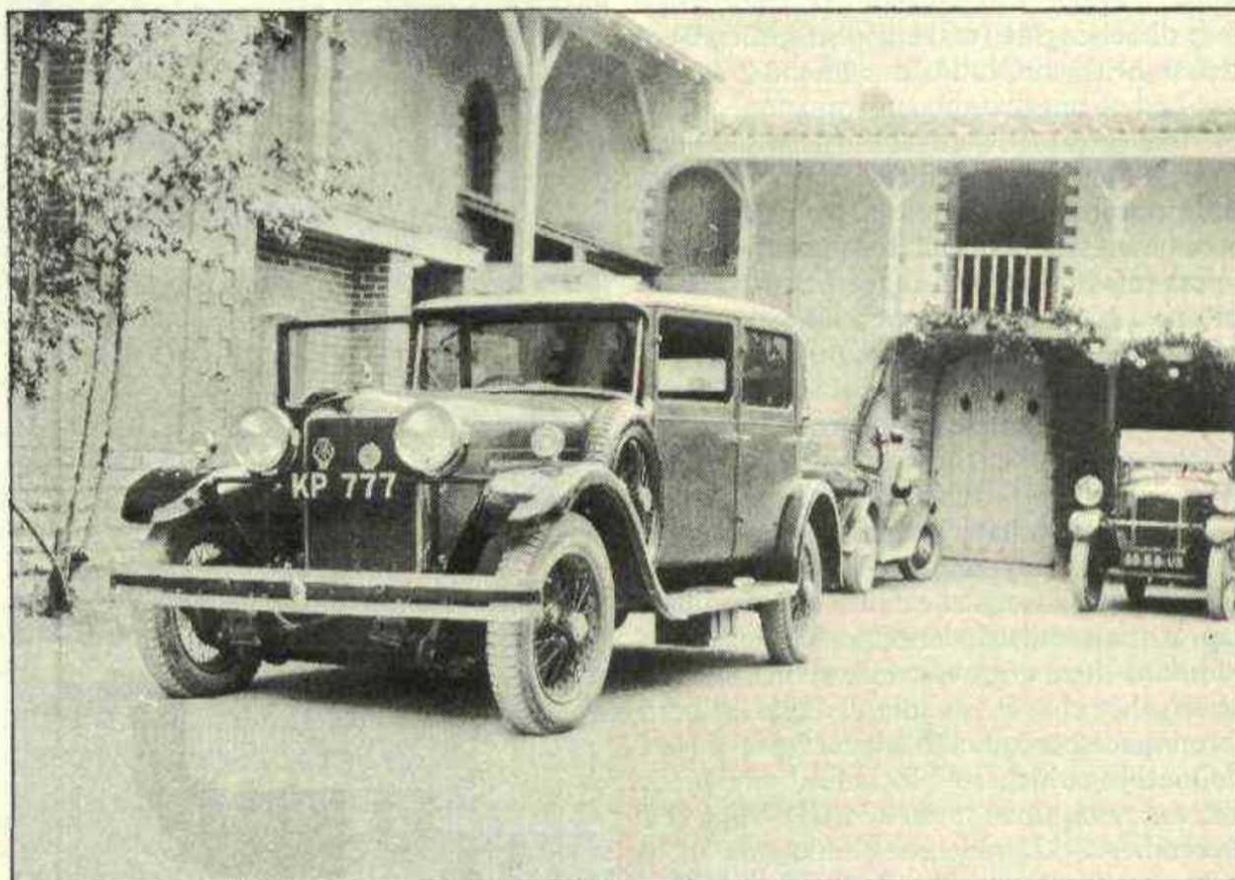
A private road and a floating-ferry had been built by a private company to connect Sandbanks with the mainland at Poole in Dorset, and OJ was loud in his praise of this enterprise and of the excellence of the Haven Hotel which it was presumably intended to benefit. Prior to this it had been a smaller, less pretentious place at a dead-end, and drivers had to go all round the harbour to get to the coast; but from 1927 the Isle of Purbeck lay opposite its very door.

This pleased OJ, who found the hotel very comfortable and thought the golf courses surrounding the "enormous town of Bournemouth" some of the most sporting to be found anywhere, especially Broadstone. However, he appreciated that, with the opening of this new ferry, the privacy of the low-lying Studland Heath immediately opposite the Haven Hotel was over, and it would not be long before a new bungalow-town would arise along the length of its sandy beaches. Still, the new Heath road was said to save 30 miles to those bound for Swanage, on which those who drive that way today might care to ponder.

OJ noted that many inhabitants of Sandbanks lived on houseboats moored among the multitude of arriving and departing yachts just off the shore, not far from Brownsea Island, where aged cars were discovered some years ago. Watching the dinner-dances at the admittedly expensive Haven Hotel (has it survived, one wonders?) OJ decided that when its price fell he would buy a five-valve Panatrope gramophone; he thought this would be cheaper than having a wireless or paying jazz bands, which nicely dates the period.

Incidentally, I recall this as an age of grown-up bridge parties (remembering the

The Roads of the 1920s



Sunbeam saloon and Peugeot wait to be allowed out on the mostly uncluttered Twenties' roads.

embarrassment of being told to make a "fourth" at the age of 14 because someone was absent) and of classical music played on a cabinet gramophone whose speed could be adjusted without leaving one's chair by means of a discreet Bowden-cable!

OJ observed that every bungalow had its own garage, and feared that in losing its former tranquility Dorset was reaping the consequences of its own verbose publicity — and to think that last year the British Tourist Association received £22,000,000 of public money without making a proper assessment of how this is being spent, according to *The Spectator*, which calls it an "aristocratic quango"! Though grieving for Dorset (in 1927, not 1987!) OJ thought peace might perhaps still be found amid the Berkshire and Wiltshire Downs, where there were still square leagues of pure country, devoid of cars and left to immemorial tranquility. But this was a long time ago, and even then, in 1927, OJ had to admit that the waterways of the Norfolk Broads were becoming overcrowded . . .

He was difficult to satisfy. "A glorious May day, a cloudlessly blue sky, the New Forest at its best, and an open 3-litre Sunbeam that can do — and wants to do — its 80 mph, are things not entirely compatible," he said. So beautiful was the Hampshire greenery that he would

have preferred a slow car from which to inspect it more fully.

However, the Sunbeam — "Britain's fastest touring car (doubtless I shall be corrected if I am wrong)" — was being driven on test by a friend, so had to be extended.

OJ said that, on this whisk from Poole Haven to his Berkshire home, driver and car came through with flying colours. Curiously, he made no other praise of this sports-car (maybe because he did not drive it) except to remark that "the Sunbeam racing experience has been well worth it, since it has brought the science of springing to something akin to perfection". The reasoning might be hard to follow, but OJ thought this should be noted by makers of other cars, especially expensive American ones!

On another occasion, OJ spotted the famous AC of his friend, the motoring-writer Filson Young, and gave chase across the Hog's Back in Surrey in his 16/50hp Rover saloon. Both drove furiously over this empty road — Filson Young not wanting a Rover to overtake him, but OJ wishing to see him.

Only traffic delays in "the funny old town of Farnham" allowed the meeting to take place; compliments to both cars were passed, then Filson Young departed on his bi-weekly run to the West Country. After conducting business in Odiham, OJ returned home

"through as perfect a bit of early-summer scenery and neglected lovely roads as can be found anywhere between Hampshire and Berkshire."

We next find OJ about to give an unblushing plug to his book *The Autocar-biography of Owen John* (which was about to be published by Iliffe & Sons Ltd), when he was disturbed by the Savoy Opheians being interrupted on his two-year-old Gecophone (it was in 1924, remember, that amateurs all over the country were constructing crystal wireless-sets in cigar-boxes, so this was an early valve-set) by attempts to get a nightingale to sing into the microphone. OJ mused that these birds needed no persuasion to sing in every wood around his quiet Thames-side home, and after the Savoy orchestra returned to the air, he resumed his most blatant advertisement for his new book.

I remember it well. In the days when we children made lists of the Christmas presents we hoped for, I included this book — and to my delight was duly given it by a lady-friend of my mother's who remarked that she hoped I knew what I wanted, as to her it seemed much too obtruse for a fourteen-year-old! It was an odd book, certainly; and now I suppose a collectors' item . . . I still have my copy.

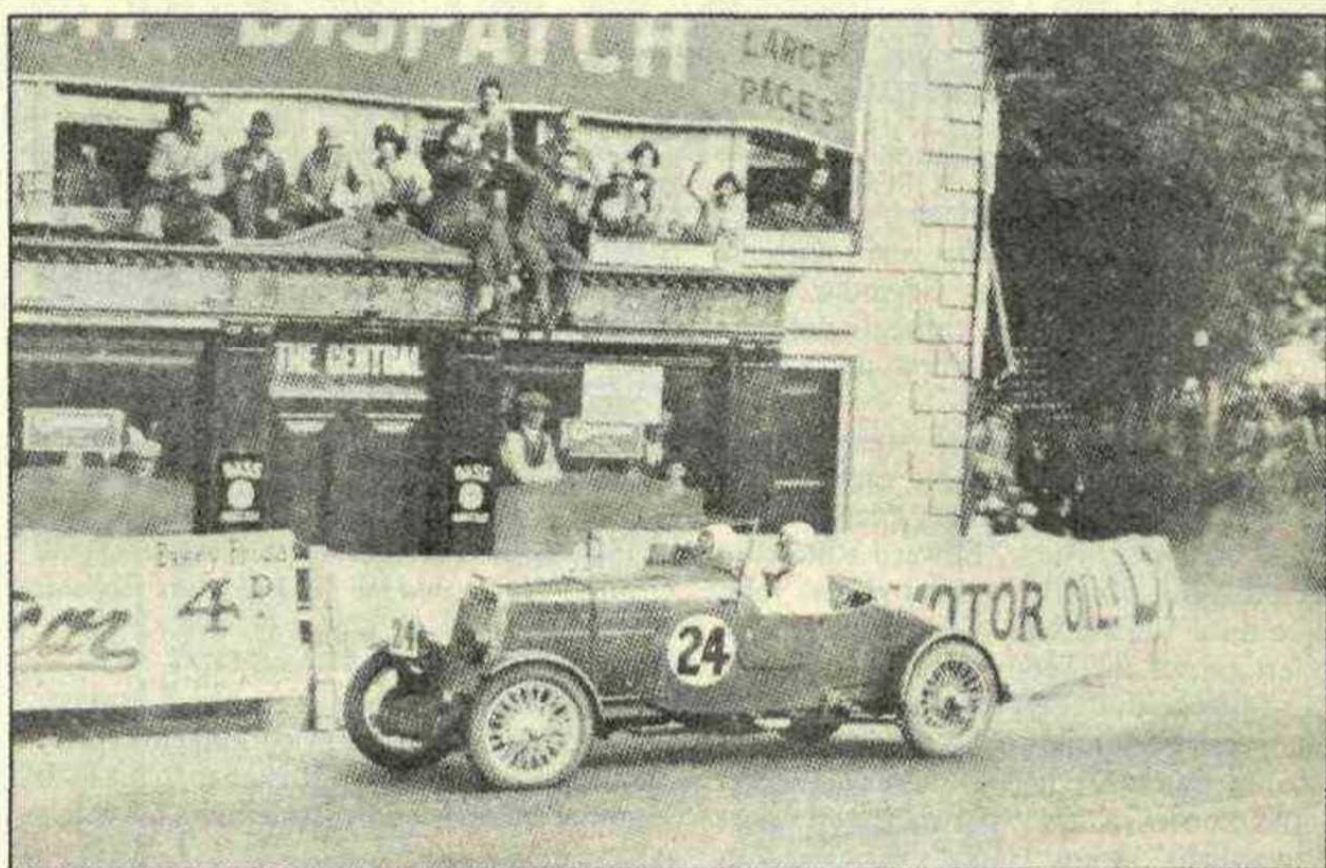
As for OJ's own very long blurb for it, this reminds me of a function I attended at which Donald Campbell was also present. Hearing that I was the Editor of *MOTOR SPORT*, someone said to me rudely: "I suppose you review your own books?" Before I had thought of an appropriate reply Campbell butted in decisively: "He would be a bloody fool if he didn't wouldn't he?" I have thought very well of him ever since.

OJ's remarks on the ugliness of the new road from Dorking to Reigate reminds me that in 1927 the soon-to-be notorious Kingston Bypass had been opened. Before any traffic was allowed upon this new wonder-road, I had walked its length, eating sandwiches on one of its high embankments with my boyhood friend Ivor Hobbs (youngest son of the great English batsman John Berry Hobbs) then continuing to see Brooklands, in the fading light of a winter afternoon.

Soon this new road was dubbed a dangerous speedway, but in 1927 such fine new arteries were in the news and *The Autocar*, perhaps conscious of OJ's criticism, photographed some of them. I find it remarkable now to see how free of traffic they were. There are seven cars and a lorry in one daylight picture of the Great West Road, but only two cars on the Staines extension, just a lone saloon on the new Maidstone Road, and only a 16.8hp Erskine Six using the Kingston Bypass near Robinhood Gate . . .

The man who drove OJ in the 3-litre Sunbeam (obviously a twin-cam 3-litre) is unnamed. Could it have been A H Pass, or even the great Sir Henry Segrave himself? We shall never know.

WB



Kaye Don's winning Lea-Francis rounds Dundonald hairpin during the first Tourist Trophy at Ards.

From Ards to Le Mans

I had lunch just recently with Derek E Rutherford, who has the distinction of being the longest-established Associate Member/Mechanic of the BRDC (which he joined in 1936). Naturally we talked about motor cars and racing . . .

As a young man in Ireland, where his employers were Talbot agents, his first four-wheeler was an AV Monocar which he used to drive over what became the Ards TT course — though he lapped the famous roads in the reverse direction. He came into contact with the Lea-Francis team at the first TT in 1928, and was treated to exciting practice rides with the eventual winner Kaye Don and with R M V Sutton.

He hoped to compete as a riding mechanic in the race itself, but for insurance reasons only Lea-Francis staff were permitted to do so. He consoled himself in helping Ian MacDonald with his Brooklands-model Riley, a car which was driven with such abandon that when a stop was due it skidded in at right-angles to the crude wooden pits.

Rutherford, whose father had a 1908 Rover, himself owned an interesting run of cars. A GN replaced the AV, and was followed later by a 3-litre Bentley, a 2-litre Lagonda, a Bignan and many more. He also drove an 8hp Talbot-Darracq two-seater (like the one I now own) in the Craigantlet hill-climb, and a 14/45 Talbot tourer in other Irish hill-climbs, before coming to England.

While working for the RAG Carburettor Company in Victoria Street, he met the girl who became his wife. He also met Rawlence and Oats, who used these carburettors on the OM, and Captain George Eyston, as whose mechanic he acted in the 1931 Tourist Trophy, when they finished eighth.

Visiting Brooklands from about 1924 onwards, Derek Rutherford got to know most of the racing drivers. He particularly remembers Shuttleworth flying him and his pregnant wife from the Track to Hanworth Air Park in one of his Desoutter monoplanes.

After joining Lagonda Ltd at Staines he found himself back at the TT again, assisting with the works entries and helping W O Bentley with the 4½-litre and V12 Lagondas during the Alan Good regime.

Le Mans was also on the itinerary now. Ten minutes before the start of the 1938 race, in which the two V12s ran so well to WO's imposed schedule speed, Derek was to be found painting identification roundels on the bulges or "tits" surrounding the horns of the Dobson/Brackenbury car. These drivers finished third at 83.61 mph and won their class (with the Selsdon/Waleran car fourth).

After the take-over, Rutherford remained at Bryce Fuel Injection Ltd in Staines, designing injection equipment and in his spare time helping Bob Gerard to get his ERA running properly. He eventually moved to Gloucester with Hawker-Siddeley.

I was stimulated to learn that, having recently celebrated his eightieth birthday, Derek Rutherford was about to put his Mk VI Bentley Special (a potent open two-seater with aero-screens and slab tank) back on the road. Until a few years ago he competed in BDC events with this car, continuing more recently as a marshal.

His first new car, a Morris Marina, was bought on his retirement; he liked torsion-bar suspension after working on the 2½-litre and 3-litre Lagondas, and trusted the MGB-type engine. His current Fiat 1100 acts as a useful tender to the Bentley.

WB

VETERAN TO CLASSIC

Welsh Lightweights

The annual Light Car Weekend of the VSCC in Wales, enhanced by sunshine, was especially successful this year. With six tests to a novel formula, Seymour Price devised a fine scenic route consisting of nine exacting hills, eight of them new, and a drive along a disused railway.

The 68 competing cars were mostly regulars, including four GNs each with a different type of engine; Barry Clarke relied on his "four-pot" Ruby, Edward Riddle on four push-rod-prodded vertical valves, John Blake on a Vitesse ohc vee-twin and Mike Bullett on an ioe vee-twin. Note that the lowest-powered, Bullett's, won the trophy for best overall performance!

Robin Batchelor had found yet another Morris-Cowley, a rare 1916 two-seater. Other "Edwardians" were Harris' big Renault, Knight's Hillman light-car, Teeder's vee-twin Riley, a 5CV Citroen, Dowell's Sunbeam, the Buick Type 28 roadster with high-set gear-gate, and Stanton's Rochet-Schneider saloon with one-time gas-fed searchlight. Beaded-edge tyres were also on Thomas' "new" 1924 A7 replica sports-model, one of the 8/18 Humbers and Ian Walker's Gwynne 8.

Tony Carlisle was back in his smart Type KJ1 Renault (its starting-handle wearing a



Geoffrey Harris and the 1914 4½-litre Renault take to the mud in Wales.

nose-bag) and Sir John Venables-Llewelyn used his A7; his daughter Georgina, in her A7, did well in her first trial. Rosoman in his 9/20 Humber was in friendly rivalry with his wife's A7.

King's CGSS Amilcar broke a gear-selector and Clarke's GN appeared to have rear-end pains on the run home — otherwise troubles were few. **WB**

Stanley woos the Ladies

AFN Limited will run its fourth post-war Stanley Cup event, for teams of three pre-1966 cars from one-make clubs, starting from Towcester racecourse in Northamptonshire on June 19. The previous format of touring assembly with regularity trials on private ground will be adhered to, and AFN will once more offer a £1000 prize to the Red Cross. Fifty teams will be admitted.

There is a special award for the highest-placed ladies' team, this being the Peter Mitchell-Thomson Trophy, an FNCC team prize which was last won in 1934-35 and has been presented to AFN Limited by Mrs W H Aldington. The Hon Peter Mitchell-Thomson was a well-known Frazer Nash driver whose mother used to occupy his pit at Brooklands and mark it with an open golf-umbrella.

Details of the Stanley Cup competition are available from Martine Layland at AFN Limited, Falcon Works, London Road, Isleworth, Middlesex TW7 5AG.

Jane's Benz!

In January we published a picture of Mr F T Jane, founder of *Jane's All The World's Ships*, and various other publications, surrounded by a crowd at Portsmouth Docks in what appeared to be a 90hp Mercedes. A reader has since sent us the story Mr Jane himself wrote about the incident, from which it is clear that his car was a Benz.

In fact, it was the 1907 8-litre Benz which finished second in that year's Coppa Florio race, driven by Hémerly, ahead of Hanriot's sister-car. Following this race the car was sent to London and found its way to G H Cox & Co of Southsea, from whom Fred Jane bought it in June 1909. By a remarkable co-incidence, in the lock-ups flanking it were Captain Vassil's Isotta-Fraschini which had won that Coppa Florio, and Mr Thornton's 120hp Itala which had also beaten the Benz at the same venue.

Registered BK 97, this 52.1hp racing Benz had a short-stroke four-cylinder engine of 145mm x 120mm, with overhead inlet-valves immediately above the 3in-diameter side-by-side exhaust valves. These inlet valves were mechanically actuated, but should the valve-gear fail they would continue to function, under suction and additional return springs.

Petrol was fed to a very simple carburettor by pressure from the exhaust of number-four cylinder, consumption being anything from 5-15 mpg with approximately 100 mpg of Price's Motorine-C oil. Ignition was by an inaccessible Bosch magneto, driven by the water-pump shaft.

Mrs Jane acted as the car's *mécanicienne*, even changing tyres when necessary. The

short-stroke engine made the Benz very good at hill-climbing, and the typically-Benz cone-clutch was reliable and so smooth that the old trick of shutting a watch-glass without breaking it was within its capabilities. Gearbox and differential showed no wear after five years running.

The owner estimated speeds in the gears as about 30, 50, 70 and 90 mph, but only extended the car in second. He remarked that Benz staked its reputation on road racing, which was "a very different thing from track racing" — which will please certain of our readers! Non-skid tyres lasted less than 500 miles, but plain Dunlops would do 6000 miles.

The incident we illustrated occurred in 1910, when Mr Jane challenged the opposition on behalf of the Conservative election candidate, Lord Charles Beresford, and an almighty fight broke out; the Union Jack-bedecked Benz was badly damaged and had to be rescued by the police. Later it was damaged further, as Jane drove it around Portsmouth until election night. It was then rebuilt, the back mudguards never being replaced but flat front ones being fitted, which were useful as luggage platforms or as benches while working on the engine.

By 1912 Mr Jane had owned some 20 cars, the Benz's predecessor having been used to kidnap Victor Grayson on the eve of a speech he was to deliver to a Labour Congress. Jane was also contesting a case involving the Benz's exhaust cut-out, this being situated *between* its two silencers.

He must have been quite a man! **WB**

VSCC Trials

RESULTS

VSCC Wessex Trial, March 12-13

Wessex Trophy:

W. Uglow (1937 HRG)

Blakeney-Edwards Trophy:

R. Collings (1903 Mercedes)

Edwardian Trophy:

W. Liddell (1923 Vauxhall)

First-Class Awards: A. Carlisle (1927 Trojan), G. Burridge (1934 Riley 9), D. Clarke (1928-32 A7), C. Rides (1927 Invicta), C. Collings (1928 Bentley).

Second-Class Awards: P. Blakeney-Edwards (1929 Frazer Nash), Mrs Giles (1928 Frazer Nash), M. Garfitt (1937 FN-BMW), Miss Winder (1937 A7), K. Roach (1936 HRG), D. Hescroff (1935 AC), W. Urry (1929 Riley 9), J. Ghosh (1925 Vauxhall).

Third-Class Awards: R. Low (1929 A7), H. Spence (1930 Lea-Francis), R. Clark (1937 HRG), J. Evans (1928 A7), T. Rides (1934 Riley 9), P. Garland (1926 Vauxhall).

Retired:.....D. Sadler (1925 A7)

VSCC Derbyshire Trial, March 26

Batho Trophy:

J. Evans (A7)

Marsh Trophy:

R. Collings (1903 Mercedes)

First-Class Awards: Evans (A7), Collings (Mercedes), Winder (A7), White (Riley), Ghosh (30/98), Garfitt (FN-BMW), Low (A7).

Second-Class Awards: Giles (Frazer Nash), Felton (Bugatti), Rides (Invicta), Baxter (Ford).

Third-Class Awards: Garland (30/98), Goding (Morris Oxford), Costigan (Vernon Derby), Shepherd (A7), Parker (A7), Gordon (A7), Spence (Lea-Francis), Roach (HRG).

Retirements: Four A7s, an MG Midget, a Morris Minor, and a Frazer Nash. Another A7 had non-eligible tyres.

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NEW VIDEOS

For the first time the BRSCC club films of the 60s are released as 'double bill' videos.



FILM No. 1 'Charge of the Fright Brigade' covers Crystal Palace, with the battle between the Ferrari GTOs and the light-weight E-Types, plus Formula One with Salvadori, etc. Mallory Park with Formula Junior and Saloons Brands Hatch, with Moss in the Berlinetta, the Formula One Guards Trophy and a Formula Junior race.

FILM No. 2 'Circuit and See' 1963 Covers Oulton Park club racing, Wiscombe Park Hill Climb, Brands Hatch six hour saloon car race in which the Jaguars challenge Dan Gurney in a Ford Galaxie, Mallory Park three hour saloon race, GTO Ferraris v E-Types, Graham Hill, Jack Sears with the Minis of Paddy Hopkirk, etc. Brands Hatch, saloons, Galaxies again (this time piloted by Jim Clark). Finally, Cadwell Park with a significant win by Roy James (otherwise noted for his part in the Great Train Robbery!).

FILM No. 3 'A Hard Days Fright 1964' Covers Oulton Park club racing, Cadwell Park club racing, Castle Combe, G.T.s, sports cars, Mallory Park club meeting, Brands Hatch Formula Three and sports cars.

FILM No. 3

'Charge of the Fright Brigade' 1967 Starting with the Racing Car Show run by the BRSCC, the film moves on to Brands Hatch for the 'Race of the Champions' Formula One and a saloon car race. Cadwell Park is covered with a full programme of Club racing, Brands Hatch, Saloons and Formula Three, Oulton Park, Clubman and sports cars, Castle Combe, club racing, Brands Hatch the BOAC 500, with the first appearance of the winged Chaparral v Lola, Ferrari, Porsche, with Phil Hill, McLaren, Hulme, Stewart, Siffert, Graham Hill and Rindt. Mallory Park closes the film with some lighthearted Club racing.

Car Suspension at Work



JEFFREY DANIELS

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Car Suspension at Work by Jeffrey Daniels

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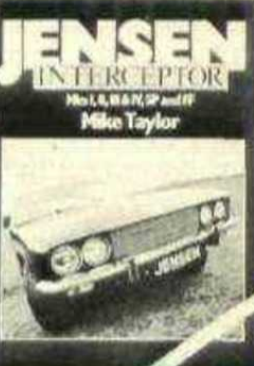
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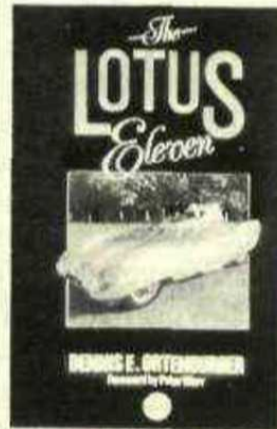
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BOOK REVIEWS

Guinness Book Of The Car

by Anthony Harding, Warren Allport, David Hodges and John Davenport. 251pp. 10" x 8". (Guinness Superlatives Ltd, 33 London Road, Enfield, Middlesex. £12.95.)

Trivia buffs need look no further — Guinness has turned its attention to the history of the automobile on road and track.

This is a very different exercise from *Motor Racing — The Records*, a results-and-tables compilation published by the same house last year. For here the myriad of facts of all shapes and sizes is presented by means of a commentary, which makes it a more intriguing volume to dip into on a rainy day.

Chronological chapters covering road transport, racing and rallying are joined by alphabetical sections on designers, drivers and marques. Each is packed with facts and dates (and occasionally lists), although in the case of the chronologies it is difficult to locate any particular snippet of information you require.

A more serious complaint, however, is a lack of proportion between the various sections when lumped together in one volume. For example, racing drivers need World Champion status (or its American or pre-1950 equivalent) merely to qualify for a brief career-outline, whereas much lesser lights from the field of rallying are deemed to merit a whole page; again, fine archive pictorial coverage is afforded to road-car and sporting chronologies, yet make-by-make histories are obliged to stand with the aid of precious few photographs.

The overriding impression this creates is that each of the illustrious authors has been given rather more editorial freedom within his section than is good for the book's overall balance as an organ of record. A case of too many cooks?

The result is a teaser of a reference book. It contains an unquantifiable number of facts, many of which are either of central importance to the development of the automobile or simply of trivial interest to the casual enthusiast — and many of which you never knew you wanted to know and could never relocate if you did! **GT**

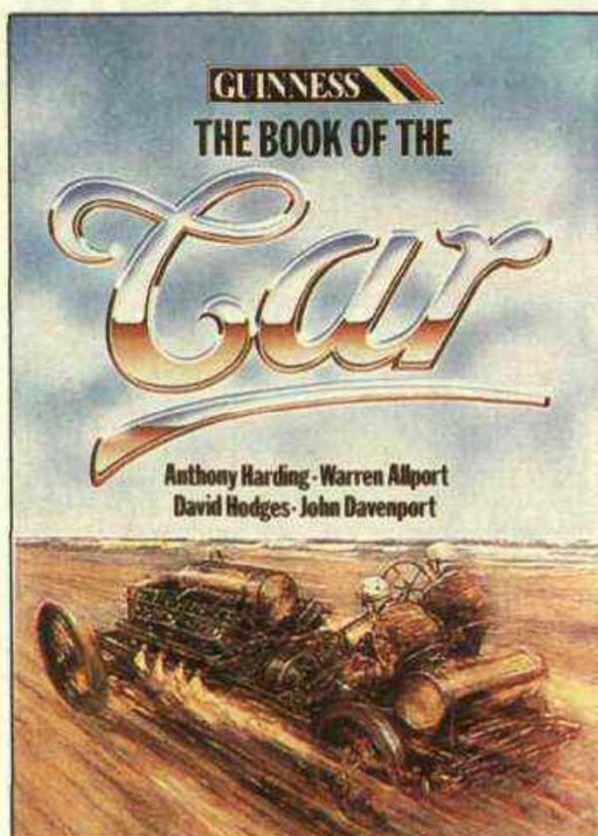
Nigel Mansell

by Christopher Hilton. 171pp. 8" x 5". (Transworld Publishers Ltd, 61-63 Uxbridge Road, Ealing, London W5 5SA. £3.95)

For a straightforward biography of this country's leading Formula One driver, you will struggle to find better value than this Corgi paperback by the *Daily Express* motor sport correspondent.

Writing for the layman, Christopher Hilton concentrates on the racing (with politics inevitably rearing its ugly head from time to time) rather than on the Mansell family or the technology of the sport. The emphasis is on the man's struggle for recognition, by the public and by his peers, and Mansell's life-story seems to have been perfectly scripted for just such a rags-to-riches tale.

Treatment is basically chronological, with



occasional digressions and with a chapter on 1987 rather limply tagged on for this second edition. The driver's downs, ups and more downs are vividly catalogued, though in a sufficiently distanced style to distinguish this from an official biography.

Sixteen pages of black-and-white plates in the centre include a nice shot of the hero sliding his Lotus-Renault towards the unforgiving Armco while leading the infamously-deluged 1984 Monaco Grand Prix. Pictorial coverage can hardly be described as comprehensive (there are, for instance, no photographs at all from Nigel's pre-Formula One days), but then you don't expect that from cheap paperbacks.

What does grate at times is the author's distinctively jerky form of journalese — sentences are unnecessarily stilted, phrases annoyingly repeated. The story is exciting enough to stand on its own merits, without this attempted injection of urgency.

The hero himself emerges well from the tale, his self-belief comfortably vindicated by results. And by concentrating on the man's quest for recognition rather than for the World Championship, of course, the biographer even comes close to manufacturing a happy ending! **GT**

Video:

Monte Carlo Rally 1988

produced by Videovision Broadcast. 52 minutes. (Duke Marketing, PO Box 46, Douglas, Isle of Man. £19.95)

It is a very welcome sign of the times that the story-in-pictures of a rally can land on a reviewer's desk within two months of the event itself. This Brian Kreisky film makes a good effort to capture the atmosphere of the 1988 Monte, too, with servicing action, driver interviews and some Alpine scenery thrown in.

What a pity it is, then, that you have to turn down the volume if you want to stay awake. The commentary is not only ponderous and unimaginative but cringingly repetitious.

Our host's pronunciation of foreign names was even dodgier than the frequently-interviewed Yves Loubet's grasp of the English language, but at least the latter was given the chance to try to add something interesting!

The highlight of the show was provided by Alain Oreille in a Renault 11 Turbo, who thoughtfully misjudged the right-hand bend at which the camera was located and plunged five yards down a steep hillside until a clump of trees broke his fall. We never saw how he got out of that, but get out he did — to finish fourth. **GT**

Derek Bell — My Racing Life

by Derek Bell with Alan Henry. 208pp. 10" x 7 1/2". (Thorsons Publishing Group Ltd, Denington Estate, Wellingborough, Northamptonshire NN8 2RO. £14.95)

Derek Bell, the 1985 and 1986 World Sportscar Champion and five times winner of Le Mans, has contributed to the ever-growing list of racing driver autobiographies. Naturally, endurance racing figures large, but many other strands of the sport are covered, Bell having also raced Lotus and Brabham Formula Three cars and F2 Brabhams and Ferraris, before graduating to a works Ferrari Grand Prix drive.

His driving experiences read rather like those in Stirling Moss' recent book. He writes honestly and crisply about all the vehicles he has enjoyed, which might be said to range from tractors to enduro-bikes, and the text is splendidly supported by colour plates and a packed selection of photographs.

The chapter about "Personalities and Problems" is absorbingly outspoken. Pithily intriguing facets of a great many famous people are revealed — the meticulous John Wyr, the casual John Surtees, the relaxed Mike Hailwood, Tom Wheatcroft whose sponsorship ended with a writ. Major Owens offered £5 for a Cooper F1 contract when Bell was expecting at least £10,000; Enzo Ferrari, when asked why he did not give Bell a second chance, replied: "I never warm up cold soup" — which would sound more convincing in Italian . . .

Another chapter provides a good insight into how Porsche functions — and how the computer-testing he was expected to do once made Bell very angry. Porsche philosophy, we are told, is that "every race has to contribute to the development of a specific component."

His film-making with Steve McQueen ended in the Ferrari he was driving catching fire and putting him in hospital. Yet he describes this as "one of the most interesting and important spin-offs produced by my motor racing career."

The book is certainly a reminder of what a lot of racing has happened since the war. Bell covers it all — safety, rules, finance, dieting, his business ventures, his marriage, his house, receiving his MBE — even lawn-mower racing and his drive in the RAC Rally. You get a lot for your money!

I do not like the quotes from the text being repeated on most of the pages, but otherwise this is a splendid book. **WB**

Video:

The Sportscar Experience

60 minutes. (Duke Marketing Ltd, PO Box 46, Douglas, Isle of Man. £29.90)

You might think the art of the film producer lies in the skilful editing of footage and in matching the most appropriate and well-worded commentary to the result. Perhaps it is time to think again.

Here is a one-hour video shot from a grand total of one camera-angle, which can have involved no more than twenty splices on the editorial chopping-board, and in which not a single word is spoken after the first five minutes (engine noise being intermittently joined by music alone). Yet the net result is superb entertainment which will keep you on the edge of your seat throughout!

In fairness, all the producer had to do was to position a forward-looking camera alongside the driver's seat in various Porsche 956s — Richard Lloyd, Nick Mason, Jacky Ickx, Derek Bell, Hans Stuck and Stefan Bellof did the rest.

These celebrated racers treat you to a handful of laps from each of the 1985 World Endurance Championship rounds (races, note, not practice) at Silverstone, Hockenheimring, Spa, Fuji, Kuala Lumpur and Le Mans. You cannot see their faces, you can only hear their gearchanges, and only Lloyd utters so much as a word to his audience (while obliged to crawl around behind the pace-car), but that does not stop you feeling involved.

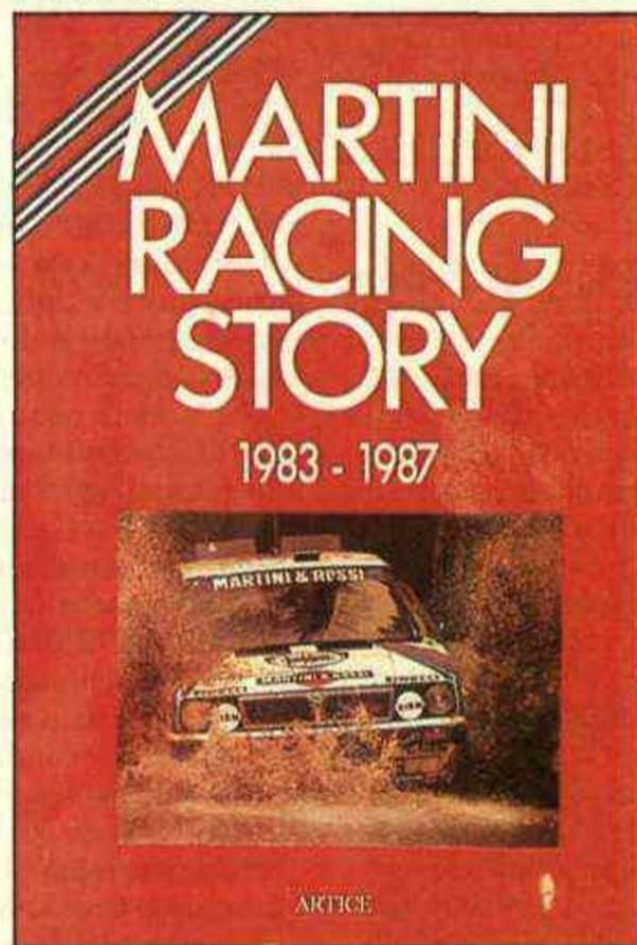
It is difficult not to gasp for breath at well over 200 mph on the Mulsanne straight, close your eyes through Eau Rouge, or grope for an imaginary brake pedal on the footrest in front of your armchair when driving into a wall of spray in Malaysia's teeming rain. You are left to marvel at the sustained skill and commitment of the men behind the wheel, and the fact that their stints last hours, not minutes.

Make no mistake, therefore, this video stands out from the crowd for sheer compulsive viewing, however limited its format. But there is one blemish, and it is a major one — indeed, one which might well cause offence to a great many viewers.

The pictures of Ickx's works 956 spinning in what is clearly a hefty shunt at Eau Rouge are spectacular in the extreme, but you might begin to question the ethics of using this footage simply for entertainment as soon as you realise that it was in this accident that the reigning World Sportscar Champion Stefan

Bellof lost his life. This fact, which can be deduced very easily by the well-informed, goes unexplained on film, which compounds the sin.

Though in other respects the unrefined nature of this production is one of its strengths, here surely is where an editor should have intervened — preferably with a scalpel. This was neither the time nor the place for the inclusion of such a tragic clip, however spectacular. **GT**



Martini Racing Story 1983-1987

edited by Cyril Frey. 178pp. 13" x 10". (Martini Racing, 80 Haymarket, London SW1Y 4TG. £19.95 + £2.80 p&p)

Contrary to first impressions, this glossy coffee-table tome is more than just a hardbound advertisement. It may exist primarily to glorify a well-known brand of drink, but it also makes a very good job of chronicling the adventures of a leading motor racing organisation in world rallying, sports-car and powerboat racing.

The end product can only be described as stylish. Colour is used throughout, well printed on large-format high-quality paper to enable some quite stunning photography to leap out of the page; most of the pictures are deployed bravely, boldly, and above all big.

Lancia's works rally squad monopolises the first two-thirds of the book. Its year-by-year history from 1983 (a similar volume has already dealt with the earlier period) is sprinkled with articles on the leading drivers, co-drivers and cars, but excessive verbiage is avoided, with neither words nor pictures ever being cramped.

Full results tables at the back make this in many ways a reference work as much as an album, and an attractive one at that. It is not, however, cheap. . . . **GT**

Porsche Progress — Stuttgart's Modern Development Story

by Mike Cotton. 200pp. 9 1/2" x 6 1/2" (Thorsons Publishing Group Ltd, Denington Estate, Wellingborough, Northants NN8 2RO. £14.95).

MOTOR SPORT has been impressed with Porsche cars and Porsche engineering from the days when we used to visit the factory and try the latest models. In recent times, new types have been added to the range to supplement the great 911 and, in the face of criticism of the cost of its products, the company has embarked on fresh outside consultancy ventures including Seat engines, NATO military projects, and fire-fighting and rescue equipment from the German Government.

Our MLC keeps the reader up to the minute with all such developments and practices, as he is well equipped to do, having been the British public relations officer for Porsche for seven years. **WB**

Mike Taylor's *Jensen Interceptor* (first published in 1983) has been re-issued by GT Foulis Ltd at a price of £12.95. It deals with Mk I, II, III, IV, SP and FF, and I cannot see that much has been added except for eight lines or so about a new Interceptor '83 being launched by Jensen Parts and Service at Motorfair five years ago.

An original caption error (suggesting the 541's radiator flap was adjusted by the transmission whereas it was in fact driver-operated) remains, and the address of the JOC is also out of date — nit-picking maybe, but this is a revised edition. But history does not change, or should not, and there is much of Jensen-past here (with many good pictures) for those who missed the first book. **WB**

The BMW Guide to French Hotels

edited by Christopher Milsome. 8 1/2 x 6 in. 144pp. (Telegraph Publications, Peterborough Court, Marsh Wall, London. £4.95)

Although its previous *Off the Autoroute* title has slipped down to become a sub-title, the usefulness of the new edition of this little book remains in picking out comfortable stops near the major routes across France.

Some 150 hotels, mainly of higher grade, are listed according to *autoroute* sections; all are illustrated, and the details are in simple text rather than little symbols. Assessment is by a small team of writers plus reader feedback, but the resulting coverage seems somewhat unbalanced: there are many restaurants mentioned in the south-east, between Dijon and Menton, but a mere handful in the opposite corner in the shade of the Pyrenees — not representative of the varied and interesting cuisine of the south-west.

Useful Channel ports information rounds off this handy guide, costing under five pounds. **GC**

LETTERS

An Act of Vandalism!

Sir,

I recently heard that the Brooklands Multi Union II has been dismantled, or rather grossly vandalised, to make yet another "reconstruction" Alfa Romeo Type B in the guise of chassis 5003.

Surely it is nothing short of criminal that such an important design, and a part of the British motor racing heritage, should be the latest victim of the current trend to build "historic racing cars"!

Imagine the outcry if Victoria Crosses were being melted down to make a "reconstructed" Russian cannon captured at Sevastopol during the Crimean War!

The Multi-union II should be saved for the nation and put on display at the Brooklands Museum when it opens.

On the same subject, does anyone recall whether the car's "sponsor" Mr Deveraux ever drove the car which Chris Staniland raced exclusively?

J R W BARKER

Walton-on-Thames, Surrey

Mille Miglia Madness

Sir,

Reading DSJ's letter, touching on the attractions of the Mille Miglia Retrospective and the increasing numbers of cars being advertised as "Mille Miglia-eligible", prompts me to remind you that there is no guarantee of even the most "eligible" car obtaining an entry. Whatever the Retrospective is all about — and clearly chequebooks, old men's dreams (mine included) and museum and motor trade publicity are heavily involved — it is *not* about Mille Miglia history.

I own the actual Talbot 105 which ran in the Mille Miglia in 1932. It is original and unmodified; it even bears the underbody scars inflicted upon it during the race. It is also the very first British entry in the Mille Miglia (not the first British car — that was an Austin Seven entered by the Italian distributor the year before) and therefore has a place in the race's history regardless of how

it performed there.

Over the years, entries have been accepted in the Retrospective for cars which have never been to Italy in their lives, and never even been represented in the Mille Miglia by cars of the same make, let alone model. But I have entered this Talbot two years running, and the car has been rejected each time.

Cheer up, Dad, your TD MG might be "Mille Miglia-eligible" yet.

ANTHONY BLIGHT
Callington, Cornwall

In Praise of Felton

Sir,

I have been buying your magazine since the early 50s and feel compelled to reply to the Brooklands Trophy piece by WJT (MOTOR SPORT, March 1988).

It is a disgraceful attitude for MOTOR SPORT to take over Rodney Felton's P3 Alfa. Felton deserves nothing but praise for his magnificent achievement in winning the trophy. He drives with such enthusiasm, and has given so much pleasure to so many people.

Reading WJT's article makes me wonder whether I'm still buying the right magazine! Remember, it is all meant to be fun. Let's get on with enjoying our motor sport and not be so petty minded!

MICHAEL Y JOHNSON
Belmont, Belfast

What an Opportunity!

Sir,

The debate between WB and Michael Hay about the Bentley languishing in the Donington collection is all very well but fails to address the problem of what to do with it in future. Clearly the Collection has an interesting engine and chassis, with pretty dull coachwork.

Surely here is an opportunity to create something unique and original? Perhaps the Collection could hold a competition for, say, RCA Automotive Design students to design new coachwork in a suitable but distinct style. Thus the usual response of "replica" bodywork is avoided and a remarkable

vehicle created.

The historians can argue to their hearts' content about something that is unlikely to be resolved one way or the other, but at least a real, running, aesthetically-pleasing car could be used and displayed.

Let us not let the facts get in the way of progress!

J HURST
Stratford on Avon

Lane Discipline

Sir,

Mr R J Wade's letter (MOTOR SPORT, April 1988) surely misses the point. It is the incorrect use of the first and second lanes on motorways that causes congestion in the third.

There seems to be a general idea that the first lane is for lorries and the like and the second lane is the normal driving lane for cars, whatever their speed and whether there is any traffic in the first lane or not. On four-lane sections of the M25, it is not unusual to see both first and second lanes empty and cars using only the third and fourth.

Perhaps some public education is necessary to ensure that the three lanes are used progressively as traffic demands. Present attitudes effectively reduce three-lane motorways to dual-carriageways.

T J MULLIGAN
Winchester, Hampshire

Double Standards!

Sir,

I have several friends and relatives living in the USA and Canada, where they had that ridiculous speed limit of 55 mph, brought in 10 years ago because of fuel shortages and recently increased to 65. Now anybody can work out that one jumbo jet flying across the Atlantic will use more fuel on one trip than the average motorist will use in a lifetime of motoring, so now they say the speed limit is for safety.

It is a common belief over there that it is neither of these things, but big business. The airline companies want the very low speed limits to encourage the motorists to use the airlines

for long-distance travel, and use their lobby to keep highway speed limits down.

I believe we have a similar situation in this country! Speed does not kill, as the police say — bad driving kills, at any speed. To a lesser extent than in the States, the private motorist is being persecuted to push him onto public transport such as British Rail or the bus companies, and perhaps later the inter-city airline companies. The recent BR advertisement is a case in point.

Another point is how many times have your readers seen truck or coach drivers stopped for speeding?

I'm not saying that those drivers are reckless. I'm sure they are very experienced and competent drivers and the vehicles are capable of handling that speed on motorways. But so am I, and so is my vehicle, in fact most modern vehicles.

No, the persecution of motorists and the held-down speed limits of 70 mph are a deliberate political policy to make public transport profitable, and are nothing to do with safety. They give themselves away by imposing the same speed limit on dual-carriageways as on motorways, the former being far less safe.

Bad driving in cities is also ignored. I see taxis overtaking police cars at 50 mph and being ignored, taxis doing U-turns in the High Street, people jumping traffic lights on red, taxis picking up and putting down passengers on pedestrian crossings and motorcycles doing 60 mph-plus wheelies down the main shopping street on a Saturday lunchtime, turning around at the end of the road and doing it again. Not a patrol car in sight, even though it happens most weekends.

Double standards!
B A GEORGE
Torpoint, Cornwall

Deadly Pollutant

Sir,

The EEC will shortly announce new exhaust emissions limits. The mandatory fitting of catalytic converter systems is probable.

This situation displays the

capacity of politicians and environmentalists to be beguiled by remorseless lobbying, for converter systems produce their own particular and deadly pollutant; sulphuric acid. Oxidising catalysts in the converter cause the sulphur in petrol to be oxidised beyond the sulphur dioxide (SO₂) which is a normal product of combustion, to SO₃ and thence to sulphuric acids. When vast numbers of vehicles are fitted with these devices, the result is acid rain.

Catalytic converters are wasteful of fuel, expensive to install and, more importantly, costly to maintain. The Environmental Protection Agency estimates that at any one time up to 20% of all installations in the USA are wholly or partly inoperative. Converters do not function at full efficiency at the time of greatest need, the warm-up period, when, due to mixture enrichment, emissions are at their highest.

All the normal pollutants may be brought under effective control by fundamental improvements to combustion efficiency, ie the lean-burn engine.

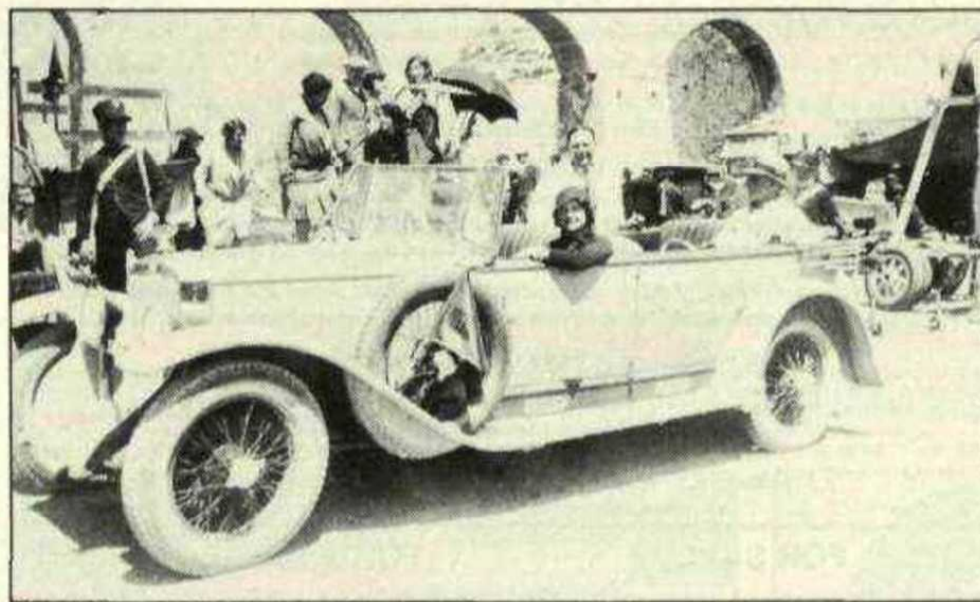
GW WEST
Southampton, Hampshire

Not Just a Loser!

Sir,
Under the heading "A Serious Business" (MOTOR SPORT, April 1988) you refer to the 1000-mile RAC Rallies around Britain which commenced in 1932, and to Marendaz Special entries over the years.

You specifically mention one Marendaz Special which "in the tests smoked to excess before stopping". This was due to the driver forgetting to push the choke out of action, and was no reflection on the car. In another year, you say "Mrs Lace in a Marendaz Special was the last to arrive". You have not recorded the last car to arrive in all the other rallies.

In 1932 Mrs Aileen Moss (Stirling's mother) entered her 13/70 Straight-Six 1869cc Marendaz Special (the smallest in the range from 1930-1936) competing against 3-litre 4-cylinder Bentleys which cost three times as much, among



Bradley and his fellow Fiat passengers following the 1929 Targa Florio.

others. The RAC published figures for this, the only Marendaz Special entered, and the best Bentley in each test:

Braking: The Marendaz Special pulled up from 30 mph to stop in 24ft, the Bentley in 67ft 7½in.

Slow Running in Top Gear: The Marendaz Special covered 100 yards in 42.8 seconds (about 4 mph), a Bentley in 29.8 seconds.

Acceleration: The Marendaz Special (single carburettor, side valve) did 100 yards in 9.6 seconds, a 3-litre Bentley (two carburettors, overhead camshaft) in 9.2 seconds.

Mrs Moss also won the first prize for coachwork in her class.

Marendaz Specials are the only cars in the world whose brakes were never vacuum, mechanically or electrically-aided, and were standard from 1930 on all models, giving the same braking figure with or without the engine running.

Commenting on the 1991cc 15/90 Marendaz Special in its test-results from 77 different makes, published on December 6, 1933, *The Autocar* said: "The Marendaz Special had the best braking figure in the open section, and among the British cars the open Marendaz Special acceleration-figures stand out against the best in a way that does credit to the car's performance."

D M K MARENDAZ
Louth, Lincolnshire

W F Bradley

Sir,
I have been inspired by your article *Delage Did It Better* to enclose a photograph of W F

Bradley under a torrid sun. It is a Meurisse photograph from my own collection, and is reputed to have come from Bradley himself. He is pictured during the Targa Florio, and the lady in the car is Madame Junek.

I also read with interest your news on E L Bouts. As you rightly observed, we believe him to be the oldest living 120 mph badge-holder.

RUPERT PRIOR
London W1

This photograph must have been taken during the 1929 Targa Florio, when Bradley followed the race in this big Fiat. He was driven by Vincenzo Florio's personal chauffeur Mario, and accompanied by Madame Junek, who finished fifth in this event in her Bugatti in 1928. Bradley sat in the back with the photographer, to warn Mario when racing cars wished to overtake.

WB

Norris Special

Sir,
The letter from Mr P Whitehorn (MOTOR SPORT, March 1988) contains several inaccuracies.

The car which my brother and I built and raced as the Norris Special was a more or less complete GN/Frazer Nash, except for the Alvis engine. It contained none of Horace Richards' parts or work.

We also built another car of similar parentage which we raced as the AN Special and is now beautifully driven by Guy Smith. This also contained none of Horace's components, excellent as I am sure they were.

Mr Whitehorn may be referring to our Alta Special as

Horace's components would have been suitable. However we made our own pieces.

I believe Bertie Bradnack at one time intended to convert his single-seater FN using these parts. Whether he actually did so I do not remember.

Peter Stubberfield had nothing to do with any of our cars, other than as a friend and competitor.

Perhaps none of this matters after all these years anyway.

JOHN NORRIS
Croydon, Hertfordshire

Lancia B20 Testers

Sir,
I am writing to say how much I enjoyed the Lancia B20 article (MOTOR SPORT, April 1988). I was the person responsible for your test-car in 1955, and I well remember your slight impatience when you found 9 CMV was not quite ready!

There were three tester/mechanics during most of the Fifties — George Skijp, Donald Christie and myself. Those were very happy days for me, and the factory gave me considerable help during my early days in racing, when I used 9 CMV to take my spares to Prescott for hill-climb events.

How 33 years have flown by! George and Donald passed away several years ago, sad to say — Donald in particular was a very fine driver with such a dry sense of humour.

I entirely agree with your comments regarding the "Flaminia". We did not know what to make of that . . .

P LE JETT
Tottington, Lancashire

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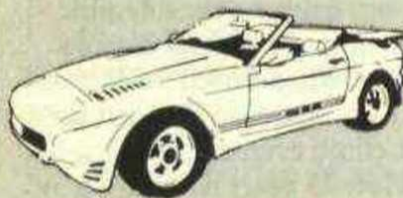
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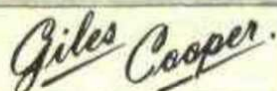
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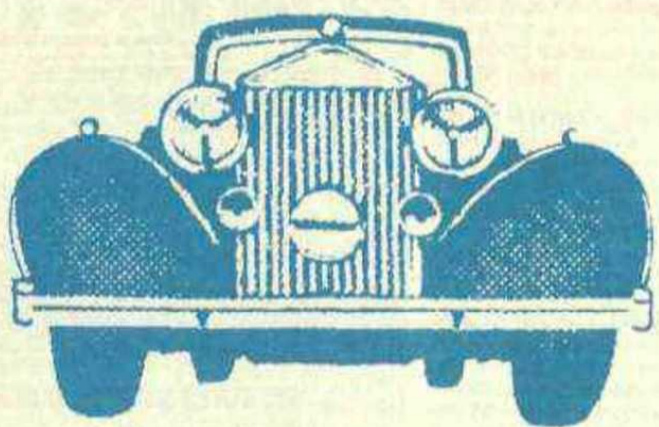
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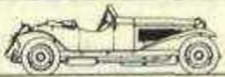
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In response to an ever growing demand over the past few years, we are introducing a Vintage and Classic Car facility called **MOTORSTORE**. Essentially, we have converted a 10,000 sq. ft warehouse (situated moments from London Bridge, the City and convenient for underground and bus services to all parts of the Capital) into a fully secure, dehumidified, temperature controlled parking and storage facility for those who require either regular or occasional use from their Classic or Vintage cars, but prefer them to be close by, clean, and easy starting. We have designed a menu of storage services which will keep your collectable asset appreciating, and not turning into a rusting liability — courtesy of our British weather. Additional services will include an equipped workshop with hydraulic lift available for hire hourly, trailer transportation to weekend events, holiday destinations or to meet friends, and (when asked for) a brokerage system to allow a fuss-free method of finding that offer you are unable to refuse.

We believe that certain Vintage and Classic European and American cars are changing their status to 'fine art'. If this is so, we may have seen only the start of spiralling values driven by the weight of increasing international demand and resources chasing ever fewer and fewer motor cars.

Compare the Classics (or should we say works of art?) Pictured here with their 1988 equivalents. Where has the flair and individuality gone? Will there ever be another risqué automobile? Has Ralph Nader and the Multi-National Corporation won the day and prevented another Classic era from ever appearing. Take this long term view of the market and the reason for the latest explosion in values is easy to justify.

We usually have available a wide selection of right and left hand drive Classic motor cars, particularly Aston Martins DB2/4, DB4, DB5, DB6, DBV8, AMV8 and Convertibles, Bentley R-type and Continental, S1, S2, S3 Saloon, Continental and Convertibles, Corniche, T Series, Ferrari 246GT/GTS, 250, 275, 288GTO, 330, 512, 308 Carburettor + Fibreglass, Jaguar SS100s, XKs, E-types, MkIIs, XJ5.3 Coupés, Jensen FF, SP Convertible, Lancia Stratos ex-works Group 4, Maserati Mistrale FHC + Spyder, Mercedes Ponton/190SL, Fintail models, 280SE 3.5 Coupé/Cabriolet, 300SEL 6.3, 450SEL 6.9, 600 SWB/Pullman, Rolls-Royce Silver Cloud and current models.

Please call with your exact requirements.

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Should you not see the motor car for which you are searching, please let us know, our extensive contacts, both in the UK and overseas may well be able to help you find your ideal vehicle.

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1950 AC 2 LITRE SALOON. 1991cc, in black, recorded mileage 14,000, not concours but in very good condition, hence offer at £3,450. Tel: (0932) 245678 or (0372) 64184 (PF)

MG TC 1948. Red with black trim. £14,000. MG PB 1935, B.R.Green with tan trim. £14,000. MG TF 1500, 1955, LHD, red with red trim. £15,000. All the above cars have recently undergone total restoration and are superb examples. For further details Tel: 0753 683288 (CC)

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I remember the day a car dealer got a little nervous because I was a couple of months behind in my payments - and repossessed my car. Now I own a Rolls Royce. I paid \$43,000 for it - cash.

I remember the day my wife phoned me, crying, because the landlord had shown up at the house, demanding his rent - and we didn't have the money to pay it.

Now we own five homes. Two are on the oceanfront in California (I use one as my office). One is a lakefront "cabin" in Washington (that's where we spend the whole summer - loafing, fishing, swimming, and sailing). One is a condominium on a sunny beach in Mexico. And one is snuggled right on the best beach of the best island in Hawaii - Maui.

Right now I could sell all this property, pay off the mortgages - and - without touching any of my other investments - walk away with over \$750,000 in cash. But I don't want to sell, because I don't think of my homes as "investments." I've got other real estate - and stocks, bonds, and cash in the bank - for that.

I remember when I lost my job. Because I was head over heels in debt, my lawyer told me the only thing I could do was declare bankruptcy. He was wrong. I paid off every dime.

Now, I have a million dollar line of credit; but I still don't have a job. Instead, I get up every weekday morning and decide whether I want to go to work or not. Sometimes I do - for 5 or 6 hours. But about half the time, I decide to read, go for a walk, sail my boat, swim, or ride my bike.

I know what it's like to be broke. And I know what it's like to have everything you want. And I know that you - like me - can decide which one it's going to be. It's really as easy as that. That's why I call it "The Lazy Man's Way to Riches."

So I'm going to ask you to send me

PROOF!

Don't take my word for it. These are excerpts from articles in newspapers and magazines:

Time:

He only works half the year in his stunning office on California's Sunset Beach, and even when he's there he puts in short hours... In other words, Joe Karbo, 48, is the prototype for... "The Lazy Man's Way to Riches."

Boston Herald-American:

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Los Angeles Herald-Examiner:

An unpretentious millionaire, Joe Karbo of Huntingdon Harbor is a vibrant, living testimonial to his intellectual, pragmatic conviction.

Money Making Opportunities:

Maybe Joe Karbo has the secret. Don't you think you owe it to yourself to find out what it is all about?... I just finished it - and I'm off on a vacation myself. Get the idea?

something I don't need: money. £10 to be exact. Why? Because I want you to pay attention. And I figure that if you've got £10 invested, you'll look over what I send you and decide whether to send it back... or keep it. And I don't want you to keep it unless you agree that it's worth at least a hundred times what you invested.

Is the material "worth" £10? No - if you think of it as paper and ink. But that's not what I'm selling. What I am selling is information. More information than I give when I'm paid \$1000 as a guest speaker. More information than I give in a one-hour consultation for \$300.

But you're really not risking anything. Because I won't cash your cheque or money order for 31 days after I've sent you my material. That's the deal. Return it in 31 days - and I'll send back your cheque or postal order - uncashed.

How do you know I'll do it? Well, if you really want to be on the safe side, postdate your cheque for a month from today - plus 2 additional weeks. That'll give you plenty of time to receive it, look it over, try it out.

I know what your thinking: "He got rich telling people how to get rich." The truth is - and this is very important - the year before I shared "The Lazy Man's Way to Riches," my income was \$216,646. And what I'll send you tells just how I made that kind of money... working a few hours a day... about 8 months out of the year.

It doesn't require "education." I'm a high school graduate.

It doesn't require "capital." Remember I was up to my neck in debt when I started.

It doesn't require "luck." I've had more than my share. But I'm not promising you that you'll make as much money as I have. And you may do better. I personally know one man who used these principles, worked hard, and made 11 million dollars in 8 years. But money isn't everything.

It doesn't require "talent." Just enough brains to know what to look for. And I'll tell you that.

It doesn't require "youth." One woman I worked with is over 70. She's travelled the world over, making all the money she needs, doing only what I taught her.

It doesn't require "experience." A widow in Chicago has been averaging \$25,000 a year for the past 5 years, using my methods.

What does it require? Belief. Enough to take a chance. Enough to absorb what I'll send you. Enough to put the principles into action. If you do just that - nothing more, nothing less - the results will be hard to believe. Remember - I guarantee it.

You don't have to give up your job. But you may soon be making so much money that you'll be able to. Once again - I guarantee it.

I know you're sceptical. Well, here are some comments from other people. (Initials have been used to protect the writer's privacy. The originals are in my files.) I'm sure that, like you, these people didn't believe me either when they clipped the coupon. Guess they figured that, since I wasn't going to deposit their cheques for at least 31 days, they had nothing to lose.

They were right. And here's what they gained:

'Thanks to your method I'm a half millionaire'

"Thanks to your method I grossed about \$500,000. Would you believe last year at this time I was a slave working for peanuts?"

G.C., Toronto, Canada.

'\$24,000 in 45 days'

"...received \$24,000.00 in the mail the last 45 days.

"Thanks again."

Mr. E.G.N., Matewan, W.VA

'Made enough to retire at 41'

"If it hadn't happened to me, I wouldn't have believed it... A few years ago, I had nothing to lose. I was unemployed and broke."

"Now, thanks to you and the 'Lazy Man's' program, I have made enough money (at age 41) to retire in style.

R.A., Huntingdon Beach, Calif.

'There's no stopping me'

"Since I've got your (Lazy Man's Way to Riches) in July, I've started 4 companies... there's no stopping me and I'm so high I need chains to keep me on the ground."

M.T., Portland, OR

'Wow, it does work!'

"Oddly enough, I purchased Lazy Man's Way to Riches some six months ago, or so, read it... and really did nothing about it. Then, about three weeks ago, when I was really getting desperate about my financial situation, I remembered it, re-read it, studied it, and this time, put it to work and WOW, it does work! Doesn't take much time, either... I guess some of us just have to be at a severe point of desperation before we overcome the ultimate laziness, procrastination."

Mr. J.K., Anaheim, CA

'Made \$70,000'

"A \$70,000 thanks to you for writing The Lazy Man's Way to Riches. That's how much I've made..."

"I use this extra income for all of the good things in life, exotic vacations, classic automobiles, etc. Soon I hope to make enough to quit my regular job and devote full time to making money the easy way..."

Mr. D.R., Newport Beach, CA

'\$260,000 in eleven months'

"Two years ago, I mailed you ten dollars in sheer desperation for a better life... One year ago, just out of the blue sky, a man called and offered me a partnership... I grossed over \$260,000 cash business in eleven months. You are a God sent miracle to me."

B.F., Pascagoula, Miss.

'Steadily upward ever since'

"I ordered Lazy Man's Way to Riches in June... by September, my career was launched and has gone steadily upward ever since."

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'\$7,000 in five days'

"Last Monday I used what I learned on page 83 to make \$7,000. It took me all week to do it, but that's not bad for five day's work."

M.D., Topeka, Kansas

What I'm saying is probably contrary to what you've heard from your friends, your family, your teachers, and maybe everyone else you know.

I can only ask you one question. How many of them are millionaires?

So it's up to you. A month from today, you can be nothing more than 30 days older - or you can be on your way to getting rich. You decide.

The wisest man I ever knew told me something I never forgot: "Most people are too busy earning a living to make any money."

Don't take as long as I did to find out he was right.

I'll prove it to you, if you'll send in the coupon to my publisher now. I'm not asking you to "believe" me. Just try it. If I'm wrong, all you've lost is a couple of minutes and a postage stamp. But what if I'm right?

Some have called it a Miracle. Some have called it Magic. You'll call it "The Secret of the Ages."

As for me, I thank God that before he died Millionaire Joe Karbo left, for all to share, the secret of "The Lazy Man's Way to Riches." The above story, which is in his own words, is his gift to you.

Sworn Statement:

"On the basis of my professional relationship as his accountant, I certify that Mr. Karbo's net worth is more than one million dollars."

Stuart A. Cogan

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 1979 FERRARI 308 GTB. Red, 45,000 miles.
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EVENTS

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BOLTON AUTOJUMBLE, Saturday May 21st, Sports Centre, Silverwell St, Bolton. The best for bike bits, car bits also. (949005)

EVENTS — continued

PEL MANTA OWNERS, Club Annual "Concours" Northampton Sunday 19th June. All Manta owners welcome. Details from the Secretary, 8 Woodpecker Close, Twyford, Berks RG10 0BB. (949187)

INTERNATIONAL CLASSIC BIKE SHOW, Saturday/Sunday April 23rd/24th at Stafford County Showground. For autojumble entries send S.A.E. to Poolfold Farm, Church Road, Bolton. Sponsored by Classic Bike magazine. (948522)

YEOVIL FESTIVAL OF TRANSPORT are inviting entries for all classes for this prestigious event to be held on 13th/14th August 1988. Closing date for entries 1st July, details and application forms from P.O. Box 40, Yeovil, Somerset BA20 1PR or by telephone 0935 22319 normal office hours. This event is organised by Yeovil Car Club and sponsored by Mercedes Benz (United Kingdom) Ltd. (947724)

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EVENTS — continued

GRAND LONDON AUTOJUMBLE. Sunday 2nd October, Kempton Park, undercover/outside/club stands. Tel: PGG Ltd 01-493 3321. (944559)

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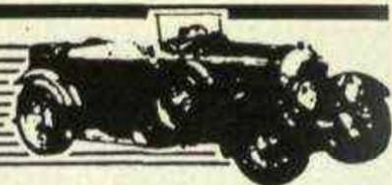
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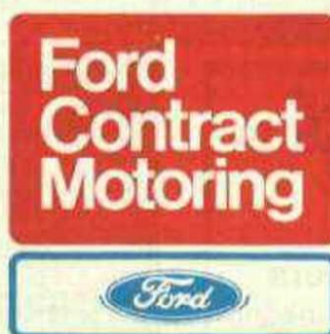


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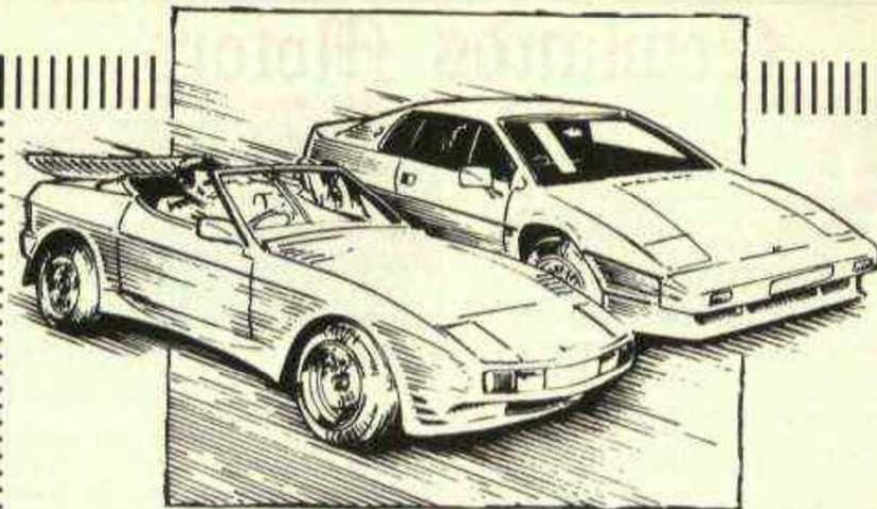
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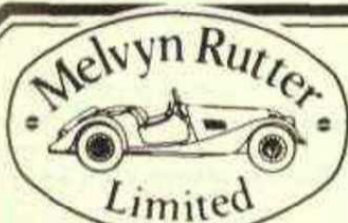
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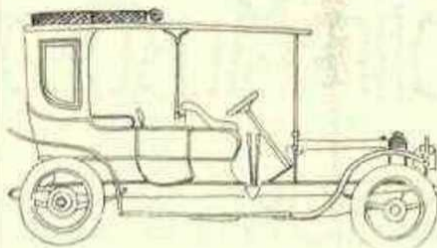
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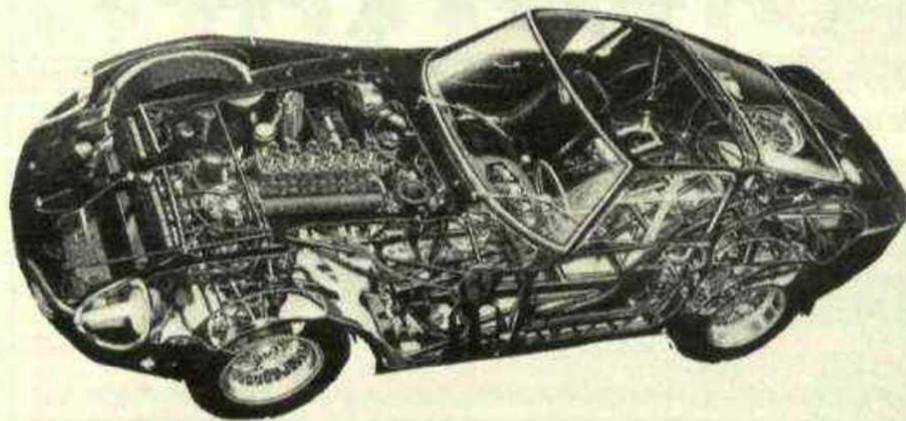
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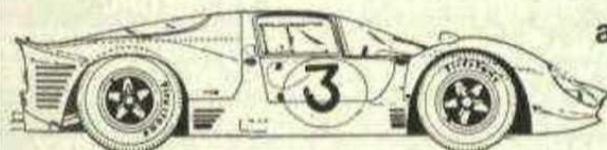
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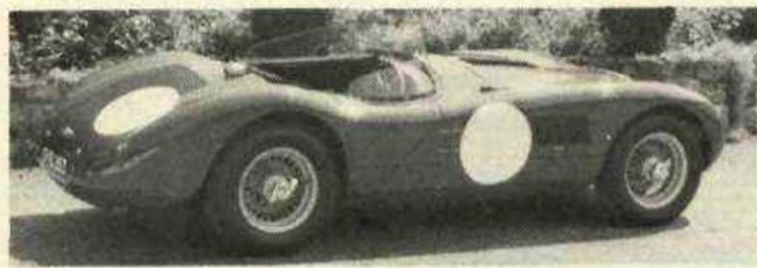
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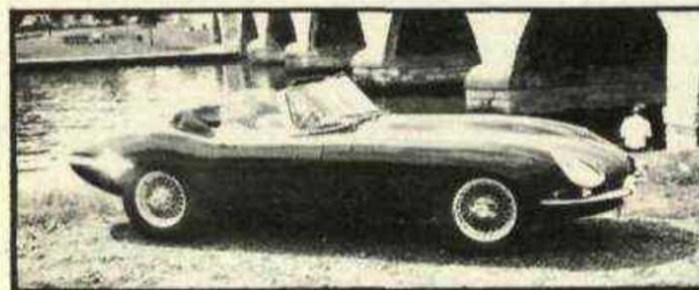
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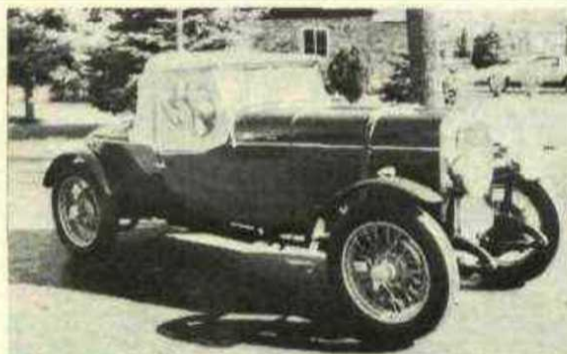
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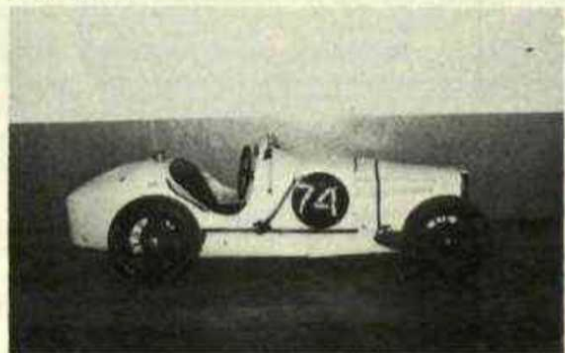
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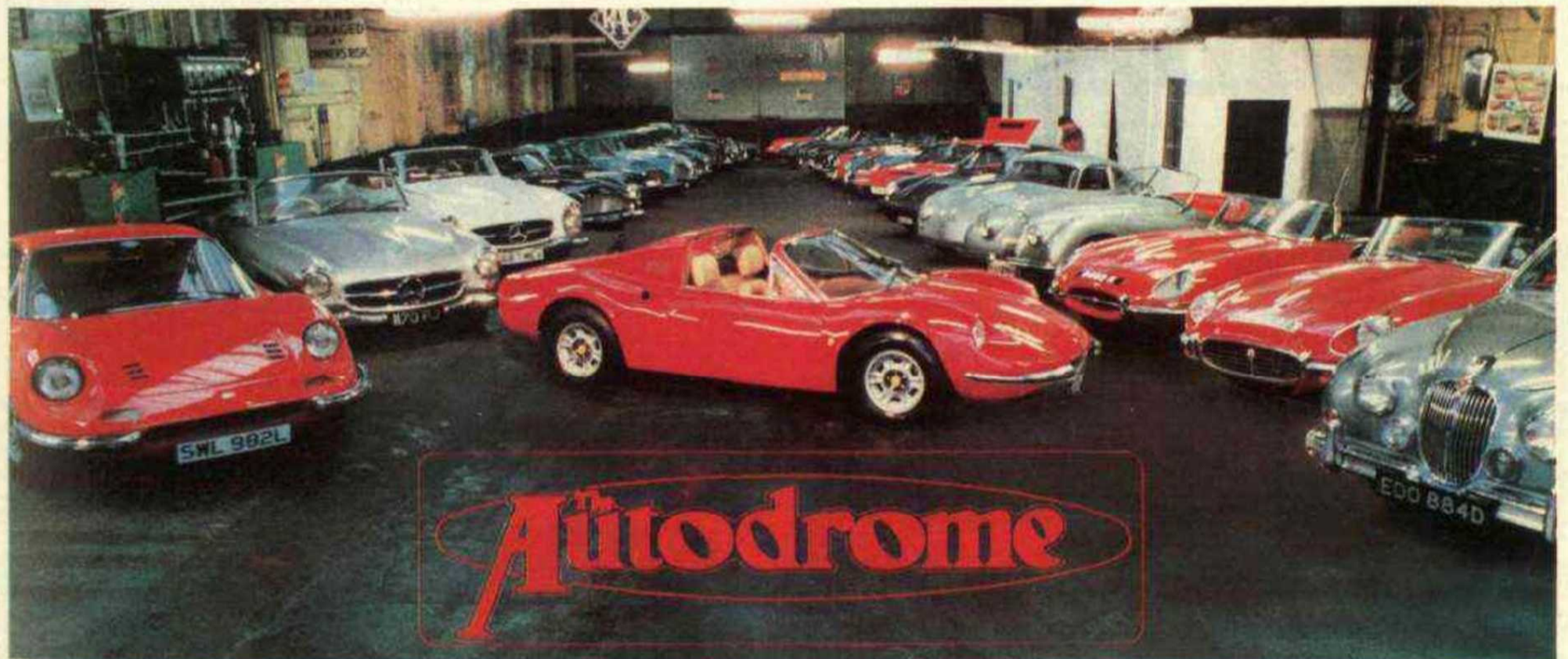
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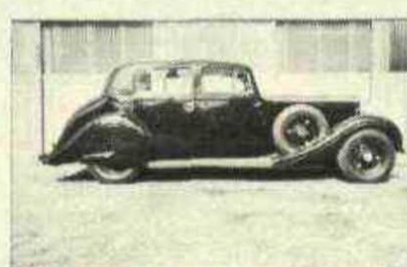
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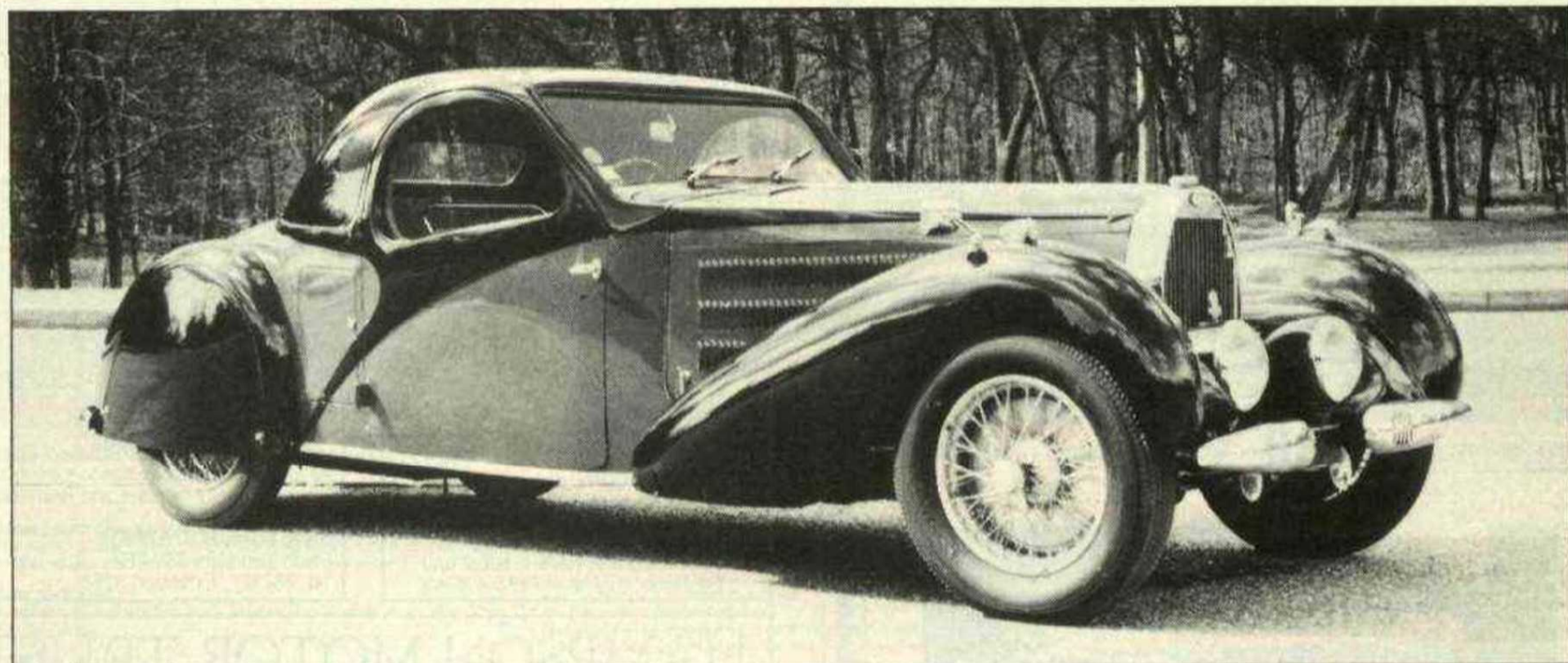
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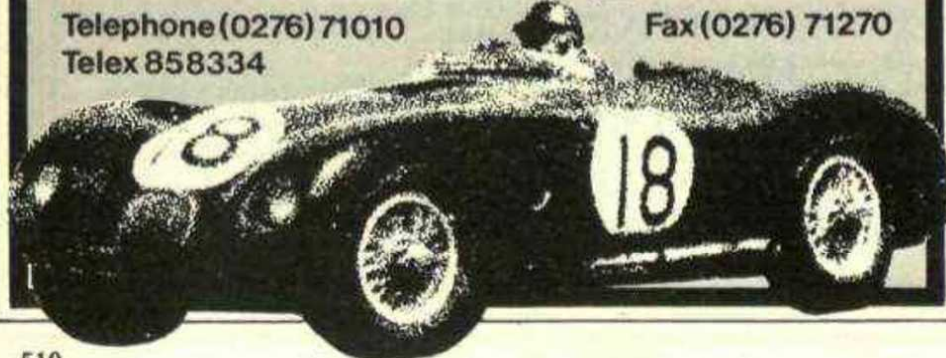
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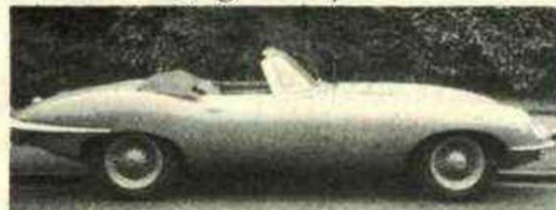
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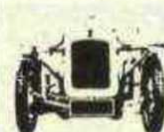
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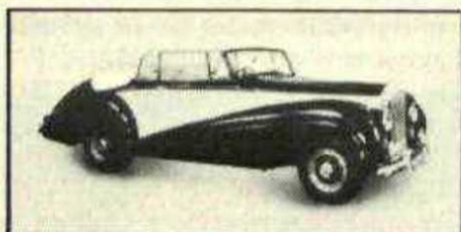
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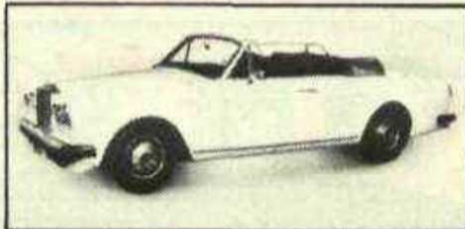


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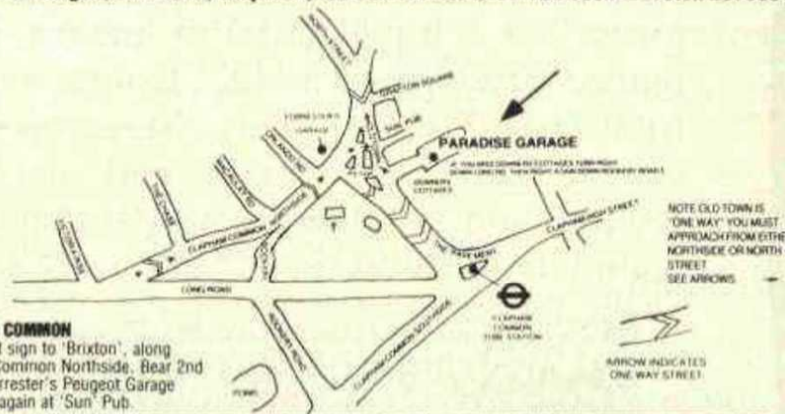
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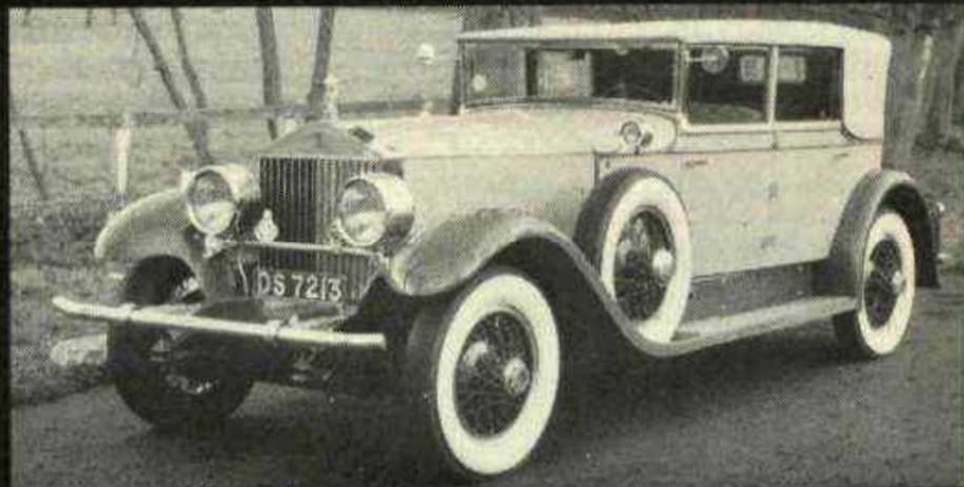


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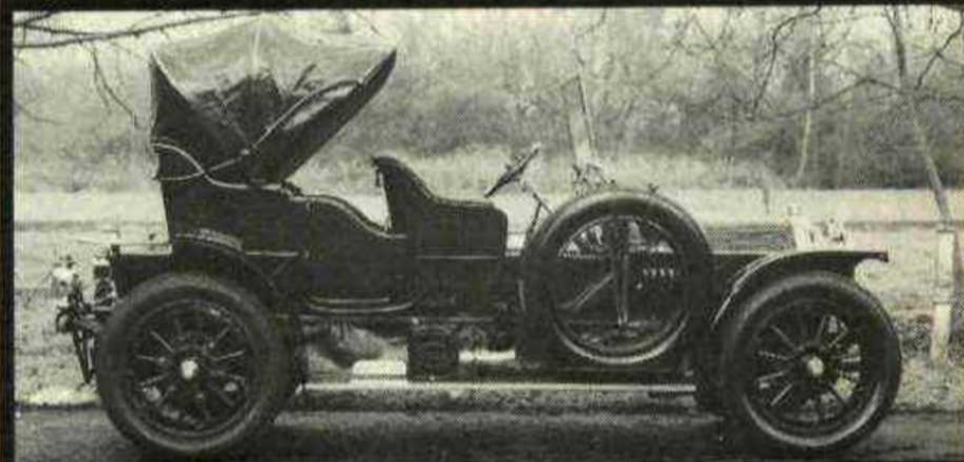
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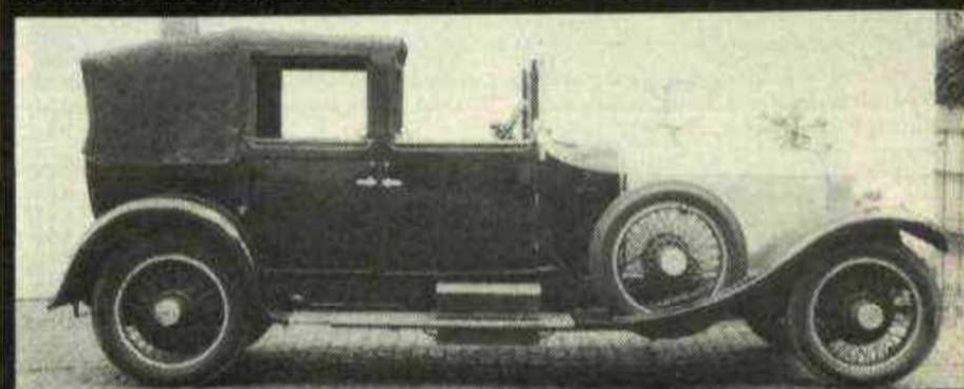
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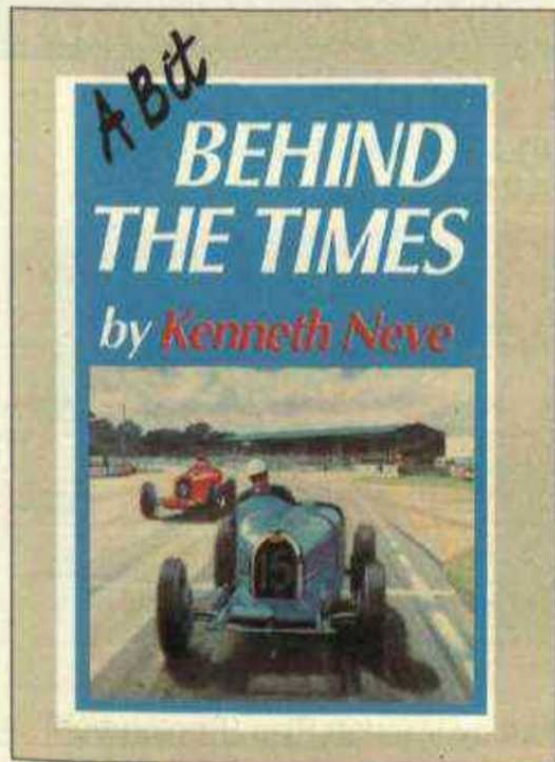
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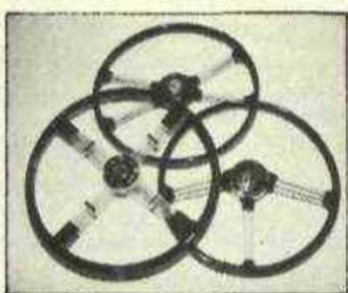
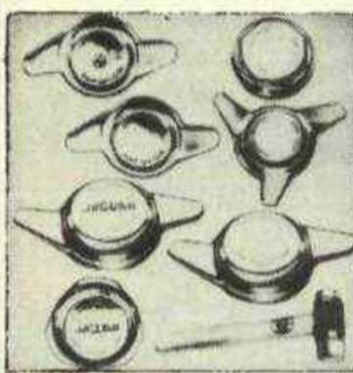
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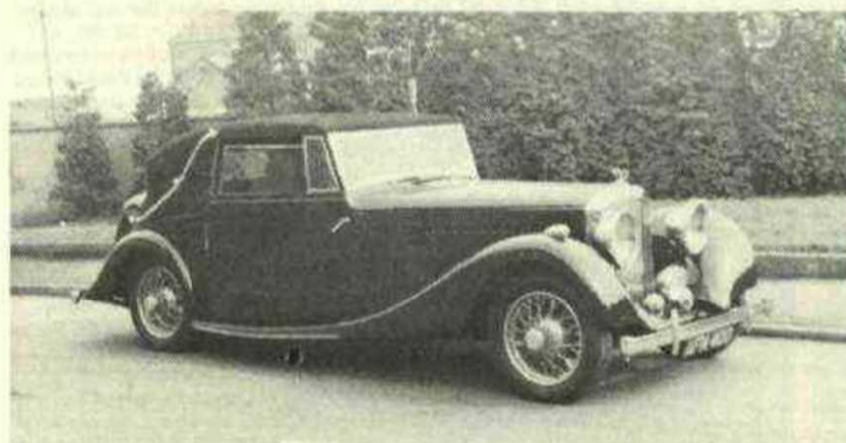
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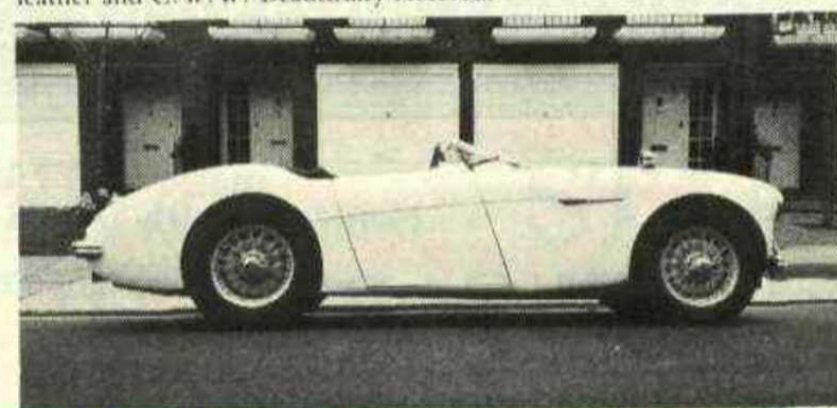
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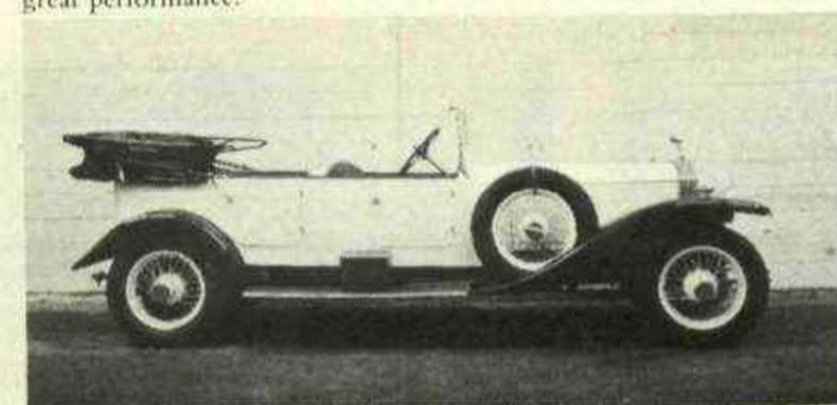
1933 Rolls Royce 20/25 Sports Saloon by Hooper. Coachwork finished in black over grey with black hide interior.



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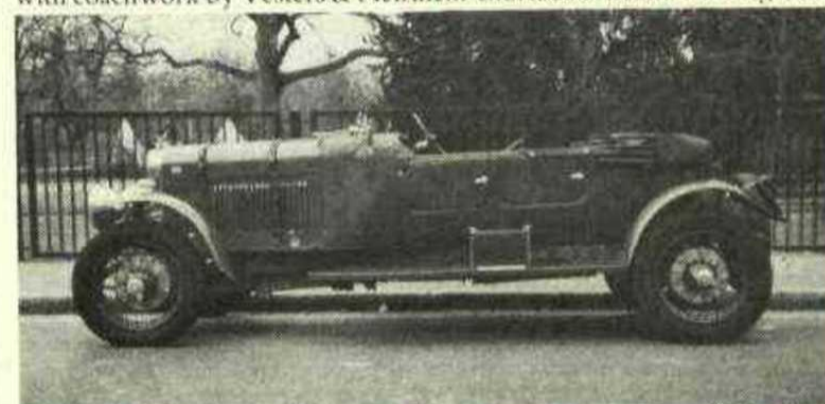
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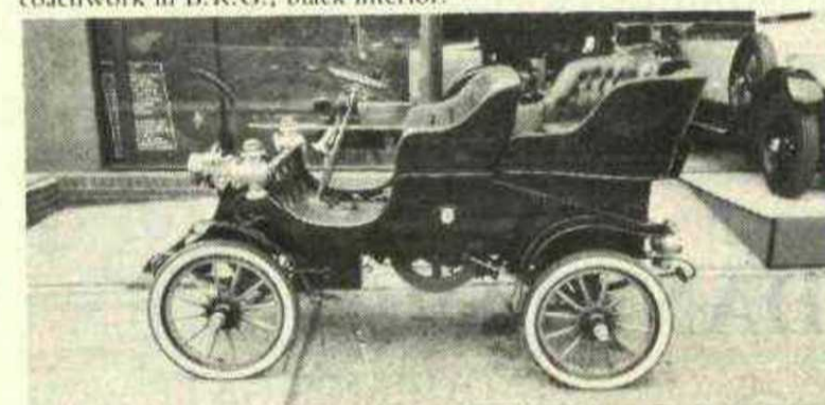
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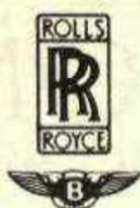
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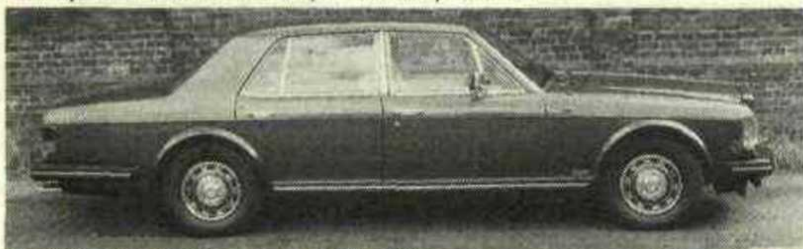
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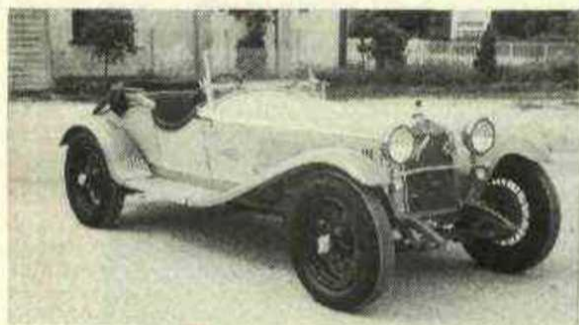
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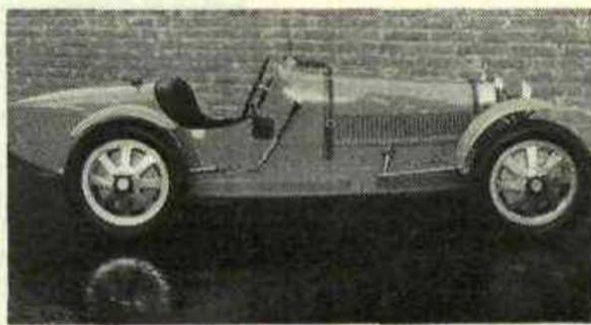
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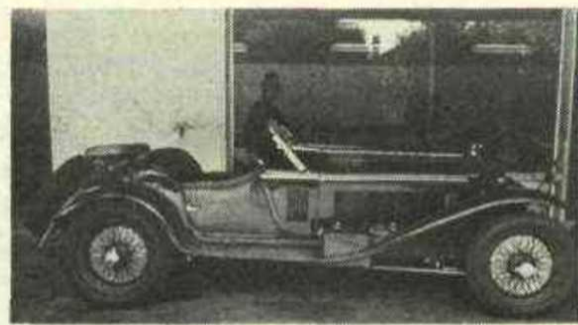
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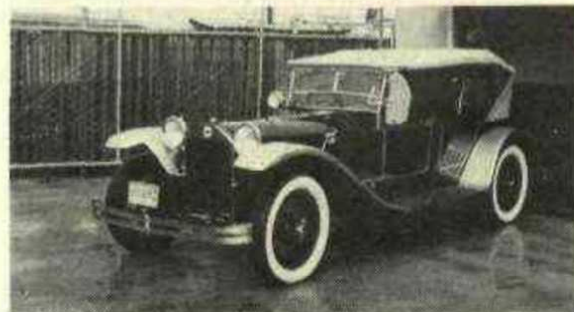


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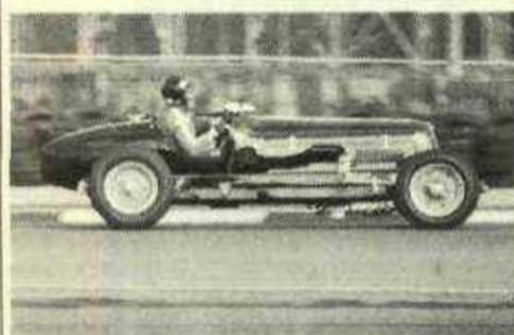
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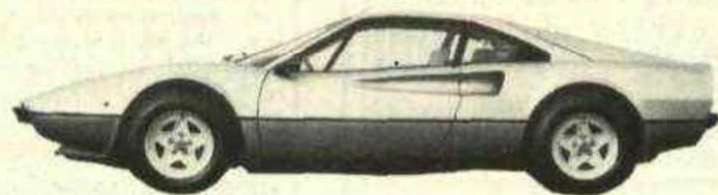
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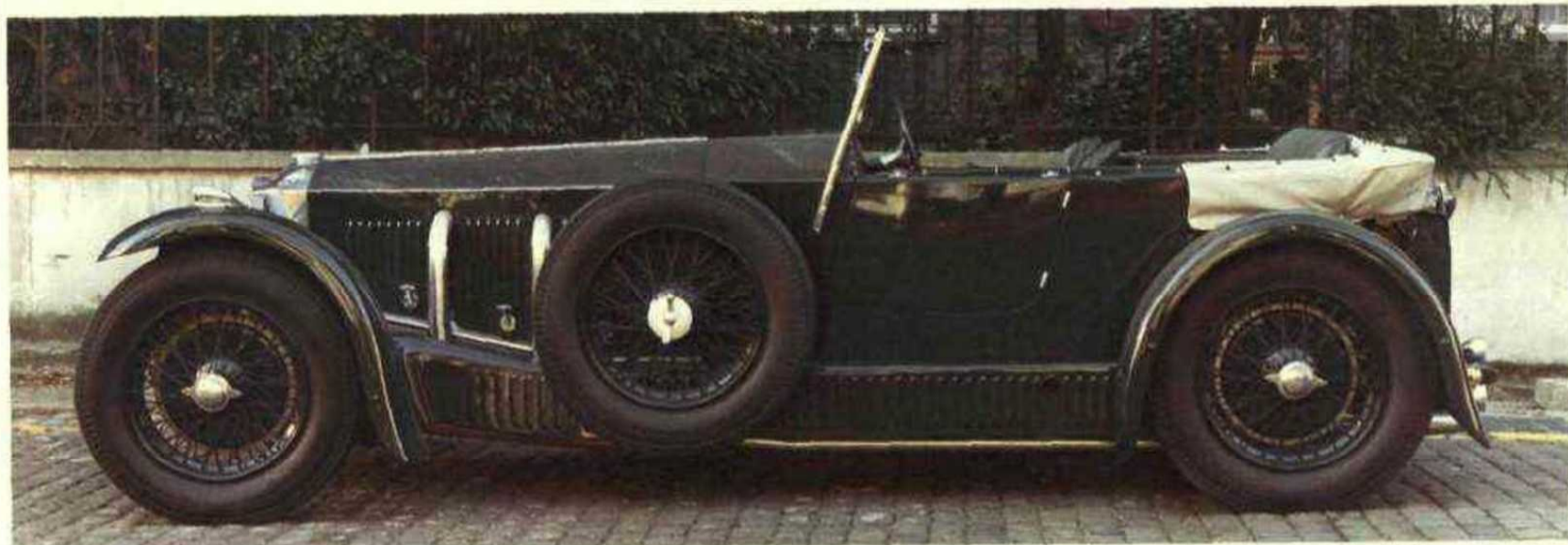
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