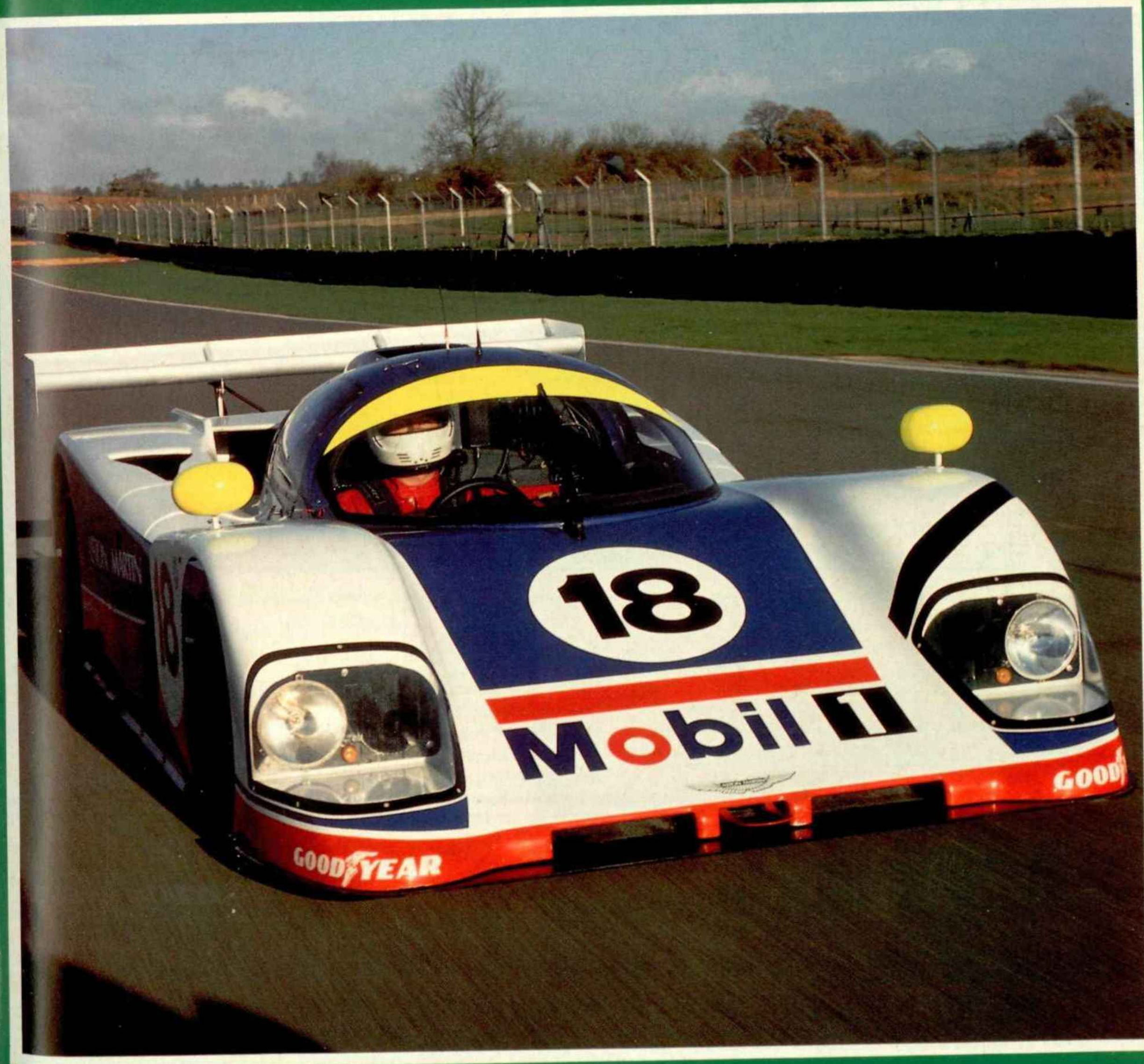
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MOTOR SPORT



ASTON MARTIN: The AMR-1 track tested

ALFA'S GTV6: A classic in the making?

FORMULA ONE: The year in store

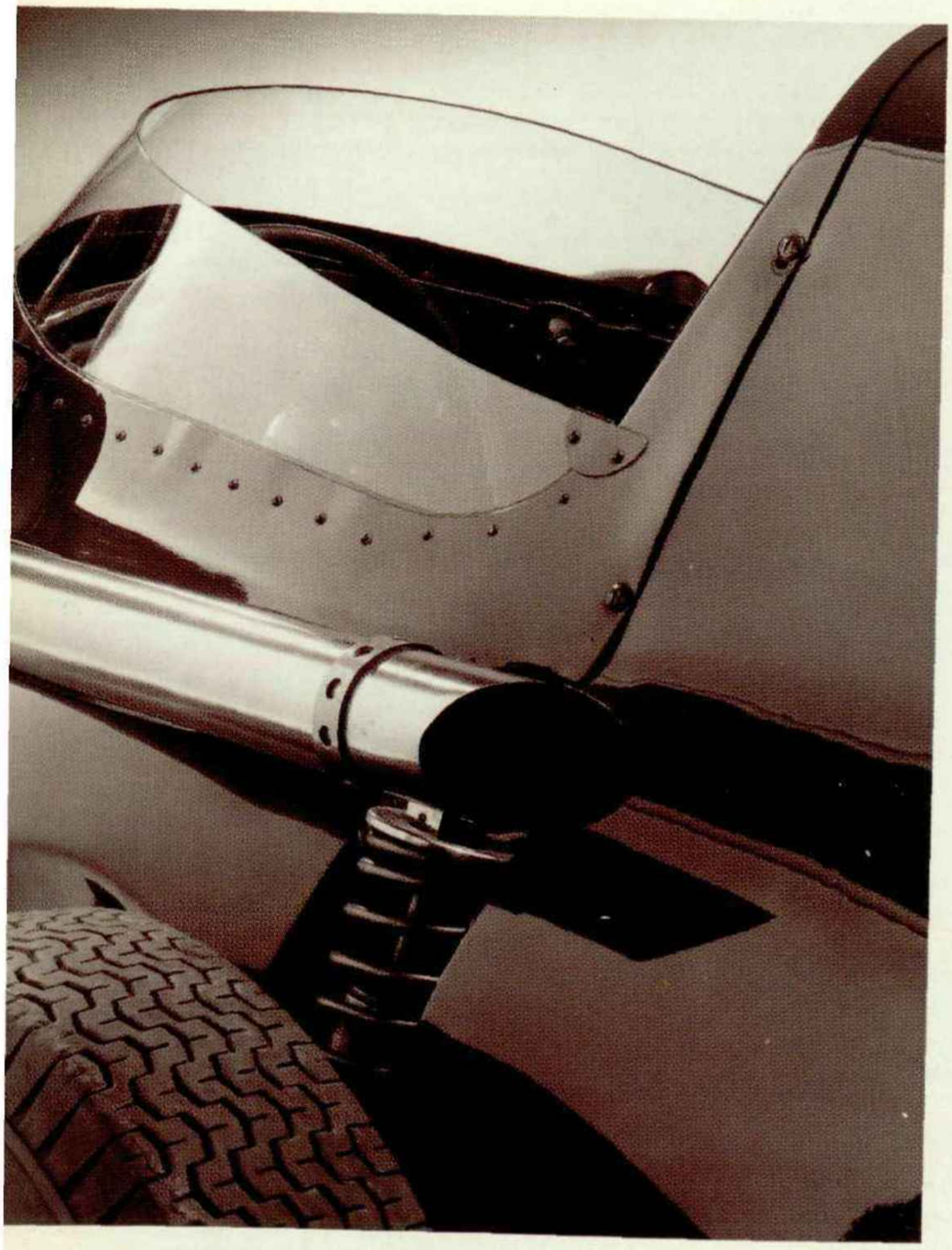
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01-228 8000.

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9

APRIL

1990

Devoted to fine collectors cars the next Brooks sale will be on Monday, April 9th at Castle Donington. It will add further to a fast-growing reputation. Record prices were achieved by Brooks at Motorfair for several cars. The D Type Jaguar and Vanwall VW10 were well publicised and amongst 12 other record prices, £191,000 for a Healey 100S and £214,000 for the Sebring Healey 3000 stand out. At Donington in February, this theme was maintained with cars of impeccable pedigree including the Aston Martin DB4 GT Zagato and DB3S.

For further information about Brooks April sale call Robert Brooks, James Knight or Mark Beattie on 01-228 8000.

MOTOR SPORT

INCORPORATING **SPEED** AND THE **BROOKLANDS GAZETTE**

VOL LXVI No.2 FEBRUARY 1990

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CONTENTS

Around and About 122
1990 Racing Calendar 124
Formula One Scene 133
Cotton On 138
Profile: Jean-Louis Schlesser 140
Track Test: Aston Martin AMR-1 144
Rally Review 147
Track Test: Saab 9000 T16 152
Maserati V8 R1 (part 2) 155
Alfa Romeo GTV6: The Forgotten Sports Car 159
The Jack Field Story 163
Road Test: Mazda RX7 Turbo Cabriolet 167
VSCC Measham and Exeter 172
VW's GTi driving course 176
Letter to Reader 178
Forgotten Makes: The Iris 179
Book Reviews 181
Video Reviews 183
Club News 184
Letters 187

FRONT COVER: *The Aston Martin AMR-1 is one of Britain's challengers on the World Sports Prototype Championship stage. Michael Cotton has been given the rare opportunity of driving it and his report can be found on page 144.*

MOTOR SPORT
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MATTERS OF MOMENT

Into The 1990s . . .

AS THE world, changing quite dramatically in political terms, moves relentlessly into the 1990s, how looks the motoring scene? Two bits of gloom to dispose of first. There is the threat that Le Mans may not be run in its traditional form. Started in 1923 as a brave speed-cum-reliability experiment, it developed into the greatest 24-hour sports car race of all, to which British spectators are especially partial. Remembering all the twice-round-the-clock titanic battles which resulted in those proud Bentley victories, domination by Alfa Romeo, Jaguar, Ferrari and Ford, and the ever more effective recent Porsche appearances, up to last year's Mercedes-Benz win, it will be a tragedy if Le Mans is changed at the whim of officialdom.

As another year begins, rising petrol prices mar the outlook, unless you are buying a £64,500 Ferrari 348tb and couldn't care less. Fortunately, even small economical cars, the new Ford Fiesta XR2i for instance, now offer fun performance with economy; those who still believe that racing and rallying improve road cars will have been cheered by Ford's play on this in their Fiesta TV advertisements. Good, too, is the reliability of 1990's cars, although some road test reports one reads suggest otherwise! Quite what these testers do to their cars we know not, but we are prompted by their troubles to note that the editorial Ford Sierra XR 4x4 has now completed 30,000 pretty hard miles, with not an iota of trouble . . .

The year 1990 will see events for two-, three- and four-wheeled vehicles of all ages, to suit every taste. At top level, the F1 season will commence on March 11 at Phoenix, USA, followed by the Brazilian GP on March 25, and MOTOR SPORT will do its best to tell you of the race happenings and to report significant engine and car developments. If last year's F1 racing was anything to go by this year, with some interesting driver changes, should be particularly exciting!

In 1990 the DVLC looks like being kinder to owners of historic vehicles who want to use original registration numbers — a different thing from the Department of Transport selling "classic" registrations, the first 2000 having already been auctioned at Christie's. Registration numbers became compulsory in 1903, to help in apprehending speedsters and other mobile criminals. A registration, once issued, was to remain with the chassis to which it was allocated until scrapped. The sad thing about this latest profit-making scheme is that numbers belonging to historic vehicles may get into this new Government melting pot, apart from which our roads should surely be serious transport arteries, not for flaunting silly inscriptions.

The FBHVC will no doubt continue to do its utmost to ensure that old car sport in Britain remains free from any EEC anti-regulations, and speculators will no doubt do their best to further inflate classic car values . . .

Out on the rural hills the long lived MCC trials will endure; in the engineering shops more enthralling new cars will be conceived. BMW will try hard to keep up with the world's best engineered cars from Mercedes-Benz (Rolls-Royce have not been far behind recently) and more lead-free fuel will be consumed, making a tiny contribution to the bettering of the environment. And overall we must be prepared for Japan to produce new 200 mph sports cars to dominate rallying as it does F1 racing, and to get a grip on the British Motor Industry from its factories in this country.

There are some signs that our roads are being improved for better traffic flow, so that it may soon no longer be debatable whether the slowest exit from London is that over the Shepherds Bush flyover to the M40; but whether more cars will defeat such improvements is anybody's guess. If random breath testing is ever introduced, surely no-one should object, but on the safety front, speed limits should be reviewed (upwards!) and here the car manufacturers are making their contribution, with 4WD and anti-lock brakes. We cannot see fog being any less of a hazard on our motorways in 1990 than in 1989 and why some drivers go about in mist and darkness virtually unlit, together with some foolish cyclists, is a mystery; as is the reason for others driving with headlamps, even spotlamps, on in broad daylight, a habit which, if it becomes universal, will reduce the pleasure of rural travel for many of us.

On the whole, though, it promises to be a happy New Year, or at least, an interesting one . . .

WB

At a press launch on January 11 the Williams Grand Prix team announced that they had reached a two year sponsorship deal with Canadian brewery Labatt's who join existing sponsors Canon, ICI, Denim, Barclay and Elf. The drivers will appear in Labatt's blue overalls.

This move onto the international stage marks a welcome return for Labatt's who will be particularly remembered by enthusiasts for their association with the late Gilles Villeneuve as well as their sponsorship of the Canadian Grand Prix for 10 years.

Labatt's involvement with the touring car team of Laurence Bristow and Tim Harvey will continue into a second year. The theme of 'Don't Drink and Drive - Be a better driver', which won their agency CSS Promotions an industry commendation, will continue to be linked to all their motor racing activity.

It seems more than certain that Emanuele Pirro will join Andrea de Cesaris in the Scuderia Italia team driving a Dallara.

Osella have confirmed that their singleton entry this year will be driven by Olivier Grouillard. Backing will continue to come from Fondmetal and Pirelli are expected to give the team official support.

New Larrousse ESPO drivers Eric Bernard and Aguri Suzuki had a successful test session at Paul Ricard with the latest Chrysler Lamborghini V12s fitted to last year's LC89s.



Although still in the hands of lawyers, it is expected that settlement may be reached soon with regard to the future of Motor Racing Development Ltd., the company which owns the Brabham name.

Peter Windsor's injunction is still in force which prevents any transaction over £100,000 being made without his approval, but the recent recruitment of ex-Onyx directors Mike Earle and Joe Chamberlain, together with Italian financier Romeo Casola into the team seems likely to pave the way for a settlement. At the moment Joachim Luethi, imprisoned in Switzerland, wishes to sell his shares but is unable under the terms of Windsor's injunction.

Before Christmas, MOTOR SPORT, with the help of BMW (UK) Ltd., was involved in a dash across Europe in aid of the Save the Children fund. Charity fund-raiser June Wilson had a mission to collect a bottle of wine from each of the European Community countries within 24 hours and bring them back home. The venture managed to raise nearly £2000 from sponsorship and the subsequent auction of the wine.

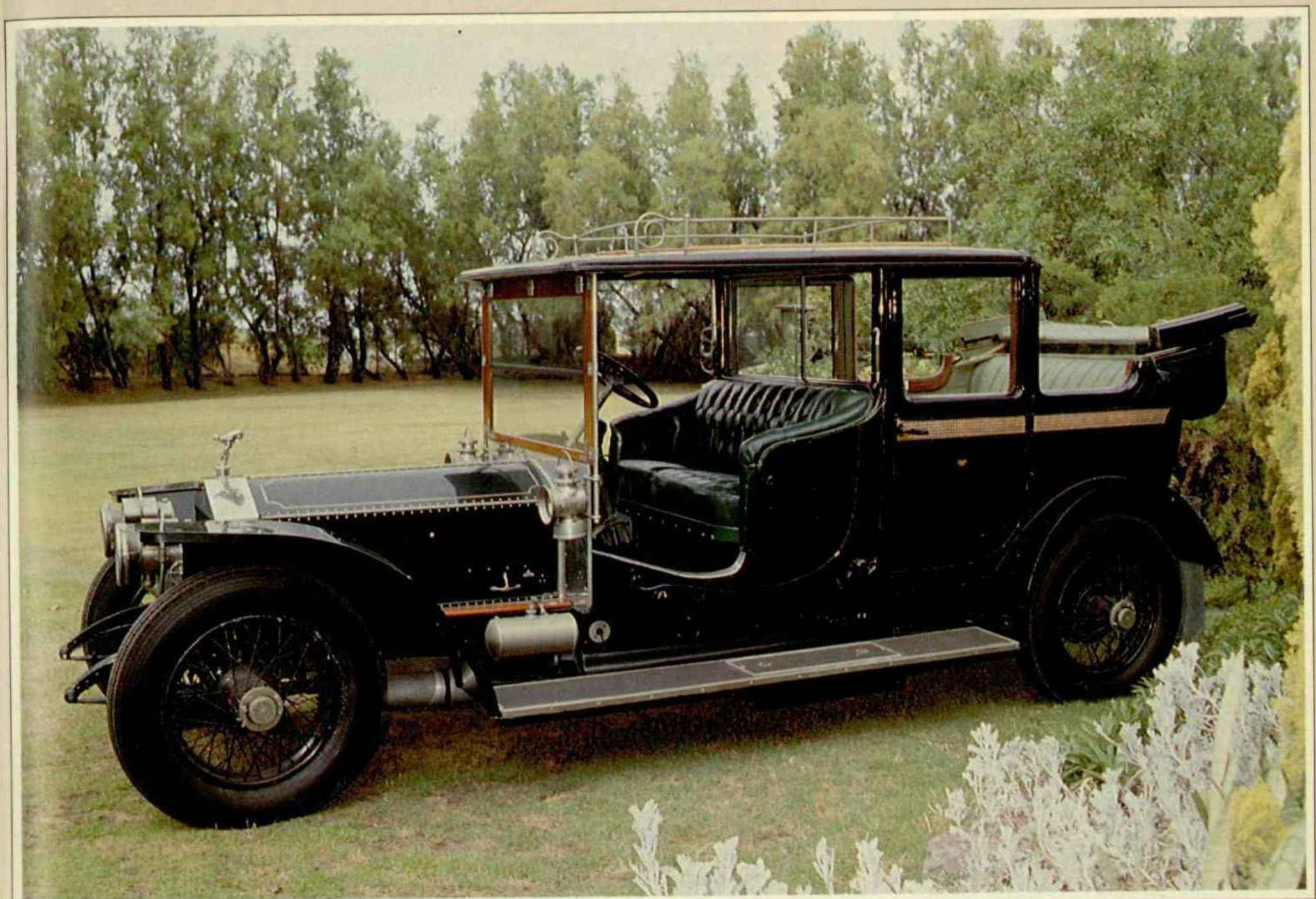


Ari Vatanen of Finland has won the Paris-Dakar rally in a Peugeot with Italy's Edi Orioli winning the motorcycle category on a Cagiva. The success of the Paris-Dakar raid has raised the prospects of there being a World Championship for raids with one event per continent. The Paris-Dakar would represent the African event and a proposed Paris-Peking raid, with a route through the southern part of the Soviet Union, the Asian one. A Paris-Moscow raid is under consideration for Europe as is one in South America, although the United States could not be ruled out. The Australian Safari was not mentioned but as this year's event will be run under FISA's raid regulations, it is the likely candidate.

FEBRUARY FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
Jan 19-26	**ACM**	**Monte Carolo, Monaco**	**Monte Carlo Rally (WRC)**	**INT**
Feb 3	Forest of Dean MC Ltd	Forest of Dean	Stage Rally	N
Feb 3-4	**IMSA**	**Daytona, Florida, USA**	**Daytona 24 Hours Race**	**INT**
Feb 4	BRDA	Brands Hatch, Dartford, Kent	Rallycross	N
Feb 9-13	**The International Swedish Rally**	**Karlstadt, Sweden**	**Swedish Rally (WRC)**	**INT**
Feb 11	Enterprise AC	Brands Hatch, Dartford, Kent	Rallycross	N
Feb 23-25	**DE LACY MC LTD**	**Bradford, Yorkshire**	**Cartel International Rally**	**INT**
Feb 24	Silverstone RC	Silverstone, Towcester, Northants	Race Meeting	C
Mar 3	VSCC	Silverstone, Towcester, Northants	Sprints	C
Mar 4	Darlington & DM Ltd	Croft Circuit	Rallycross	N
Mar 4	BHLRC	Brands Hatch, Dartford, Kent	Race Meeting	NR
Mar 4	Lydden IMRC	Lydden Circuit, Dover, Kent	Race Meeting	R
Mar 6-11	**Automobile Club de Portugal**	**Estoril, Portugal**	**Portuguese Rally (WRC)**	**INT**
Mar 11	**USAC**	**Phoenix, Arizona**	**USA Grand Prix**	**INT**



1911 Rolls Royce Silver Ghost Landaulette. Coachwork by Windovers.
Estimate: A$350,000–450,000 (£175,000–225,000)

Collectors' Motor Cars in Western Australia

Christie's announce their first Motor Car auction of the year to be held in Perth, Western Australia on 17th February 1990.

This unusual selection of Veteran, Vintage and Post Vintage Thoroughbred cars includes a rare 1898/99 Star 3½ hp Vis-a-vis, a stunning 1911 Rolls-Royce Silver Ghost, a 1909 Renault limousine, formally from the Sword Collection, a 1927 Rolls-Royce Phantom 1 Park Ward Limousine, (this car has been in Australia since vertually new), a 1928 Bentley 4½ Litre Sports Tourer and a 1933 Rolls-Royce Continental Sports Saloon with coachwork by Freestone & Webb.

Christie's next sale of Important Collectors' Motor Cars in Britain will be at Beaulieu on 20 March; catalogues shortly available.

For further information and catalogues, please contact Colin Crabbe, Martin Chisholm or Miles Morris in London on (01) 839 9060, or Christian Philippsen in Paris on (331) 42 56 17 66.

8 King Street, St. James's, London SW1Y 6QT
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CHRISTIE'S

Mixture as Before

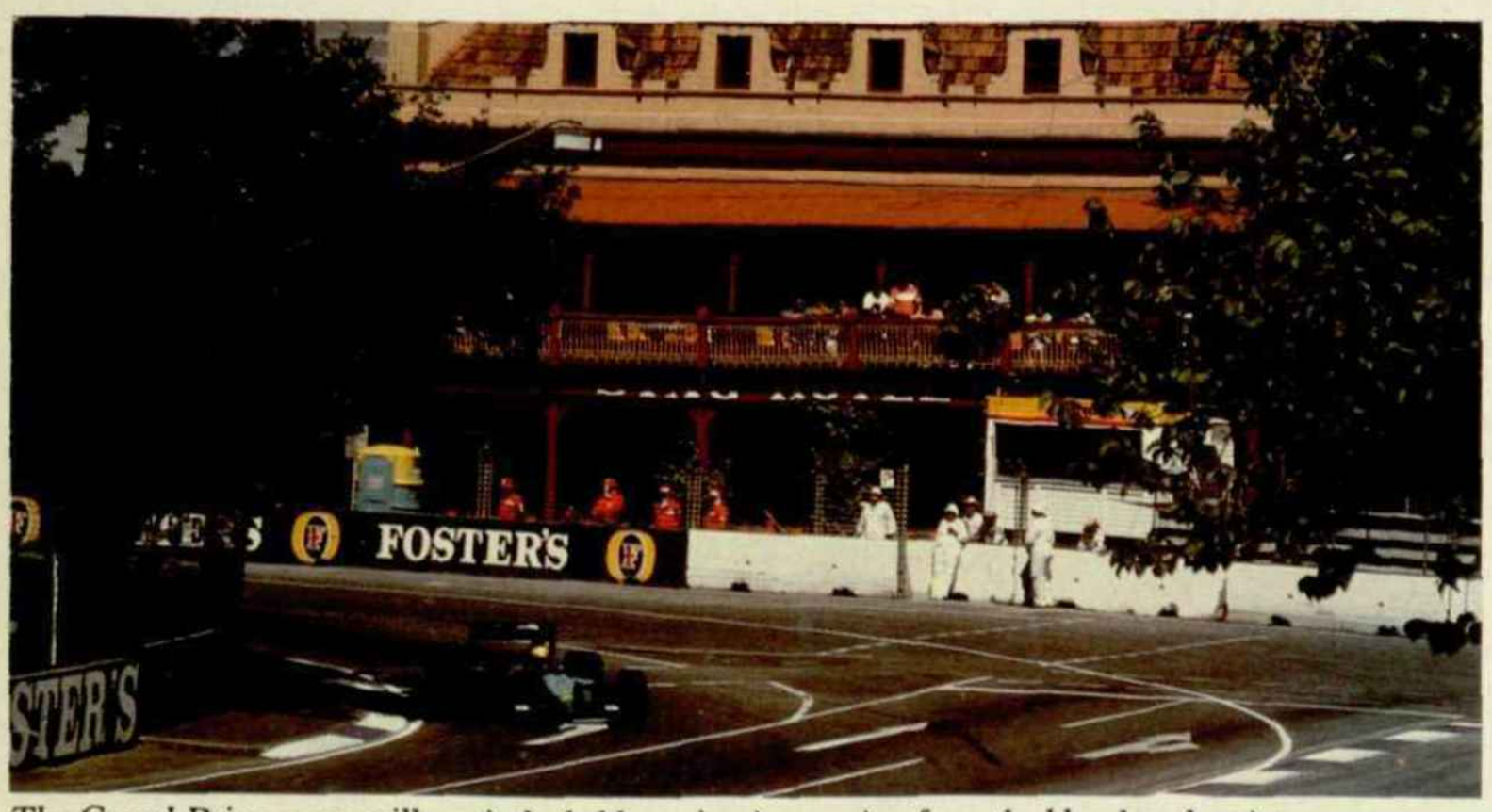
THE FIA have whittled the International calendar down to a very bare minimum of categories, leaving all saloon car racing to take place under National categories, with some events having what is called I+ status, which means semi-international with certain specified foreign entries allowed. Formula One still remains as the FIA/FISA/FOCA top category, with sixteen events spread worldwide. As we closed this page for printing, nobody seemed to know where the Brazilian GP is to be held, but Page and Moy in their comprehensive Racing Tours brochure have gambled on it being at Rio de Janeiro. However, recent feeling on the part of some people close to teams have said "We don't know where it will be held, but it will not be at Rio de Janeiro"! If, at the last moment, it is cancelled, then the FIA theory is that the first reserve is moved in, except that the FIA reserve event is listed as Austria, and most people say they can't see that happening. Hopefully, by January 26th when this issue of MOTOR SPORT appears, a decision will have been made.

Formula Three has been put into a ludicrous situation, for each country runs its own F3 Championship as a National series and then all the National Champions are supposed to take part in a single event to decide who is European F3 Champion. It seemed like a good idea at the time, but did not work out properly, for not all the countries sent their best drivers, with the result that the European F3 Champion is not the best F3 driver, but just someone who happened to be there and didn't have trouble. For what it is worth the 1990 European F3 Champion will be decided on September 25th at Le Mans; not on the famous Circuit de la Sarthe, but on the "Mickey Mouse" Bugatti circuit that runs through the 24 Hour event car parks.

The FIA Historic Championship is another category that exists Internationally on paper and does actually happen, but in the old car world the VSCC Silverstone and Oulton Park races carry far more prestige. There are plenty of events for the FIA Championship throughout Europe, and at some good circuits, any of which would provide a good motoring holiday, but the FIA Championship somehow does not generate the interest of the Formula One Driver's Championship.

The last FIA Championship is that for European Mountain Hill-climbs, with a very full and varied list of events of a really challenging nature, any one of which would equal a whole season of British Hill Climbing, yet they are almost unknown to the outside world which is probably a good thing for the contestants can get on with their sport without too much "help" from officialdom.

It is a fairly open secret that behind the scenes FIA/FISA are working to get rid of so-called Sports Car Racing, and then Formula One racing, as we know it today, to amalgamate the two into a single category for "racing cars", without all the detailed definitions we suffer from at present. If the plans bear fruit we may start the next century with a World Championship for racing cars, with 25 rounds in all civilised countries and with participation by the car manufacturers throughout the world. We shall see Team Trabant with a team of "racing cars". They will not be Saloon Category B, or Sports Group C, or even Formula One Trabants, they will be "racing cars" built and entered by the Trabant factory, probably vying strongly with Team Wartburg, Team Holden and Team Yugo, along with other famous names like Ford, General Motors, Chrysler Corporation, Volvo, Saab, DAF, Peugeot, Citroën, Alfa Romeo and even Fiat. Hopefully Lotus and Aston Martin will be in there somewhere and McLaren, if their road car project bears fruit. Sounds an intriguing idea. DSJ



The Grand Prix season will again be held on circuits ranging from the bland to the picturesque.

FORMULA ONE WORLD CHAMPIONSHIP

Mar 11	United States GP	Phoenix, Arizona
Mar 25	Brazilian GP	(?)
May 13	San Marino GP	Imola
May 27	Monaco GP	Monte Carlo
June 10	Canadian GP	Montreal
June 24	Mexican GP	Mexico City
July 8	French GP	Paul Ricard
July 15	British GP	Silverstone
July 29	German GP	Hockenheimring
Aug 12	Hungarian GP	Budapest
Aug 26	Belgian GP	Spa-Francorchamps
Sept 9	Italian GP	Monza
Sept 23	Portuguese GP	Estoril
Sept 30	Spanish GP	Jerez
Oct 21	Japanese GP	Suzuka
Nov 4	Australian GP	Adelaide

SPORTS-PROTOTYPE WORLD CHAMPIONSHIP

April 8	Japan	Suzuka
April 29	Italy	Monza
May 13	Great Britain	Silverstone
June 3	Belgium	Spa-Francorchamps
June 24	Spain	(?)
July 22	France	Dijon
Aug 19	Germany	Nurburgring
Sept 2	Great Britain	Donington
Sept 23	Canada	(?)
Oct 7	USA	(?)
Oct 21	Mexico	Mexico City

INTERNATIONAL FORMULA 3000 CHAMPIONSHIP

April 8	Great Britain	Silverstone
April 29	Italy	Vallelunga
June 3	France	Pau
June 17	Spain	Jerez
July 1	Czechoslovakia	Brno
July 22	Italy (Sicily)	Enna-Pergusa
Aug 19	Great Britain	Brands Hatch
Aug 27	Great Britain	Birmingham
Sept 23	France	Le Mans (Bugatti)
Oct 7	France	Nogaro

FORMULA THREE EUROPEAN CUP

Sept 23	France	Le Mans (Bugatti)

FIA HISTORIC CHAMPIONSHIP

May 13	Italy	Monza
May 27	Holland	Zandvoort
June 3	Great Britain	Brands Hatch
June 24	France	Montlhery
Aug 12	Germany	New Nürburgring
Aug 19	Belgium	Zolder
Sept 9	Czechoslovakia	Most
Sept 16	Austria	Salzburgring

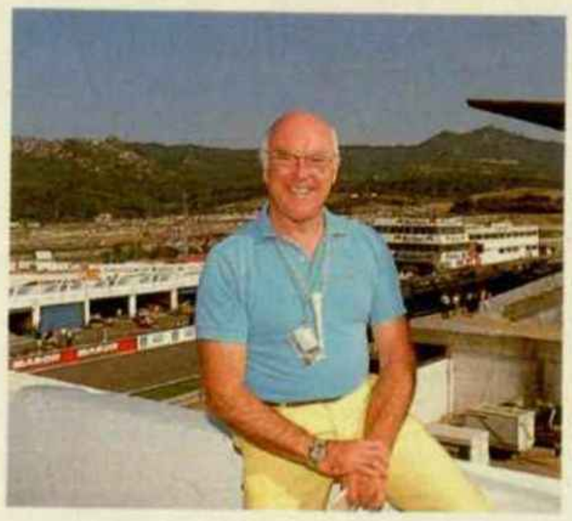
EUROPEAN MOUNTAIN HILL-CLIMB CHAMPIONSHIP

April 29	Rechberg	Austria
May 13	Falperra	Portugal
May 27	Sternberk	Czechoslovakia
June 3	Mecsek-Pannon	Hungary
June 17	Trierer	Germany
July 1	Rieti	Italy
July 8	Potenza	Italy
July 22	Cesana-Sestriere	Italy
Aug 12	Mont Dore	France
Aug 19	St Ursanna	Switzerland
Sept 2	Turkheim-3 Epis	France
Sept 23	Subida al Fito	Spain

PAGE & MOY LTD

International Motor Racing Tours 1990

PAGE & MOY LTD



If you are reading this then you won't need any selling on Grand Prix racing from me. Sixteen events all over the world from the glamour and jet-set surroundings of Monaco to the charm and distinctiveness of Budapest, the vibrancy of Rio de Janeiro and the excitement of Monza. Ferrari, McLaren, Williams, Benetton and the rest colourfully vying for supremacy with all the speed, colour, noise and action that you've seen on the box in thrilling actuality right there before you. No replays mind you and you won't be able to read Nigel's rev counter, but it's great to be on the spot as part of the action!

Every year I enthusiastically say that it's going to be better than ever next season and I'm always right! Well next season is almost with us so let's consider the possibilities. 1989 showed that McLaren's former dominance has been reduced. They won 15 races in 1988 but were beaten by Ferrari, Williams and Benetton in 1989. With a winter's development and the usual intriguing driver changes the top teams will be even more competitive next season and that will be something to see! Prost with Ferrari against Senna's McLaren. Berger with McLaren against Mansell's Ferrari. Piquet in a Benetton-Ford with his income geared to thousands of dollars for every point he scores (and Nannini to keep him up to the mark!). Derek Warwick and Martin Donnelly, with V12 Lamborghini power, out to return Lotus to their former greatness. Alboreto with Arrows. And brilliant 'new boys' like Jean Alesi, J J Lehto and Eric Bernard out to make their marks in Formula 1. Definitely not to be missed!

Where to go? Which Grand Prix to see? How to get there? Well the answers to the first two questions must be yours but 'Page & Moy' is my answer to the third. I've been one of their very contented customers for more years than I like to think of, so I know from personal experience that they get the job done quietly and efficiently. Why take on all the hassle of doing it yourself when you can have experts do it for you?

So make your choice, leave it to them and enjoy the experience.

Murray Walker

US Grand Prix

PAGE & MOY LTD

Phoenix · 11 March

A Grand Prix in the USA is more or less a necessity to Formula One if it is to be considered a true world championship. Of the many candidates as a replacement for Detroit, Phoenix, Arizona, won the day with its 2.2 mile street circuit and has signed a five-year deal with the FIA – the organisers of Formula One.

Activity and entertainment in Phoenix and the surrounding area is extensive to say the least. The city has all the night clubs, theatres and bars that you would expect of such a large city. The bars mostly have a western flavour.

We are offering two holidays to the US Grand Prix. You can stay in Phoenix or take our longer American West holiday taking in San Francisco and Los Angeles.

San Francisco is cultured and sophisticated, with a mild climate. Situated on its famous hills, there are several panoramic viewpoints around the city looking over the mix of sky-scrapers and Victorian town-houses.

Los Angeles is Southern California's adventure playground – its focal point being the Magic Kingdom – Disneyland®. Close by is the wild west theme park Knotts Berry Farm and you can visit Universal Studios or even San Diego.

Whether you tour the west or just take in Phoenix, you are still just a short hop in a small plane from the Grand Canyon – one of the seven natural wonders of the world.

See you in Phoenix for the big hoe-down.

TOUR MR3

5 nights in Phoenix

Itinerary

Wednesday 7 March Depart from London Heathrow Airport on the 1345h scheduled TWA flight, by Boeing 747, to New York. On arrival you clear customs and connect with the onward TWA flight, also by Boeing 747, to Phoenix. Arrival time is scheduled for 2210h local time. A coach will be waiting to transfer you to the La Mancha Hotel where accommodation is reserved for you for 5 nights on room only basis.

Thursday 8 to Sunday 11 March At leisure in Phoenix for shopping, sightseeing and to watch Practice sessions and the Grand Prix.

Monday 12 March Early departure from the hotel for the airport for the return scheduled flight, by Tristar aircraft to New York. On arrival you check in for the onward flight to London Heathrow.

Tuesday 13 March Your return arrival in London is scheduled for 0625h local time.

TOUR PRICE £599 PER PERSON

Nights in hotel 5

Accommodation is room only, based on the shared occupancy of a twin bedded room with private facilities.

Supplements per person
Single room £140 Holiday insurance £34.40
Prices may fluctuate, eg due to fuel increases; we will absorb any increases up to 2% of the total invoice price (excluding insurance premiums and race tickets).

IT0TW2MR38

La Mancha Hotel, Phoenix

A first class hotel located in the heart of the financial district and only minutes from the circuit. The bedrooms are large and tastefully furnished and have colour TV, telephone and air-conditioning. The hotel features a swimming pool, jacuzzi and sauna, racquetball courts and an extensive health club, a restaurant and lounge and the hotel is adjacent to a shopping centre.

Price Excludes Race tickets, holiday insurance (see each itinerary), passports (full ten year), visas and vaccinations, optional excursions, meals and items of a personal nature. Please see p7 for further details.

Also available. . .

TOUR MR4

A 12 day holiday to California and Arizona

- 3 nights Los Angeles
- 4 nights Phoenix
- 3 nights San Francisco

Send for our main brochure for full details.

Belgian Grand Prix

PAGE & MOY LTD

Spa-Francorchamps 26 August

The only time it didn't rain at Spa for a Grand Prix since its reintroduction in 1983, the race was cancelled because it was too hot! The weather in the Ardennes is very unpredictable and can change from sunny and dry to wet and windy in a matter of minutes. Sounds like a pretty grizzly place, doesn't it? But wet or dry, sunny or stormy, there's nothing quite like the sight and sound of Formula One cars roaring through the wooded hillsides at Spa. The old circuit has been much improved over the last ten years but the many bends and corners still evoke memories of times gone by – La Source, Eau Rouge, Raidillon. It's one of the few circuits left where you can make a real comparison between the greats of today and those of yesterday – especially in the rain! For all the hi-tech gismos in the modern Formula One car, Spa, more than any other circuit, demonstrates that drivers can still make the difference – not everybody can acqua-plane through Eau Rouge! And, when it comes to wet weather driving, nobody can deny that Senna is king; as he proved yet again at Spa in 1989.

Weather apart, the attraction of Spa to the British spectator is manifold. Just across the channel, Brussels is your centre for a trip to Spa. Like any capital city, Brussels has all the day and night time attractions you would expect – and more.

So, for a bank holiday break of excellent value with superb racing, choose the Belgian Grand Prix. Let's hope for a dry one this year. Or maybe not!

TOUR MR71

'A Day at the Races'

A superb day out at the spectacular Spa circuit!

Itinerary

Sunday 26 August Our specially chartered Viscount of British Air Ferries will depart from Southend Airport at 0700h for Maastricht.

On arrival a coach will be waiting to drive you straight to the Spa-Francorchamps circuit, arriving in good time for the Belgian Grand Prix. At the end of the race, rejoin your coach to return to Maastricht where your aircraft will be waiting to fly you back to Southend arriving during the late evening.

TOUR PRICE £169 PER PERSON

Supplement per person
Holiday insurance £7.50

Prices are guaranteed against currency surcharges. Prices may fluctuate, eg due to fuel increases; we will absorb any increases up to 2% of the total invoice price (excluding insurance premiums and race tickets).

Price Excludes Race tickets, holiday insurance (see each itinerary), passports, visas and vaccinations, optional excursions, meals and items of a personal nature. Please see p7 for further details.

TOUR MR63

Fast and Cheap Regional Coaching Option

Itinerary

Saturday 25 August Our coaches will depart from the following points at the times shown

Leeds	1115h	Manchester	1200h
Sheffield	1245h	Nottingham	1400h
Birmingham	1400h	London	1700h

Arrival in Dover will be at 1930h for the 2030h sailing to Zeebrugge.

Sunday 26 August Arrival in Zeebrugge is scheduled for early morning and your coach will then continue the journey to Spa, arriving in good time for the day's events. After the Grand Prix you rejoin your coach to commence the return journey. Time permitting a stop will be made en route for you to purchase dinner.

Monday 27 August The return arrival in Dover is scheduled for 0430h local time, and at the regional points as follows

London	0630h	Birmingham	0930h
Nottingham	0930h	Sheffield	1045h
Manchester	1130h	Leeds	1215h

TOUR PRICE £39 PER PERSON

Supplements per person
Holiday insurance £13.30
Return coach from London £8, Birmingham £10, Nottingham £10, Sheffield £14, Leeds £14, Manchester £14.
Prices are guaranteed except for governmental action.



San Marino Grand Prix

PAGE & MOY LTD

Imola · 6 May

Imola is right in the heart of Ferrari country where the Italian fans display a sporting fervour of an intensity rarely seen in any other place, or indeed, in any other sport. Almost as impressive as the wall of noise that accompanies a passing Ferrari, was the total silence after Berger's horrific crash during last year's race. Thankfully, Berger will race again at Imola this year, although not in a Ferrari. All the adulation from the Tifosi in 1990 will be reserved for the new Ferrari pairing of Mansell and Prost. Mansell has already made his mark but more interesting will be the reaction of the Italians to their erstwhile French enemy.

Away from the frantic atmosphere of the track are to be found more relaxing pastimes such as wining and dining the Italian way in this most beautiful part of Italy. The gently rolling Lombardy hills sweep down to Italy's Adriatic coast and provide the perfect antidote to the furious activity of the Ferrari autodromo. All of our holidays to Imola allow you to sample the very best of Formula One travelling.

You can stay for two or three nights in Rimini on our coach tours or for a longer spring break, our 8 day holiday takes you to Metz and Alsace where you can also visit the Schlumpf Collection (see Tour MR9).



TOUR MR10

Weekend away by air 3 nights in Rimini

Itinerary

Thursday 3 May Depart from London Gatwick Airport at 0700h, by chartered aircraft. Flying time to Bologna is approximately two hours and on arrival a coach will be waiting to transfer you to Rimini where you stay for three nights on bed and continental breakfast basis.

Friday 4 and Saturday 5 May Free in Rimini to shop or sightsee or to take an optional visit to Practice at the circuit.

Sunday 6 May Early departure from the hotel for Imola and the Grand Prix. At the end of the race the coach will take you to Bologna Airport for the return chartered flight to London Gatwick, arriving at 2230h approximately.

TOUR PRICE £289 PER PERSON

Nights in hotel 3

Accommodation is bed and continental breakfast, based on the shared occupancy of a twin or double bedded room with private bathroom.

Supplements per person
Single room £24 Holiday insurance £13.30
Guaranteed no currency surcharges. Prices may fluctuate, eg due to fuel increases; we will absorb any increases up to 2% of the total invoice price (excluding insurance premiums and race tickets).

For your FREE copy of our full 1990 Brochure telephone our 24 hour Dial-a-Brochure Service on 0533 559855

Monaco Grand Prix

PAGE & MOY LTD

Monte Carlo · 27 May

The Monaco Grand Prix has been going on for so long now that it's sometimes easy to forget that it's not just another on the list of 16 Formula One venues. There are other street circuits that stage motor racing events but Monaco is different. It doesn't have the four-lane freeways of Adelaide or Phoenix or acres of side-walk and car parks on which to put grandstands. Monaco is tiny from all points of view and yet, every year, the Formula One quart is squeezed into the Monaco pint pot. The resulting contrast between the chic Hermes and Gucci shops and ugly armco, the elegance of the Casino and the forbidding wire mesh fencing is astonishing.

Monaco, especially Monte Carlo, is the jewel of the Riviera. Nestling below the sheer rock face of the southern Alps, the principality is a monument to the international jet-set with its collection of five star hotels, two casinos and yacht harbour, crammed with the most expensive fleet of floating gin-palaces you are ever likely to see in Europe. "Posing" in Monte Carlo is a serious year-round business, where you don't walk your poodle unless pooch's fur coat matches yours! At Grand Prix time, however, the art of posing reaches a higher plane and becomes reversed. Sitting on the armco in a tee-shirt drinking beer straight from the can outside Rosie's or the Tip Top suddenly becomes chic! Elsewhere in the three-star restaurants and casinos, there is little point in being ostentatious – looking casually rich will do.

Once the roads are closed the posing has to stop and the really serious business of Formula One takes over on the narrow, winding streets and avenues of Monte Carlo. With its limited overtaking opportunities you would be forgiven for thinking that the drivers have little chance of showing their skill. The opposite is true. For a start, qualifying here is more important than at any other race because a place won or lost on the grid is vitally important. Practice sessions are fast and furious, made more interesting by the frequent traffic jams forcing drivers to go out yet again in search of that elusive clear lap. Secondly, keeping the car in tact and negotiating the traffic for 78 laps demands the highest level of concentration. Survival comes first, winning is almost an after-thought.

The Grand Prix is not just Monte Carlo and neither is the Riviera. Over Grand Prix week, all the resorts of the Cote d'Azur come alive with Formula One fever. As well as hotel accommodation in Monaco, Page & Moy offer hotels and apartments in all the best Riviera resorts including Villefranche, Juan les Pins, Villeneuve Loubet, Nice, Beaulieu and Roquebrune. For the first time in twelve years, new hotels have opened in Monaco and Page & Moy are pleased to be able to offer accommodation in the four star deluxe Hotel Metropole, right in the thick of it just down the road from the Tip Top. As well as hotels of course, we offer a variety of methods of transport and race tickets. Our Air France flights will, as usual, depart every week-day before the race and return the following Monday. Our ever popular holidays by coach using the bustling city of Nice as their base are featured once again. As the official U.K. ticket agent, appointed by the Automobile Club de Monaco, we have allocations of race tickets.

TOUR MR23

5 nights in Monaco or Villefranche with a choice of hotels

This tour offers the widest choice of hotel accommodation available and ensures that you are on the spot to watch all Practice sessions and racing events if you wish.

We offer hotels to suit all budgets and tastes. See hotel descriptions and the price details in order to make your choice.

Itinerary

Wednesday 23 May Depart from London Heathrow on the scheduled Air France Airbus to Nice at 0955h arriving during the early afternoon. On arrival coaches will be waiting to transfer you to your hotel in Monaco or Villefranche where accommodation is reserved for you for five nights.

Thursday 24 to Sunday 27 May Free to enjoy as you wish, to watch Practice sessions, supporting events and the Grand Prix.

Monday 28 May Early morning departure from the hotel to the airport for the return Air France flight to London Heathrow departing at 0930h.

TOUR PRICE SEE PRICE PANEL

Nights in hotel 5

Accommodation See page 12

Supplement per person
Holiday insurance £16.70

IT0AF2MR40

Price Excludes Race tickets, holiday insurance (see each itinerary), passports, visas and vaccinations, optional excursions, meals and items of a personal nature. Please see p7 for further details.

TOUR MR31

'A Day at the Races'

If time or budget is restricting you, you need not miss this great sporting occasion. Our convenient chartered flight will get you to Monaco in time for the starting of the engines. At the end of the race it's back to the airport where your aircraft is waiting to return you to London Gatwick. It couldn't be easier!

Itinerary

Sunday 27 May Our specially chartered Dan Air BAC 1-11 will depart from London Gatwick at 0800h for Nice. On arrival you join your waiting coach for the journey to Monaco, arriving in good time to watch the 48th Grand Prix which begins at 1530h. After the race you return by coach to Nice Airport for the return flight. Your arrival at London Gatwick Airport will be during the late evening.

TOUR PRICE £229 PER PERSON

Supplement per person
Holiday Insurance £7.50

Prices are guaranteed against currency surcharges. Prices may fluctuate, eg due to fuel increases; we will absorb any increases up to 2% of the total invoice price (excluding insurance premiums and race tickets).



Departure Date and Prices Per Person

MR23 5 nights Wednesday 23 to Monday 28 May

Hotel	Tour	Nights	Single	Single with Bath	Twin/ Double	Twin/Double with Bath
ROOM ONLY ACCOMMODATION			£	£	£	£
Hermitage	**MR23A**	5	—	1,865	—	1,149
De Paris	**MR23B**	5	—	—	—	1,179
BED AND BREAKFAST HOTELS						
Cosmopolite	**MR23C**	5	405	—	369	—
Olympia	**MR23D**	5	—	464	—	409
Helvetia	**MR23E**	5	—	—	389	459
Alexandra	**MR23G**	5	—	629	—	535
Du Louvre	**MR23H**	5	—	745	—	556
Balmoral	**MR23I**	5	—	649	—	595
Bahia, Villefranche	**MR23K**	5	—	709	—	619
Beach Plaza	**MR23L**	5	—	1,415	—	979
Superior			—	1,549	—	1,044
Seaview			—	1,669	—	1,009
HALF BOARD HOTELS						
Terminus	**MR23N**	5	—	—	—	579
Mirabeau	**MR23P**	5	—	—	—	1,385
Metropole Palace	**MR23Q**	5				
Junior Suite			—	—	—	1,490
1-Bedroom Suite			—	—	—	2,179

Prices are guaranteed against currency surcharges. Prices may fluctuate, eg due to fuel increases; we will absorb any increases up to 2% of the total invoice price (excluding insurance premiums and race tickets).

Room Only Accommodation

Hotel Hermitage L

Tour MR23A
A luxury hotel situated only yards from Casino Square. The bedrooms are large and stylishly decorated and the public rooms are quietly sophisticated. There is a traditional restaurant and the front desk offers the services you would expect of a hotel of this standard.

Hotel de Paris

Tour MR23B
The most famous hotel in Monte Carlo is situated on Casino Square, opposite the world-famous Casino. Their service and rooms are of the high standard expected from such a well-known hotel. The hotel has a swimming pool a short walk from the main building.

Bed and Continental Breakfast Accommodation

Hotel Cosmopolite

Tour MR23C
A small but friendly family-run hotel, tucked away in a narrow street close to the railway station and only a few hundred yards from the circuit. The hotel offers simple but satisfactory accommodation.

Hotel Olympia

Tour MR23D
A family-run hotel in the Beausoleil area of Monaco, just ten minutes from Casino Square and near to many shops, bars and restaurants.

Hotel Helvetia

Tour MR23E
Although this hotel is plain and simple, the friendly management and staff have won many friends over the years. It is in an ideal location being close to the market, shops and the circuit.

Hotel Alexandra

Tour MR23G
Always one of the most popular hotels in Monaco. The Alex fills very quickly so book early to secure a room. Accommodation is of a good standard and the hotel is only a few hundred yards from the circuit.

Hotel du Louvre

Tour MR23H
A very well situated hotel on the Boulevard des Moulins. Shops abound nearby and the circuit is within easy reach, the closest point being the Casino. The hotel is well managed, comfortable and provides excellent accommodation for those who seek a 3-star category.

Hotel Balmoral

Tour MR23I
This hotel occupies a fine elevated position above the harbour and most rooms have a magnificent view. It has a friendly bar with plenty of comfortable armchairs. All rooms have private bath or shower and offer a good standard of accommodation.

Hotel Bahia, Villefranche

Tour MR23K
A new hotel overlooking the magnificent bay at Villefranche-sur-Mer, between Nice and Monaco. Villefranche is an idyllic spot but within easy reach of Nice or the racing in Monaco. The hotel has a restaurant and bar, a swimming pool and superb views over the Mediterranean. All rooms have private bathroom, TV with in-house movies, telephone, mini-bar and air-conditioning and a terrace with seaview.

Hotel Beach Plaza

Tour MR23L
This hotel offers high quality service and facilities of an international standard. All rooms have bathroom, colour TV, air-conditioning and mini-bar. There are two swimming pools, a coffee shop, restaurant and bar. The hotel is located on the beach about ten minutes walk from the circuit.

Half-Board Accommodation

Hotel Terminus

Tour MR23N
This modern hotel offers pleasant medium-grade accommodation near to the station. The rooms, although small are tastefully furnished with private bath or shower. There is an attractive restaurant, lounge area and bar. Very conveniently located near to the harbour and circuit.

Hotel Mirabeau

Tour MR23P
A small but modern first-class luxury hotel. Excellent facilities including a restaurant/coffee shop and a beautiful swimming pool with terrace bar. (The pool is not for use during racing.) All rooms have private bathroom, television and air conditioning. It is located a short walk from the Tip-Top Bar and Hotel Loews.

Hotel Metropole Palace

Tour MR23Q
This is Monaco's newest deluxe hotel, rebuilt on the site of the original hotel just off Casino Square. Facilities of the hotel are suitably superb: three restaurants, swimming pool with poolside bar, business centre and a shopping arcade. Each room is air-conditioned, has TV, telephone and bathroom with hydro-massage tubs. The hotel is within walking distance of Casino Square, the main shopping streets and the beach. Accommodation is on half board basis.

Le Mans 24 Hours

PAGE & MOY LTD

1990 will be the 58th Le Mans and of those, Page & Moy have been to 30. Our 'Le Boat' tour has always been the most popular of the tours we offer. Over the years, we have modified the tour slightly but the basic formula remains the same – the most convenient methods of transport at the lowest possible price. Our 'Le Boat' tour starts on Friday evening at Victoria Station in London where Le Mans fans arrive to take the special Page & Moy chartered trains to Newhaven. On arrival in Newhaven, it's just a short walk to the Newhaven-Dieppe ship which will make the night crossing to Dieppe in just 4 hours. The journey continues by coach, past Rouen, and as day breaks, a breakfast stop is made in the small town of Gace. At Le Mans our coaches are parked near the Camping du Houx and remain open throughout the night for your use. At the end of the race, it's coach, boat then train back to Victoria. The cheap and easy way to Le Mans.

TOUR MR34

'Le Boat'

Itinerary
The timings are provisional and may be subject to alteration.
Friday 15 June 2245h Depart Victoria Station.
Saturday 16 June 0015h Arrive Newhaven. 0100h Depart Newhaven. 0600h Arrive Dieppe. 0630h Depart by coach for Le Mans to arrive during the early afternoon.
Sunday 17 June 1730h Depart Le Mans.
Monday 18 June 0145h Depart Dieppe. 0515h (local) Arrive Newhaven. 0730h Arrive Victoria Station.

TOUR PRICE £67 PER PERSON

Supplement per person
Holiday insurance £13.30
Prices are guaranteed except for governmental action.
Special Note: If you can find nine other people to travel with you on Tour MR34 your seat will be absolutely free! This offer applies to individuals who book directly with us and not to commercial organisations and companies. Please note that this offer does not include holiday insurance or race tickets.

For your FREE copy of our full 1990 Brochure telephone our 24 hour Dial-a-Brochure Service on 0533 559855

TOUR MR45

Direct flights from the UK to Le Mans

This tour increases in popularity yearly. For 1990 we have chosen a selection of chartered aircraft and departure airports to give you the maximum convenience and value for money.

Your arrival trackside is timed for mid-morning giving you ample time to get to know the circuit before the start of the race. Your coach will remain open throughout your stay for you to return to when you wish. At the end of the race you simply return to the airfield where your aircraft is waiting to fly you back to the UK.

In the space of 48 hours you will have taken part in one of motor racing's most spectacular events and be back on Sunday night to tell the tale!

Itinerary
Saturday 16 June Depart from the UK at 0800h for the flight to Le Mans, (average flying time is one and a half hours), arriving at approximately 1030h. After joining your coach you are free to make your way into the circuit, to watch events on the track and to stroll at leisure through the never-ending selection of stalls and shops. The race begins at 1600h. As day turns into night the circuit becomes a blaze of flashing lights (both on and off the track) and you are able to enjoy the party atmosphere until well into the early hours.
Sunday 17 June If you've managed to get some sleep you'll find the trackside entertainment is still going strong as you catch up on the night's events.
At 1600h the race finishes and you return to the airfield for your flight to the UK, arriving during the late evening.
NB Return flight times cannot be guaranteed until your arrival at the circuit on Saturday morning.

TOUR PRICE PER PERSON

Airport	Tour	Aircraft	Price
London City	MR45A	Dash 7	£259
Southend	MR45B	BAE748	£265
Stansted	MR45C	Shorts 330	£289
Luton	MR45D	Shorts 330	£295

Supplement per person
Holiday insurance £13.30
Prices are guaranteed against currency surcharges. Prices may fluctuate, eg due to fuel increases; we will absorb any increases up to 2% of the total invoice price (excluding insurance premiums and race tickets).

Price Excludes Race tickets, holiday insurance (see each itinerary), passports, visas and vaccinations, optional excursions, meals and items of a personal nature. Please see p7 for further details.

French Grand Prix

PAGE & MOY LTD

Paul Ricard · 8 July

Situated in the craggy hills behind Bandol, the Paul Ricard circuit is not the most hospitable place in the world, especially in July when temperatures creep into the hundreds. Added to this the fact that it is one of the fastest circuits in Formula One makes this weekend a particularly difficult one for the drivers. The professional spectator, however, can turn these high temperatures to his advantage. Dress code at the track of course is tee-shirts, hats and shorts. Some strategically placed sun tan cream and a store of cold beers in the coach's fridge mitigate the effects of the blazing heat. Away from the track, a day on the beach in Marseilles or Hyères is the obvious way to "cope" with the weather. In the cool of the evening, a stroll around Marseilles old port and pedestrian areas before taking your seat at one of the myriad of pavement-side restaurants, caps off the day perfectly. This Provencal area of France renowned for its cuisine – especially fish where the local gastronomic delight is Bouillabaisse – a hot-pot of fish soup and fish – try the Royale with a whole lobster in it. Complemented by fine local white and rosé wines, the meal becomes a real dining experience.

The French Grand Prix is a hot weekend, both on and off the track.

TOUR MR49

3 nights by air at the Concorde Palm Beach Hotel

Itinerary
Friday 6 July Depart from London Heathrow Airport on the 1015h scheduled Air France flight, by Boeing 737, to Marseilles. On arrival a coach will be waiting to transfer you the short distance to the Hotel Concorde Palm Beach where accommodation is reserved for you for three nights on bed and continental breakfast basis.
Saturday 7 July At leisure to relax and enjoy as you wish or to take an optional visit to Practice at the circuit.
Sunday 8 July Early departure from the hotel for the Paul Ricard circuit and the Grand Prix. The coach will return you to the hotel at the end of the day's events.
Monday 9 July Most of the day is free for sightseeing or sunbathing. Departure from the hotel will be mid-afternoon for the airport for the return Air France scheduled flight by Boeing 737 at 1820h. Arrival at London Heathrow Airport is scheduled for 1915h local time.



TOUR PRICE £329 PER PERSON

Nights in hotel 3

Accommodation is bed and continental breakfast, based on the shared occupancy of a twin or double bedded room with private facilities.
Supplements per person
Single room £75 Holiday insurance £13.30
Prices are guaranteed against currency surcharges.
Prices may fluctuate, eg due to fuel increases; we will absorb any increases up to 2% of the total invoice price (excluding insurance premiums and race tickets).

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Hotel Concorde Palm Beach

Tours MR49
The hotel occupies a sheltered position overlooking the bay and is approximately 15 minutes from the old town and harbour by taxi. Within walking distance there are lots of bars, restaurants and shops and clean, safe beaches.
The hotel has a choice of restaurant and grill room, a pleasant bar with sun terrace and a large outdoor swimming pool. All rooms have private bathroom, colour TV, radio, telephone, mini-bar and are air-conditioned.

Price Excludes Race tickets, holiday insurance (see each itinerary), passports, visas and vaccinations, optional excursions, meals and items of a personal nature. Please see p7 for further details.

British Grand Prix

PAGE & MOY LTD

Silverstone, 15 July

The British Grand Prix now attracts in excess of 110,000 spectators on race day alone. For many the pleasure of the day is lost in the seething mass of humanity, as they desperately strain to watch the McLarens, Ferraris and Benettons sweep by.

No such problems occur with the Page & Moy Silverstone packages that offer comfort, quality, relaxation and prime viewing from early morning to the chequered flag in the early evening. Our day out at Silverstone will definitely not bring on an attack of claustrophobia – our marquees and grandstand viewing points are located just as you would wish – close to the heart of the action, yet far enough away from the vast crowds, to make you feel just that little bit special.

In addition, for this year's race we have been able to secure space in the Woodcote Hospitality Village with viewing from the covered Grandstand overlooking Woodcote Corner. For the Motor Racing connoisseur, an ideal vantage point from which to watch the cars slow down before they rocket into the pits straight.

Do it in style

TOUR MR51 · Silverstone 15 July

The Package at both locations includes

- Car Park Passes
- Ideally located Hospitality Marquees with colour TV and video for replays.
- The best Grandstand Seats
- Centre Transfer to Pits Area
- Morning Coffee and Afternoon Tea
- Champagne Reception
- Luxury four-course lunch with wine
- Complimentary Bar
- Race Programme, Ear Plugs and Race Ticket Holder

TOUR PRICE £269 PER PERSON

This price is fully guaranteed.

Flying in by helicopter

A champagne reception before take off. Then a short flight into the heart of the Silverstone circuit.

Upon arrival, a sumptuous full English breakfast will be awaiting you and of course the obligatory glass of champagne. At your leisure a courtesy bus will take you within just a short walk of the Page & Moy hospitality marquees.

The circuit and last year's race

Our two locations at the trackside offer the best viewing on offer at Silverstone. Either the Pits straight or the Woodcote Corner will give you superb views of the action.

Last year's race was run in perfect conditions with the McLaren of Alain Prost taking the chequered flag from Silverstone's hero Nigel Mansell. Also the Minardis in the form of Sala and Martini both finished in the top six places.

Race Days

PAGE & MOY LTD

Donington Park

If you've ever imagined yourself behind the wheel of a single-seater racing car or driving a saloon car around one of Britain's fastest circuits, then this is an opportunity you shouldn't miss.

Together with the Jim Russell Racing School we have organised a day out at Donington Park Circuit which will be second-to-none. You will be able to try your hand at no less than five different driving skills and view Donington's premier collection of single seater racing cars in the museum.



Your action-packed day will include

- Driving a Formula Ford Racing Car
- Driving Astra 16V GTE Saloons
- Skid Control
- Formula Finesse
- Go-Kart Racing
- Museum visit

TOUR MR52

Action-packed day around the Donington Park Circuit



Itinerary

On arrival at the circuit you will be served morning coffee. Afterwards you will be introduced to your instructors for the day followed by a briefing session that will last approximately half an hour. You will then be separated into groups taking turns at the day's activities.

Each group will have tuition and driving experience in the school's **Formula Fords** on the half mile test track, learning the art of "Toeing and Heeling" and coping with the non-synchromesh right hand gear changes – not to mention the very precise brakes and steering.

On the circuit itself in the very fast Astra GTE's you will be taught how to negotiate the track and find the best lines. Firstly in the passenger side, then it's on with the crash helmet and into the right hand seat.

An hour of **Go-Kart Racing** round a twisting turning circuit gives you the chance to let your hair down and compete against the rest of the group in race heats and a grand final complete with chequered flag!

No time for the adrenalin to stop flowing – onto the **Skid Control** in the latest astatic control Astra's. These special controls allow the intructor to "Dip In" diabolical road conditions with the added dimensions of alternating time delays to really keep you on your toes. Moving on to **Formula Finesse** designed by the famous Jackie Stewart to help improve the smoothness of your driving. Negotiate a slalom course with a ball in a shallow bowl on the bonnet, you will of course be timed and penalty points added for dislodging the ball or hitting canes.

On top of this feast of activity we have arranged for the legendary Grand Prix star Innes Ireland to give you an extended guided tour around the famous Donington racing car museum – the largest collection of single seaters in the world. There will be a break for lunch which you can purchase either at Redgate Lodge or in the museum.

At the end of the day there will be prizes awarded for the day's best drivers judged by your highly qualified instructors. Everyone will receive a photograph of themselves in the single seaters and a Jim Russell framed diploma.

Donington Park is situated close to Junction 24 on the M1 and right by the East Midlands Airport. Each year this famous 2.5 mile circuit hosts events such as the British Touring Car Championship, World Sportscar Prototype Championship as well as the British Motorcycle Grand Prix.

For your complete confidence and for the best tuition we are running our race days in conjunction with the world renowned Jim Russell Racing School. The school now operating worldwide has been in the business of teaching potential champions and those who just want to experience the exhilaration and excitement of driving racing cars for over 30 years. Amongst the top named drivers who have passed through the school are Double World Champions Emerson Fittipaldi and Derek Bell, Indycar drivers, as well as many other Grand Prix drivers and Le Mans winners. As Derek Bell states 'The Jim Russell School is where I started and in my opinion, it is the best in the world'.

RACE DAYS AND PRICES

Tour	Date	Price per Person
MR52A	Friday 18 May	£149
MR52B	Wednesday 13 June	£149
MR52C	Monday 16 July	£149
MR52D	Monday 10 September	£149

NB Participation in these race days is at your own risk, and you will be required to sign a disclaimer on arrival at Donington Park.

For booking or information telephone 0533 524344

All you need to know

How to Book

Demand for our holidays is sure to be high so don't miss your place. You can make your reservation by telephoning our Reservations Department on the direct telephone number given. Be sure to write your Reservations Booking Number on your booking form, making sure that you sign and post it together with a per person deposit of:
£65 (plus insurance premium) for tours outside Europe
£55 for tours within Europe
£20 for tours costing under £100

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LEICESTER
LE2 1EN
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Please note that whilst we welcome telephone bookings, we cannot guarantee holding a booking for longer than four days if we have not received your booking form and deposit(s) within that period. Cheques and money orders should be made payable to PAGE & MOY LTD. To avoid disappointment please book without delay, giving your second choice of tour if possible to ensure inclusion if your first choice is already fully booked. On receipt of your booking form and deposit, a confirmation invoice will be sent to you. *The balance is due for payment not less than eight weeks before departure.* If booking within eight weeks of departure, full payment should be sent with your booking form. You will receive your tickets and travel information approximately 10 days before departure.

Credit Cards

You may pay for your holiday with your Visa or Access card. If you are a cardholder and wish to use this facility, just fill in the details on your booking form.

Our Price Guarantee

Prices for holidays in this brochure are based on known costs and exchange rates prevailing on 24 July 1989, using exchange rates quoted in the Guide to *World Currencies published in the Financial Times on 25 July 1989.*

Austrian Schilling	21.70	Portuguese Escudo	258.05	
Belgian Franc	64.65	Spanish Peseta	193.50	
French Franc	10.47	Swiss Franc	2.66	— £1
German Deutsche Mark	3.09	US Dollar	1.62	
Italian Lire	2229.00	Canadian Dollar	1.92	

UK HOLIDAYS — Full price guarantee. The price of your holiday is fully guaranteed and will not be subject to any changes.
EUROPEAN HOLIDAYS (BY COACH) — Price guaranteed except for governmental action. We guarantee that the price of your holiday will not be subject to any surcharge except those resulting from governmental action.
EUROPEAN HOLIDAYS (BY AIR) — Guaranteed no currency surcharges. Whatever happens to the value of the Pound, the price of your holiday will not be subject to any currency surcharges. *The price of your holiday is,* however, subject to surcharges on the following items: governmental action, aircraft fuel, overflying charges, airport taxes and increases in scheduled airfares.
As the ground arrangements for holidays to Hungary and Portugal are costed in £ sterling they are not subject to currency surcharges.
HOLIDAYS OUTSIDE EUROPE — The price of your holiday is subject to surcharges on the following items: governmental action, currency, aircraft fuel, overflying charges, airport charges and increases in scheduled airfares.
IN ALL CASES WE WILL ABSORB AN AMOUNT EQUIVALENT TO 2% OF THE HOLIDAY PRICE WHICH EXCLUDES RACE TICKETS, INSURANCE PREMIUMS AND ANY AMENDMENT CHARGES. Only amounts in excess of this 2% will be surcharged but where a surcharge is payable there will be an administration charge of 50p per person together with an amount to cover any agents' commission.
If this means paying more than 10% on the holiday price, you will be entitled to cancel your holiday with a full refund of all money paid except for any premium paid to us for holiday insurance and amendment charges. *Should you decide to cancel because of this, you must exercise your right to* do so within 14 days from the issue date printed on the invoice.
Should it be necessary to make any surcharges you will be notified of the relevant adjustments on your final invoice approximately 10 weeks before departure. As we guarantee that after this invoice no further surcharge will be asked of you, no refunds will be made under any circumstances.
Our price guarantee does not apply to the cost of race tickets as, in most cases, prices quoted are those for 1989 and therefore subject to increase when 1990 prices are made known to us.

Circuit Admission

Admission to circuits is not included in the cost. Admission tickets may be ordered from us in advance. Each circuit is fully described and you should study the details carefully. Your requirements must be stated on the booking form. Ticket prices quoted are for 1989, unless otherwise stated, and are subject to increase (see 'Our Price Guarantee').

Ticket Only Orders

MONACO, FRANCE, GERMANY, HUNGARY, BELGIUM, PORTUGAL and *SPAIN*
Page & Moy are the official UK ticket agent for all the above races.
Tickets will be sold at face value with a per order administration charge. This charge applies to orders for each race at the following rates
1-9 tickets £20 per order
10 & more tickets £40 per order
Ticket prices are subject to increase (see Circuit Admission). You should show a second choice of ticket on the booking form in case your first choice is sold out. Payment in full is required at the time of order, and we regret we *cannot provisionally reserve race tickets on the telephone. Please note that* many circuits do not print tickets until the last possible moment for security reasons. In your own interests tickets can only be despatched to private UK addresses; if we are, for any reason, unable to deliver tickets to you in the UK, collection will be arranged to take place prior to the race.

Holiday Insurance

All clients travelling on our holidays must be covered by Holiday Insurance against loss of money and luggage, medical expenses, cancellation charges in the event of illness prior to departure, etc, and you are strongly recommended to take advantage of our special package insurance cover arranged *with the Norwich Union Group. The appropriate premiums will* therefore automatically be added to your invoice unless you state details of the alternative cover you have arranged on your booking form.
Among other benefits the policy includes cover for redundancy qualifying for statutory payment.
PREMIUMS ARE AS FOLLOWS:
European Holidays
£7.50 FOR ONE DAY — £13.30 FOR UP TO 5 DAYS
£16.70 FOR UP TO 8 DAYS — £19.40 FOR UP TO 18 DAYS
£24.00 FOR UP TO 23 DAYS — £3.50 FOR EACH EXTRA WEEK
Holidays Outside Europe*
£34.40 FOR UP TO 9 DAYS — £38.00 FOR UP TO 18 DAYS
£44.40 FOR UP TO 31 DAYS — £5.90 FOR EACH EXTRA WEEK
*These premiums must be sent with your deposit.
The insurance applies to all persons named on the booking form and for whom a premium has been paid for the period of the holiday commencing when the insured person leaves his or her domicile in the British Isles until return to such domicile at the termination of the holiday. Premiums cannot be refunded, or transferred to another passenger, once cover has commenced. The period of insurance is automatically extended without extra charge if necessitated by delay outside your control.
Brief details will be sent with your confirmation of booking and full details with your travel documents. Full details are also available on request.

Summary of Benefits

Cancellation or curtailment: up to final invoice costs
Medical and other expenses £1,000,000
Personal Baggage £1,000
Personal Money £300
Personal Accident:
— Death **£15,000**
— Loss of one or more eyes or limbs **£15,000**
— *Permanent total disablement* **£15,000**
Hospital benefit £10 per day up to £200
Missed departure £300
Personal Liability £1,000,000

In the Event of Delay

Included in the price of your holiday is holiday delay insurance providing benefits in the event of delay from the United Kingdom to the departure time of your holiday of over 12 hours. Since delays are not uncommon nowadays, we believe this is a sensible precaution to take on your behalf. The benefits payable are up to £60 depending on the length of delay or a refund up to invoice price (maximum £1,000) less £20, if you wish to cancel your holiday after a delay of more than 24 hours.
The delay cover has certain exceptions including any delay due to industrial action which is public knowledge at the time of the booking.
Brief details of this cover will be sent to you with your confirmation booking and *full details with your travel documents. Full details are available* on request.
In the event of delay to the departure of your tour, we will do our best to keep you informed. Should a delay exceed four hours either the carrier or ourselves will provide meals at mealtimes and if appropriate overnight accommodation, where possible.

Passports and Visas

You will need a passport to travel on all holidays in this brochure. For holidays to USA, CANADA, BRAZIL, MEXICO and HUNGARY you will need a FULL TEN YEAR PASSPORT. If you do not already have one, please enquire at your main *Post Office or nearest Passport Office at least eight weeks before departure.*
Visas. Holders of a British Passport, issued in the United Kingdom, require visas to visit Hungary. Application forms will be sent with your booking confirmation.
USA. A British, Japanese, French, Swiss, German, Italian or Dutch citizen with a valid passport does not need a visa to visit the US for up to 90 days for holidays or business or to transit if he he enters the US on an air or sea carrier that has agreed to participate in the no-visa programme. This includes TWA, PanAm, US Air. The traveller also needs an onward or return ticket to a *destination outside North America or the Caribbean and must complete a visa* waiver form. After entering the US under this programme and within a 90 day period, a traveller can visit Canada, Mexico or the Caribbean and return to the US without a visa by any mode of transportation. Most other travellers require visas. Call the US Embassy, London, for more information on 01 499-3443 or 01 499-7010.
Passport holders of other nations should, however, check with the relevant Embassy as to any such requirements.

Health

At the time of writing no vaccinations are compulsory for these holidays. Local conditions *may, however,* be subject to change and you must obtain a copy of the DHSS leaflet T1 "The Traveller's Guide to Good Health". This can be ordered by telephoning 0800 555777 — you can call anytime, FREE OF CHARGE. If you are in doubt you should contact your GP or Local Area Health Authority well ahead of your date of departure.

Holiday Information

Every effort has been made to provide as much information as possible about your holiday and particularly about the accommodation and visits. All the information is correct at the time of going to press. Please bear in mind that from time to time certain facilities, including swimming pools and optional excursions, may be withdrawn or coach itineraries altered, due to lack of demand, weather conditions, essential maintenance work or other circumstances outside our control.

Travel Arrangements

ALL TIMINGS ARE PROVISIONAL AND FOR YOUR GUIDANCE ONLY. FINAL TIMINGS WILL BE ADVISED WITH YOUR TRAVEL DOCUMENTS SHORTLY *BEFORE DEPARTURE.*

Holidays by Air. Where travel is by scheduled air flights, these will be in economy class. This brochure is issued on the sole responsibility of the tour operator, it is not issued on behalf of and does not commit the airlines mentioned therein or any airline whose services are used in the course of these tours. The responsibility of IATA airlines in connection with these tours is limited to the carriage of passengers and their luggage, in accordance with the conditions of carriage of the participating airlines.
This brochure is valid for tours operated between 01 January and 31 December, 1990. Holidays featured conform with the bonding requirements of the Association of British Travel Agents.
ATOL 133 *ABTA Membership No 47026*

Flights

Details of the flights we intend to use are shown in the itinerary for each tour, and on your invoice. You should note, however, that schedules and airlines named are subject to change.

Deluxe Coaches (MR36)

Executive coaches vary widely in their contents and layout. The minimum you can expect on an executive coach is a toilet, a bar or coffee bar and at least two tables. We restrict numbers on executive coach tours to thirty per coach although it may happen that there are more than thirty seats which varies according to the number of tables.

Accommodation

Our prices are per person based on the shared occupancy of double or twin-bedded rooms. (Alternative accommodation supplements are given with the individual holiday details). Please note that single accommodation is strictly limited and whilst a supplement is normally charged for single rooms in European hotels these are often inferior to double or twin bedded rooms. On some tours the prices for single rooms are indicated as a total price and therefore a supplement will not apply. Three-bedded rooms are usually twin rooms with an extra bed. Check-out time — generally midday on the day of departure.
Shared Accommodation. On most holidays a single room costs more. On selected tours we are able to offer shared accommodation in a twin room with another single person — you then have the pleasure of companionship and pay no supplement. This is, of course, subject to someone of the same sex being willing to share; should this not occur the normal single room supplement will be charged no later than 2 weeks before departure. If you are willing to share please indicate this on your booking form.

Apartment Holidays – Monaco Grand Prix and French Grand Prix

A deposit of £50 per apartment is payable on arrival at the apartment complex. This is payable in cash, travellers cheques or personal cheque with a cheque guarantee card. The deposit is refundable at the end of your stay less any deductions for breakages, and subject to accommodation being left completely clean and tidy. Clients are liable for any damage/loss in the apartment.

Special Requests

Any special requests made on your booking form are noted and we do our very best to comply with these wherever possible. However, although we do make every effort to meet your requirements, we cannot unfortunately give a guarantee.
If you suffer from a specific disability, please give brief details on the booking form so that our representative can be advised where appropriate.

Group Travel

We can arrange a specific itinerary to suit your group requirements whatever they may be.
FOR INFORMATION PLEASE RING DIANE SIMONS OR SUE GIDDINS ON LEICESTER (0533) 524344.

PAGE & MOY LTD

SPECIALLY NEGOTIATED BRITISH RAIL FARES FOR YOUR MOTOR RACING HOLIDAY

It's easy to take advantage of this offer — just complete the box on your Booking Form.

Prices are per person for travel to *London Terminals* to join our flights from *Heathrow* and coach tours from *central London*, and to *Gatwick*, and Bishops Stortford for *Stansted*. We can also arrange rail travel to the nearest station for holidays from all other departure points in our brochure, such as Manchester, and we will be happy to quote a price on request.	**London Terminals Heathrow & Coach Departures**		**Gatwick, Stansted Departures**	
	Standard Return	**(Peak)**	**Standard Return**	**(Peak)**
Bedfordshire · Berkshire · Buckinghamshire · Essex · Greater London · Hertfordshire, Kent · Surrey · East Sussex · West Sussex	**£3.50**	**(£6)**	**£10.30**	**(£12)**
Hampshire · Oxford · Northamptonshire · Cambridgeshire · Suffolk.	**£10.30**	**(£12)**	**£13.30**	**(£15)**
Wiltshire · Warwickshire · West Midlands	**£10.30**	**(£12)**	**£17.30**	**(£19.50)**
Dorset · Gloucestershire · Hereford/Worcestershire · Shropshire, Staffordshire · Leicestershire · Norfolk	**£13.30**	**(£15)**	**£17.30**	**(£19.50)**
Somerset · Avon · Gwent · Clwyd · Cheshire · Greater Manchester · Derbyshire, Nottinghamshire · South Yorkshire · Lincolnshire · Merseyside.	**£17.30**	**(£19.50)**	**£22**	**(£24)**
West Glamorgan · Mid Glamorgan · South Glamorgan · Powys.	**£17.30**	**(£19.50)**	**£26**	**(£29.30)**
Devon · Dyfed · Gwynedd · Lancashire · West Yorkshire · North Yorkshire, Humberside · Cumbria.	**£22**	**(£24)**	**£26**	**(£29.30)**
Cornwall	**£22**	**(£24)**	**£31**	**(£35)**
Cleveland · Durham · Tyne & Wear · Northumberland · Dumfries & Galloway	**£31**	**(£35)**	**£31**	**(£35)**
Borders · Strathclyde · Lothian · Fife · Central	**£38**	**(£43)**	**£38**	**(£43)**
Tayside · Grampian · Highland	**£43**	**(£48)**	**£43**	**(£48)**

Travel on trains arriving in London prior to 10.00am (except trains which commenced their journey the previous day) is not permitted for **holidays in the UK.**
This offer is subject to normal British Rail conditions of travel, and fares may be subject to alteration.
One ticket will automatically be issued for each party unless a request for separate tickets is made at the time of booking.
Tickets cannot be transferred, are non-refundable and are valid for three months.
They will automatically be issued for travel on the day prior to departure from the UK unless otherwise requested. The price for travel in either direction during the **peak period June 1st to September 30th, 1990 inclusive** is shown in brackets. First class travel is also available at a 50% supplement.

Booking Conditions

Page & Moy undertake to ensure that all possible care is taken to see that you have a happy and successful holiday. The Booking Conditions below seek to explain as clearly as possible the responsibility undertaken between us when you make, and we accept a booking.

1. Booking Form. If you wish to book a Page & Moy holiday you must complete a booking form including all passengers' names. A member of the party who is over 18 years of age and who is authorised by the other members of the party to do so must sign the booking form agreeing to accept the booking on the terms set out below. Upon receipt of your booking form and appropriate deposit, we will then reserve your chosen holiday, if available, and confirm the reservation to the person signing the form, or the Travel Agent through whom the holiday was booked. Your contract with Page & Moy Ltd is made on the conditions set out below, and is subject to the law and exclusive jurisdiction of the courts of England and Wales. You are also subject to the conditions of carriage of any carriers used.

2. Payment. The deposit forms part of the final payment for the holiday, and will only be refunded under the circumstances described in paragraph 5. Payment of the balance of the invoice is due in this office not less than eight weeks before departure. If you book within eight weeks of departure payment of the full brochure price should be sent with your booking form. All prices quoted are based on tariffs, air costs and exchange rates on the date shown in the brochure and may be subject to alteration. Any surcharge due to fluctuations in exchange rates or air fares will be indicated to you on your final invoice in accordance with the paragraph headed 'Our Price Guarantee' in the brochure/holiday promotion (not applicable to tours with guaranteed prices). Page & Moy reserve the right to cancel any booking for which payment of the balance is overdue, and cancellation charges will be made as shown in paragraph 3.

Any money paid by a customer to a travel agent in respect of a booking with Page & Moy, and held by the agent, is held on behalf of the customer until he receives a confirmation of his booking with Page & Moy. Thereafter, any money held by the travel agent in respect of the booking is held on behalf of Page & Moy.

3. Cancellation. If you decide to cancel your holiday, this must be done in writing by the person who signed the booking form. The time of cancellation is taken as the date written notice is received by Page & Moy Ltd, and a fee will be charged as follows

If we receive your written cancellation	You pay cancellation fees of
More than six weeks before departure	**Loss of deposit**
Four to six weeks before departure	**30% of total holiday price**
Two to four weeks before departure	**45% of total holiday price**
48 hours to two weeks before departure	**60% of total holiday price**
Less than 48 hours before departure	**100% of total holiday price**

Insurance premiums are non-refundable. Please ensure that you are in receipt of written confirmation from Page & Moy of your cancellation. If you are covered by holiday insurance, you may be able to recover these cancellation fees.

4. If you change your booking. We regret that we will be obliged to charge an amendment fee of £10 per person named on the booking form if you wish to change your booking in any way (maximum charge £40). If within six weeks of the original departure date you change your booking this will be treated as a cancellation and the cancellation charges as shown in paragraph 3 will apply. Any new arrangements will be treated as an entirely new booking.

5. If there is a change of plan. The arrangements in this brochure are made many months in advance. Whilst Page & Moy at all times try to satisfy your requirements it is sometimes necessary to make alterations to your holiday or to effect cancellation due to a variety of reasons such as political unrest, over-booking by hotels or insufficient demand for a particular holiday. In these circumstances we reserve the absolute right at our discretion to make the necessary changes or cancellations. If a material alteration or cancellation has to be made to your holiday we will offer you the same holiday on different dates, or an alternative holiday of the same standard or a full refund of all money paid to us excluding any amounts claimable under the Delay Insurance Cover.

However, if it is necessary to make a material alteration (of significant inconvenience to you) to a holiday, or any other travel arrangements, after the date when payment of the balance of the price becomes due (other than for reasons such as hostilities, political unrest or other circumstances amounting to force majeure) compensation amounting to £20 per person will be either credited against your holiday costs, or if you cancel, you will receive a credit note for £20 per person to be used on a future Page & Moy holiday taken within 12 months of the date of the credit note.

If we have to notify you of a material alteration within 14 days of the departure date (other than for reasons such as hostilities, political unrest or other circumstances amounting to force majeure) you will receive compensation amounting to £30 per person.

We do not intend to cancel a holiday, or any other travel arrangements, after the date when payment of the balance of the price becomes due, unless it is necessary to do so as a result of hostilities, political unrest or other circumstances amounting to force majeure, or unless you default in payment of such balance. The above does not apply to race tickets which are subject to alteration.

Please note that timings are given for guidance only and may alter.

6. Our liability to you. (i) Page & Moy are engaged in arranging the provision of services for your holiday and have taken all reasonable steps to ensure that these services are carried out in a proper and efficient manner. Page & Moy accept responsibility for the acts and/or omissions of its employees, agents and suppliers.

Page & Moy will also accept responsibility if the services provided under the holiday contract are proven to be deficient or below a reasonable standard.

Page & Moy will not accept responsibility or accept liability for death, bodily injury or illness caused to the signatory to the contract (the lead name) or any other named person on the booking form, except through proven negligent acts and/or omissions of its employees and agents. Any claim under this sub clause shall be subject to the law and exclusive jurisdiction of the courts of England and Wales.

Any liability in respect of carriage by air or sea is limited to the provisions of the relevant International Conventions in respect of air or sea carriers.

(ii) Page & Moy does not accept responsibility and shall not be liable where performance and/or prompt performance of the contract is prevented by reason of war, or threat of war, riot, civil strife, industrial dispute, terrorist activity, natural and nuclear disaster, fire or adverse weather conditions.

7. If you have a complaint. We do our best to make your holiday a success. However, in the event that you should wish to complain about any aspect of your holiday, you must notify our local representative who will do everything possible to put things right.

Our representative is there to help you and can usually deal with problems quickly and satisfactorily for you. If your complaint cannot be resolved on the spot and you wish to take up the matter after your holiday, a Complaint Registration Form, available from our representative, must be completed in the resort before you return. One copy of this form will be given to you and the other sent to Page & Moy, Leicester. You should then follow this up by writing to our Customer Relations Department within 28 days of your return from holiday, quoting your Complaint Registration Form number and detailing the circumstances of your complaint. The matter will then be investigated on your behalf.

Disputes arising out of or in connection with this contract, which cannot be amicably settled, may (if the customer so wishes) be referred to arbitration under a special scheme which, though devised by arrangement with the Association of British Travel Agents, is administered quite independently by the Chartered Institute of Arbitrators.

The scheme (details of which will be supplied on request) provides for a simple and inexpensive method of arbitration on documents alone with restricted liability on the customer in respect of costs. The scheme does not apply to claims for an amount greater than £1,500 per person. There is also a limit of £7,500 per booking form. Neither does it apply to claims which are solely or mainly in respect of physical injury or illness or the consequences of such injury or illness. The rules of the scheme provide that the application for arbitration must be made within nine months of the date of return from the holiday but in special circumstances it may still be offered outside this period.

PLEASE NOTE that clause 6(i) of the booking conditions only applies to inclusive holidays to destinations outside the UK, originating in the UK, Channel Isles and the Isle of Man.

PLEASE RETAIN THESE BOOKING CONDITIONS, THEY ARE IMPORTANT.

BOOKING FORM · Motor Racing 1990

Please complete and return to

PAGE & MOY LTD · 136-140 LONDON ROAD · LEICESTER LE2 1EN
Telephone: Reservations Leicester (0533) 524344
Telex: 34583 PGEMOY G Fax: (0533) 549949

Booking number

PAGE & MOY LTD

PLEASE COMPLETE THIS FORM IN BLOCK CAPITALS AND RETURN IT TO PAGE & MOY WITH DEPOSIT OR FULL PAYMENT WHERE APPROPRIATE

Names of all Travellers

Mr · Mrs Miss	Initials	Surname	Age Group

AGE GROUPS: A up to 30 B 31-50 C 51-60 D 61 and over

Please give name and address of first-named passenger opposite to whom all correspondence, invoices and tickets should be sent. This person should also sign the booking form.

Name _____ Address _____

*Tel: Day _____ Night _____

IMPORTANT We may need to contact you at short notice in case of strikes, etc.

Accommodation Required

SINGLE ☐ TWIN OR DOUBLE ☐ THREE-BEDDED ☐
PRIVATE BATH OR SHOWER ☐
APARTMENT TYPE _____
Tours MR16, 17, 18, 19, 20 and 48

Circuit Admission Required

(Please state 1, 2 or 3 day as appropriate)

1st Choice _____
2nd Choice

Coaching

London to Channel Port ☐
Regional departure point ☐ _____
(Tours MR63, MR67) (Please specify)

Departure Airport MR45, 58, 69 & 70

_____

Car Rally MR53 (See 'All you need to know')

Name of driver
Make/Model of car
Registration no

Insurance

Insurance premiums will automatically be added to your invoice unless you give details of your alternative cover below.

Tours outside Europe
A premium of £34.40 (1-9 days), £38.00 (10-18 days) per person should be enclosed with your deposit because cover is not effective until premiums have been paid.

Holiday Details

Tour Code (as shown in brochure)	MR
Second choice tour (Tour code)	MR

SPECIAL REQUESTS

Special British Rail Offer

I/We require _____ British Rail tickets from _____
_____ (Group no. & station)
1st Class/2nd Class
This offer is only available at the time of booking and does not apply to bookings received less than 6 weeks prior to departure.

Remittance with Booking

	No.	Total
Deposit: £325 per room (Tour MR26) £65 outside Europe £55 within Europe £20 on tours less than £100		
Full payment		
Holiday insurance Tours outside Europe £34.40 (1-9 days), £38 (10-18 days)		
TOTAL REMITTANCE £		

Please charge this amount to my Account
Access Visa
Name & Initials
Expiry Date
Signature
Account No.

On behalf of the persons named above I request Page & Moy to book the travel arrangements as set out above and I confirm that I am authorised on their behalf to accept the conditions of booking as specified. I am over 18 years of age.

Name
Signature
Date

Published: December 89
Registered office as above
Registered no 1151142 England

831/HM9239



The Williams team seems to be the most stable front running team as the season gets under way.

A Promising Season

THE 1989 season ended in a bit of a shambles, but there were two interesting aspects that boded well for the future. At the Tokyo Motor Show the Honda Motor Company displayed a brand new V12 Formula One engine, with the news that it would be ready for testing in 1990, and ready for the McLaren team to use in 1991. By then the present V10 engine will be obsolete (by Honda standards!) and a production racing version will be made by the Japanese Mugen concern, and among those who can look forward to using it (if they can afford it) will be the Tyrrell team.

The second important end of season aspect was that almost as soon as the dust had settled from the last event, a lot of testing began in preparation for 1990. The 1989 season ended with a lot of driver changes planned for the new year, some significant, some merely interesting and totally insignificant, but all through the spectrum drivers and teams that had changes planned wasted no time in doing some test runs with 1989, or prototype 1990, cars in order to get to know each other.

Thus we had Gerhard Berger, who is now second driver to Ayrton Senna at McLaren, trying an MP4/5 with Honda V10 engine, and learning now to use a normal gear lever again. Alain Prost, who has joined Nigel Mansell at Ferrari was soon into learning about the little lever-operated electrical contacts on the steering column of the F1/89 Ferrari, that tell the gearbox whether to change up a gear or down a gear.

After a dreadful season with their Judd V8 powered Lotus 101 the Norfolk team started afresh with a prototype car with a Lamborghini V12 engine in the back. During the past season much of the management of Team Lotus swept itself under the carpet, and Tony Rudd moved in from Lotus Car Division, to take over the running of the racing team. All thoughts of V8 Judd engines, and Tickford 5-valve cylinder heads, have also been swept under the carpet, and both their drivers from 1989 have gone as well. 1990 will see a new Team Lotus, unfortunately still painted the same horrendous Camel yellow, but now led by Derek Warwick, moving over from the Arrows team, supported by Martin Donnelly who was already on the Lotus sidelines. The Chrysler sponsored Lamborghini power unit, designed by Mauro Forghieri, showed good potential on occasions, in the back of the Larrousse Lolas, during the past season and is to be the mainstay of the Lotus revival. Warwick wasted no time at all before trying the prototype with V12 power, and if anything is to lift him out of the doldrums he had got himself into with the Arrows team, this will be it.

The Team Lotus biggest disappointment, in the form of three times World Champion Nelson Piquet, has moved across from Hethel to Witney and joined the Benetton team, alongside Sandro Nannini. He was equally as quick in getting into a Benetton B189 before the year ended, in order to get to know the team and to sample the Cosworth V8-EXP engine, of which a 1990 version, still financed by Ford, will remain exclusively for the Benetton team.

Of all the front running teams Williams seem to be the most stable and after their second place in the Constructors Championship, behind McLaren, and Riccardo Patrese's third place in the Driver Championship behind Prost and Senna, the Didcot team can build directly on their end of season situation, unlike a lot of teams that are starting all over again. In good time Regie-Renault announced continued support of the Williams Team,and exclusive use of the French company's V10 engine, and promptly produced a brand new version of the engine in readiness for winter track-testing. Following the lead by Honda last winter, the new Renault RS2 engine has its four camshafts driven by an enclosed gear train, in place of the previous exposed toothed-rubber-belt drive. As Honda explained, a gear drive system gives much closer tolerances of valve gear mechanism and valve timing, which is desirable when operating in the 13,000 rpm area. It is an indication of the sort of design details needed for really high output, and an indication that both Honda and Renault are exploiting the upper reaches of their engine designs to very fine limits. It also indicates that there is some very sophisticated engine management going on at these high rpm, bearing in mind that the engines are of 3½-litre capacity, not tiny little 1500cc units.

Among other engineers there is a general belief that Honda went to gear drive for their camshafts in order to exploit automatic variable valve timing, in the quest for both high rpm and bhp, and torque spread down to around 8500 rpm. It is what Honda refer to as "driveability" and when questioned about automatic, or silicon-chip programmed, valve-timing variations they have been known to smile and say "not yet". Maybe Renault have come up with a solution to the problem; after all, they solved the steel valve spring problem some years ago on their turbocharged engines, with their still very secret pneumatic valve springs, which are still used on the V10 and have been completely trouble free.

The McLaren team have the full force of Honda Research and Development behind them on the engine front, and Williams have the similar force of Regie-Renault's engine research. Meanwhile down in Maranello the Ferrari team must be on a level with the Japanese and the French, and Ferrari engines are for Ferrari cars. Both Honda and Renault have published some interesting information on their current state of play, but Ferrari have said nothing. But then they never have said very much, even when it is all over and they have moved ahead to the next stage. The day the Scuderia Ferrari releases some useful engine information will be quite a special one!

You do not have to be clairvoyant to see that by and large the 1990 Formula One scene is going to be similar to 1989, with Honda, Renault and Ferrari engines setting the pace with the others doing their best to keep up.

At the time of writing the final list of entries, both of teams and drivers, for the 1990 World Championship series, has not been settled, nor for that matter has the venue for the early season round in Brazil. The front running teams are well organ-

ised, as one would expect, and some of the mid-field teams as well, but the rag, tag and bobtail lot at the back of the grid, and those who may not even get on the grid, are far from settled, and some may not even return.

Some of the 1989 drivers are not returning, either due to openly "retiring from Formula One" or being unable to find work, or being elbowed out of the cockpit by a hard-charging newcomer. Eddie Cheever has "retired", so has René Arnoux, Christian Danner, Piercarlo Ghinzani and Jonathan Palmer. All the other names that floated round the Formula One scene last year have either changed teams, from one small team to an even smaller one, or are standing around hopefully, crash hat and Super Licence at the ready. Much of this mish-mash should be sorted out by the end of February and if not, certainly by March 11 when the first of the sixteen races is due, which is scheduled to run round the streets of Phoenix, Arizona.

In addition to the "musical chairs" game played by the drivers during the winter, there have been similar games going on among designers (I use the term loosely), engineers, and staff members of team management. The world of people in Formula One is something that would fit into politics, but not in serious industry and commerce, for the people are notorious for being unwilling, or unable, to tell the truth. Life would be a lot simpler if some of them were to say to "investigating" journalists, "---- off, and mind your own business". Better still if they were to be open and honest and say "Yes, I am going to work for "Ferronda" but I have not told my boss yet". When it is suggested that someone is moving from one team to another, the person in question gets all indignant and says "No way!" and three weeks later he has done exactly what was suggested; you begin to wonder . . . These sort of people do not instill confidence, like politicians. The media then announce "SHOCK MOVE BY so-and-so" whereas they should say "The man is a plain liar".

While the nitty-gritty of Formula One is pressing on furiously in readiness for the 1990 season in a most encouraging manner, those with nothing better to do are still stirring thing up over incidents from the last season, raking over the ashes of something that should be dead and buried, or trying to settle scores that were not resolved last year. 1990 is only the second season of the new normally aspirated 3½-litre Formula and it has yet to begin, but already the technical development pace has virtually outstripped the peak of the turbocharged era, before boost pressures were limited, and that can't be bad. In 12 months time we should be moving into the second phase of the new Formula and then you can almost hear officialdom saying "Too fast, too powerful, too complicated, too expensive" and those who have got left behind will again be saying "Unfair" and then we will have to start all over again. But that all encourages progress, though at times I get the feeling that the end of the 20th century is seeing "Progress" moving sideways, whereas it always used to move forwards.

DSJ

The 1990 Formula One Teams:

McLaren-Honda: The Woking-based McLaren team are preparing a new series of cars, designated MP4/6, using whatever version of the Honda V10 that the Japanese firm produce. Steve Nichol, who was "field engineer" for Ayrton Senna in 1989 has left the team and joined the Scuderia Ferrari, following in the footsteps of Alain Prost. Meanwhile Gerhard Berger has joined the driver strength in support of Ayrton Senna.

Williams-Renault: No major changes, though Renault have their second version of the V10 engine ready, designated RS2. The 1989 Renault V10 power unit proved highly satisfactory to both Renault and Williams, and the Anglo-French alliance looks all set to carry on where it left off at the end of 1989. During that season the RS1 V10 engine went through five stages of evolution, aimed at better fuel consumption, more power, and higher rpm. Most of the work concentrated on the fuel-injection nozzles, intake manifolding and combustion chamber design, as well as camshaft and connecting rod design. All the objectives were achieved with satisfaction and the engine rpm maximum was increased by 1000 during the course of the season.

The new RS2 engine, still of V10 layout, has been changed to gear driven camshafts and is shorter and lower than the RS1, as well as being slightly lighter. The Williams FW13 chassis will continue to be used, with continuous detail development work being done. The finalised William-Renault which will start the season should provide the drivers, Riccardo Patrese and Thierry Boutsen, with a satisfactory tool to do a good job. This time last year there was a lot of behind-the-scenes lobbying going on to take Michele Alboreto into the Williams team, but Patrick Head vetoed the idea and made it abundantly clear that he was well satisfied with Riccardo Patrese. His reasoning was rational, as always where Patrick Head is concerned, and was that he and Patrese knew each other well, and worked well together. They had a new car and a new engine to start the new Formula, and there were enough problems ahead of them without introducing a new and unknown driver into their equation. His simple question to the Alboreto supporters was "Can you guarantee that he will win races?". Of course, they could not do that, and Patrick continued "I can't guarantee that Patrese will win any races, but I can guarantee that I know exactly what he can do". So Patrese stayed. That he finished the season in third place in the Drivers' Championship, behind Prost and Senna, more than justified Patrick Head's confidence in him and put a stop to any further discussion. Thierry Boutsen remains with the team, his overall performance in 1989 being a bit disappointing, or perhaps we expected too much from him.

Ferrari: Last year the Ferrari team were the only one that proved a serious challenge to McLaren-Honda and they finished the season in a strong position on which to build for 1990. However, the situation is not quite so positive as it was. The exchange of Gerhard Berger for Alain Prost on the driver front must be a good deal, for though Berger was an enthusiastic hard-charger, and still is, we hope, he does not have the natural race-winning ability of Prost. In the Niki Lauda mould, Prost is able to salvage victory from apparent defeat and has an incredible ability to apply race-craft and track-experience to come through from a fifth or sixth position at the start of a race, to first place when it matters; like at the finish.

Technically the Ferrari team could find themselves at a crossroads without meaning to be. When John Barnard left the team before the end of last season, he did not leave many friends behind, but he did leave a race-winning car. The engineering side, apart from the engine, has been taken over by Enrique Scalabroni, an engineer from Argentina who gained much Formula One knowledge from his time working in the Williams team. He has now been joined by the American Steve Nichol from McLaren, and together they are producing the 1990 Ferrari with a new version of the V12 engine. While the Barnard designed car had many good points, it had some problematical ones, and it will be important that the two new engineers to the Scuderia are able to dissect the good from the bad, without bias. It would be a pity to undo all the good that Barnard and Mansell created during the last season, and start all over again, for the pace of Formula One does not really allow time to start again once you have made good progress. The first two races, in the USA and Brazil, are a long way from home and cannot really be taken as "pointers". When the Grand Prix of San Marino takes place at Imola in May, we should get a good idea of the true potential of the Ferrari team for 1990.

Benetton: Ford's involvement with the Benetton team is getting a lot deeper than it was, and they have jointly, with the Benetton firm, set up a research centre for "advanced thinking" headed by John Bar-

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nard. Cosworth are continuing development work on their V8 (EXP) still being supplied exclusively to the Benetton team, and last year it had forged its way into the position of "best of the rest" if you take away Honda, Renault and Ferrari. There is no reason why it should not continue in that position and the team's driver strength has been improved (we all hope) by the addition of three times World Champion Nelson Piquet. He cannot really do any worse than he did with Frank Dernie's Lotus 101 last year, and the chances are he will do better. Certainly his team mate Alessandro Nannini will keep him on his toes, for he is consistently good, and gaining experience all the time.

March: After some financial traumas, not of their own doing, the March team under the Leyton house of Japan ownership, remain basically unchanged for 1990. Adrian Newey's sleek and slippery car with the best V8 engines that John Judd can supply, will again be in the hands of Ivan Capelli and Mauricio Gugelmin. These two drivers have such obvious talent and potential that it will be a crying shame if the March team have another mediocre season like 1989. In my book they are both worthy contenders for a place on the winner's podium at any time.

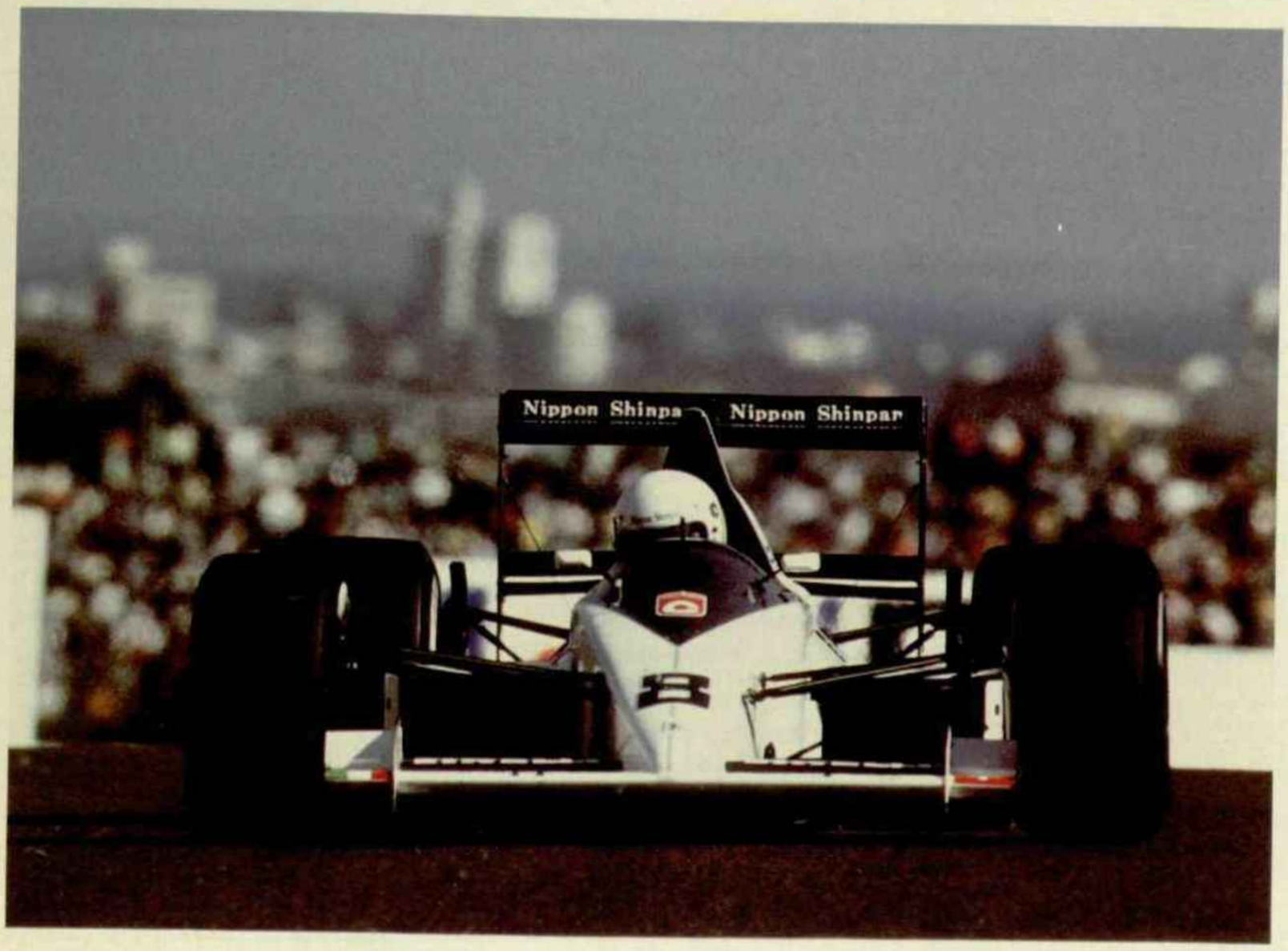
Lotus: There are those who think that the only way for Team Lotus is "up" and I am sure everyone hopes this is true. Not having the works backing of a big industrial giant like Honda or Renault, the Lotus team have taken a gamble in giving the Lamborghini



Ferrari has lost the services of the hard charging Berger who has now joined McLaren.



A face from the past? There was still doubt about Ayrton Senna's involvement in this year's championship following FISA's bombshell decision to withold the Brazilian's Superlicence lest he retract his allegations about manipulations. Brabham's future (below) looked a little more secure than it had done earlier with news of a possible buy-out dependent on a court settlement.



V12 engine a try. With a new driver line-up, of Derek Warwick and Martin Donnelly, and the new engine in a new chassis, they have much to keep them busy and any progress must be upwards.

Tyrrell: Not so long ago our "all British Uncle Ken" was being applauded for supporting British drivers, but it did not do him much good. The acquisition of Camel cigarette sponsorship last season also produced the Camel-sponsored driver Jean Alesi, a Frenchman of Sicilian origins. Suddenly the Tyrrell-Cosworth car began to look halfway decent. The young Alesi drove with enthusiasm and spirit, driving the car through corners on full power, rather than waiting until the car was out of the corner before applying the power. From the moment he joined the Tyrrell team we began to see the blue car from the Surrey woodyard up where it did not normally belong. In only half a season he scored championship points in three races and lifted the Tyrrell team bodily. He leads the team for 1990, Jonathan Palmer having been quietly dropped, and looking at the long-term, Tyrrell has accepted Satoru Nakajima from the Camel sponsored Lotus team, as number two driver. If Alesi continues to make progress in 1990 as he did in 1989 it is going to need something more exciting than the production Honda V10 for Ken Tyrrell to stop Alesi being wooed away to a "Top Team" when his contract runs out.

Arrows: Team principals Jack Oliver and Alan Rees have sold their team to a Japanese concern, but have got themselves retained at employees! The designer of the recent Arrows cars, Ross Brawn, has left the team and set off for pastures new, as have both the regular drivers, so this season will see the Arrows team starting all over again in many directions. The driver line-up is all Italian, with Michele Alboreto and Alessandro Caffi. Alboreto is one of those nice, neat and tidy drivers who comes alive once the race has started,

but is not a natural forceful winner. Young Caffi has shown potential since the first day he got into a Formula One car, but has never really had the opportunity he deserves. In a rather sudden and unexpected move he left the Scuderia Italia, and Dallara chassis, Cosworth powered car, and joined Arrows.

Larrousse-Lola: Gerard Larrousse is another who has sold his team to Japanese finance and retained his position to run the team. He is pinning his faith on the "new" having signed up Eric Bernard, who has been featuring in Formula 3000, and Aguri Suzuki who spent a fruitless 1989 season with Zakspeed-Yamaha.

Minardi: At times last season the Minardi began to make its presence felt among the mid-field runners, but whether it was due to the driving ability of Pierluigi Martini, the suitability and progress made by Pirelli tyres, or the car, was never really clear. Whatever it was, and it was probably a combination of all three, the Minardi team began to lift itself out of the dross at the back of the grid. The only major change this year has been to drop the Spanish driver Luis Perez-Sala and replace him by Paolo Barilla. If the team can continue its progress towards the front it will be universally popular as this enthusiastic Italian group are one of the better things about the lower end of the pit-lane.

Onyx: This new team that started off the 1989 season on a fairly low key began to make progress by mid-season and seemed set fair for a good future, always providing the money continued to come form the Belgian Moneytron firm who were their backers. However it all began to go wrong towards the end of the season, and finished up with Mike Earle, who ran the team, leaving fairly hurriedly. Drivers have been signed up for this season but nothing very positive has been announced as yet. The likeable Swede Stefan Johansson is team leader once again, and his team mate is the young Finnish driver J J Lehto. His real name is Jyrkki Jarvilehto, which most people cannot write correctly, let alone pronounce, and his mentor and friend Keijo (Keke) Rosberg wisely told him to change his name to something the rest of the world could cope with, and suggested "J J Lehto" and that is how he has already made his mark as a promising driver.

Ligier: The ebullient and resilient Guy Ligiuer has settled for Philippe Alliot and Nicola Larini to drive his cars this year. Little Rene Arnoux has decided the time has come to withdraw gracefully and "retire". The French newcomer of last season, Olivier Grouillard, has been dropped and like a number of other drivers who had just got their foot in the Formula One door last year, will have difficulty finding a new seat.

AGS: The team keeps working on hopefully, and like everyone else still awaits the broad-arrow 12-cylinder engine that it has been promised. Meanwhile Gabriele Tarquini and Yannick Dalmas have been nominated as drivers and will almost certainly be seen with Cosworth V8 power.

BMS Dallari: So far the Scuderia Italia has not nominated anyone to replace the errant Alex Caffi, but Andrea de Cesaris stays as team leader.

Eurobrun: Roberto Moreno to drive whatever is produced when the season begins.

Coloni: Little or nothing is known yet.

Osella: And the same applies.

Zakspeed: Yamaha intends to continue its support with their V8 engine.

Rial: We may have seen the last of this team for a while.

Brabham: The great unknown. Martin Brundle and Stefano Modena are still under contract as drivers, but it is not clear who owns the team or who is going to own it, or even whether it is going to continue. Last year the Swiss owner of the team was arrested, as is becoming very popular with racing and motoring people these days, the charge involving money. Since then Brabham as a racing team has been living on a bit of a knife-edge, its destiny in other people's hands, and some of the hands are a bit sticky!

DSJ

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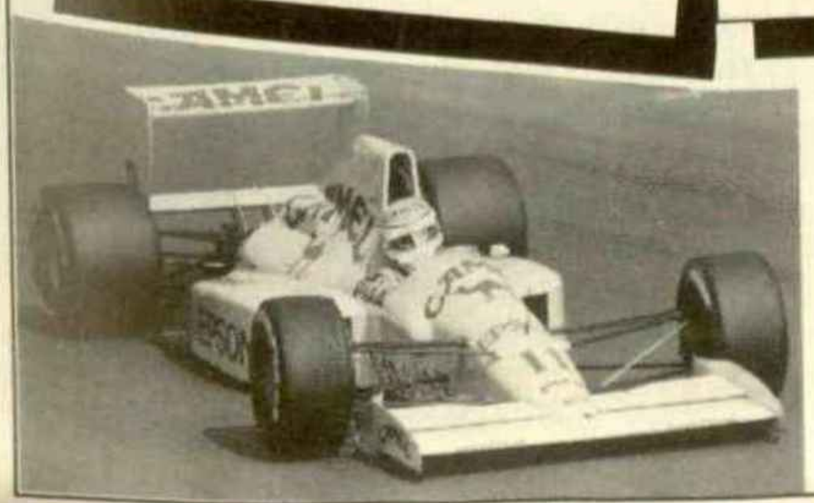
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The Battle Continues . . .

THE new season of World Sportscar Championship racing which begins at Suzuka on April 8th shows every promise of being the finest in the history of Group C competitions, dating back to 1982, and will be if FISA doesn't throw its huge spanner in the works. In particular, the 24-Hours of Le Mans would be, and should be one of the most competitive events since 1923, and before the historians get busy refuting that statement let me point out that six manufacturers would stand a chance of winning, or believe they could win. They are Mercedes and Jaguar, Porsche represented by Reinhold Joest's team, Aston Martin, Nissan and Toyota.

The bitter dispute between FISA president Jean-Marie Balestre and the consortium representing the 24-Hour race reached the world's news bulletins in December and January and has cast a dark shadow over the entire World Championship. Major teams have difficulty in making their plans for the season, especially in budgeting and signing drivers, and the less wealthy teams simply can't raise any sponsorship.

"It's a dire situation," said a Spice team owner in January. "You can't talk to any potential sponsor without offering Le Mans, and we can't do that until the French get their act together."

The situation should be resolved within the next few days. Balestre declared that he would "protect" the June 16/17th weekend until the end of January, and it isn't a coincidence that on Wednesday January 31st every team must commit itself to FISA, and the World Sportscar Championship, with a subscription of FF 110,000 (approximately £11,750) per car. It wouldn't be a tragedy to forfeit that sum, but no team would want to shell out US $250,000 for each non-appearance, as Aston Martin had to do last year for failing to attend the Suzuka race!

There is, apparently, a big poker game going on at FISA's headquarters in Place de la Concorde (once named, more appropriately maybe, Place de la Revolution). Every team, including the "doubters" like Aston Martin, Nissan and Mazda, must put money down on January 31st and effectively swear to support FISA through thick and thin. Then, perhaps on February 1st, Mr Balestre will announce whether the 24 Hours of Le Mans is, or is not, part of the World Championship.

Of course just about everyone involved in the sport, at every level from spectator to manufacturer, questions whether this is a sane manner in which to govern sports car racing. What does FISA mean by declaring that the June date is protected? Protected from what (or who)? There's only one guess, and we have to suppose that if the ACO doesn't grovel humbly enough to Mr Balestre he'll send all the teams off to Jerez on June 17th.

The preposterous president, who long ago forfeited his claim to credibility, lost his last shreds of dignity on January 10th when he announced that Ayrton Senna would have to apologise for "slander" against FISA before he would be granted a licence for 1990, and that all negotiations with the Automobile Club de l'Ouest would be suspended until they apologised for what he called "a campaign of defamation against FISA."

Balestre shows classic dictator symptoms, arrogance being the principal one, and should be reminded that dictators are rapidly going out of fashion. It was particularly interesting to meet Nick Syrett at the Racing Car Show early in January, the former BRSCC general secretary making his annual appearance and claiming, as usual, to have no further interest in racing.

During his strong reign at the BRSCC the Guv'nor, as everyone called this towering figure, always said that motor racing needed a dictator . . . "a benevolent dictator, someone who knows what he's talking about and whose word is law." He might have been talking about himself, and many people might now wish that he had been.

Some 20 years ago in the pre-FOCA days Syrett was a member of the London Committee, a consortium of Grand Prix circuit owners, Formula 1 team owners, and clubs united in their desire to overthrow the bumbling authority of the CSI (Confederation du Sport Automobile, predecessor of FISA). The CSI found its teeth just in time and threatened to cancel the permits of circuits staging "pirate" events, and of drivers taking part, and the revolt collapsed. "I sat beside Balestre on that committee," Syrett recalls. "He represented the FFSA." So Balestre knows more about the exercise of power than most people remember, and took his cue from Syrett. It's a pity that the "benevolent" bit got lost in the translation.

Midway through January the ACO had no intention of apologising to anybody for its stance against the rushed decisions of before Christmas, but French sports minister Roger Bambuck had entered the scene as mediator between FISA and the 24 Hours consortium (the ACO, the town of Le Mans and the Department of the Sarthe).

"When the proposals of the Minister become known," says ACO spokesman Jean-Marc Desnues, "we will be able to say if we want the 24 Hours to remain in the World Championship, or not. As regards the chicanes, we sent a letter to President Balestre on December 20th in which we requested a visit from the FISA safety commission. This step supposes that we are in agreement in principle to build the chicanes in time for the event of 1990."

Chicanes are, and always were, a side issue introduced by Balestre to bring negotiations between FISA and the ACO to a standstill, until he could wring further concessions out of the 24 Hours. As such the issue has produced a great deal of heat, but no light. Whereas Jean-Louis Schlesser maintains that the circuit won't meet with his approval until there are two or three chicanes there are others, such as four times winner Henri Pescarolo, three times winner Klaus Ludwig and veteran Claude Ballot-Lena, who maintain that chicanes would increase the level of danger.

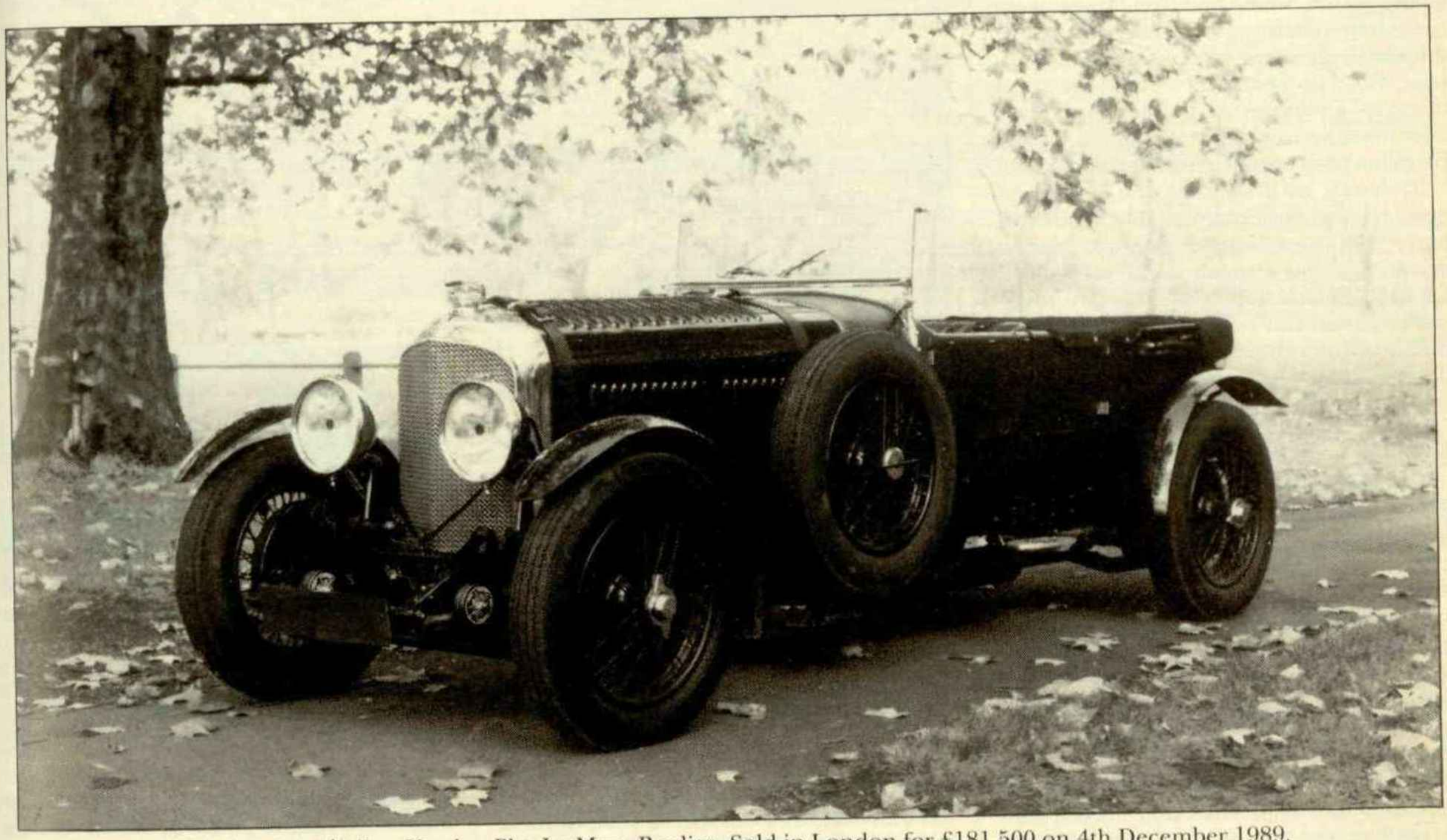
On this matter I would regard Tom Walkinshaw as the voice of reason. Once a formidable competitor, he was the first to see the wreckage of Win Percy's XJR when it came back from Mulsanne in 1987, after a 240 mph crash resulting from a tyre failure. "It's not the speed that's the problem, but the length of the straight," says the Scotsman. "The drivers are flat-out for a minute, and if a tyre has lost pressure they may not know until it explodes. This is usually towards the end of the straight, when the temperature has built up to a dangerous level. What we need is a corner — it could be an S-bend — where the drivers need to use the brakes, feel the car and find out if the tyres are okay."

John Sheldon is extremely fortunate to have lived through a dreadful crash in 1984, and others such as Jonathan Palmer, Jean-Louis Schlesser, Win Percy, Klaus Niedzwiedz and Gordon Spice have experienced tyre explosive incidents in the meantime. Although MOTOR SPORT has always had reservations about chicanes as a means of reducing speeds, we have been consistent in calling for a solution appropriate to the Mulsanne Straight since Sheldon's accident in the Nimrod. Ironically the introduction of the 3½-litre formula next year would, for a while, reduce the top speeds anyway.

As this contribution was written there was a general optimism that the 24 Hours of Le Mans would go ahead as planned, although not necessarily as a part of the World Championship. There may well be two artificial corners on the "ligne droit des Hunaudieres", and the ACO promises to make them as interesting as possible.

If this is the price that has to be paid then so be it, say the organisers, who ask in return of a guarantee of stability for the race. Then, they could go ahead with the building of new pits, a development that will cost £10 million and should be completed by June 1991. As events in Eastern Europe have shown, if enough people want something to happen it eventually will.

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Schlesser's one-off return to Grand Prix racing in 1988 was marred by his accident with Senna at Monza.

The Mean Machine?

AFTER the Italian Grand Prix in 1988, a story circulated about Jean-Louis Schlesser. He was seen approaching the McLaren motorhome in which Ayrton Senna and Ron Dennis were consoling each other, and a quick-thinking employee locked the door in his face. But, protested Schlesser, he went there to apologise to Senna, to explain how hard he tried to make space for the Brazilian to overtake entering the chicane!

Irrelevant as it may be, the story says quite a lot about Schlesser. He is tall and burly, not everyone's idea of a racing driver, and has a mean reputation which he likes to maintain. He's a man you'd want on your side in a contest, and admits that he likes to have his own way in most things. And yet among his peers, the 1989 Sports Car Champion driver is known to be warm-hearted and genuine, a true friend to people who offer their hand.

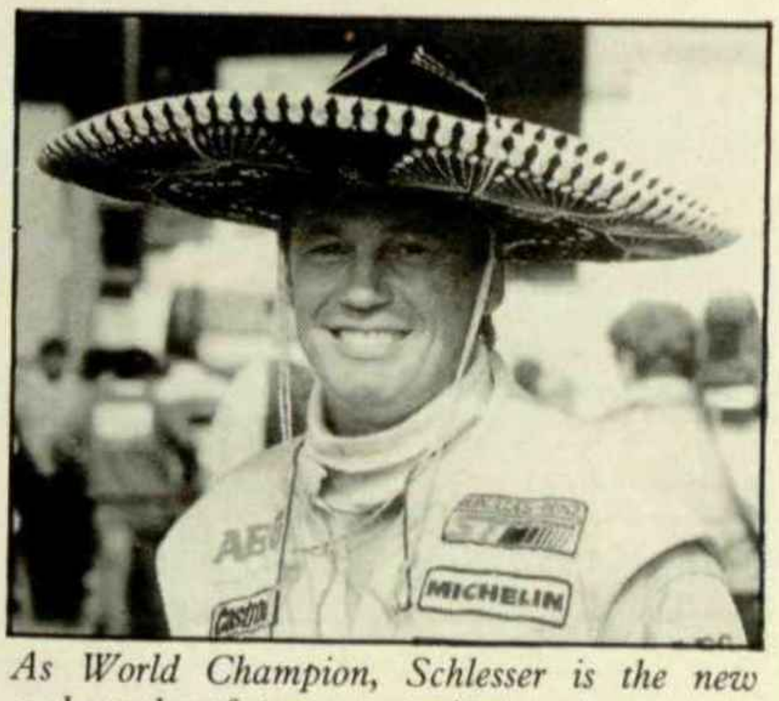
He and I might have met in 1967 at the Reims 12-Hour race, won by uncle Jo Schlesser in a Ford France Mk2 7-litre model. "Well, I was a boy in short trousers then," says Jean-Louis, who was actually 14 years of age, "but it was so nice to see my uncle win, and I suppose I always wanted to be a racing driver after that." A few months later Jo died at Rouen when his Honda Formula 1 car crashed and burned but thankfully his nephew didn't attend that race and his ambition wasn't snuffed out.

Then, Jean-Louis lived with his family in Morocco (his father was an agricultural engineer), and he doesn't hide his reputation for "fighting, always fighting other boys" while he was there. At the age of 18 he joined the Automobile Club de l'Ouest's racing school and his competitive urge took a more disciplined form as he was the runner-up in the Shell Volant challenge, earning himself a Formule Renault Martini for the 1972 season. But there was no money to keep the car going and it was a struggle to get results . . . not just that year, but throughout the 1970s when he bobbed around in Formula 3 and saloon car racing.

All being well Schlesser's career should have blossomed after the 1978 season when he shared the French Formula 3 championship with Alain Prost, a man he regards as "maybe the best driver the world ever had". Prost, with Elf behind him, went onwards and upwards but Schlesser fell back into the pack and says with a realism that's exceedingly unusual in a racing driver, "If I haven't had the same success, maybe I don't deserve it. You've got to be realistic about this sort of thing."

Uncle Jo was well-rated in formula cars but was really a sports car man, and that's how it has been with Jean-Louis. Frank Williams has kept him on as a valued test driver since 1982, and in 1983 he had some drives in the RAM March owned by John MacDonald, with Kenny Acheson as a team-mate. As a single-seater driver, though, his fame (or notoriety!) was sealed at Monza in September '88 when he deputised for Nigel Mansell in the Williams, and finally ended the McLaren team's run of victories in the chicane incident that's celebrated among the Italian fans.

Schlesser's first major result was second place at Le Mans in 1981, sharing a Rondeau with Philippe Streiff and Jacky Haran. Rondeau had won the 24-hour race the year before, certainly, but with Jacky Ickx and Derek Bell on top form in the Jules sponsored factory Porsche 936, they were quite unbeatable. Second place was definitely an honourable result that year.



As World Champion, Schlesser is the new ambassador of sports car racing.

By another quirk of fate he drove for Peter Sauber at Le Mans in 1982, the year when Porsche's new 956 model took the top three places. His driving partners were Hans Stuck and Dieter Quester, but their 3.9-litre, Cosworth V8-powered Sauber C6 went the same way as all the other DFLs and retired after a few hours with a broken engine mounting.

At that time Jean-Louis' cv referred to him as a Parisian jeweller, but nowadays his former wife runs the business in the Avenue des Champs Elysées. Last year he married Marianna, formerly Mme. Borg, and gives Luxembourg as his main address but he also has a yacht at Monte Carlo, where co-driver Jochen Mass makes his home, and spends his spare time inventing things and patenting them — not the wheel, but wheel designs, and recently a device that would make a car move easier on ice or snow. He is, you might say, a man at peace with the world, happy with his new-found success, but the struggle to become a World Champion was a hard one.

Thanks to Tom . . .

"I would like to say a big thank you to Tom because I won many races in his cars, for the team, and although in the end we disagreed over small things, I was very happy there in the Rovers and Jaguars. It was a very important time for my career and I don't regret anything."

Schlesser feels that too much has been made of his departure from Tom Walkinshaw Racing, a relationship that withered and died at the end of 1986. By September some of his team-mates couldn't quite look him in the eye, put up the shutters when he came into the room, and he sensed the end of his time with the Kidlington team.

This is nothing unusual. It has happened to other drivers there, and elsewhere. Kenny Acheson felt it in Mexico. What made it different, and more colourful, was the fact that Schlesser went away and

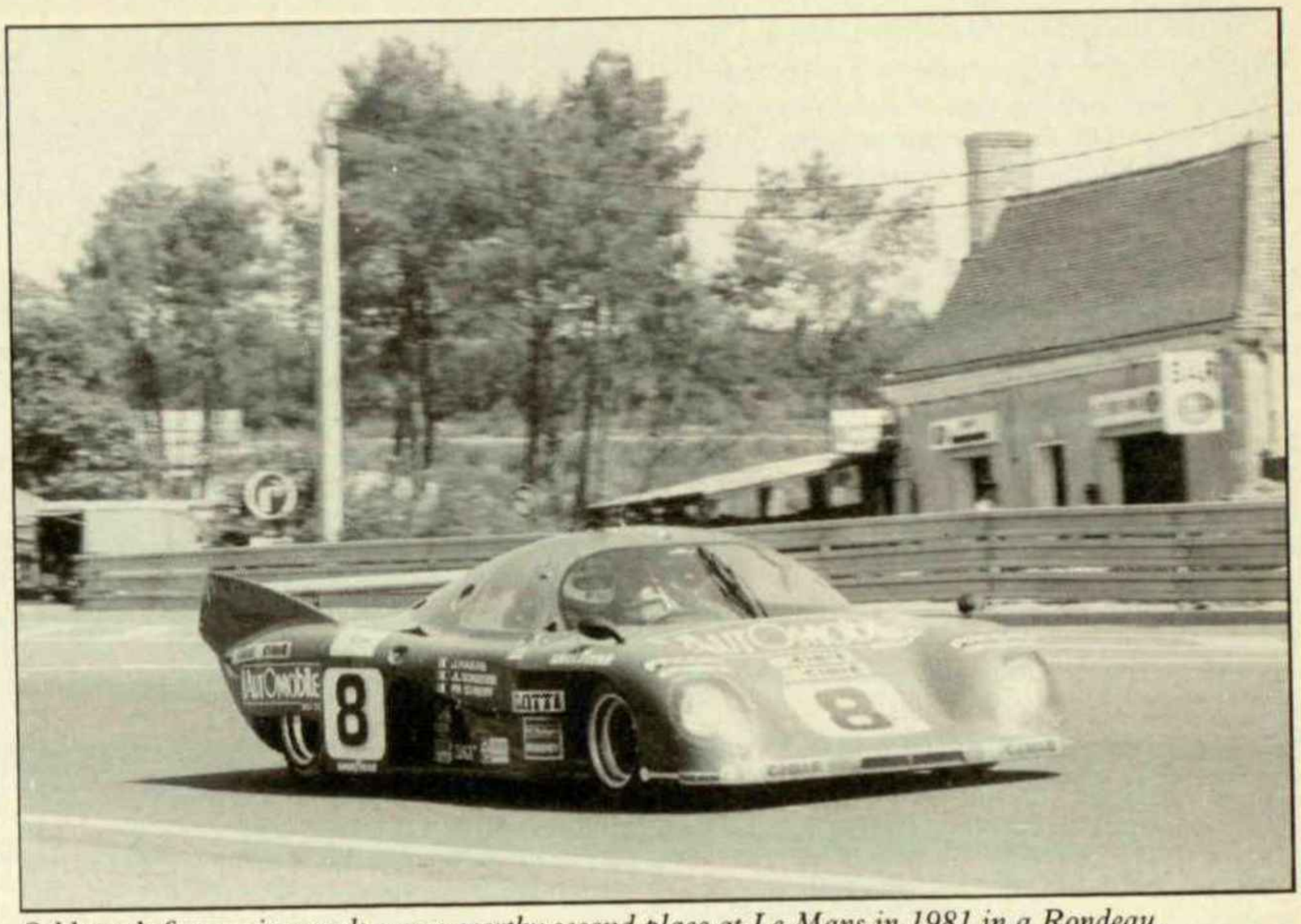
made it his business to beat the Jaguars as often as possible.

Although Schlesser got to the bottom rung of Grand Prix racing in 1983, his failure to qualify for the French GP came as a shock, and he lost heart to pursue his claim to a place in Formula One. He may have regretted it since but, with his usual honesty, he admits that his attitude wasn't right. With a World Championship title he can now say that he made the right decision, but at times it was a close-run thing.

In the latter part of 1983, he concentrated hard on saloon car racing in France, and the following year the Rover distributor recommended him to the Tom Walkinshaw directed Rover team. His contract was for the French saloon championship, an important Group A series, and early in the season he won a race at Nogaro in the Marlboro sponsored Vitesse V8.

Schlesser might, in fact, have won the French Championship in his first year but for a disagreement between the scrutineers and TWR over the welding of the roll cage. Such a dispute, won as usual by the scrutineers, is make or break in Group A racing but in 1985 the team made no mistake at all in elevating Schlesser to the French championship, and some good results at European level too: no victories but four second places, always playing second fiddle to Tom Walkinshaw and Win Percy.

Schlesser was quick, as some pole positions and fastest laps confirmed, and his reward was a Jaguar contract as soon as the XJR-6 was ready. The debut was at Mosport, where Martin Brundle rocketed past Stuck's Porsche at the start and led the race in his green V12-powered car for nine laps, until a wheel bearing tightened up. Going for a finish, Schlesser made sure



Schlesser's first major result was a worthy second place at Le Mans in 1981 in a Rondeau.

of third place in company with Mike Thackwell and Brundle, the team leader having moved over to the second car.

"Jean Lewis", as Tom called him jovially, was a full member of the Silk Cut Jaguar team in 1986 along with Derek Warwick, Eddie Cheever and Gianfranco Brancatelli. The trouble was that Warwick refused to drive with Cheever again after the Norisring, more to do with the points situation than anything personal, and the team was far from happy.

"Always problems. They were fighting like two teams. I was always the second driver and only once I had the chance to qualify the car myself. It was at Jerez, and I showed them what the car could do." That fateful weekend, Warwick cast his intended race car aside and Schlesser took it out next morning. To coin a phrase he "wrung its neck" and set a time that was good for pole until Frank Jelinski went fractionally quicker, at the end, in a Brun Motorsport Porsche.

One reason contributing to the breakdown between Schlesser and the team was his refusal to drive at Le Mans in 1987. At eight o'clock in the morning, when lying second, a rear tyre blew out while Schlesser's Jaguar was travelling at a full 220 mph. He had to fight to get the car back under control and later, when safely home, he resolved not to drive again at the Sarthe.

Last year he was commentating for a French TV station when Klaus Niedzwiedz had a massive tyre failure on the Mercedes, much like Schlesser's two years before. What changed in the next six months?

"I never wanted to do Le Mans but this year I was determined to be the champion. If that meant driving at Le Mans then I'd do it. First though, I had to be satisfied with the car. We made a test at Le Castellet (the Ricard circuit) to see how the car behaved. It was very good you know, the tyres were no problem, the car behaved and I knew the car could win, so I decided to do the race.

"I could not go with any car, only the best one, so I committed myself. When I heard that Le Mans was not in the championship I was pissed off, but I didn't change my mind. That would let the team down, all the mechanics too, I didn't want to do that."

Not only did Schlesser drive there, but he claimed pole position at a record average of 155.236 mph. His Uncle Jo would have been very proud of him. "If you are a driver, what's the difference between 95% and 100%? Nothing, certainly, in a straight line. Of course I tried, I tried like hell. I was there so I wanted to win."



In 1986, Schlesser became a full-time member of the Silk Cut Jaguar team, sharing a car with both Warwick and Cheever during the season.



Despite his hatred of Le Mans, Schlesser was part of the successful Sauber Mercedes team in 1989.

In the third hour Alain Cudini spun and damaged the car, and that seemed to knock the stuffing out of the crew which went on to a very subdued fifth place. Apart from tail and rear wing damage the car wasn't knocked about, but it didn't go so fast afterwards. "To be honest I was upset," Schlesser admits. "I chose the drivers myself, and it didn't work out as I hoped. I don't know if I'll go there next year. If the race is not in the championship there'll be no reason to go. After what happened in 1986 I can never say I like the race . . . it doesn't have a fascination."

Spa-Francorchamps, the haunting Belgian circuit, marked the highs and lows of Schlesser's sports car career. "The first time I drove the Sauber Mercedes it was at Spa, in 1987. Sauber asked me to drive at Le Mans but I refused. I was surprised to be asked again, to drive with Mike Thackwell at Spa, and of course I accepted.

"I quickly realised that it was a good car, when we started from pole position. It was the first time for the car on pole but we soon dropped back due to a broken seat catch. Then they asked me to drive in the German Supercup at the Nürburgring, which was good. We spent two days there setting the car up perfectly, and I had such a good race. It was a good fight between Mike, me and Hans Stuck, and I won it."

Schlesser was offered a full contract for 1988 as team leader, but he was sorry to see Thackwell go into retirement. "Now the car is so much nicer to drive, he would like it. It is much lighter on the steering wheel, our main complaint in 1987, we worked on that."

With full backing from Mercedes the 1988 season began well with an outright victory at Jerez followed by second place at Jarama a week later. Schlesser was the points leader in the driver's championship — until Spa, where a rear suspension link broke on the leading car. "I lost the World Championship at Spa, just a year after my first drive in the Sauber. Can you believe, I nearly lost the championship again this year at Spa?"

All for the sake of 1½ litres of fuel, a team error that Jochen Neerpasch stressed was no fault of the driver, Schlesser ran out of fuel 600 metres from the finish line. "The problem started at Donington, where my computer told me I had 13.5 litres for the last seven laps. I know we used two litres per lap so I slowed down.

"I had the race in my pocket, we won by 50 seconds, but when I told the team afterwards they said 'Oh, don't believe the computer, rely on us'. So at Spa the same thing happened, and I trusted the team more than the computer. They knew something, but they didn't say it. I could see the championship slipping away, for the second time, unless I could beat Mauro in Mexico."

No doubt about it, Schlesser became a very worthy World Champion in Mexico. The Italian may have started from pole position but once again the Frenchman had the better race set-up, and could pull away at will in the first stint.

"I was much stronger than Mauro, you could see that. That's why Kenny crashed. I pulled out ten seconds in an hour, so Kenny knew he had to pull out twenty seconds on Jochen or they wouldn't win the race. That's all there was to it.

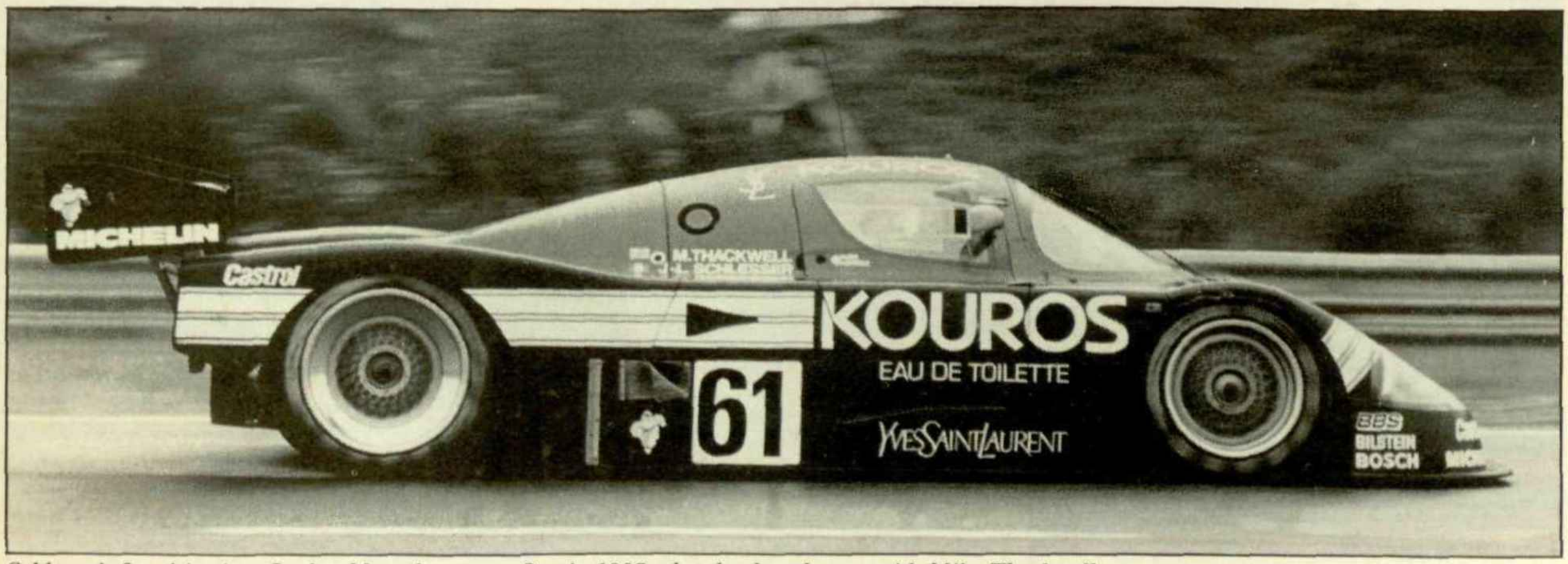
"Jochen and I made the stronger pairing most of the season but I will be happy to drive with Mauro. Why not? We don't have the choice, anyway. If you look at my record last season, and Mauro's, and add them together we should make a great team. The new car is very good, especially in the fast corners, but we have some more work to do in the winter to make it better in the slow corners.

"I don't know if I can be the World Champion again but I'm going to try very hard. Jaguar will come back, Nissan will be good, so will Toyota. It will be a good fight next year, I'm sure, and I'm looking forward to it."

As World Champion, Jean-Louis Schlesser has new responsibilities as an ambassador for sports car racing. Nor does he forget, in every interview. "Just think, in Formula One Honda is the top make. But in Japan, Honda is the smallest manufacturer. In Group C we have all the big makes, Nissan, Toyota and Mazda, versus Mercedes, Porsche and Jaguar. Now Peugeot is coming, so we are not a circus supported by the cigarette manufacturers of the world."

Serious when the occasion demands but more often throwing dazzling smiles, slapping backs and having a nice time, Jean-Louis Schlesser is going to be a popular champion. It was unfortunate, we felt, that Martin Brundle never raced a Group C car in 1989 in defence of his title, but in 1990 'Schless' will make up for that in his usual, larger-than-life fashion.

MLC



Schlesser's first drive in a Sauber Mercedes was at Spa in 1987 when he shared a car with Mike Thackwell.



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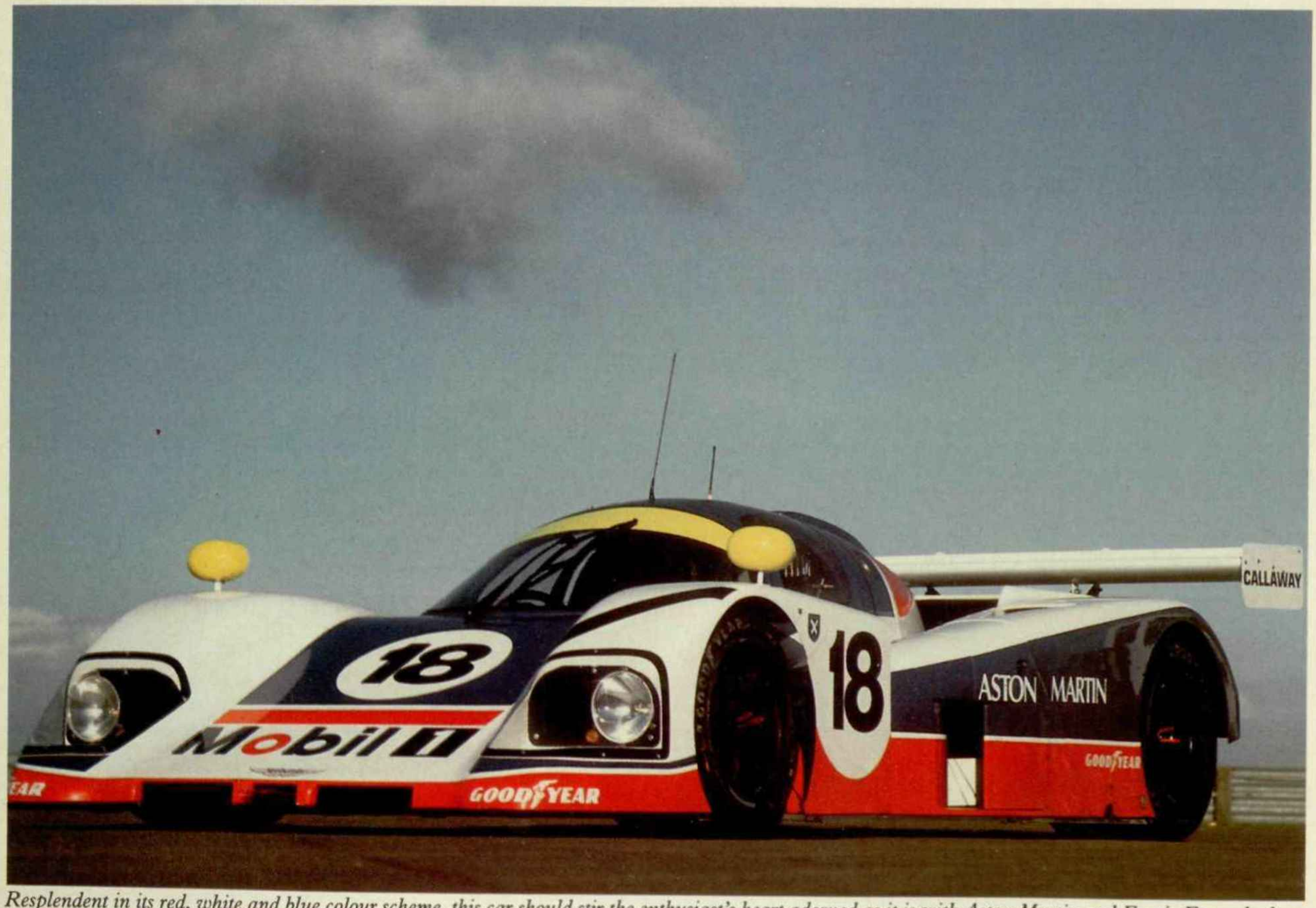
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The Fortune Seeker

THIRTY years after Roy Salvadori and Carroll Shelby won the 24-Hours of Le Mans for Aston Martin, the marque returned to France with a new challenger racing only for the second time. It was, of course, too soon to hope for a result but eleventh place overall was distinctly encouraging, and the team hopes to return to the Sarthe in June with a real chance of pulling off the surprise victory of the season.

Shock and dismay were the reactions to FISA's bombshell in December, team manager Richard Williams commenting that the team was formed with the principal aim of winning the classic 24-Hour race. The "open day" at Silverstone which provides material for this article had taken place, and there was optimism throughout the team that the AMR-2 would capitalise on last year's results. As this is written, everything rests on an agreement being reached between FISA and the ACO.

Victor Gauntlett and Peter Livanos, backers of the Proteus Technology (Protech) team bought the farmhouse and grounds at *Tertre Rouge* last year and intend to make it their base again on June 16-17, when the team's two or three cars should tackle the world's leading sports car race.

"We expect to be very competitive at Le Mans, because it would be our best chance of winning a race in 1990," says manager Williams. Some major body changes which include relocation of the water radiator have already shown the way to raise the AMR-1's top speed, from the disappointing 212 mph last year to a probable 230-plus mph, and preliminary wind tunnel tests at the University of Southampton, and MIRA, have been encouraging.

It was a real coup for the team to attract Tony Southgate as the resident designer, although his contract remained unsigned over Christmas until the Le Mans politics were settled. In a freelance capacity Southgate designed all the Jaguar XJR models, up to and including the 10/11 turbocharged cars, but the arrival of Ross Brawn as chief designer at TWR has set the musical chairs in motion.

Southgate's first priority will be to complete the design of the AMR-2, the first and only development of last year's car, and his second will be to design a new 3½-litre AMR-3 for 1991 based, presumably, on Ford's V8 Grand Prix engine.

Another part of the equation is the competitiveness of the production-based "Virage" V8 engine, redesigned by Callaway Engineering with four valves per cylinder. Reliability has been impressive and, to the surprise of many, it has been powerful enough to hold the turbo Mercedes, Jaguars and Porsches in a straight line.

In Mexico, the final race of the 1989 season, the capacity was increased from 6.0 to 6.3 litres, and "series two" modifications included improvements to the breathing, oil pump and scavenging. At high altitude the engine gave far less than its potential, but for "over 650 bhp" mentioned in the team's handouts, a figure nearer 730 bhp could be assumed at 7,750 rpm.

The torque curve is quite exceptional, though, in being virtually flat from 4,500 rpm through to 7,000 rpm. There is a slight peak at 6,000, where the figure of 560 lb.ft is quoted, but in fact there is enough torque as low as 3,500 rpm to accelerate the car, though not strongly. Against these figures, the 7-litre Jaguar V12 engine has the highest claimed torque figure of 610 lb.ft at 5,500 rpm, and the Mercedes M.119 5-litre, 32-valve engine develops 597 lb.ft at a mere 3,500 rpm, a pulling power that should be expected of a larger capacity engine

helped by two turbochargers.

An output of over 700 bhp should make the AMR-2 fully competitive in the coming season since even the World Champion team, Mercedes, claims no more than 720 bhp when running to the fuel allocation. Exotic outputs of 800 bhp or more are nice to claim for qualifying, when fuel consumption isn't important, but are fairly irrelevant in the heat of competition.

Could a normally aspirated engine be competitive in 1990? Tom Walkinshaw, for one, believed that the turbo teams held all the aces and took Jaguar down that road with determination. There is less choice for Aston Martin, the team that raced a turbocharged Nimrod once, at Silverstone in 1984, and vowed never to do that again.

Cold Comfort at Silverstone

It was an act of faith for Aston Martin to invite a number of journalists to Silverstone, to the new "south circuit" specifically, to drive the 6.3 litre AMR-1. Few are the journalists who can drive competitively, or drivers who can write good articles, and great is the gap between them!

There can't be many experiences more embarrassing than spinning a racing car, and there was time to remember some of the entries in the Tim Schenken book of excuses as I sat in the silent car, with a flat battery, facing the wrong way at the "new Abbey". The tyres were cold ("like lumps of wood" Michael Roe had said). I didn't know Silverstone's new South circuit well enough. The brake pedal was more spongey than I'd expected.

Who, though, is interested in excuses? I'd made the most elementary error in the book, taking Abbey with a little more speed than was prudent on the first lap and finding the marker cones much nearer than anticipated. Hard on the brakes, round with the steering wheel . . . and a short, sharp screech of tyres announced my indiscretion.

So much, then, for the theory that modern racing cars have almost limitless grip on slick racing tyres. In the cornering mode on a summer's day, a world championship car probably is proof against all but the bravest, but in the hands of an amateur, on a winter's morn, the Aston Martin showed a little impatience.

After that it was plain sailing. A 20-point pushed turn, then a boost with a slave battery, and the outing continued with a little more respect from the driver. From the outside the AMR-1 looks rather bulky (something that surprises engineering director Ray Mallock, who thinks it must be something to do with the colour scheme), but it's certainly a tight fit inside.

As one driver replaces another in around 30 seconds, spectators aren't likely to appreciate the difficulties of climbing in and out of the cockpit and worse, doing up the four-point safety harness which is difficult to see, let alone to operate. "Now you know why we don't want faster pit stops in sports car racing," says team director Williams after supervising the business of fastening the belts and tightening them enough to bring tears to the eyes.



Team manager Richard Williams is flanked by Michael Cotton, putting on his helmet, and Aston Martin's Michael Bowler.

There's no difficulty in learning the cockpit. The one dial to watch is the rev-counter right in front of the driver, with a caution not to exceed 7,500 rpm. Away to the left is a computer screen conveying symbols and codes which are meaningless to the untrained eye, but tell the state of the engine and consumption. All of this is supervised by telemetry from the control vehicle in the paddock, and need not concern the driver. There are no boost gauges or knobs, of course, no gauges for cylinder head temperatures such as are found in Porsche, and it only takes a minute to absorb the minimum amount of information needed to drive the car safely.

The big V8 engine rumbles into action, and as the car accelerates a certain amount of vibration is felt through the fixed seat. The engine is loud, certainly, but not penetrating and brain-numbing as a Cosworth V8 is, mainly on account of running in the 7,000-8,000 rpm range, not 10,000-11,000 rpm. Ear plugs are useful but not absolutely necessary.

The right-hand gearchange is very precise, especially changing up, but the downshifts require a certain amount of concentration and experience in matching the revs. Based on the Hewland VgC, the special Aston Martin box designed by Max Boxstrom has a new casing which maximises the air flow venturi effect, an important feature of the overall aerodynamic package. The big radiator was, for the first season, placed across the rear of the car above the gearbox but will almost certainly be moved to the side, or front position in the coming year.

Driven at a fast touring speed, 12 seconds slower than Michael Roe, Tiff Needell and Bruno Giacomelli on the same day, the Aston Martin felt surprisingly civilised and not particularly tiring. Certainly, though, far greater physical effort would be needed to drive around the south circuit in 58-59 seconds, rather than in my best time of 71 seconds.

At first the steering feels remarkably direct, the car darting like a kart in response to small inputs, and the slow lap speed failed to "load up" the steering, the suspension or the Goodyears, which



The telemetry equipment which receives all the information sent by the car while circulating on the track.

remained almost stone cold at the end of nine laps.

An overriding impression was of the Aston engine's amazing torque. Messing up the downshift for the "chicane" on the south circuit, and taking the right-left-right in third gear, at least enables the engine to show how willing it is to pull cleanly from 3,000 rpm. For real acceleration, of course, the rev counter has to be shown more than 5,000 rpm, and the use of second gear does change the car's demeanour altogether. Then, the front wheels "push" a bit in the middle of the chicane, tending to understeer for a moment, and the rear of the car begins to feel restless leaving the chicane which leads, uninterrupted, to Becketts.

The trouble with racing cars is that they become addictive. My lap time improved by about a second on each of nine laps, coming down from 79 sec to 71 sec, which may be consistent but is really too slow to gain any realistic impression of the car's race potential.

Nagging away, all the time, was the feeling that the brake pedal had too long a travel and was too spongey, always allowing the impression that the front wheels might lock up. Michael Roe, who'd warmed the car up, confirmed that the car was set up for carbon brakes as raced in Mexico, and that it should have a larger master cylinder for the steel brakes fitted at Silverstone.

There was even the chance to get back into the car after lunch, for a second chance that might see faster times. That's always the theory, of course, but my fourth lap was spoiled by "losing" second gear, and taking the chicane in fourth, and my fifth by a squall of rain which produced a total "white out" against the low winter sun. A frantic grope for the wiper only proved that it wasn't anywhere obvious, so I drove from Becketts to Stowe watching the right-hand verge through the side window.

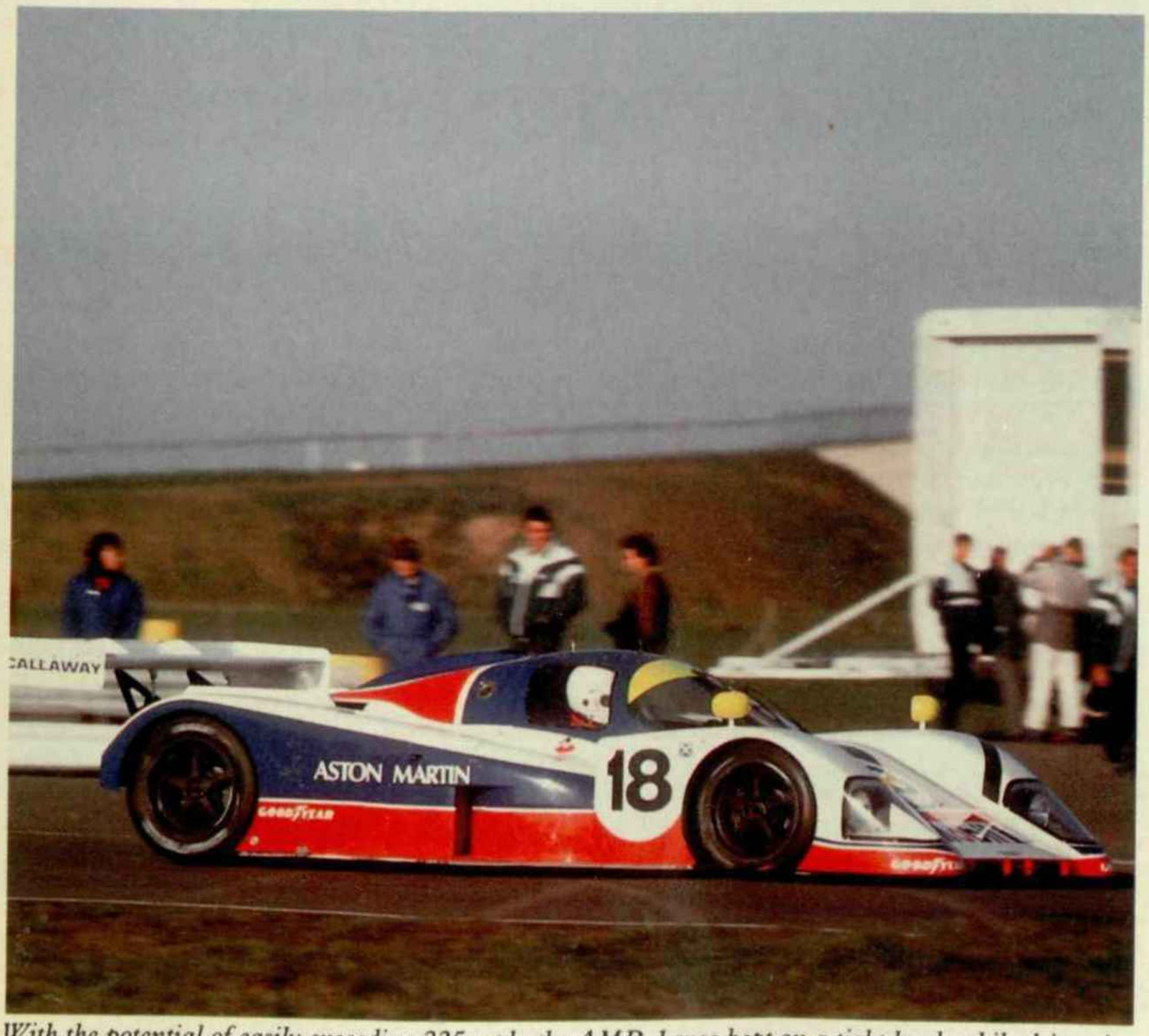
It's at times like that, of course, that one is glad not to be a racing driver. With the likes of Jean-Louis Schlesser and Jan Lammers on the same track, such a lack of experience and skill would be positively dangerous.

To judge the worth of a racing car is well-nigh impossible, except at full racing speed. The abiding impression, though, was that the production based V8 engine is well suited to the task of powering a racing car, tractable and flexible even when tuned to twice the standard output. Even now, with merely seven races to its credit, the Aston Martin Racing project has proved several points, the main one being the merit of the "Virage" 32-valve engine.

Larger volume manufacturers such as Mercedes, Porsche and Jaguar are in sports car racing purely for prestige, advertising potential, and to reduce the average age of their customers. A company like Aston Martin Lagonda, though, producing on average one car per working day and with order books filled for two or three years ahead, can be on the world's circuits only because the principals have a strong ambition to see their cars in the limelight, and it is impressive that Peter Livanos has underwritten the entire racing programme even though he and Victor Gauntlett own only 25 per cent of the shares while Ford, with 75 per cent, contributes nothing to racing.

At stake now is the answer to the following question: if Ford should take a closer interest in World Championship sports car racing, which of its daughter companies should represent it in the 3½-litre formula? Aston Martin, with its own "in-house" racing operation prepared to design the AMR-3 around the Ford F1 engine ? Or Jaguar, with two world championships to its credit already, a Le Mans victory under its belt, but with racing contracted out to Tom Walkinshaw?

Victor Gauntlett and Sir John Egan both have a strong cause to argue, but results on the circuits are the real aces. The 1990 season will make some fortunes, and break some hearts. MLC



With the potential of easily exceeding 225 mph, the AMR-1 was kept on a tight leash while driven by journalists on Aston Martin's "open day" at Silverstone.



Sister car to one of the lost Lancias having just arrived at Nairobi for the 1970 East African Safari Rally.

A Tale of Two Fulvias

ANYONE who has been to Sanremo, or who indeed went rallying anywhere in Italy prior to some ten years ago, will have heard of Ristorante Dall'Ava. Nestling among the trees at San Romolo, in the hills high above Sanremo, this renowned establishment is not only a suberb eating (and drinking!) place, boasting excellent fare and an atmosphere second to none, but a mandatory Mecca for any enthusiast of motorsport, whether on four wheels or two.

The open land outside the restaurant has featured as a service area since the days of the old Rallye dei Fiori, and there can be very few Sanremo diehards indeed, if any, who have not enjoyed sustenance there. It is a place which is as much part of Sanremo Rally folklore as the Passo di Teglia, Monte Ceppo, Adolfo's Restaurant at Pigna, the casino's Doris Girls (now as old as we are!), the Hotel Vittoria Roma and the once-common British means, instituted by Castrol but sadly long discontinued, of recognising and marking a good hostelry by its Castrol Gin & Tonic Pub emblem. The CGTP emblem, established by former Castrol men of the era of Jimmy Simpson, was a prized honour which, strangely enough, has never once been mentioned in the modern, pre-event Castrol Rally Information bulletin in all its 89 issues to date. The emblem was more a gypsy mark than a trophy, and was introduced so that satisfied visitors to an establishment could put down a scent to identify it to those who followed as a worthwhile place even before they sampled it. Despite its name, it had no real alcoholic significance. It was just a convenient, recognisable notch for the sticks of pubs, hotels, restaurants, guest houses, farmhouses or any other establishment which rendered worthwhile service and provided a good welcome. The "emblem" consisted of nothing more than a small, simple sticker, but it was as instantly recognisable as Abingdon's famous Safety Fast rosette.

Ristorante Dall'Ava has many times been unobtrusively adorned with the Castrol Gin and Tonic Pub sticker. It is a place where anyone, hailing from Tamanrasset or Tobermory, Machynlleth or Malindi, will be made instantly welcome, and certainly anyone going there with a copy of this magazine in his hands will stand a good chance of being presented with the best grappa of the house! Mine Host Orlando Dall'Ava was himself a rally driver of no mean ability for many years, but towards the end of the 'Seventies he decided that the sport was becoming too arduous, and he took instead to something which he considered far less demanding — climbing the Andes, the Atlas and other high mountain ranges by motor cycle! Since then, family and business demands have put an end even to that sedate pastime, and nowadays you can find both Signore and Signora in residence most of the time.

Among the souvenirs on display at the restaurant are authentic rally plates which go back many years, and an accumulation of photographs personally donated during the past few decades by some of the world's finest rally drivers and overland motor cyclists, all of whom have added their personal greetings. Not as obvious is the collection of old (a much better and simpler word than classic, vintage, veteran or antique) motor cycles. Some of these are in the throes of restoration, but one perches resplendent behind glass in the restaurant, a feature which Orlando proudly presents to all his visitors.

One of the great puzzles of the Dall'Ava establishment centres on a Lancia Fulvia which is currently being restored. One would have expected an ex-works car such as this to have had an accurately annotated history in the factory files, but not so. The records are blank. And Orlando is desperately trying to unearth as much of the car's background as he can.

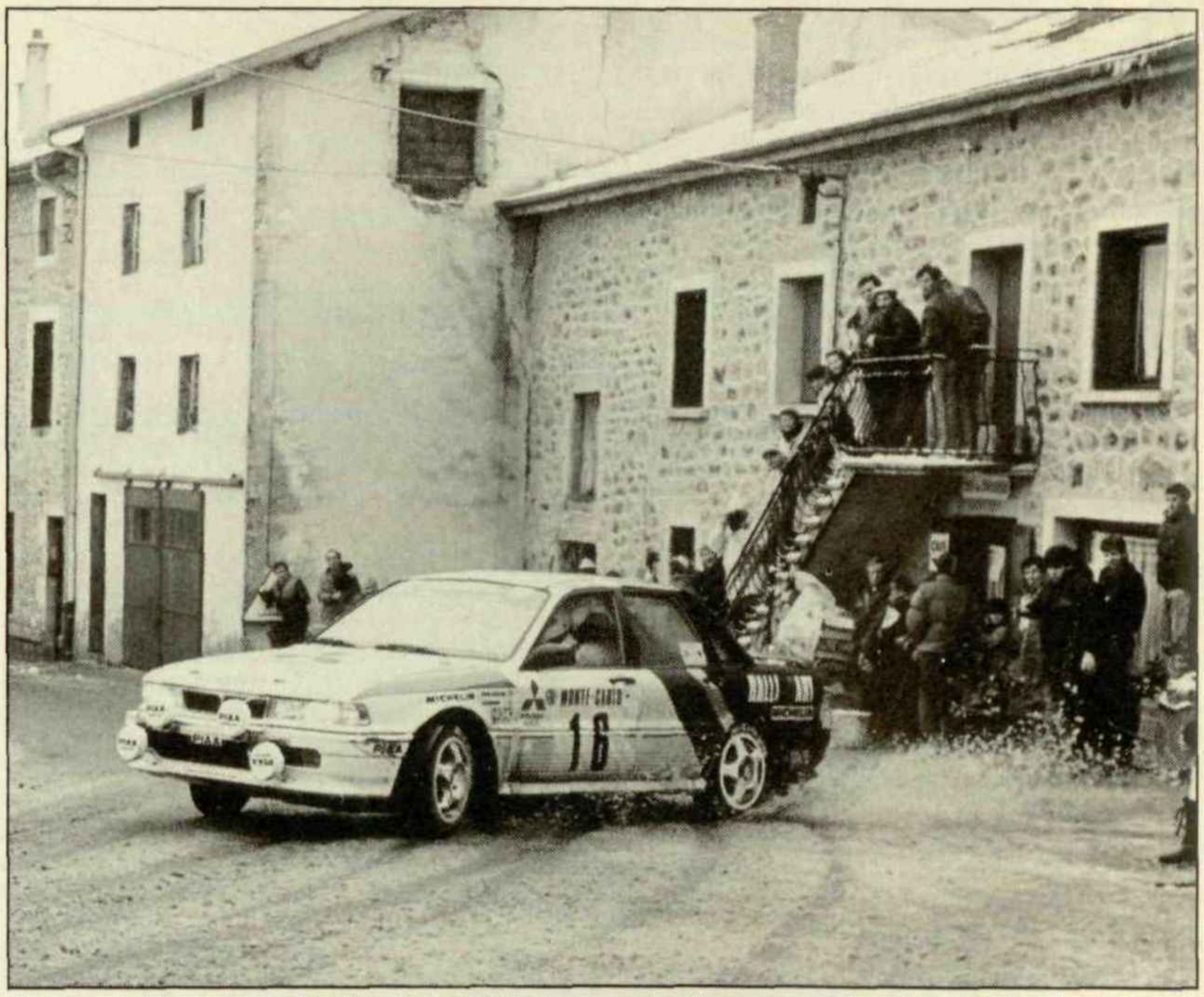
The car, registered TOD20642, originates from about 1970, when three Fulvias were driven in the East African Safari Rally by Kèllstrom/Hèggbom, Lampinen/Davenport and Munari/Drews. Anyone able to throw light on the past of this car, especially those who have copies of old photographs, will earn the gratitude of one Orlando Dall'Ava, and will always be welcome at San Romolo.

The next Fulvia mystery came to our notice last year at an East African Safari Rally veterans' lunch at Kenya's Mutheiga Club, just outside Nairobi. As we were enjoying the reunion of people such as Vic Preston Snr., Jack Simonian, Nick Nowicki, Peter Davies, Peter Shepherd, Gerry Davies, Eric Cecil and others, host Clive Pulman of *The Standard*, formerly the *East African Standard* which sponsored the first Coronation Safari in 1953, showed me a letter he had received from one Dr. David Leech of Fairford, Gloucestershire.

Dr. Leech has acquired a 1.3 litre Fulvia which dates from 1967, was originally registered TO900048 and was part of the works rally team, although when and where it was used, and by whom, have not been established. The 1968 Rally of the Flowers was probably one of its competitive appearances, and it was certainly sent to Kenya for the 1969 Safari, where it seems to have been used as a practice car.

At the end of that year the car was shipped to England and re-registered, after which it lost its works identity by becoming an anonymous road car and changing hands several times. It is now being restored to its former condition by Dr. Leech who has unearthed all manner of parts in the most unlikely places. He would be delighted to have further knowledge of the car, especially documents or photographs, and we will be happy to pass on anything sent to us.

GP.



This year's Monte Carlo Rally will be the first test as to just how competitive Mitsubishi will be in 1990.

Prospects for 1990

BY THE time this issue of MOTOR SPORT appears, the Monte Carlo Rally, first round of the 1990 World Rally Championship, will be over, and an indication given as to which crews and cars are likely to be the best performers during the year.

Already from 1989 we have Lancia, Toyota, Mitsubishi and Mazda, whilst coming soon in 1990 will be a bigger-engined Mazda, a 4WD Ford Sierra Cosworth, a 4WD Volkswagen Golf, the Subaru Legacy RS and, when it is ready, Nissan's new 4WD car. The Subaru Legacy is expected to make its first competition appearance on the Safari, no less than six of them being made ready, to appear in two teams of three.

Some teams are planning comprehensive World Championship programmes during the year, but most will be entering selected rallies only. Over the years, some driver/team combinations have become long established, almost historical, but changes took place at the end of 1989. Lancia lost Alén to Subaru, after many years with both Fiat and Lancia, but has gained Kankkunen who surprisingly decided to return to the team with which he was not particularly happy in 1987, when team orders resulted in his not winning as often as he most certainly deserved. Lancia's three works drivers are Massimo Biasion, Didier Auriol and Juha Kankkunen. Dario Cerrato will drive for the Jolly Club, and Alessandro Fiorio will alternate between the two teams.

Toyota's three drivers are Carlos Sainz, Mikael Ericsson and Armin Schwarz, to be joined by Jorge Recalde for the Safari. Mazda will have Timo Salonen, Hannu Mikkola, Ingvar Carlsson and, until he has to leave to join Subaru when the new Legacy is ready, Gregoire De Mevius from Belgium. Mitsubishi, planning six rallies during the year, will have Ari Vatanen and Kenneth Eriksson, and it is somewhat strange that the team will not have the services of the two drivers who won World Championship rounds for the make in 1989, Mikael Ericsson and Pentti Airikkala, the former having signed with Toyota and the latter with Ford.

The Boreham team will have Malcolm Wilson, Gwyndaf Evans, Franco Cunico and Pentti Airikkala, although the latter will also drive for the UK Mitsubishi importers in the British Championship, at least during those parts of 1990 which do not clash with conflicting World Championship events in which Ford is planning to participate. Initially, the 2WD Sierra Cosworth will be used, the 4WD car taking over when ready. Former Ford driver Stig Blomqvist has been working on the Nissan 4WD test programme and will presumably drive that car when it is ready.

Erwin Weber will be driving for Volkswagen, whilst GM's efforts seem to be mainly directed towards getting Louise Aitken-Walker to win the Ladies Cup of the World Rally Championship.

Just like the other Japanese teams, Subaru has its competition activities centred in Europe, and it is expected that three cars from Britain's Prodrive will take part in the Safari, driven by Markku Alén, François Chatriot and Gregoire de Mevius. Three others, prepared in Japan, will be driven by Mike Kirkland, Ian Duncan and Peter Bourne, but whether these drivers compete in other events during the year remains to be seen.

MONTE CHANGES

Long after the Monte Carlo Rally's concentration runs from various starting points ceased to be competitive, they continued as somewhat boring preludes to the competition itself, which did not begin until the morning after the first night stop in Monaco. In the Seventies, many journalists (who seem to consider that they have some muscle) began to complain that when cars reached the Principality for the first time they (the journalists) had very little to write about because there had been no competition to provide a classification.

Special stages were then introduced to the tail end of the concentration run, to be tackled after the various routes had all converged at some convenient place in the Alps. Later, the concentration runs were ended at some distant town, and the first arrival day in Monaco became Wednesday rather than Monday.

This could not have been welcomed by the hoteliers and restaurateurs of Monaco who found themselves losing a substantial part of their regular winter income. However, this was not the reason for the 1990 change back to the old system of taking everyone to Monaco before the competitive sections started. It was done to help the organisers promote the centenary celebrations of the Automobile Club de Monaco, an organisation which, like several others, owes its origins to muscle-powered travel — in this case the bicycle!

We must say that, although the original challenge of the Monte Carlo Rally was largely getting there in the first place, it does seem more appropriate that Monaco should nowadays host both the start and the finish. A competitive start at Gap, Grenoble, Aubenas or wherever, does tend to detract from the importance and significance of the Principality itself, and we trust that future Monte cavalcades will set off from the Monaco quayside itself, rather than from some convenient French town, then to be flagged away from the ramp erected in Casino Square.

This year, the Concentration Legs ran from Friday to Saturday, the Classification Leg during the Sunday from Monaco to Aubenas, the Common Leg from Monday to Tuesday with a night stop at Gap, and the Final Leg (Monaco to Monaco) during the Wednesday night, ending at 9.30 am on the Thursday, some 23 hours earlier than the old finish, when BBC Radio, courtesy of Arthur Phillips, Robin Richards and Eric Tobitt, invariably broadcast live from the quayside.

Barrett Jackson

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Would that modern Monte coverage, with all its computerised sophistication, provided such instant news straight from the horses' mouths which those chaps managed to bring daily to Britain more than twenty five years ago. There was even Polish, Norwegian and Welsh language coverage, all live, and we will not enlarge upon the latter on the grounds that it may increase our hat size!

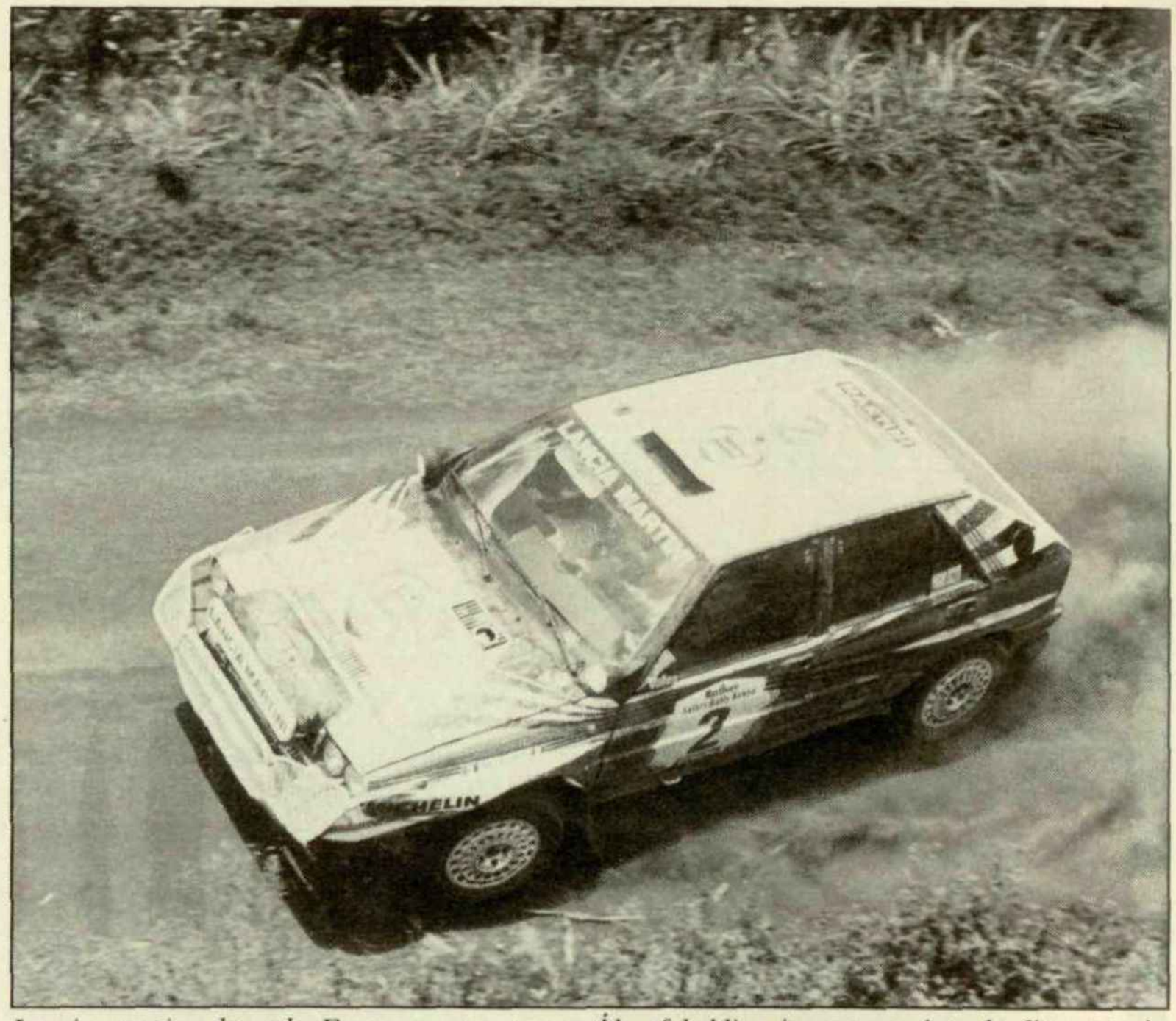
A SOFTENED SAFARI?

Another rally to have introduced changes for 1990 is the Marlboro Safari Rally which, despite more dithering in Paris over its dates, will again take place during the traditional Easter weekend, from Thursday to Monday.

However, a preliminary crowd-pulling stage has been arranged for the Wednesday, and this will be laid out on the grass and murram infield of Nairobi's long established horse racing track on the Ngong Road, a few miles eastward of the city centre. No doubt this has been arranged to meet FISA's demand that every World Championship rally should have a "superspecial stage", which certainly has no place in a competition based on five days' arduous driving through the bush and over tortuous escarpments and mountain ranges. But at least there may just be one good thing emerging from it; the organisers could earn a little income from spectator attendance, if they are allowed to charge a reasonable admission fee, which is doubtful. Networked television may also bring in something, but local TV coverage by the Voice of Kenya (VOK) will probably have to be gratis, as usual.

This year the rally will be divided into five distinct parts, each separated by a night stop. The first, from 10.00 am to 9.00 pm on Thursday, April 12, will head southwards via Kitui to the Taita Hills, Loitokitok near the Tanzania border and overlooked by Kilimanjaro, and the Chyulu Hills before returning to Nairobi. It was near Kitui in 1976 that sudden rain brought up rivers and stopped more than half the field on their first leg journey down to Mombasa. Clerk of the Course Mike Doughty says that this year, 14 years later, things have changed and the risks of stoppage are far less. However, in Africa nothing can really be regarded as a certainty, and even the main highway through Nairobi has occasionally become impassable due to flooding. Anyway, we agree with Doughty's philosophy. If they wanted to be 100% sure of every single piece of road, whatever the weather, they wouldn't have a Safari at all.

The second leg will be held during the Friday, and will consist of a journey up to Embu (North-East of Mount Kenya) and back, so gone are the rest stops at Nanyuki and the sections northwards to the desolate areas around Wamba. The third will start from Nairobi at 4.00 am on the Saturday and go northwards via a short stop at Eldoret to a night section through the Cherangani Hills, which will at least put the cat among the daylight pigeons! The leg ends when cars return to Eldoret from 2.00 am onwards.



Lancia remains the only European marque capable of holding its own against the Japanese in international rallying. It remains to be seen whether the Italian superiority can still be maintained.

The fourth part of the rally starts at 10.00 am on the Sunday and ends at Nakuru (not at Nairobi) at 3.00 pm the same day. There will be a long rest stop extending to all of fifteen hours at Nakuru, after which the final sections will begin at 6.00 am on the Monday, leading the rally back to Nairobi (presumably via roads around the Mau Escarpment, Narok, and the Kedong Valley) for the finish from 11.00 am onwards on Easter Monday.

We can't see the long stop at Nakuru being popular, and we feel sure that everyone, competitors and officials, would prefer the rally either to return to Nairobi for the Sunday night or to continue for a longer distance that day. A common comment made by no end of Safari stalwarts is that "the Safari has gone soft because it goes to bed every night". But we have to grant that, bombarded by FISA demands, the organisers have their hands tied by stupid, blanket rules and are obliged not to allow the overall distance to be increased beyond that which Paris considers to be an appropriate level.

Interference in the manner in which individual rallies are run is quite outside the terms of reference of an international co-ordinating authority. Such a body is there to govern democratically, not to dictate and oppress. It should blend and harmonise according to the requirements of member countries and national clubs, not force them into a conformity which their countries are not geographically, or even culturally, able to accept. But these basic objectives have been ignored for years by FISA. Democracy and harmony are words which have vanished from its vocabulary and certainly do not exist in Balestre's.

FISA has no business whatsoever poking its bungling, meddling fingers into the strictly local affairs of member countries, and even less right to elevate itself to the nauseating level of an oppressive tyranny. How long will this destructive interference by insignificant, tin-pot yes-men scared out of their wits of offending their domineering but craftily crumb-throwing master be allowed to continue? There can be no doubt that many organisers, competitors and team managers (even some of the blue-blazer minions themselves) would dance gleefully at his demise. But why in Heaven's name doesn't any of them have the old fashioned guts to do something about it? NOW!

In the past several years, world motorsport co-ordination has become ineffective, sick and rotten. The whole sack of apples needs to be thrown out and replaced, and the sooner the better. Please give us your views about it. Let your hair down, and don't worry about recriminations because there will be no identification in print. Whether you are a competitor, organiser, team official, a writer for another journal or even just an enthusiastic spectator, we'll be glad to have your opinions. All requests for anonymity will be respected, but you must identify yourselves in your letters, just between ourselves, otherwise we can do nothing.

GP



Formula 1
Benetton Ford Team



Formula Vauxhall Lotus



Rallying
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British Touring Car Championship
BMW Finance racing with Mobil 1



Production Saloon Car Championship
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Production Saloon Car Championship
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Jeremy Walton puts the Saab through its paces at Snetterton, the car responding well to the slow in-fast out treatment.

The Phlegmatic Swede

SAAB and the race track are far from synonymous in enthusiast eyes. Yet the Swedish marque which conquered the Monte Carlo Rally, as well as scoring four victories on our own RAC Rally, has a track record, one that stretches from two stroke triples in the European Touring Car series to 900 Turbo in Finnish one marque racing. Recently MOTOR SPORT has had the chance to see how that circuit heritage has been upheld and to assess what is offered to those who want more than the standard 175 bhp of the production T16 2-litre engines.

Best known for their record of successful participation with Ford products in the annual Snetterton 24 hours, Abbott Racing tackled a full 1988 season of Uniroyal Production Saloon Car Championship Racing with a 5-door Saab 9000 T16. Abbott's Ford achievements included outright victory in 1988 with the Sierra RS Cosworth of Lionel Abbott/ Graham Scarborough. The 1989 Saab was driven throughout a tough season by Lionel Abbott whilst brother Ed (a former Jaguar development engineer) developed and administered the project.

Prepared with the modest objective of beating the normally aspirated BMW M3 and "getting in amongst the slower Sierra Cosworths", the Saab production racing vehicle achieved its inaugural season aspirations. "Part of our crusade has been to show that a fairly unlikely car can do reasonably well," felt Ed Abbott. It scored one third place overall (Oulton Park) and several fourth positions. Enough to inspire parallel development of a considerably more rapid road car, one that we also tried after track testing the racing model at their home circuit, Snetterton.

Ed Abbott related how his Manningtree company in Essex became involved in racing against the Ford odds. "We had prepared cars for Charles Tippett in 1987 (the 1988 Saab Champion) and the Celebrity vehicle for 1988, all in the one-make series that Saab and Mobil had jointly promoted in Britain. We wanted to keep the link beyond the end of that series. We were allowed access to a written-off press car and a body to rebuild the same. We started on Boxing Day, 1988, and literally built the car up from scratch, including the design of an aluminium roll cage, one made up for us by John Aley."

On the face of it, the transverse front engine layout of the sturdy 5-door offered little encouragement to a racing team faced with the job of penetrating the rear-drive monopoly that exists in European production racing beyond 200 bhp. In the case of the Saab there are two other factors that proved relevant in the basic design for track work: the engine is canted at 20 degrees forward and the Swedish engineers had laid out their car on a philosophy of maximum passenger space, not air management under maximum boost at continuous full throttle.

The Garrett AiResearch T03 turbocharger was nicely placed in the forward air stream, but without the vented bonnet air management system of the production Cosworth design (absent for Sapphire RS), it was hard to get the air to cool the hardest worked ancillaries under pressure. In compensation the intercooler was generously proportioned, immediately before the water radiator.

The Saab exhibited a strong dislike for quick lefthanders (the comparatively unladen inner driven wheel skimming the tarmac readily) and running in the 1989 British summer heat at the maximum 260 bhp capability. During the season the team incorporated up to two oil coolers, mounted forward in the engine bay. This overcame the overheating problem at circuit speeds, but the team still found the Saab was happiest producing "around 40 bhp at our racing regulation maximum of 1.1 bar boost," commented Ed Abbott. The Ford was restricted to much the same

power, regulated to 0.9 bar maximum boost.

The 16v, incline 4-cylinder, Saab has an iron block and alloy DOHC head, its basic strengths emphasised by the production provision of a steel crankshaft. The standard capacity of 1985cc is obtained on a 90 x 78 mm bore and stroke. Compression ratio is amongst the higher registers found in current turbocharged car (9:1), but Bosch LH electronic fuel injection and micro-processor management have always ensured that it is amenable to a wide variety of fuel grades.

Ed Abbott commented of the transmission components, "There is nothing you can legally do under these regulations, so we use the usual 5-speed and final drive ratio, but I must say we have been most impressed with the basic strength under racing conditions. There have been no problems with driveshafts or joints."

The brakes were allowed the luxury of racing fluid grades, plus Mintex 171 harder pad linings, but the ventilated front discs and solid rears remain subject to the action of a third generation anti-lock braking system from Alfred Teves GmbH. Because there is no drive to the rear wheels and the weight mass is concentrated at the front end, it is particularly easy for the back brakes to lock up momentarily under racing duress and I was (wisely) warned about this aspect of racing front-drive manners before departure from the pits.

Although the Abbotts look forward to the comparative freedoms of 1990 International Group N, their 1989 Saab handled very well on road legal BF Goodrich tyres. Their 205/50 VR 15 proportions were mounted on one of many alloy wheel designs used by the Saab factory, in this case an American market multi-spoke unit of 6.5 inch rim width. Damping duties are shared between Leda front units (again to an Abbott drawing) and Bilstein rears.

Ed Abbott commented of the suspension layout, "There is more potential to lower the ride height than for the Cosworth Ford as the Saab is set higher in the first place. I have been *very* impressed with the layout of the Saab dead rear axle, it seems extremely well located and is one of the best features of the car in a racing application."

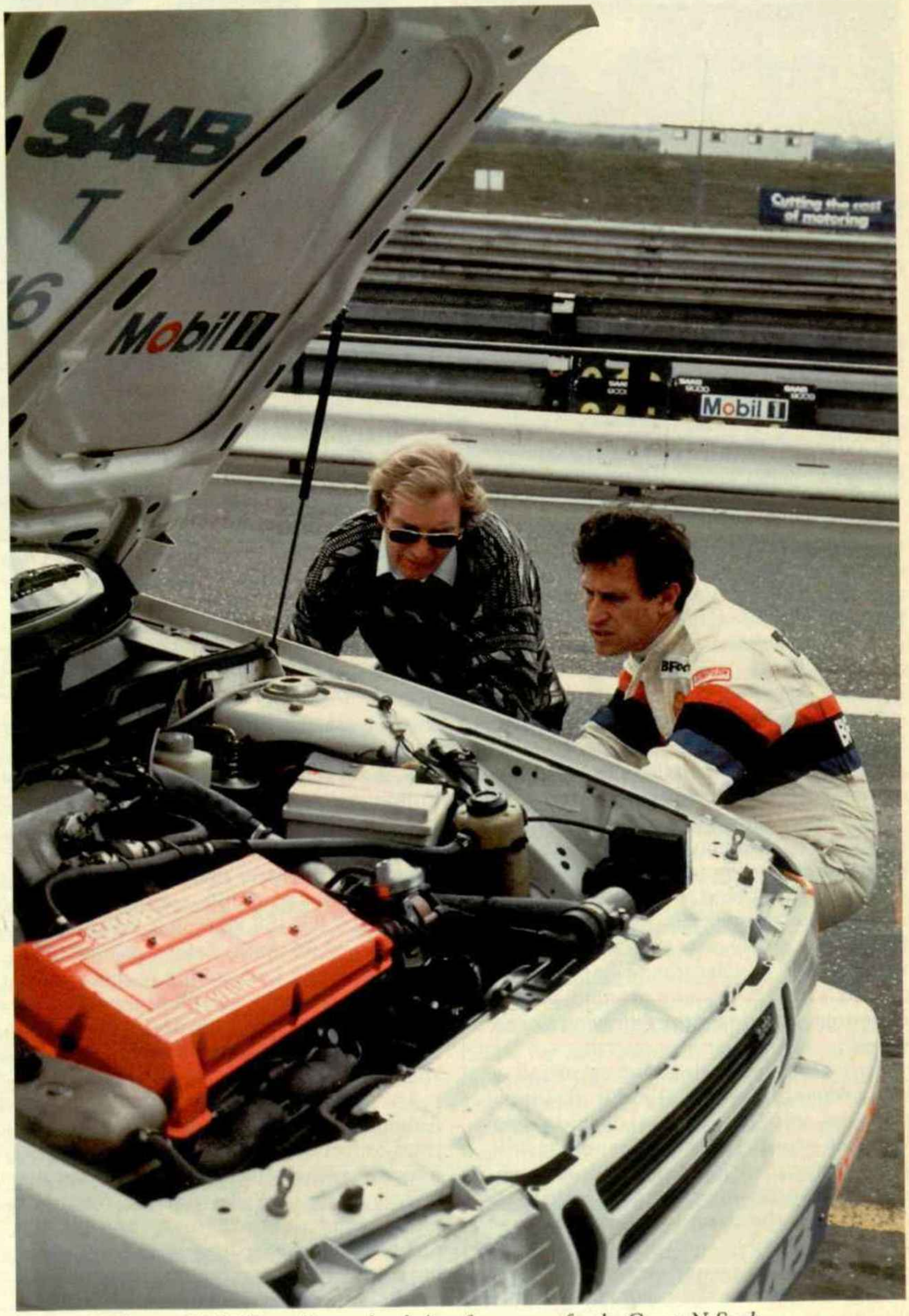
Other particularly strong points are the straightline speed between 90 and 120 mph, and the fact that this front-drive design seems to turn into corners as readily as a rear-drive machine, perhaps even faster if the corner is the most common right hand variety. Then the driver's weight helps counteract front-drive tendency to wheelspin under full boost. I can verify the high speed ability from personal observation at Zandvoort. There I watched the mirror images from Steven Kevlin's championship winning AFN Porsche 944 S2 and realised *that* big white Saab, the one towering over the rear panels, was gaining along the straights!

Zandvoort, and a session at Jarama with the (then) 204 bhp Carlsson Saab 9000 had also told me that driving the Abbott Saab, even on the most benign of sunny days at Snetterton, would call for almost as much adjustment of driving technique as the AFN Porsche 928.

The cabin is conventional enough, much of the standard Saab trim and instrumentation remaining. There is the vital fabrication of an aluminium footrest and the usual production racing forest of boost gauges, for turbocharger input was electronically and mechanically governed during 1989. Thus there is a digital read-out for scrutineering purposes, plus the standard equipment and an analogue gauge that flickered around the 1.2 bar marking for most of my session. Naturally oil pressure (65 to 70 lb in) and water temperature are monitored, but the latter caused no concern in autumn.

We were advised to use up to 6200 of the displayed 7000 rpm maximum, finding that the straightline maximum corresponded to 5750 rpm (approximately 135 mph on these tyres), which is an extremely competitive performance along the Revett straight. Initial acceleration is similarly impressive, accompanied by the rasp of a side exhaust that lacks the droning resonances of the Sierra Cosworth.

The Personal 3-spoke steering wheel operates accurate power steering and — located by the clinging combination of Sparco seat and comprehensive harness — it is initially hard to judge just how the 9000 is reacting to cornering forces. In fact its behaviour varies more than any other track car I have appraised, dependent on the nature of the corner ahead.



Jeremy Walton and Ed Abbott discuss the choice of tyre wear for the Group N Saab.



The Saab had an unhappy time in last year's Willhire 25 Hours race when it retired after a head gasket failure inflicted permanent damage.

As the regular driver had commented, the Saab is a phlegmatic Swede. Unlike a Mini, it does not like to be pushed into a corner beyond its tyre grip limits; you never feel as though you have driven at 10/10ths," reported Lionel. This trait is particularly marked at the slowest right hand bends of Snetterton. Matching full boost torque to available tyre grip (and the need to ease the steering lock for maximum front-drive traction) serves the driver with an initially unappetising dilemma between orthodox line and the traction requirements of a now enraged 2-litre turbo.

Whilst "slow in, fast out" may seem to cover the Saab circuit character, it is far from the whole truth. Present it with a quick right — of which there are an abundance at Snetterton — and the 9000 settles into its annexation with rewarding speed. The "Bombhole" at Snetterton is a particularly evil concoction, one that features a cambered fourth gear dive into an apex which must be correctly clipped. Failure to comply puts any car in immediate jeopardy against the closing barriers, or into a very bad frame of mind, and an uncertain attitude for the following Coram curve.

At the Bombhole the Saab surprised us all, even creator Ed Abbott. It simply motored into the correct position with absolute consistency, demanding little effort from the driver and gaining considerably on the inevitable Cosworth companion that the team had brought along for comparison.

In contrast, the worst feature of the car was the brakes. They lulled one into thinking that all was present and correct with plenty of initial bite, but during any serious application the ratio between increased brake pedal effort and the rate at which the car slowed appeared to go through some physical transformation that I have not encountered before. The more you pressed, the slower the rate of retardation! At least they were not powerful enough to produce the kind of one-wheel slides and scares that are familiar to circuit racing Sierra RS drivers, especially over bumpier corner approaches.

Aside from an occasional wriggle under 100 mph exit duress at Riches, and the battle of traction versus line under third gear turbocharger boost from Sears and the Esses, there were remarkably few handling quirks to absorb. My initial worries about difficulties on a 928 scale were unfounded and the accessible power between 4000 and 6000 rpm, backed by good torque, contributed to a more satisfying performance than expected. The Mobil 1-backed 9000 settled from an initial 1.22.88s (83.26 mph average) to 1m 21.44s (84.74 mph), close to the pace planned for 24 hour racing at this circuit. Owing to severely worn brake pads, that was a competitive time "on the day" and left me with an insufferable aura of smugness.

To put the cream on the day, the Abbotts also let me have a brief outing in a road conversion which turns the 9000 into a more aggressively rapid device than the factory Carlsson/Sport conversions that I have sampled. Those with an eye for technical detail may have noted that I said the production racer had the original T03 turbocharger specification, one shared by their converted road car. If you know your Saabs you will also be aware that the factory have now switched over to the smaller T25 unit. Power is not officially cut in standard form (still quoted at 175 bhp), but the Carlsson quotes have tumbled from the 1988 specification of 204 bhp for the UK market to 195 bhp, or 185 bhp with a catalytic convertor.

For Saab the smaller turbocharger reasoning is logical; they had decided to answer criticisms of turbo lag and on/off power output by installing a smaller unit. Initially they could only source this with Mitsubishi in Japan, but after approximately 12 months Garrett AiResearch were able to offer them the T25 alternative at a competitive price, so the current 9000 features that water-cooled casing and compact sizing.

The Abbott road car had reprogrammed engine management, a maximum boost indicated as 1 bar (14.2 psi), Saab Bilstein dampers, Abbott replacement springs and the considerable competence of Bridgestone RE71 covers. These were of 255/45 ZR dimensions upon 6.5 x 16 inch wheels, diameters that they wish they could run in competition.

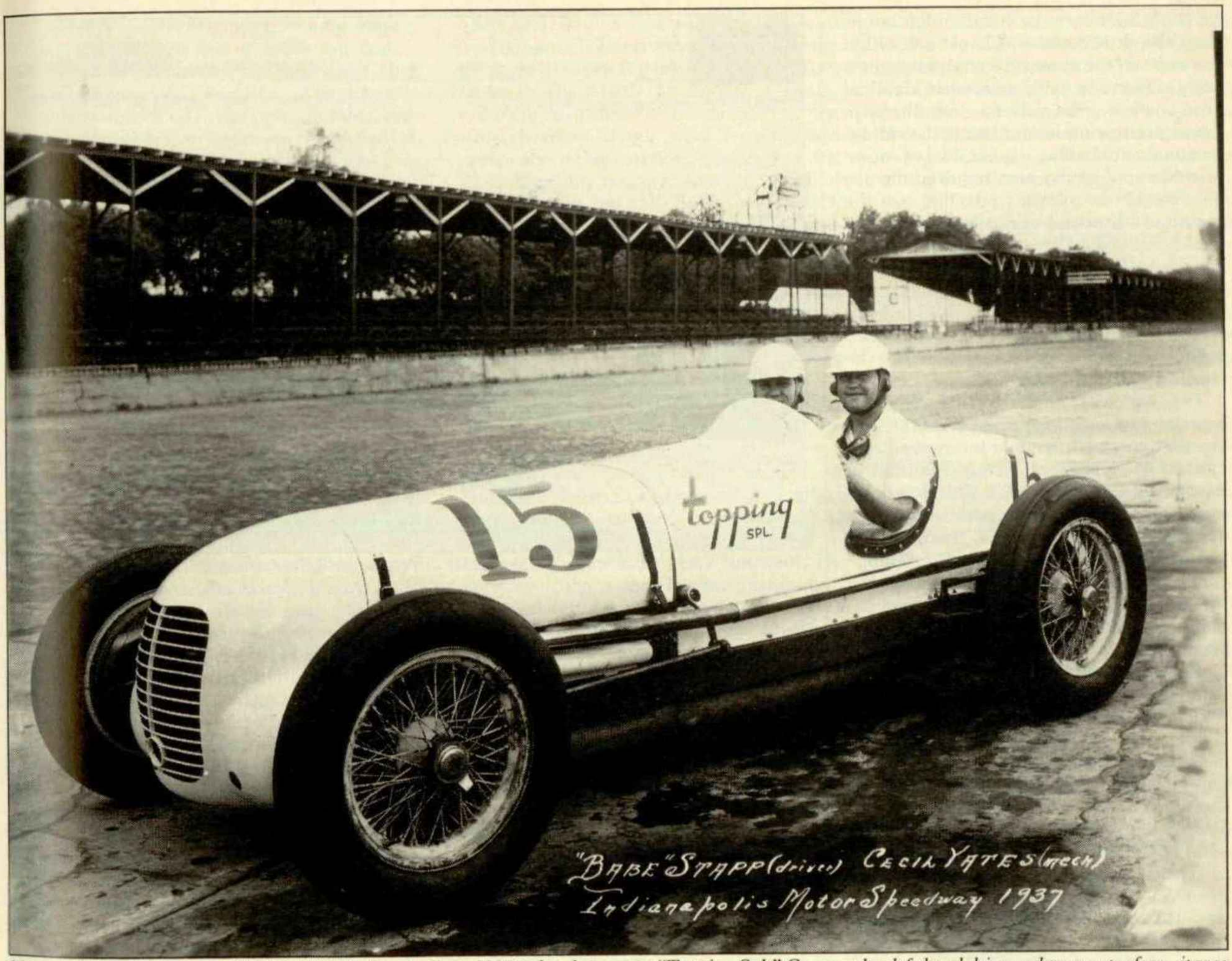
In action this machine proved to be the "Cosworth-9000" ripping away from standstill to a 125 mph cruise with just as much conviction as the track machine. I noted from the computer that Ed Abbott was averaging 24.3 mpg, and the same instrument also reported that you can ease off the boost so much at a constant 100 mph that the equivalent of 28 mpg is returned.

The car was presented as nothing more than an interesting development path, one that would need taming in respect of high speed pinking and wet roundabout manners, were it to be sold to the public. I thoroughly enjoyed it, but suspect that all but the hardest drivers would be better served by the 195 bhp Carlsson in today's traffic. But for those who do not want the expense of buying a complete Carlsson? Certainly worth further development time...

For the 1990 season Lionel Abbott happily told us, "We expect to move to the International Group N formula that the BRDC are promoting with the BRSCC. We have already received and begun to construct a new 9000 body from Sweden. One that will feature a fully integrated roll cage and the additional welding that is allowed by that category.

"This also means we will be using slick racing tyres, have a free choice of road springs and be allowed a limited slip differential. The organisers have already said that they are going to review the competitiveness of competing cars after three races because they do not want to see the Cosworths running away with everything, so we have high hopes of even better things to come. Perhaps even a couple of overseas races too, because the beauty of these regulations is that they do apply everywhere, and I hope we will be able to take advantage of that." So do we.

JW



Maserati V8 RI chassis no. 4503 is seen at Indianapolis in 1937, when it ran as a "Topping Spl." Converted to left-hand drive and two-seater form, it was driven by "Babe" Stapp with Cecil Yates as riding-mechanic. The two-seater bodywork was new, but followed the general lines of the Grand Prix body. A month later it had been converted back to Grand Prix single-seater form.

Maserati V8 RI — Part Two

LAST month we left all four V8 RI Maserati Grand Prix cars in the United States of America. They had proved totally uncompetitive in Grand Prix racing, unable to match the challenge of the W25 Mercedes-Benz and the V16 Auto Union, either in maximum speed or general performance. The two French-owned cars, that of Philippe Etancelin (4503) and "Raph" (4504) had taken part in the Vanderbilt Cup Race at the Roosevelt Raceway on Long Island, New York on October 12, 1936 and though neither car featured strongly in this first Grand Prix Formula race in America, they found ready buyers after the event, as did the two other cars, 4501 and 4502, which belonged to the Scuderia Torino.

Among American racing enthusiasts were many people who wanted to see European-style road racing become a permanent part of the United States racing scene, and it was hoped that the event at the Roosevelt Raceway in October 1936 would start the interest. At the time American racing was of the track variety, always turning left, running on tracks of ¼-mile length, to the 2½-miles of Indianapolis. There was a thriving industry building track cars with fairly unsophisticated chassis, but powered by some first class racing engines, but nothing in the way of pure road-racing Grand Prix type cars. The only avenue left open for the Americans was to buy Grand Prix cars from Europe, but these were mostly ex-factory team cars or secondhand private owner cars. There were no Mercedes-Benz, Auto Union or current Alfa Romeo cars for sale, regardless of how much money was offered. Maserati were the only firm prepared to build and sell brand new Grand Prix cars, but with the failure of the V8 RI to come up to expectations they opted out of Grand Prix racing and built 1½-litre "Voiturette" cars.

Thus it was that, on paper, the Maserati V8 RI was the newest design of car that was available for the American road-racing aspirants. In truth they would have done better to have bought a good secondhand Bugatti Type 59 or Alfa Romeo, and indeed drivers like Rex Mays, who bought an obsolete Alfa Romeo, did far better than those with the comparatively new Maseratis.

The 1937 Vanderbilt Cup Race was on July 3rd, which meant that the American classic Indianapolis 500 was more than a month before and one of the new Maserati owners entered his car for the Memorial Day race as a try-out. This was 4503 which had been bought by Henry J Topping Jnr, whose driver was Egbert "Babe" Stapp, seasoned American track racer.

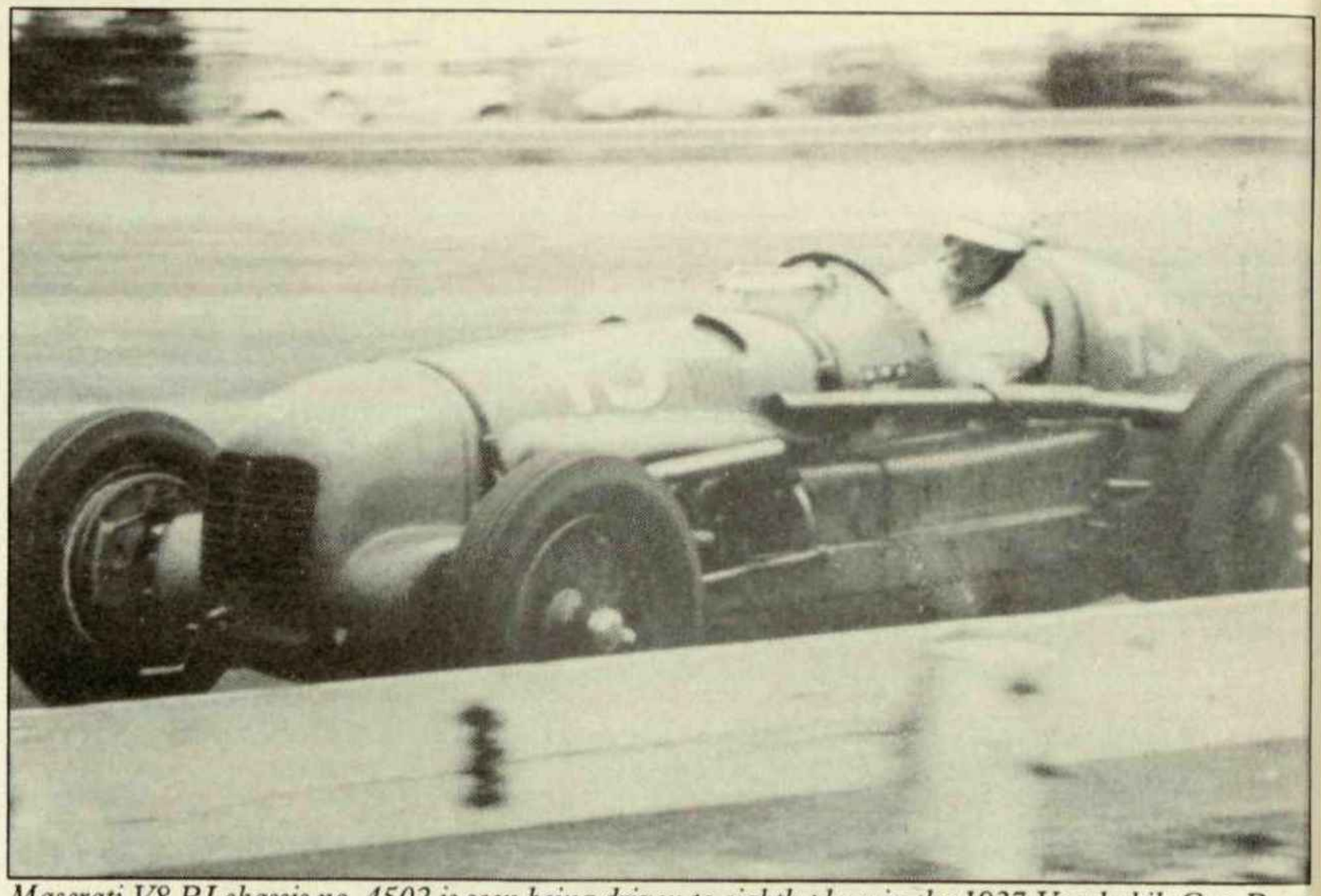
The rules for the Indianapolis 500 still called for mechanics to be carried so the Maserati 4503 was modified accordingly. The steering box was moved to the left, with new cross shafts, one short and one long, running out to the drop arms, the separate drag link for each front wheel being retained. The pedals were moved to the left and the gear lever now become central, used by the driver's right hand instead of his left. In single-seater form the V8 RI had widely spaced chassis side members, even though the cockpit width

was only 33 inches, so that in Indianapolis form the driver and mechanic sat within the width of the chassis. A completely new body was made, with an almost identical nose cowl over the radiator, but otherwise it was pretty simple and basic, the riding-mechanic not having a great deal of room.

Indianapolis rules also required the use of straight petrol (or gasoline) so the carburation had to be adjusted to suit, and in the entry list the engine capacity was given as 305 cu.ins. which is as near as makes no odds 5-litres. "Babe" Stapp took Cecil Yates with him as riding mechanic and their qualifying speed of 117.226 mph put them in 31st position on the starting grid of 33 cars.

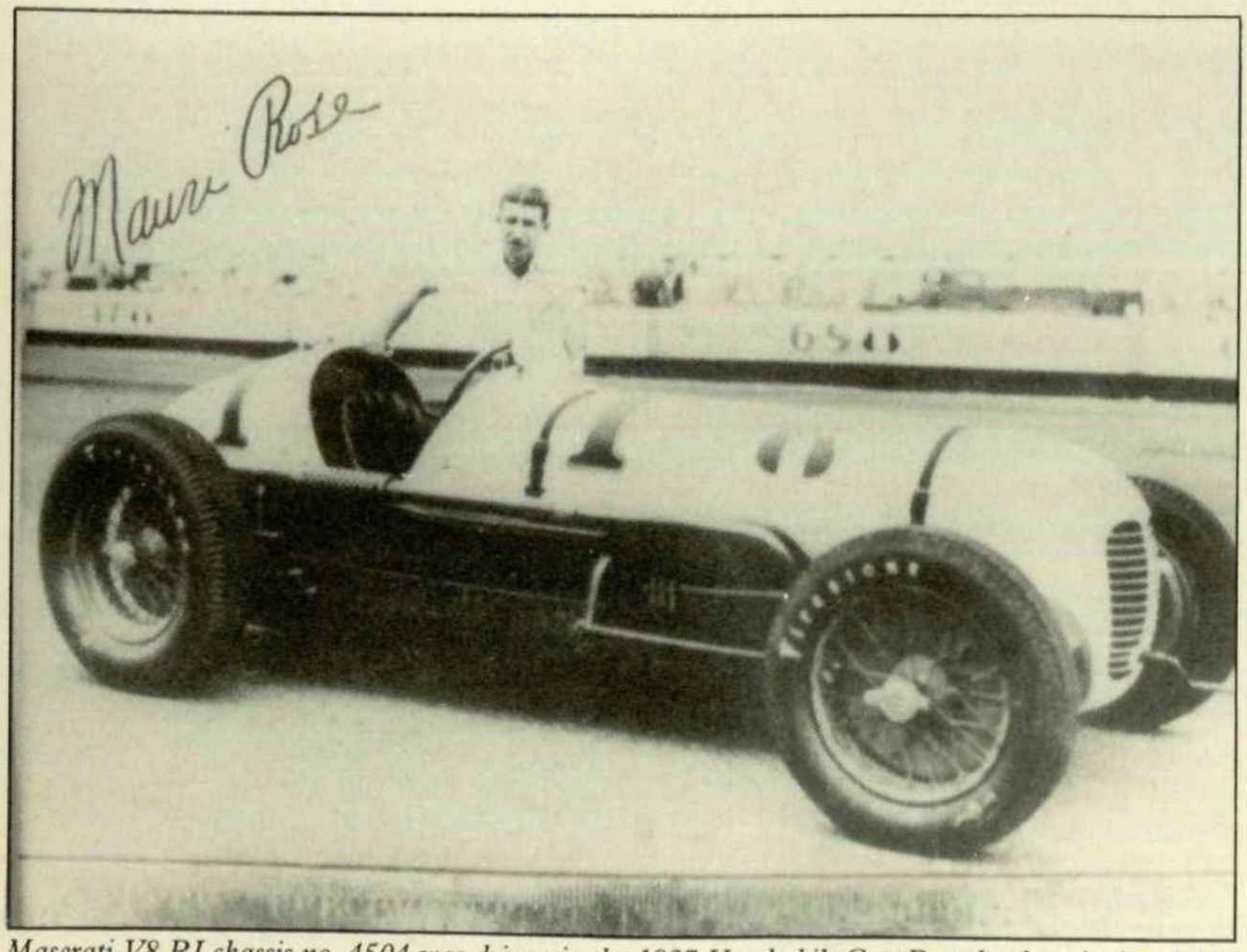
The car was entered as a Topping Special and lasted for only 36 of the 200 laps, when clutch trouble intervened and caused its retirement, being classified in 31st position in the results. This was not a very auspicious debut under the new ownership and the car was then entered for the Vanderbilt Cup Race, with "Babe" Stapp once more as the driver. As this race was run to International rules riding mechanics were not called for, nor the restriction to straight petrol, so 4503 was put back into single seater Grand Prix form using its original body, the conversion to two-seater having been comparatively simple.

All four Maseratis were entered for the July 3rd race, which was the real reason they had been bought by the Americans. In 1936 the American sporting scene had been mildly surprised by the performance of Tazio Nuvolari and the 8C/35 Alfa Romeo when he won the first Vanderbilt Cup Race on the very winding original circuit. In 1937 they were stupified, for teams of Mercedes-Benz W125 and V16 Auto Unions were entered, with Bernd Rosemeyer, Rudolf Caracciola and Dick Seaman among the drivers. The poor old Maseratis had been unable to challenge the 8C/35 Alfa Romeos in 1936, and Alfa Romeo now had their 12 cylinder cars running, and even they could not match the German cars, so the four Maseratis turned up for practice without a lot of hope.



Maserati V8 RI chassis no. 4502 is seen being driven to eighth place in the 1937 Vanderbilt Cup Race on the Roosevelt Raceway on Long Island, New York. Note the broken exhaust tail-pipe.

The Bradley-Martin brothers owned horse racing stables which went under the name Balmacaan, and they entered the Maserati 4501, still in its revised form, under this name with Deacon Litz as driver, but though he practised he did not start. The second Maserati (4502) had a more exciting time. It had been bought by George Rand who was involved in a motor racing deal with a young boxer of Italian origin, named Enzo Fiermonte, who had aspirations of becoming a racing driver. Rand entered the car for the Vanderbilt Cup Race and nominated Fiermonte as his driver, even though the boxer had virtually no experience of racing. It did not take long for Rand to realise that Fiermonte had little or no idea about driving racing cars, or racing, and before he killed himself, or worse killed someone else, Rand withdrew the entry. There was no further practice and qualifying time left so Rand made a deal for Wilbur Shaw to drive the car. Shaw was one of the top Indianapolis drivers and had won the "500" just over a month previously, so his appearance in the Maserati aroused a lot of interest, and no necessity to qualify, he taking Fiermonte's position on the grid in the eighth row.



Maserati V8 RI chassis no. 4504 was driven in the 1937 Vanderbilt Cup Race by the reigning AAA Champion Mauri Rose, who carried the coveted no. 1 race number.

The Mercedes-Benz and Auto-Unions were by this time at their peak of development and were developing nearly 600 bhp so the V8 Maseratis with their meagre 320-340 bhp were totally overshadowed. Even Shaw's driving ability could not make up for such a horsepower discrepancy, especially as the track was much faster in 1937, a lot of tight hairpins having been eliminated. At least he kept it going for the full 300 miles, and finished in eighth position.

4503 was entered as a Topping and "Babe" Stapp qualified for the fourth row of the starting grid with a speed of 79.800 mph, compared to pole position speed of 85.850 mph by Caracciola in the W125 Mercedes-Benz. His race was relatively short as engine trouble caused his retirement. The fourth Maserati (4504) had been bought by Townsend B Martin and was entered for Mauri Rose to drive. Rose was another of the top Indianapolis drivers and after starting in the sixth row of the grid he worked his way up to sixth

place. With only five laps to run the Maserati broke its rear axle and that was that.

It soon became pretty obvious that European-style Grand Prix racing was not going to catch on in the United States, and no Vanderbilt Cup Race was scheduled for 1938, nor were there any other Grand Prix Formula races mooted. However, the ARCA ran some minor club events, and George Rand raced 4502 but this scene was not for the AAA professionals, though some of them thought the Maseratis could be used for Indianapolis, especially as riding mechanics were no longer called for from 1938.

European Grand Prix racing had a new Formula for 1938, which put a limit of 4½-litres on engines without superchargers, and 3-litre for those with superchargers, and the Indianapolis organisers set their rules to the same limits, along with the aforementioned withdrawal of the 2-seater rule. In 1938 Maserati 4504 was entered for the "500" but no driver was nominated, and anyway it did not arrive for practice.

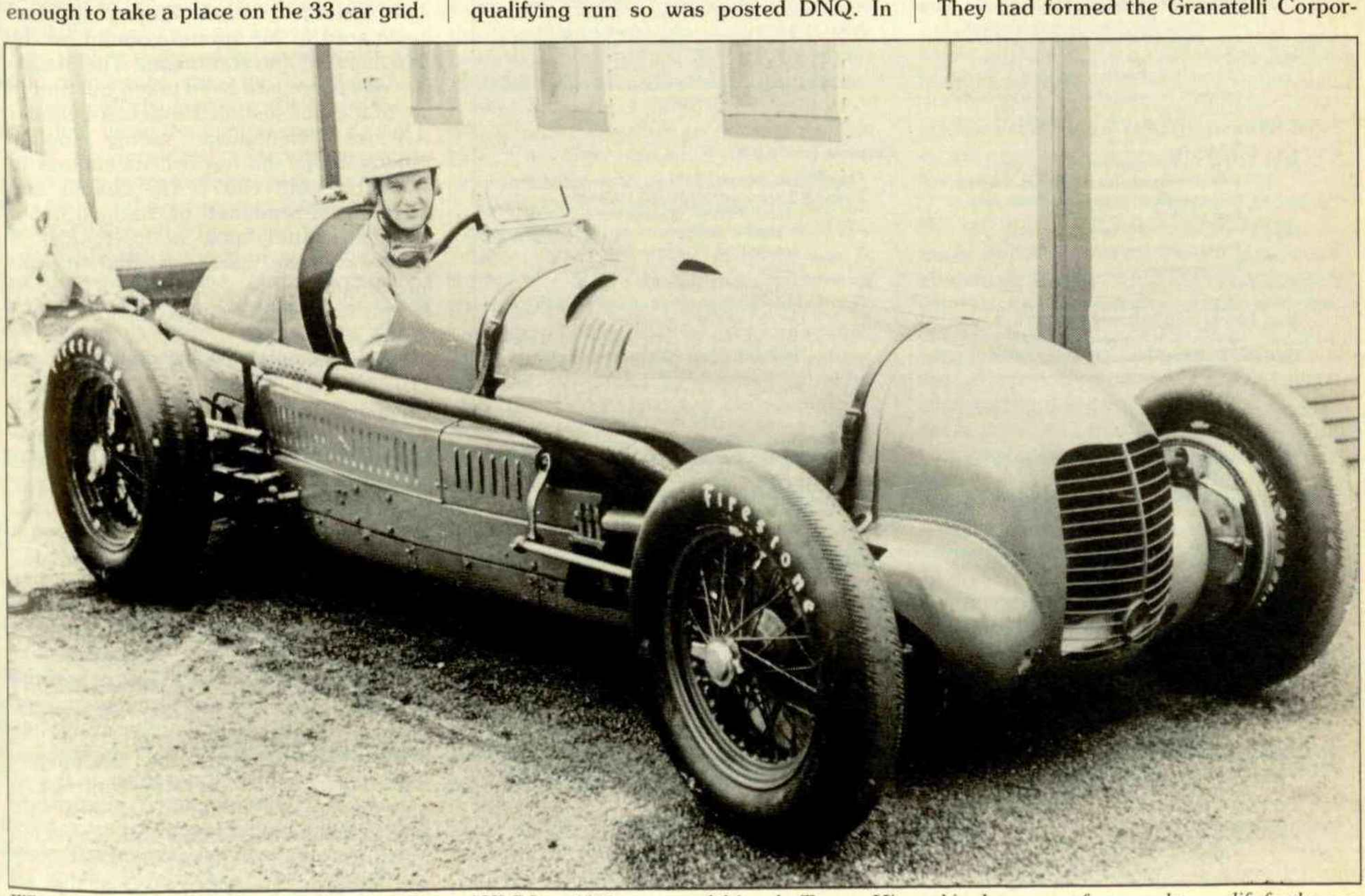
In 1939 three of the four Maseratis turned up at Indianapolis for practice and qualifying, but only one made the race. 4501, still unchanged outwardly with its low-level exhaust pipes and "cascade" radiator cowling, had the supercharger removed and a new crankshaft with shorter stroke to bring the capacity down from 4.7-litres to 4.5-litres. It was driven by George Robson who set a qualifying speed of 116.305 mph, but it was not fast enough to take a place on the 33 car grid. 4502 had been bought from George Rand by Richard T.Wharton, who owned the Wharton-Dewart Racing Team with Tom Dewart. They had the engine capacity reduced to 3-litres and retained to the supercharging layout, and it went quite reasonably. Deacon Litz qualified it for 31st place on the grid with a speed of 117.979 mph, but only 7 laps into the race valve trouble caused its retirement. It was classified 33rd in the results. 4504 was once more entered by its new owner Hollis A Cheeseman, this time as a Cheeseman-Maserati, whereas the previous year when it did not show it had been entered as a Kirkham-Maserati. Like 4502 it had its engine capacity reduced to 3-litres and retained the supercharger. Henry Banks drove it but failed to qualify.

Of 4503 there was no sign at all. Henry J Topping Jnr owned large estates in Honolulu (Hawaii) and he had the car put back into 2-seater form, as it had run at Indianapolis in 1937, and shipped it to Hawaii where he kept it as a "fun-car". He later had the supercharger installation removed and a Ford V8 single carburettor adapted to the manifolding to make it more tractable for use on his estate roads.

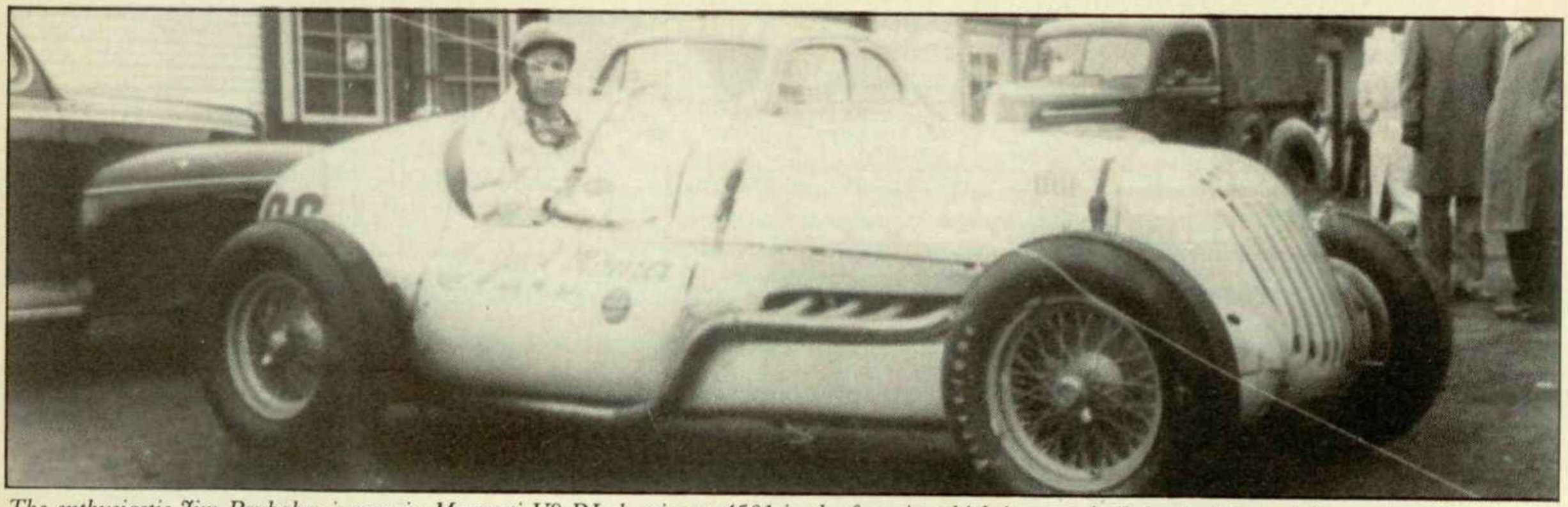
It is remarkable how certain cars get to Indianapolis, and then appear year after year, even though they proved unsatisfactory from the word go. The V8 RI Maseratis were typical cases. The 1940 race, while most of the world was at war, saw only 4504 arrive with Henry Banks at the wheel, but it broke down during its qualifying run so was posted DNQ. In 1946, when racing at the "Brickyard" resumed, 4501 and 4502 both turned up and both failed to qualify. The first car had now been bought by James O Brubaker, from Pennsylvania, who did not aspire to being a professional racing driver, but enjoyed working on the old car and took it along to Indianapolis as part of the fun. It was still of 4½-litres and running without the supercharger and not surprisingly it did not qualify. 4502 had been bought in 1944 by Milt Marion, an old time track racer and he entered it for the 1946 event for Tommy Hinnershitz to drive. This was still running supercharged in 3-litre form, and had been driven in ARCA events by Dick Wharton up to the time of America joining in the war.

Even though Tom Hinnershitz was quite a good track driver he could not qualify the old Maserati. Surprisingly, both cars had remained almost unchanged outwardly since they arrived in the USA in 1937, but it was a bit optimistic to imagine that a basically 1935 Grand Prix car could match the pace of specially built Indianapolis track cars, and later Maserati Grand Prix cars that were doing particularly well.

The remarkable Jim Brubaker entered his car (4501) in 1947, 1948 and 1949, failing to qualify each time, but no doubt enjoying his annual outing of speed. 4502 continued its checkered career, for it will be recalled that it made quite a stir in the 1937 Vanderbilt Cup Race. Milt Marion sold it to the Granatelli brothers, three speed-crazy hot-rodders of Sicilian origin. They had formed the Granatelli Corpor-



When racing at Indianapolis resumed in 1946 Maserati V8 RI no. 4502 reappeared driven by Tommy Hinnershitz, but was not fast enough to qualify for the race.



The enthusiastic Jim Brubaker is seen in Maserati V8 RI chassis no. 4501 in the form in which it was rebuilt by the Maserati factory in 1935/36 after Etancelin's crash at Monza. This photo was taken at Indianapolis in 1947, when the car was entered as a "Jack Maurer".

ation, dealing in performance and speed equipment in Chicago. They ran numerous racing cars under the name Grancor Specials and the Maserati 4502 is mentioned many times in Andy Granatelli's hilarious book *They call me Mister 500* (which is well worth reading, as well as for the V8 RI references).

Andy Granatelli was the leader of the gang, the entrepreneur and driver, Joe was the spanner man who loved working on racing cars and racing engines, and Vince was the "kid brother". It was 1948 and the Gracor team was preparing to set off for Indianapolis.

"This time we were ready to plunge at Indy. The bet-a-million Granatellis. We had five cars lined up in various stages of readiness. There were our two Miller-Fords, one Grancor-Ford, the one sensational Offenhauser-Miller-Ford and one supercharged Maserati - an honest-to-God monster Maserati that we were putting together on a pay-as-you-go basis. In fact we were still putting it together when it came time to load everything on trailers and wheel off to the 500. ('Whaddya expect me to do?' Joe said. 'Stand on the back of the trailer and install the engine while we're towing it down? I can't get to everything, you know.')"

The Maserati V8 RI was finished and ran, driven by Walt Brown entered by Grancor Auto Specialists, but it failed to qualify. Undeterred they brought it back to Indianapolis in 1949, but this time it had undergone major surgery and had been sold to an up-and-coming lad by the name of Jim Rathmann. The Maserati V8 engine had been taken out and in its place was installed a new 4-cylinder 4½-litre Offenhauser racing engine. (Indianapolis did not restrict engines to 4.2-litres until 1957). The chassis and suspension remained unchanged but it had an entirely new body, typical of post-war Indy cars, so that it was unrecognisable as a Maserati V8 RI apart from the brakes and suspension, which could still be seen.

It was entered by Andy Granatelli as a Grancor V8 but Rathmann was unable to qualify, though he borrowed another Offy-powered car, with an American chassis, and qualified in 11th place. He was flagged-off at 175 laps to be classified 11th. Jim Rathmann was to go on to become one of the leading lights at Indianapolis, gaining three second places, and winning in 1960. Interesting that he started his Indy career in a Maserati V8 RI, even though the record books have it down as a Grancor!

Apart from 4501 not qualifying in 1950 in the hands of Mike Burch, that was the end of the professional careers of the Maserati V8 RI quartet in the USA, but like old soldiers, old Maseratis seem not to give up, and next month we will deal with their activities in American amateur racing and in the hands of special-builders, which will bring us through to the fact that all four cars are still alive and well. DSJ

MASERATI V8RI
(Part 2)

Chassis No.4501

1937: Bought by Alistair and Esmond Bradley-Martin (USA)
July 1937: Vanderbilt Cup (USA). Roosevelt Raceway Driver: Deacon Litz. Practiced but did not start.
May 1939: Indianapolis 500 Mile Race. Driver: George Robson. DNQ. Engine running unsupercharged and capacity reduced to 4½ litres. Qualifying speed 116.305 mph not fast enough for race.
May 1946: Indianapolis 500 Mile Race. Driver/owner: Jim Brubaker. Engine still unsupercharged 4½ litres. Not fast enough to qualify for race.
May 1947: Indianapolis 500 Mile Race. Driver: Jim Brubaker. DNQ. Still not fast enough.
May 1948: Indianapolis 500 Mile Race. Driver: Jim Brubaker. DNQ.
May 1949: Indianapolis 500 Mile Race. Driver: Jim Brubaker. DNQ.
Oct 1950: Bought from Brubaker by George Weaver, and sold to Phil Cade for SCCA racing.

Chassis No.4502

1937: Bought by George Rand (USA).
July 1937: Vanderbilt Cup (USA). Roosevelt Raceway. Entered for Enzo Fiermonte, withdrawn during practice. Re-entered for Wilbur Shaw. Finished 8th.
1938: Driven by George Rand in ARCA club events. Bought by Richard T. Wharton for the Wharton-Tom Dewart Racing Team.
May 1939: Indianapolis 500 Mile Race. Driver: Deacon Litz. Engine capacity reduced to 3-litres. Qualified 31st at 117.979 mph. Retired lap 7 with valve trouble. Classified 33rd.
1940: Driven by Richard Wharton in ARCA club events.
1944: Bought by Milt Marion.
May 1946: Indianapolis 500 Mile Race. Driver: Tom Hinnershitz. Engine still 3-litres supercharged. Did not qualify.
1947: Bought by Granatelli brothers for Granatelli Corporation (Grancor) Team.
May 1948: Indianapolis 500 Mile Race. Driver: Walt Brown. Entered by Grancor Auto Specialists. DNQ.
1949: Maserati V8 engine replaced by 4½-litre 4 cylinder Offenhauser engine. New body made. Car renamed Grancor V8. The Maserati engine sold to George Weaver.
May 1949: Indianapolis 500 Mile Race. Driver: Jim Rathmann. Did not qualify.
1954: Used as basis for sports/racing special by SCCA member.

Chassis No.4503

Oct 1936: Bought by Henry J. Topping Jnr.
May 1937: Indianapolis 500 Mile Race. Driver: "Babe" Stapp. Car converted to LHD 2-seater for Indy regs. Engine size quoted as 5-litre. Running on straight petrol (regs). Entered as a "Topping". Qualified 31st at 117.226 mph. Retired lap 36 with clutch trouble. Classified 31st.
July 1937: Vanderbilt Cup (USA). Roosevelt Raceway. Car returned to single seater form. Driver: "Babe" Stapp. Entered as "Topping". Started in fourth row. 79.800 mph. Retired with engine trouble.
1939: Taken to Honolulu (Hawaii) to Topping estates in 2-seater form for Henry J. Jnr. to use as a "fun-car". Supercharger removed. Fitted with Ford V8 carburettor.

Chassis No.4504

1937: Bought by Townsend B. Martin.
July 1937: Vanderbilt Cup (USA). Roosevelt Raceway. Driver: Mauri Rose. Started in sixth row. 77.607 mph. Retired with broken rear axle.
1938: Bought by Hollis A. Cheeseman. Indianapolis 500 Mile Race. Entered but did not run.
May 1939: Indianapolis 500 Mile Race. Driver: Henry Banks. Entered as Chesseman-Maserati. Engine capacity reduced to 3-litres (Regs.). Did not qualify.
May 1940: Indianapolis 500 Mile Race. Driver: Henry Banks. Car failed during qualifying run. DNQ.
Post-war: Bought by George Weaver for SCCA club racing.



Although the addition of a body kit and Compotive wheels will not please the purists, the car is nevertheless eye-catching.

The Forgotten Sports Car

MIKE Kenyon of Chaparral Motorsport Ltd. of Westbury, Wiltshire has hit upon a very good idea. As the price of Ferraris seems to know no bounds and the gap between the exotic Italian sports cars and their more plentiful, but common, cousins widen, so certain models have increasingly appeared to be of good value. Although involved in other exotic makes of car, he increasingly became an Alfa Romeo specialist, with the result that, using the manufacturer's own criteria, he developed a defunct model into an even more thrilling sports car than many state of the art contemporaries.

The GTV in both 2-litre and V6 form is a model with which the staff at Standard House have long had a love affair with. Although none are to be found on the fleet nowadays, there was a time ten years ago when two were being run by various people.

It is a model which also has a history of attracting tuners as well. In July, 1980, we carried a report on the conversion to the 2-litre car carried out by West Horsley Alfa Romeo dealers Bell and Colvill. In conjunction with Mathwall Engineering, they offered a turbocharged version which boosted the power up to 175 bhp at 5500 rpm from the standard 122 bhp at 5400 rpm and increased the torque phenomenally with 190 lb.ft at 4000 rpm compared to 129 lb.ft at 4000 rpm. These figures even bettered Alfa's own Autodelta-developed turbocharged car which offered 150 bhp at 5500 rpm and 170 lb.ft at 4000 rpm.

In Australia Beninca Motors of Victoria offered a turbocharged version that was even more powerful, but the most exciting of all was the Twin Turbo GTV6 developed by Callaway Turbosystems of Connecticut, the same company that has developed the Aston Martin Virage engine as used in the Group C car as car be read elsewhere in this magazine. They transformed the car into a 230 bhp road burner which could slingshot to 60 mph in less than 6 seconds and hit 140 mph by the time the 6300 rpm redline was reached.

The GTV 2.5 was first announced ten years ago. At first, it seemed that the GTV coupé was being given no more than a fresh lease of life with the installation of the new V6 engine. The design, after all, was commenced in 1967 when Giorgetto Giugiaro, who had recently left Bertone and had started his own company Italdesign, and Aldo Mantovani, the body engineer were briefed by Alfa Romeo on their requirements. It was to be a coupé version of the saloon that was being developed by their own engineers.

The first designs were soon drawn up and development on the model, which had to go hand-in-hand with the saloon, continued through the final years of the Sixties and into the early Seventies. Apart from the design constraints imposed upon the designers by the necessity of using the same parts as the saloon, the car had also to be compatible in size to Fiat's successful 124 coupé with which the Milan company envisaged it was going to compete.

When Giugiaro's final designs and full scale models were accepted in early 1970, there was little that could be added apart from a few styling details. And yet Alfa Romeo's engineers wanted to have their own input, especially after a session in the wind tunnel with a prototype showed up what they thought were some deficiencies in the design. Although the ensuing modifications were relatively minor, Giugiaro was incensed enough to take legal action ensuring Alfa Romeo could not use his name in connection with the car.

The car's shape, now regarded as inspirational, did not receive universal praise at the time. Some felt that it was imbalanced and the wedge shape too pronounced - the windscreen too steeply raked and the bonnet too long. Even so, the car's aerodynamics were not particularly good, the Cd figure of 0.39 hardly awe-inspiring even by the standards of the day. Familiarity, however, tends to expunge from memory these earlier criticisms, especially when it is as subjective a matter as a car's looks, so that the shape is now held in generally high regard.

The Alfetta GT, as it was designated, was launched in May 1974, two years after the arrival of the Alfetta saloon. In the autumn of 1976, this 1779cc-engined version was superceded by two new models: the Alfetta GT 1.6, which utilised the 1570cc twin cam engine, and the top of the range Alfetta GTV, which used the 1962cc version of the aluminium twin overhead cam unit. These two models formed the basis of the model line-up for the next three years, the 1.6 lasting until 1979 while the 2000 GTV remained basically unchanged for the remainder of its life.

The next major development was the arrival of the GTV6, announced in late 1980 and launched in Britain in June 1981. It was the fastest production Alfa Romeo since the Montreal. Its main claim to fame was that it used an injected version of the V6 engine that had first seen the light of day in the Alfa 6. It was a model so loathed in Britain by the press, however, that few people were encouraged to sample the V6 engine, a unit that drew upon Alfa Romeo's racing experience. The bore, stroke and cylinder block design, for example, could trace their links to the racing department, as could the 46-degree valve angle which ensured better breathing. The original unit, however, was fed by 6 temperamental Dellorto carburettors which turned it into a moody beast.

The 60° cylinder placement, in place of the more conventional 90° configuration, ensured the engine could be fitted into the 4-cylinder compartment without too many alterations to the bodywork. The narrower vee also helped reduce torsional stress while exceptional balance was attained throughout the power range due to the equal distribution of all the combustion phases.

The Bosch L-Jetronic transformed the engine into a sweet-running, deliciously smooth unit and helped increase the power output to reach 160 bhp at 5600 rpm compared to 122 bhp at 5400 rpm of the Alfetta GTV. The torque figures were 157 lb. ft at 4000 rpm and 129 lb. ft at 4400 rpm respectively. It is the sheer artistry, the look, the noise and the heritage of this engine, however, which more than anything makes it such an exciting car, an obvious future "classic" if ever there was one.

Although Mike Kenyon is an enthusiast, he is a businessman first and foremost, and as with the wine connoisseur assessing future vintages, so Mike has come to the conclusion that the GTV6 is one of those forgotten sports cars whose time will surely come when they will be recognised for what they are.

The Alfa Romeos of the Seventies, made with the inferior Soviet steel, tend to be lost causes whereas the post '81 models, which were made of far superior European steel, are very much salvageable although they are still prone to rust and general decomposition. No matter the state of the donor car, therefore, once Chaparral lay their hands on it, it is completely stripped down to the bare metal so the corroded parts can be identified, for even the most outwardly perfect car can be hiding a veritable catalogue of disasters. Even with all their experience in dealing with these cars, examples still turn up bearing decay in previously unheard of places. The usual places, though, are the sills and inner and outer wings, while the bottom of the doors, the windscreen surround and the tailgate are closely inspected for decay. The crossmembers, however, once a real problem area, tend not to suffer.

No expense or effort is spared in replacing damaged or rotten panels with the result that by the end of this particular operation, the body shell is probably better than when it left the factory.

The paint shop is the next stop on the road to revival where it is etched with a special keying agent and given numerous coats of paint especially on the edges. All the known problem areas are especially treated with Hammerite paint to try and eliminate future trouble spots. The door uprights are powder coated, a process similar to stove enamelling involving the use of heat treatment, for added protection and wear.

While the shell is receiving all this treatment, the chassis and suspension are themselves being subjugated to minute inspection. The suspension parts are thoroughly cleaned and then powder coated and new rubber bushes are added. Adjustable gas shock absorbers are fitted which are set according to the customer's preference. Neither the De Dion type rear suspension, with coil springs, nor the twin wishbones at the front are usual problem areas, but the ball joint and bushes are replaced as necessary.

The engine is completely stripped to the bare block and fitted with new liners. New pistons, con-rods and the four main bearing, nitrided crankshaft are balanced and the cylinder heads are re-faced. The combustion chambers are all balanced and machined to give the right compression ratio. The ports are gas flowed as are the manifolds to match them while the valves are attended to. The manifolds are to original specification as there is not a great deal of room under the bonnet for any different sort.

The centre section of the exhaust is a standard Alfa Romeo system but the tail section manufactured by Amsa is used as it is believed to give a little more horsepower and it also gives a crisper note. All this work has helped boost engine output from 160 bhp at 6000 rpm to a stated 210 bhp.

The gearbox is stripped right down and any worn parts replaced before being re-assembled by an Alfa Romeo transmission specialist, the only modification made to the transmission being the installation of the single plate clutch from the current 3-litre car instead of the former dual-plate clutch.

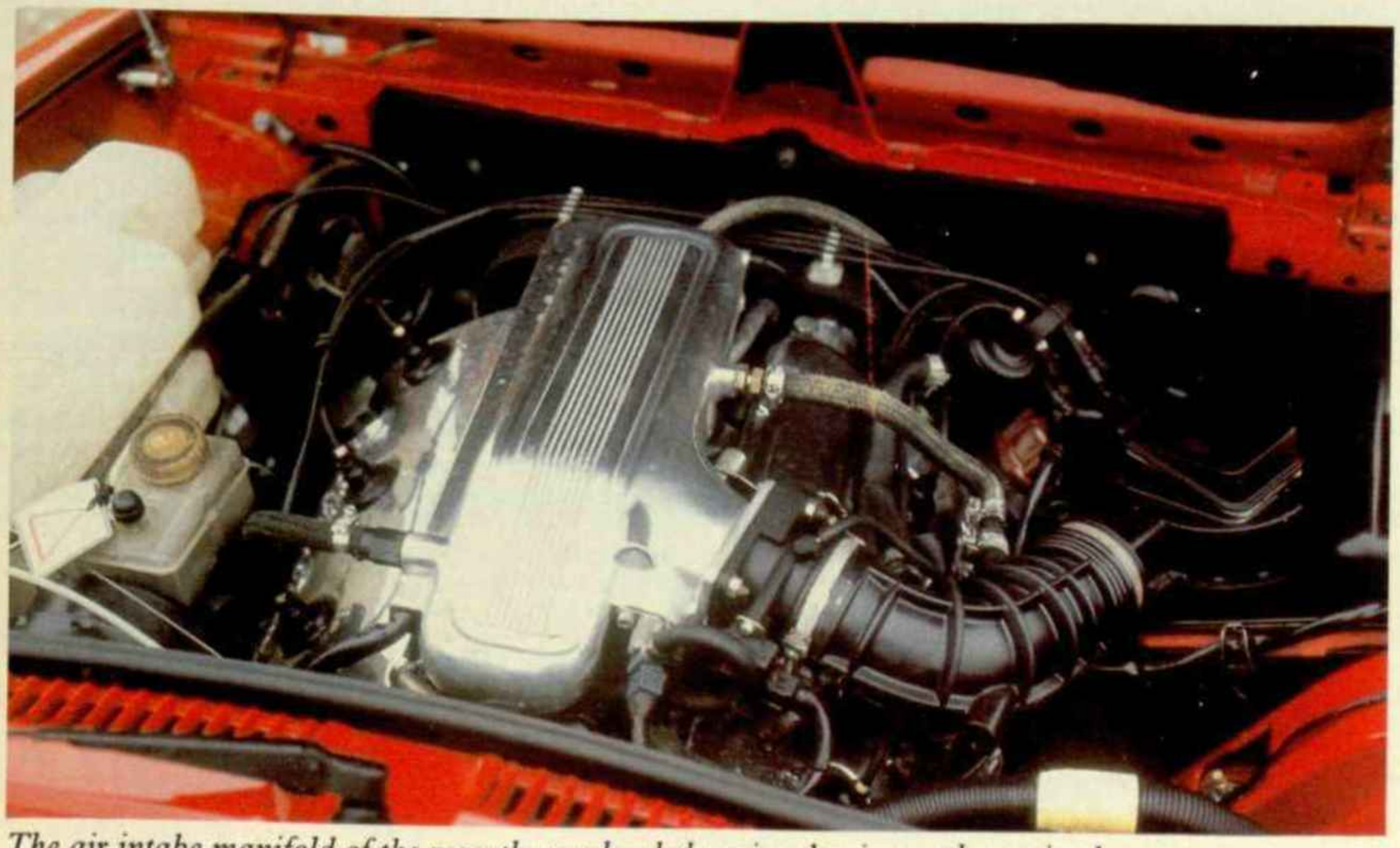
Mike Kenyon believes that there is nothing intrinsically wrong with the much maligned transaxle gearbox, universally regarded as the Achilles heel of the car because of the lengthy linkages and the sometimes obstinate way it behaved. Great care is therefore taken on its reconstruction and installation so as to try and eradicate its faults.

With regard to the interior, Chaparral have a show car which is used as a basis, but the choice of material, colour and carpet and radio/cassette, which is not included in the price, completely remains the customer's choice.

When the car is stripped down, all the wiring is examined and connections checked. If there is any doubt as to its integrity, everything is replaced. At the suggestion that Italian electrics are not all that they might be, Mike Kenyon came back to his central theme that if the car is well put together in the first place, then most of the problems will be eliminated even on an Alfa Romeo, whether they are the gear linkage, rust or whatever. This also applies to the electrics. He asserts that many of the problems associated with the marque in the past are to do with poor quality control at the factory.

As far as the body is concerned, there was room for improvement. In trying to update the car visually, it was felt that as the original fixture of the bumpers was of poor design and execution, that here was an area that could greatly benefit from any modifications with the result that new front and rear bumpers, and side skirts, have been added. The rather unfortunate lump in the centre of the bonnet, which was necessary to clear the intake manifold, has been disguised with a special panel. The windscreens, door aperture rubbers and other such perishable items are replaced as a matter of course.

The original Campagnolo wheels have



The air intake manifold of the recently overhauled engine dominates the engine bay.



The twin exhaust pipe poking out from underneath the bumper and the bonnet bulge are the only signs that this is a V6-engined car.

been discarded for the British made, Compotive five spoke wheel shod not with the standard Pirelli P6 195/15s, but with 225/15 Goodyear NCTs which can accommodate 7" width tyres, a choice of rubber made following their racing experience with a GTV in the BARC Super Road Series.

The way Chaparral have gone about updating the car may not be to everybody's taste, body kits after all do tend to be frowned upon on everyday modern cars, let alone on "classics", but the styling suits the Alfa Romeo. There was no doubt that during the week I had the use of the car, it caused quite a stir wherever I went.

The test car was entirely refurbished in creamy white Connolly hide and black Wilton carpet. Although the seats were comfortable, memories came flooding back once in the driving seat. Less Italianate than remembered, the driving position still required the knees to be slightly splayed in order to get a comfortable grip on the steering wheel.

The pedals, though, were perfectly placed for heeling-and-toeing. Since this was a 1983 car, the dashboard was sensibly laid out with the larger tachometer and speedometer gauges flanking the oil pressure, water temperature and petrol tank gauges. Thankfully it was not one of the earlier versions which had the tachometer, later replaced by the speedometer, situated in splendid isolation in front of the driver while the rest of the instruments were located over the central console.

A two-speed wiper and wash/wipe cleared the screen but the car betrayed its early origins design-wise in its failure to have a wiper for the long, sloping rear hatch. A manual sun roof was fitted on this car which, although weather-proof, failed to keep the water out of the passenger side in a car wash, although fortunately I was alone at the time.

Although no more than a 2 plus 2, GTV6s were able to offer more rear legroom than many another sports coupé, but having said that, it has to be remembered that there is only sufficient room for passengers no older than young teenagers in the rear. One unfortunate aspect of the car, which is not in the remit of Auto-Technic, is the fact that the rear seats cannot fold down to create more space. The enlarged 16.5 gallon (75 litre) fuel tank of the GTV6 encroaches upon the area limiting boot capacity to just 7.9 cubic feet. Stowage space inside the car, however, is good.

The oversquare V6 never failed to burst into life at the turn of the ignition key, indeed the fuel injected unit was renowned for its good starting unlike the one in the Alfa 6 which had a reputation for being just the opposite. Even at tick-over, the burble from the powerful engine was music to the ears.

When cold, the oil pressure gauge needle flickered up to 175 lb. in on the extreme right of the dial before falling back to somewhere near the centre once the oil warmed up. To move off beforehand is to abuse the car and invite potential mechanical trouble.

Gingerly pushing the gear lever forward into first gear the expected graunch never materialised and it took some time to become acquainted with the fact that this was an Alfetta vice-free in this respect, even when selecting reverse. It was imperative, though, that the gearbox was allowed to warm up properly before putting too much load on it. Chaparral, however, are beginning to use AMSOIL in the gearbox, a synthetic oil which more quickly reaches an operating temperature. Obviously the use of such oils is clearly

marked on the fluid reservoirs so that the incorrect oil is not used in future servicing.

At 3000 rpm in any gear the engine was muted, but the nearer it got to 4000 rpm, the more it began to show its true origin. Above 5000 rpm and the glorious howl of the V6, tiresome and loathesome to the *incognoscenti*, began to predominate so that conversation becomes a matter of sign language.

It is at this engine speed that the true nature of the V6 really shows itself. Although it has plenty of torque lower down the rev range, it is not until two thirds of the way up to rev band, which starts to be red lined at 5750 rpm, that maximum power comes on tap. Although the engine output is impressively high, Chaparral are more concerned with the feel of the car and its ability to get up to 100 mph. Driving along at the legal limit on the motorway, it was truly vibrant, ready to bound forward at the merest depression of the accelerator pedal.

We never had the opportunity to take the car onto a circuit or to Millbrook, but it is an established fact that the car when road tested when new had a top speed of 128 mph and could reach 0-60 mph in 8.2 secs. so there is every reason to believe that these figures can be easily exceeded. The most impressive factor, however, was its relative frugality. The overall mpg figure was just over 24 mpg and the touring mpg was 26.

The car was in its element in cross country and motorway driving. It was not really happy in town. The steering was not power assisted, but nevertheless felt perfectly weighted, the clutch was not too heavy and the engine was quite happy to burble around town, but it was like keeping a greyhound on a leash when taking it for a walk across Hampstead Heath. It was just begging to be worked hard.

Although the suspension can be adjusted to taste, that on the test car was set very low, perfect for rural roads, but not too good for ride comfort and urban situations. Even the relatively gentle sleeping policemen at Brent Cross Shopping Centre were a problem, the car scraping its underside no matter how carefully the obstacles were approached.

The handling was absolutely neutral. When cornering hard, tyre squeel would emanate from the front, but ultimately it would be the back that would break away. Straightline stability was good, only the higher than average tyre noise giving the game away that the car was shod with low profile Goodyear NCT tyres. At 3½ turns lock-to-lock, the steering is undergeared and required quite an amount of turn when approaching fast corners to counteract the initial understeer. Even in the wet, though, the grip was good

The brakes, disc all round, ventilated at the front and inboard at the rear, were light and responsive, the suspension set-up on the car never causing the nose to dip. Although brake pad wear should last 12,000 miles, GC found that when he had one of the early GTV6s on a long term test car in 1984, it tended to consume pads at a far quicker rate than that. Fortunately a situation never arose which needed emergency braking when driving the Auto-Technic car, but some heavy brake testing showed predictable handling and the brakes to be fade-free.

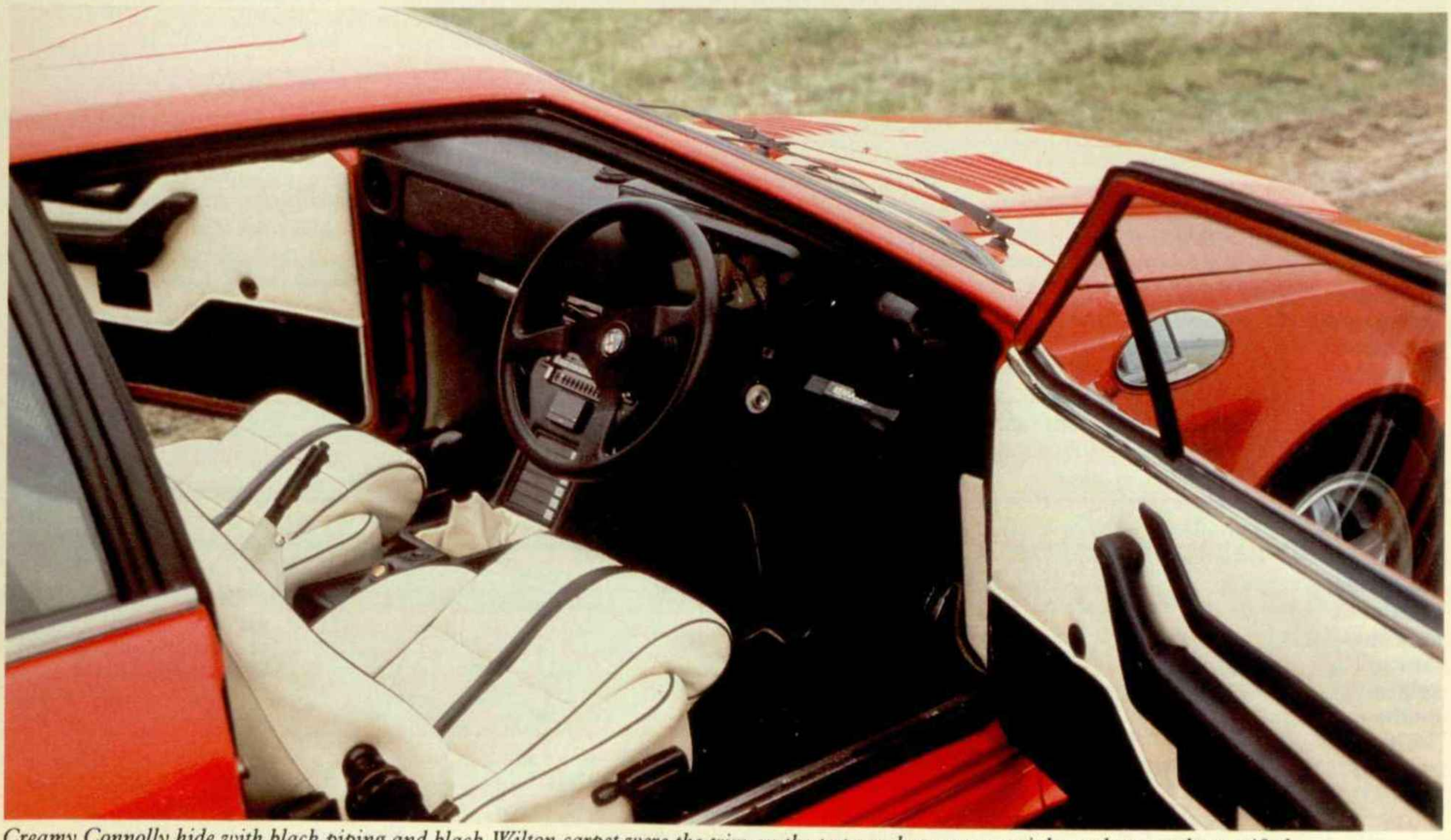
One problem with the car which Auto-Technic can do little about is that of condensation. The test car was taken over during a very wet spell. The heated rear window needed to be kept permamently on as well as a flow of warm air directed towards the windscreen by the two rather clumsy vent controls on the top of the dashboard. The two-position fan was noisy when in operation, but was necessary if the output from the heater was to be felt.

Although this car was a 1983 version, it was still a throwback to the Seventies. It was stylish, individual, powerful and Italian. It gave me so much fun that I was very sorry to return it at the end of the week. It had followed on the heels of a Porsche Carrera 2 that had been on test, and although as different as chalk is from cheese, it had given as much pleasure as the Stuttgart supercar.

The Alfa is very much a man's car - in looks, smell, noise, driving and character and could never hope to acquire the same universal appeal of some other, more mundane, sports cars. At present, the rebuild cost by Chaparral is £14,750, but a price that is very much dependable on the cost of the donor car.

It may sound expensive for a car that only went out of production in 1986 costing just over £13,000, but for that money you get a car of pedigree that has been re-built with great care and where the worksmanship is guaranteed for 12 months or 12,000 miles.

It may not be a "supercar", it may not even yet be a "classic" but it is the nearest thing to both without costing an arm and a leg. WPK



Creamy Connolly hide with black piping and black Wilton carpet were the trim on the test car, but any material or colour can be specified.



Jack Field, one of Southport's most successful drivers.

The Racing Cars of Jack Field

THE other day I had the pleasure of talking to Jack Field about his motor racing days at Southport, Brooklands and Phoenix Park, etc. It started when he had a garage business in Southport and in 1928 decided to try his hand at motor racing on the famous Ainsdale beach, where sand-racing dated back to 1920 (as distinct from promenade speed trials in 1903) and was by then very popular, a full season of some seven meetings commencing as early as January and attracting up to 80,000 spectators in the summer.

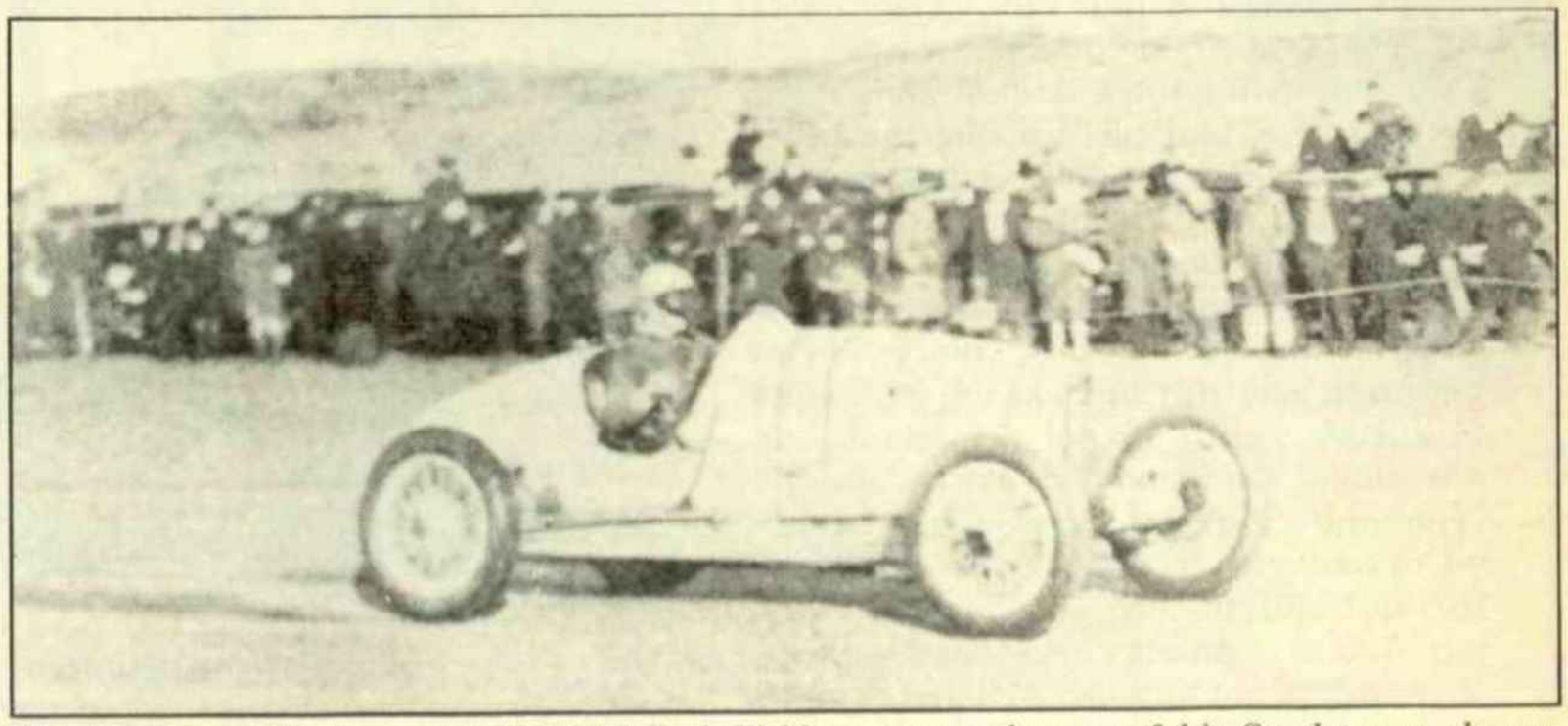
At first Jack raced a little Amilcar but finding it useless, he bought a 2-litre Bugatti. With this car Field was notably successful in the traditional straight-mile and longer races over the famous sands, starting with the Novices' events but soon mixing it with the experienced drivers. One of the cars that beat him, however, was Dan Higgins' old yellow Talbot, one of the team of 1924 supercharged 1½-litre "Invincible" Talbots which, among other achievements, had finished 1, 2 and 3 before the Brooklands' crowd in that year's JCC 200 Mile Race, driven by Lee Guinness, Duller and Segrave. Later Field added the single-seater Talbot of this type to his stable, a car with ¼-elliptic front springs, tubular front axle and a narrower radiator, with which Segrave had taken Class-F records at Brooklands in 1925 at nearly 115 mph. By the time Field obtained it, the body was of more "1½-seater" form.

With these two Talbots he won more than 100 trophies at Southport alone, in races not only for 1½-litre cars but against those of up to 3-litres. These highly successful Talbots had typical Southport nicknames — "Hell's Angel" and "Golden Barrow" — painted on them and were very popular with the Lancashire racegoers. They were maintained by a garage in Liverpool, and by Field's own excellent mechanic, Jimmy Vass.

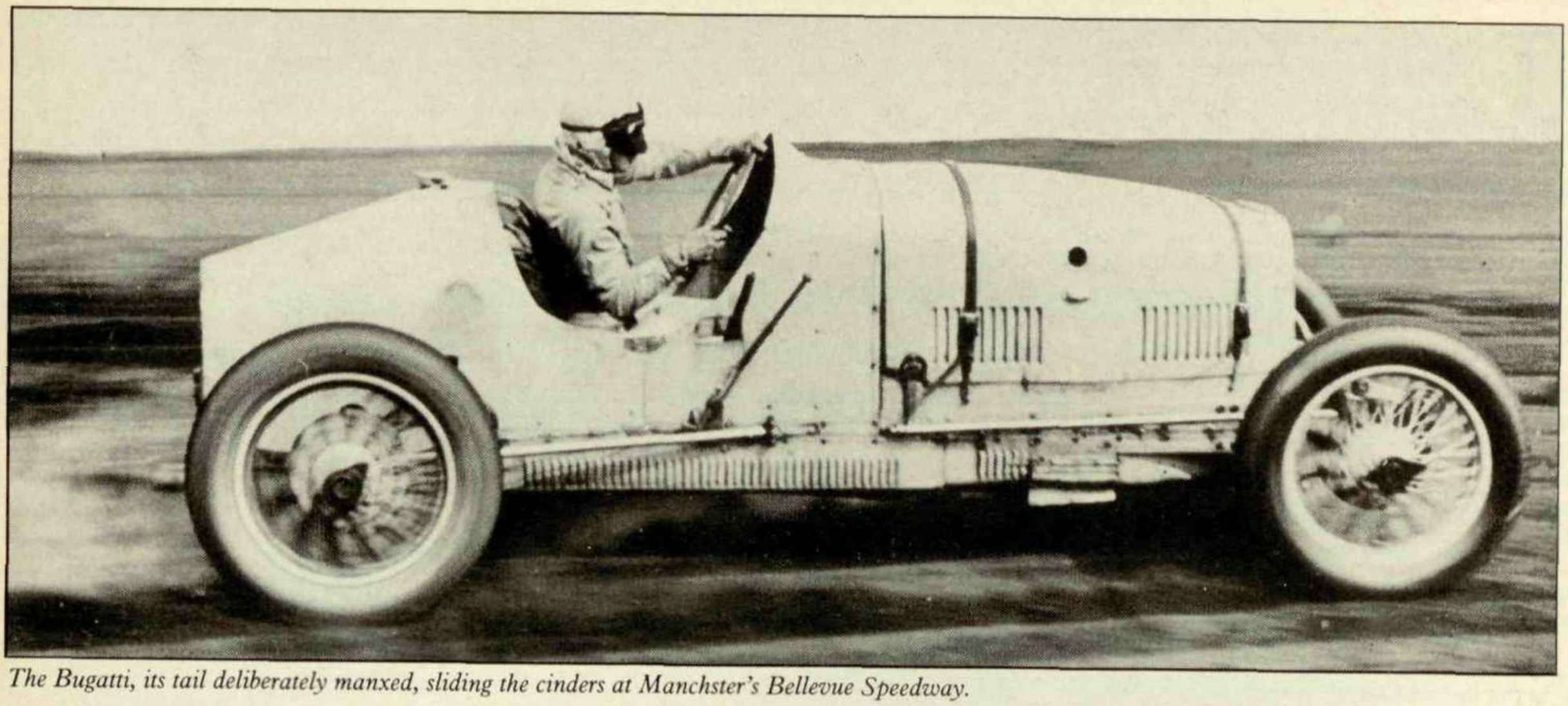
The purchase of the yellow Talbot from Dan Higgin had been a good investment — Higgin had a chain of some 23 shops and when he needed more finance to support his racing, he would sell one of them, or in this case, one of his cars . . . Lots of spares came with the 200 Mile Race Talbot and Field was able to buy a spare engine from Malcolm Campbell. The ex-single seater had no differential, and was apt to destroy its final drive pinion in the rapid starts necessary at Southport and in the 1930 100 Mile Race Field retired with a broken half-shaft. But the older Talbot was timed at over 100 mph over the flying start kilometre that year.

For a time Field competed with both Bugatti and Talbot and the 2-litre Bugatti was beaten in the 1929 Southport 100 Mile Race only by Thistlethwayte's 38/250 hp Mercedes-Benz. He then decided to have a crack at racing at Brooklands. A special trailer was made to take the 1924 car on the long trail to Weybridge and back. Jack would drive there in his Stutz Black Hawk, although it had rather poor brakes. Later a self-steering tow-bar was used for the racing cars but this resulted in an unfortunate accident to another one of Field's great mechanics, Bill Spencer, whose assistant was badly injured when a car emerged from a side-turning near Leamington Spa and its driver, not seeing the bar, ran into the Talbot in which the man was riding, on a journey back from Brooklands.

Field had commenced his Brooklands' racing at the 1930 Whitsun Meeting with the "200 Mile" Talbot, still painted yellow. He won his first race, the Devon Junior Short Handicap, at 99.6 mph, with a best lap of 111.92 mph. He had set his sights on the Gold Plate race but had not allowed for the typical re-handicapping of successful drivers. He was re-penalised 34 seconds in the second of his four races, the Mountain Racing Handicap, and was penalised an additional 16 seconds in the



The 2.3 Bugatti single-seater with which Jack Field was extremely successful in Southport sand races and which he also drove at Brooklands and Phoenix Park.

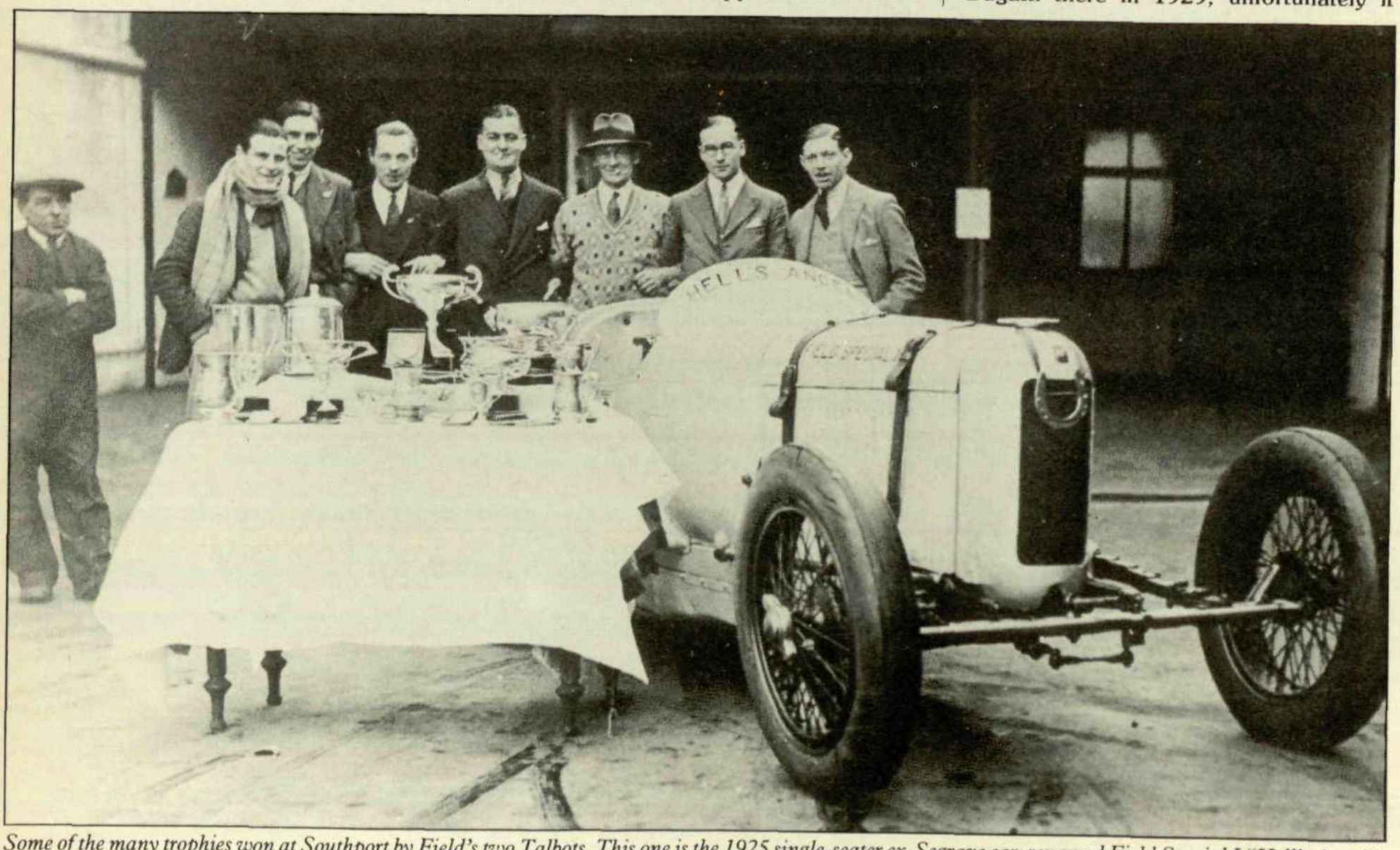


The Bugatti, its tail deliberately manxed, sliding the cinders at Manchster's Bellevue Speedway.

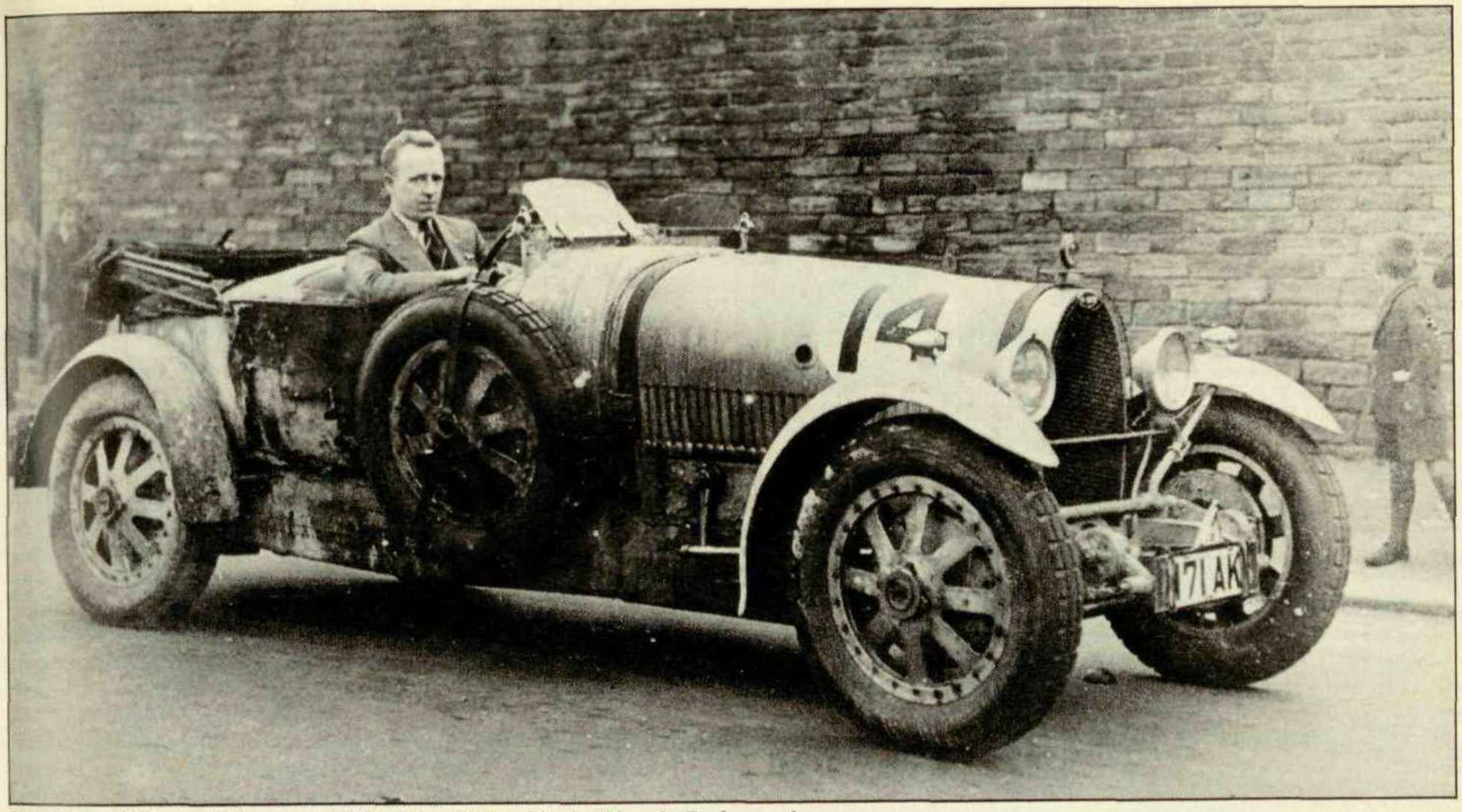
Prince of Wales Gold Plate, but finished third. He was finally re-handicapped again, in his last race. It had been a satisfactory start, however. Field stayed at the "Blue Anchor" in Byfleet, where he was, of course, shown the infamous murderer's chair . . . "Ebby" never forgot new performances of this calibre, but Field and the Talbot did gain some more places later in the season.

The old Talbot, now silver and red, was still going well at Weybridge in 1931 but the green (later black) ex-record breaker was less successful. Jack Field then bought from Malcolm Campbell the 2.3-litre supercharged single-seater Bugatti. Always a tricky car, although it had been altered in various ways, including higher-geared steering, it was not really suitable for track racing , although it lapped Brooklands at nearly 109 mph. It did very well on the sands back home, however, winning no fewer than 44 races and taking second and fourth places in the prestigious Southport 100 Mile Race in 1932 and 1933, each time setting fastest laps and the highest average speed. It was also run at Bellevue Speedway, where the tail could really be "hung out" on the cinders; indeed, Jack had it chopped off behind the seat in case of damage against the retaining walls.

Another venue to which Jack Field took the *monoposto* Bugatti was Phoenix Park, in 1932. Finding that he was required to carry a passenger, Field proposed to fit hand-grips and have his companion straddling the car's tail. The officials disallowed this, but he was allowed to start, having come all the way to Dublin to race, providing he was excluded from the prize list. He had the satisfaction of lapping at 82 mph. Incidentally, Field was no stranger to Phoenix Park, having driven a Type 43 Bugatti there in 1929; unfortunately it



Some of the many trophies won at Southport by Field's two Talbots. This one is the 1925 single-seater ex-Segrave car, renamed Field Special I "Hell's Angel".

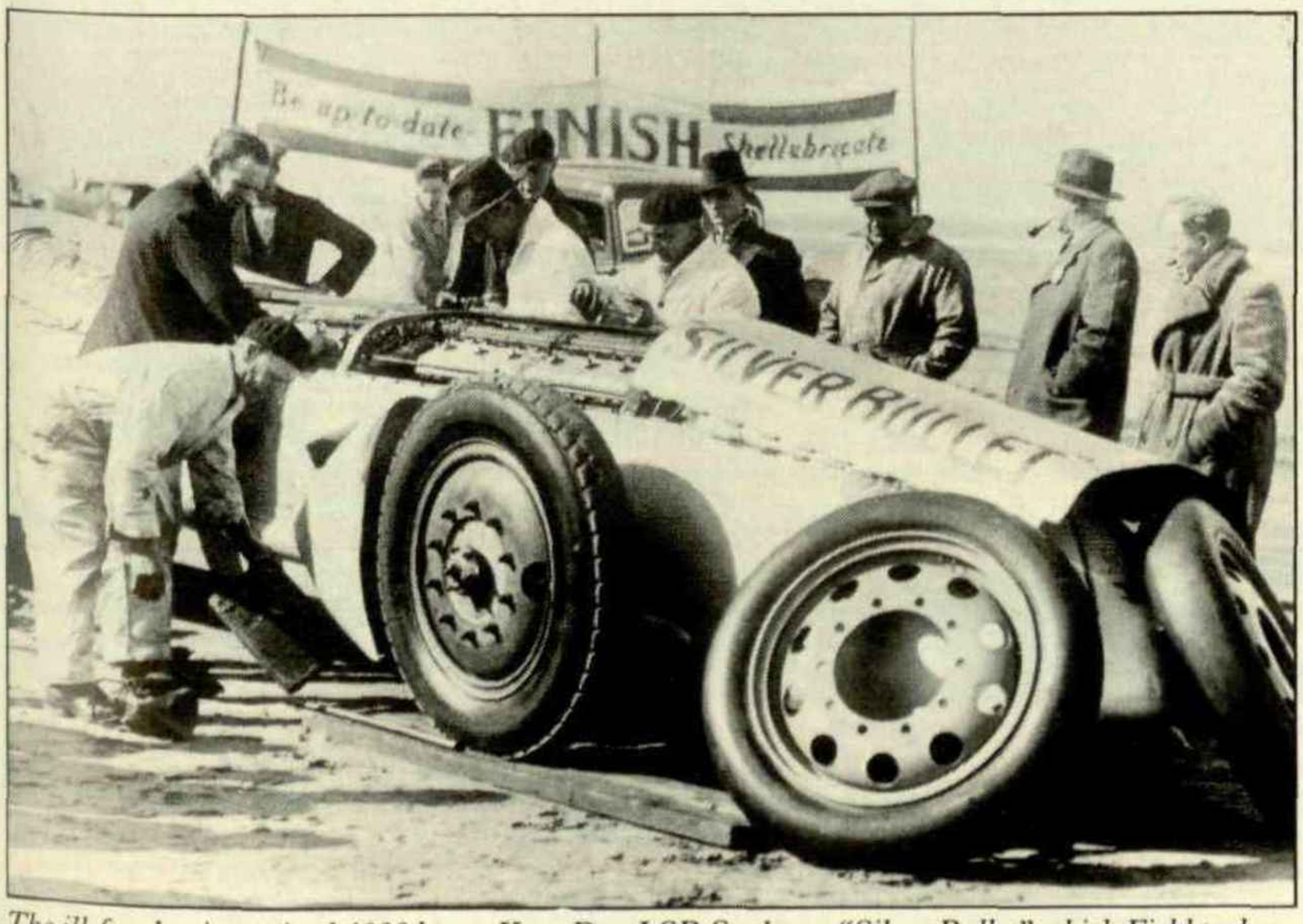


The Type 43 Bugatti driven in the 1929 Ulster TT and in the Phoenix Park race that year.

caught fire, a habit of these cars, and retired after ten laps. Jack adapted just as happily to the Ards circuit at Belfast, driving his Type 43 Bugatti in the 1929 TT until gearbox trouble intervened.

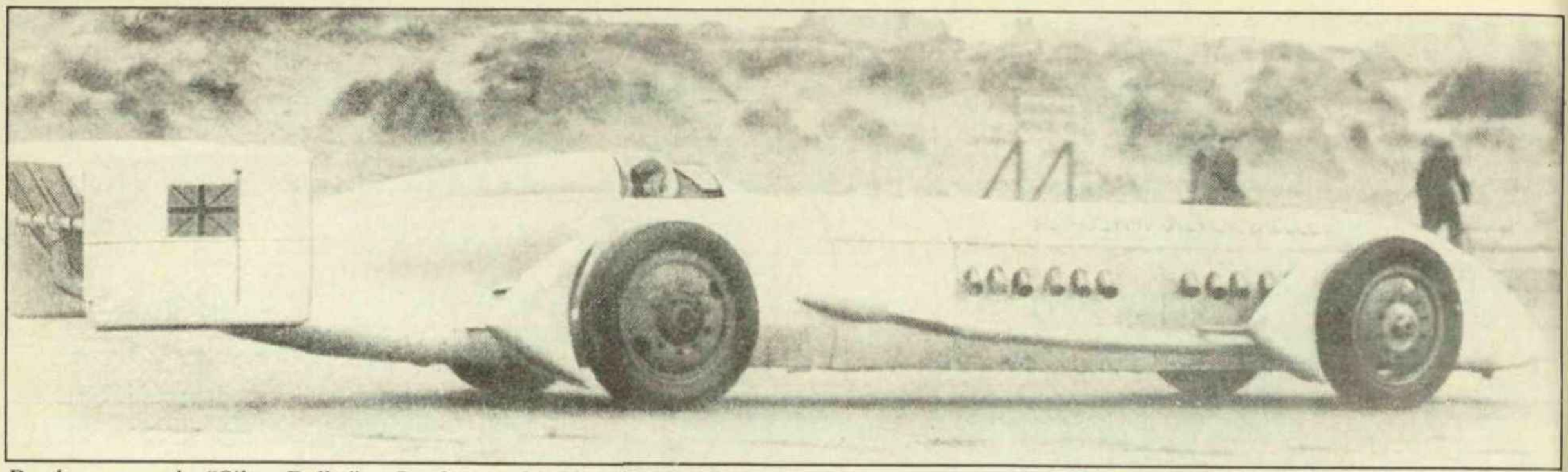
Space precludes a detailed reference to all Field's races, particularly those at Southport, but it should be mentioned that he became very friendly with Kaye Don, with whom he shared the 4.9-litre Type 54 Bugatti "Tiger Two" in the 1933 BRDC 500 Mile Race. He found the big car quite fast to handle and forgiving when it skidded at the Fork on the oil from the MG involved in a fatal accident — Jack's feeling as this happened being "What will Don say if I crash it . . . ?". It was in this race that Field gained his covetted BARC 120 mph badge, although the Bug was doing around 130 mph for much of the time, until the back axle gave out.

Back to Southport, it was in 1934 that Field took the ill-fated Sunbeam "Silver Bullet" there, to try for the British absolute speed-record, held by Campbell at 217 mph. After Kaye Don's ill-fated attempt with it at Daytona in 1930, the monster had been taking up too much space in his Epsom garage and he was glad for Jack to buy it for a modest sum. It was taken North by rail, on a special truck, and then towed through Southport, along Lord Street and other famous thoroughfares, to Jack's premises, the police keeping the crowds back — this interest in the car was not surprising, when it is remembered that it had two V12 engines in tandem, totalling more than 47-litres and 4000 hp, weighed some three tons and was 31 feet long!



The ill-fated twin-engined 4000 hp ex-Kaye Don LSR Sunbeam "Silver Bullet" which Field took on in 1934, being worked on at Birkdale beach, Southport. Querico, in beret, is changing a plug on the rear V12 engine.

Unfortunately, although Charles Cooper, father of John Cooper, who had worked on the Wolseley Viper for Kaye Don, and Carlo Querico, W B Scott's keen little mechanic, came up and worked on the car for three months, the problems that had defeated Don, of blow-backs caused by the abnormally long and large diameter induction pipes that shattered the 17,000 rpm centrifugal supercharger feeding both engines, were never overcome. In fact, among the many tons of spares which Field had had with the "Silver Bullet" were the eight 8,000 rpm Rootes superchargers, from the original concept. "When the centrifugal blower went it was like shrapnel bursting," recalls Field, and as the blower was almost in the cockpit this was alarming and dangerous for the driver. Jack was himself scorched when once again the "Silver Bullet" caught fire. Moreover, several hundredweights of ice had to be ready before each run, as this form of cooling had been retained, and if the engines failed to respond to compressed-air starting, the plugs, all two dozen of them, had to be changed before the next



Ready to go — the "Silver Bullet" at Southport, after Kaye Don's unlucky attempt with it at Daytona in 1930.

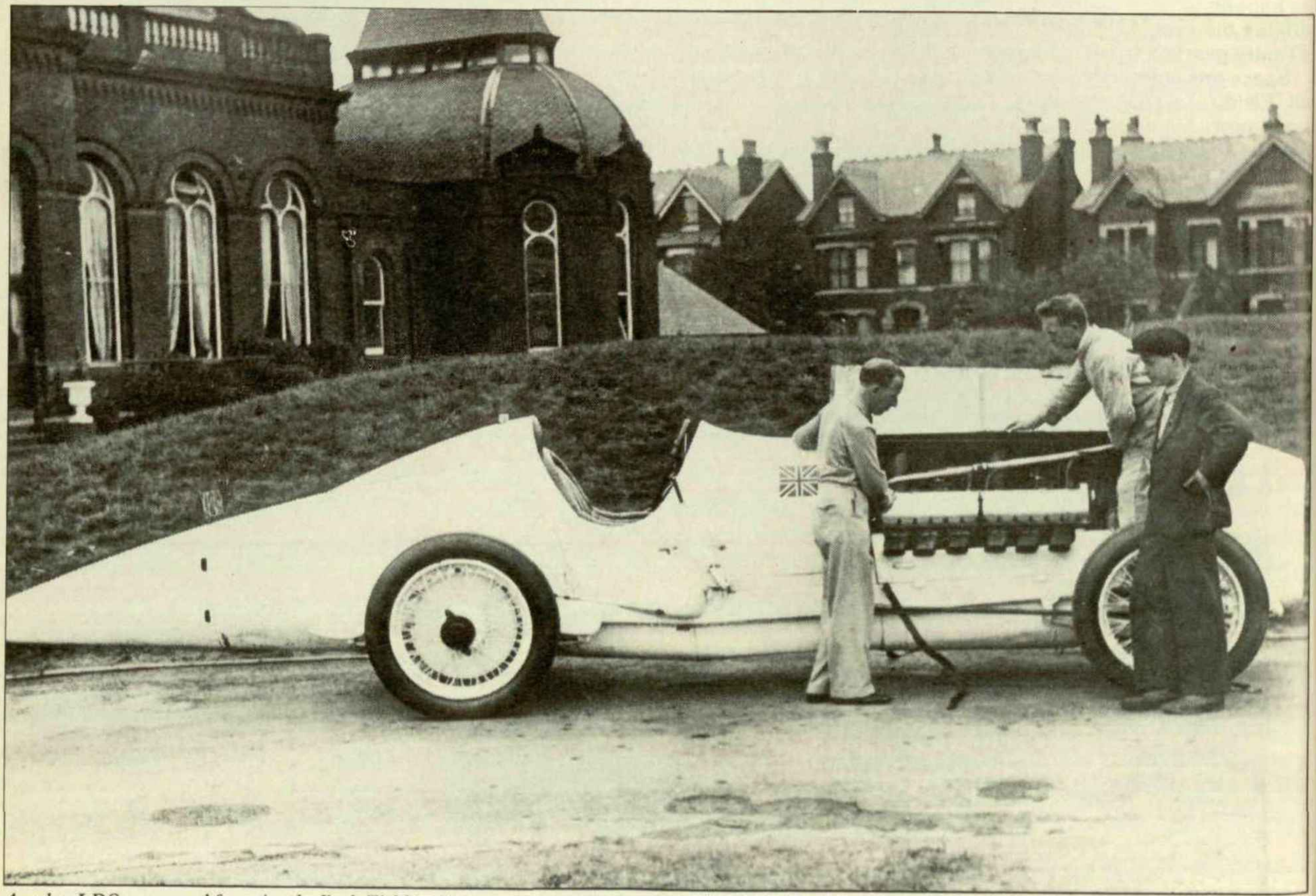
attempt . . . Not surprisingly, Jack was glad when Freddie Dixon bought the monster, saying "It won't beat me!". He intended to put one carburettor for each cylinder on it, 24 in all, but even Dixon was defeated . . .

Another Southport adventure followed a couple of years later, when Field acquired from Ralph Aspden the old Malcolm Campbell 350 hp V12 Sunbeam (now on view in the National Motor Museum at Beaulieu), with the idea of breaking the local flying-mile record. Like Aspden, he found the old giant quite docile on the road but it did not come up to expectations, so he sold it to band-leader Billy Cotton — who once drove one of Jack's Bugattis at Southport and came in saying he thought something was wrong — and a con-rod was hanging out! Eventually Cotton achieved his ambition, the ancient Sunbeam doing 121.5 mph, which gained him a Southport 100 Gold Badge — but this was 29.26 mph down on what had been possible in the car's hey-day.

In 1941, after his London premises had been bombed, Kaye Don moved to Ascot and started his Ambassador motorcycle project, Field joining him as works manager. In spite of a large consignment of machines being bought by the Australian Post Office, and scooters being added to the range, when Don saw the coming Japanese domination of the market, he sold out to D M W Motorcycles in 1962.

His next venture was importing Pontiac cars, shipped uncrated from the USA, with a repair depot off the King's Road. "They were nice cars", remembers Jack Field, who was a director of the business, which was profitable when sales reached some 1000 cars a year, until Don decided to retire.

Today, Jack Field keeps fit by playing golf, as does his wife, and he still drives a Talbot, in the form of a Horizon SL. WB



Another LRS car owned for a time by Jack Field in 1936 — the ex-Malcolm Campbell 350 hp V12 Sunbeam which back in 1925 was good for over 150 mph and which did 121.5 mph for Billy Cotton to whom Field sold it.



The cabriolet version of the RX7 coupé is a good looking car with the hood down and it goes as well as it looks.

Smooth Talker

LONG gone are the days when Japanese cars had a stranglehold on just the lower end of the market. As they have had to face ever stiff opposition from developing motor industries from the non-industrialised parts of the world together with the barrier of import quotas, there has been a perceptible move towards the luxury and specialist car segment where profit margins are considerably more worthwhile.

While the Eighties was the decade which saw the Japanese automotive industry usurp the Europeans in terms of pushing technological boundaries, it has been Mazda alone which has continued to plough its lonely trough with the rotary engine. If there was a time when that concept was going to be dumped by the manufacturer, it would have been in the mid-Seventies at the time of the fuel crisis, since this design of engine has never shown much sympathy for conserving 'fuel fossils', but Mazda endured with the concept.

The original RX7 was a pretty little coupé which inevitably enhanced the sales appeal. Unlike most Japanese models, the shape was retained for eight years, almost double the length of time usually allowed, which helped give the car an established identity.

A new shape was inevitable, however, but by the time of its launch in September 1985, reaching Britain in 1986, in was in danger of being outclassed by its many rivals. A performance that was creditable in the late Seventies was looking a little wan by the mid Eighties, especially when matched against some of the models with which Mazda wanted it compared. It was in serious danger of being relegated to the ranks of the also-rans despite the installation of the new twin rotor engine.

Now, however, Mazda has redressed the balance. Announced in the summer of 1989, and released on sale in Britain in the early autumn, the RX7 has not only been turned into a convertible, but both it and the coupé have been blessed with a twin turbocharged engine. Both models are now endowed with a performance that goes with the looks. With a top speed of over 140 mph and a 0 to 60 mph in under 7 seconds, the Mazda is very definitely in the supercar league.

The unit itself is still the twin rotor Wankel engine with three 654cc combustion chambers per rotor and is judged to equal a swept volume equivalent to 2.3 litres. The compression ratio has been raised to 9.0:1 while microprocessor-controlled electronic fuel injection allied to the 'twin scroll' Hitachi turbocharger, the computerised control of the wastegate valve and the lightweight rotors boost power to 200 bhp at a dramatically high 6500 rpm. Maximum torque is 195.2 lb. ft at 3500 rpm but fortunately the engine is endowed with plenty of punch from a usefully low 2000 rpm.

The beauty of this unit is less the high power output than the way it is able to deliver it. The fact that a computer chip is placed between the accelerator pedal and the engine ensures instant response, no matter the speed, and because the torque curve is virtually smooth between 2000 and 5000 rpm, the pick-up is always immediate. The absence of turbo lag is attributed to experience learnt from the race track.

The turbocharger itself is an interesting piece of machinery. As bolting an ancillary turbocharger onto the rotary engine is not the most efficient way of extracting futher power, Mazda have developed a 'twin scroll' piece of equipment. Similar in principle to the variable pitch propellor, the turbocharger has two separate chambers, each of which reacts to the speed of the engine. Below 2500 rpm the gases are directed to the part of the blade which is able to react more quickly to low pressure, while above that engine speed, a valve opens which directs the gases into the second chamber onto blades which can withstand a greater pressure of air. This more efficient use of blown gases ensures not only greater power but also decreased turbo lag.

The most noticeable aspect of driving a rotary powered car, especially when driving such a machine for the first time, is the smoothness of the engine. There is simply nothing to compare to it. Even the noise is different, the strange whine which emanates from beneath the sloping bonnet when under hard acceleration denoting that there is something unconventional lurking there. The only other mechanical noise is the whistle from the turbo which can be heard on rare occasions, otherwise the boost gauge the only clue to this being a turbocharged car.

As with most Japanese cars, changing gear is delightful, only a short movement of the pleasant-to-use, stubby gear lever required. As mentioned the flattish torque figures negates the necessity to keep changing gear, but such is the smoothness of the engine, such is the urge with which it is communicating to the driver that it wants to get a move on, and such is the ease of changing gear, that the driver is seduced into using the gearbox more than is really necessary. If one ignored the siren-like call to change gear and kept it in fourth, for example, the 40 to 60 mph and 50 to 70 mph can be reached in under five seconds and 60 to 80 mph in 5.2 seconds. In fifth the figures are 8.9, 7.5 and 7.9 respectively, good enough to discourage changing gear and generally more relaxing, but that would be to deny oneself the exhilaration of full throttle acceleration in third gear when the car sits down on its haunches and propels itself like a bullet from a gun. However there is one almost ruinous consequence — the fuel consumption can be horrendously high.

Mazda do claim that over 30 mpg is attainable — it may be but at the expense of being driven about as if by the district nurse. 14/15 mpg is not an unusual consumption when being driven vigorously, and anything over 20 mpg must be considered as a bonus.



Comfort for the driver and passenger have been a high priority with Mazda although the black interior can be a little sombre with the hood up on a winter's day.

Where the coupé has been criticised for having rock hard suspension, the cabrio's is softer. Combined with comparatively narrow section 205/60/15 Bridgestone RE71s and alloy wheels the ride is better. The handling, however, is not all that it might be despite the use of Mazda's so-called Dynamic Tracking Suspension System which dictates toe control when cornering and braking.

The body, which at 1420 kg is 60 kg heavier than the coupé thanks to the steel reinforcement at strategic points, has a tendency to roll just a little bit too much for comfort at the limit. Encouragingly, though, body rattles were at a minimum and scuttle shake insignificant, although this is an area where no two cars are alike.

Traction, even in the wet, was superb, the car always capable of putting its power down through those relatively narrow tyres, never scabbling for grip. It is at its best along sweeping country roads where the line can be held on the throttle rather than resorting to a flurry of arms twirling the power assisted steering wheel. The steering was an area of criticism on the original Mark 2 coupés for being too light and sensitive, but that on the test cabrio was fine, the car going exactly where it was told to. With 2.7 turns from lock-to-lock and capable of a turning circle of 32 feet, the steering lock was particularly good, a useful factor when taking into consideration urban driving and parking.

What is particularly disappointing in this car was the lack of an anti-lock braking system which should be considered essential equipment in any car capable of nearly 150 mph. As it turned out, the ventilated discs, 10.8 in at the front and 10.7 in at the rear, were powerful and effective while the absence of an ABS system did not deny the driver that certain 'feel' for the car.

The hood with its heated glass rear window is activated by an electric switch, but the dictates of American legislation demand that the car is in neutral with the ignition and handbrake on before it will work.

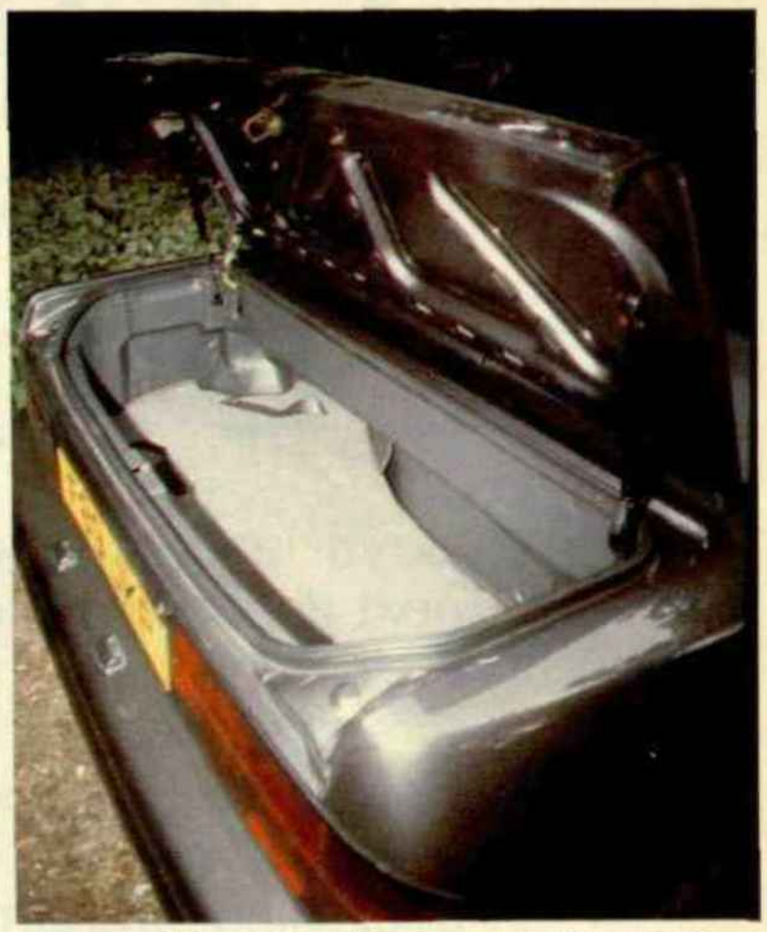
A targa-type roof panel can be removed while the rear of the hood is kept erect, or the whole lot can be lowered and the hood stowed away under a neat hood bag, but it is a fiddly job. At the expense of rear seating, a wing deflector is located behind the front seats, its function to prevent too



The engine bay is a mass of plumbing, the turbocharged engine requiring a great deal of space.



The aerodynamic shape of the cabriolet enables it to boast of a drag factor of only 0.32.



Structural integrity dictates a high sill to the boot.

much exposure to the elements for those who do not have the wholeheated commitment to open air motoring. This car does not even pretend to be a 2+2, but at least in that respect it is more honest than some others.

Front seat accommodation is supportive, the leather upholstery adding to the overall appeal of the car. The legroom is good, the pedals well spaced and the leather covered steering wheel feeling good in the hand. Although the car lacks height adjustment for the seat it can be found on the steering column. Nice touches include buttons in the interior for the boot and filler flaps and the illuminated ignition and door switches.

It is ergonomically sound and the dials are all analogue and the orange-on-black dials generally easy to read. The car is well equipped with central locking, cruise control, electric windows and mirrors complementing the hood mechanism. Criticism, though, must be made of the poor spread of light on dipped headlights, especially on such a high-speed car, and the lack of storage space inside, an element compounded by the high sill to the relatively small boot.

Altogether this is a very creditable alternative to some of the European supercars on offer. Wearing a price tag of £23,999 it is many thousands of pounds cheaper than cars with more pedigree but less performance. The rotary engine, now that it has been so successfully turbocharged, propels the car along smoothly and vivaciously. Driver comfort is good and the option of open air motoring is something that only a few other cars can offer. The RX7 Turbo Cabrio seems to have everything in its favour, but there is still a question mark hanging over it. Its high consumption of fuel somewhat negates its relatively low purchase price, and it will certainly make serious dents in owners' wallets. As a second car after the kids have left home, however, or for those who have not yet got themselves lumbered with a mortgage, it has to come under serious consideration.



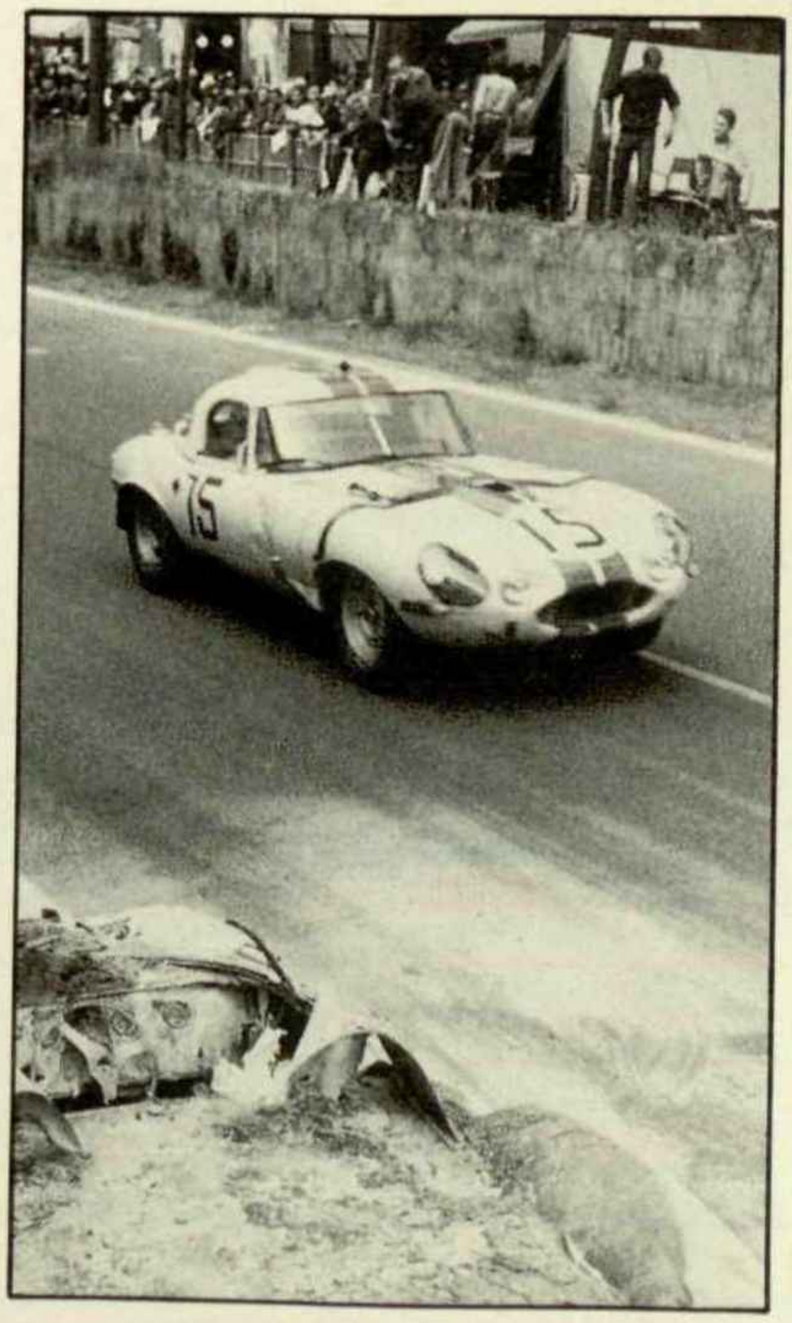
Although hidden from view, a wind blocker smooths the air flow into the cockpit when the hood is down.

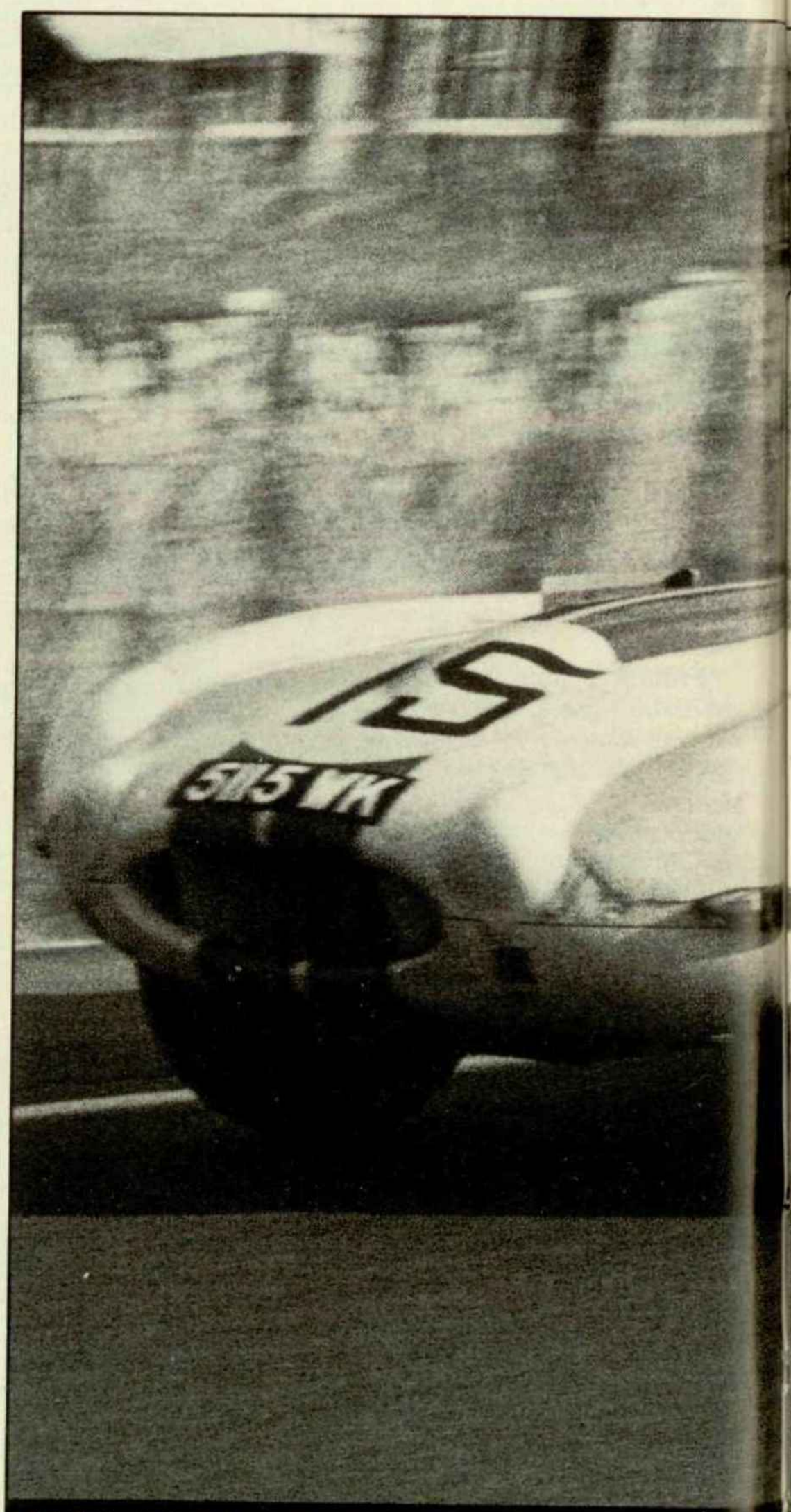
Model: RX7 Turbo Cabriolet.
Importer: Mazda Cars (UK) Ltd. Mount Ephraim, Tunbridge Wells, Kent TN4 8BS.
Type: 2-seat sports convertible.
Body Weight: 1420 kgs.
Engine: Front-mounted, twin rotary, 654cc x 2, 9.0:1cr, turbocharger, electronic fuel injection/ignition. Power: 200 bhp at 6500 rpm. Torque: 195.2 lb ft at 3500 rpm.
Transmission: Rear-wheel drive, 5-speed manual gearbox, single dry-plate clutch .
Suspension: (Front): MacPherson strut, alloy lower arm, anti-roll bar. (Rear): Multi-link semi-trailing arm, coil springs, anti-roll bar.
Steering: Rack and pinion, electronic speed-sensitive power assistance, 2.7 turns lock to lock. Turning circle: 32 ft.
Brakes: (Front): Ventilated discs, 10.8in dia, 4-pot caliper. (Rear): Ventilated discs, 10.7in dia, 2-pot caliper.
Wheels and tyres: 205/60 ZR15 tyres on 6.5JJ x 15 alloy rims.
Performance: Max Speed: 145.4 mph; 0-60 mph: 6.7 secs.; 40-60 mph (in fourth gear): 4.7 secs.; 50-70 mph (in fourth gear): 4.7 secs.; 60-80 mph in fourth gear): 5.1 secs. Consumption: 16.5/33.2/26.9. Overall test figures, mpg: 16.5
Price: £23,999.

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15 WK' — THE 1963 BRIGGS CUNNINGHAM LE MANS CAR

The world-famous historic sports-racing Jaguar illustrated above is one of the 60 great entries in Coys Auction on the 14th February 1990. Others include:

1930 Bentley 8-Litre Le Mans • 1966 Ferrari 275 GTB • 1926 Vauxhall 30/98 • 1925 Bugatti Brescia • 1964 Ferrari 250 Lusso • 1965 Aston Martin DB5 convertible • 1956 Bentley S1 Continental Fastback • 1970 Ferrari Daytona • 1962 Maserati 5000 GT • 1968 Lamborghini Miura • 1960 Aston Martin DB4 GT •

VSCC Measham

THIS long-established night trial was centred originally at Measham but this year's 198-mile night navigation event, very efficiently organised by Paul and Mike Tebbett, started and finished at the "Moat House Hotel" in Hereford, whose spacious car parks and comfortable accommodation made it ideal for the purpose. Cars were driven and navigated by Masters and Experts who had to average 24 mph and by non-experts expected to average 20 mph, the first leaving at 9.30 pm, on the VSCC-ordained pleasant moonlight night of January 6/7th.

Before this, thorough scrutineering and a noise check had been carried out which, together with strict penalties for any traffic infringements, should convince the public of the legality of such events. The halfway stop was at RAF Hereford. The entry of 63 pre-1940 cars were parked before the start in splendid isolation and strolling round in the semi-darkness we saw the Scrutineers pounce on Wilson's A7, with cowled radiator and Ulster-like tail, because it had a defective o/s headlamp, soon rectified, and noted that Aston's 1922 GN Legere, which has only one headlamp anyway, had arrive safely from London.

Ducker had a rather shallow hood on his 12/50 Alvis beetle-back, Lou Wickham an extra spotlamp at hood-height on his SD 12/50. Whispers of "Grapes of Wrath" greeted Baxter's 1928 Model-A Ford tourer, spare cans on its running boards, and Sudjic's 1929 Hotchkiss AM2 two-door coupé looked splendidly original, even to scuttle-mounted sidelamps. Binns' HRG 1100 had its driver's and navigator's names on its bonnet, Marathon fashion, and Mahany had another HRG 1100. The Asplins had thoughtfully supported the front mudguards of their A7 Ulster Replica with bungee-rubber and an extra stay. Some cars looked too smart for a night trial, like Nice's blue 1933 A7 Chummy Special, Potter's Lea-Francis saloon, Saunders' Sunbeam 20 with lined paintwork and Schumacher's enormous 20/60 hp Sunbeam tourer, while Huggett's 1930 16/50 hp Humber saloon might simply have been about to collect the ladies for a dance. Others, such as Winn's 3-litre Bentley, implied "everyday use". Alvis and hare mascots abounded, Parker in a lofty SL 12/50 saloon, and 30/98s were plentiful, the youngest Collings among the crew of Hamish Monro's. The two-seater Mathis Emysix had a slab tank and external handbrake. The most spartan car was Peerless' open 4½-litre Invicta with just two small aero-screens as protection.

Bart Peerless, Miss Alex Marsh (A7) and David Lake (Bentley) were young drivers in their first VSCC event. Both Lancia Aprilias had arrived, and Dawson had the only Rolls-Royce, a smart 1924 tourer. The reason you have to put up with these furtive notes gleaned at the "Moat House Open Air Vintage Car Exhibition" is because night trials are as impossible to report as are DTs, unless the reporter is prepared to dart hawk-like among the competitors all night. But as the night wore on some mist and icy roads were in the best Measham tradition, and among the retirements were Bloy's A7 with a broken crank and Tomlin's TL 12/60 Alvis beetle-back with a broken half-shaft. Tim Jones' 30/98 suffered water pump problems, Gathercole's Riley Imp broke a rocker, Binns was apparently delayed by electrical troubles and Saunders' Alvis Silver Eagle with valve-gear maladies. The GN not only got round the route but set off for London afterwards and the mothers of Peerless and his navigator Evans were there to see them on their way to winning the Novices' Award. Harris took the PVT Award for the second year in succession. WB

RESULTS

Measham Trophy (best vintage car) : J Potter/Kettlewell (1930 Lea-Francis)
Jeddere-Fisher Trophy (best vintage touring car):P. Cattell/Cork (1930 Riley)
PVT Award: J Harris/Costigan (1936 Lagonda Rapide)
Novices' Award: B Peerless/Evans (1933 4½-litre Invicta)
Awards for most meritorious performance: D Aston/Bullett (1922 GN)
1st class Awards: P Hart/Smith (1930 Humber) and best overall performance, P Cattell/Cork (1930 Riley), J Potter/Kettlewell (1930 Lea-Francis), L J Wickham/Wickham (1929 Alvis), J Harris/Costigan (1936 Lagonda), W Mahany/Herniman (1939 HRG), M Garfitt/Roberts (1937 Frazer Nash/BMW).
2nd class Awards: M Dawson/Mrs Kenyon (1924 Rolls-Royce), A D Jones/Miss A Jones (1924 Vauxhall), A Winn/Hyde-Finn (1929 Bentley), D Johnson/Harvey (1933 Frazer Nash), A Hutchings/Selwyn-Smith (1937 BMW), M Parkin/Hooke (1931 Alvis).
3rd class Awards: D Marsh/Robinson (1923 Vauxhall), M Sythes/Joseland (1927 Frazer Nash), G Butcher/Rosten (1933 Frazer Nash), A Saunders/Allen (1932 Sunbeam), J McEwen/Allan (1938 Riley).

The MCC Exeter Trial

On January 5/6 the MCC held its 62nd "Exeter" Trial, an event dating back to 1910. That these unique classic trials have lost none of their appeal is indicated by an entry of 127 motorcycles and 192 cars, of all types and ages. Competitors compete against the Club, not against themselves, for awards based on how they perform up the traditional hill sections, after converging from three starting places, Fleet, Cirencester and Oakhampton. Eight different classes further add to the chance of doing well. This time the hills numbered Meerhay, Clinton, Waterloo, Stretes, Tillerton, the famous Fingle Bridge (with a special test), Wooston, Waterworks, the dreaded Simms, Green Lane and Slippery Sam, with a second special test at Clifford. The finish was at the Sefton Hotel, Torquay. The MCC's next event is the Land's End Trial at Easter, the first of which was held in 1908. WB

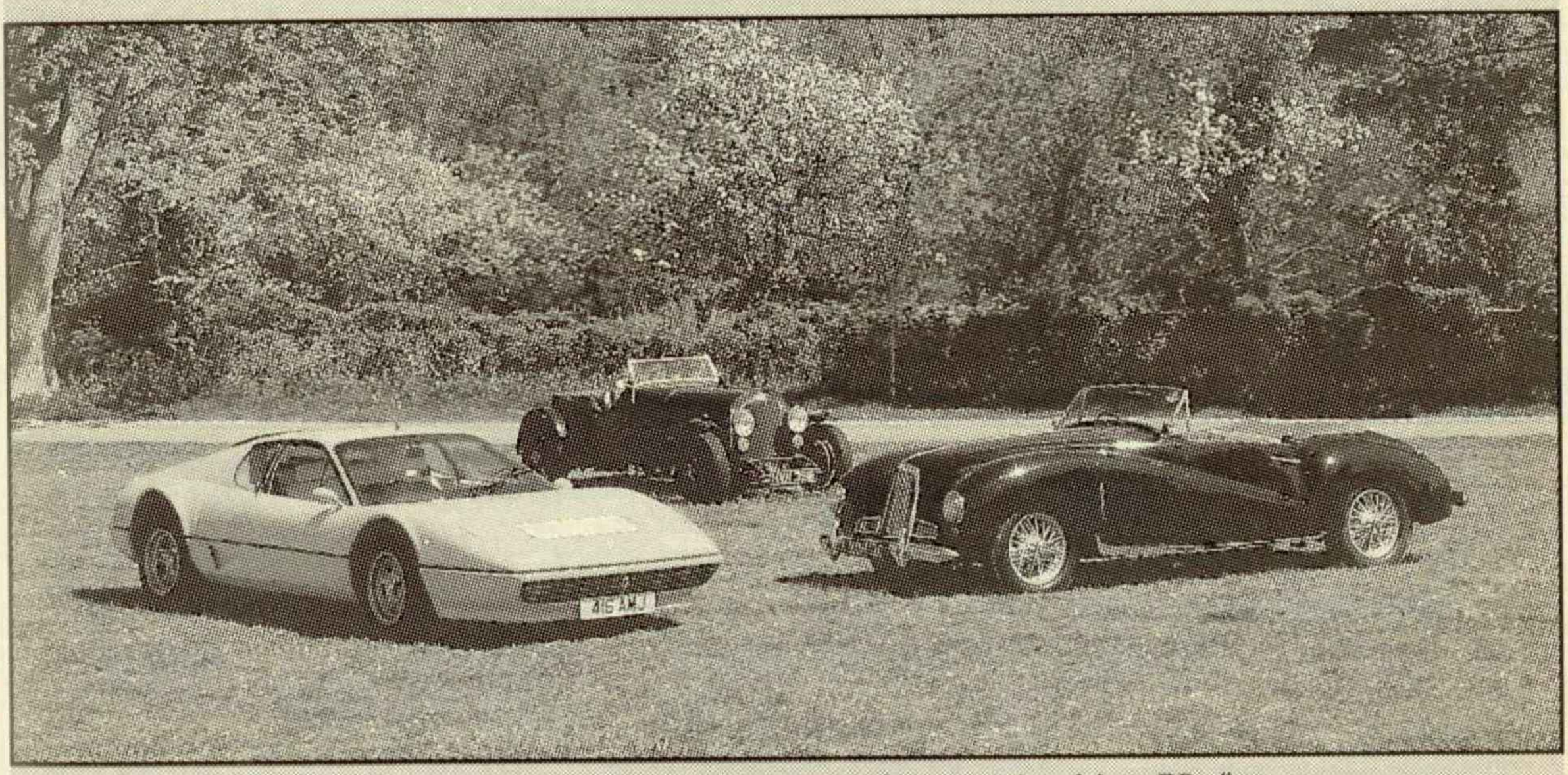


Don Malin's MG Midget takes to the air as it bounds up one of the many hills on the Exeter Trial while David Parker's Marlin looks well prepared for punctures.



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1984 B reg 911 Sport Convertible. White/black hide, FSH..... **£27,995**

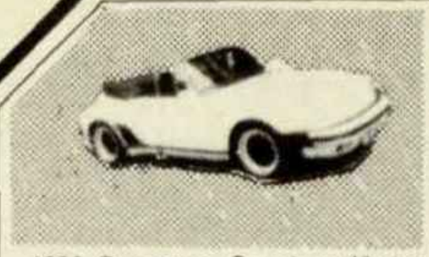


1988 Mercedes 500SL Auto. Black with full black hide, alloy wheels, headlamp wash wipe, 19,000 miles, F.S.H. **£39,995**

1984 B reg Mercedes 280 SL. Manganese brown met, alloy wheels, elec. windows, 43,000 miles, F.S.H. **£22,995**



BMW 325i Conv Auto. P/S, A.B.S. sports seat, Diamond black **£15,750**



1990 Carrera 4. Guards red/beige hide ..... **POA**

1990 944 Convertible. White/blue cloth, del. miles ..... **POA**

1987 E reg Carrera Spyder Sport. Guards red, 32,000 miles **£44,950**

1984 944 Auto. Black, ESR, power steering, 46,000 miles, FSH **£10,995**

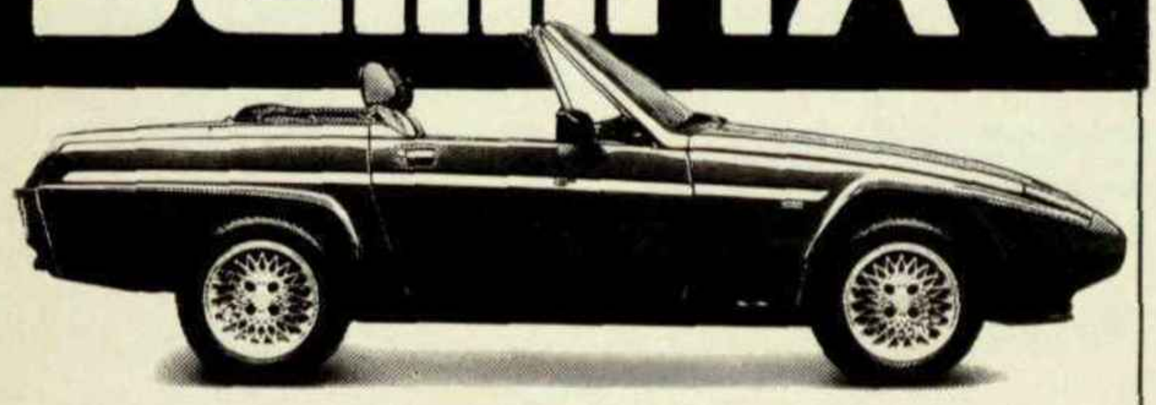
1982 911 Targa. Met. black with berber, 70,000 miles, FSH... **£16,995**

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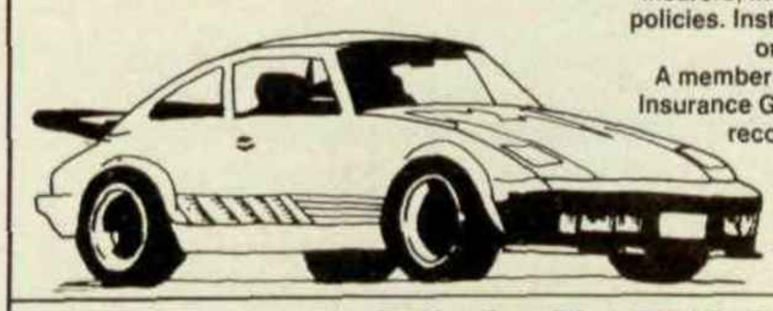
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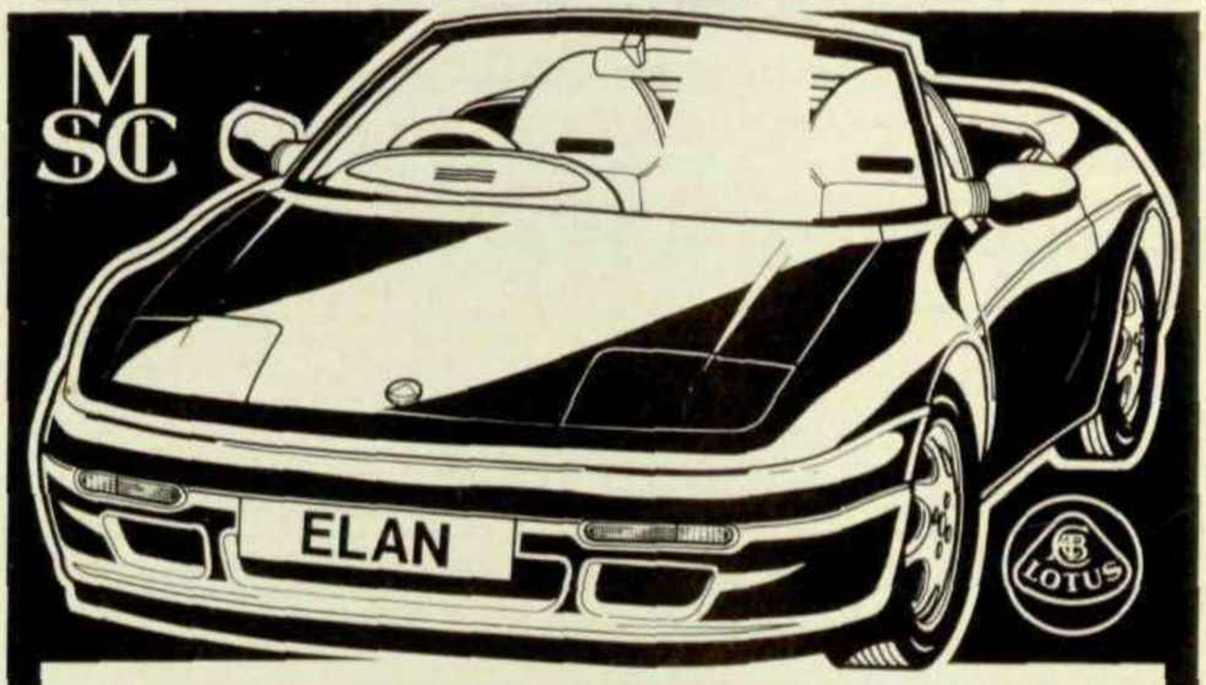
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Confidence Booster



Lady Brocket puts a 16 valve Jetta through its paces at Goodwood on one of the driving courses organised by Volkswagen.

LONG gone are the days when the family saloon could only wheeze its way up to 75/80 mph with acceleration to match. Nowadays the flow of traffic on even congested motorways reaches this speed while a three figure speed is not that unusual on a clear road and out of sight of police patrol cars. Where such high speeds years ago would have put too much strain on the car and its components, the relentless pursuit of perfection by the motor manufacturers has meant that cars which cannot reach 100 mph are now very much the exception rather than the norm.

The efficiency of modern cars is not just reflected in its top speed and the time it takes to get there, but in all its aspects, whether it is better fuel consumption or an all-singing and all-dancing computer which does everything from managing the engine to sending a reminder that the next Barclaycard payment is due.

While most are aware that today's cars are better performers than their predecessors and offer a greater degree of comfort and provide better driver information, fewer know, or probably care, that the dirty bits underneath have also undergone their own development over the years. Suspension systems and tyres are a vital part which if they were not up to par with the car's potential would turn a road-burner into a floundering heap.

So while all this progress has continued over the years, there is one vital part of the equation which has been omitted from the designer's pen — the driver.

Do as he can to limit the driver's input into what would otherwise be the perfect automobile, wretched humans do insist on messing everything up. In an exercise of damage control, many manufacturers, along with a number of independents, have created driving courses in an effort to bring the lowest common denominator up to par with the car.

One such course MOTOR SPORT has been able to attend is Volkswagen's GTi Driving Course which is designed to cater to those who own its high-performing saloons and hatches, although owning a Volkswagen product is not a necessity.

Coached by a team of professional racing drivers, the courses take place on different racing circuits such as Castle Combe, Oulton Park and Snetterton using 16 valve Golfs and Jettas. The course we attended was based at Goodwood, the difficult circuit near Chichester, Sussex.

Attending the early morning session with a slightly apprehensive group of men and women of all ages who were wondering whether they had, after all, made the right choice, we were given a lecture on vehicle dynamics and a reminder as to just why we had gathered there that day.

Suitably briefed, it was off to the circuit. Above all, safety is the watchword. The cars may be travelling in excess of 100 mph on occasions, but such is the rigorous control exercised by the instructors that no two cars share the same part of the track when travelling at speed.

Four to a car, one instructor and three passengers, and four cars altogether, we were obviously going to be on a very personal and intensive day's driving. With Vic Lee, winner of the 1986 Munro saloon car championship as our mentor, we took to the track.

To begin with there was a 'get to know you' session where each of the three pupils was given a spell with Lee sitting quietly alongside, only occasionally dropping in hints as to where the driver might improve his lines, his braking or his gear changing.

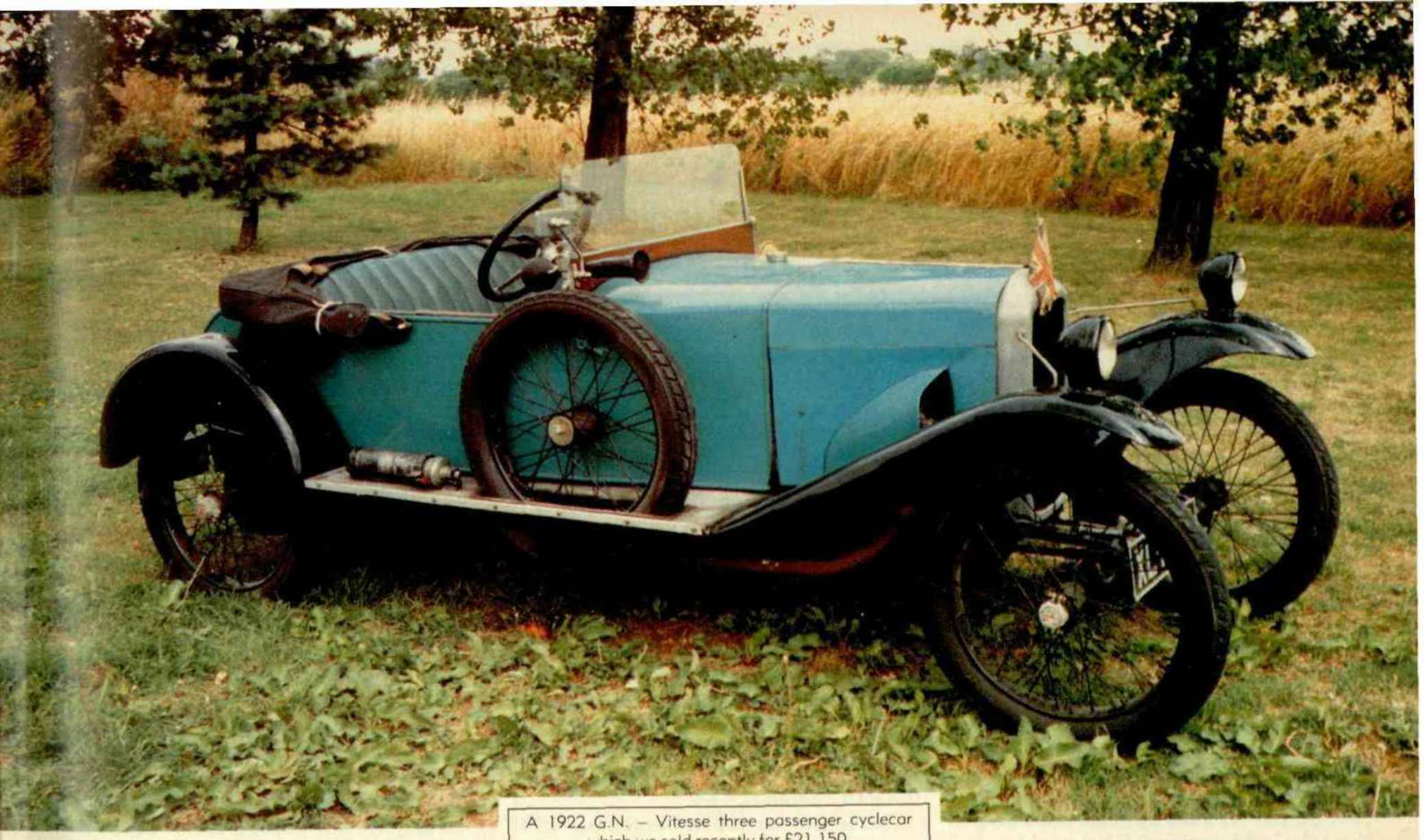
Everybody was initially uncoordinated and some of the manouevres were erratic to say the least. The rest stop for lunch could not come quick enough so as to take stock. As hoped the break with proceedings settled everybody down, the shock of driving at far higher speeds than normal and the novel sensation of driving on a wide, one-way road, evaporating with the steam from the coffee at the meal's end.

Returning to the track with renewed fortitude, we found that the wick had been turned up. The clear road of the morning was now inundated with cones dotted around as if the M25 engineers had gone barmy during the lunch break. If that was not bad enough, however, every lap of the circuit would find them in a different pattern, to be negotiated with care and yet without time to slow down to a more comfortable speed to weave through them. It was then that one began to appreciate just what a car could be put through and that braking was not after all the answer to everything.

A final solo session with the instructor whereby each and every member on the course was individually assessed saw the driving part of the day draw to a close.

What might at first be regarded as an excuse to go tearing about on a circuit, free of other traffic and without fear of the law, was in fact a most useful exercise in learning about car control. For pretty well everybody on the course, it was the chance to experience driving situations which would never be encountered under normal conditions, unless in an emergency. Coming upon hazards at high speeds and having to manouevre around them surprised everybody not just at the cars' capabilities but at their own innate skill which the situation brought out. There was even the exceptional circumstance during the day when a tyre blew out with a pupil behind the wheel while going through a high speed corner and yet he was able to bring the car to a halt as if he experienced such happenings every other week.

For myself, I took the journey home a wiser man than when I had set out. More importantly, though, I felt more confidence not just in myself, but in the machine I was driving. £335 for a one-day course is expensive, even if the driving is over twice the length of a Grand Prix and it includes personal insurance, meals, a written assessment and certificate, but it is small beer when one takes into account the extra weapon in your armament in the quest for better and safer driving. WPK



A 1922 G.N. – Vitesse three passenger cyclecar which we sold recently for £21,150.

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Monday 14th May: National Motorcycle Museum, Birmingham.

Saturday 21st July: Ingliston Auction Centre, Royal Showground, Edinburgh.

Monday 17th September: Measham Auction Centre, Staffordshire.

Monday 29th October: Belle Vue Auction Centre, Manchester.

Monday 26th November: Blackbushe Auction Centre.

Entries are now being accepted for the March auction. Please contact any member of our management team which includes Malcolm Welford and Peter Card at Prospect House, The Broadway, Farnham Common, Slough, SL2 3PQ. Tel. 02814 5622. Mobile Tel: 0831 436278/9. Fax: 02814 7434.

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Serendipity

Dear Reader,

Reading a contemporary "glossy monthly" I learned about a new historic car being built, which intrigued me and sent the mind spinning away full of fanciful thoughts. The project I was reading about was the building of a Connaught Grand Prix car that never existed! While Rodney Clarke and Mike Oliver were running the Connaught racing team with the A-series and B-series, with 4-cylinder engines, they were always thinking ahead and in 1953 they began to scheme up a car for the new Formula that was to start in 1954. The real basis of their thoughts was the fact that Coventry-Climax were building a 2½-litre 4-cam V8 racing engine for the new Formula.

The Connaught J3, as it was known, was going to be a mid-engined car, with the driver in front of the engine, and a lot of advanced thinking went into the preliminary planning. A 5-speed pre-selector gearbox and transmission was actually built, but then the whole project was abandoned, principally because Coventry-Climax got "cold feet" about their Godiva V8 and stopped work on it. Thus the mid-engined Connaught was stillborn. Thoughts were given to it a while later, with the idea of using a 2½-litre 4-cylinder Alta/Connaught engine, but they were only "thoughts". A J-type Connaught was never built.

"If you take the term 'historic racing' to mean racing for cars with a history, you can hardly build a totally new car for such events."

Now, by all accounts, a J-type Connaught is being built, but to what purpose it is difficult to understand. If you take the term "historic racing" to mean racing for cars with a history, you can hardly build a totally new car for such events. It will not even be a "replica" or a "reproduction" because a J-type was never built, and it certainly cannot be a re-creation, because nothing was ever created back in 1953. So having built it in 1989/90, what do you do with it, unless for "historic racing" you care to read "hysteric racing".

This prompted the thought that there are a lot of other interesting racing projects that never got built, like the car that I was going to build for the 1950 British Grand Prix, that still does not lie in the shed at the bottom of my garden.

Viewing pre-war historic racing, my favourite would be the 4-litre Alta V8 that Geoffrey Taylor was going to build in 1936/37, the idea stemming from the thought of a pair of his powerful, but fragile, 2-litre 4-cylinder Alta engines mounted at 90 degrees on a one piece crankcase. Detailed engineering drawings were made of this engine, and published in the motoring magazines at the time, even including test bed curves for bhp and torque, but no engine ever existed.

In France, Tony Lago was about equally advanced on a 3-litre V16 cylinder Grand Prix engine. Drawings were shown, power was spoken of, but no engine ever existed, and when his new "monoplace" appeared in 1939 it was powered by a 6-cylinder sports car engine. While Geoffrey Taylor pleaded for financial support from the British motor industry, but got none, Tony Lago actually persuaded the French Government to put some money into his project, but nothing was produced in the way of the V16 engine.

As the war started in September 1939 we were hearing noises-off that a new 1½-litre Formula was almost a certainty from 1940, and Daimler-Benz had already raced a pair of 1½-litre V8 Mercedes-Benz cars at Tripoli. Obviously, everyone thought, Auto Union would be building a car for the new Formula, and the press dubbed it the E-type Auto Union, following on the V12 Auto Union D-type of 1938/39. But war put a stop to all this thinking.

Many years later an Auto Union-looking car surfaced in Eastern Germany, and many people tried to imply it was an E-type Auto Union, but serious research by Doug Nye and Stefan Knittel proved it to be of post-war conception and construction, admittedly with some ex-Auto Union people behind it.

Another project that the war put a stop to was a 6-cylinder two-stroke racing engine built by a Surrey engineer named Jamieson. He had built himself a small sprint car with a home-made racing two-stroke engine, and had built a 4-cylinder version that was tried out in a Bugatti chassis and later in a Delage chassis, but the 1½-litre 6-cylinder never left the drawing board. Talk was of it being put into Lord Howe's C-type ERA, but it was only talk.

By now we are getting quite an interesting grid for our pre-war Historic race, but we now need some more cars to join the C-type Connaught in the post-war Historic event.

The first one that comes to mind is the Grand Prix Alfa Romeo that was going to replace the Tipo 159, had the V16 BRM proved to be the challenger that it was meant to be. Alfa Romeo had some remarkable ideas about traction and transmitting the 400 bhp from the 159 engine, coupled with some strange ideas about driver "sensibility". The proposed car was to use the mechanical components of the Tipo 159, one of the world's most successful Grand Prix cars, with the engine front-mounted but with the driver sitting out behind the rear axle, in the manner of a "sling-shot" dragster. The thinking was that this would give him immense "feel" for reaching the limits of tyre adhesion when cornering and would improve the weight distribution for traction. The bodywork would be dart-shaped, which made sense for aerodynamic stability. What is interesting about this project is that they had already built a mid-engined Grand Prix car, with a flat 12-cylinder engine, but never raced it. Not surprisingly the "sling-shot" car never got off the drawing board, though there are some people who still insist that a "mock-up " was built and tried out at Monza, but strangely no photographs were ever taken if it did exist.

One of the immediate post-war "wonder cars" that was going to be better than the V16 BRM was the Cowell-Aspin. Robert Cowell was a racing enthusiast with lots of ideas but little financial backing, that actually got transposed into test-bed engines. Back in those days a replacement for the archaic poppet-valve in the internal combustion engine was something everybody thought about but few turned into fact. Rotary valves did exist, because I once had a ride on a Manx Norton motorcycle that used a Cross rotary valve cylinder head. Of all the designs that were about I always liked the Aspin layout, in which the combustion chamber was more or less conical, and revolved in the cylinder head. Bob Cowell was going to design the car and Frank Aspin the engine, but nothing ever transpired, so if someone makes a Cowell-Aspin Grand Prix car it will certainly provide some novelty for our post-war grid.

"Alfa Romeo had some remarkable ideas about traction and transmitting the 400 bhp from the 159 engine, coupled with some strange ideas about driver 'sensibility'".

In order to try and keep some semblance of reality to this whole idea perhaps we should build two well-known cars that never existed, but had they

Continued on page 180

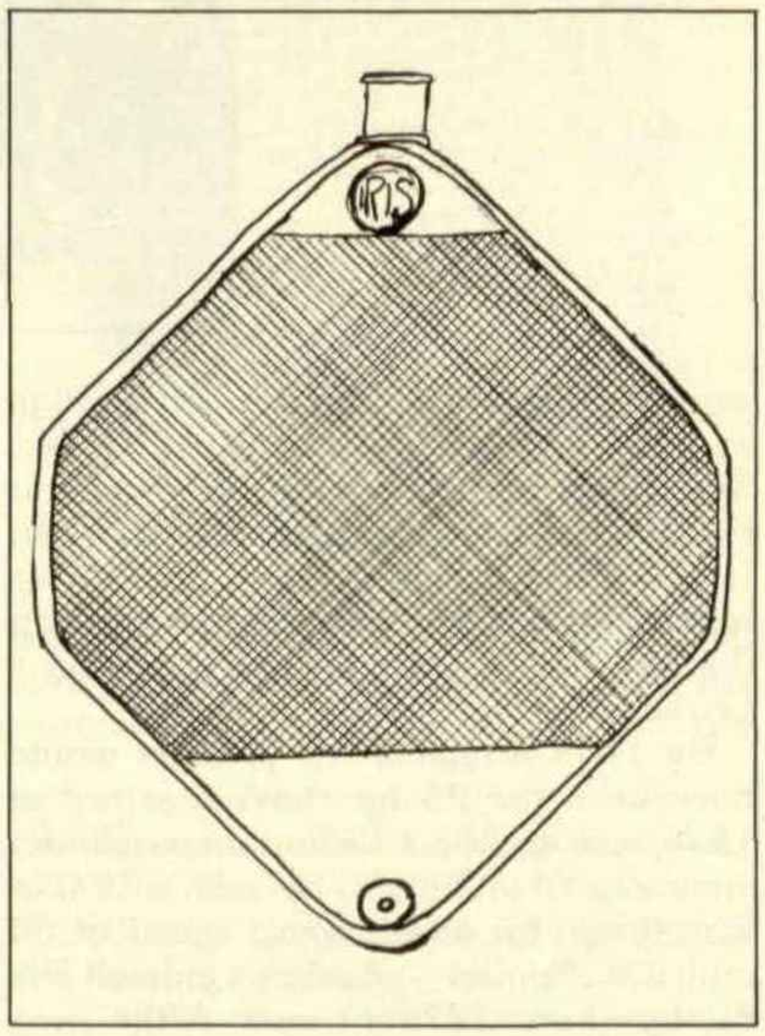
The Iris

THE Iris, forgotten by most, was remembered by one of the work's apprentices who later owned and raced one, as a conventional British car with its good easy starting and slow running characteristics but poor acceleration, the legacy of its heavy flywheel, which made swinging the engine into life with the starting handle less onorous than with many other makes. Such qualities were attractive to the majority of Edwardian motorists, which would explain why these cars had a modest but sufficient following.

It began with much of the finance contributed by the artistic Guy Knowles, who had apparently studied under the sculptor Alphonse Legros, in Paris and London. That is presumably how Knowles, at the age of 26, met L A Legros, who had been engaged in tramway engineering. It was 1905, and the two men decided to become partners in the growing automobile business. While at Harrow Knowles had befriended Ivan de Havilland, elder brother of Geoffrey de Havilland, who became Sir G. de Havilland, the famous aeroplane manufacturer. Ivan was taken on as chief designer at the Willesden works of the Iris Company. (It was through this contact that Knowles agreed to make, for a mere £250, the engine de Havilland had designed for use in his first aeroplane, a 45 hp water-cooled flat-four.)

Legros had, prior to this, designed rather heavy chain-drive cars, of which only two were built, based on the current Durkopp, and the engine of one of these was somewhat improved by de Havilland and put into the boat *Iris* which did well in the motor yacht trials at Southampton. It may have been in this way that the cars intended for production were named, but confusion over the name's origin has arisen, because the slogans "It Runs In Silence" and "It Really Is Silent" were later used in advertisements. But it seems obvious that the name used was that of the Greek goddess Iris, speedy messenger to the gods, as early cars had a goddess mascot. The diamond-shaped radiator was an immediate recognition factor, for whereas round radiators might precede a Hotchkiss, a Delaunay-Belleville, a Spyker, a Maudslay or even a Britannia or a Badminton etc. that of the Iris was unique.

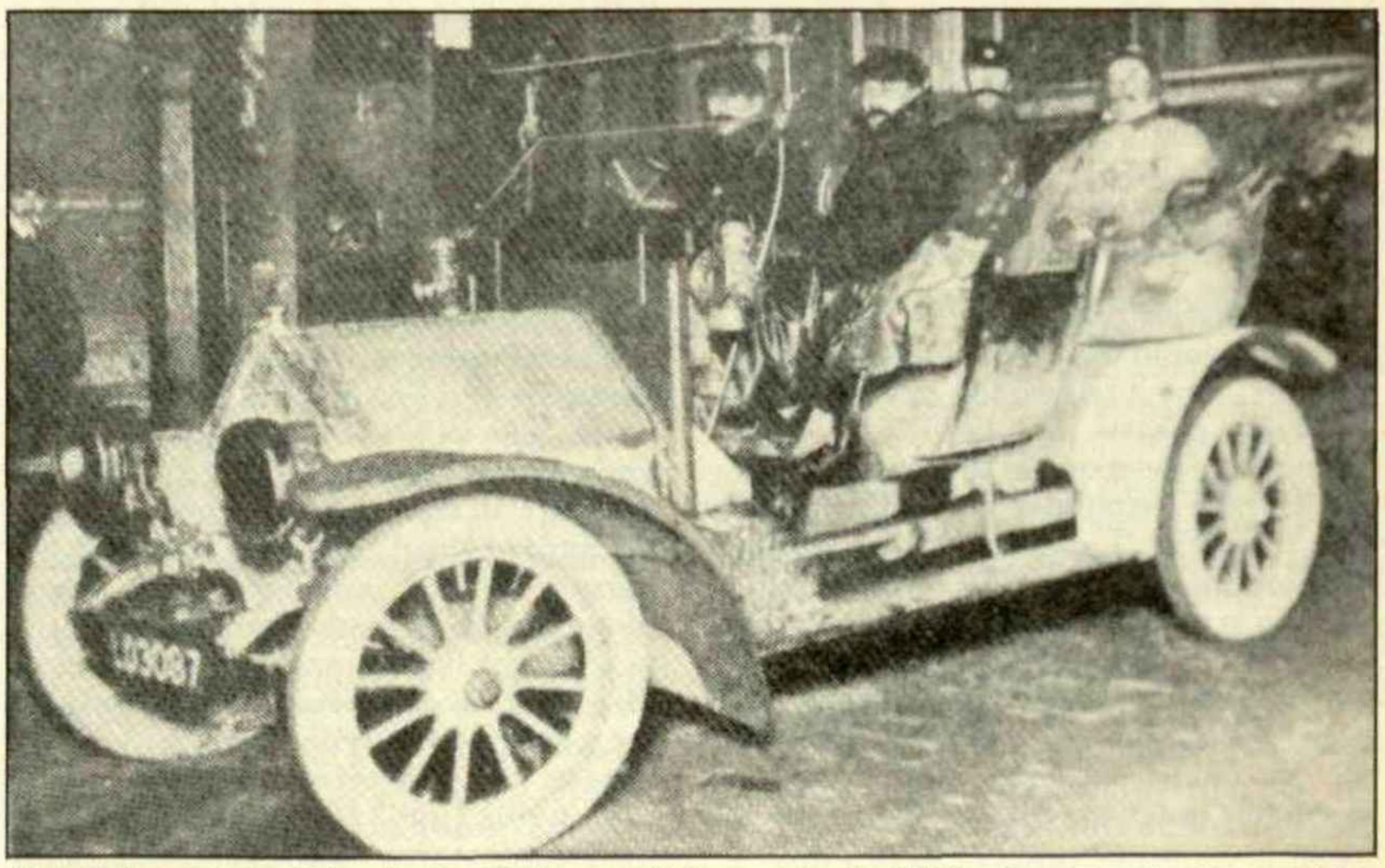
It seems that Ivan de Havilland designed new cars which were announced late in 1905 but died soon afterwards. Fred Burgess, whom we have met in these pages recently as designer of the 1914 TT Humbers and who assisted W O Bentley with his 3-litre Bentley, became the Iris chief engineer, helped by Mr Acers. It all seems to have come together by 1907, with manufacture undertaken by Legros & Knowles Ltd., but Iris Cars Ltd. were registered as the selling company, with premises in Bird Street, off Oxford Street in London where H W Chambers was sales manager. Guy Knowles, Capt. (later Col.) Hinds Howell and F R S Bircham were directors, and H F Hodges works manager at the Willesden factory. This was



quite a modest place, the ground floor being occupied by the gas engine that drove the machinery, a machine shop, (in the charge of Arthur Saunders who became Burgess' TT mechanic and then went to Bentley Motors), an erecting shop, blacksmith's forge and a store. There was space here for putting together about four cars. On the first floor was a machine shop, for smaller parts, fitters' bay, the pattern makers' shop and parts' store. Across the yard were the offices, drawing office and test shops, with a Heenan-and-Froud dynamometer (Tom Sparrow looking after engine testing), also storage for petrol and oil. The Iris works had no foundry and employed, all told, rather fewer than 60 people.

Nevertheless, Burgess produced some sound cars. The old gilled tube radiators gave way to honeycomb ones of the aforesaid diamond form, with the gear-type water pump in a rectangular recess in the radiator itself, the drive by dog-coupling from a timing wheel. At first four cylinder models with their cylinder blocks in pairs were offered, Type 2 a 15 hp car, Type 3 a 25 hp and Type 4 a 35 hp. (Type 1 was presumably the old model). With the larger models sharing a 133mm stroke, torque drive to a well made back axle with aluminium casing replaced the former chain-drive and this, and the separate three-speed gearbox, were notably quiet running. But the multi-plate clutch, using steel and brass plates running in oil, was said to dislike being slipped in traffic driving. Indeed, it seems that the transmission universal joints and the brakes were the weakest point of an Iris; Burgess had altered things so that the foot brake now applied external contracting cast-iron lined shoes on a drum behind the gearbox, and the hand-brake worked contracting bands on small rear wheel drums. The front axle, on the bigger cars, was a straight steel tube, lined with wood, into which were pressed, and then pinned, the forged extremeties for the stub axles; these axle ends were known to break quite frequently, according to one Iris owner . . .

Burgess had some good ideas which he incorporated into Iris cars, such as a differential unit quickly removable from the fully floating back axle, well contrived valve caps which could be screwed tight with the wheel nuts spanner, obviating the trouble in this area that many L-head engines suffered from, and a separate compartment for the valve-gear whereby the tappets, camshaft and timing gear were readily detachable. The radiator-located water pump was less acceptable and later it was given a conventional mounting on the engine. Another unusual feature was that the gear-selector mechanism was external to the gearbox, although



One of the new type 25 hp chassis which successfully completed a 2000 mile non-engine-stop road test between London and Harrogate in 1910.

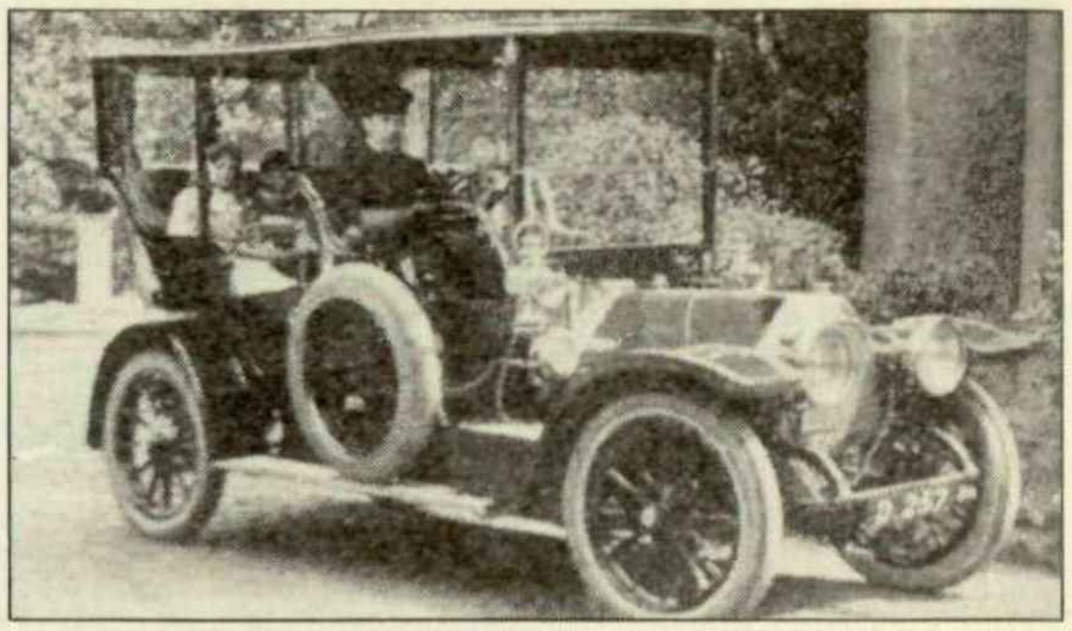
it is doubtful if Burgess visualised that this would enable a driver whose gear lever had broken off (a not unknown Iris failing apparently) being able to get home by changing gear with a spanner . . .

Iris used Bosch magnetos and their own single jet carburettor, changed later for a more Mercedes-like one. The three four-cylinder cars were followed in 1907 by a 40 hp Six, with its cylinders in three pairs. Early Iris cars had splash lubrication, changed subsequently to pressure-fed crankshafts. When the first race meeting at the new Brooklands Motor Course was announced in 1907, the directors became interested in taking part in this new motor racing on horse racing lines. Capt. Howell entered his 35 hp four-cylinder Iris and Bircham his six-cylinder for the Marcel Renault Memorial Plate, Brooklands' very first race, Arthur Earp, brother of the famous Napier racing driver and who was now Iris' chief tester, driving Howell's car. Earp, moreover, won the first heat and was second to Tyron's winning Napier in the final, while Bircham had followed the faster Iris home closely, in second place, in the heat, but he was unplaced in the final.

Howells' car being given steel pistons machined from the solid, the bhp was up to 63, and there was a higher axle ratio. Not to be outdone, Guy Knowles had a special short wheelbase chassis built and a 5" bore six-cylinder engine installed in it, which Earp raced for him in late 1907. These rather improbable cars did some more racing at Brooklands, Hodges' 15.9 hp Iris driven by E S R Thorn (who was now Iris' head tester until he left to go to Bentall & Co. and was replaced by Arthur Woodfield) winning in 1911. In 1908 S A Gibbons, who had been apprenticed to Iris Cars, bought a special 35 hp four-seater with removable back seats, which he ran at Brooklands, gaining a fourth place at a 1909 meeting. The four-cylinder engine was developing 57 bhp at 1700 rpm and the weight stripped for racing was 25 cwt. Lap speed was almost 80 mph, good going at this date.

In 1907 the Spanish Motor Show exhibit had been driven to Madrid, the 960 mile run accomplished in a week without trouble from the car or its Palmer tyres. It had been hoped that the Queen of Spain would buy an Iris but the deal fell through and the car was bought instead by Mr. Shoosmith and driven by his chauffeur Fraith, who became Field Marshal Earl Haig's driver during the war, until it was replaced in 1915 by a Model T Ford, when the old Iris was turned into a van by a Lewisham piano dealer.

The car destined for the Queen of Spain but which ended up in the hands of Mr Shoosmith.



By 1908 a typical Iris product would have been the 25 hp chassis, priced at £575, with its 108 x 133mm four-cylinder engine rated at 29 RAC hp, with a 10 foot wheelbase, for which a top speed of 35 mph was claimed — staid cars indeed! The 40 hp (bore 127mm) cost £700 as a chassis and would gallop at up to 42 mph . . . In 1909 assembly was moved to a works on the outskirts of Aylesbury, parts being sent there from Willesden.

Burgess had redesigned the 25 hp and 35 hp cars. Further efforts were made to gain publicity, including an RAC observed 2000 mile trial of the new 25 hp Iris (between London and Harrogate) and entry in the Brooklands 277 mile Standard Car race in 1911 (the first long distance race at the Track, which many historians ignore) of the new 15.9 hp model, with which Woodfield finished but far down the field. Production was perhaps 100 cars a year from 1907 but by 1913 the fortunes of Iris Cars Ltd. were deteriorating, although this did not prevent Mr. Hodges, the works manager, from having a 15 hp Iris fitted for his personal use with a six-light (or side windows) convertible coupé body by the coachbuilders Brown, Hughes and Strachan, finished in royal purple and black with myrtle green lining. The sales premises were now at Marshall Street, off Regent Street and at Olympia in 1910 Iris Cars Ltd. had shown three 15 hp cars and an £800 25 hp Thrupp & Maberly landaulette.

Then manufacture virtually ceased, although Iris Cars staggered on until 1915, when the war took its final toll, of a firm where the racing driver Douglas Hawkes had served his apprenticeship and the great motorcycle racer Bert Le Vack had worked on the lathes. From 1914 a service depot was maintained at the Aylesbury factory and the cars were taken there from Willesden and stored in a shed, along with a large quantity of unused parts. Almost all these vehicles and the parts went for scrap during the 1914/18 war, but one car was saved and used up to 1925 by Mr. Patterson, who had taken over the works, which became the Bifurcated and Tubular Rivet Company. Another, a bright yellow Iris, was used as this company's hack into the 1930s . . .

After the Iris Company closed down the body shop on the north side of the Aylesbury-Bicester road is thought to have been used for the same purpose by Cubitt's and after that manufacturer closed down in 1925 the premises became a dairy. With the urbanisation of the once peaceful town of Aylesbury one imagines that the building is no longer there.

Iris managed to keep the service depot going until about 1923 and after it closed many of the employees were taken on the rivet company's pay-roll. But at the time of the Iris works closure, many workers followed Fred Burgess to Humber's, and then to Bentley Motors. Guy Knowles, who had started it all, died in 1959, at the age of 80. WB

Continued from page 178

done so, would have been almost certain winners. The first would be the 250F Maserati chassis number 2517. This would have been one of the very successful 2½-litre 6-cylinder cars of 1955/56 (not the 1957 "Lightweight" model that everyone has copied). In Modena card playing is like darts to the British, and in Italian card playing the number 17 is considered unlucky and the artisans who built the 250F cars in the Maserati factory could not bring themselves to stamp the number 17 on a chassis, so the build programme jumped from 2516 to 2518. If we build Maserati 2517 we will have a certain winner, in the post-war front-engined class.

Overall winner of any category will surely be the Ferrari that someone will build. This will be a 1989 Formula One car with the chassis number F1/89-113. Whether it was the influence of John Barnard or Nigel Mansell is not clear, but Ferrari chassis numbers were going along nicely from the beginning of the new era of flat-12 engines with chassis 001, and for the new 3½-litre Formula we were into the 640 model series with chassis 107. Near the end of the season Tipo 640 F1/89-112 appeared, and the next new car was marked F1/89-112 + 1 because someone did not want to use the number 13! Certain elements of the press translated this into F1/89-112bis (which I found rather bizarre). If we build a 3½-litre V12 Ferrari and label it F1/89-113 it must surely qualify for our post-war Historics, because like the J-type Connaught, and all the others, it never existed.

If you find the 1990 season of Formula One racing rather boring I would suggest that you try and get to some of the rounds in the Serendipity Championship; it may not be terribly exciting but it will certainly be interesting. Unfortunately I cannot publish a photograph of any of the likely contestants, as none of them have yet been built!

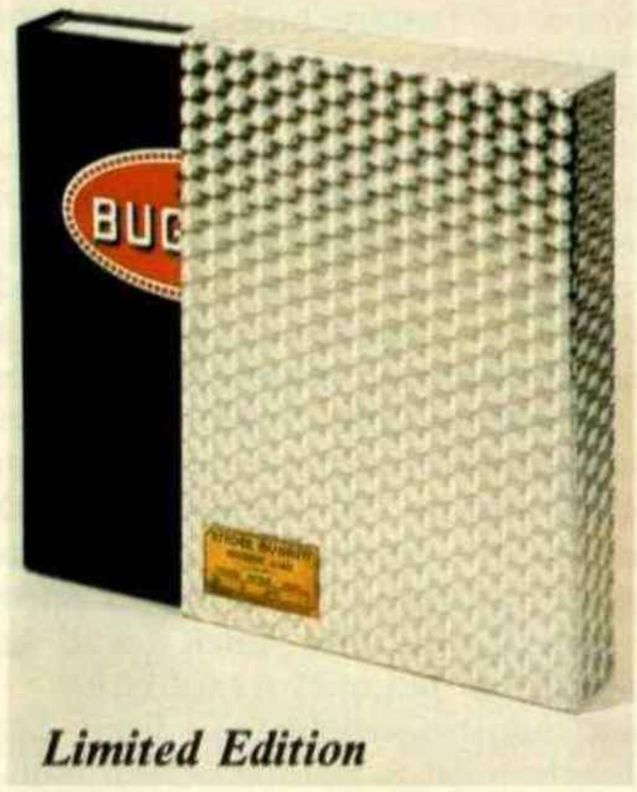
Yours, DSJ

Bugatti Magnum
by Hugh Conway with Maurice Sauzay 559 pp. 12¾" x 9½". G T Foulis & Co Ltd, Sparkford, Yeovil, Somerset, BA22 7JJ £150.00

The motor book event of 1989 was the publication by Haynes/Foulis is Anthony Heal's Sunbeam Racing Car History and the same publishing house has surely done it again for 1989/90 with the magnificent "Bugatti Magnum", which is a fitting memorial to the late Hugh Conway, who completed it some time before his final heart attack, in conjunction with Maurice Sauzay. Conway had contributed more than one very erudite Bugatti history before embarking on this great new work, which is entirely comprehensive but is in more of the coffee table tradition, lavish presentation wooing the reader — and fine pictures, indeed a fantastic 800 mono and 73 colour illustrations, some of which are old favourites gaining from enlargement and clear reproduction, others published for the first time.

So this is a truly great book; there will not be space for much coffee on the tables on which it is displayed, but some dieticians would say so much the better for that! It is hardly an exaggeration to say that everything Bugatti is covered — the entire range of touring, sports and racing Bugattis, Ettore Bugatti's work with railcars, aeroplanes, aero-engines, boats and horse-drawn vehicles, along with discussion of his inventions, patents and design methods. The family's way of life along the years at Molsheim, the correct version of how Jean Bugatti met his death testing a racing car near the factory, and the Company plans for future models after the war. Conway was the expert at turning up fresh material and was dispensing such information until a few days before his death, even to places as far away, for example, as the suddenly more accessible Soviet Socialist Republic of Russia.

Each member of the Bugatti family is given a place in this splendid book, of which only 2000 copies will be printed. It comes in a slip-case of simulated engine-turned aluminium with a replica Bugatti chassis-plate and it scales some 9 lb, rather as if one-make history is to be dispensed in future by weight instead of volume . . . The legs of some coffee tables in Bugatti homes may well have to be strengthened to take this book! Even Bugatti models are included, there is a long bibliography, and a list of racing successes and if the cost is high, it is but a microcosm of what the cars themselves now command, and even replacement parts for them cost as much. And what cars are more enthralling to depict in a volume of this size and merit than Bugattis, whether racing or otherwise? All manner of pleasing little facts are revealed or revived, in this "Bugatti Magnum" — the Molsheim hunt, Ettore on his horses or celebrating after motor racing victories, his ancestors . . . as I said, comprehensive



really is the word, the book a wealth of material to delight Bugatti followers the world over. WB

Alfa Romeo — The Legend Revived
by David G Styles. 160 pp. 9¼" x 8". Dalton Watson Ltd. 3 Harbour Exchange Square, Limeharbour, London E14 9GE, £39.95

Alfa Romeo followers have a great deal to assimulate, with the publication of Angela Cherritt's work on the 6C cars *(see right)* and now Styles' complete Alfa Romeo history. And this Dalton Watson imprint is just that, because the author, having dealt exhaustively with Riley matters and turned his hand to editing the enjoyable VMCC journal, has now loosed himself on Alfa Romeo. The end product is certainly complete, covering not only every possible Alfa Romeo from pre-WWI cars to the 1988 participation of Alfa Romeo engines in F1, but prototype and experimental Alfas as well. More than that even, because Alfa Romeo engined aeroplanes have a chapter to themselves as does every other Alfa product from railway locomotives to road rollers and cooking stoves.

Having dealt with all that, Styles goes on to describe Alfa Romeo key personnel along the years, and to add Appendices about almost everything, from specifications and production figures to lists of Alfa-powered aircraft and the exhibits in the Alfa Museum. Amongst all this, the maps of famous race circuits, as in the Riley book, are a trifle superfluous, except that the indefatiguable David gives his readers a full survey of Alfa Romeos in racing, both before and after the war and in recent times. All this is pretty good going, the over-used word "comprehensive" most certainly being apt! Why, there is even a stop press reference to the ES30 Zagato coupé intended to replace the Alfasud . . .

The author has not been afraid to refer to the time when Alfa Romeo quality dropped, packing all that history into one book with all the other information may have restricted the former, yet a very full compendium of photographs of all aspects of the Alfa Romeo story are a notable feature of this book, together with some colour illustration which include rare Alfa advertising — but we dislike the inclusion of even the very few pages of modern advertising. It must be left to Alfa specialists to truly judge this new book, as some Riley people did Styles' earlier work, but for those who want it all there between two covers, £40 will be well spent.

The author sifted through some 10,000 photographs with the help of Signora Ruocco of the Centro Documentazione and those selected for the book make a fascinating contribution to the text, although inevitably some are old familiars. (The only caption error I spotted was Trossi mistaken for Farina. In the text it isn't mentioned that, to split hairs, the old Alfa-6 had six carbs.) And if you require fresh material on the Alfa badge . . .

LAT and MOTOR SPORT's GC assisted Styles, and Peter Hull read the manuscripts, a guarantee of accuracy. WB

Alfa Romeo Tipo 6C 1500, 1750, 1900.
by Angela Cherrett. 299 pp. 10" x 8". G T Foulis & Co ltd, Sparkford, Yeovil, Somerset, BA22 7JJ. £24.95.

Angela Cherrett and her husband have been Alfa Romeo owners and advocates for a considerable time and have a detailed knowledge of these much respected cars. So it is no surprise, but certainly a source of delight, that Angela has written this detailed account of the 6C model in its various forms. The book opens with a history, somewhat repetitive to those well acquainted with the marque, of Alfa Romeo itself. It is what follows that is the meat in this new book, which goes into all aspects of the 6C, made doubly attractive by the great many very clearly reproduced photographs of contemporary and present day 6C scenes.

Indeed, in my view the book loses nothing by all these 231 pictures being in black and white instead of in colour — it is their good quality that matters. Angela has put in not only a complete 6C history but she includes tables of that model's many competition achievements between 1927 and 1935 — naturally, much of the text is concerned with racing — but the 6C is also described from the technical aspect and the various coachbuilders who graced Jano's masterpiece with their products have a 42 page chapter to themselves. Sales figures, chassis numbers statistics, specification tables that go as far as valve dimensions and carburettor jet sizes, engineering drawings, odd reproduction of old publicity material and even the aviation side of the celebrated 6C, combine to make this an essential book for enthusiasts for this particular Alfa Romeo.

Prominent men behind the car get pen-portraits and the fine pictures might be said to range from the 6C in classic races — the author confirms the fixed cylinder heads in the 1930 TT — to English trials and sprints. Well done, Angela! WB

The Great Book of Corgi 1956-1983

by Marcel R. van Cleemput. 512pp. 10⅝" x 11¼". Published by New Cavendish Books, 3 Denbigh Road, London, W11 2SJ. £35.00

Not only is the outstanding book a history of the Corgi range of models, it also reflects in its pages a 30 years snapshot of popular motoring in this country.

Marcel van Cleemput is well qualified to have written and compiled this mammoth work for he was Chief Designer of the Mettoy Company for most of his life and as such produced the very first drawings for the Corgi range and was involved in every single model until the company's demise in 1983.

Instead of being a dull collection of pictures illustrating the models as they appeared, it is a book full of other interesting information. An early aerial photograph shows the Mettoy factory at Fforestfach near Swansea while superimposed is a photograph of the menu for the official opening signed by some of those attending. So what, you may say, but it all adds to the flavour and feel of the book. Another picture shows Frank Roche, a modelmaker, working on the development of a car transporter, and later on a still from the TV series *Daktari*, the popularity of which encouraged Corgi to produce a "Daktari" set which sold alongside the "Batmobile", "Batboat" and Miss Wakabayashi's Toyota 2000GT from the James Bond film *You Only Live Twice.*

Even in the Eighties, the company was still producing models associated with TV series, such as a dumpy looking Capri from *The Professionals*, but by now the writing was on the wall. During its latter days, the company had lost its deft touch of producing miniature masterpieces turning out instead models that were so bloated that there was only a passing resemblance to the vehicles they were meant to portray.

Along with this tome comes an 80 page booklet clearly itemising every model made, the year and month of release, its colour, scale, the year it was withdrawn and cross referenced to the main book. An exhaustive reference book, with 729 colour and 313 black and white illustrations, that is an object lesson for all motoring historians in its thoroughness and conciseness. WPK

Automobile Year 37 (1989/90)

edited by Jean-Rodolphe Piccard. 280pp. 12¼" x 9¼". Motor Racing Publications Ltd, Unit 6, The Pilton Estate, Croydon, Surrey CR0 3RY. £24.95.

Originally there was but this one high class annual devoted to motor racing, rallying and topical developments in the motor industry. Since then similar annuals, especially F1 reviews and bigger and more lavish one-make "coffee table" volumes, have flooded the market.

But it is said that imitation is the sincerest form of flattery and in my opinion *Automobile Year* remains the best. It is handled here by MRP of Croydon; it is, in fact, a three language production. Number 37 contains the expected very thorough review of last season's racing, F1 covered by John Blunsden, with other leading races and rallies described, the whole illustrated in glorious colour. There are articles by Denis Jenkinson on racing without sponsorship, should this ever happen, and by Michael Cotton on Mercedes in the ascendant in the World Sports-Prototype Championship and on the growth of TWR, which could have come straight out of MOTOR SPORT.

The Industry articles run from Japan setting the pace, to Europe's clean engines, how it all began, in 1889, 30 years of the Mini by Ray Hutton, much more about Japanese cars, a review of the Citroën XM and Peugeot 605 French "flagships", the prospect for future car sales in India, Japan's new sports cars, tough times for the USA's motor makers, and much more besides. There is an explanation of how Art Centre (Europe) collaborated in designing a new cover for "Automobile Year", although the present dust-jacket, showing only a Honda saloon, does not indicate the sporting content of "AY"; but then its reputation for such coverage has been long established! This is one book in which advertising, from prestige companies presented in prestige style, does not offend,; this time it comes from Linea Pininfarina, Mahle, Blaupunkt, Lancia, France Design, Renault, Mercedes-Benz, ASC, Longine, Mazda, Volvo, Fiat, Jaguar, Mitsubishi and Marlboro. With so much to read and look at, the price of £24.95 for this year's *Automobile Year* cannot be regarded as excessive, for what is still, in my opinion, the Rolls-Royce of such annuals. WB

Autocourse 1989/90

edited by Alan Henry. 288pp. 12¼" x 9⅛". Hazleton Publishing, 3 Richmond Hill, Richmond, Surrey TW10 6RE. £21.95

Yet again, the publishers have done a magnificent job in producing their annual. Although there are chapters on Formula 3000, the World Sports-Prototype Championship, Touring Cars, Formula 3 and the American scene, the Grand Prix reports, results and articles have to be the reason for buying it.

The editor's choice of top 10 drivers makes interesting reading, but more so his report on the drivers who were not included on the list. Maurice Hamilton of *The Independent* gives an overview of the season while writers such as David Tremayne, Nigel Roebuck and Doug Nye intersperse it with features on different aspects - Tremayne on Ferrari, Roebuck on Patrese and Nye on Lotus.

As a record of the season *Autocourse* is insurmountable. If there is one criticism, however, it is the fact that there are cutaway line drawings on only Arrows, Ferrari, Lotus, Minardi, Tyrrell and Williams. It would have been good to have seen one of every car that made the grid. WPK

FIA Formula 1 World Championship 1989/90

edited by Bob Constanduros. 240pp. 12¼" x 9". Virgin Books, Sekforde House, 175-79 St John Street, London, EC1V 4LL. £19.95

Where this book scores over *Autocourse* is its concentration on Formula One. You are not spending good money on other discplines of the sport or on advertising. Where it fails, though, is that it is nothing like as technical and authoritative as the other, *longer established, annual.*

The photographs, though, are superb and are alone worth buying the book for. Page after page is a relevation, which is just as well because the text is unreadable — not because of the writing, but because of the simply terrible typeface and leading. The two pages of this text, broken up by a poorly placed photograph, at the beginning of the book, was enough for this reviewer to reach the conclusion that getting dizzy on the "whip" at a funfair was probably more pleasurable than trying to decipher that confusing body of text. It unquestionably mars a good book and one can only hope the publishers rectify the situation next year. WPK

World Sportscar Racing '89

by Gustav Büsing and Ulrich Upietz. 240pp. 11¾" x 8¼". Group C Production. Distributed in the UK by Menoshire Ltd, 49 Churchfield Road, Acton, London W3 6AY. £29.95

The World Sports-Prototype Championship has been crying out for the equivalent of an *Autocourse* for a few years now — unfortunately this book does not provide the answer. It does, however, fill a gap.

Printed in German, English and French, it is a good record of the 1989 season and is full of interesting and pertinent facts, but what makes the book of particular value is the fact that it does not limit itself to the World Championship scene, but includes chapters on IMSA, the All-Japan Sports Prototype Championship, the Sat 1 Supercup and Interserie.

The picture quality is good, but the choice of photographs poor. Too often one comes across a double page spread where all the cars are going from left to right or front three quarter, which makes for a dull presentation. Worse, though, they are uncaptioned, so you have no idea what the car is, where the picture was taken and who was driving. Having said that,the book is worth buying for sports car fans, and the importers, Menoshire Ltd, must be congratulated for selling it in Britain at £29.95 when in Germany, its home market, it sells for a massive DM98.00 (nearly £40.00!). WPK

The Bugatti Video

H G Conway. Wychwood Video Publishing Limited, 27 Cranley Mews, London, SW7 3BY. Running time — vol. 1: 49 mins, vol. 2: 48 mins. £40.00

Complete with a 61 page reference and data book, the late Hugh Conway and Wychwood have produced a superb work on the life and work of Ettore Bugatti.

Following a brief introduction by Anna Ford, Hugh Conway takes up the story and begins tracing the background to the great man's early years. This is as a prelude to the main theme of the videos, which is the development of the Bugatti marque.

There are many points which make the production outstanding. Old film footage can often be ruined by a banal or condescending voice-over, but in this case, it is decidedly enhanced by Hugh Conway's careful and considered commentary. Even when dealing with complex engineering facts, the explanation is wonderfully illuminating. The inter-cuts of modern film footage are carefully done so as never to swamp the other material.

Although this is basically a model-by-model rundown of the marque, the format allows Conway to go off on tangents every so often ensuring that the viewer is continually bombarded with little known gems of interest.

At £40.00 the collection is expensive, but it is worth every penny. One can only hope that Wychwood are encouraged enough to extend this idea to other makes of car. WPK

Speed Freaks

K-tel International (UK) Ltd., 620 Western Avenue, London, W3 0TU. Running time — 35 mins. £9.99

An American production, this video is a cursory investigation into man's fascination with speed. In complete contrast to the preceding video, *Speed Freaks* is achingly awful. As we watch the early attempt of someone trying to fly on a jet-powered bike (!) coming to grief with the rider crawling away from the fire, the narrator quips "There goes another dream up in smoke. The idea wasn't so hot," as if time and the jerky movement of the old film lessen the catastrophe.

Although the remainder of the video has points of interest, such as footage at Le Mans, reference to various land speed record attempts and a reference to motor racing in general, this is not one for the motor racing enthusiast. WPK

Although of less interest for the MOTOR SPORT reader, **Bike Hero** (K-tel International, 63 mins. £9.99) is a far better video. Kevin Schwantz is the latest in a long line of Americans to have joined and dominated the motorbike Grand Prix scene, and this video traces his short career to date. The racing sequences are sometimes breathtaking, especially when bike nudges bike in the closely fought duels, and yet the riders remain surprisingly free of rancour and are unspoilt. An altogether refreshing video. WPK

Mobil 1 Rally Challenge

Barrie Hinchcliffe Productions Limited, Boston House, 36/38 Fitzroy Square, London, W1P 5LL. Released by Virgin Vision. Running time — 115 mins. £9.99

For those who either missed BBC *Grandstand's* rally challenge, or for those who wish to have a permanent record of the event, this lengthy video is the answer.

With the familiar voice of Steve Ryder providing the informative commentary, we see the likes of Stig Blomqvist, Pentti Airikkala, Malcolm Wilson, Louise Aitken-Walker, Mark Lovell and Russell Brookes contest five different stages in five different cars. Because the event was a television "special" the coverage is excellent both from in-car as well as from the outside. As a finale we are taken over the five stages as a back seat passenger with only the pace notes being read out by the co-driver providing any sort of commentary. Just watching, it is difficult to keep pace, let alone doing the driving as well. Excellent value. WPK

FIA Formula 1 World Championship Review

FOCA 1989. Distributed by Duke Marketing Limited, PO Box 46, Douglas, Isle of Man. Running time — 170 mins. £29.90 incl. p&p

This video has to be essential viewing for all Formula One fans, for nothing of the 1989 season is missed. With informed commentary from Bob Constanduros and Tony Jardine, the video opens with a rundown of the teams and drivers in Brazil, the first race of the season.

The coverage of each race is extended and includes much footage that has not been seen before. This aspect, together with the inclusion of interesting interviews and the benefit of hindsight, make this official video a pleasing production. The viewer is updated with the results and championship positions regularly so that a race-by-race assessment can be made.

If there is one criticism, it is the fact that the leading cars and drivers are the subject of most of the attention while the midfield, tail-end Charlies and pre-qualifiers are hardly worth a mention, and that is often where there are good stories. WPK

For those who do not want such a detailed resumé of the season, K-tel's **Duel of the Champions** is a very adequate substitute. With a running time of 58 mins, it is much shorter than the FIA version, but even so, all the memorable moments of each race are covered with the World Championship placings shown after every four races. Simon Taylor, BBC Radio's motoring correspondent, provides an authoritative commentary.

The 1989 Esso British Touring Car Championship

Barrie Hinchcliffe Productions Limited, Boston House, 36/38 Fitzroy Square, London, W1P 5LL. Released by Virgin Vision. Running time — 175 mins. £9.99

Barry Hinchcliffe's review of the 1989 Esso Touring Car Championship comprises full length accounts of each of the 13 rounds. For the casual viewer, this is its downfall as it could be said to drag on a little, with the interesting action spread out between long spells of routine stuff.

For those devoted to following the antics of Messrs. Rouse, Gravett, Weaver and Sytner, however, such full coverage will be relished. The format is exactly as seen on TV with Murray Walker's excited commentary lending drama even when the action has lulled.

The early season in-team Prodrive battles between Weaver and Sytner are given appropriate coverage of course, and the in-car footage here is most amusing. You can almost feel Weaver bracing himself as he prepares to take another whack up the rear from team-mate Frank as the two enter the braking area for the complex at Silverstone . . .

In all a typically professional and entertaining account of a very entertaining series. Perhaps the one thing that could have been added would have been a section of post-season interviews with some of the leading players, adding a touch of analysis to proceedings. PHM

The 1989 Lucas British F3 Championship

Barrie Hinchcliffe Productions Limited, Boston House, 36/38 Fitzroy Square, London, W1P 5LL. Released by Virgin Vision. Running time — 175 mins. £9.99

Once again Hinchcliffe has come up with the goods. 1989 was a memorable year and this video captures every significant passing manouevre an incident to make it a precious record. As expected, the Brabham/Stewart/Warwick clan get maximum exposure (this footage was aimed at the casual *Grandstand* viewer as well as the enthusiast), but there is also plenty of opportunity to see Richard Dean, Gary Ward and, indeed, some of the Class B boys showing off their skills to a wider audience.

Rule books don't attract viewers, so don't blame BHP for only a brief insight into the engine arguments. The viewer is led, however, to believe that McNish is the champion. A comment at the end of the final race to the effect that Brabham may still win in the courts would have been a fairer way of concluding the tape. PHM

VSCC Celebrates New Year's Day

FOR the tenth year in succession VSCC members celebrated the New Year at Mike Garfitt's social at the Verzons near Ledbury. The first day of 1990 did its best to wash out the assembly and none of the hot air balloons present was able to fly. But despite the weather conditions more appropriate to the water industry having gone private than to vintage motoring, the car park was soon full and there must have been 70 or more interesting cars to look at and discuss, apart from a vast assembly of people who came in moderns.

This time the hotel landlord's bottle of good cheer for the driver coming the greatest distance went to John Bentley in a 4½-litre Bentley slab tank with Vanden Plas coachwork which had come 200 miles from Batley in Yorkshire. It would be invidious to attempt to mention the others in detail, but almost every sort of Alvis, of which Ted Roberts' 12/50 was out for the first time in 31 years, many Lagondas, a positive all-embracing display of three-wheeler Morgans, a "chain gang" Frazer Nash, various Austins, one 12/4 with Christmas holly on its radiator and the faithful trio of A7s from Wales, the Gould Ulster, open road two-seater and Seymour Price this time in a black and yellow tourer, were there. One noted also the BNC and a T51 Bugatti, while organiser Garfitt came in Sally Marsh's T35T GP Bugatti, his regular trials bouncer bringing his well known FN/BMW 319/55, and Rodney Felton again brought his Monza Alfa Romeo and Brescia Bugatti, entrusting the latter to Sir John Venables-Llewellyn. The car park exit became effectively blocked by a Rolls-Royce Silver Ghost tourer and a Lanchester motor carriage, Roger Collings had brought his 1913 Brixia-Zust, and all kinds of Rileys, a number of sporting Roesch Talbots, a Wolseley Hornet coupé diplaying a JCC badge and three sun panels in its roof, presumably useful on this dreadful day to tell if it was raining, where noted.

Cars from another Rolls-Royce to a smart Jowett Long 7/17 tourer were admired and especially a fine Lancia Lambda tourer, and on the grass without, reserved for non-vintage cars, we observed a nice Model B Ford Fordor saloon. John Fenton had come in his Hoyal-bodied Riley. With similar gatherings in other parts of Britain, what a good omen this is for the coming season of the VSCC's many activities. WB

Not to be outdone by the VSCC chaps and their Measham Night Rally, the **Morgan 3-wheeler Club** has its own night trial with, what is more, tests at the various controls. Last year's event, run in heavy rain in Cheshire countryside, had eleven entries. The winner's cup went to J. Shirley and J. Walters.

Classic cars down to the Sixties were due to take part in the replica Monte Carlo Rally during January. With the cars starting from Glasgow on January 28, they cross the Channel from Dover to Calais and complete the 2000 mile ordeal at Monte Carlo during the night of January 30/31. Once in the Principality, the competitors then start polishing for a traditional concours, with the Palace of Prince Rainier handing out cups to the survivors on February 1.

The entry list was originally limited to 60, but the organisers were able to swell the hotel accommodation to take an extra eight cars. These range from Tony Moy's 1925 3-litre Bentley to a virtual revival of the famous Rootes rally team with Humber Snipes, Sunbeam Talbots, Hillman Minxes and Sunbeam Rapiers dominating the list with arch-rival teams in BMC cars, from 1960 Mini 850s, Austin A40s, Austin Westminsters, MG Magnettes to Healey 3000s.

The Historic Rally Car Register, the only club that fosters interest in classic rallying, has seen a "cabinet re-shuffle" among its top appointments with the aim of strengthening the service to members, which now tops the 1000 mark for the first time.

Martin Jubb is relinquishing his role as Membership Secretary so as to concentrate on the ever more time-consuming job of Competitions Secretary. The vacated post will be taken up by Alison Woolley who expands her role in the club from that as Editor of the magazine Old Stager.

While Jubb is Competitions Secretary, the committee has appointed Classic Marathon organiser Philip Young to handle enquiries for information on foreign events. This is a new service and follows from the "twinning" of the Register with the **Historic Racing Club of Italy,** the two clubs having agreed to exchange information through the Classic Marathon office in Tunbridge Wells. The Register hopes to be able to send a British team to the Coppa Dolomite regularity event in Cortina in September, and in return, see a bigger contingent of Italians in the Register's two prestige events, the Monte Carlo Challenge and the Marathon.

Jeremy Hall has resigned from the post of Chairman due to pressure of work, so Vice President Don Pither reins as acting Chairman until the next AGM in April.

Robin Stretton is responsible for club regalia and Bill Price remains as Registrar handling the FIA Historic Identity Forms.

The Bognor Regis Centre, Belmont Street, Bognor Regis is the venue for an evening of nostalgic motor sporting films organised by Clive Sayer and film producer Bill Mason on the evening of Thursday, February 8. It is an excellent opportunity for enthusiasts to see some rare films in full 35mm cinema format including the 1949 British Grand Prix, the 1958 Coupe des Alpes, Round the 'Ring with Graham Hill in 1963 and Racing Reborn and The Champions from the History of Motor Racing series. At the time of going to press all these films are subject to availability.

Tickets for the Film show are available from the Bognor Regis Centre Box Office, Belmont Street, Bognor Regis (0243 865551) at £3.00 each. All profits made will be donated to St. Wilfrid's Hospice at Chichester.

The 1989 Film Show raised a sum in excess of £500 for this worthy cause and it is hoped to better this with the 1990 event.

Classic car restoration, body and paintwork and motorsport and kit car courses are being organised by the **North Trafford College** of Talbot Road, Stretford, Manchester. From the leaflets supplied, all the courses look roughly the same with welding techniques, soldering, painting taught on all three, but the body course is obviously less mechanically orientated than the other two.

All the courses are designed to enable the participants to make full use of all the facilities, including the rolling road and brake rollers, with instruction and guidance from lecturers who are also Group 2 scrutineers.

The ten week sessions involve three hours per week with the last in the current academic year commencing March 5 finishing May 26. Each of the three courses costs £29.10. A phone call to John M Johnson on 061-872 3731 ext. 61 will secure a place. Enrolment and fee payment can be dealt with on the first evening of attendance.

The third **London International Classic Car Show** will be held at Alexandra Palace over the weekend of March 9-11. The MG Car Club will be launching its 60th anniversary celebrations with a central feature of MG from the Twenties to the Eighties. For enthusiasts of pre-war cars the Morris Register will be mounting a display of a dozen Morris vehicles from the Twenties and Thirties. The show will also mark the launch of the 30th anniversary celebrations of the Morris Register.

More than 60 club stands will vie for attention while an autojumble will be situated in the organ gallery area of the Great Hall.

All three days of the show will feature an auction. On Friday, there will be just one lot, this being a programme from the

1988 Le Mans race, but unique in that it has been signed by the entire pit crew, management and drivers of the winning Jaguar team. All proceeds will go to research into cot deaths in the United Kingdom.

The Saturday auction for vehicles under £15,000 is aimed exclusively at the enthusiast who wishes to purchase a classic to drive and maintain himself. Sunday's sale will be for vehicles with a value over £15,000.

Advance tickets, which at £4.00 each are £1 cheaper than when purchased on the day, are available from Greenwood Exhibitions, PO Box 230, Tring, Herts. HP23 5PU.

The 11th **Bristol Classic Car Show** will take place at The Bristol Exhibition Centre on 17th and 18th March at which The Morris Minor Owners Club, which was awarded the Best Club Prize in 1989, will be the special feature. Further information from Kay Hocking on 0272 701370.

Over the Easter Bank holiday, Sunday, April 15 and Monday April 16, Harewood House at Leeds will host the **Yorkshire Festival of Transport.** There will be classes for all types of veteran, vintage and classic vehicles as well as classes for kit cars, custom cars, vintage farm machinery and stationary engines.

Attractions over the two days include an Air Display, an autojumble, and both club and trade displays.

Further details and information can be obtained from: Geoff or Linda Price, 37 Comberford Drive, Tiffany Green, Wednesbury, West Midlands WS10 0UA. Tel.: 021-502 3713.

Club Lotus are organising a festival at Stoneleigh Exhibition Centre, near Coventry, on the weekend of April 21/22. Events will include two days of technical seminars and historic lectures about Lotus cars, a concours d'elegance with cash prizes and trophies, a wide variety of Lotus related trade stands, Lotus race preparation stands and the first Lotus auction.

Full details from Club Lotus, Lotus Lodge, PO Box 8, Dereham, Norfolk NR19 1TF. Tel.: 0362 694459. Fax.: 0362 695522.

The North of Scotland Motor Show is due to take place over the weekend of May 5/6 and Monday May 7 in the Aberdeen Exhibition and Conference Centre. Apart from the latest crop of new models, the organisers are planning to feature veteran and vintage cars as well as rally and racing cars. The last North of Scotland Motor Show held in 1988 attracted 30,000 visitors from all over Scotland which the organisers hope will be bettered this time.

The Club d'Automobiles Anciennes & Rallyes (CAAR) is celebrating its first birthday this month. Based in Paris, the club now has satellites in Germany, Holland and North America.



A rare Renault 750W

Last year the club organised a three week tour of the USA and intends to follow this up with tours along the Rhine valley in July and, being French, a Wine Harvest Rally through the vineyards of France during the grape-picking season. In 1991 an Amsterdam-Moscow-Amsterdam tour is being proposed.

Owning a car that is at least 20 years old is the only condition of membership plus the annual fee of 30 ECUs (!) (approx. £20.00).

More information can be obtained from CAAR International, 13 Rue Montorgueil, 75001 Paris, France.

The Bristol-based **Tavern Motor Club** are planning an historic rally for May 7. Sponsored by Sixties Cars of Caerlon, Gwent the new one day Rally Bristowe, a name revived by the club from its past, will cover a 250 mile route from Bristol to Exmoor and back. The whole event will run at 30 mph average speed and will include a couple of 'tests' en route.

Apart from being challenging and demanding, the club is organising what promises to be a pleasant social occasion with a buffet lunch and an end of rally dinner.

Even before the regulations have been printed over 80 crews have declared an interest in participating in the event which is limited to 120 cars. Further details can be obtained from rally oganiser Paul Lewis on 0272 423021.

We commend events which are re-runs of classic originals and another very interesting one should be the Alpine Reliability Trial which the **Rolls-Royce EC** proposes to hold in 1993, to commemorate the fine performance of four 40/50s in the 1913 Trial, which ran 1654 miles out and back to Vienna and embraced 19 punishing Alpine passes. The re-run is to follow the 1913 conditions and rules as closely as possible and will be mainly for Ghosts (no pun intended!), with co-operation from the **RROC of America.** It will be interesting to see how many owners of these now so valuable cars will be prepared to subject them to this historic ordeal.

The R-REC elected 163 new members in the last two months of 1989, many of them with more than one Rolls-Royce or Bentley, a remarkable club. Its AGM is at the Royce Memorial Building on April 29.

Yet another Trust relating to motoring history is to be set up, the **British Motor Centenary Trust** which is to concern itself with the centenary of the British Motor Industry that is to be celebrated in 1996. The Trust intends to concern itself with education to GCSE and A-level standards, the publication of a comprehensive history through Haynes Publishing, a research scholarship with perhaps a University Chair, exhibitions, industry promotion, rallies and other events. The Trust operates from 49 Pall Mall, London, SW1.

The 1990 **Colchester Classic Vehicle Show** will be held on Sunday May 13, 1990 at the Colchester Institute, Colchester. Entries will include cars, commercial vehicles, military vehicles, customised vehicles and motor cycles with 1973 the cut-off date. There will also be club displays, an auto jumble and trade stands as well as two new areas for "classics for sale" and "steam power". Details from June Whitaker, Colchester Institute, Sheepen Road, Colchester, Essex CO3 3LL. Tel.: 0206 761660 ext. 27613. Fax: 0206 763041.

The Chester Festival of Transport, in aid of the Hospice of the Good Shepherd, will be held on the Roodee on Sunday, 20th May at 11.00am. The event will be preceded by a parade of approximately 800 veteran and vintage vehicles through the City.

One of Britain's biggest motoring events takes place on Bank Holiday Sunday, May 27 when up to 1000 cars take part in the **Norwich Union RAC Classic Run.** From eight separate starts around England, each route covers around 150 miles before converging at Donington circuit.

Open to four-wheeled passenger cars built before the end of 1970, the Classic Run attracts a unique mixture of old-car enthusiasts and celebrities. A choice of three new starts are available for those starting in the south east (Oxford, Woburn, Brocket Hall), Bath for the south west, Norwich for East Anglia and Stockport and Harewood for the Midlands and the north. An all new route for Edwardians starts at Donington and covers just 75 miles before returning to the circuit.

Entries cost £60 per car (£25 for the short Donington route) and close March 1. Regulations and entry forms can be

obtained from RAC MSA, Motor Sports House, Riverside Park, Colnbrook, Slough, SL3 0HG.

The 1990 **Bugatti OC** International Rally will be based on N. Wales but ending at Prescott, between May 28 and June 3. The entry fee for both parts of the Rally will be about £190. Details from Mrs Ward, Prescott Hill, Cheltenham, GL52 4RD.

The Dutch run English car rally will be held in south Holland on the weekend on June 9th and 10th. Devoted to English motorcars of the past and present, the rally attracts in the region of 1000 cars.

There is also a slalom/sprint and concours for all those who wish to enter on the Sunday, and for those who wish to make a weekend of it, there will be tours of the local countryside and a Bar-B-Q.

The total cost of the weekend, including bed-and-breakfast, is FL.60 per person which should be sent to Kees v. Schuppen, Warmondstr. 3, 4273 EW hank, Holland. Entries close March 1 and the entry is limited to 125 cars.

Among the overseas events which these days attract such good entries of vintage cars is the **VCC of New Zealand**'s 2nd International Pan Pacific Rally to be held in 1992. In conjunction with it the "Monte Carlo Rally" arriving at Palmerston North on February 10 aims to bring competitors over the last part of their journey to the start of the Pan Pacific event of February 8-21. Entries of up to 1000 are visualised, for vehicles made prior to 1961. Although a long way ahead, those who like to plan in plenty of time can obtain details from R. Knight, PO Box 1363, Palmerston North, New Zealand.

The telephone number of the **Triumph Sports Six Club** has changed to 0462 456315.

The MG Car Club has recently moved back to Abingdon, after an absence of twenty years, and will be moving into new offices in June 1990, the year of its Diamond Jubilee anniversary. At the moment, the MG Car Club can be reached 0235 555552 or written to at PO Box 251, Abingdon, Oxon. OX14 3FA.

The **VCC** is developing its headquarter building at Ashwell at an estimated cost of £210,000 to which the club is contributing £50,000.

The Mercedes-Benz Club, which looks after all ages of these cars, gained 122 members recently, whose oldest car listed is a 1956 300C, which emphasises this club's concern for the classic models.

Not to be outdone, the **750 MC** had 48 new enrolments in the same period, its interests ranging from vintage A7s to formula racing. Its November 1989 Bulletin has an article about how 26 pre-war A7s visited five European capitals in five days, an off-shoot of our run in 1979 in a then-modern BMW, the A7 being, you see, the forerunner of this great make.

On the subject of club enrolments, the **Daimler & Lanchester OC** had 54 new members last October with cars from a 1934 Lanchester Ten to moderns. **The Citroen Car Club,** meanwhile, is 41 years old this month and is keen to expand its existing membership of just over 2600.

The Morgan Sports Car Club almost trebled in size over the last decade to boast a current membership of 3000, a growth which has been reflected worldwide in the number of Morgan clubs which have been formed. It has been the spread of international Morgan meetings, pioneered by the **Morgan Club de France,** which has seen the bonds between the various clubs ever strengthened, to the benefit of all club members.

As the British club grows increasingly larger, so various positions are having to be created. At present, for instance, both a public relations officer and an archivist, on a voluntary basis, are being sought.

Even the smaller, but no less keen, **Gilbern Owners Club** is in good shape. The '88/'89 financial year ended with 498 members, the third highest total, and the bulletin reports an increased awareness of this rare Welsh marque, particularly at shows, where there has been more interest in the GT model in particular than for some time.

The Bullnose Morris Club now has over 550 members, 50 of them from overseas, which is a very satisfactory situation for a club catering for a more or less fixed number of vintage vehicles. It has a bi-monthly magazine, Ken Revis MBE, remains its President and the Secretary is Richard Harris, PO Box 383, Hove, Sussex BN3 4FX.

Membership of the **Vintage Motor Cycle Club** now exceeds 8500. Those who like watching early motorcycles in action should note that the 53rd Pioneer Run, organised as it has always been by the **Sunbeam Motor Cycle Club,** takes place on March 18.

The club is hoping to repeat the success of the 1989 Run when 370 entries were received of solos, sidecars and tricycles made before 1915. This event produces the world's largest gathering of 'veterans' and represents a unique opportunity for seeing so many historic machines in action at any one time.

The 47 mile Run will begin at 0830 hrs from Tattenham Corner, Epsom Downs and follows the A217 through Reigate joining the A23 at Gatwick and finishes on Madeira Drive, Brighton where the first arrivals are expected from 1030 hrs.

Regulations, entry forms and further information may be obtained from Marjorie Ayers, the Secretary of the Meeting, 59 Beechwood Road, Sanderstead, Surrey CR2 0AE. Tel.: 01-657 4671.

The Secretary of the Swiss section of the **R-REC** has owned since 1988 the rare 1933 Rolls-Royce PII Continental, chassis 98PY, reg. AKX 386, which originally had a convertible torpedo body and was first registered in the name of Lt. Col. W B Du Pre of Beaconsfield. After the war it belonged to G. Biggs of Knotty Green and then it went to France. It was used for 1935 RAF Review attended by HM King George V, as shown in several R-R books. A saloon body was fitted subsequently but Mr. Schumacher is converting the body to its original form and wants to trace any previous owners who can give him details of what it then looked like.

Bill Morris is importing from Australia a 1922 3-litre Sunbeam tourer with one of the very rare Type OV 16-valve single overhead camshaft engines to which MOTOR SPORT referred last month. The car is apparently in original condition except for a Ford carburettor and low ratio back axle, fitted as more suitable to the short journeys made by its original owner; but the correct Claude Hobson carburettor and high axle ratio are with the car. These Sunbeam engines are very rare and we have seen only one, in the aforementioned Lambert Special, but George Jackson used one in a 1922 16/40 hp Sunbeam at the 1924 Blackpool Speed Trials, beating four 3-litre Bentleys with it.



Ron Gammons, chairman of the MG Car Club.

Naish hillclimb

Sir,

I was interested to see in the article "Motoring with Bill Little" a photograph of an event at the Naish hillclimb, near Bristol.

Meetings regularly took place at Naish hill until the early 1970s, when the M5 motorway was constructed through the hillclimb. The uphill section of the motorway south of junction 19 is known locally as "Naish hill" and is notorious for traffic congestion on the southbound carriageway during busy weekends. Few drivers caught in the uphill crawl will realise that they are passing through a hillclimb where speed was once the order of the day! The old hillclimb passed from right to left, crossing the M5 at a point near the top of the incline, beyond the bridge. The upper portion of the hillclimb, including the part depicted in the above-mentioned article, still survives.

ALAN M BRITTON
Portishead, Bristol

Whatever happened to OE221?

Sir,

Mr John Dymond says OE221 was wrecked by a 3 ton truck in 1943 (Letters, December, 1989). In fact, 1943 OE221 was stored under a dust sheet in Peasley's Garages in Forbes, New South Wales. I know this because it was the first 30/98 I had ever seen and as a youthful owner of a 12/50 ducksback Alvis I used to lift the dust cover and admire it. It must have made a profound impression on me as within a couple of years I had bought my first 30/98 and have had one in the garage ever since.

OE221 was owned by a local pastoralist J J Leahy and, after the war, it was refurbished and used by his youngest son Gerald who in 1948 crashed it while avoiding a group of motorcyclists who came over the crest of a hill in line abreast. I have told this to the previous two owners and to David Marsh; so where the 3 ton truck in 1943 came from I cannot imagine.

ALAN C WILSON
Forbes, Australia

Brands Hatch heartache

Sir,

My family and I are avid followers of most motor sport. Unfortunately most of our spectating is done via the TV but we did attend the Brands Hatch Rallycross Grand Prix.

The cars were great; the racing, what we saw of it due to the fog, was also very enjoyable. But never again will I travel to Brands. The police traffic control and organisation was virtually non-existent; both going in and coming out, we had to wait for periods of up to three-quarters of an hour without moving.

Until we can get things in order and think of the general public, plan in advance to avoid hold-ups of over an hour getting from the roundabout at the bottom of Death Hill, to the entrance, then many such as our family will not support the sport. Perhaps the police and the circuit organisers should visit Le Mans. The last time we visited there, we were on the open road and clear of the circuit within twenty minutes of the race ending.

R J HUNT
Sywell, Northants

New rules for Historic Rallies

Sir,

The RAC MSA Rallies Committee is setting up a working party to discuss new rules for historic rallies in the United Kingdom, to be incorporated in the 1991 RAC MSA Motor Sports Yearbook.

The working group, which will include competitors, organisers and administrators with an active interest in historic rallying, require written input from anyone who feels that they have some contribution to make in this discipline of the sport.

Please do not just think to yourselves: "here we go again, the RAC MSA is going to make it more difficult for me to compete in historic rallies" — this is furthest from the truth.

Our aim is to encourage anyone with a suitable car to compete safely in events throughout the United Kingdom, but without the mixture of rules which currently exist. We hope that a standardisation of such rules will attract more people into the sport, if everyone knows that a set of simple rules will ensure their acceptance on all events organised in the United Kingdom.

I would ask that your written submissions are addressed to myself at the RAC MSA, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 OHG, marked clearly on the envelope "Historic Rallies Working Group".

Please put pen to paper — we need your contributions.

DENIS CARDELL
Chairman, RAC Rallies Committee

Bean and Gone

Sir,

In the June 1952 issue there was a letter about a car I once owned — a 1923 Bean 14 tourer. An admirer of the car had written to you praising its stamina for travelling frequently between Worthing and Inverness. It was a great car; no swift performer but a wonderfully reliable, companionable sturdy slogger and I very sadly sold it in August 1955, having had it since August 1951.

I was the second owner of the car. The first was a Captain Lawson of Inverpolly who owned it from 1923 until 1951. It lay fallow on his estate from 1936-51.

The point of my letter is to find out if this wonderful car (in very good condition in 1955) is still about. In June this year I wrote to the central motor registration people in South Wales and they replied regretting that they knew nothing of the registration number. My hope is that the car may still exist but that it's not be licensed.

The car's details are: FD 2380, (Harper) Bean Long 14 Tourer, first registered 1923. If anyone knows anything about this car, I should be delighted to hear from him. I still have the first owner's very detailed maintenance log from 1923-1936 and also an illustrated spares manual, two handbooks and some of the first owner's correspondence with the Harper Bean Company and with myself.

If there is a present owner of this lovely car I will send these relics to him.

R W WEST
Knowlton, Canada
(Letters will be forwarded)

Altered State

Sir,

I refer to Matters of Moment (December 1989) where you discuss motor fuel. In your comments you have overlooked, or may not be aware of, a very much more serious problem.

Without informing the motoring public, the oil companies and the British Government have altered the specification of gasoline. The effect of this change is to make the fuel for spark ignition engines much more volatile. A harmless result of this change is that vapour locks might be more common between the fuel pump and the carburettor — but far more dangerous is the fact that this fuel is far more likely to explode when exposed to the atmosphere. Lead free appears to be the worst culprit.

Already this year six or seven service stations have burnt down in the East Anglia area. Fire fighting crews who arrive at the fire have found that at first they can get the fire under control only for the fuel to re-ignite. By now the fire fighters have used up their reserve of foam, or whatever is now used for liquid fire, and virtually have to stand back and watch the fire burn itself out, a position they hate. The risk of the fire in a car either from the re-filling from a can or from some other fault is much increased, as can be seen from the number of car fires reported in the newspapers and on television.

MOTOR SPORT readers will no need no reminding that the British Government has granted itself immunity from prosecution on a charge of murder, if a car occupant is killed by the legal wearing of a seat belt. So one does not want to get caught in a burning car. Carrying some sort of cutting equipment seems a very good idea.

"CONCERNED"
(Name and address supplied — Ed.)

Le Mans Outrage!

Sir,

I have read MOTOR SPORT for the last twenty three years, but never before have I felt so incensed that I felt the need to write to you.

Today I was reading Cotton on . . . on the future (or lack of it) of Group C racing, which annoyed me intensely, but the final straw came when I read tonight on teletext that FISA intend to revoke the licence of the A.C. de L'Ouest to run a championship race at Le Mans because the Mulsanne straight is longer than 2 Kms.

It seems that whenever a successful formula is arrived at for sports car racing, the faceless ones step in and arbitrarily "move the goal posts". In the late Sixties we had the classic races with such cars as the Mk 2 and Mk 4 Fords, Ferrari P4s, Chaparral-Chevrolets, Lola-Aston Martins, and what happened? The rules were changed. Then in the early 70s there were the marvellous Ferrari 512s and Porsche 917s, so the rules were changed again.

During the Eighties we have seen the gradual development of Group C racing from a fairly boring one-make competition into the most exciting and competitive formula for many years. Now that we have Jaguar, Daimler-Benz, Porsche, Nissan, Toyota, Aston Martin and Mazda all fielding works backed entries, FISA want to change the rules again.

Not content with destroying Group C, FISA it seems now want to destroy Le Mans as well. As stated in Cotton on . . ., "the event (Le Mans) is unique". Where else can you stand in the middle of the night and watch racing cars go past at over 200 mph, and hear engines on full song for over a minute? The Mulsanne straight is an intrinsic part of Le Mans, without it the *24 Heures du Mans* might as well be held on the Bugatti Circuit or at Dijon. Many of the drivers have said they have a bit of a rest on the Mulsanne straight.

Having been to the last seven Le Mans 24 Hours, I believe that the race can stand alone without the World Sports-Prototype Championship. As a non-championship race it may not attract the "megabucks", but it would still be a greater event than the rest of the championship and all of the Grand Prix races put together. If FISA insist on running two World Championships, for single-seater and two seater Grand Prix cars, why can't we have a European round of the IMSA championship, say a 24 hour race in north west France around the middle of June?

JOHN HICKMAN
Dudley, West Midlands

Sir,

I write with rage and disgust at your article concerning the future of the Le Mans 24 Hours. Once again Balestre has proved his total domination of all forms of motor sport. How much longer does motor racing have to endure this pathetic, egotistical Frenchman, whose sole ambition is to dominate at all costs?

If the 24 Hours is lost to us because of stupid dangerous chicanes, especially on the Mulsanne straight, my respect and love for the sport will be greatly diminished.

B PALMER
Burton on Trent, Staffs

Sir,

The demise of Le Mans is not to be permitted! I have a feeling that even if the ACO could have come up with two chicanes on the Mulsanne by the appropriate date, FISA would have created yet another insurmountable problem.

The Mulsanne was in existence before the innovation of the Le Mans 24 Hours race. The speeds achieved on the straight are certainly high, but the modern racing machine is so much better equipped than earlier racing cars, thanks to the progression of technology, that surely the risks on the straight have been reduced rather than increased. The greatest risk on the Mulsanne must be tyre failure, and this can happen on any straight with devastating results — two kilometres long or not.

Apart from the issue of the Mulsanne, Le Mans is the most prestigious date on the racing calendar and the practice sessions alone are as spectacular as the average race. The ambience generated throughout the week — at least at our end of the circuit —, is woven around a great sporting event, where true sportsmanship is of prime importance.

A 24 hours race at Spa-Francorchamps? We have been tempted to visit Spa in the past, but we could not see our way to attending — under duress — what can only be a substitute. As we have in the past, we will support Le Mans, l'Automobile Club de l'Ouest and the Department de la Sarthe now — and in the future.

PETRONEL PAYNE
Winchester, Hampshire

Sir,

The Le Mans 24 Hours represents an annual family holiday. We adore the electric atmosphere of the whole place — restaurants, camp sites, fun fairs, sandwich bars and the Village.

The Mulsanne has to be the most spectacular straight in the world — after all, Bentley have named a car after it. We understand that measures are being taken to improve the pit lane, but in the meantime I fail to comprehend why so many people are being allowed into the pits at any one time. The numbers could be restricted. I agree that the public conveniences in the Village leave a great deal to be desired, although we have no complaints at all at our end of the circuit.

If there is anything that can be done to prevent the demise of this beautiful and unique French event, there are thousands out here who would be eternally grateful.

R J P BURTON
Chairman of E-Type Register Jaguar Drivers Club
Eastleigh, Hampshire

Sir,

In respect of the controversy over Le Mans, I would say that I am appalled at what is happening. The withdrawal of the race from the championship last year was no doubt intended by Mr Balestre to have some effect. Of course it did not as the Le Mans race is far more important than the World Sports-Prototpye Championship. People in Japan and Australia etc, have never heard of many of the circuits, but throughout the world Le Mans is known. Your own report clearly shows that Mr Balestre now believes that the most important thing in motor racing is himself, and he should be reminded that neither the television cameras, nor the sponsors will be there if people do not wish to watch the events.

The two hour "Endurance Races" which have been introduced in the past year are of no interest to true sports car enthusiasts. Mr Balestre may think they are the right length for televising but they are destroying the event. Short races are amply catered for in Formula One which is becoming less and less of interest by virtue of the McLaren domination. Mr Balestre should have it pointed out to him that motor racing existed long before he came along and, provided something is done about him, there is likely to be motor racing long after he has passed on. The ordinary members of the public want to see the Le Mans race. They want to see it with the Mulsanne straight which is an intricate part of the race and those who don't wish to go there and race, including Mr Schlesser, do not have to do so. Le Mans will gather a bigger crowd than the rest of the championship put together and should continue as before. The authorities have clearly accepted the situation over the pits and are putting that to rights, but on behalf of twenty motor racing fans on Hayling Island, I can tell you we want the race itself left alone.

P B GOOCH
Hayling Island, Hampshire

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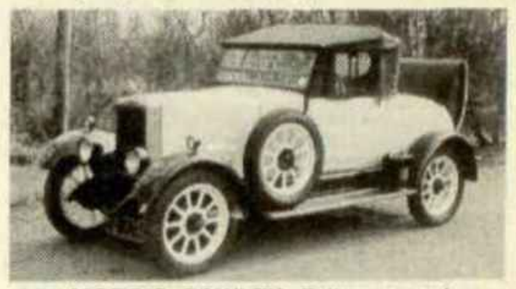
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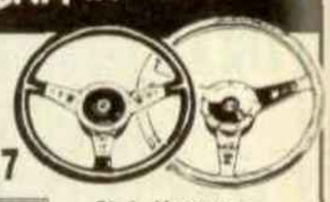
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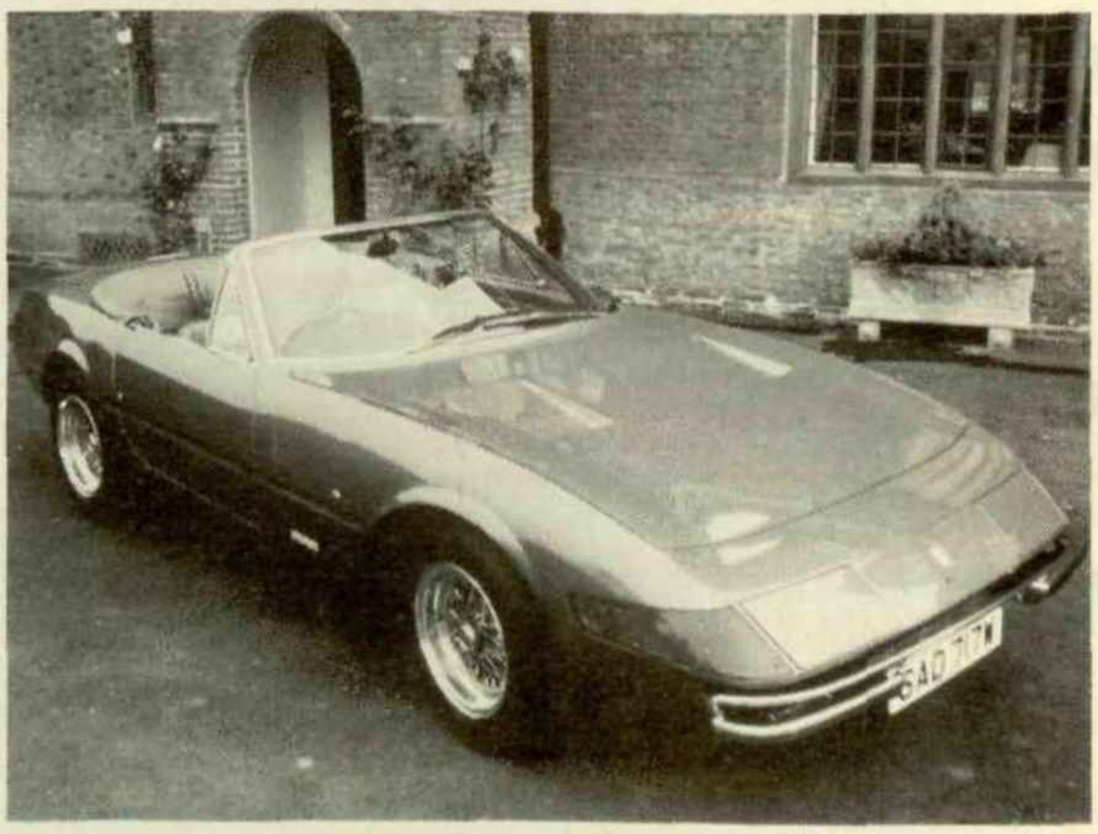
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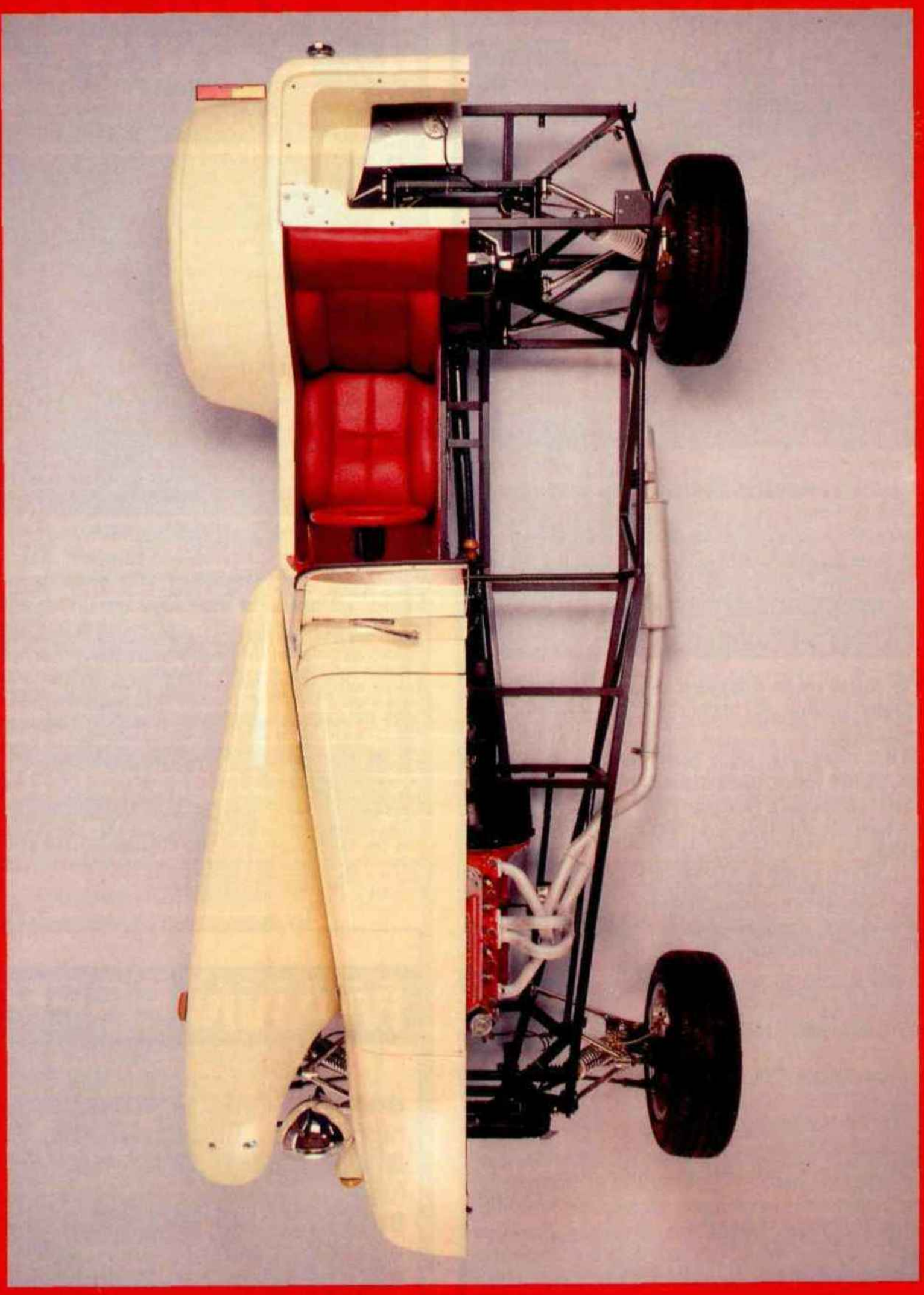
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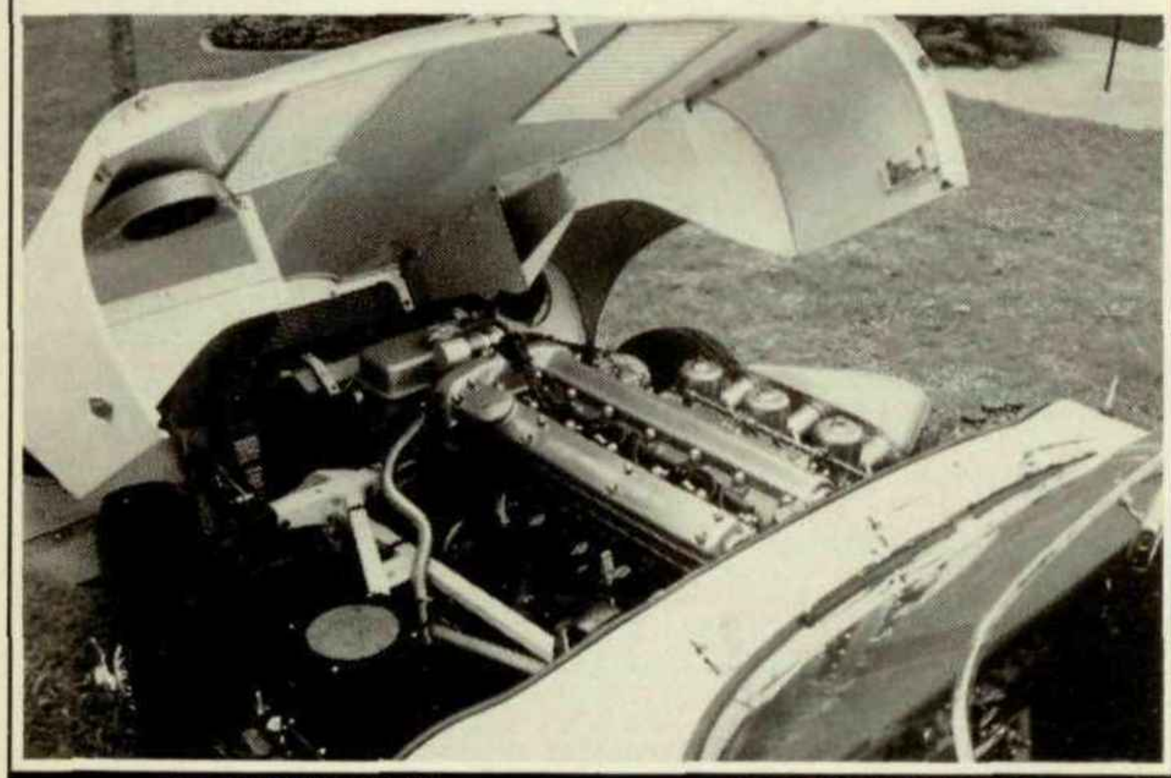
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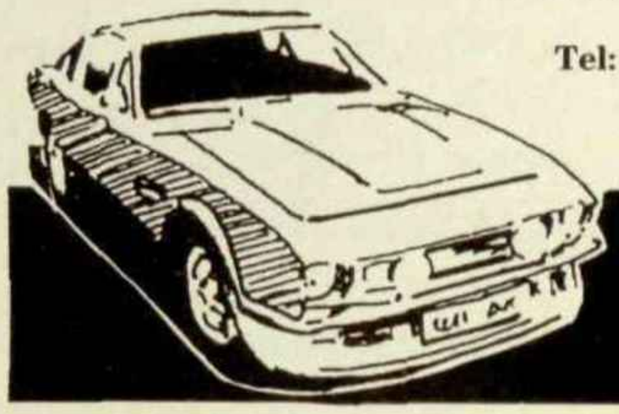
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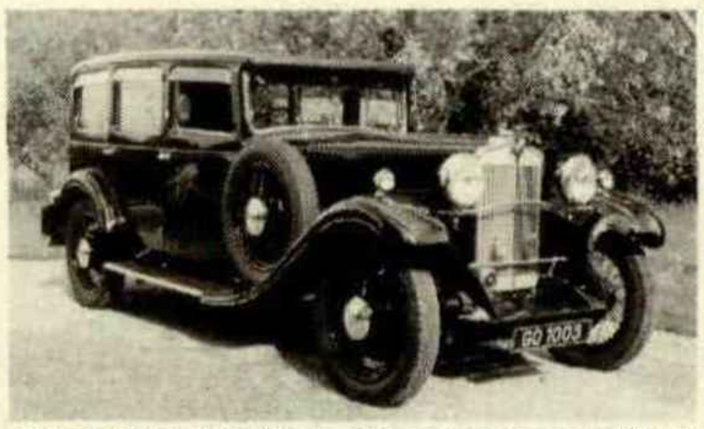
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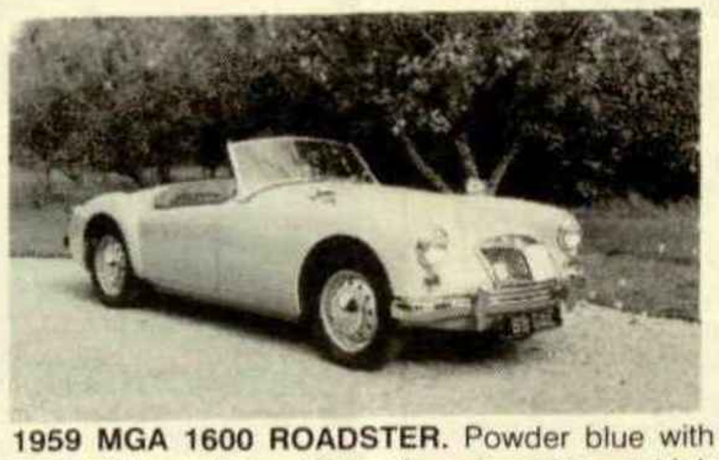
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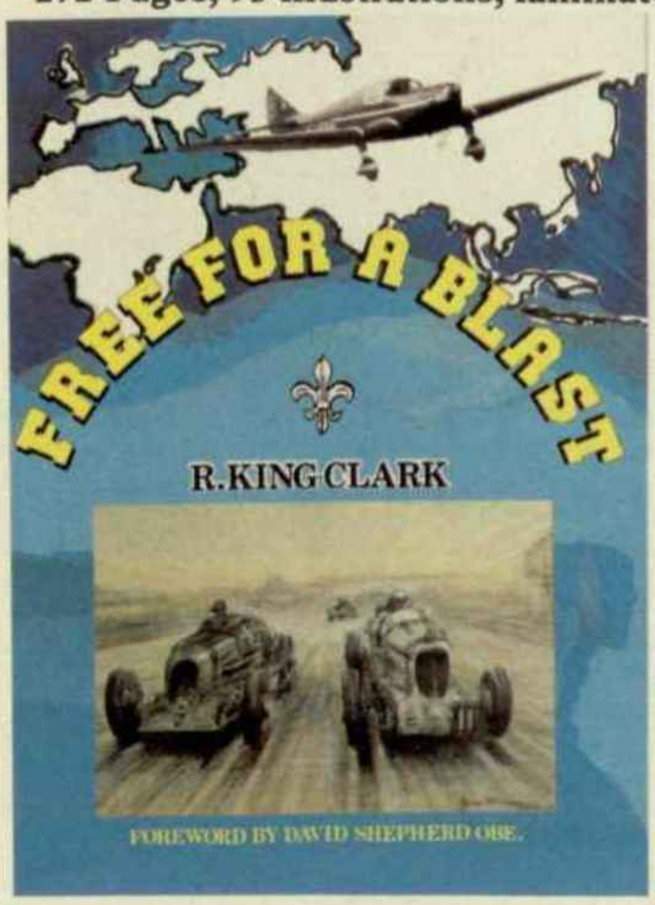
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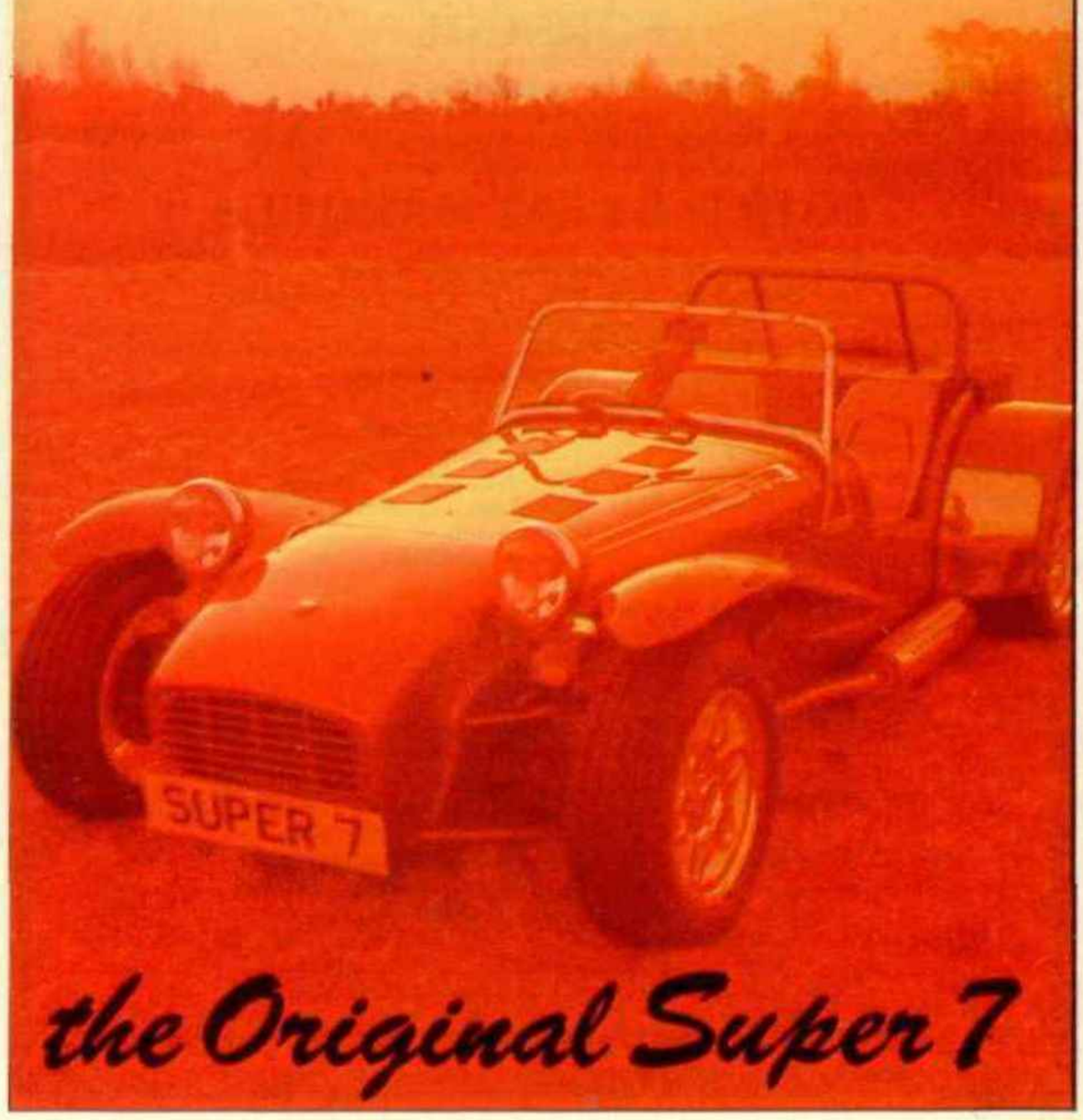
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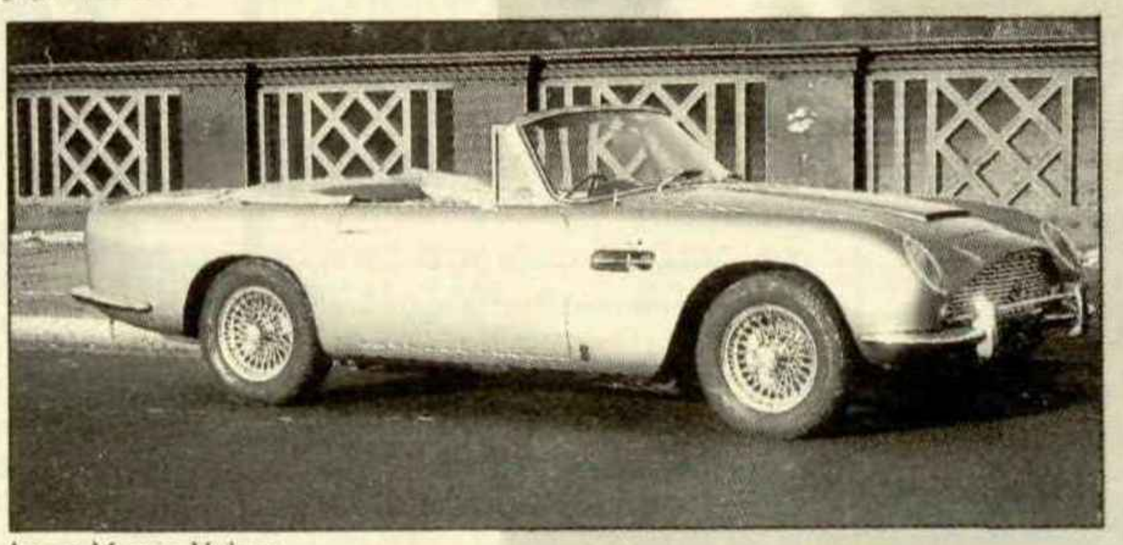
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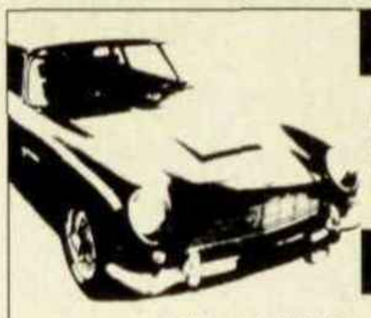
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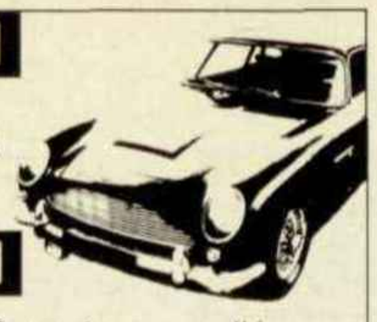
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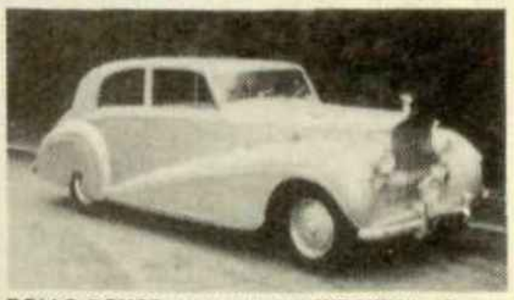
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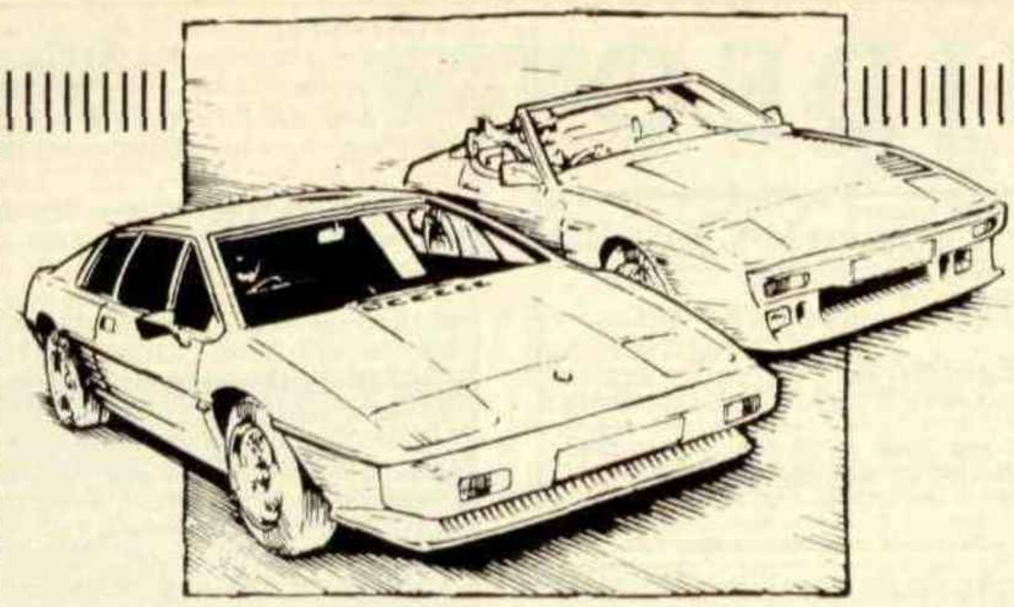
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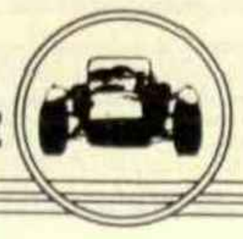
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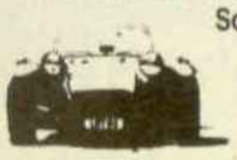
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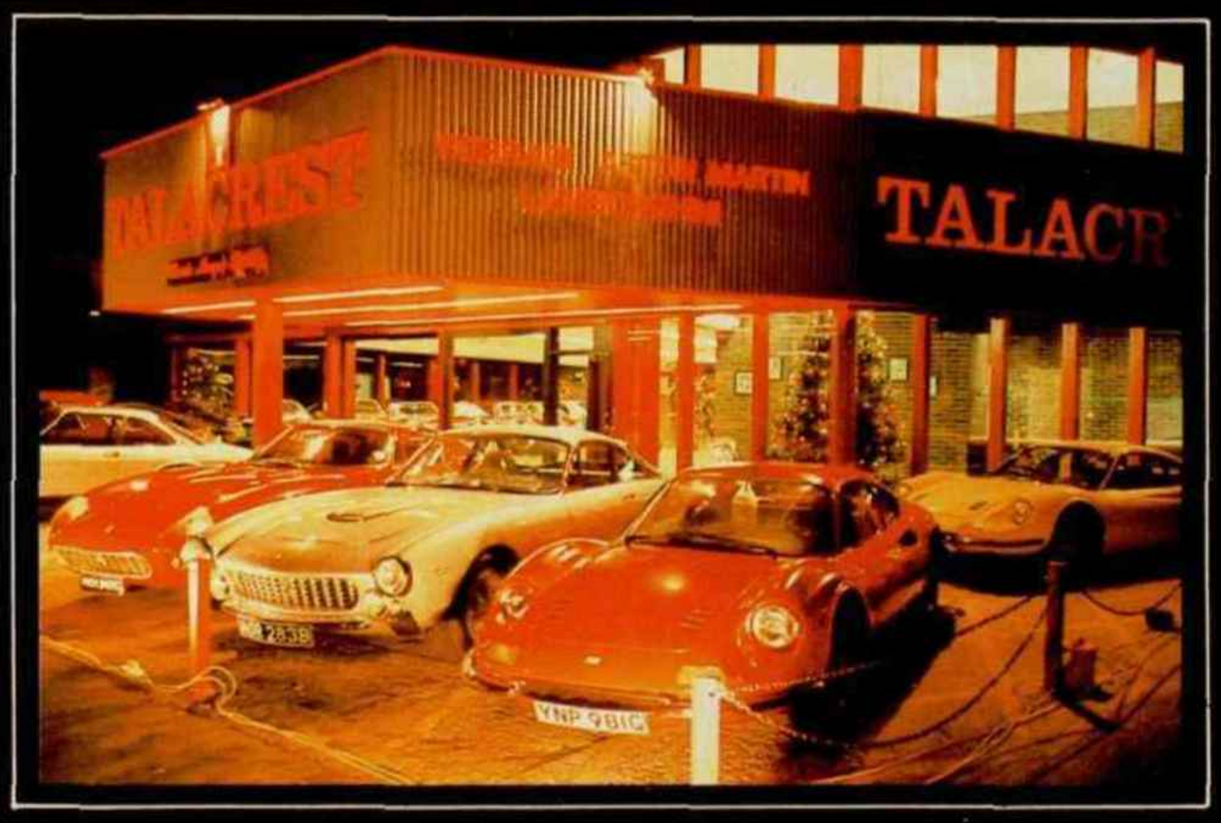
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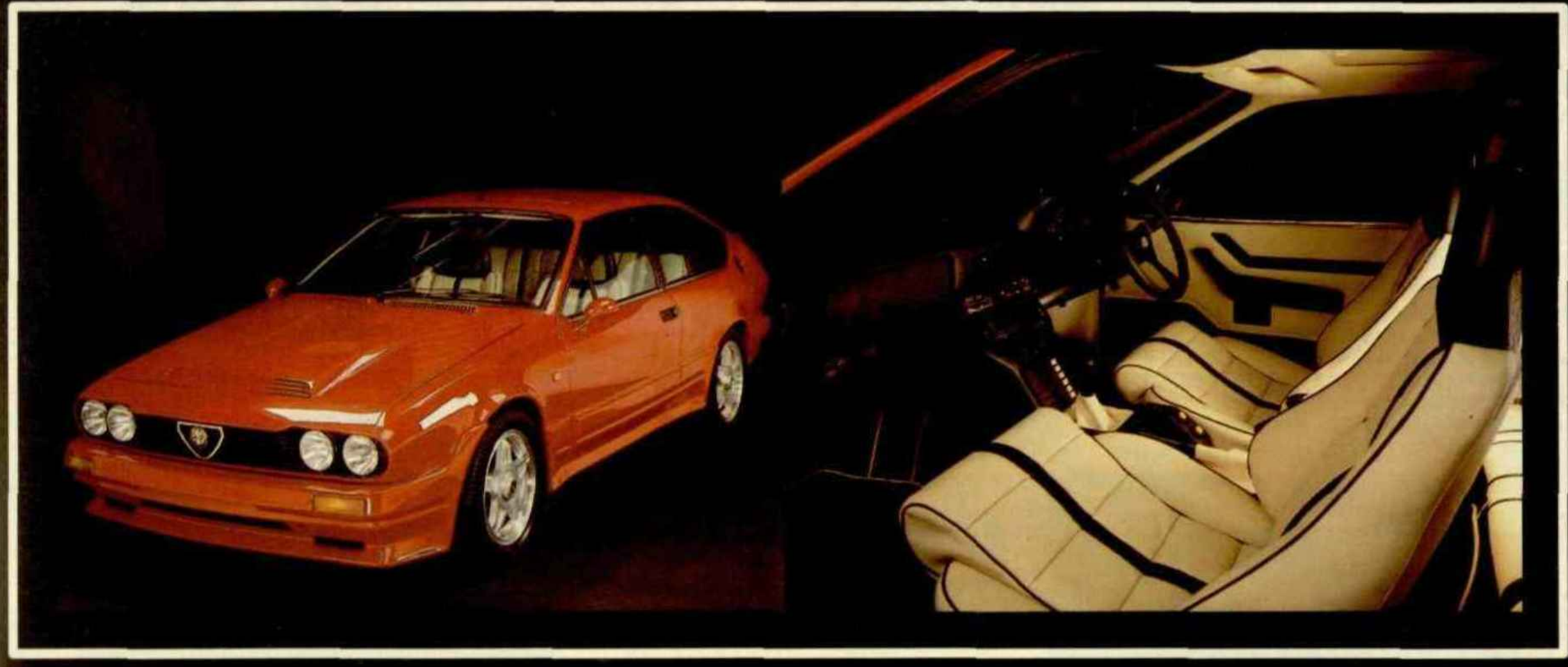
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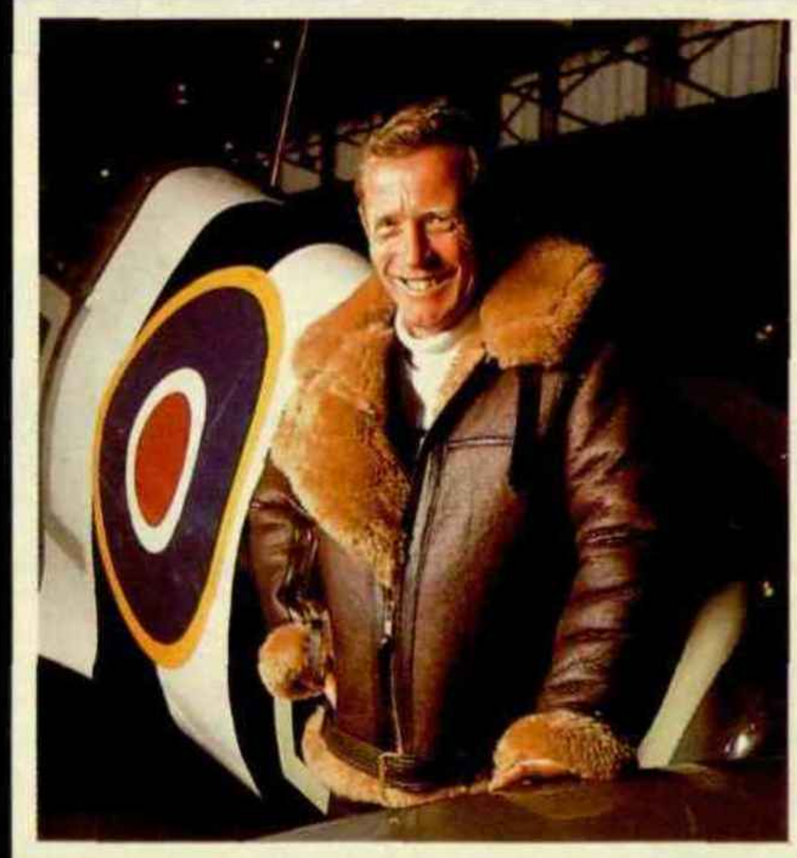
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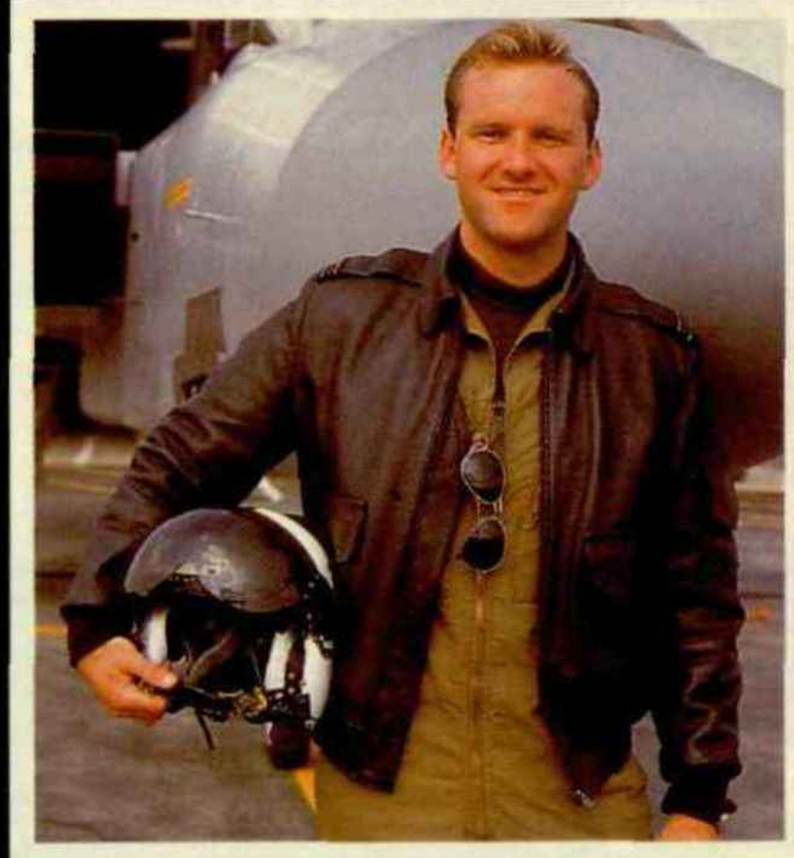
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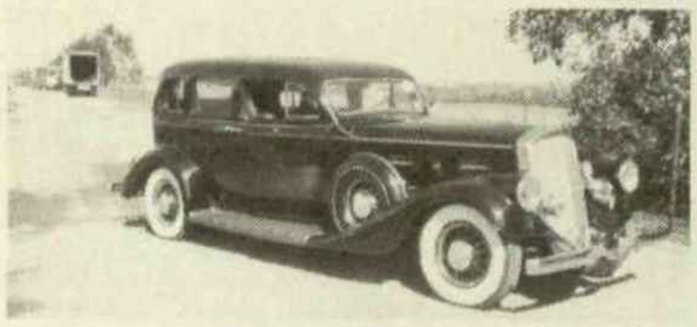
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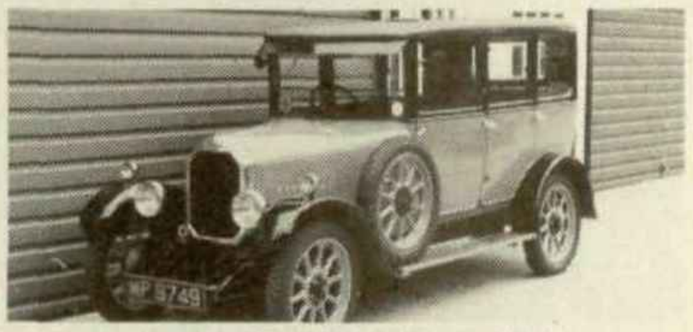
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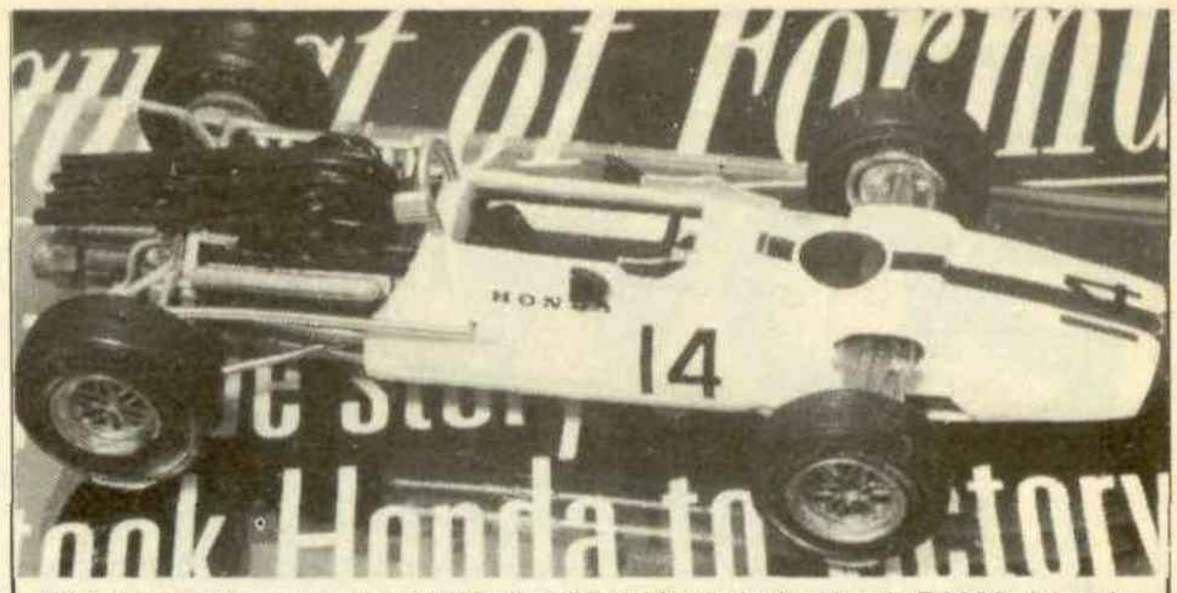
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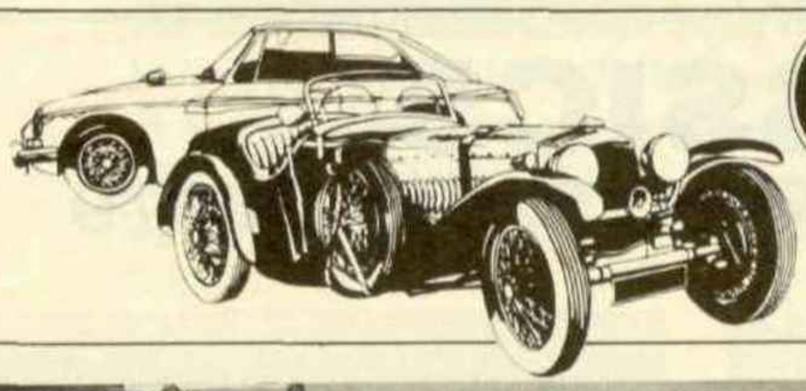
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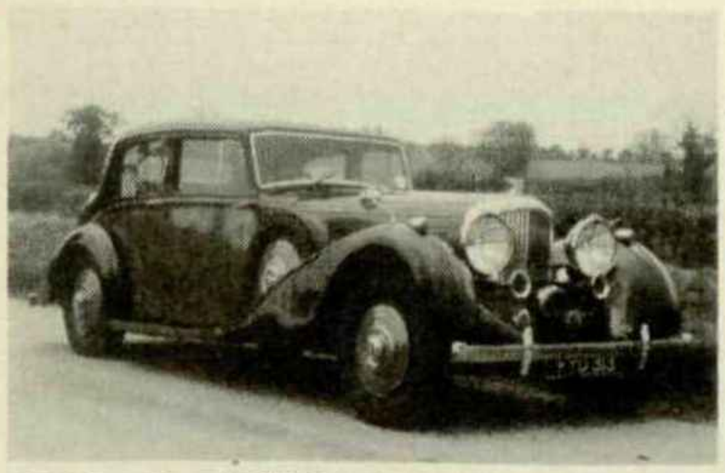
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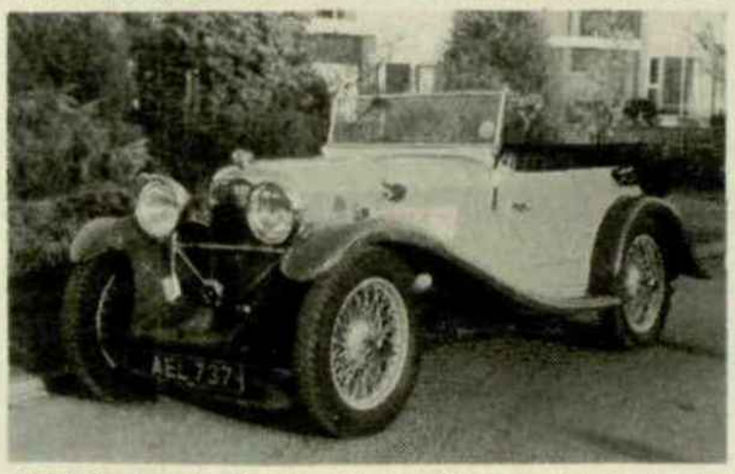
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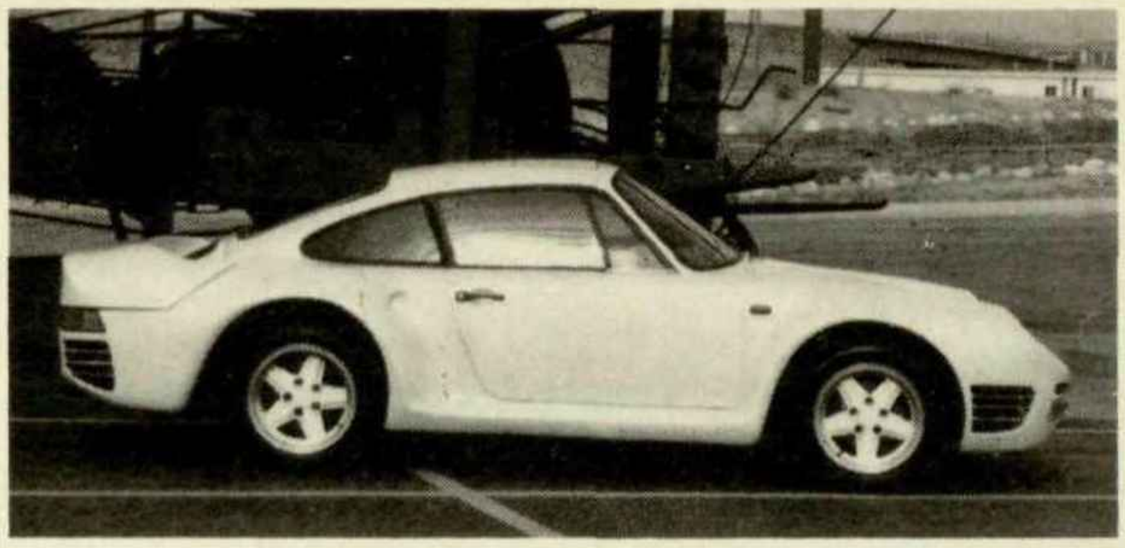
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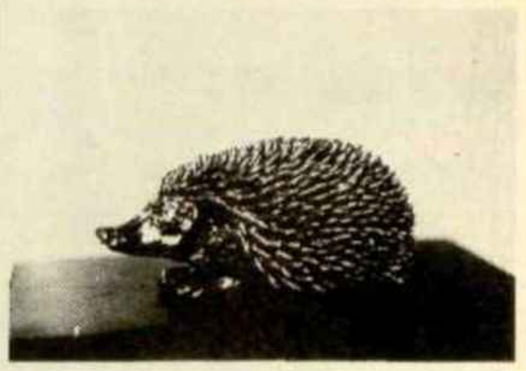


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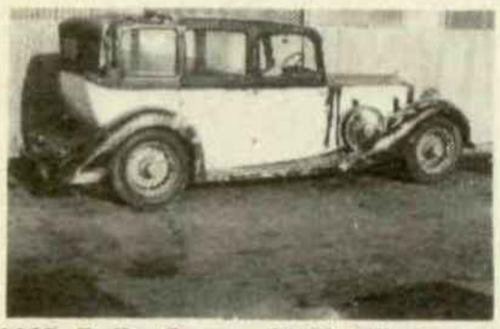
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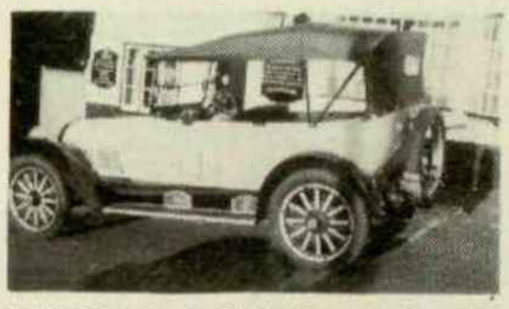
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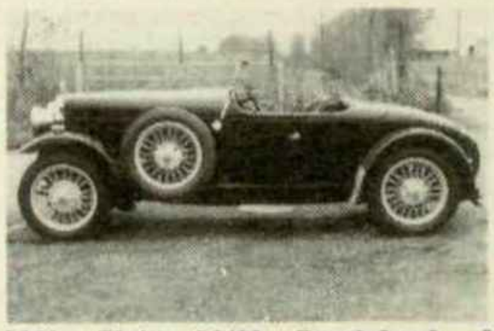
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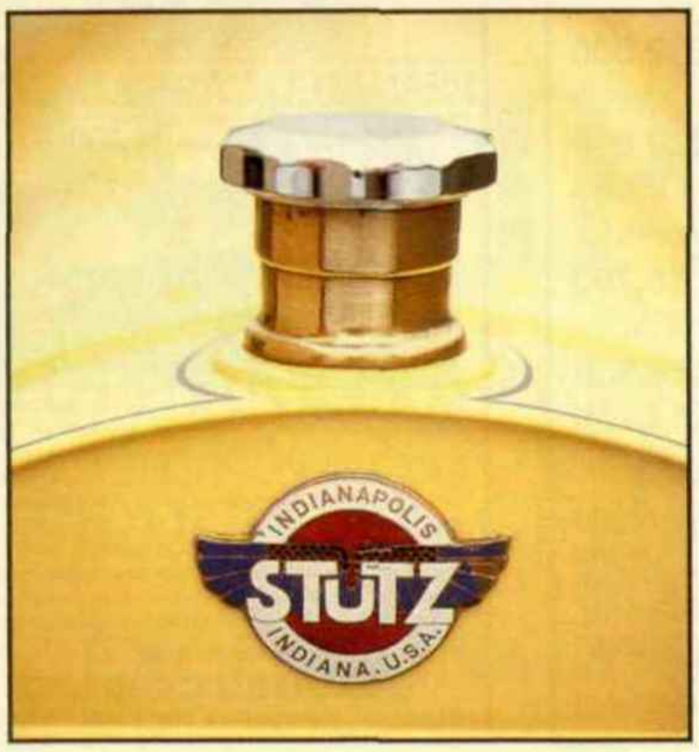
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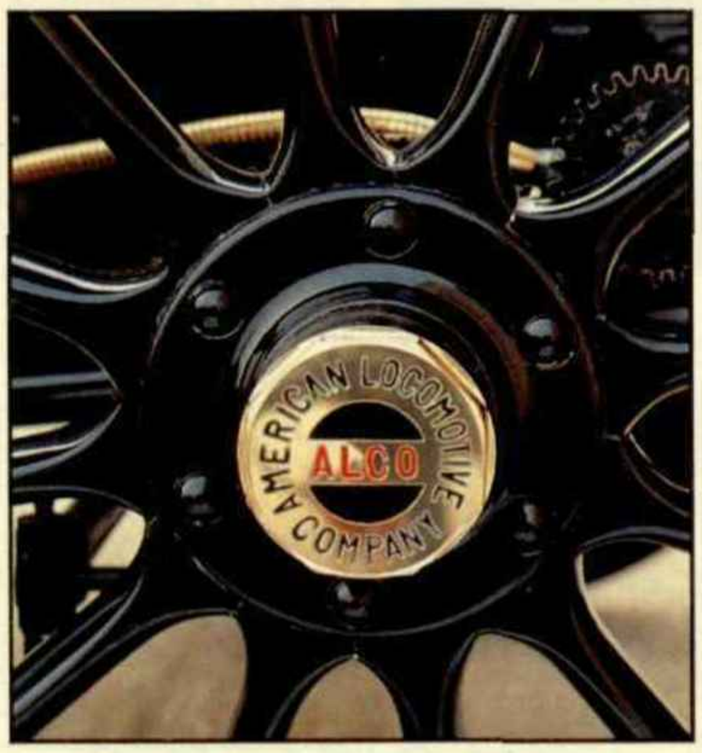
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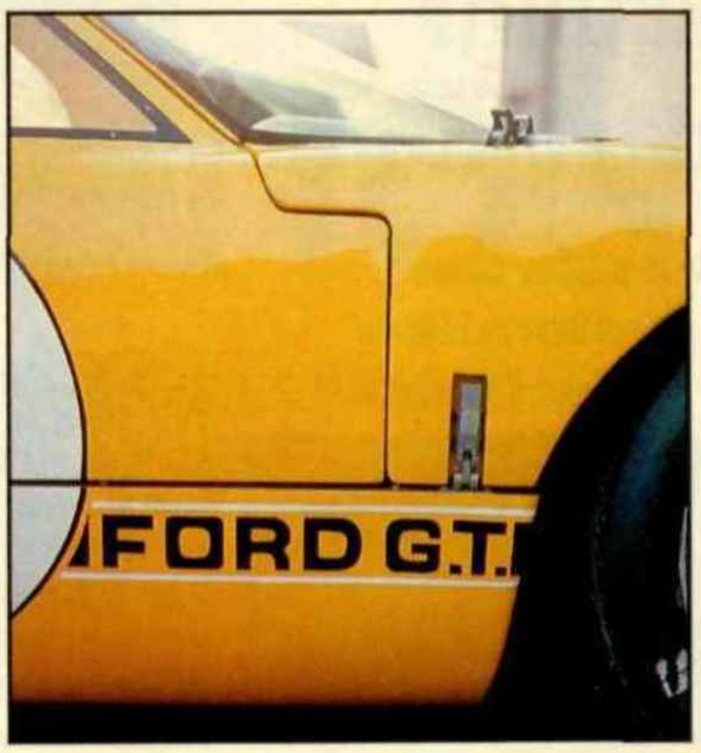
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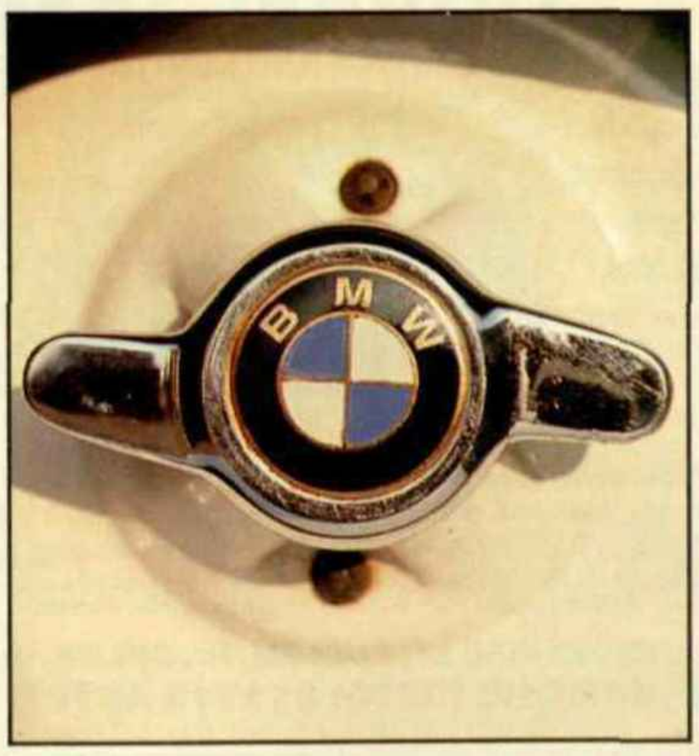




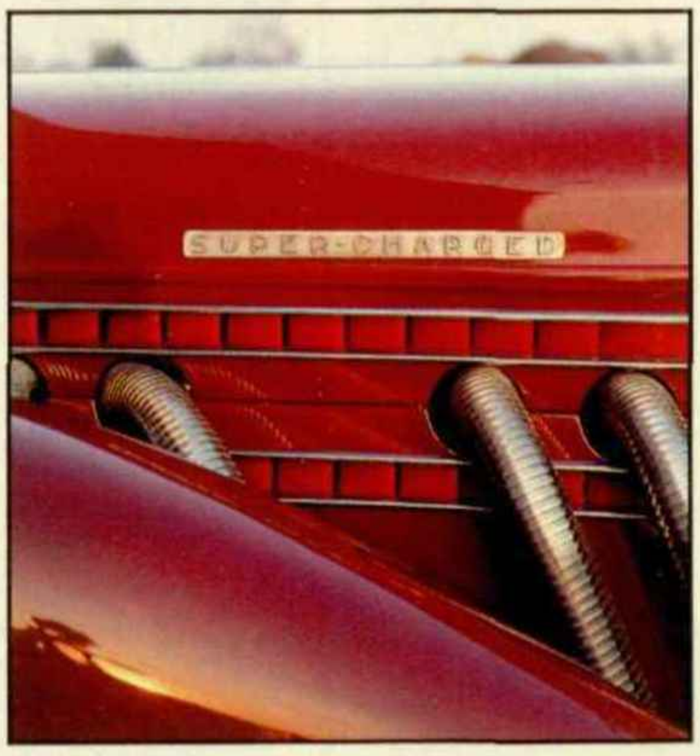


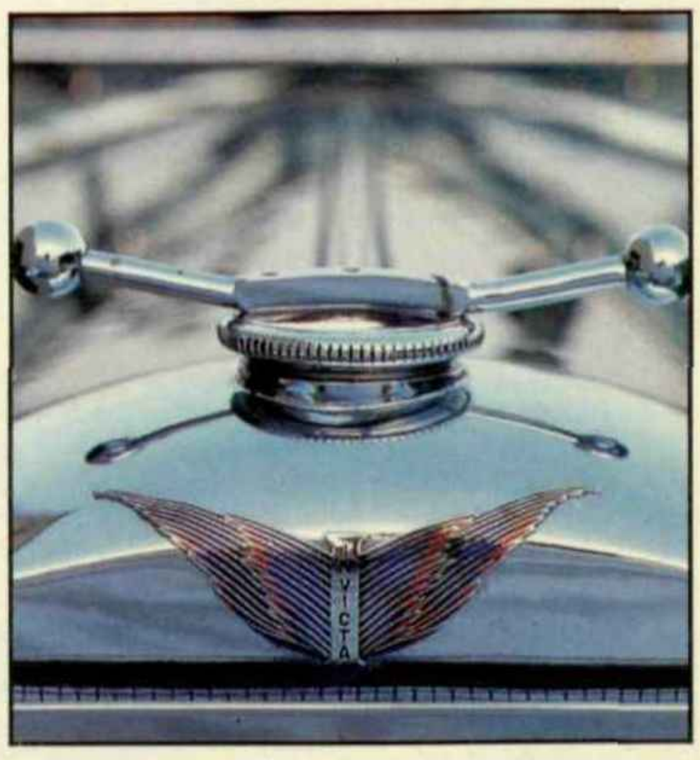








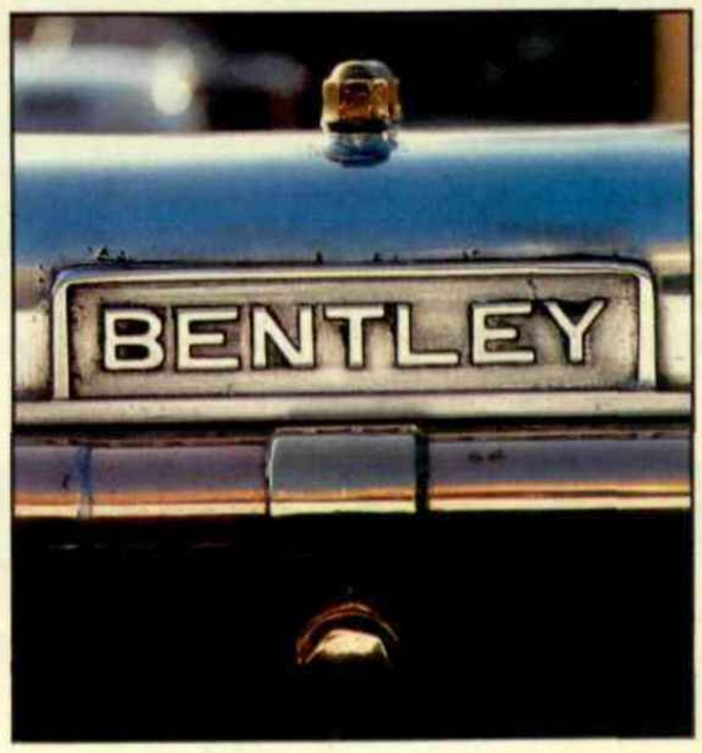




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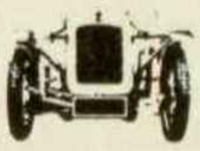


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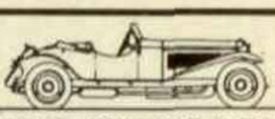
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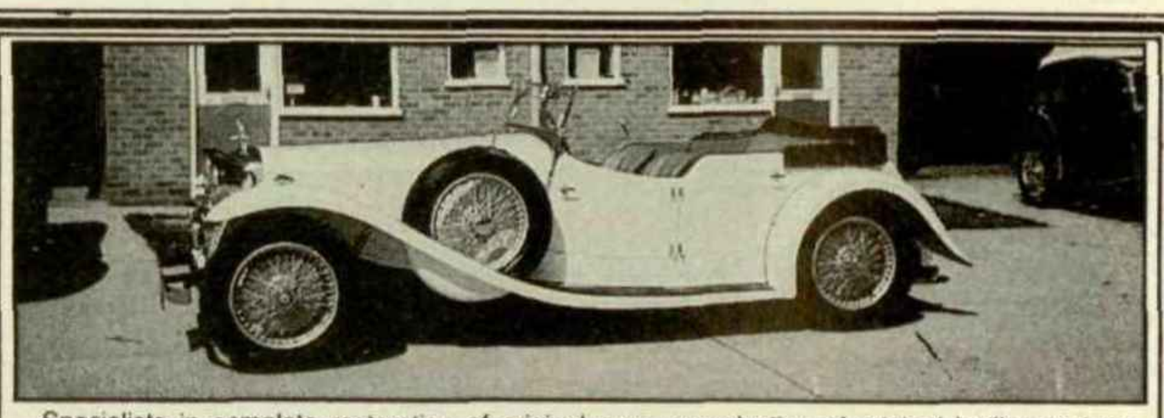


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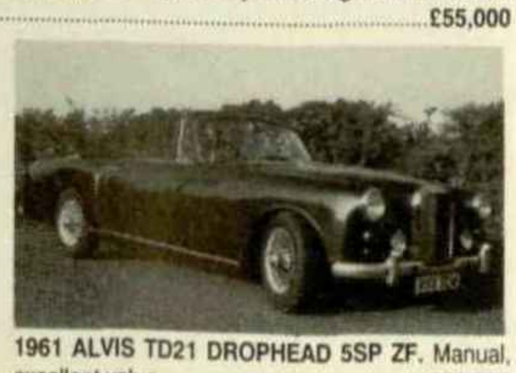
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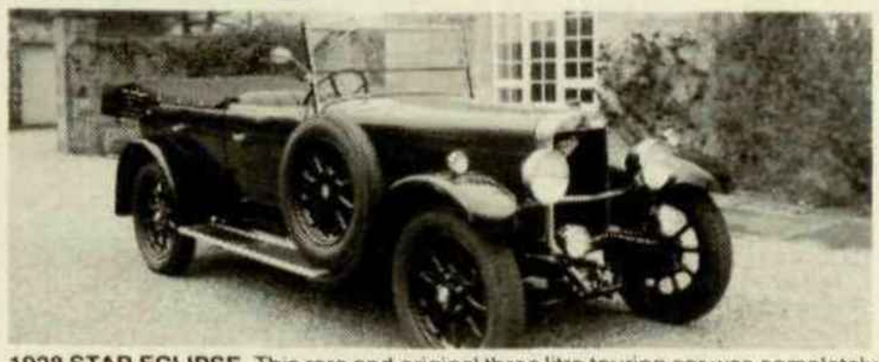
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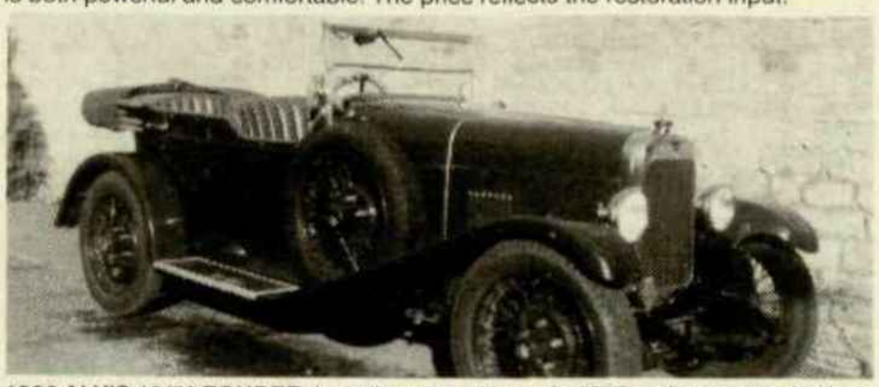
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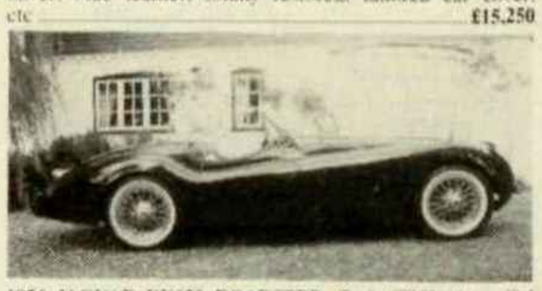
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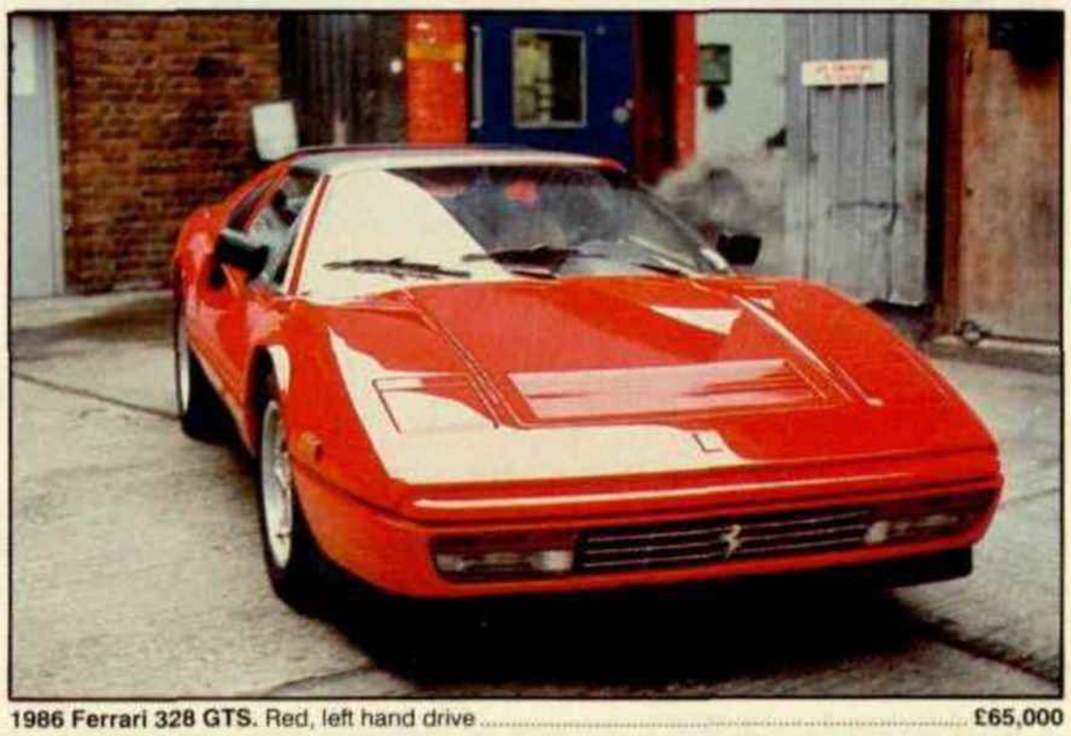
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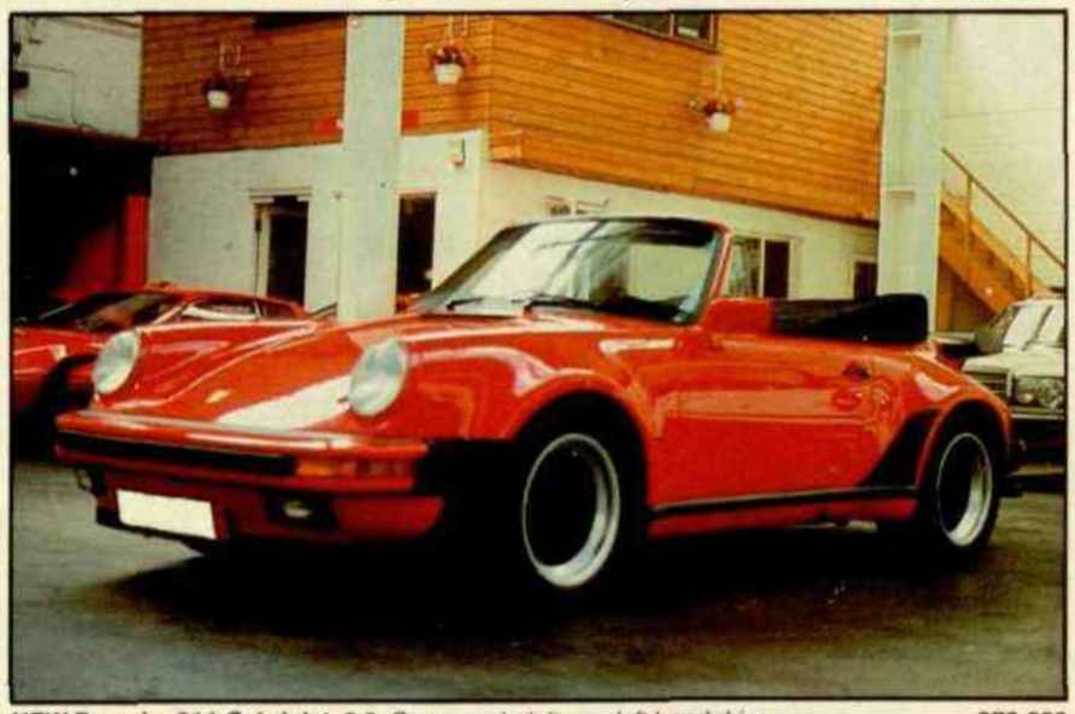
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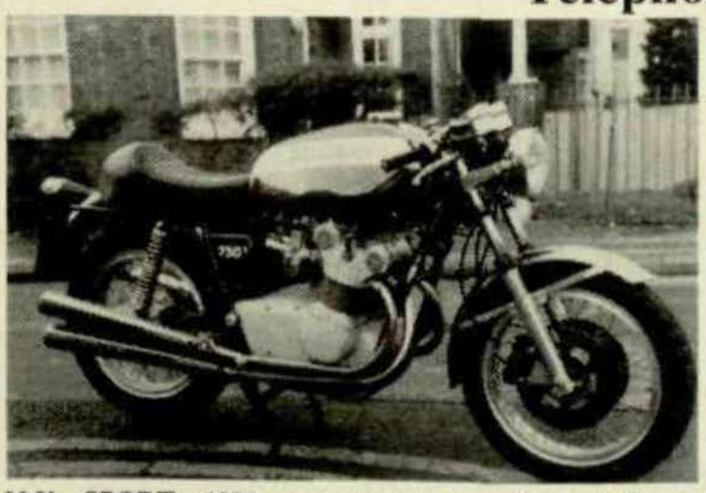
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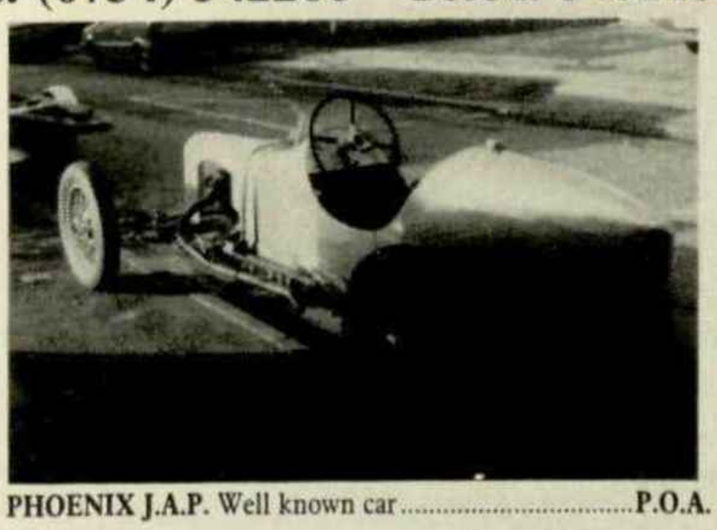
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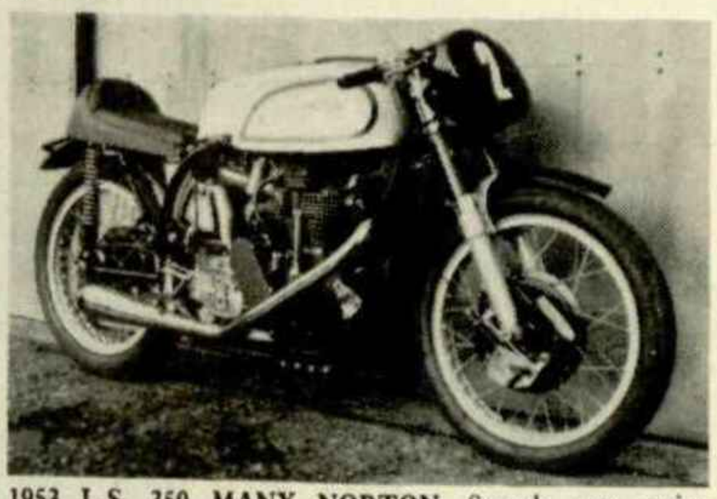
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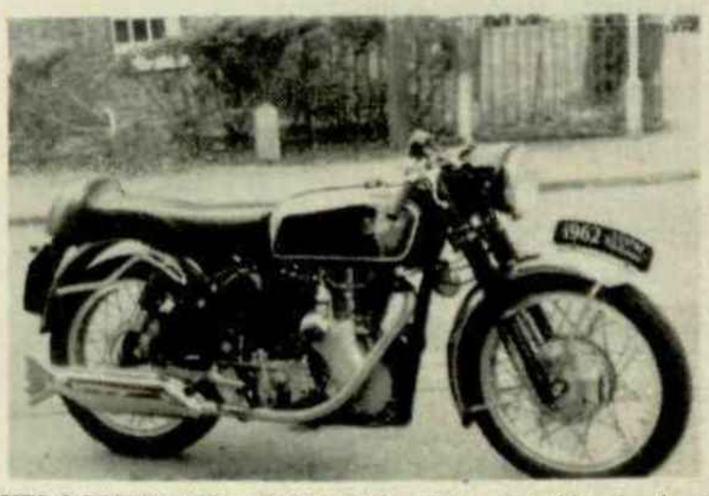
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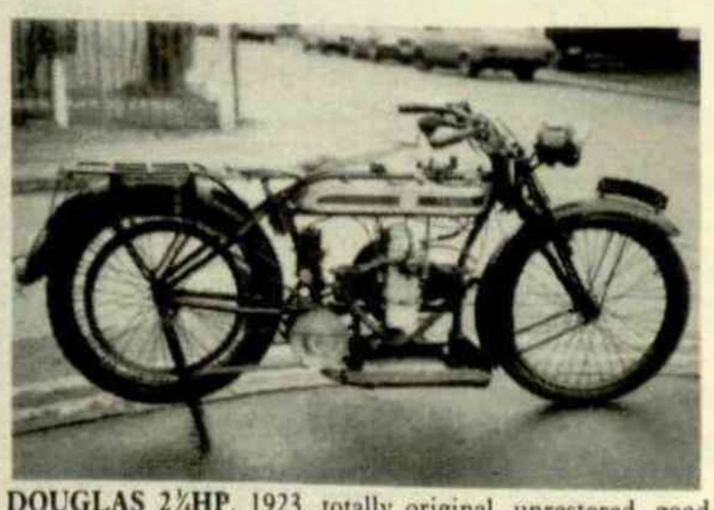
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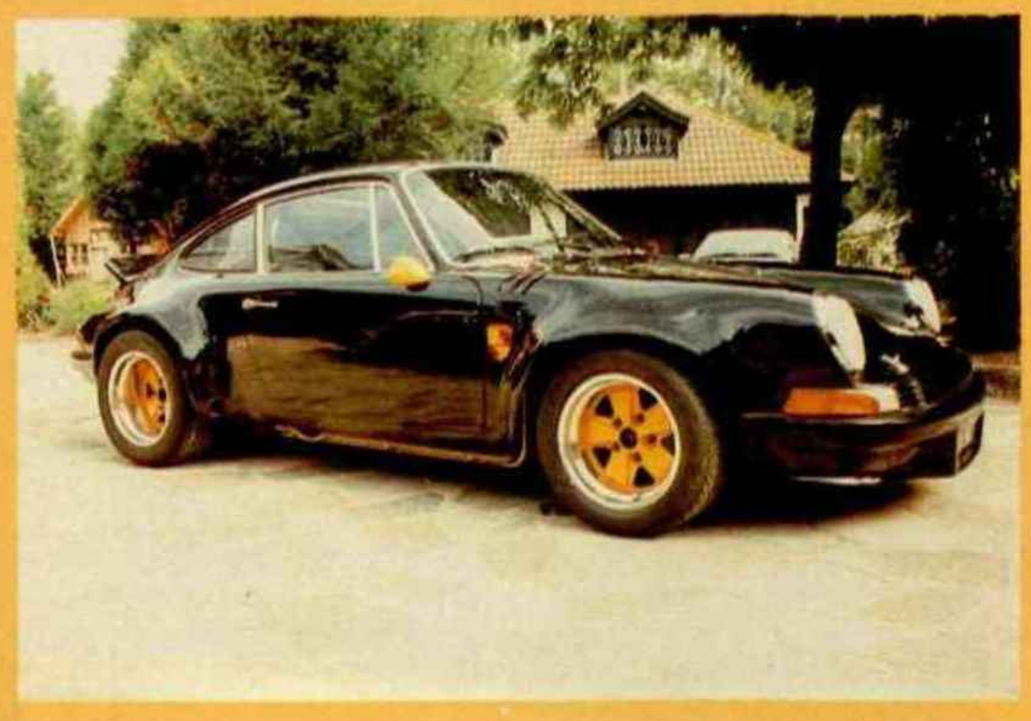
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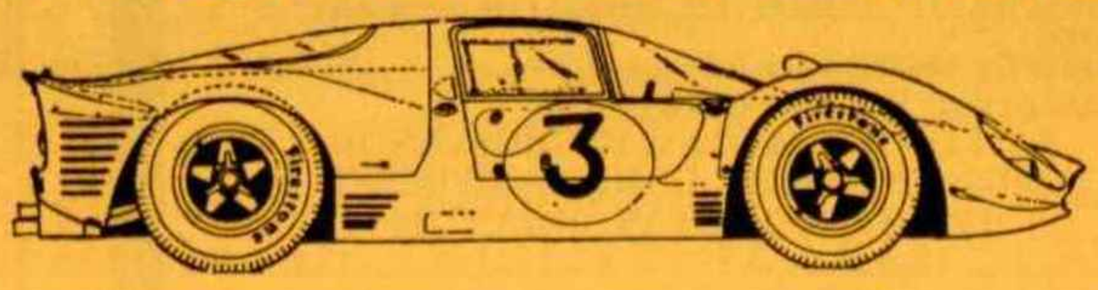
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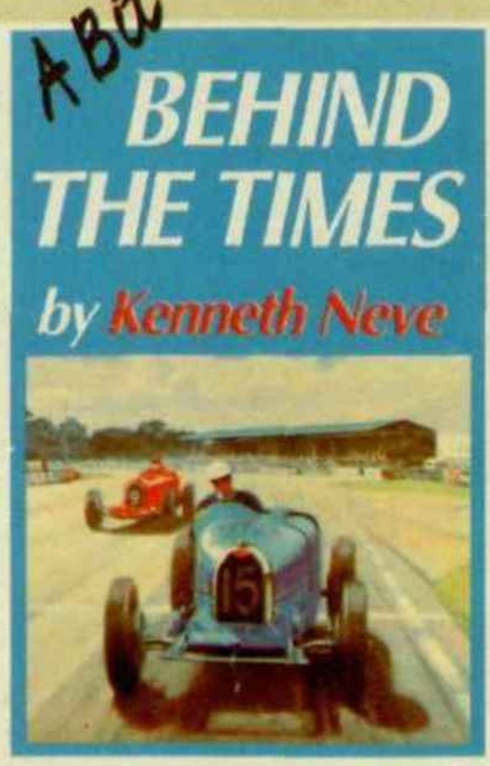
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88(E)	***Ferrari 328 GTS.*** *Red with magnolia hide, red carpets, air conditioning, 4,820 miles*	*£89,995*
86(D)	***Lamborghini Jalpa 3.2.*** *Black, black hide, rear aerofoil, stereo, 30,000 kms, RHD*	*£69,995*
87(D)	***BMW 635 Csi Auto.*** *Cachs silver with black hide, sunroof, air cond, ABS, 23,000 miles*	*£23,995*
89(G)	***Isuzu Trooper 2.6 Duty LWB.*** *Silver with grey cloth, PAS, stereo, electric windows, 2,000 miles*	*£14,995*
88(E)	***Isuzu Piazza Turbo.*** *Blue with blue cloth, air cond, stereo, PAS, electric windows, 16,000 miles*	*£10,495*
88(F)	***Toyota MR2 T Bar.*** *Micra blue, black hide, stereo, elec. windows, pas, 14,000 miles*	*£11,995*

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Zagato Volante 1989 'G' reg. Automatic. Delivery mileage, Salisbury blue, magnolia hide piped in blue
DB5 1965. Acrylic white with black hide, 5-speed manual, chrome wires, comprehensive history
Lagonda 1985 LHD, white, red hide

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T2 1981. One owner, FSH, many extras
S1 James Young Continental 2-door 1958. One of three built, air conditioning

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Spirit 1981. LHD, acrylic white, blue hide

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Cadillac Sedan Deville 4 dr, 1960, stunning black, grey interior, superb throughout
Ford Thunderbird Tri-power 1963 Coupe, Met. green, white roof, matching interior

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BMW 735i SE 1985, black, hide upholstery, FSH.
Citroen Traction Avant, white, LHD, superb
Jaguar E-Type 2+2 V12 1971. BRG, chrome wires
Jaguar 3.8S 1968 Auto, PAS, BRG, chrome wires
VW Beetle Karman Convertible 1978. Met green, white hood
Range Rover SE 'F' reg., 11,000 miles, Caspian blue
BMW 325i Touring 'F' reg., 11,000 kms, LHD, extras
Jaguar 2.9 Sovereign 'E' reg., Auto, Graphite grey
Ferrari 365 Boxer 1976, 42,000 miles, FSH, Ciaro blue
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1963 ASTON MARTIN SERIES V CONVERTIBLE. SS engine, RHD, Dubonnet Rosso, tan interior, chrome wire wheels, works hardtop, two owner car, under 62,000 miles from new, excellent condition.

1962 BENTLEY CONTINENTAL S2. Two-door Mulliner Park Ward. Finished in Regal red with magnolia interior, superb throughout.

1958 JAGUAR XK150 3.4 DHC. RHD, light metallic blue with beige upholstery, chrome wire wheels, excellent condition.



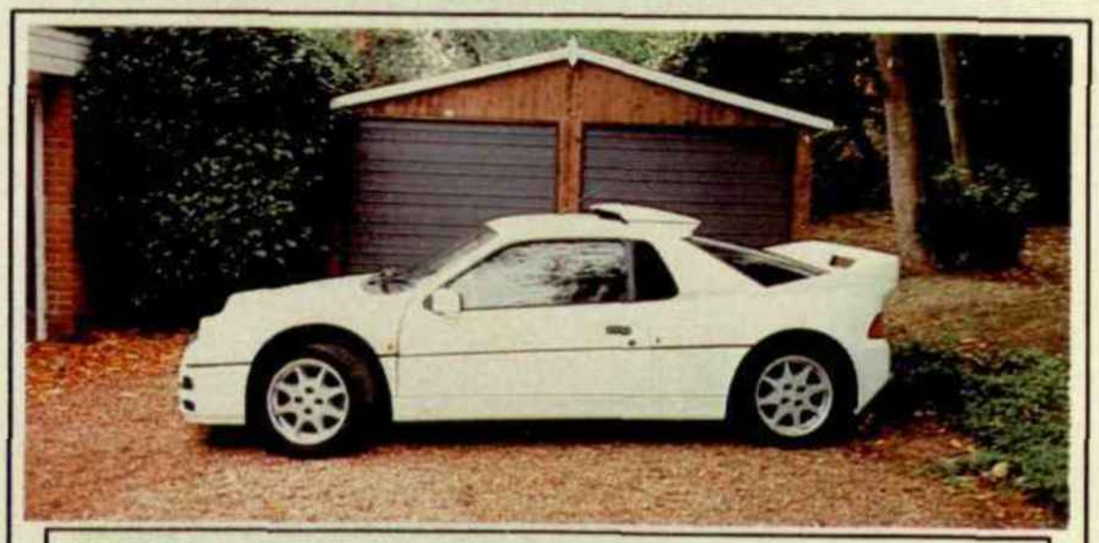
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Ferrari 365BB. Red over black.
Magnolia hide with red inserts. 26000mls '74N
Aston Martin Vantage. Salisbury blue.
Magnolia hide, piped blue. 2900mls '87D
Aston Martin Volante. Light metallic blue.
Magnolia hide. Dk blue mohair hood. 24000mls '79V
BMW M1.
Dark blue with black interior. 18000mls '80V
Mercedes Benz 300SL.
Red with tan interior. Del mls '89G
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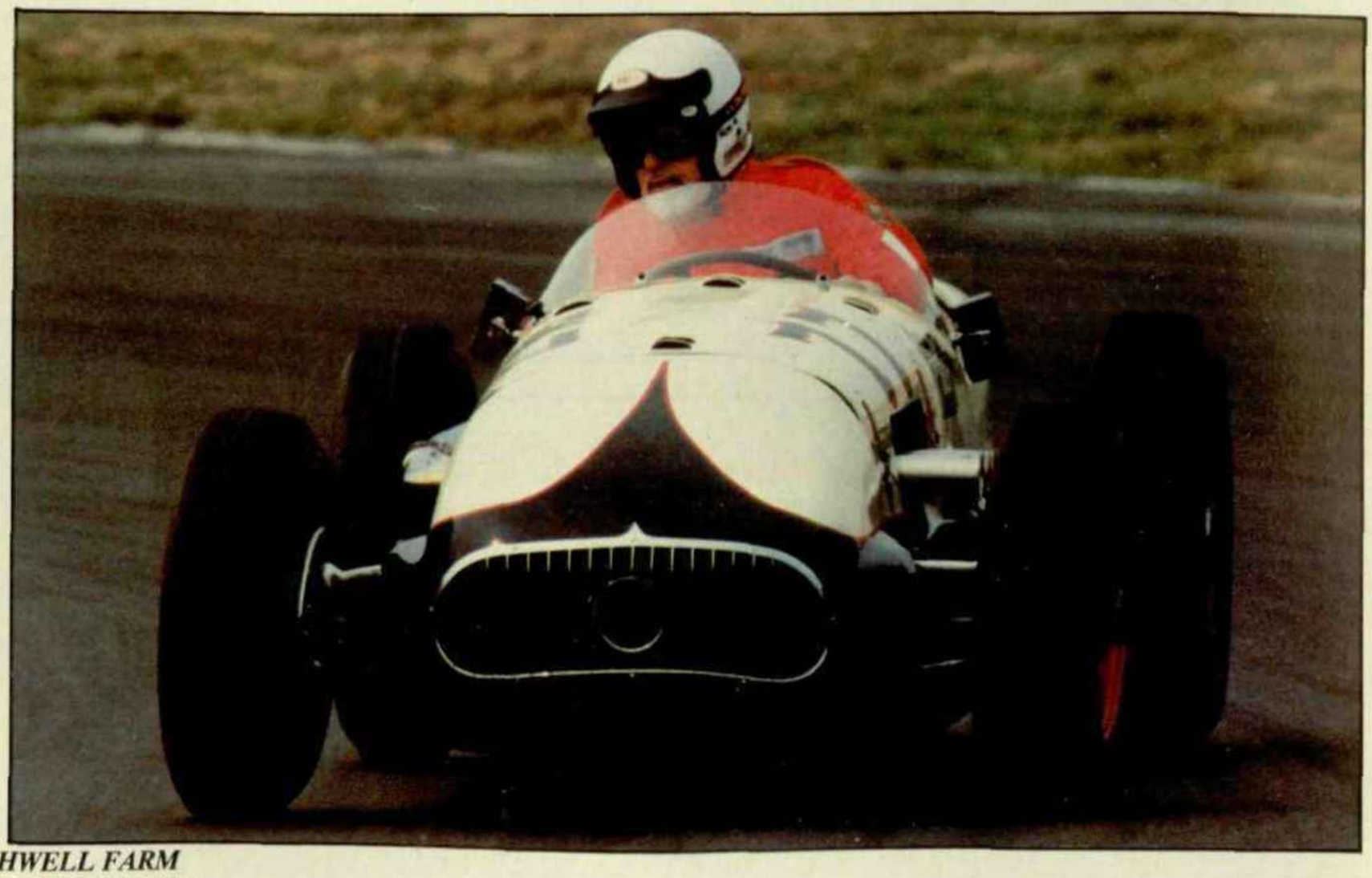
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FERRARI 308 GTSi. 1981, two owners, 40,000 miles, FSH, as new.



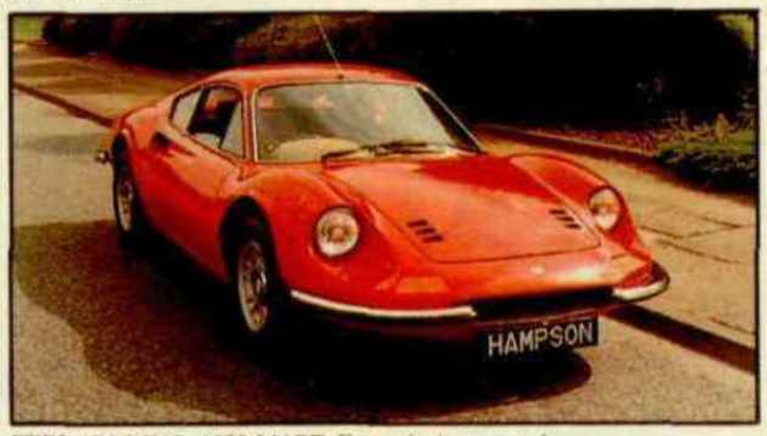
MERCEDES 230SL. 1964, Dark blue, restored to a high standard, hard/soft top.



ASTON MARTIN DB4 VANTAGE. 1962, excellent condition.



JAGUAR 'E' TYPE 4.2 Roadster. 1969, manual.



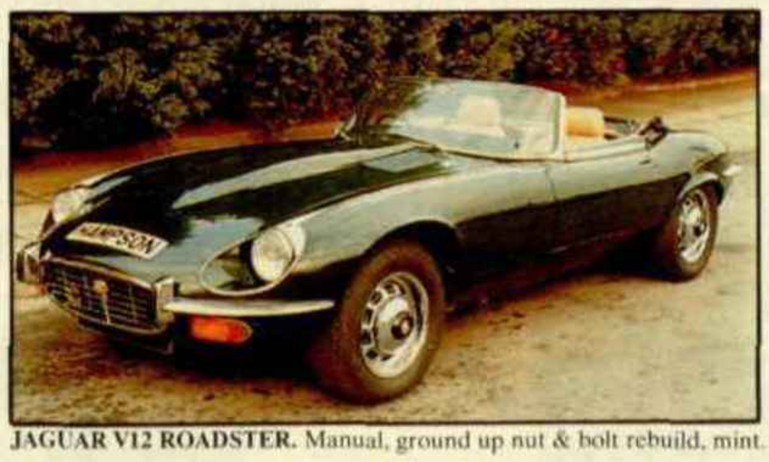
FERRARI DINO. 1972 246GT. Extensively restored.



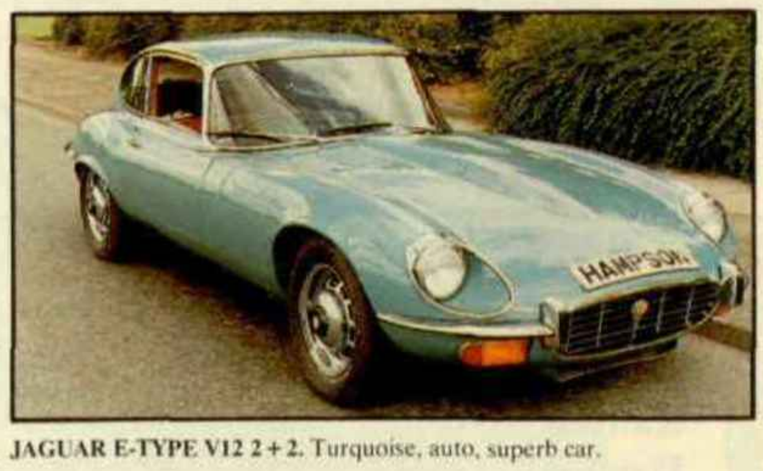
AC DROPHEAD MODEL L614. 1938, ground up restoration.



PORSCHE 911 TURBO FLAT NOSE CONVERTIBLE. 1989, LHD, delivery miles only.



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JAGUAR E-TYPE V12 2+2. Turquoise, auto, superb car.



SUNBEAM TIGER. *1965, LHD, original condition, 15,000 miles from new, beautiful example*



ROLLS ROYCE SILVER SHADOW CONVERTIBLE. *M.P.W. 1970, 23,000 miles.*



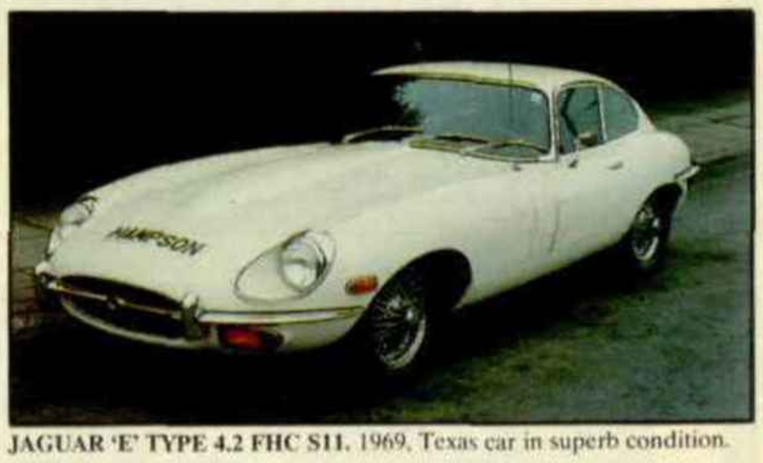
BENTLEY 'R' TYPE. 1950, RHD, recent import from Florida, excellent car.



FORD THUNDERBIRD. 1958, Texas car, as new throughout.



ROLLS ROYCE SILVER SHADOW 2-door, 1967. One of limited number produced.



JAGUAR 'E' TYPE 4.2 FHC S11. 1969, Texas car in superb condition.

JAGUAR 'E' TYPE V12 Roadster. BRG, 1974 concours.
JAGUAR 'E' TYPE V12 Roadster. Dark blue, 1974, 38,000mls
JAGUAR 'E' TYPE 4.2, 2+2. Red, 1967, manual, low mileage.
JAGUAR 'E' TYPE 4.2 Roadster. White, 1969, manual.
JAGUAR 'E' TYPE 4.2 Roadster. Red, 1968.
JAGUAR 'E' TYPE 3.8 Roadster. LHD, 1961, concours.
JAGUAR 'E' TYPE Flat Floor. LHD, black, 1962.
ASTON MARTIN DB4 MkIII. Blue.
ASTON MARTIN DBS V8. Brown, 1973, manual, 1 owner, 40,000 miles.

OTHER CARS IN STOCK

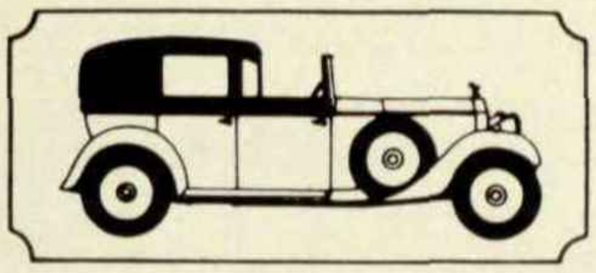
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TRIUMPH STAG. Red, auto, 1976.
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SUNBEAM TIGER. 1965, LHD, very low mileage.

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BMW ZI. Delivery miles, new.
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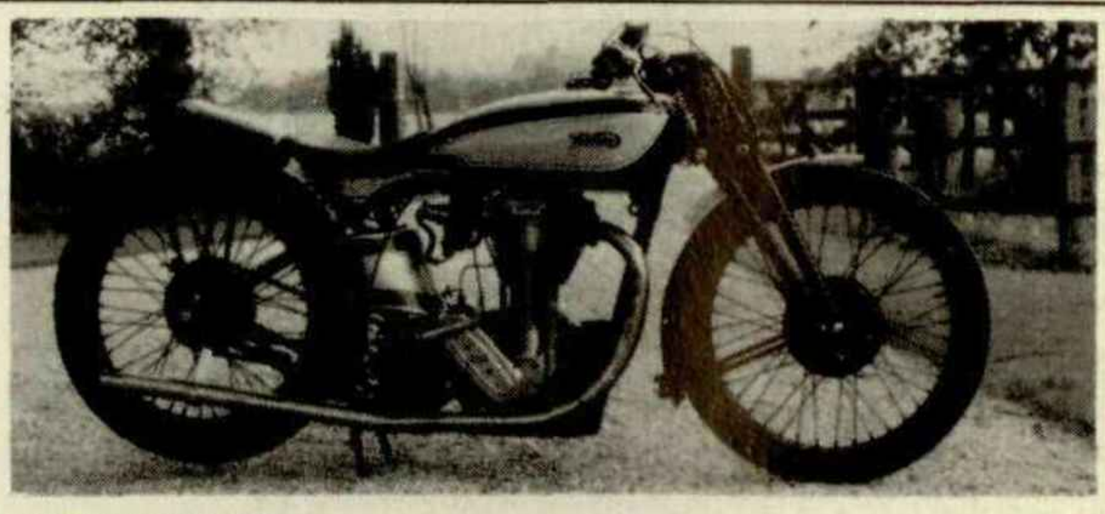
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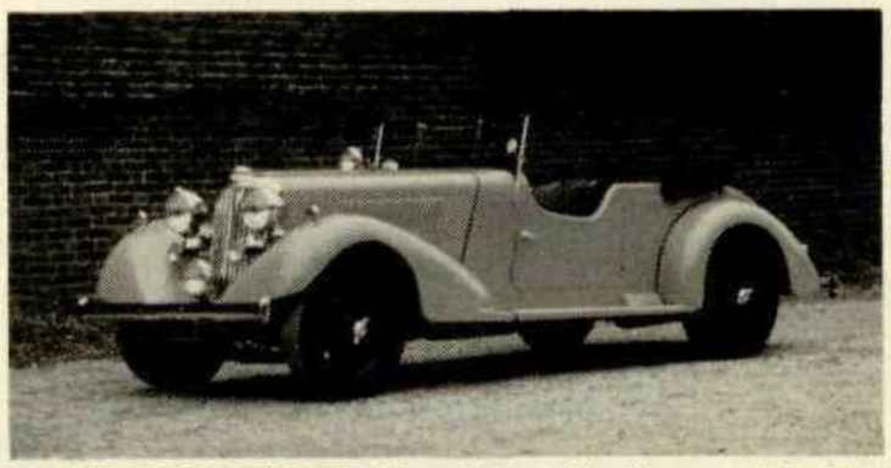
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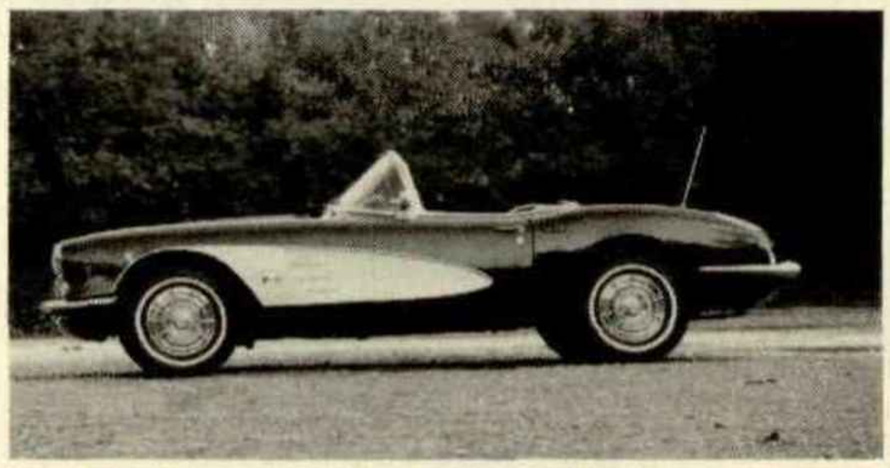
1964 ASTON MARTIN DB5 in silver with red hide. Magnificent show condition.



1936 TALBOT 105 TOURER. Beautifully finished in grey with original red leather interior.



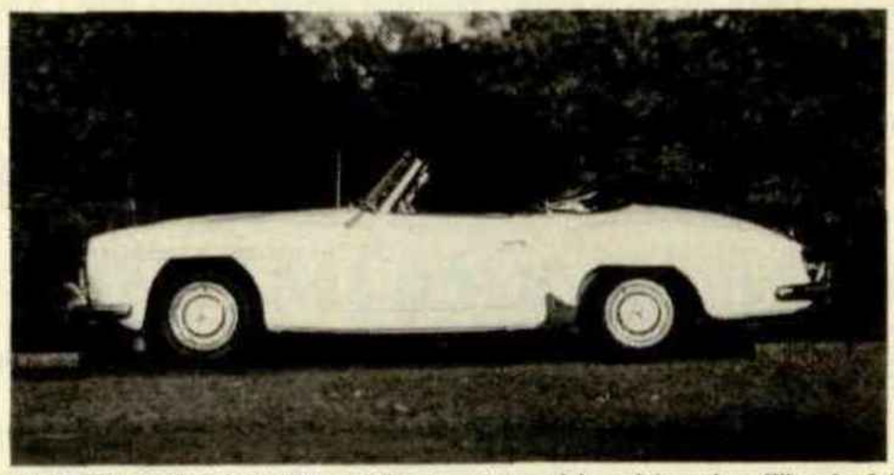
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1958 CHEVROLET CORVETTE ROADSTER with manual transmission. Red with white coves & matching interior. Very collectable American car.



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1961 JAGUAR E-TYPE ROADSTER 3.8 SERIES 1. LHD, C.W.W., finished in burgundy with tan leather.



1953 SUNBEAM ALPINE. Historic background, the car which broke the 'Flying Kilometre' record driven by Sheila van Damm.

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1949 Triumph Roadster 2000
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1908 Lorraine Dietrich Town Car
1935 Rolls Royce 20/25 Sports Saloon
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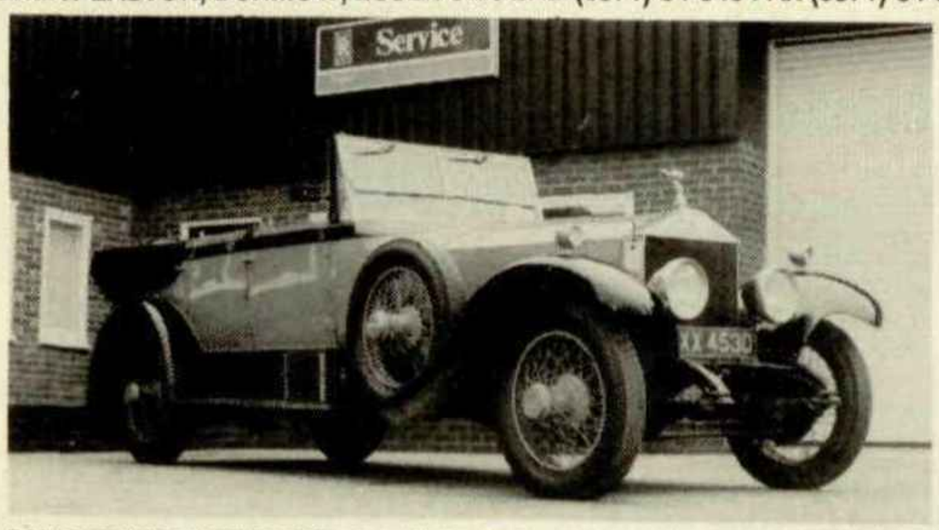
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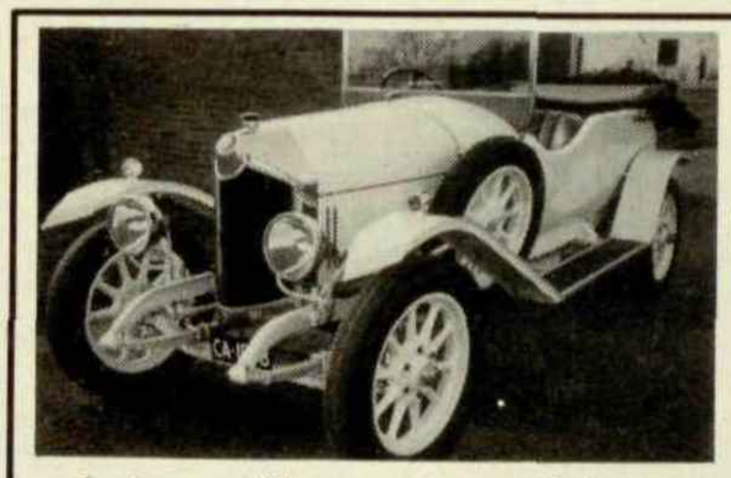
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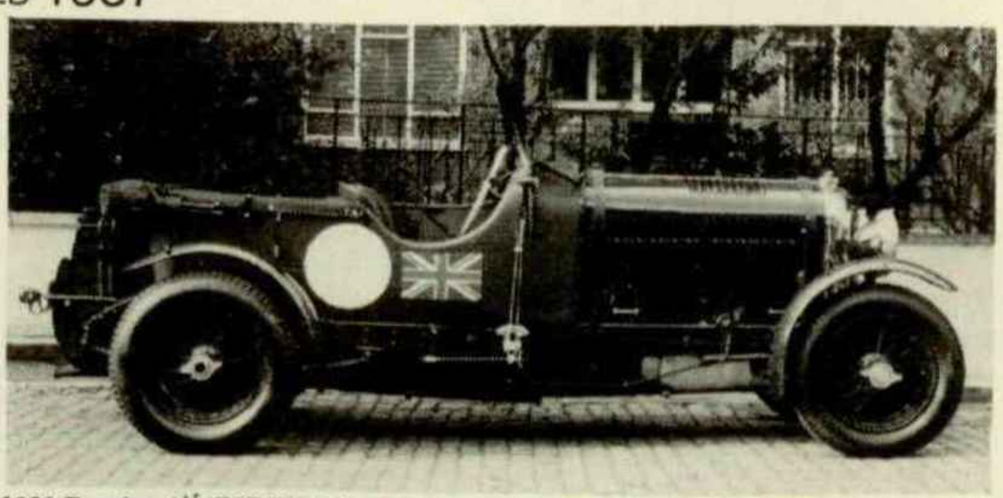
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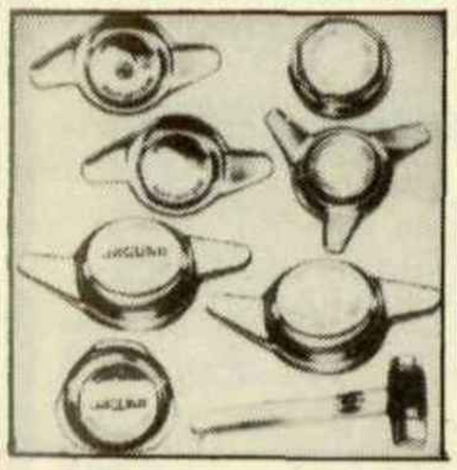
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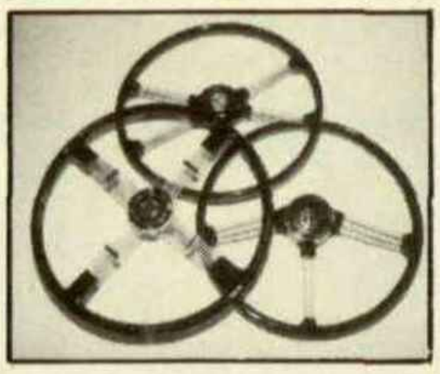
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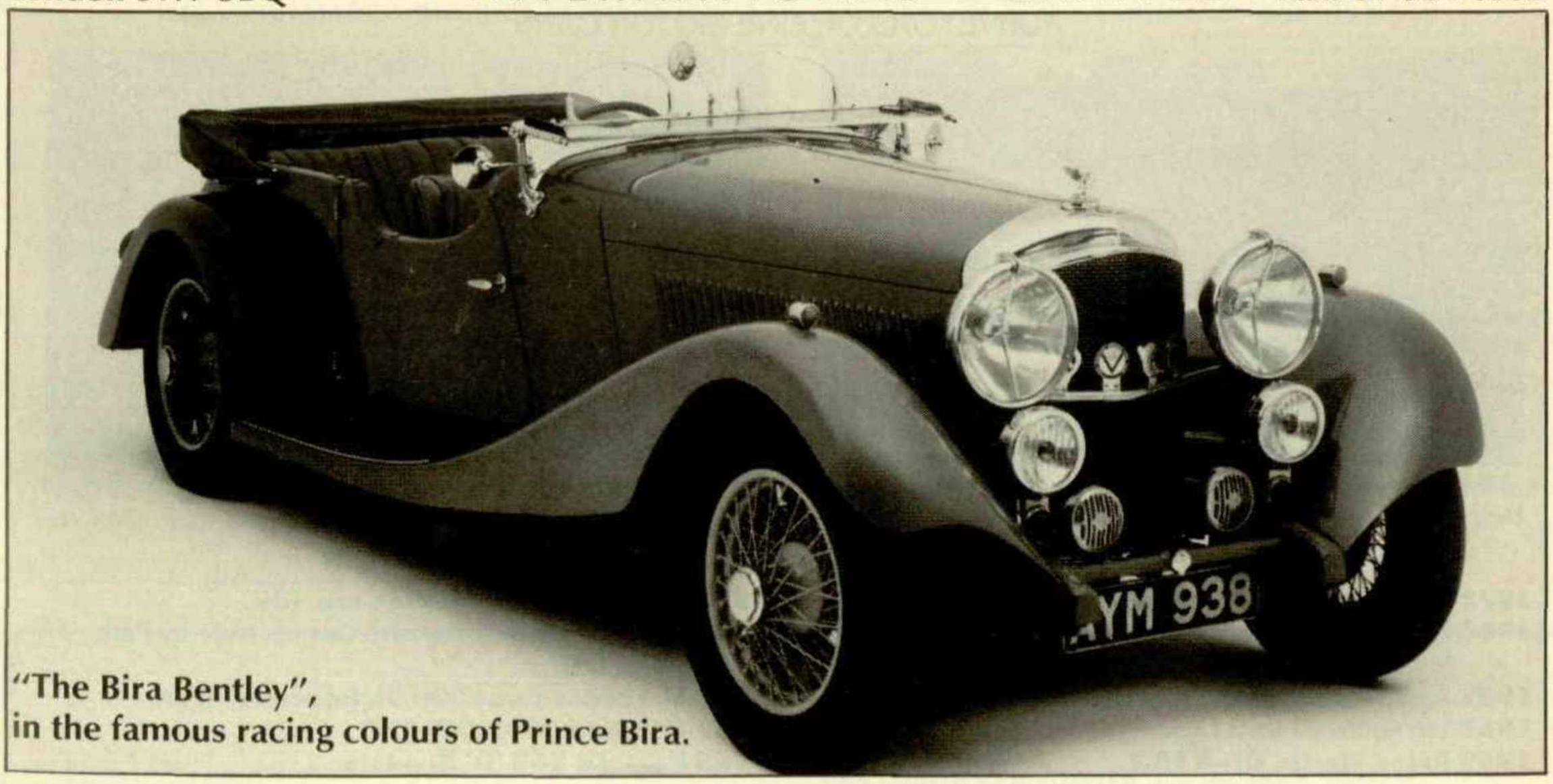
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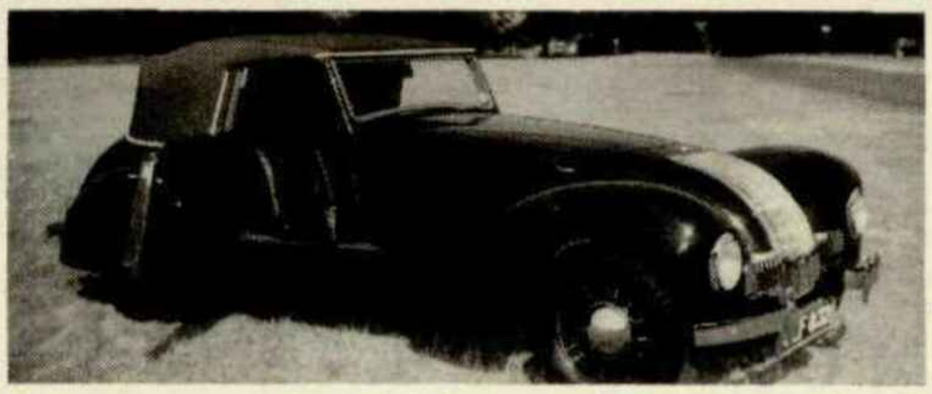


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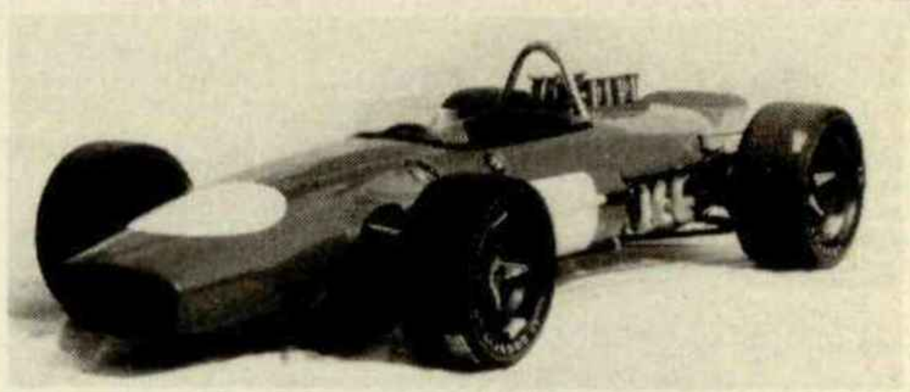
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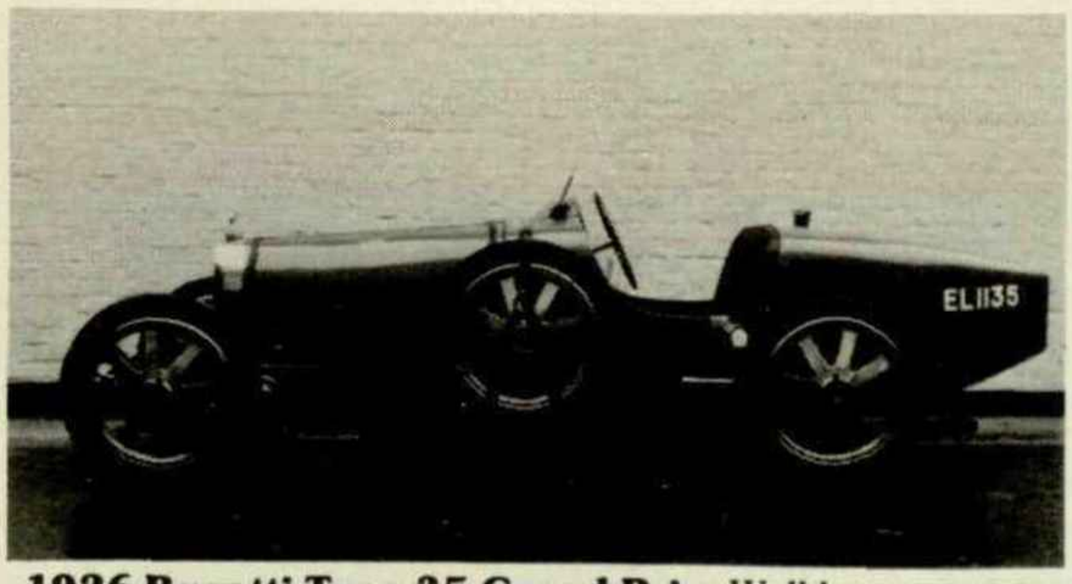
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