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Where new ideas have a place to happen

MOTOR SPORT

The Magazine that gave its name to The Sport

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Years ago, when cruising speeds were low and roads comparatively deserted, worn or faulty tyres did not much matter. This writer often drove his Austin Sevens on bald covers, and a Gwynne 8 whose tubes were visible through the holes in its rubber. Even the police, more concerned with the newly-compulsory third-party insurance, did not care.

The coming of motorways changed all that. Free from speed-limits, the M1 soon became a killer of tyres as well as engines, and it became necessary to introduce legal requirements applicable to tyre-condition and tread depth.

Now, in 1988, following a Gallup Poll of 6728 cars at eight motorway service stations across Britain, National Tyres estimates that about 170,000 motorists are aware that they are running on a full set of illegal tyres. Of the cars checked, some 13% had one or more unsafe covers.

Modern tyres hold correct pressures for long periods, so daily checks might seem unduly drastic. But it is distinctly disturbing that this poll suggests that 19% of drivers never check tyres for condition or pressure.

Tread depth is not the only factor, but is important in obviating bursts which in vintage days were exciting but at today's speeds can be fatal. Yet the United Kingdom is satisfied with a legal minimum of one millimetre, over 75% of the tyre's width. No other country allows such tolerance, except Spain, where having "a visible tread pattern"

Tyre Safety

is sufficient; elsewhere a 1mm minimum applies over the entire surface, with the USA demanding 1.5mm, Switzerland 1.6mm and Austria 1.6-2.0mm (depending on weight).

The large quantities of tyres supplied for new cars being subject to hard bargaining between tyre and car manufacturers, the trade makes most of its profit from replacement rubber, so it has a vested interest in EEC plans to make 1.6mm of tread over 100% of the surface the legal minimum. Yet with cars becoming ever faster and 80 mph motorway cruising perhaps in sight, tyre-safety is only common sense.

What it does not cover is space-savers. No test case has yet established whether these are legal. Apart from which, where do you stow a punctured full-size dirty wheel?

The new Fiat Tipo, loudly acclaimed as a top contender in the world's sales-race, has been criticised for not having a turbo petrol option. But surely, unless public opinion about these little wheels has changed drastically, the Tipo's space-saver equipment (unusual for a car of its type) could be a bigger sales-loser? Will the space-saver be its Achilles Heel?

BBC's Top Cars

On September 22 the BBC's *Top Gear* team played a new version of the old game "which are the dozen best cars?" by recalling those which in its opinion were the best remembered over the past eight decades. The cars were well selected, and their merits and faults discussed after a filmed run.

From the first decade the choice was inevitably the 1906-07 Rolls-Royce Silver Ghost (AX 201), whose quiet running was compared to the ticking-clock syndrome. But the tester actually ventured criticism of its rear platform springing.

The Model-T Ford was the car of the next decade, its simplicity described as a nightmare for those used only to modern transmissions. Its engine ("the very first monobloc four with a detachable head"—grabs for avid historians?) was praised as a great step forward.

The following decade's choice was an Austin 7 Chummy (XO 6852) which the female tester cranked-up with a detachable starting handle. A fun car, she declared.

Next, a Citroën *Traction Avant*, with perhaps a rather exaggerated chevron on its grille. A 25% weight-reduction over contemporary family cars was ascribed to the box-sectioned chassis. Its fascia gear-stick was pointed out, gear-ratios said to be

well-spaced, and 6-60 mph possible in top—the FWD breakthrough and a delight to drive.

1940-50 produced the Volkswagen Beetle, 21-million strong and still being made. The car filmed (JLT 420, the blue two-tone 1947 example of Colbourne-Baber) was the first Beetle I drove, for MOTOR SPORT. I think it was Baber himself who gave the crisp *Top Gear* commentary. The final remark, "They will never die", is my sentiment exactly.

Next, the Citroën DS19, with its advanced hydraulics, which, we were told, gave early anxiety due to driveshaft breakages, and so on. But the aerodynamics of the sleek 1955 DS and its fibreglass roof were emphasised.

The Mini Minor was the car of 1960-70 of course, giving rise to the expected remarks, although the sump-contained gears were not mentioned. The car shown (621 AOK) was said to have been the last off the line.

Anticipating the hot-hatches of today, the Alfasud was next. Its wonderful handling by 1970s standards was due to a low centre of gravity obtained by putting a flat-four engine ahead of the driven front wheels.

Finally, the Audi Quattro was selected for setting others on the safe, stable four-wheel drive path. You might not agree with all the BBC's selections, but you should have enjoyed the programme. **WB**

A new association formed by enthusiasts to replace Steve Sydenham's Racing For Britain, which folded in August, has been named Motor Racing GB (to avoid any confusion with the commercial organisation Racing for Britain Ltd, which still exists). Its declared aims are to promote greater involvement in motor racing on the part of both spectators and small-scale sponsors, and thus to raise funds to help this country's aspiring young drivers. Anyone wishing to join should contact Mark Bridges, 19 Sharpington Close, Galleywood, Chelmsford, Essex.

In the August 1988 issue of the club magazine *Veteran Car*, VCC Chairman Peter Phillips has appealed for this year's Brighton Run drivers to observe the regulations forbidding the use of support vehicles on the route. "So that we may preserve the Run, in its existing format, it is imperative that entrants respect the rules," he wrote.

Following the success of last year's inaugural event, the 1988 Rally Show is again to coincide with the run-up to the RAC Rally. Cars of various vintage will be displayed alongside trade stands at the Great Yorkshire Showground in Harrogate on Friday (evening only) and Saturday, November 18-19. The organiser is Focus Events, Greencoat House, Francis Street, London SW1P 1DG.

Bill Gardner is forming a Register of MG VAs, of which some 200-300 are thought to have survived from a production-run of 2407. Gardner, who owns a VA saloon and a replica Salmons drophead built in Abingdon in 1948-50 for the Foden family, would be grateful for any information from owners or enthusiasts. His address is Aird's Cottage, 4 The Heugh Steading, North Berwick, East Lothian, Scotland.

Wembley Conference and Exhibition Centre houses the 1988 Classic Car Show on December 3-4. More than 20,000 spectators are expected to be attracted by club stands displaying 350 pristine vehicles.

A variety of specialist sports-car clubs have been invited by the Motorsport Enthusiasts' Club (incorporating the Motorsport Video Archive) to a film evening at the Packhorse and Talbot in Chiswick High Road, London W4 on November 3, when guest Michael Macdowell will help to relive the 1955 Dundrod TT. Contact Ashley Price on 01-675 7234 (evenings) for information.

Morgan Sports Car Club member and film-maker Richard Atherton has produced a video entitled *Handmade*, which looks behind the scenes at the Morgan factory. It is available for £25 plus £1.50 postage from Pickersleigh Productions, PO Box 32, Malvern, Worcestershire WR14.



TOYOTA MULTI-VALVES PROVE UNBEATABLE.

**Toyota engine technology powers team to
Lucas British Formula 3 Championship.**



TOYOTA MULTI-VALVE ENGINE

Toyota's multi-valve technology powered J.J. Lehto to the 1988 Lucas British Formula 3 Championship Title, with three races in hand.

Even in the face of stiff competition from Volkswagen and Alfa Romeo, the Toyota 3S-GE engine was out in front. In fact, with thirteen wins out of fifteen starts, a Toyota-powered champion was a racing certainty.



The Reynard built chassis, coupled with the TOM'S (GB) prepared multi-valve engine, provided the winning formula.

But what made victory even sweeter was that the engine behind this success was modified from a production model. Look under the bonnet of the stunning Celica 2.0GT and you will find a very similar powerplant.

Which goes to show that the multi-valve technology found in Toyota's passenger cars is as reliable on the closed circuit as it is on the open road.

TOYOTA

THE OIL THAT WAS
GOOD ENOUGH THEN

GT



ISN'T GOOD ENOUGH NOW.

G E M I N I



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

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

BEEN A GOOD AVERAGE IN THE 1959 BRITISH GRAND PRIX.

GTI

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

16V

AFTER ONLY A FEW THOUSAND MILES, THE CHAINS OF MOLECULES WHICH GIVE AN ORDINARY MULTIGRADE ITS ENGINE-PROTECTING QUALITIES COULD ALREADY HAVE BEEN CHOPPED TO BITS. WITH SEVERAL THOUSAND MILES STILL TO GO BEFORE THE NEXT SERVICE. THE ANSWER IS OBVIOUSLY A COMPLETE CHANGE OF OIL. FROM ORDINARY MULTIGRADE TO SHELL GEMINI.

TURBO

quattro

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



CHANGING OIL

AROUND AND ABOUT

Sir Alec Issigonis

Prompted by the death of Enzo Ferrari, last month's *Matters of Moment* discussed the benefit cars derive from being produced by individuals instead of vast corporations. With the death of Sir Alec Issigonis, the motor industry has lost another great individualist, a born engineer who rose above the hampering restraints of his employers.

Born in Smyrna in 1906, but a British citizen, Issigonis came to England as a boy. He took up motor racing with an Ulster A7, before creating the very successful 750cc lightweight Special with his friend George Dowson, and entered the industry specialising in suspension systems. After drawing an advanced vee-eight for Alvis, which unfortunately was still born, he worked on springing for Morris Motors Ltd, and the 1949 Morris Minor was his design (on trying one I proclaimed it to be the first British car to rival the handling of continental small cars) as was the famous Mini Minor of 1959.

The Mini Minor was so ingenious and "different" as to rank with cars such as the Trojan, Citroën DS and Rolls-Royce Silver Shadow. It represented a triumph of ingenuity allied to practicability, and that this solution to space-conservation in small cars has been copied worldwide is the greatest accolade Sir Alec could have. His knighthood in 1969 could be said to be well deserved but incidental.

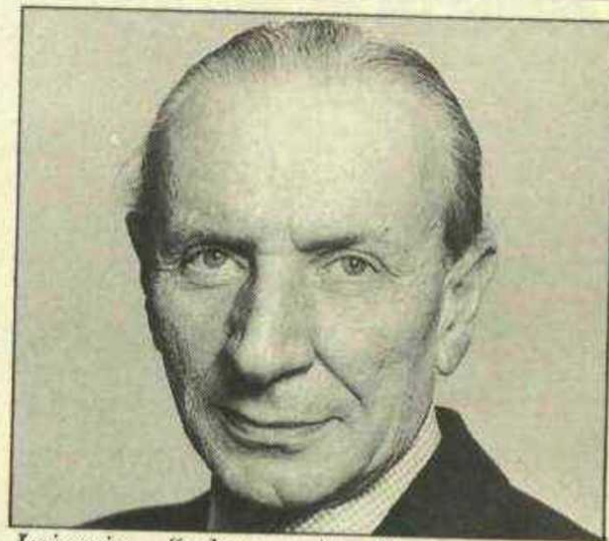
Remember, however, that the Nuffield empire prevented Issigonis from using a flat-four engine in the Morris Minor, and but for the Suez fuel-crisis there might never have been a Mini Minor. Thus does a production colossus control the aims of individual engineers . . .

Sir Alec relaxed with model railways, and who but he could have perfected steam locos in OO-gauge? He had a fine sense of humour too; when criticised for the bus-like angle of the Mini Minor steering column, he retorted

that this would keep the driver awake, and he advocated safe cars before safety belts.

A retiring personality, Sir Alexander Arnold Constantine Issigonis CBE, FRS was none too well in recent years and it is with great regret that we now have to report his death. I knew and liked this refreshingly honest person who put the fun back into utility motoring. The motor industry and all who enjoy their Minors and Minis and who have raced Mini Coopers are amongst the many people who will never forget him.

WB



Issigonis — "a born engineer".

Al Holbert

One of America's foremost racing drivers, Al Holbert, was killed early in October at the age of 41, when his light aircraft crashed on take-off from an airport in Ohio.

Holbert will be remembered as a three-times winner at Le Mans and as the most successful driver in IMSA championship history, but his primary task in recent years was as the Motorsports Director of Porsche Cars North America, the man with the overall responsibility for getting the Stuttgart firm's CART Indycar to the fore.

He was the son of Bob Holbert, himself a top sports-car driver in the 1950s and founder of a major Porsche dealership in Pennsylvania. Al started as a mechanic with Roger Penske's team in 1971, worked on the 917 CanAm programme, and took advice from Mark Donohue in starting his own driving career.

Although he also drove in NASCAR and CART events, Holbert graduated quickly from Trans-Am to claim IMSA GT titles outright in 1975 and 1976, and again in 1983, 1985 and 1986. Altogether he took part in 137 IMSA races and won 49, usually in Porsches.

Holbert won the Le Mans 24 Hours in 1983 in a works Porsche with Hurley Haywood and



Holbert — "straight as a die".

Vern Schuppan, and in 1986 and 1987 with Derek Bell and Hans Stuck. He also won the Daytona 24 Hours in 1986 and 1987 with Bell, in his own Porsche, and his last race was in this year's event.

Derek Bell said of him in his recent biography: "He is a very quiet, deeply religious man . . . Outside my time with factory Porsches, I can honestly say that I've never raced for a better, more efficient organisation. Al is as straight as a die, totally honest, and we have never had a written contract between us."

MLC

NOVEMBER FIXTURES

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

Date	Organiser	Venue	Event	Type
Oct 23	ASADijon-Prenois	Dijon, France	International F3000 Championship	INT
Oct 23	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
Oct 24	BRSCC	Mallory Park, Kirkby Mallory, Leicestershire	Race Meeting	R
Oct 23	NZ International Grand Prix Association	Wellington, New Zealand	Pacific/Asia Touring Car Championship	INT
Oct 29-30	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
Oct 30	Suzuka Motor Sports Club	Suzuka, Japan	Japanese Grand Prix	INT
Oct 29	750MC	Silverstone, Towcester, Northamptonshire	Race Meeting	R
Nov 6	RACMSA	Serpentine, Hyde Park, London	London-Brighton Veteran Car Run	R
Nov 6	BRDA	Cadwell Park, Louth, Lincolnshire	National Rallycross Finals	N
Nov 13	SDMC	Brands Hatch, Dartford, Kent	Race Meeting	R
Nov 13	Victory Circle Club	Fuji, Japan	Pacific/Asia Touring Car Championship	INT
Nov 13	SBMC	Cadwell Park, Louth, Lincolnshire	Stage Rally	R
Nov 13	Confederation of Australian Motorsport	Adelaide, Australia	Australian Grand Prix	INT
Nov 20	Light Car Club of Australia	Sandown Park, Australia	Sandown 800km (WSC)	INT
Nov 20	BHRC	Brands Hatch, Dartford, Kent	Race Meeting	R
Nov 20-25	RACMSA	Harrogate, Yorkshire	RAC Rally (WRC)	INT
Nov 21-22	Commissao Organizadora GP Macau	Macau	Macau Grand Prix (Formula Three)	INT
Nov 27	BRDA	Cadwell Park, Louth, Lincolnshire	Rallycross	INT
Nov 27	BHRC	Brands Hatch, Dartford, Kent	Race Meeting	R
Dec 3-4	RACMSA	Brands Hatch, Dartford, Kent	Rallycross Grand Prix	INT
Dec 11	BHRC	Brands Hatch, Dartford, Kent	Race Meeting	R

FISA's new World Sportscar Formula

A 3.5-litre class is to be introduced to the World Sports-Prototype Championship for 1989, in preparation for 1991 when the series will become the exclusive preserve of these two-seater Formula One cars.

By announcing the new formula at its General Assembly in Paris on October 10-12, FISA has rejected pleas for stability from Jaguar, whose boss Sir John Egan has already announced his disinterest in competing with purpose-built racing engines.

Indeed, in an amazing snub, Jean Marie-Balestre has excluded the British marque from representation on the manufacturers' commission, in favour of Mercedes, Nissan, and newly-interested parties Peugeot and Alfa Romeo.

The 3.5-litre entries will be subject to a 750kg minimum weight and a limited fuel-tankage of 100 litres. Their fuel supply will be unlimited, but refuelling will be restricted to a rate of 60 litres per minute, so although the new cars may prove faster on the road than Group C cars (which must weigh 900kg) time lost in the pits may even up the contest.

A second major change is the scrapping of the 1000km format for sports-car racing. Other than Le Mans, all World Championship rounds from 1989 onwards will be 400-500km long, probably lasting less than three hours, which most entrants appear to support as a means of increasing spectator-appeal.

Further decisions of the General Assembly include the adoption of prequalifying sessions one or more weeks in advance of each Grand Prix to pare down the large entries anticipated, a 40mm restrictor for supercharged

engines in World Championship rallies, and the abolition of the European Touring Car Championship.

Intriguingly, FISA's communique made no mention at all of its heavily-promoted but ill-supported Procar series for F1-engined saloon cars. Renewed support for Group C, both from FISA and manufacturers such as Alfa Romeo, is presumed to indicate that the scheme has been dropped, leaving Alfa's V10-engined 164 prototype a museum piece, less than a month after its public unveiling!

Benetton signs Johnny Herbert

Ford's initial reservations having been overcome, British Formula 3000 ace Johnny Herbert, still recovering from leg injuries received at Brands Hatch in August, has been signed up by Benetton for next year to partner Alessandro Nannini.

Herbert raced this year for Eddie Jordan Racing's "Benetton Junior Team", winning the opening round of the F3000 Championship at Jerez and lying third in the championship prior to the multiple accident which cost him victory in Kent. He is a former Formula Ford Festival and British Formula Three Champion.



Herbert — convalescing for F1.

March Group Acquires Ralt

With the acquisition of one of its major rivals on the world stage, Ralt, the March Group has moved a step closer to becoming the largest manufacturer of international formulae racing cars, with high-volume market openings to complement its existing high-value export-led sales.

Its subsidiary March Engineering has purchased the entire share-capital of Ralt Holdings, including the Ralt Racing name, for £1.25-million, thus effectively adding Formulas Three, Atlantic and SuperVee to a range of interests which already includes F1, F3000, Group C, CART/Indycars and contract engineering on road-car projects.

Founded by former Brabham F1 designer and manager Ron Tauranac in 1974, Ralt has won more than 40 racing championships in Europe, Australasia and the USA. Under the aegis of its new parent, the 18,000 sq ft Weybridge factory will continue to manufacture chassis under the Ralt name for its traditional strongholds such as F3, though obviously the two marques' currently competing works F3000 operations will be streamlined for 1989.

Tauranac himself has signed a three-year rolling consultancy contract with March, and will work on next year's Indycar. He joins a strong Group design team which already includes Adrian Newey (F1), Ralph Bellamy (F3000) and Gordon Coppuck (March-Porsche Indycar).

March Engineering is the volume manufacturing arm of March Group plc, selling about 80 rolling chassis per year as well as building racing gearboxes. Products of the Bicester factory won the first three International F3000 Championships in 1985-87 (plus this year's Japanese series) and five consecutive Indianapolis 500-Mile Races between 1983 and 1987; it also has a monopoly on chassis-supply for the American Racing Series (the western equivalent of F3000).

Further subsidiaries of the Group include March Racing Ltd, which is the works Grand Prix team, and March Engineering Products Ltd, March Wind-Tunnels Ltd and Composite Technics Ltd (Comtec) which, among other projects, played a key role in the aerodynamic styling of the Panther Solo 2 road-car.

First Test for Renault V10



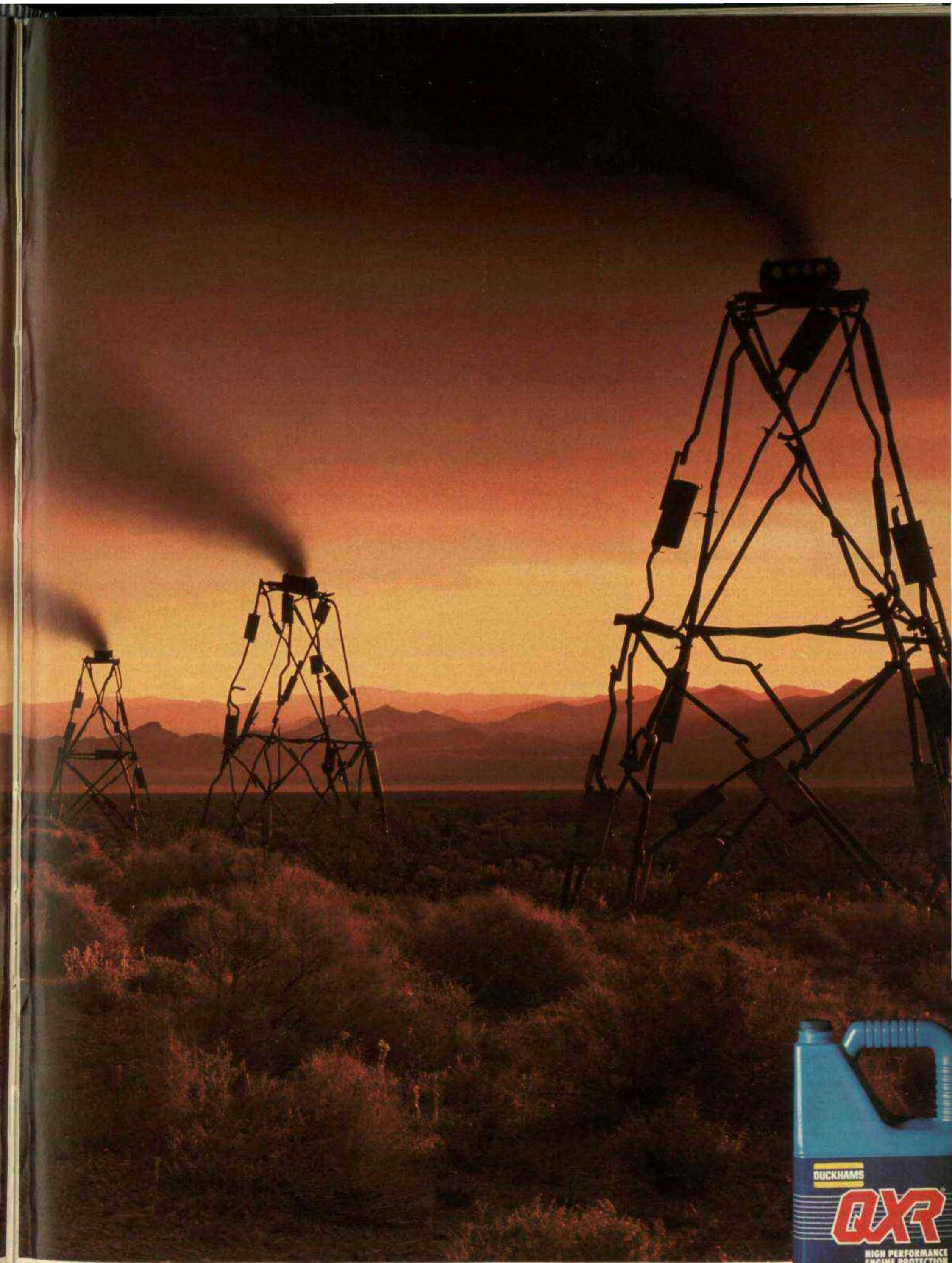
Following the Spanish Grand Prix, the Williams team went straight to Paul Ricard, where Riccardo Patrese tested Renault's new 3½-litre V10 in a development chassis "FW12R". For 1989 the Didcot team will have exclusive use of the 67° unit, the Regie's first normally-aspirated Formula One engine.

A blurred car is driving on a desert road at sunset. The car is in the lower foreground, moving away from the viewer. The road is a straight, two-lane highway that stretches into the distance. The landscape is a vast, flat desert with sparse vegetation. In the background, there are low mountains under a sky with a gradient from dark brown to bright orange. The overall mood is one of speed and adventure.

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FORMULA ONE

Alain Prost will always have good reason to remember the Portuguese Grand Prix. He started it from pole position and he turned it into his 33rd career victory, but there was more. He was delighted with a success that was a vital step back in the direction of his third World Championship, but it was also the race in which he felt his team-mate Ayrton Senna had come within inches of taking both McLaren-Hondas out.

The story of Estoril began when Prost received a new chassis. Privately, because that's the sort of driver he is, he had been complaining to his engineers for the past few races. Since Silverstone, in fact, he felt there had always been something ever-so-slightly wrong with his car's set-up, be it in the engine management or the overall balance. Only in Hungary had he been content, and then he had had to overcome the non-turbo cars after backmarkers messed up his qualifying effort.

In Portugal, then, he was not just content, he was delighted. Now he could abandon the race-tired MP4/4 Senna had used earlier in the year, and make full use of an almost perfect car. This, he said, was the way he knew the MP4/4 should be: crisp, responsive, and quick.

Qualifying was interrupted on Saturday afternoon when Gabriele Tarquini's Coloni was dragged out of its dangerous resting place in the sandy run-off in Turn One, but by then Prost had already reversed Friday's positions to pop in the 1min 17.411sec lap which would earn him the pole. And by the time a sweating Senna returned to the pits, unsuccessful in his efforts to dislodge his team-mate, the Frenchman was nattily attired in his street clothes. One up to Alain.

The race was to follow current Formula 3000 and Formula Three idiom, requiring three starts before it was really on. In the first Andrea de Cesaris stalled his Rial. In the second, Derek Warwick was very slow away and was struck in the gearbox by . . . Andrea de Cesaris in the Rial! Satoru Nakajima and Luis Sala were also involved, but third time round everything was fine.

Prost had edged ahead in the second start, only to have Senna hang tough on the outer, more grippy line, and cut ahead into Turn One. In Start Three that was exactly what the Brazilian did again, but already he had been slightly unsettled after Prost had edged him as far to the left of the track as he dared. Prost being Prost, that meant Ayrton was able to keep his wheels on the grey stuff, albeit only by a finely-calculated inch or so, for the Frenchman is scrupulously fair. It was all perfectly legal gamesmanship.

Round that first lap, however, it was already obvious that Senna was going to have a lot of trouble maintaining his advantage this time, and even this early it was apparent that Prost had the superior set-up. As they came round the long right-hander leading back onto the pit-straight, McLaren No 11 was right behind McLaren No 12, and then pulled out.



End of lap one: seconds after being squeezed towards the pit-wall, Prost edges past Senna.

End of Entente?

What Senna did next was to cause the real fuss of the meeting, and burn itself into the memory of Prost's mental computer. As he drew alongside, Senna simply lunged at him. No other words accurately describe the incident. And in the lunge, Prost was squeezed perilously close to the wall. Indeed, March team-manager Ian Phillips had to pull back his pit-board to avoid striking Prost's helmet. Recalling the pit-wall incidents in Mexico and Detroit, he was not alone in being incensed by the Brazilian's tactics.

"I knew I had to keep my foot down because at one stage we had our wheels interlocked," said Prost afterwards, his anger still simmering. "If I had eased off, we could have caught wheels and then who knows what would have happened?"

As he rode over a spectacularly nasty bump, his MP1/1 squirmed momentarily sideways, and that obliged Senna to give him more room. His foot still buried on the bulkhead, Prost steamed ahead into Turn One, and his victory was made. Even in the post-race interviews, however, the satisfaction of a vitally important win came second to voicing his opinion of his partner.

"If that's how he wants to win the championship," he said trenchantly, "I'm not interested. I don't want any part of it. And,

yes, we will have words."

Throughout the season — their Hemingwayan *Dangerous Summer* — the two have maintained cordial relations, with one or two minor hiccoughs, but at Estoril they finally became very strained. It was exactly what many onlookers had expected from the outset. There *were* words exchanged afterwards, although their exact form remained a secret between the two, and Senna was later given a metaphoric slap on the wrist by the stewards of the meeting. By Jerez, Prost and Senna were friends again — on the surface.

While that near miss occupied many minds at the time, it was in no way the final drama in what turned out to be one of the best races of the year. The key player, once Senna had raised the curtain, was Ivan Capelli, in absolutely blistering form in the Leyton House March. Ivan had raised eyebrows by qualifying third after a battle with Gerhard Berger's Ferrari, and there he was, at the end of that opening lap, sitting dangerously close to Senna. What's more, he wasn't hanging on by his fingertips: he was pressuring the Brazilian for all he was worth and looking every bit the faster of the two.

In the lead, Prost treated the thousands of Ayrton Senna Fan Club members in the crowd to a display of pure virtuosity as he opened out

Portuguese Grand Prix



Even without a turbo, Ivan Capelli managed to overtake one McLaren and close on the other.

an advantage, even though he was running the minimum boost and the leanest mixture settings possible. Right from the start of the meeting McLaren appreciated just how hard on fuel Estoril would be, and Prost was cannily making full use of his chassis' perfect handling.

Capelli was clearly being held up by Senna as Prost drew away, though, and realised quickly that his rival had a problem with grip. "So I began to push him even harder," he beamed. For 22 laps Senna's defensive driving kept him at bay, the Brazilian being ruthless but fair after his first-lap lapse. Then Capelli got out of the last turn better than Ayrton, and this time the March draughted neatly by into Turn One.

Senna's troubles weren't over, for now it was Berger snapping at the McLaren's heels, confident he had a Ferrari capable of repeating its Monza victory.

It took the hard-charging Austrian less than the full lap to slam past, after a spectacular manoeuvre going into the third-gear downhill left-hander leading out on to the second half of the course. He came from a very long way back under braking, took Ayrton Senna completely by surprise and wobbled through as the McLaren all but hit the back of the F187/88C. It was a timely reminder that, in the right car,

Berger is a match for anyone.

As the Portuguese Senna fans watched in resigned silence, Berger hauled swiftly on to Capelli's tail, and suddenly the race was alive, as both were catching Prost hand-over-fist.

A challenge from the Ferrari was understandable, given the improvements the team has made recently in the engine department, but to see a March in second place brought gasps of pure amazement. However, throughout qualifying it had been crystal-clear just how well Adrian Newey's excellent design was handling, and Capelli was exploiting it to the full despite his power disadvantage. The gap was 9.7 seconds on lap 21, but it was down to only 1.8 seconds on lap 35, and even if Ivan did find a way past Alain, it was clear he would still have his hands full with Gerhard. It was the best racing since Hungaroring.

Of course, it was just too good to be true, and it couldn't last. Berger was really giving Capelli a hard time, but unbeknown to outside observers, the Austrian was in great discomfort. Reaching for a control on the dashboard — at the time he thought it had been the mixture control, but it turned out to be the ride-height adjuster — he had accidentally triggered off his onboard fire-extinguisher instead. As the ice-cold extinguishant blew round the cramped confines of the cockpit his

legs initially began freezing.

At Pau in 1974 Patrick Tambay had a similar unpleasant experience in Formula Two, suffering painful leg burns that left permanent scars, but fortunately for Gerhard the extinguishant began to thaw and quickly turned to water. However, while that eased his immediate problem, it soon created another. Going through Turn Three on lap 36 the Ferrari snapped sideways, got away from him and slid into retirement in the sand.

"I think we had McLaren on fuel today," he shrugged after walking back to the pits. "I think we could have won." He was not, after all, to avenge his 1987 defeat at Prost's hands. But why the spin? "The water got on the brake pedal and my foot slipped off . . ."

The immediate pressure was now off Capelli, but as Prost began more and more to like what his fuel read-out had to tell him, he eased the gap open again as he used a fraction more boost. It was enough to take him clear of the March threat at the race's mid-point, but in the closing stages the gap began to shrink again as Ivan went back on the attack. "Then I saw Mauricio's car smoking at the side of the road, so I figured I'd better ease up and be grateful to finish second to Mr Prost. It's no disgrace, huh?" An uncomplicated racer who actually enjoys what he does for a living, Capelli felt honoured to finish behind his hero. It made a refreshing change.

Gugelmin's 881 had been a handy fifth for a long time, but had dropped to seventh as its Judd V8 began to show signs of seizing. "I didn't get to it this time," he grinned. Usually his sixth sense has helped him save big rebuild bills, but this time the Judd was in a sorry state.

If Senna expected some relief when Berger passed, he was to be disappointed, for no sooner had one contender gone from his mirrors than another appeared — his old adversary Nigel Mansell. Looking fit and well after his two-race absence, the Briton was back with all his old fire — and even his old moustache — and from the way he hounded Senna he might well have been back in a Williams-Honda. He'd had initial trouble dialling himself and the still non-reactive FW12 in to the circuit in qualifying, and had only really posted one good lap, which put him sixth in the line-up, but in the race he was a match for Ayrton and sat inches from him for lap after lap, trying this way then that.

His sheer persistence and bravery were awesome to watch in Turn One, and on lap 33 he was so nearly alongside when Ayrton slammed the door, the two indicating just how much further they've matured in outlook since their celebrated coming-together at Spa last year. This time they were able to run wheel-to-wheel with nary a hint of contact, but the Williams just didn't quite have the steam to overtake.

Then came lap 54. That was the lap on which Jonathan Palmer lost his ongoing battle with a recalcitrant Tyrrell 017, and spun into

the barriers in the left-hander just before the corner leading on to the pit-straight. He was dragging back to the pits, nose wings askew, as Senna and Mansell hove into view.

"I was closer to Ayrton at that point on that lap than ever before," said the Manxman, and that could have made the vital difference on the drag down to Turn One. "I was right behind Ayrton when he jinked out to the left as we went round to the last corner. As he did so, that was the first time I was aware of Jonathan, right on the line."

He tried to go to the right of the Tyrrell, realised at the last moment just how slowly it was running on the racing line, and then rapidly switched to the left. Too rapidly. Senna, who'd had the advantage of seeing Palmer sooner, was himself already kissing the barrier. The Williams whacked the McLaren up the gearbox and then went into the wall — "hard," said Mansell pointedly — and out of the race. He limped home on foot, another spot on the rostrum evaporated.

That took the immediate pressure off Ayrton, but now he was in even worse trouble. From the start, he complained, his fuel read-out had been pessimistic, and in the lap after Mansell's tap and his brush with the barrier he called in for fresh tyres, worried that a new handling imbalance might be the result of a puncture. When he rejoined he was never in the hunt, and had dropped behind Alboreto, Boutsen and Warwick, the survivors of a heady battle for what eventually became third place.

From the start, Michele had run right behind a very on-form Nelson Piquet, and came under intense pressure himself from Riccardo Patrese and Boutsen as the quartet lapped literally nose-to-tail, all very evenly matched. Piquet was confident he had the advantage in the early stages, and like Patrese was conserving his Goodyears. But then his clutch pedal began to stick on the floor.

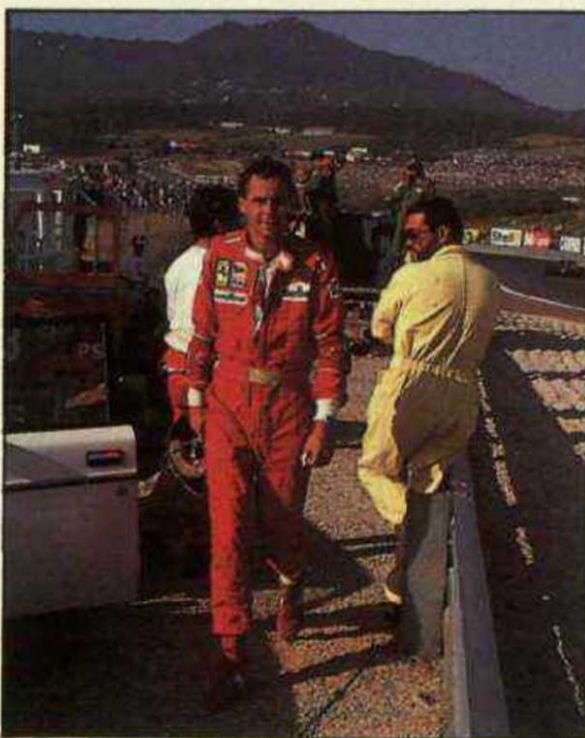
Estoril is a track of many gearchanges, and remembering his retirement at Monza, the World Champion backed off a little as he tried to get round the problem with early braking and gentle gearshifts. Initially the ploy worked, but soon Alboreto was a real menace and a pit-stop was unavoidable. The system was bled and he did a few more laps, but the problem persisted and he came in for good, to Peter Warr's evident disappointment. "Nelson felt he was on for a solid third," he shrugged. "He had plenty of fuel in hand and the car was going well, the best it has for some time . . ." A good result would have been a real fillip.

Patrese lasted until lap 29, confident he had Alboreto's measure and just biding his time. Then the Ferrari threw up a stone from one of the numerous gravel beds, and the innocent Williams driver was out with a punctured radiator.

All of this was Boutsen's good luck, as he was elevated two places without overtaking anyone. Throughout qualifying Benetton

had, unusually, proved unable to sort its B188s, but Thierry was happier with his in race trim until it began to vibrate alarmingly after the right front wheel lost a balance weight. That stymied his chase of Alboreto just as they were closing on the slowing Gugelmin.

But Lady Luck was on hand again in the closing stages. An easy third going into the final lap, Michele felt the Ferrari splutter on the last dregs of fuel as he rounded the final corner, and by the time he rolled across the line Boutsen (who was by now also in trouble with fluctuating fuel-pressure) had gratefully scooped his place. Warwick, too, had gone by



Gerhard Berger walks home after getting his switches muddled . . . and getting cold feet!



Nakajima spins during Sunday's warm-up; after a start-line shunt he repeated his feat in the race.

to demote him to fifth. The Ferrari's fuel computer had been giving spurious, optimistic readings . . .

Boutsen's team-mate Alessandro Nannini had been delayed on the first lap at Monza, staging a scintillating recovery from a pit-lane start. Incredibly, he had much the same to do in Estoril, except this time it was a driver error that brought him into the pits after the opening lap. He'd clipped a barrier after miscalculating how warm his tyres were, and though he stormed as high as ninth by lap 50, he finally retired exhausted by the strain of fighting a serious vibration, the result of chassis damage inflicted in the incident.

Warwick was lucky to repeat his Monza result and take home another three championship points in the Arrows, not only because of getting another chance after fluffing his second start but also because his chassis was so badly balanced that the right front and left rear Goodyears were worn right down to the canvas. By the flag the tough Englishman felt completely wrung out.

Alex Caffi had pressured Warwick for a while as both momentarily closed on Alboreto and Boutsen's battle for sixth place, but Scuderia Italia's Dallara broke an exhaust primary and began to sound very flat, and was later held up as Philippe Streiff refused to let him lap him.

The Frenchman had been involved in a gripping duel with Tarquini's Coloni, and had eventually pulled away when the Italian car slowed as its water-temperature ran dangerously high and a gearbox bearing began to seize. This particular contest had a note of irony, since the Coloni F1 operation is now run by former AGS personnel Christian Vanderpleyn, Michel Costa and Frederic Dhainault.

Luis Sala switched to the spare Minardi after the start-line shunt and was happy to bring it home eighth after stopping Friday's free practice with a shunt into the armco, but team-mate Pierluigi Martini retired with a dropped valve on lap 20 while running between the Dallara and de Cesaris' spare Rial. Andrea generally had one of those days after his starting dramas, the ARC 01 lasting until lap 12 before snapping a driveshaft after a strong showing.

This time both Ligiers qualified, albeit on the penultimate row of the grid. Much good it did Stefan Johansson, who ran only four laps in an encouraging 17th place before his Judd broke going into Turn One. Arnoux fared better, fighting in the initial stages with Palmer and Nicola Larini's Osella before finishing fifth after a low-profile run. Larini also finished, but an aggressive opening spurt was spoiled by a pit-stop to change a tyre which had a slow puncture. In the closing stages he, like Tarquini, was reduced to a crawl as the Alfa Romeo V8 began running out of fuel.

Though few of the many dices actually developed into passing and repassing, the Portuguese Grand Prix had a lot going for it, and will go down in history as the race in which the season-long *entente* between Messrs Prost and Senna began to wane as the pressure of the championship chase began to tell.

After suffering four consecutive defeats at Senna's hands, the wily Prost had bounced back with a brilliant win, while his team-mate surveyed two races which had yielded him a mere point. Prost knew only too well how unsettling such failure can be just when the championship is coming into sight, and headed for Spain in supremely confident frame of mind. His optimism was fully justified . . .

DJT

Portuguese Grand Prix

RESULTS

STARTING GRID

12 A. Senna (McLaren-Honda V6 t/c) 1 min 17.869 secs	11 A. Prost (McLaren-Honda V6 t/c) 1 min 17.411 secs
28 G. Berger (Ferrari V6 t/c) 1 min 18.903 secs	16 I. Capelli (March-Judd V8) 1 min 18.812 secs
5 N. Mansell (Williams-Judd V8) 1 min 19.131 secs	15 M. Gugelmin (March-Judd V8) 1 min 19.045 secs
1 N. Piquet (Lotus-Honda V6 t/c) 1 min 19.551 secs	27 M. Alboreto (Ferrari V6 t/c) 1 min 19.372 secs
17 D. Warwick (Arrows BMW 4cyl t/c) 1 min 19.603 secs	19 A. Nannini (Benetton-Cos V8) 1 min 19.572 secs
22 A. de Cesaris (Rial-Cos V8) 1 min 19.940 secs	6 R. Patrese (Williams-Judd V8) 1 min 19.797 secs
23 P. Martini (Minardi-Cos V8) 1 min 20.741 secs	20 T. Boutsen (Benetton-Cos V8) 1 min 20.314 secs
2 S. Nakajima (Lotus-Honda V6 t/c) 1 min 20.783 secs	29 Y. Dalmas (Lola-Cos V8) 1 min 20.748 secs
18 E. Cheever (Arrows-BMW 4cyl t/c) 1 min 20.965 secs	36 A. Caffi (BMS Dallara-Cos V8) 1 min 20.992 secs
30 P. Alliot (Lola-Cos V8) 1 min 21.096 secs	24 L. Perez Sala (Minardi-Cos V8) 1 min 21.094 secs
3 J. Palmer (Tyrrell-Cos V8) 1 min 21.788 secs	14 P. Streiff (AGS-Cos V8) 1 min 21.418 secs
26 S. Johansson (Ligier-Judd V8) 1 min 22.035 secs	25 R. Arnoux (Ligier-Judd V8) 1 min 21.790 secs
31 G. Tarquini (Coloni-Cos V8) 1 min 22.170 secs	21 N. Larini (Osella-Alfa V8 t/c) 1 min 22.119 secs

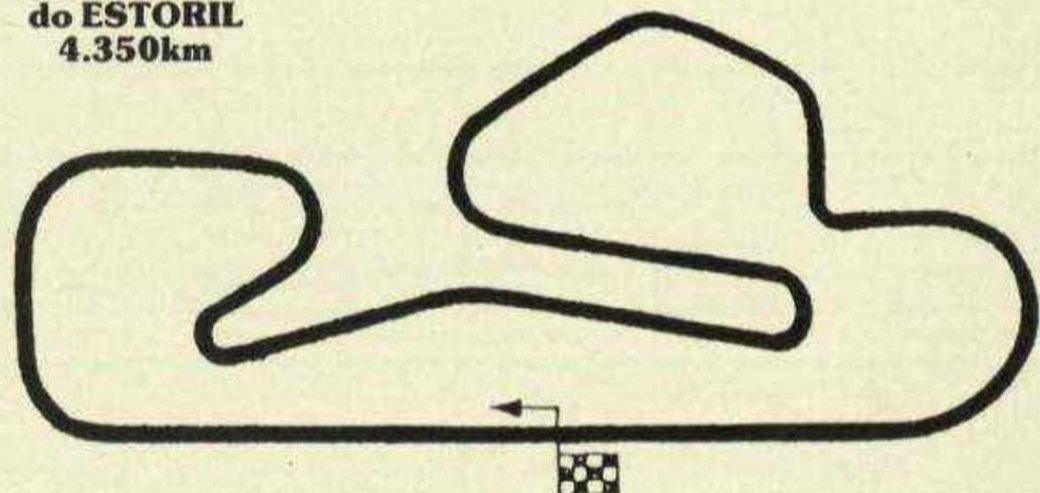
Did not qualify:

- 4 J Bailey (Tyrrell) 1 min 22.296 secs
- 9 P Ghinzani (Zakspeed) 1 min 22.549 secs
- 33 S Modena (EuroBrun) 1 min 23.075 secs
- 10 B Schneider (Zakspeed) 1 min 23.300 secs

LAP TIMES

		Qualifying Friday	Qualifying Saturday	Best Race Lap (on lap)
1 N. Piquet	Lotus 100T	1.19.551	1.19.872	1.23.362 (33)
2 S. Nakajima	Lotus 100T	1.22.496	1.20.783	1.26.094 (14)
3 J. Palmer	Tyrrell 017	1.22.797	1.21.788	1.24.950 (42)
4 J. Bailey	Tyrrell 017	1.22.946	1.22.296	DNQ
5 N. Mansell	Williams FW12	1.20.908	1.19.131	1.22.581 (47)
6 R. Patrese	Williams FW12	1.19.878	1.19.797	1.23.907 (26)
9 P. Ghinzani	Zakspeed ZK881	1.24.127	1.22.549	DNQ
10 B. Schneider	Zakspeed ZK881	1.23.393	1.23.300	DNQ
11 A. Prost	McLaren MP4/4	1.18.378	1.17.411	1.22.063 (35)
12 A. Senna	McLaren MP4/4	1.18.032	1.17.869	1.22.852 (61)
14 P. Streiff	AGS JH23	1.21.644	1.21.418	1.24.785 (46)
15 M. Gugelmin	March 881	1.20.791	1.19.045	1.23.138 (40)
16 I. Capelli	March 881	1.20.390	1.18.812	1.22.074 (33)
17 D. Warwick	Arrows A10B	1.21.240	1.19.603	1.23.043 (43)
18 E. Cheever	Arrows A10B	1.21.519	1.20.965	1.25.073 (9)
19 A. Nannini	Benetton B188	1.21.008	1.19.572	1.22.563 (23)
20 T. Boutsen	Benetton B188	1.20.700	1.20.314	1.21.992 (60)
21 N. Larini	Osella FA11	1.22.883	1.22.119	1.23.715 (44)
22 A. de Cesaris	Rial ARC1	1.21.386	1.19.940	1.24.390 (10)
23 P. Martini	Minardi M188	1.21.292	1.20.741	1.23.918 (25)
24 L. Perez Sala	Minardi M188	1.21.909	1.21.094	1.24.301 (38)
25 R. Arnoux	Ligier JS31	1.22.786	1.21.790	1.24.954 (59)
26 S. Johansson	Ligier JS31	1.22.778	1.22.035	1.26.153 (4)
27 M. Alboreto	Ferrari F1/87-88C	1.21.647	1.19.372	1.22.123 (65)
28 G. Berger	Ferrari F1/87-88C	1.20.065	1.18.903	1.21.961 (31)
29 Y. Dalmas	Lola LC88	1.21.655	1.20.748	1.24.647 (15)
30 P. Alliot	Lola LC88	1.21.809	1.21.096	1.26.109 (6)
31 G. Tarquini	Coloni CF188	1.23.057	1.22.170	1.25.291 (37)
32 O. Larrauri	EuroBrun ER188			did not pre-qualify
33 S. Modena	EuroBrun ER188	1.23.075	1.23.232	DNQ
36 A. Caffi	BMS Dallara F188	1.22.349	1.20.922	1.22.960 (31)

AUTODROMO do ESTORIL 4.350km



RESULTS

Portuguese Grand Prix, Estoril, September 25 70 laps of 4.35km circuit (304.500km/189.207 miles)

Pos	Driver	Car/Engine	Time
1st	Alain Prost	McLaren MP4/4-Honda V6t/c	1h37m40.958s
2nd	Ivan Capelli	March 881-Judd V8	1h37m50.511s
3rd	Thierry Boutsen	Benetton B188-Cosworth V8 DFR	1h38m25.577s
4th	Derek Warwick	Arrows A10B-BMW 4cyl t/c	1h38m48.377s
5th	Michele Alboreto	Ferrari F1/87-88C-Ferrari V6t/c	1h38m52.842s
6th	Ayrton Senna	McLaren MP4/4-Honda V6t/c	1h38m59.227s
7th	Alessandro Caffi	BMS Dallara F188-Cosworth V8 DFZ	1 lap behind
8th	Luis Perez Sala	Minardi M188-Cosworth V8 DFZ	2 laps behind
9th	Philippe Streiff	AGS JH23-Cosworth V8 DFZ	2 laps behind
10th	René Arnoux	Ligier JS31-Judd V8	2 laps behind
11th	Gabriele Tarquini	Coloni CF188-Cosworth V8 DFZ	5 laps behind
12th	Nicola Larini	Osella FA11-Alfa Romeo V8t/c	7 laps behind
13th	Mauricio Gugelmin	March 881-Judd V8	retired on lap 60
14th	Nigel Mansell	Williams FW12-Judd V8	retired on lap 55
15th	Jonathan Palmer	Tyrrell 017-Cosworth V8 DFZ	retired on lap 54
16th	Alessandro Nannini	Benetton B188-Cosworth V8 DFR	retired on lap 53
17th	Gerhard Berger	Ferrari F1/87-88C-Ferrari V6t/c	retired on lap 36
18th	Nelson Piquet	Lotus 100T-Honda V6t/c	retired on lap 35
19th	Riccardo Patrese	Williams FW12-Judd V8	retired on lap 30
20th	Pierluigi Martini	Minardi M188-Cosworth V8 DFZ	retired on lap 28
21st	Yannick Dalmas	Lola LC88-Cosworth V8 DFZ	retired on lap 21
22nd	Satoru Nakajima	Lotus 100T-Honda V6t/c	retired on lap 17
23rd	Andrea de Cesaris	Rial ARC1-Cosworth V8 DFZ	retired on lap 12
24th	Eddie Cheever	Arrows A10B-BMW 4cyl t/c	retired on lap 11
25th	Philippe Alliot	Lola LC88-Cosworth V8 DFZ	retired on lap 8
26th	Stefan Johansson	Ligier JS31-Judd V8	retired on lap 5

Fastest lap: Gerhard Berger (Ferrari) 1min21.961 secs on lap 31; 191.066kph (118.722mph)
Winner's Average Speed: 187.034kph (116.217mph) Conditions: Warm and sunny.



Norrköping Airbase, Sweden. 23.8.88.

Idling on the right of runway 2 was the new Saab Carlsson Special. Named after the legendary rally driver Eric Carlsson, this rare car boasts 204 b.h.p. of turbo-charged, intercooled, 16 valve engine.

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seconds later, extra mid-range torque had urged the speedometer needle on to 60 m.p.h.

But before he knew it, the driver's mirrors were full of Viggen. In a matter of moments, the difference between the two combatants became more obvious.

At a deafening 150 m.p.h., a tug on the aircraft control stick lifted 35,275 lbs of jet, high into the heavy sky. Total distance

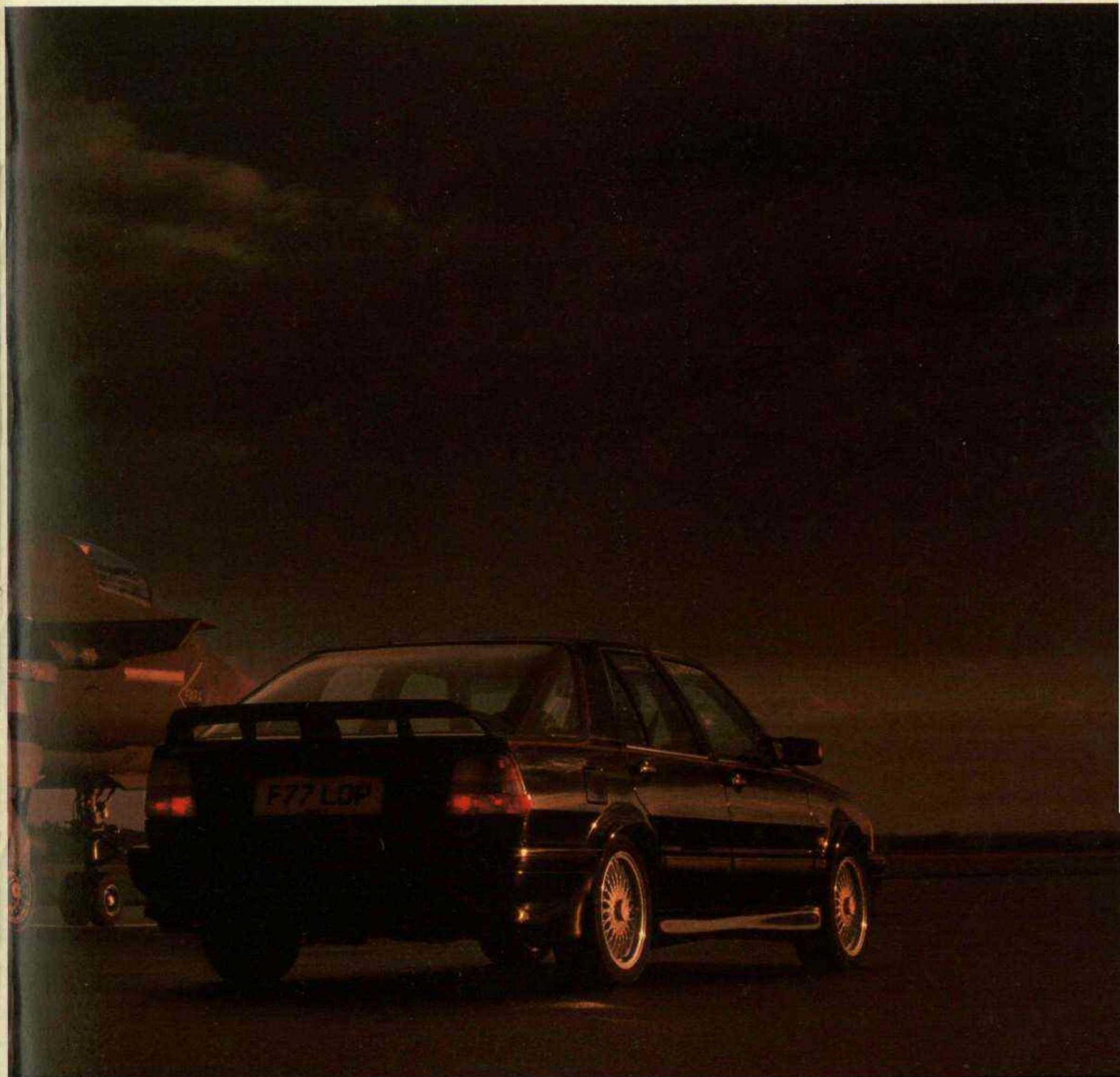
covered; 0.25 of a mile. Time elapsed; 14.0 seconds.

Below, inside the Carlsson, downforce from the spoilers still held the speeding car firmly to the ground. Distance; 0.25 of a mile. Time elapsed; 15.3 seconds.

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FORMULA ONE

"Alain was brilliant. I gave it all I had, but today he proved that he is the best in the world."

There might have been a hint of post-race tiredness in Nigel Mansell's voice, but there was no disappointment. Just admiration. Jerez, scene of the Tio Pepe Spanish Grand Prix, should have given the normally-aspirated cars their best crack at the turbos since Hungaroring, yet nothing could stop Prost's Honda Marlboro McLaren advance. Mansell tried as hard as he could — which means nobody could have tried harder — but even he had to give second-best.

At Spa, following his fourth consecutive defeat at Ayrton Senna's hands, Alain had all but conceded the championship to his team-mate. His last win had been at Ricard, just before his controversial withdrawal from Silverstone, and he had played definite second fiddle ever since. True, he'd led in Hungary — albeit only for yards — and again at Spa and Monza, but each time Senna had dispensed with him in less than a lap.

Estoril proved a vital turning point, as Alain received a new chassis to replace the one Senna had raced earlier in the season. Though the Brazilian doesn't feel there is any difference between any of the tubs in current service, Prost was much happier with the behaviour of his, and that held over to Jerez too.

On Friday morning, in free practice, it seemed as if the non-turbos really did have a chance as Mansell headed Williams team-mate Riccardo Patrese by a healthy 1.5 seconds, and Prost in third place by two.

As others got their set-ups sorted, and also found the clear laps Mansell had on a circuit on which there is only one clean line, the two McLarens eventually took over on Saturday. Senna, predictably, sat on pole with 1min 24.067sec, but to Mansell's credit that wasn't that much quicker than his Friday morning 1min 24.722sec.

Prost trimmed down to 1min 24.134sec to ease Nigel off the front row, but the tenacious Briton was right behind, figuratively and literally, with 1min 24.269sec. The only other ace below 1min 25sec was Thierry Boutsen, who put in a particularly worthy 1min 24.904sec for fourth slot in the Benetton. He'd actually been second on Friday afternoon, only to have his times disallowed when a front wing endplate infringement was discovered by FISA's scrutineers.

On a track where a trip off line resulted in tyres picking up debris which then took a good two laps to clean off, the start was always going to be vitally important. Senna, on the pole to the right, should have had an advantage but didn't. The racing line is more to the left, where Prost sat quite happily. As the lights turned green, Senna lagged and, as Prost led, Mansell burst to the left round car No12 before squeezing Senna even further to the right. As he then grabbed a better line to Turn One, the Williams driver had second place by



Mansell blocks Senna as Prost makes a break into Turn One to start his demonstration.

Spellbinding!

inches, and all the effort that had gone into Senna's pole had been wasted.

Undaunted, the Brazilian speared neatly up the inside of Mansell into Turn One as they began lap two, gaining a place on turn-in. Mansell was ready for that, though, and resumed the position as they ran down to Turn Two. The battle for second was over.

In its place, however, came a battle for the lead. For the first time this year it seemed a normally-aspirated car was about to pass the leading turbo.

Just as in Estoril, Prost had cunningly juggled the optimum chassis set-up. While Senna struggled, his fuel read-out already telling him the same depressing story it had in Portugal, his team-mate stormed into the distance in the opening laps as Mansell conserved his tyres while running on full tanks. That done, by lap 15 he had begun to close markedly on the McLaren; it was Hungary all over again.

By lap 22 Prost was under real pressure. Mansell was only 0.9 seconds behind and had his head down, and the largest crowd Jerez has ever accommodated was going wild. Lap by lap the Williams dogged the McLaren, shadowing its every move.

Sadly, though, that was to be all Nigel could do. Prost had the situation weighed up, was preserving his tyres and fuel as well, and gradually began to ease away again after that critical point. Both men were lapping in the 1min 29sec bracket by that stage, but even on

this tight track, the McLaren had that scant advantage it needed.

Disappointing though the lack of a wheel-to-wheel fight was, Prost's perfection was spellbinding, as he took the same line every lap, driving like an automaton such was his incredible precision. A few tantalising feet adrift, Mansell was perfectly placed to appreciate the show, and was the first verbally to applaud it.

The Briton stopped for fresh Goodyears on lap 46, and was slightly delayed by a sticking wheel-nut. Such was his margin over Senna, however, that he never looked remotely like losing second place.

Prost made his call on lap 50, emerging smoothly still with a 13-second lead which was to grow, despite Mansell's efforts, as the Williams' clutch pedal began intermittently to stick on the floor. The challenge was thus effectively over, but Mansell had gone down fighting, and his second runner-up slot in a disastrous year doubled his points score and was a triumph in itself.

Prost was pleased with a victory that brought the 1988 score with Senna to 7-6, and agreed with suggestions that it was one of his finest. When you have 34, though, the choice is wide. . .

Senna himself remained under pressure throughout the 72 laps. Initially it was Patrese who provided it, and after a mid-race spell by Ivan Capelli and Alessandro Nannini he resumed it again in the closing stages.

Spanish Grand Prix

In qualifying Patrese had disgraced himself by brake-testing Julian Bailey (after the Tyrrell driver had unintentionally hampered one of his fast laps) and for his trouble had been fined \$10,000 by FISA. Bailey failed to qualify, and the incident did little to cement harmonious relations with either Bailey or Jonathan Palmer, about whom Mansell had been scathing after Friday free practice. As Patrese was fined, the Tyrrell twins both received warnings about getting in the way, which amounted to a ridiculous witch-hunt when you think how many drivers got in one another's way during the four sessions.

In the race Riccardo was his usual defensive self after sneaking past Capelli in Turn Two on the opening lap, but his tactics then were acceptable, if frustrating for his pursuers. Capelli and Nannini had only just failed to ease into the ace bracket in qualifying, but the March driver accounted for Boutsen in Turn Two as he turned sharply across the Benetton and damaged its nose-fins. As Ivan continued fifth, the Belgian pitted for a replacement nose and fresh rear tyres, and could only salvage ninth at the end after a strong recovery.

Capelli was obviously faster than either Patrese or Senna, but it wasn't until lap 36 that he finally found a way past the wide Williams after a heady scrap which had seen Senna, Patrese, Capelli and Nannini circulating within inches of one another. Gerhard Berger and Michele Alboreto had also joined the fray in the Ferraris, but both struggled with poor throttle-response on the tight track and had to drive with their eyes on their fuel read-outs. Alboreto lasted only 15 laps before pulling off with terminal overheating.

It would have been so easy for Capelli to



Nicola Larini qualified the Osella-Alfa 14th and ran 12th before suspension failure.

become ruffled in his pursuit of Patrese, but he maintained his cool and, once past, wrote another chapter in his reputation book by pulling a stunning move on Senna. Going into the hairpin behind the pits on lap 39, he slammed the turquoise March alongside the McLaren, on the inside line, and simply sat it out wheel-to-wheel until Ayrton had to concede. He was pulling away, just as he had in Portugal, when his race ended cruelly in a



After Capelli's engine expired, the joker in the pack became the joker in the pit-lane. March designer Adrian Newey (right) is unimpressed.

spectacular cloud of oil-smoke only seven laps later.

One Italian's misfortune was another's gain, however. After stopping early for fresh Goodyears on lap 29, Nannini had the bit between his teeth and was flying back onto Patrese's tail, having quickly disposed of Mauricio Gugelmin. Like Capelli's, the Brazilian's March was very fast in the quick corners, but unlike Ivan's it seriously lacked grip round the slow ones, and was no match for the Benetton.

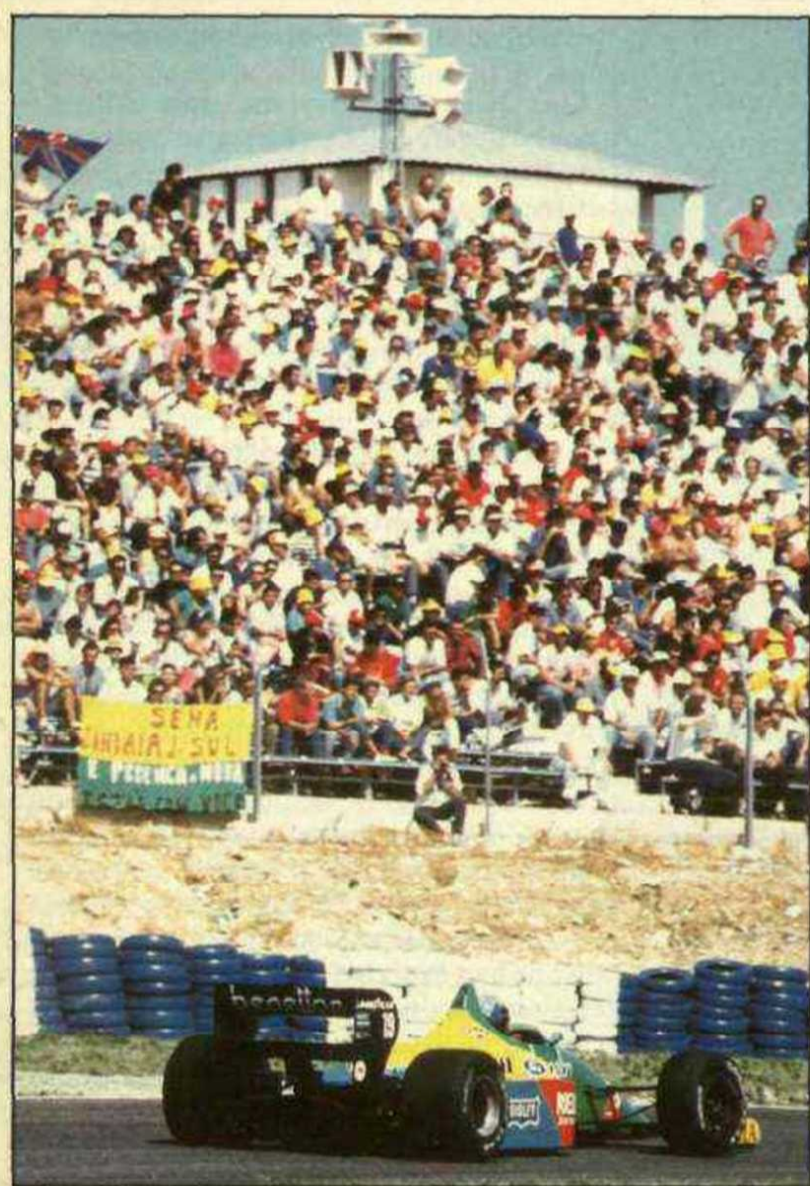
Two laps after Capelli's demise Sandro was back to fifth. Two laps later he had picked off Patrese and pulled a carbon-copy of Capelli's move on Senna to run third. For a while it looked as if he might even make inroads into the troubled Mansell's advantage, but realising the pursuit to be fruitless, he wisely settled for his second third place of the year. When he and Capelli mature fully, watch out!

Senna stopped for new tyres on lap 51 and dropped to seventh behind Gugelmin and Berger, who had pitted much earlier, but neither offered much resistance as he tore back into the points. He then repassed Patrese in Turn One on lap 65, but fourth was scarcely what he had expected at the beginning of the meeting. Having crossed the line, he then pulled up on the left side of the road just before the first corner, his fuel read-out telling him he wouldn't last the slowing-down lap.

Although Patrese had run the full distance on one set of tyres, he managed to set his fastest lap as late as the 71st, in response to Berger setting his on the 70th as he closed in to challenge. The Austrian actually slipped ahead in Turn One right at the end, but just as Mansell had repassed Senna, so Riccardo



The only man to get close to the winner, and the first to applaud him afterwards, Nigel Mansell doubled his season's results tally in Andalusia.



An unusually crowded Jerez saw another mature Nannini drive.



For the second weekend running, Senna had unexpected non-turbo company . . .

moved back ahead. Any counter-attack was thwarted when the Ferrari spluttered short of fuel as it exited the hairpin on the last lap.

Gugelmin finally took seventh, but the place was a matter of heated debate in the closing stages as Nelson Piquet chased the March and was in turn hounded by Boutsen. "I feel as if I've won," beamed the World Champion, who had been in angry mode on Friday as he struggled to 15th slot.

After a strong run in the initial stages, Alex Caffi had moved Scuderia Italia's Dallara into a handy eighth on lap 31, but could resist neither Berger nor Piquet as they recovered from their tyre-stops. In the latter half of the race the BMS 188 again split an exhaust primary, but though he still felt unwell after a stomach-upset in qualifying. Alex came under no threat from Yannick Dalmas' Larrousse-Calmels Lola, which the Frenchman brought home 11th after struggling for grip throughout.

Derek Warwick had chased Caffi hard even though his Arrows wasn't happy on a circuit which exacerbated its poor throttle response, but after a stern fight with Piquet the Englishman slid over a kerb and terminally damaged the underside of its monocoque. Team-mate Eddie Cheever had just squeezed on to the grid after countless troubles in qualifying, and was delayed badly on the first lap after Jonathan Palmer's Tyrrell ran into

the back of Stefan Johansson's Ligier, which in turn hit Stefano Modena's EuroBrun. Eddie recovered, only to retire when his chassis began bottoming badly on lap 61. The Milton Keynes team's race seemed a far cry from Monza.

Like Johansson, Palmer pitted and then spun on his own water after debris thrown up by the Ligier had punctured a radiator, but Stefan was able to rejoin and eventually unlap himself on Dalmas after a determined recovery which ended on lap 63 when his left front wheel began to work loose. Modena, whose team-mate Oscar Larrauri finally managed to pre-qualify on Friday but not to qualify on Saturday, had a reliable if unspectacular race to finish 13th.

The early stages of the race witnessed a huge train of cars fighting for 12th place, with Nicola Larini keeping the Osella in front of the pack for the first lap before Satoru Nakajima powered ahead. Nicola kept up the pressure, to underline a spectacular qualifying performance which had earned him 14th place on the grid; the Japanese spun out of the race on lap 12, but Larini's plucky run had ended on lap ten when a push-rod broke.

Philippe Streiff had also impressed by qualifying 13th, but his challenge went up in a cloud of oil-smoke on lap 17, giving Caffi a breather until a fine charge (from 23rd on the grid after struggling to adjust the ARC 01 to

some new rear tyres Goodyear has produced) by Andrea de Cesaris had taken the Rial ahead, into what was by then ninth place. Unfortunately for him, his engine went the same way as Capelli's and Streiff's.

Despite having to rely on the spare Larrousse Calmels Lola LC88 after forgetting that his race car had new brakes and shunting it as a result, Philippe Alliot took his best qualifying position on the year with 12th, and led Gugelmin for 10th until lap 10. He was feeling comfortable about his prospects when the right front wheel nearly fell off two laps later after it had machined away most of its centre, and after a frightening moment in the chicane he limped to the pits. Once the damage had been repaired he resumed four laps down, and was lapped again on his way to an eventual 14th.

With Prost suddenly bouncing back the championship looked much less of a foregone conclusion than it had after Spa. Alain, outwardly casual as ever, refused to consider his chances publicly, knowing that if Senna wins in Japan the title is the Brazilian's. However, he left Jerez well satisfied with his last two races, and sauntered off for some relaxing golf prior to Suzuka.

Senna had taken the pressure off himself in Belgium, but with only four points from his last three races, it was he who had the most to fret about during the break. **DJT**

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"THERE'S ALWAYS AN EXCUSE FOR DRINKING AND DRIVING." Drivel.

**DRINKING AND DRIVING
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THEY DO THINGS LUXURY CA



The Alpina behaves in a way you might not expect of a luxury saloon.

Take the C2, 2.7 litre for example, described appropriately enough by 'Fast Lane' as the "ultimate 3 Series."

Based on the much lauded 325i, it sports a 2.7 six cylinder engine that delivers 210 bhp.

But more importantly though, that extra power sits on top of an integrated suspension, wheel and tyre combination that keeps the whole thing planted firmly on the road.

"The ride and handling combination is always a particularly tricky one to get right," said Autocar recently, "but somehow Alpina always seem to succeed."

It's a success that's bred from more than simply the inspired assembly of a

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Together with progressive rate springs and large diameter wheels (both exclusive to Alpina) they produce a formidable unit.

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Then there's the B11, 7 Series.

Fitted with the same engine as the 6 Series it could achieve an academic 154 mph with ease.

Last but not least, there's the brand new B10, 3.5 which stems from BMW's new and highly esteemed 5 Series.

Whichever Alpina you choose, you now know you have a car that is fast yet never furious.

Autocar thought the B11 "delightfully quiet and refined, spacious and comfort-

able and sumptuously furnished in that restrained, tasteful manner BMW does so well."

Sentiments that would no doubt be gracefully acknowledged by Burkard Bovensiepen, Alpina's enigmatic founder.

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Though a further dealer, L & C Auto Services of Tunbridge Wells has recently been appointed to sell them.

You'll find the Alpina line-up at either. But don't hang around. As we said, they do tend to go rather fast.



PERFORMANCE WITHOUT ALL THE PERFORMANCE

RESULTS

Spanish Grand Prix

STARTING GRID

11 A. Prost (McLaren-Honda V6 t/c) 1 min 24.134 secs	12 A. Senna (McLaren-Honda V6t/c) 1 min 24.067 secs
20 T. Boutsen (Benetton-Cos V8) 1 min 24.904 secs	5 N. Mansell (Williams-Judd V8) 1 min 24.269 secs
16 I. Capelli (March-Judd V8) 1 min 25.115 secs	19 A. Nannini (Benetton-Cos V8) 1 min 25.032 secs
28 G. Berger (Ferrari V6 t/c) 1 min 25.466 secs	6 R. Patrese (Williams-Judd V8) 1 min 25.217 secs
27 M. Alboreto (Ferrari V6t/c) 1 min 26.446 secs	1 N. Piquet (Lotus-Honda V6t/c) 1 min 25.648 secs
30 P. Alliot (Lola-Cos V8) 1 min 26.832 secs	15 M. Gugelmin (March-Judd V8) 1 min 26.578 secs
21 N. Larini (Osella-Alfa V8t/c) 1 min 27.012 secs	14 P. Streiff (AGS-Cos V8) 1 min 26.971 secs
29 Y. Dalmas (Lola-Cos V8) 1 min 27.187 secs	2 S. Nakajima (Lotus-Honda V6t/c) 1 min 27.171 secs
36 A. Caffi (BMS Dallara-Cos V8) 1 min 27.350 secs	17 D. Warwick (Arrows-BMW 4cyl t/c) 1 min 27.240 secs
23 P. Martini (Minardi-Cos V8) 1 min 27.407 secs	25 R. Arnoux (Ligier-Judd V8) 1 min 27.351 secs
3 J. Palmer (Tyrrell-Cos V8) 1 min 27.548 secs	26 S. Johansson (Ligier-Judd V8) 1 min 27.474 secs
24 L. Perez Sala (Minardi-Cos V8) 1 min 27.833 secs	22 A. de Cesaris (Rial-Cos V8) 1 min 27.798 secs
33 S. Modena (EuroBrun-Cos V8) 1 min 27.977 secs	18 E. Cheever (Arrows-BMW 4cyl t/c) 1 min 27.859 secs

Did not qualify:

10 B. Schneider (Zakspeed)	1 min 28.194 secs
32 O. Larrauri (EuroBrun)	1 min 28.664 secs
4 J. Bailey (Tyrrell)	1 min 29.066 secs
9 P. Ghinzani (Zakspeed)	1 min 29.503 secs

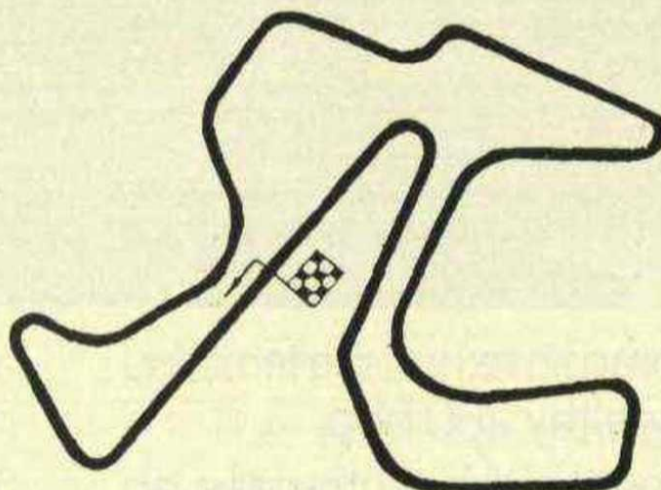
1988 WORLD CHAMPIONSHIP

DRIVERS	POINTS	CONSTRUCTORS	POINTS
1 Prost	84	1 McLaren-Honda	169
2 Senna	79	2 Ferrari	62
3 Berger	38	3 Benetton-DFR	38
4 Boutsen	25	4 Arrows-BMW	20
5 Alboreto	24	5 March-Judd	19
6 Piquet	16	6 Lotus-Honda	17
7 Warwick	15	7 Williams-Judd	16
8 Capelli	14	8 Tyrrell-DFZ	5
9 Nannini	13	9 Rial-DFZ	3
10 Mansell	12	10 Minardi-DFZ	1
11 Gugelmin	5		
Palmer	5		
Cheever	5		
14 Patrese	4		
15 de Cesaris	3		
16 Martini	1		
Nakajima	1		

LAP TIMES

		Qualifying Friday	Qualifying Saturday	Best Race Lap (on lap)
1 N. Piquet	Lotus 100T	1.28.015	1.25.648	1.29.304 (67)
2 S. Nakajima	Lotus 100T	1.28.840	1.27.171	1.32.296 (13)
3 J. Palmer	Tyrrell 017	1.27.582	1.27.548	1.32.315 (2)
4 J. Bailey	Tyrrell 017	1.30.125	1.29.066	DNQ
5 N. Mansell	Williams FW12	1.25.898	1.24.269	1.27.999 (57)
6 R. Patrese	Williams FW12	1.27.504	1.25.217	1.28.861 (71)
9 P. Ghinzani	Zakspeed ZK881	1.29.824	1.29.503	DNQ
10 B. Schneider	Zakspeed ZK881	1.31.144	1.28.194	DNQ
11 A. Prost	McLaren MP4/4	1.26.735	1.24.134	1.27.845 (60)
12 A. Senna	McLaren MP4/4	1.24.775	1.24.067	1.28.273 (60)
14 P. Streiff	AGS JH23	1.28.099	1.26.971	1.31.853 (15)
15 M. Gugelmin	March 881	1.27.414	1.26.578	1.29.890 (40)
16 I. Capelli	March 881	1.26.221	1.25.115	1.29.197 (40)
17 D. Warwick	Arrows A10B	1.28.473	1.27.240	1.30.390 (29)
18 E. Cheever	Arrows A10B	1.29.305	1.27.859	1.30.186 (45)
19 A. Nannini	Benetton B188	1.26.673	1.25.032	1.28.576 (31)
20 T. Boutsen	Benetton B188	1.25.551	1.24.904	1.28.711 (54)
21 N. Larini	Osella FA11	1.28.417	1.27.012	1.32.303 (4)
22 A. de Cesaris	Rial ARC1	1.28.315	1.27.798	1.30.363 (21)
23 P. Martini	Minardi M188	1.27.826	1.27.407	1.32.017 (14)
24 L. Perez Sala	Minardi M188	1.28.694	1.27.833	1.31.246 (41)
25 R. Arnoux	Ligier JS31	1.29.157	1.27.351	no time
26 S. Johansson	Ligier JS31	1.28.009	1.27.474	1.31.511 (48)
27 M. Alboreto	Ferrari	1.29.034	1.26.447	1.31.310 (10)
28 G. Berger	Ferrari	1.27.796	1.25.466	1.28.716 (70)
29 Y. Dalmas	Lola LC88	1.29.688	1.27.187	1.31.063 (29)
30 P. Alliot	Lola LC88	1.27.927	1.26.832	1.30.366 (63)
31 G. Tarquini	Coloni CF188			did not pre-qualify
32 O. Larrauri	EuroBrun ER88	1.31.366	1.28.664	DNQ
33 S. Modena	EuroBrun ER188	1.30.759	1.27.977	1.32.263 (36)
36 A. Caffi	BMS Dallara F188	1.27.907	1.27.350	1.30.039 (54)

JEREZ 4.218km



RESULTS

Spanish Grand Prix, Jerez, October 2 72 laps of 4.218km circuit (303.696/188.708 miles)

Pos	Driver	Car/Engine	Time
1st	Alain Prost	McLaren MP4/4-Honda V6t/c	1h48m43.851s
2nd	Nigel Mansell	Williams FW12-Judd V8	1h49m10.083s
3rd	Alessandro Nannini	Benetton B188-Cosworth V8 DFR	1h49m19.297s
4th	Ayrton Senna	McLaren MP4/4-Honda V6t/c	1h49m30.561s
5th	Riccardo Patrese	Williams FW12-Judd V8	1h49m31.281s
6th	Gerhard Berger	Ferrari F1/87-88C-Ferrari V6t/c	1h49m35.664s
7th	Mauricio Gugelmin	March 881-Judd V8	1h49m59.815s
8th	Nelson Piquet	Lotus 100T-Honda V6t/c	1h50m01.160s
9th	Thierry Boutsen	Benetton B188-Cosworth V8 DFR	1h50m01.506s
10th	Alessandro Caffi	BMS Dallara F188-Cosworth V8 DFZ	1 lap behind
11th	Yannick Dalmas	Lola LC88-Cosworth V8 DFZ	1 lap behind
12th	Luis Perez Sala	Minardi M188-Cosworth V8 DFZ	2 laps behind
13th	Stefano Modena	EuroBrun ER188-Cosworth V8 DFZ	2 laps behind
14th	Philippe Alliot	Lola LC88-Cosworth V8 DFZ	3 laps behind
15th	Stefan Johansson	Ligier JS31-Judd V8	retired on lap 63
16th	Eddie Cheever	Arrows A10B-BMW 4 cyl t/c	retired on lap 61
17th	Ivan Capelli	March 881-Judd V8	retired on lap 46
18th	Derek Warwick	Arrows A10B-BMW 4 cyl t/c	retired on lap 42
19th	Andrea de Cesaris	Rial ARC1-Cosworth V8 DFZ	retired on lap 38
20th	Philippe Streiff	AGS JH23-Cosworth V8 DFZ	retired on lap 17
21st	Michele Alboreto	Ferrari F1/87-88C-Ferrari V6t/c	retired on lap 16
22nd	Pier-Luigi Martini	Minardi M188-Cosworth V8 DFZ	retired on lap 16
23rd	Satoru Nakajima	Lotus 100T-Honda V6t/c	retired on lap 15
24th	Nicola Larini	Osella FA11-Alfa Romeo V8t/c	retired on lap 10
25th	Jonathan Palmer	Tyrrell 017-Cosworth V8 DFZ	retired on lap 5
26th	René Arnoux	Ligier JS31-Judd V8	retired on lap 1

Fastest Lap: A. Prost 1m27.845 secs on lap 60; 172.859kph (107.409mph)
Winner's Average Speed: 167.586 (104.133mph) Conditions: Hot and dry.

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10.00-19.00 · Adult £5.00 Child £2.50

Sunday 8th January

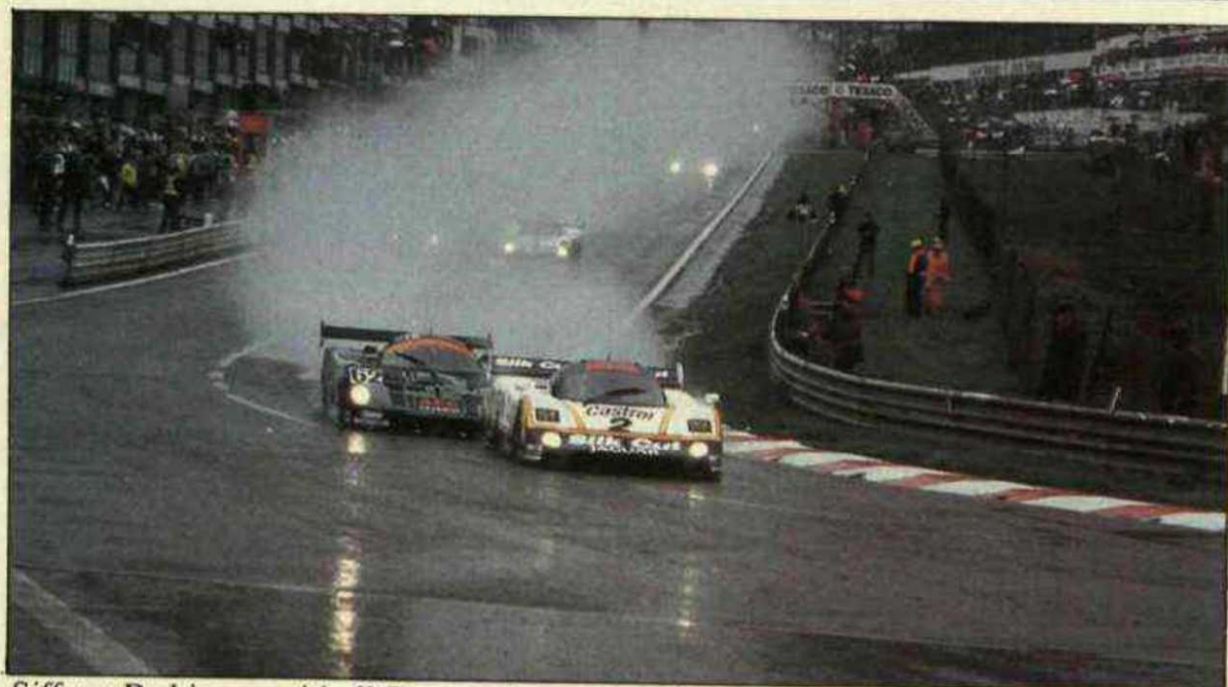
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FOCUS
EVENTS



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WORLD SPORTSCAR CHAMPIONSHIP



Siffert v Rodriguez revisited? Lammers beats eventual winner Baldi into Eau Rouge, lap one.

Second is Good Enough



TWR found plenty to be chuffed about at Spa, losing the battle but winning the war.

Second place is never as good as winning, but it gave good cause for celebration at Spa-Francorchamps in September, providing the Tom Walkinshaw-directed Jaguar team its second successive World Championship, and enabling Martin Brundle to go ahead in the driver's title-chase for the first time.

Last year Jaguar wrested the teams' championship from the safekeeping of Walter Brun and Porsche, and this season the British marque has defended successfully from the AEG Sauber Mercedes team.

The going has got tough since Le Mans, though, and the Saubers have looked stronger each time they come out. In recent races they have shown a superior fuel-economy on wet tracks, and Michelin has produced a rain-tyre which equals anything from Dunlop's depot. The sight of McLaren's designer Steve Nichols with the Sauber team at Spa, checking Leo Ress' design for the C10, suggests that the Swiss-German team's involvement next year will be one of total commitment.

Just 60 miles, and three weeks, apart, the Nürburg and Spa-Francorchamps races were held in equally beautiful settings, but were equally spoiled by dark grey clouds which meandered among the pines, drizzling constantly.

A feature of the German race (MOTOR SPORT, October 1988) had been the ability of the Sauber C9 to run for 110 minutes, (admittedly behind the pace car for 36 minutes), enabling Jean-Louis Schlesser and Jochen Mass to get away with one stop in the first heat, rather than the two stops made by the Jaguars.

At Spa, the fuel consumption of the Jaguars became so bad in the early stages of the race that Eddie Cheever's XJR-9 simply ran out of petrol at the "bus-stop" chicane, an uphill section which gave him no lucky breaks, because neither he nor the team, in radio contact, actually believed that the reading could be so bad. The American, running fourth after two hours, rolled to a stop a few minutes after being told to go round again.

Fortunately, Martin Brundle had not stepped into the car at that point, and was able to convert easily to Jan Lammers' car, which was third behind the two Saubers, but lapped. The Dutchman was cruising round, crunching his gears once or twice, seemingly in terrible trouble with his transmission.

Perhaps not, though. The No 2 Jaguar was drinking fuel as well, but a new electronic control unit (ECU) seemed to bring it back on schedule, for soon Brundle was blasting past the pits at full speed in a completely healthy car. He was still third, still lapped, but the car no longer looked like an imminent retirement.

"The gearbox?" Lammers said with a sly grin. "You mean, when I missed gears in front of the Mercedes pit? I had to cruise round for a few laps because of the fuel, so I thought I'd make it look good!"

There is a humour in Group C racing. An hour later Stefan Johansson went past the pits in Mauro Baldi's Sauber, doing about half his normal speed. Brundle took four seconds off him in one lap, but none the next time around. Johansson admitted to having had a clutch problem, saying he nursed the clutch for a few laps and it recovered perfectly. No-one drives at half-speed past the pits with a soft clutch pedal, though, and it seemed that the opposition was getting its own back.

The last ten minutes of qualifying had been electrifying, Baldi claiming pole position on the last lap of the dry morning session at 2min 02.25sec, nearly two seconds quicker than Mike Thackwell had gone twelve months previously in the Sauber. With an average of 126.99 mph, the Spa track is now getting back into the "fast" league, the old public-road sections always having been very quick but the new link-section quite slow.

Until that last moment Lammers had pole position at 2min 03.11sec, Baldi being a couple of tenths slower followed by Cheever on 2min 03.84sec. Schlesser improved to

Spa-Francorchamps 1000km

2min 03.65sec, complaining of a baulky third gear, and the four cars from rival teams were then covered by 0.73 seconds.

The form of the Jaguars was quite amazing: without the help of a turbo control they had cut last year's times by nearly three seconds, the improvements attributed by the drivers to a better chassis, better tyres and a more powerful engine. The V12 has now undergone special development for fast tracks, and was developing all of 750 bhp at Spa, clearly losing little or nothing to the Mercedes twin-turbo V8.

Pedro and Seppi might have been laughing out loud as Jan and Mauro went side-by-side down the hill into Eau Rouge for the first time, the Jaguar and the Sauber practically touching at the approach to the left-right sweep. They were much closer together than the Porsche 917s had been before they collided in 1970, and conditions were far wetter; but the two drivers, both headstrong at times and from opposite ends of Europe, managed not to make contact, Baldi yielding at the critical moment. Not until the two cars

went from view safely heading for Les Combes did everyone breathe out. Jochen Mass was far from our view when he spun the Sauber spectacularly at Blanchimont, continuing safely.

Lammers opened a spectacular lead of nine seconds on the opening lap, negotiating Eau Rouge for the second time as Baldi braked for La Source, but settled for a 13-second advantage on the second lap. He looked the hero of the race, and might have been but for a punctured rear tyre as he started his sixth lap. The pit-stop dropped him to seventh place, 46 seconds behind Baldi and Mass, whilst Cheever was already falling back with his eye on the fuel computer.

As the Ferraris proved at Silverstone to everyone's surprise, today's high-downforce cars can use more fuel in the rain than on a dry track. The use of lower gears, higher engine speeds and more wheelspin can all conspire to confuse and defeat modern computer-controlled management systems — certainly to Jaguar's detriment until a new microchip was put into Lammers' car — yet the Saubers

were unscathed . . . the drivers had so much torque that they could stick them into fifth gear and leave them there all the way round, except for La Source! Therefore they had no traction problems, little wheelspin and excellent consumption.

The race settled down in the third hour with Schlesser leading Johansson, Brundle a lap down in the Jaguar, and the opposition far behind.

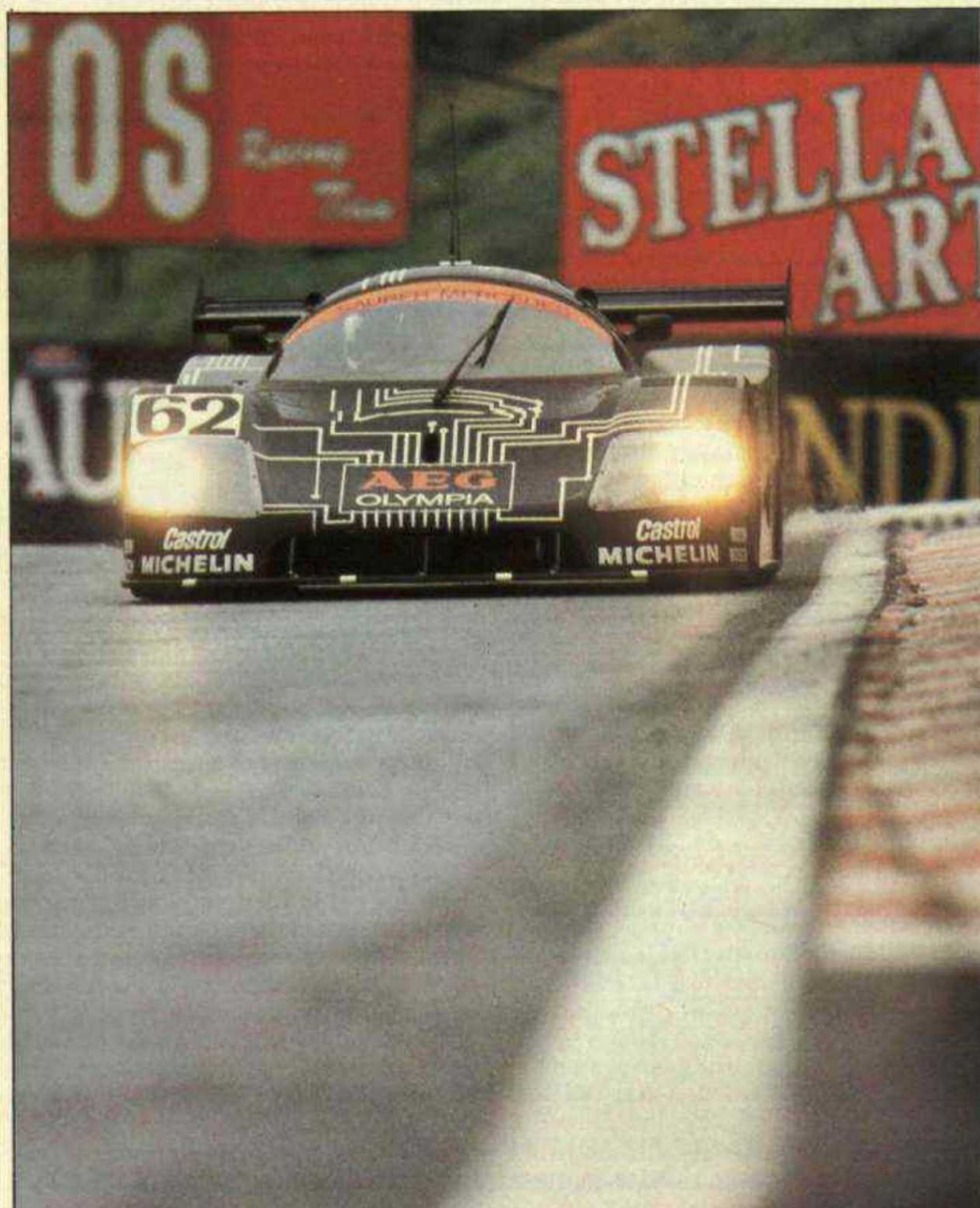
Derek Bell and Martin Donnelly had easily the best Porsche, Richard Lloyd's unique 962C, but the engine failed at half-distance. Bob Wollek retired his Joest Racing Porsche after an hour as the Dunlop rain tyres lacked grip (the entrant pointing out that the ex-works car had not been set up properly for the conditions), and in the second half of what proved to be a six-hour time-elapsed race, the only competitive Porsche remaining was the Brun Motorsport 962C driven by Oscar Larrauri and Manuel Reuter.

Fifth and sixth overall, eventually, were the two "works" BP Spice entries, Thorkild Thyrring/Almo Copelli two laps ahead of Gordon Spice/Ray Bellm, who had driven half the race without a windscreen-wiper. Their performances were superb, as usual, Thyrring's car covering 94.4% of the winner's distance on merely 71% of the fuel allocation, something the C1 car designers might ponder when they have the time. Next year, Spice Engineering will be a C1 competitor, although the power-unit has not yet been chosen.

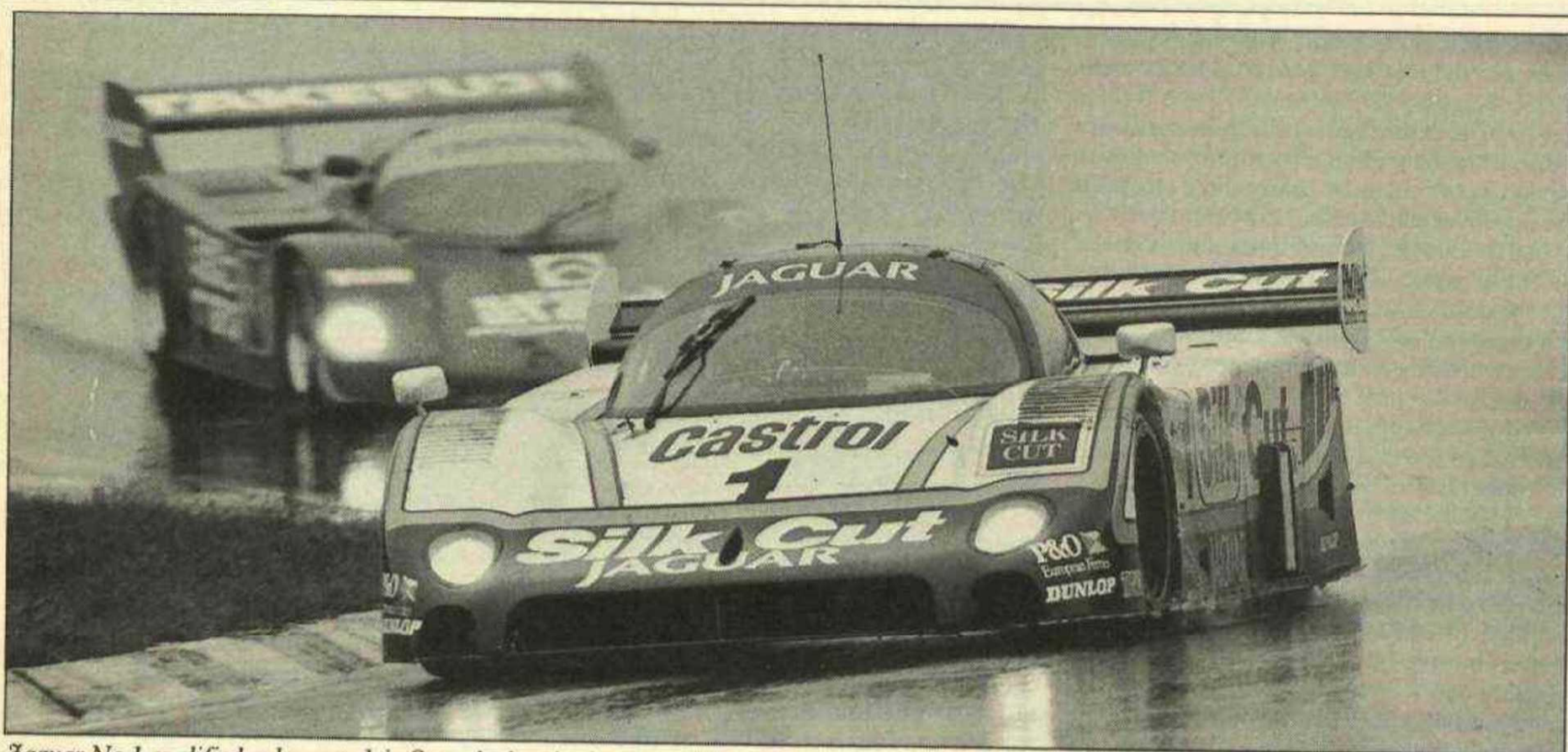
The Spa "six hours" went to sleep in the middle, but came back to life when Mass lost four laps having the right-rear top suspension-link changed. It had fractured, for no reason anyone could think of, and dropped Mass and Schlesser down to third position. The Frenchman thus lost his lead in the driver's championship, but by then it was far too late for him to switch to Baldi's car.

Brundle led for a while when the Sauber made its last stop, but fell back when the Jaguar needed its last 37 litres, and a frenzied dash to catch Baldi just failed to produce a victory. The entire TWR team settled for second place in the last few minutes, and told Brundle to take it easy in worsening conditions, since the secure second place would give Jaguar what it went for: the World Championship, no less. The reason for doing it in the first place.

Having won the Daytona 24-Hours, the Le Mans 24-Hours and the World Sports-Prototype Teams' Championship in a single year, Sir John Egan and Tom Walkinshaw had every reason to be pleased with themselves after the Belgian race. At times it seems hard to remember that between 1982 and 1986 there was little to relieve the tedium of Porsche successes, so reliable that even the Stuttgart manufacturer welcomed competition. Now Silk Cut Jaguar is the top team, but the pressure from Switzerland is not going to lessen next season. **MLC**



WORLD SPORTSCAR CHAMPIONSHIP



Jaguar No 1 qualified only seventh in Saturday's rain, but surged to the fore on race day while German and Japanese opposition evaporated.

Brundle's Day

Martin Brundle took a sabbatical from Formula One racing in order to win the World Sports-Prototype Championship for Drivers, and the ambition was realised at Fuji on October 9 when he and Eddie Cheever won the Japanese 1000km in their Jaguar XJR-9.

Brundle's season began with a rousing victory in the Daytona 24-Hours, and he continued to win five World Championship events (of ten to date) and wrest the title from the eager clutches of Jean-Louis Schlesser for Sauber Mercedes.

Their contest was neck-and-neck before the penultimate round at Fuji. With four victories to his credit Brundle needed to win or finish second to become champion, while, with three to his credit, Schlesser needed to win with Brundle placed lower than fourth. Given the impressive reliability of both cars, the odds were in the Englishman's favour despite the recent excellent form of the Swiss cars, and as the race developed Sauber's prospects went from bad to worse.

Fifth place was the best Schlesser could muster in the C9/88 he shared with Jochen Mass and Kenny Acheson, delayed once by a minor electrical fault and again by a turbo-charger wastegate problem. The dark-blue car finished four laps behind the Jaguar, which had had a perfect run from start to finish.

Mauro Baldi led for most of the first hour in the second Sauber. But it was just as well for Schlesser that he didn't go into Baldi's car, because 70 minutes from the end a brake-disc shattered as the Italian braked at the end of the one-mile, 200mph straight, ripping a tyre.

Baldi was extremely lucky to stop in the run-off area with only light damage at the front, Volker Weidler also spinning the Kremer team's Porsche into retirement to avoid the Sauber, and its brake-caliper which was bouncing along the road in front of him!

An intriguing sideline to the race was news that both Alain Prost and Martin Brundle have been made handsome offers to join the Sauber Mercedes team next year, a fact which indicates just how seriously the Stuttgart manufacturer is taking the business of sports-car racing!

It hardly seems likely that Prost will consider seriously any offer that would dilute his commitment to Grand Prix racing in 1989, yet the story would hardly have leaked if the Frenchman had been unequivocal, and by the same token Brundle is considering the approach very seriously. With Eddie Cheever almost certain to leave the Silk Cut Jaguar team (with regret, in order to concentrate on single-seater racing), Tom Walkinshaw is faced with the prospect of rebuilding his immensely successful team around just one man, Jan Lammers.

The Japanese race is likely to have been significant in a number of ways. It may have been the last 1000km World Championship race, since FISA wants to change the format to shorter events. It was the last appearance of a Porsche factory Group C car, a 962C sponsored by Omron, which Klaus Ludwig and Price Cobb steered to a strong second position, and of a car in Rothmans colours, the Japanese subsidiary now having ended its support of Vern Schuppan's local team; it was



Brundle — sabbatical from F1 vindicated.

also the last World Championship race of Louis Krages — alias "John Winter", winner at Le Mans in 1985 — whose third place with Frank Jelinski in the Joest Racing Porsche will almost certainly allow him to retire from the sport clutching the coveted Porsche Cup.

Fuji was also the first meeting this year of all six major manufacturers with an interest in Group C — Jaguar, Mercedes, Porsche, Toyota, Nissan and Mazda — with the prospect of being more keenly contested than ever before.

Mazda's 767 quad-rotor car is never likely to be a leading runner, but Nissan's R88C has

Fuji 1000km

ample power from its racing-design, twin-turbo V8, and Toyota's V8 powered 88C-V was an unknown quantity for the Europeans. For some reason Nissan has never mastered the combination of speed with good fuel consumption, but Toyota has usually offered good competition.

Helped by a unique 3.2-litre water-cooled engine, Hideki Okada set a new qualifying record in the From A Racing Porsche shared with Stanley Dickens, establishing a new mark at 1min 18.210sec (127.85mph). Also under the previous record were Masahiro Hasemi in the Nissan (making the front row a Bridgestone preserve) and Mauro Baldi on Sauber's first visit to Japan.

Heavy drops of rain were already hitting the windscreens as the best times were made, Klaus Ludwig managing fourth quickest in the works Porsche which was sold to Vern Schuppan straight after the race, and competed in the colours of his sponsor, Omron. Within minutes the track was wet, then flooding, and conditions remained bad all day.

The Jaguars were just inside 80 seconds: good times, but as Brundle pointed out, "We lose 100 rpm on the straight with qualifying tyres, due to the extra drag, and we need a turbo boost-knob to overcome it."

Joest's No 7 Porsche, another ex-works car for Bob Wollek and Harald Grohs, was slow and visibly difficult to handle in the rain, and overnight it was converted from Dunlop cross-ply tyres to Goodyear's radials. The track was dry all day on Sunday, against all expectations, so the team probably didn't gain anything, but Baldi certainly caused Sauber some anxiety by spinning and damaging his race car during the Sunday warm-up. A new nose panel and mounting points repaired the physical damage, but the brake-pads had not had time to bed-in properly . . .

There are very few circuits nowadays where racing cars can run at 200mph for more than a second or two, and Fuji's long straight provides a good quota of excitement as drivers slipstream and weave, looking for overtaking opportunities. Inches apart sometimes, they give some idea of the excitement of American oval racing, and there was one especially tense moment when Ludwig and Lammers ganged up on race leader Baldi and tried to block him into turn one. Later, Cheever found himself sandwiched between two Porsches in the braking area and scraped both while lapping them, expecting his Jaguar to pop out like a cork!

Baldi led for most of the first hour, though never more than a blink ahead of Ludwig, Lammers and Mass, whilst in their slipstream were Wollek, Geoff Lees' Toyota, Okada and Cheever. After 45 minutes, however, Baldi was heading for the pits with next to no braking, and new pads and a fluid top-up did not do much good. Only a few minutes later Jan Lammers' Jaguar hit a barrier hard when the left-front tyre blew out, evening up the

contest once again.

In the second hour Kenny Acheson, recruited to the Sauber team, maintained a lead of almost half-a-minute on Cheever's Jaguar, and Schlessler went into the lead Sauber for the third stint.

Brundle took the Jaguar out at the same time, and gratefully seized the lead when Schlessler made an unscheduled stop. The engine was misfiring, due to fuel pick-up the Frenchman guessed, but it did not happen again and later the probable cause was pinpointed to an electrical surge, cured by flicking the ignition switch off and on.

The Jaguar was fairly secure in the lead from that point, and Brundle made it sound completely routine when he ticked the progress sheet at the finish: "We had the best car, we had a perfect race . . . no moments, no missed gears, no time lost at all." And that, of course, is how championships are won.

Nowadays the Porsche 962C chassis seem dated on most tracks, but they remain competitive at Le Mans, and at Fuji. Ludwig and the American Price Cobb kept well up with the lead contest throughout, the IMSA driver finding the Group C car much heavier, with higher downforce, but speeding up as he gained confidence.

The two Joest Porsches kept in touch as well, as did the From A Porsche team. Wollek went out unexpectedly with a suspected piston failure, but Jelinski and "Winter" had no difficulty in claiming third place.

For Schlessler, the turning point came in the fourth hour, when a small bolt fell out of the Mercedes' turbo wastegate. Boost pressure dropped at once, and another unscheduled stop was needed, dropping him to an eventual fifth place.

"You are talking to an ex-champion . . . non, a non-champion," said the Parisian, struggling to find the right words. Even if Brundle had retired unexpectedly, the Sauber would still have needed to overtake three

Porsches which were going well, and they were just too far ahead for this to be a realistic possibility.

Thorkild Thyrring and his Le Mans co-driver Eliseo Salazar won the poorly-supported C2 category with ease in the works Spice-Cosworth, World Champions Gordon Spice and Ray Bellm having retired with a rare engine failure. They were followed in second place by Costas Los and his American co-driver Tom Hessert, both of whom found Fuji to be very hard work.

The C2 cars are virtually as quick as the C1s through the turns and generate just as much g-force, but with a smaller fuel-allocation the drivers have individual stints perhaps 50% longer. "It's the last ten laps that hurts, it can be hell," commented Thyrring, an extremely fit Dane.

The Japanese cars were disappointing, the Nissans not being much quicker than the Spice C2 cars in race trim and finishing ninth and twelfth. Both Toyotas had gearbox problems, and the new V8 cars were generally so underdeveloped that Geoff Lees was prepared to resign on the spot, while Yojiro Terada and David Kennedy finished 14th in the IMSA GTP-class Mazda.

Again, unfortunately, the Nipponese manufacturers had had an inauspicious race, and one can understand their reluctance to commit themselves to the entire World Championship. **MLC**



The last scheduled appearance of a works 962C netted second place for Ludwig/Cobb.



Best finisher among the local entries was the second NISMO Nissan, ninth.

RESULTS

Sportscars

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP Round 9, Spa 1000km, September 18

QUALIFYING TIMES

Baldi/Johansson	Sauber	2m02.25s
Lammers/Dumfries	Jaguar	2m03.11s
Schlesser/Mass	Sauber	2m03.65s
Brundle/Cheever	Jaguar	2m03.84s
Wollek/Barilla	Porsche	2m06.74s
Reuter/Larrauri/Brun	Porsche	2m08.68s
Winter/Jelinski	Porsche	2m09.25s
Bell/Donnelly	Porsche	2m09.90s
Larrauri/Brun/Reuter	Porsche	2m12.42s
Lechner/Franzmaier/Dauer	Porsche	2m12.49s
Lee-Davey/Dodd-Noble	Porsche	2m13.96s
Los/Taylor	Spice	2m14.43s
Salamin/Lavaggi	Porsche	2m15.34s
Coppelli/Thyrring	Spice	2m16.59s
Spice/Bellm	Spice	2m16.66s
Adams/Williams/Jones	Spice	2m17.22s
Chauvet/Smith/Sheldon	Argo	2m17.33s
Ballot-Lena/Ricci	Spice	2m18.31s
Randaccio/Taverna/Gellini	Tiga	2m21.56s
Barberio/Veninata/Stingbrance	Tiga	2m22.99s
Lombardi/Sotty/Lecerf	Spice	2m24.80s
Jacobelli/Piper	Argo	2m26.29s
Heuclin/Lacaud/Descartes	ALD	2m27.18s
Rousselot/Messaoudi	Argo	2m29.13s
Oudet/Ferrarin/Witmeur	Tiga	2m29.60s
Olivar/Hynes/Musetti	Tiga	2m31.62s
Tremblay/Mercer/Bennett	ALD	2m34.89s

RACE RESULTS

1st	M. Baldi/S. Johansson	5.0t Sauber-Mercedes C9	C1	6h01m34.23s
2nd	J. Lammers/M. Brundle	7.0 Jaguar XJR9	C1	6h01m58.79s
3rd	J.-L. Schlesser/J. Mass	5.0t Sauber-Mercedes C9	C1	139 laps
4th	O. Larrauri/M. Reuter	3.0t Porsche 962C	C1	138 laps
5th	T. Thyrring/A. Coppelli	3.3 Spice-Cosworth SE88C	C2	134 laps
6th	G. Spice/R. Bellm	3.3 Spice-Cosworth SE88C	C2	132 laps
7th	A. Salamin/G. Lavaggi	3.0t Porsche 962C	C1	129 laps
8th	T. Lee-Davey/T. Dodd-Noble	3.0t Porsche 962C	C1	129 laps
9th	R. Jones/J. Williams/N. Adams	1.8t Spice-Hart SE87C	C2	127 laps
10th	J. Sheldon/R. Smith/P. Chauvet	3.3 Argo-Cosworth JM19C	C2	126 laps
11th	R. Piper/O. Jacobelli	3.3 Argo-Cosworth JM19C	C2	126 laps
12th	P.-A. Lombardi/B. Sotty/T. Lecerf	3.0 Spice-Cosworth SE86C	C2	123 laps
13th	P. Barberio/V. Veninata/"Stringbrance"	3.3 Tiga-Cosworth GC288	C2	123 laps
14th	J. Messaoudi/P.-F. Rousselot	3.0 Argo-Cosworth JM19C	C2	122 laps
15th	R. Randaccio/L. Taverna/M. Gellini	3.3 Tiga-Cosworth GC288	C2	120 laps
16th	J.-L. Ricci/C. Ballot-Lena	3.3 Spice-Cosworth SE88C	C2	118 laps
17th	G. Tremblay/D. Mercer/L. Descartes	3.5 ALD-BMW	C2	113 laps
R	J. Winter/F. Jelinski	2.8t Porsche 962C	C1	115 laps
R	P. Oudet/J. Ferrarin/P. Witmeur	3.3 Tiga-Cosworth GC288	C2	87 laps
R	W. Lechner/E. Franzmaier/J. Dauer	2.8t Porsche 962C	C1	81 laps
R	L. Descartes/J. Heuclin/D. Lacaud	3.5 ALD-BMW	C2	67 laps
R	D. Bell/M. Donnelly	3.0t Porsche 962C	C1	63 laps
R	C. Los/W. Taylor	3.3 Spice-Cosworth SE87C	C2	56 laps
R	E. Cheever/J. Dumfries	7.0 Jaguar XJR9	C1	49 laps
R	W. Brun/O. Larrauri	3.0t Porsche 962C	C1	39 laps
R	B. Wollek/P. Barilla	2.8t Porsche 962C	C1	31 laps
R	O. Cohen/S. Hynes/V. Musetti	3.3 Tiga-Cosworth GC288	C2	17 laps

Fastest Lap: Lammers 2m22.12s: 175.995kph (109.381mph)

Round 10, Fuji 1000km, October 9

QUALIFYING TIMES

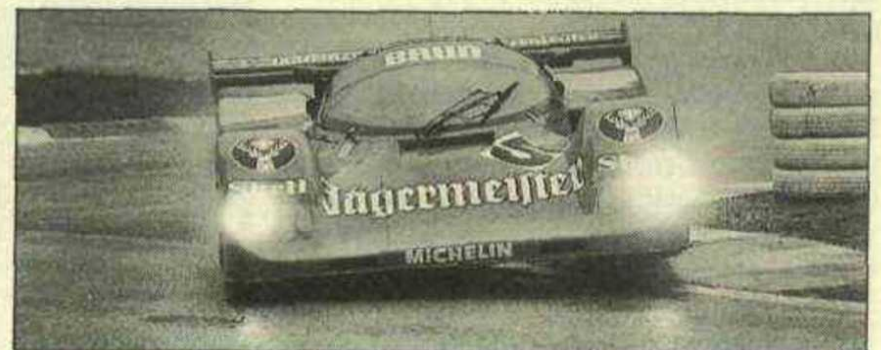
Okada/Dickens	Porsche	1m18.210s
Hasemi/Suzuki	Nissan	1m18.285s
Baldi/Streiff	Sauber	1m18.390s
Ludwig/Cobb	Porsche	1m18.950s
Lees/Sekiya/Suzuki	Toyota	1m19.360s
Lammers/Dumfries/Brundle	Jaguar	1m19.765s
Cheever/Nielsen/Brundle	Jaguar	1m19.815s
Mass/Acheson/Schlesser	Sauber	1m20.002s
Jelinski/"Winter"	Porsche	1m20.421s
Schuppan/Fouche/van der Merwe	Porsche	1m20.506s
Hoshino/Takahashi/Grice	Nissan	1m20.649s
Takahashi/Mogi	Porsche	1m21.168s
Bell/Redman	Porsche	1m21.545s
Eigh/Sala	Porsche	1m21.618s
Wada/Olofsson	Nissan	1m21.777s
Johansson/Barilla/Ogawa	Toyota	1m21.800s
Yorino/Katayama/Dieudonné	Mazda	1m21.844s
Wollek/Grohs	Porsche	1m22.196s
Moretti/Needell/Huysman	Porsche	1m22.205s
Giacomelli/Larrauri	Porsche	1m22.443s
Weidler/Reuter	Porsche	1m23.077s
Nagasaki/Hoshino/Kageyama	Porsche	1m23.441s
Terrada/Kennedy	Mazda	1m24.186s
Suzuki/Morimoto	Nissan	1m24.541s
Andskar/Gilbert/Scott	Toyota	1m24.575s
Spice/Bellm	Spice	1m24.844s
Thyrring/Salazar	Spice	1m25.557s
Ricci/Ballot-Lena	Spice	1m25.808s
Donnelly/Dauer/Sasaki	Toyota	1m26.127s
Los/Hessert	Spice	1m26.521s
Yoneyama/Fukuyama/Misaki	Dome	1m26.936s
Khan/Abrahams/Murphy	Spice	1m28.593s
Randaccio/Veninata	Tiga	1m28.691s
Lee-Davey/Dodd-Noble	Porsche	1m30.374s
Shiratori/Fujii/Fujieda	Mazda	1m32.609s

RACE RESULTS

1st	E. Cheever/M. Brundle	7.0 Jaguar XJR9	C1	5h28m05.941s
2nd	K. Ludwig/P. Cobb	3.0t Porsche 962C	C1	223 laps
3rd	F. Jelinski/"J. Winter"	3.0t Porsche 962C	C1	221 laps
4th	H. Okada/S. Dickens	3.0t Porsche 962C	C1	221 laps
5th	J.-L. Schlesser/J. Mass/K. Acheson	5.0t Sauber-Mercedes	C1	220 laps
6th	K. Takahashi/K. Mogi	3.0t Porsche 962C	C1	217 laps
7th	E. Eigh/M. Sala	3.0t Porsche 962C	C1	214 laps
8th	N. Nagasaki/K. Hoshino/H. Kageyama	3.0t Porsche 962C	C1	214 laps
9th	K. Hoshino/K. Takahashi/A. Grice	3.0t Nissan R88C	C1	214 laps
10th	V. Schuppan/G. Fouche/S. vd Merwe	3.0t Porsche 962C	C1	214 laps
11th	T. Thyrring/E. Salazar	3.3 Spice-Cosworth SE88C	C2	212 laps
12th	M. Hasemi/A. Suzuki	3.0t Nissan R88C	C1	210 laps
13th	C. Los/T. Hessert	3.3 Spice-Cosworth SE88C	C2	209 laps
14th	Y. Terada/D. Kennedy	1.3r Mazda 767	GTP	209 laps
15th	R. Randaccio/V. Veninata	3.3 Tiga-Cosworth GC288	C2	207 laps
16th	B. Giacomelli/O. Larrauri	3.0t Porsche 962C	C1	206 laps
17th	D. Bell/B. Redman	3.0t Porsche 962C	C1	192 laps
18th	J. Yoneyama/H. Fukuyama/K. Hisaki	3.0 Dome-Cosworth	C2	189 laps
19th	I. Khan/A. Abrahams/D. Murphy	1.8t Spice-Hart SE87C	C2	187 laps
20th	T. Shiratori/S. Fujii/T. Fujieda	3.9 Mazda 757	GTP	181 laps
21st	S. Johansson/P. Barilla/H. Ogawa	3.1t Toyota 88C-V	C1	161 laps
22st	G. Lees/M. Sekiya/K. Suzuki	3.1t Toyota 88C-V	C1	159 laps
R	J.-L. Ricci/C. Ballot-Lena	3.3 Spice-Cosworth SE88C	C2	spin
R	B. Wollek/H. Grohs	3.0t Porsche 962C	C1	engine
R	M. Baldi/P. Streiff	5.0t Sauber-Mercedes	C1	accident
R	V. Weidler/M. Reuter	3.0t Porsche 962C	C1	spin
R	T. Lee-Davey/T. Dodd-Noble	3.0t Porsche 962C	C1	electronics
R	M. Donnelly/J. Dauer/S. Sasaki	2.1t Sard-Toyota MC88S	C1	differential
R	Y. Katayama/T. Hoshino/P. Dieudonné	1.3r Mazda 767	GTP	transmission
R	J. Lammers/J. Dumfries	7.0 Jaguar XJR9	C1	accident
R	T. Wada/A. Olofsson	3.2t March-Nissan 87S	C1	engine
R	G. Moretti/T. Needell/H. Huysman	3.0t Porsche 962C	C1	exhaust
R	T. Suzuki/A. Morimoto	3.2t March-Nissan 87S	GTP	engine
R	S. Andskar/A. Gilbert-Scott	2.1t Toyota 87C	C1	suspension

Fastest Lap: Ludwig 1m21.795s: 196.736kph (122.272mph)

Teams Championship: Silk Cut Jaguar 345; 2. AEG Sauber 255; 3. Joest Racing 189; 4. Brun Motorsport 94; 5. Porsche AG 75; 6. Spice Engineering 70.
C2 Teams: 1. Spice Engineering 370; 2. Chamberlain Engineering 175; 3. Kelmar Racing 142; 4. GP Motorsport 100; 5. Ivey Engineering 78.
Drivers Championship: 1. Brundle 240 (255); 2. Schlesser 208 (224); 3. Baldi 183; 4. Cheever 170; 5. Mass 160; 6. Ludwig 145; 7. "Winter" 140 (143).
C2 Drivers: 1= Spice and Bellm 240 (260); 3. Thyrring 225 (237); 4. Coppelli 197; 5. Veninata 130; 6= Ricci and Ballot-Lena 101; 8. Los 100.



One Brun Porsche demonstrates now not to take La Source, with a practice spin, while the other shows the racing line through Spa's chicane.

Whither Mercedes?

If anyone is wondering how serious is Mercedes' involvement in motor racing today, they should note the reaction of the firm's public relations manager, Bernd Harling, when I speculated that, "if Mercedes wins at Le Mans next year . . .". He cut me short: "When Mercedes wins at Le Mans next year!"

From that source, I thought I should take serious note. Harling is a member of Mercedes' race committee, along with Dr Herman Hiereth and aerodynamicist Rüdiger Faul, and the impression given now is that no effort will be spared to take all the laurels away from Jaguar. Peter Sauber has a handshake agreement (surely as honourable as Jackie Stewart's was with Ken Tyrrell) to continue to the end of 1990, when we expect the current Group C to expire, and no decision has yet been taken beyond that.

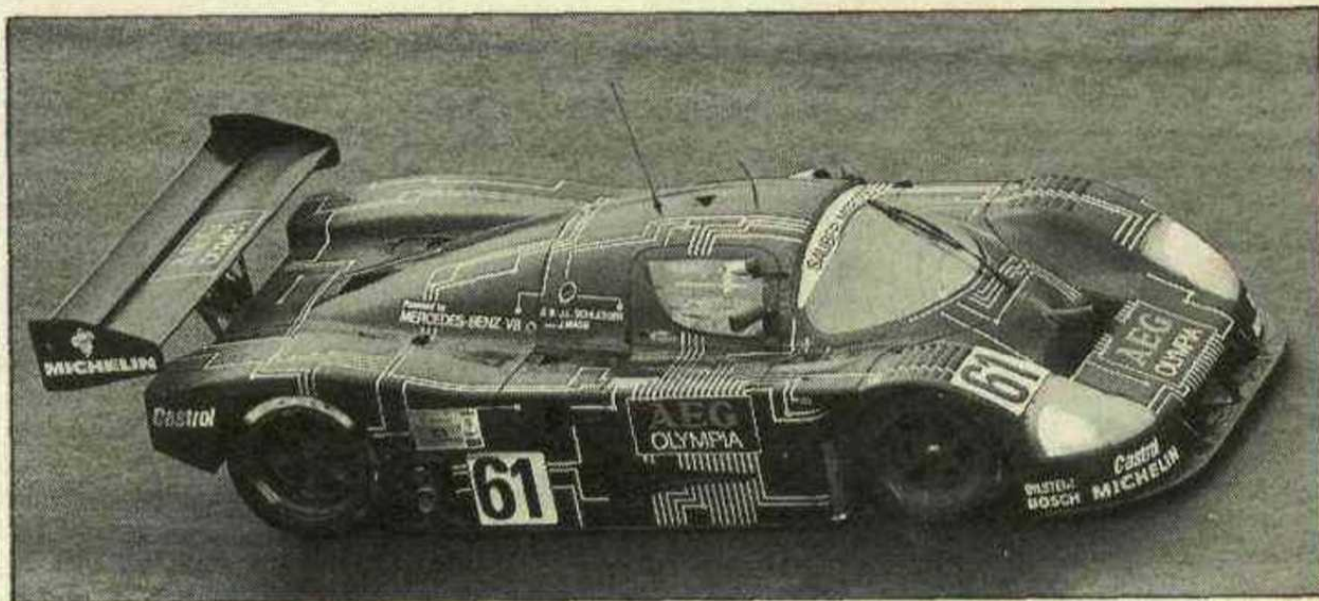
Many people expect an announcement at any time that Mercedes will return to Formula One, but Harling is determined to dampen these rumours: "We will decide this fall if we want to be involved in motor racing beyond 1990, and if so at what level. You needn't expect an announcement about Formula One because I doubt we'll make one."

"Logically we would have to decide whether to build a 3.5-litre racing engine, which appears to be necessary to remain in World Championship racing in 1991, and set to work on it. However, a sports-car engine would not be the same as a Formula One engine, but we'd hope we can postpone that decision."

It was suggested that Mercedes might prefer to remain in the field of sports-cars, competing against other manufacturers, rather than in Formula One which is much more about personalities — though the German Press is stating, not even in kind terms, that Mercedes is wasting its time competing in Group C and should face its responsibility to enter Formula One.

Harling also mentioned that "Indy is something else on the agenda", in the sense that an American racing programme is under discussion, and linked rumours of McLaren's involvement with this. Interesting, then, that McLaren designer Steve Nichols should have spent the weekend at Spa, attending team briefings as well.

It hardly seems likely they were talking CART racing, but entirely probable that Nichols was assessing the Group C effort, and preparing to check the design of the C10 in detail. Already designed by Leo Ress, this new Sauber will have a composite-materials chassis, new territory for Sauber and Mercedes. Any suggestions by Nichols about improving the design, in any way, would be very welcome at this time, and I would read no



Yes, there is humour in Group C. At Spa, Sauber No 61 sported a Prancing Horse badge and Italian flag alongside the name of controversial Grand Prix debutant Jean-Louis Schlesser!

more than that into the visit.

Nichols would also be interested in examining Mercedes' 5-litre V8 engine, which will have four-valve cylinder-heads next year. It will inevitably be a little heavier, perhaps more bulky too, and might have an effect on the C10's handling.

The more efficient four-valve heads are now an official part of Mercedes' future model policy (even diesel engines will have them in time), and the new SL sports-car which we expect to see at Geneva next Spring will be powered by a 24-valve in-line six-cylinder, or a 32-valve V8. The racing programme will therefore tie in nicely with the advent of new

"The German Press is saying that Mercedes is wasting its time in Group C, and should face its responsibility to enter Formula One"

technology, although the variable inlet-valve timing which will be featured on the road cars won't be seen in the Group C model.

Since becoming closely associated with Peter Sauber's team last December, on the strong recommendation of board member Professor Dr Werner Niefer, Mercedes has been able to establish clear virtues in its presence on the track, enhanced by success. Defeat by Jaguar in the team's championship will not have come as too much of a surprise — the real revelation of the season has been Sauber's competitive speed and consistency all season — but this title will be a main objective in 1989, along with winning at Le Mans.

Although Mercedes and Peter Sauber handled with great dignity their late withdrawal from this year's Le Mans due to concern over tyre-safety on the Mulsanne Straight, and generally heard nothing but sympathy for their predicament, they cannot afford to be caught out again in 1989. Only a victory, or something close, will expunge the embarrassment of the events of June, and I'd expect the entire resources of Daimler-Benz to be made available.

The relationship between Mercedes and Sauber is not the same as that between Jaguar and Tom Walkinshaw Racing. The former commissioned TWR to design, develop, build and race the XJR-series racing cars powered by Jaguar V12 engines, and even the power-units are wholly developed by TWR. The cars belong to Jaguar though, and the sponsors' contracts are with Jaguar.

Peter Sauber started his programme in 1985 with hidden help from certain people at Mercedes, and the Stuttgart manufacturer became involved officially only last December. Daimler-Benz produced the sponsor (AEG Olympia), further developed the twin-turbo engine, and greatly assisted with the development of the Hewland VGC transmission aided by the British company, Staffs Silent Gear Ltd.

That relationship has imperceptibly changed during the course of the season, and I judge that Mercedes is now fully in control of technical matters, leaving Peter Sauber, Max Welti and Dave Price to take care of the actual running of the cars.

Given that level of involvement today, Mercedes could move in pretty well any direction it wanted in the next two or three years, keeping (as Bernd Harling said) its options open for as long as possible. For sure, the three-pointed star is back on the circuits now, and its profile will become ever higher in the 1990s.

MLC

LETTER TO READERS

Dear Reader,

When people talk about an "Indian Summer" I am not quite sure what they mean, as I have never been to India and only really know about European summers. They used to happen around June or July, but seem to be getting later and later in the year as the decades go by. I tend to simplify problems which are beyond my control, so summer to me is any day when it is not raining!

For the past eight years one of my "summer days" has always been the first Saturday in October. On that day I take my bucket and spade and go to the seaside for a "summer holiday". Being a creature of habit (the habit of enjoying life) I always go to Weston-Super-Mare for my holiday by the sea, because the official summer holiday season of that popular town ends on September 30. From October 1 car parking is free through the winter, until the holiday season opens again in the following spring.

More important is the fact that on the first Saturday in October the Burnham-on-Sea Motor Club holds its annual speed-trials on the seafront road. The go-ahead Woodsprings District Council closes the road for the day, allowing competitors to blast up the seafront and return along the pedestrian promenade.

The seafront road is a very normal-width, slightly cambered and slightly curving stretch that runs from the Pier to the Hospital, and on this stretch a measured 500 metres (half a kilometre) is laid out, with elapsed-time beams and a terminal-speed beam. As the friendly Burnham Club fits some motorcycle demonstration runs into its full programme, I always take a racing motorcycle as well as my bucket and spade when I go for my summer holiday.

1988 marked the thirtieth consecutive running of the speed-trials by the Burnham-on-Sea Motor Club; before that the event was run by the Bristol Motor Cycle and Light Car Club, and the very first motoring event in Weston-Super-Mare dates back to 1913. To celebrate its thirty years, the Burnham Club arranged for four cars to put on a demonstration to open the meeting.

These four represented a cross-section of the thirty years. First to run was Bruce Spollon with his ERA R8C, the car originally raced by Earl Howe, then DSJ with the first of the works HWM-Jaguar cars (originally HWM 1 but now registered YPG 3), then came Tony Marsh with his four-wheel-drive V8-powered Marsh Special which he built for hill-climbing and sprinting in the 1960s and with which he has rejoined the hill-climb world, and finally the evergreen Roy Lane who borrowed his old Techcraft 4-litre V8 for the occasion.

For all four drivers the "demonstration" runs were serious practice runs for later events, Roy Lane clocking 137 mph through the speed-trap, while yours truly wound the HWM-Jaguar up to 93 mph.



The first factory HWM-Jaguar sports-car, originally registered HWM1 and raced by George Abecassis. DSJ last drove this car in October 1954 at Monthéry; 34 years later, thanks to present owner Clive Rides, the opportunity presented itself again, this time on a "demonstration" run.

Indian Summer

The event proper encompassed everything from Special Saloons to Cosworth DFL-powered Pilbeams, and competition in all the classes was vigorous to say the least. Since this was the final round in the British Sprint Championship, there was a "run-off" at the end of the day for the fastest twelve cars, regardless of class. By this time competitors had got the "feel" of the course, having done two practice runs in the morning and two in the afternoon class categories, so that the two "bonus" runs at the end of the day always witness some heroic times and terminal speeds. We were not disappointed this year.

I always enjoy watching someone do a professional job of work, and some of these "sprint" artists had to be admired as they unleashed virtual Formula One cars up the narrow seafront road.

Paul Edwards claimed the Championship title in his Techcraft-March V8, but Roy Lane in his DFL-powered Pilbeam was the Weston "man of the day". His six runs up the 500-metre course are a model example of what sprinting is all about:

- 11.70 sec: first practice run
- 11.44 sec: second practice run
- 11.31 sec: first competitive run
- 11.27 sec: second competitive run & FTD
- 11.30 sec: first run-off run
- 11.19 sec: second run-off run

On that last run, which was the final run of the day, his speed at the end of the 500 metres standing-start was 165 mph! On the Weston-Super-Mare promenade, not on a motorway.

The following day, Sunday October 2 (there was a Formula One race on the same day on a "mickey-mouse" circuit in the middle of nowhere in southern Spain, I am told), the Vintage Sports Car Club held its own event on the Weston-Super-Mare seafront, by courtesy of the local Council and the Burnham Motor Club. Last year the VSCC held a sprint

the day after the main event, and it was so successful that it is now an accepted part of the Weston Speed Weekend.

Restricted to vintage and post-vintage cars (ie, pre-war cars, the youngest of which was 50 years old, and the oldest 85 years old), the performances were naturally down on the Saturday event; but even so there were some stirring runs, with FTD going to the most famous of all ERA cars, R4D, driven by Anthony Mayman with a time of 14.70 seconds and a terminal speed of 122 mph.

Not to be left out of the Sunday fun and games, I persuaded my friend Peter Wheman, who fettles-up Lagondas among other VSCC-type cars, to let me share his 4½-litre Meadows-engined M45R. While we had a private needle-match for the car's best time and speed, we also got embroiled with David Roscoe in his 4.3-litre Alvis special. All day we had been striving to break the 20-second barrier, and on his last run David clocked 19.98 seconds, to the gloom of the Lagonda faction.

When quizzed about how he had found that little bit extra, David said "Oh, I took my jacket off for that run" — it was that sort of happy meeting.

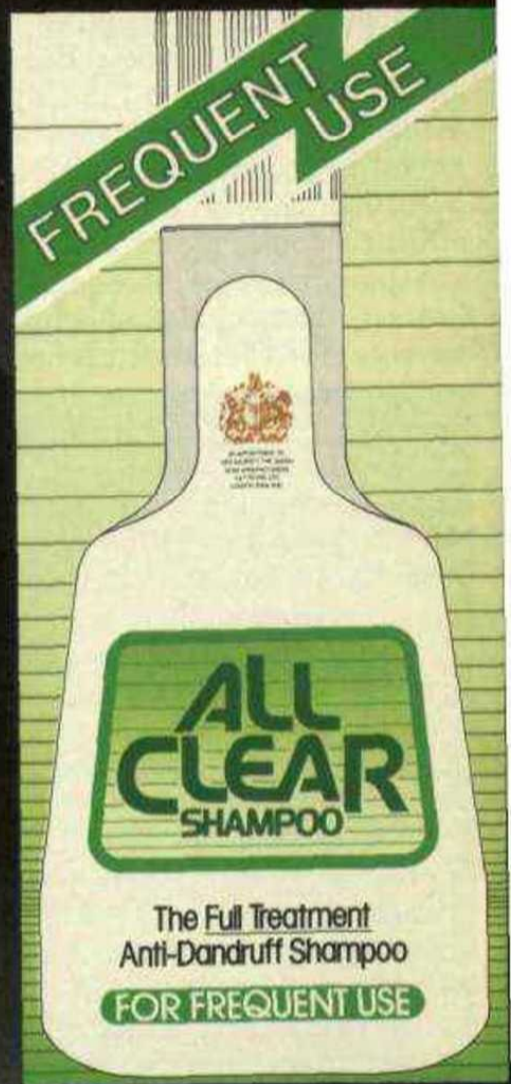
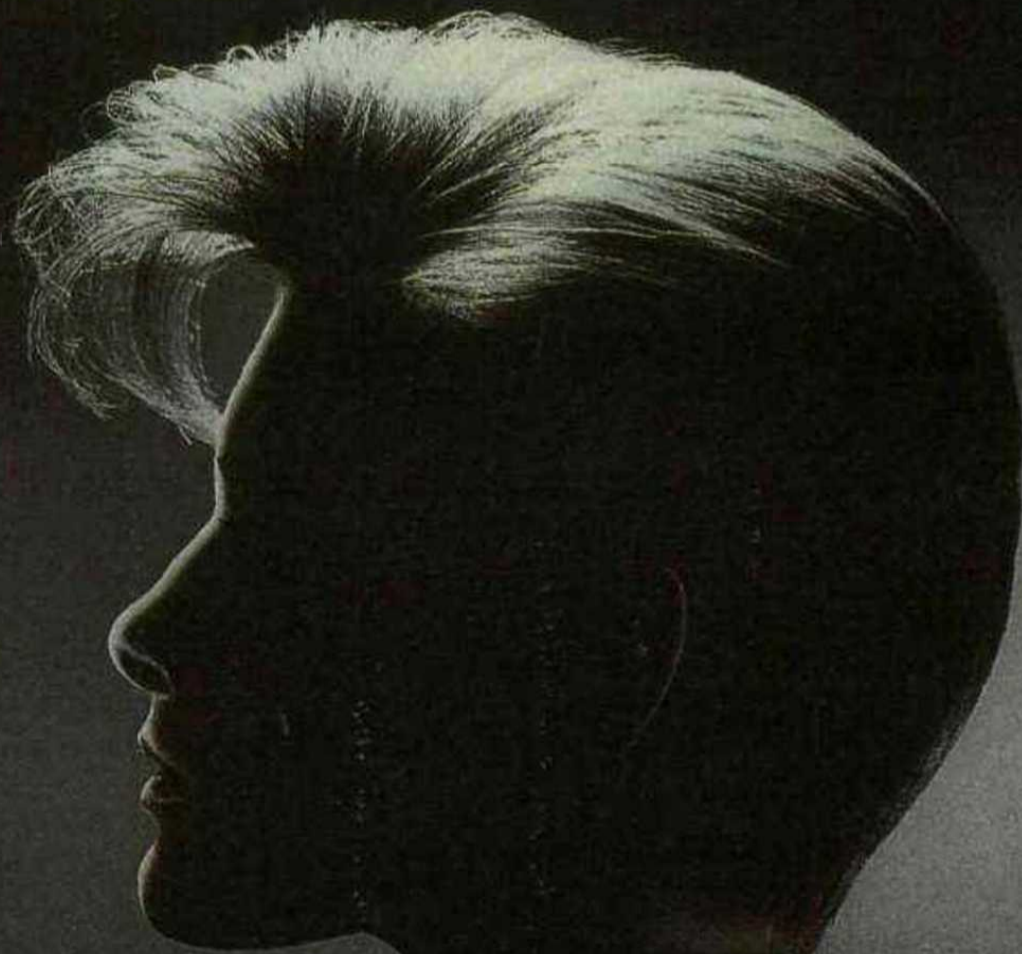
Meanwhile, down in southern Spain I am told that all the Formula One heroes were bitching and binding at each other and indulging in ungentlemanly actions on the track. But then the twisty little track at Jerez is that sort of place.

It is strange how you hear very little whining and whingeing at Spa-Francorchamps, the Osterreichring or Silverstone. On those circuits they have their work cut out being Grand Prix drivers, whereas at the "mickey-mouse" circuits they are *playing* at being Formula One drivers. There is a subtle difference, you know.

Yours, DSJ



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RALLY REVIEW

There can be no doubt that when the Bandama Rally of the Ivory Coast was first held in 1969 its organisers were stimulated by the success of the East African Safari Rally. The fame achieved by that splendid contest set up by Britons and Kenyans in English-speaking East Africa was the envy of the French-speaking West Africans, and their object was to create a rally not only to match the Safari but subsequently to better it.

As events have proved, this has neither happened nor even looked like happening, although in its early days the Bandama Rally did display considerable potential. It has actually become less and less popular, which is a great shame, for the world certainly needs endurance rallies to contrast the stunting conformity which has beset Europe and other areas where bowing to FISA's president has assumed greater importance than running honest-to-goodness competitions.

All international rallies organised by FISA-affiliated bodies are expected to follow the sweeping dictates of Place de la Concorde, but in areas of low population-density, where the advance of sterile tarmac has been slow across countryside largely unspoilt by the refinements of civilisation, such inflexible dogma has no place. Peremptory rule-making has already changed the character of some of the world's finest rallies, but no-one, not even Jean-Marie Balestre, can transform the Chyulu Hills or the Tai Forest into clinically-insulated autocross tracks where professional teams would perform under the terms of lucrative world television contracts.

The Bandama Rally had become an annual event before FISA's unwarranted interference in the affairs of rally organisers became significant, but despite various changes of style — all within the African counterpane — it never came up to match the Safari.

One ploy, which did save on both



Ambrosino's Nissan won a poorly-supported Ivory Coast Rally — the last as a world title round?

End of the Road?

manpower and results administration, was the scrapping of time-controls, except those at the start and finish of each leg, in favour of passage controls; another was to set impossible time-schedules, although this may have been through inexperience rather than by design.

Neither was successful. Indeed, when the timing was so tight in 1972 that no-one was able to complete the distance, the uproar approached battle proportions when the organisers refused to declare the event over at the last point where there were any runners (just two) and promptly announced that all prize-money would be withheld!

Eventually the creator of the event, the eccentric, gold-bedecked, plausible, hard-bargaining but nevertheless likeable French-

man Jean-Claude Bertrand (who did strange things such as buying the huge, 12-door — or was it 16? — Checker limousine which served as an airport taxi at Marquette, Michigan, using it as a service vehicle on the Press-on-Regardless Rally and then shipping it to Europe for the same purpose) handed over the reins to the Automobile Sport Federation of the Ivory Coast and promptly left the country to seek fortune elsewhere.

What he left was a country in which rally organising expertise was a rare commodity, so the Paris-based publicity company Promocourse was brought in not only to promote the event but to run the whole thing. It did a reasonable job, but two inadequacies showed up clearly — firstly it had no competitive rallying experience, and secondly it was not resident in the Ivory Coast.

These points become even more prominent when you consider that among the Safari, the Ivory Coast Rally, the Morocco Rally, Paris-Dakar, Egypt's Pharaohs Rally and a few others, only the Safari is organised by people who have rallying experience and who are resident in the country. The others are all organised primarily from Paris, and not one of them can match the Safari for efficiency and skilful planning.

This year organisational control passed back to local hands, to a reshuffled committee on which sat several competitors. A number of changes were at once evident, including revision of the running timetable and avoidance as much as possible of really rough roads which stood a high chance of becoming impassable if heavy rains produced the inevitable mud and flooding. Of course, no road in Africa can be guaranteed passable in all weathers — we have known main tarmac highways to be blocked — but at least an effort was made to avoid notorious tracks.



Pascal Gaban got the Group N points he went for, despite almost drowning his Mazda engine.

Ivory Coast Rally

There were ten finishers this year, and a number of sections were still timed slackly so that the leading runners got through without penalty. But most of the going was dry. Had it rained, the situation would have been quite different, as Austrian privateers Rudolf Stohl and Reinhard Kaufmann discovered during practice when flooded rivers completely stopped their progress through the Tai Forest and forced them to spend a night in their car.

Entries for the Ivory Coast Rally have never been plentiful, and numbers have often been made up by the inclusion of cars intended to cover no more than a section or two before being pulled out and headed for home. This year there were 38 starters, but not a single works team among them.

Most prominent were Stohl and Kaufmann, a pair of real adventurers to whom the clear-cut formality of European rallying holds little attraction. Give them the challenge of Africa, a generous measure of the unknown and a battle with Mother Nature as well as their fellow-competitors, and they are delighted. Stohl drove an Audi Coupé Quattro prepared by Rolf Schmid, whilst Schmid himself was there to drive the practice car in the rally as a competing chase-car, a common enough strategy which the organisers encourage since it helps make up numbers.

Another pair, Pascal Gaban and Willy Lux from Belgium, brought their Mazda 323 simply because they stood a chance of gaining valuable points in the Group N section of the World Rally Championship. The main championship has been stitched up by Lancia and its drivers, but Group N is still open between Gaban and Jorge Recalde of Argentina.

As it happened, Gaban finished in second place, thereby gaining enough points to equal Recalde's score. The two of them then stood as joint leaders, but the Sanremo Rally could change that, and there could be no doubt that on home ground Lancia would give Recalde's Delta all the support possible.

Very soon after the Abidjan start it became obvious that the leading contenders for victory were Stohl and local champions Alain Ambrosino and Daniel Le Saux in their Nissan 200SX from the Marlboro Africa Team. They were very closely matched, but in the evening of the third day Stohl went very heavily off the road in the Forest of Tai.

The incident could have been very nasty indeed, for Stohl broke an arm and hit his head so hard that he was unconscious for some time and lost considerable blood. Fortunately, it happened just a few miles before the spot where they had been stuck in practice, and Kaufmann remembered a nearby medical post and arranged for his partner to be taken there for attention by a doctor. The next morning Stohl was taken by air to hospital where he was later seen by a specialist flown in from Austria. As we went to press we heard that he was recovering comfortably.

Stohl's retirement took the pressure off Ambrosino who went on to a comfortable win,

his first victory on this event even though he has been Ivory Coast Champion several times.

Gaban, on the other hand, was extremely fortunate to finish at all. A section in the final leg had earlier been drenched by a thunderstorm and, although the roads were largely passable, there were floods here and there and at one point there was a 100-yard stretch of water some three feet deep. Some crews stopped to enlist pushing power to cross with their engines off, but Gaban decided to drive through.

Almost inevitably, his engine took in water through the air-intake and immediately made the noises associated with serious internal damage. Gaban stopped, got himself pushed across, then set about removing spark-plugs, cleaning and drying out. After about an hour he tried the starter and, amazingly, the engine burst into life. Last year the engines of several cars were destroyed by water ingestion in exactly similar circumstances, so Gaban was

indeed lucky to keep his second place ahead of Patrick Tauziac's Mitsubishi.

As a World Championship qualifier, the future of the Ivory Coast Rally (it is part only of the drivers' series, not of that for makes) is in the balance. Although the selection of qualifiers for next year has not finally been approved or announced, FISA's intention is to reduce the number of rounds to twelve, and we had heard on good authority that the Ivory Coast Rally has little chance of keeping its status.

The same was said of the USA's Olympus Rally, whilst even the Swedish Rally apparently stood at risk — it will be a great shame if the championship's only real snow rally is taken out. The Swedish Rally provides the series with some of its essential variety, but FISA hierarchy appears to be quite unconcerned about that. The exertion of authority and the demand for total conformity seem to be the major priorities in Paris. **GP**

East German Two-Strokes



Regular visitors to the Rally of the Thousand Lakes are the East German works teams of Wartburg and Trabant, pictured here on this year's event (MOTOR SPORT, October 1988) in response to requests from several readers. Above is a Wartburg 353W, with 1-litre, 3-cylinder, 2-stroke engine, whilst below is a Trabant F800BS, a derivative of the 601 with 0.6-litre, 2-cylinder, 2-stroke engine. Wartburg entered two cars, both of which finished, whilst Trabant had one finisher from three starters.





Björn Waldegård gave Toyota's Celica GT-Four its maiden win on the partitioned island.

Rough Stuff

Whilst a World Championship qualifier was struggling to generate interest in the Ivory Coast, a European Championship round in the Eastern Mediterranean was enjoying a healthy start-list and first-class competition between both professionals and amateurs.

The Rothmans Cyprus Rally began in 1970 when the RAF MSA convinced the Cyprus AA that a major international event could be staged on the island. Several RAF men were senior officials in those days, and there were three advisors from the United Kingdom, but the AA subsequently took over and permanently established what emerged as a splendid rally, as tough and competitive as can be found anywhere.

It was a kind of amalgam of Acropolis and RAC — the heat, dust and rocky tracks of the former, the running system and timing of the latter. The rally was run, and still is, by as friendly and helpful a bunch of organisers as you would find anywhere, whilst the spontaneous hospitality of the island people gives the rally such a warmth that anyone who goes there invariably wants to go back.

The artificial "green line" dividing north-east and south-west still exists, unhappily, so the event is unable to travel to such places as Kyrenia and Famagusta, as it did in its early years. But there is plenty of variety, nevertheless, in the three-leg clover-leaf route which takes in narrow, twisty tracks in the mountains and rather faster ones near the coast. The base, of course, is at Nicosia.

In order to give prominence to what were regarded as the most important rounds of the European Championship, a select number had their co-efficients raised from four to 20, the remainder keeping their co-efficients one, two or three merely as a token. If there is any kind of battle for the series, the rounds with the highest co-efficient are guaranteed entries by the main protagonists in search of championship points.

This year, Italian Fabrizio Tabaton has been campaigning the series in a Lancia Delta, but when Belgian Patrick Snijers won the Manx Rally just one week before the Cyprus Rally and found himself in a position to snatch the title from Tabaton, he and the Prodrive team wasted no time getting a BMW M3 to Nicosia. Having won in 1986, Snijers was no stranger to Cypriot roads.

The duel between these two was just one facet of the event. Another was the presence of Björn Waldegård and Kenneth Eriksson in two Celica Turbos from Toyota Team Europe. It was the team's first visit to the island, and it made it clear that, after Kankkunen's brilliant drive on the Thousand Lakes Rally in Finland, it wanted to test its car in the really difficult Cypriot conditions — heat, dust, rocks and altitude changes — prior to a more comprehensive programme in 1989.

The two Toyotas were not the only cars capable of reducing the points scores of Tabaton and Snijers, for there were two Rothmans-backed Audi Coupé Quattros for

last year's winner David Llewellyn and 1981 winner Vahan Terzian from Nicosia.

Neither Snijers nor his team had any illusions about the suitability of the BMW M3 for the rough Cypriot roads, but nevertheless felt that it was worth a try. Alas, after a promising start, a front strut broke, sending both suspension and wheel flying off the car. There was no chance to have the damage repaired in time, and the Belgian's hopes for the European title were dashed.

Meanwhile the two Toyotas took to the rough stuff perfectly and set the pace, well clear of those behind, whilst Tabaton could only concentrate on staying ahead of Llewellyn. The going was very dusty indeed, but in such windless conditions the organisers and stewards were correct to turn down a request that the gap between the leaders be increased from two minutes to three.

It would not have made the slightest difference. Dust is as much a natural adversary as snow, rain or mud, and since nothing can be done about it there seems little point in complaining. However, it was a very real setback, and we heard that some found visibility getting right down to zero, the only remedy then being to stop until it extended for a few yards at least.

It seemed that the Toyotas were going to finish first and second, but in the third leg, from Limassol back to Nicosia, a simple puncture put paid to that. Noticing the flat tyre only five kilometres from the end of what he considered one of the event's smoother stages, Eriksson decided to continue driving on the rim. But even smooth stages can transform punctures into more serious problems, and this is exactly what happened. In fact, the wheel fell off!

He managed to get to the end of the stage without losing all that much time, but he then had to wait for the arrival of mechanics to repair the damage, and the result was a massive 17-minute road penalty at the next time control.

The outcome for Toyota was first and fourth places, and the satisfaction of knowing that its suspensions and transmissions were capable of surviving the punishment of really rough roads. Tabaton finished second, establishing himself as the 1988 European Champion, whilst Llewellyn drove very well to finish third.

Dimi Mavropoulos, the fruit grower and shipper from Covent Garden, finished sixth in his Ford Sierra XR4x4, just half a minute behind the Nissan of highest-placed Cypriot Antonis Jeropoulos.

There are many, ourselves included, who consider the Cyprus Rally to be eminently worthy of World Championship status. But such an elevation might do more harm than good. It is a splendid event, and who knows how it would suffer if faced with tighter conformity to FISA's rules and the rat-race of its politics and wrangles. Perhaps it's better staying exactly where it is. GP

WORLD RALLY CHAMPIONSHIP Round 11 for Drivers, Ivory Coast Rally, September 20-25

TOP 10 STARTERS

2	Stohl/Kaufmann	Audi Quattro Coupe
3	Ambrosino/le Saux	Nissan 200SX
5	Tauziac/Papin	Mitsubishi Starion Turbo
6	Copetti/Dionneau	Toyota Corolla GT
7	Choteau/Claverie	Toyota Corolla GT
8	Gaban/Lux	Mazda 323 4WD
10	Assef/Assale	Toyota Corolla GT
11	Fané/Toure	Toyota Corolla GT
12	Salim/Konan	Mitsubishi Starion Turbo
14	Kouame/Malick	Toyota Corolla GT

RESULTS

1st	Alain Ambrosino (CI)/Daniel Le Saux (CI)	Nissan SX 200	A	3h34m51s
2nd	Pascal Gaban (B)/Willy Lux (B)	Mazda 323	N	5h06m33s
3rd	Patrick Tauziac (CI)/Claude Papin (CI)	Mitsubishi Starion	A	7h20m20s
4th	Alain Oudit (CI)/Patrice Lemarié (F)	Volkswagen Golf GTi	N	7h52m08s
5th	Adolphe Choteau (CI)/Jean-Pierre Claverie (CI)	Toyota Corolla 16S	A	7h53m48s
6th	Didier Monin (B)/Eddy Chevalier (B)	Mazda 323	N	8h08m16s
7th	Roberto Ambrosoli (I)/Renzo Veronelli (I)	Mazda 323	N	9h49m02s
8th	Soumare Mafal (CI)/Englebert Kady (CI)	Toyota Corolla GT	N	11h26m02s
9th	Michel Molinie (CI)/Marc Molinie (CI)	Volkswagen Golf GTi	A	11h54m08s
10th	Samir Assef (CI)/Kouame Assale (CI)	Toyota Corolla GT	A	12h42m03s

38 starters, 10 finishers

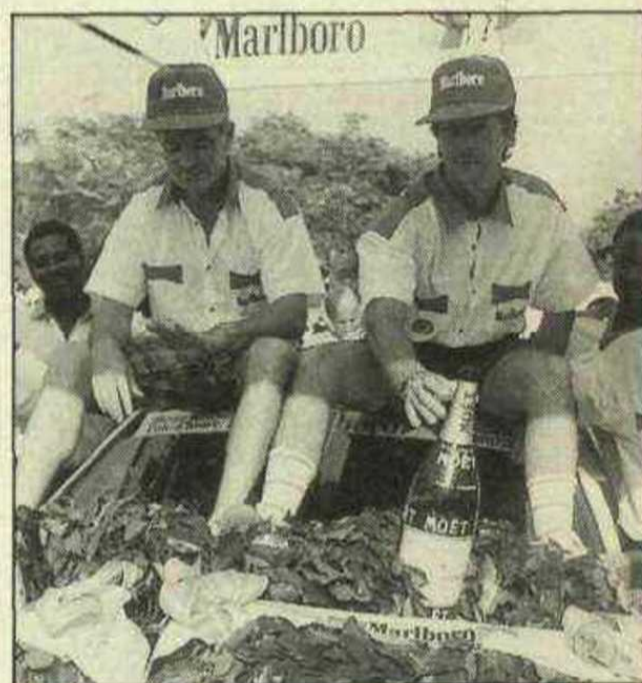
Drivers' Championship (after 11 of 13 Rounds): 1, Massimo Biasion (I) 95; 2, Alessandro Fiorio (I) 61; 3, Markku Alén (SF) 56; 4, Bruno Saby (F) and Didier Auriol (F) 32; 6, Stig Blomqvist (S) 31; 7, Mikael Ericsson (S) 30; 8, Yves Loubet (F) and Jorge Recalde (RA) 27; 10, Rudolf Stohl (A) 21; 11, Josef Haider (A) and Alain Ambrosino (CI) 20; 13, Timo Salonen (SF) 18; 14, Kenneth Eriksson (S) and Pascal Gaban (B) 16; 16, Mike Kirkland (EAK) and Ray Wilson (NZ) 15.
(82 drivers have scored points)

Manufacturers' Championship (after 9 of 11 Rounds): 1, Lancia 140 (maximum); 2, Audi 63; 3, Ford 61; 4, Mazda 49; 5, Renault 32; 6, BMW 25; 7, Toyota 24; 8, Nissan 23; 9, Subaru 18; 10, Peugeot 14; 11, Opel 11; 12, Volkswagen 10; 13, Suzuki 9; 14, Mitsubishi 7; 15, Vauxhall and Alfa Romeo 4; 17, Fiat 2.

EUROPEAN RALLY CHAMPIONSHIP Cyprus Rally, September 23-25

1st	Björn Waldegård (S)/Fred Gallagher (GB)	Toyota Celica GT-Four	A	6h38m09s
2nd	Fabrizio Tabaton (I)/Luciano Tedeschini (I)	Lancia Delta Integrale 4wd	A	6h45m58s
3rd	David Llewellyn (GB)/Phil Short (GB)	Audi Coupé Quattro 4wd	A	6h46m40s
4th	Kenneth Eriksson (S)/Peter Diekmann (D)	Toyota Celica GT-Four	A	6h56m12s
5th	Antonis Jeropoulos (CY)/Theodoros Vasiliades (CY)	Nissan Silvia	A	7h06m54s
6th	Dimitri Mavropoulos (CY)/Nicos Antoniadis (CY)	Ford Sierra XR4x4	A	7h07m31s
7th	Vahan Terzian (CY)/Yiannakis Theophanous (CY)	Audi Coupé Quattro 4wd	A	7h15m01s
8th	Christodoulos & Constantinos Hadjivassiliou (CY)	Volkswagen Golf GTi 16v	A	7h34m19s
9th	Andreas Kalogerou (CY)/Andreas Christodoulides (CY)	Peugeot 205 GTi	A	7h35m38s
10th	Nikolai Elizarov (SU)/S. Talancev (SU)	Lada Samara 21083	A	7h42m16s

80 starters, 33 finishers



Le Saux and Ambrosino — winners in Africa.



Manx cats-eye view of Patrick Snijers' flying M3.



Second place on the Manx put another British Open title in Jimmy McRae's pocket.



Snijers — proving that Continentals can win in the Isle of Man.

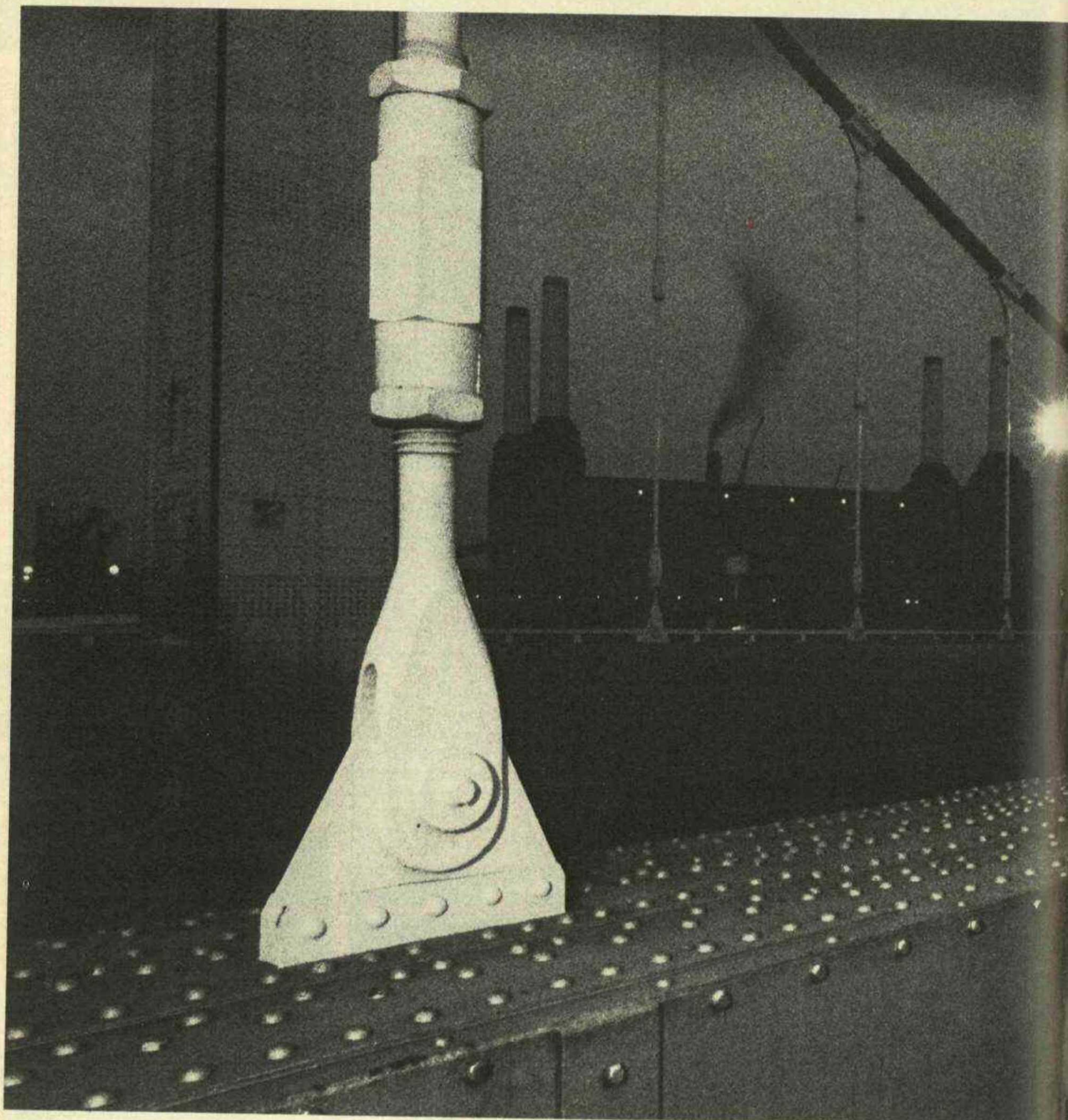
SHELL OILS RAC MSA OPEN RALLY CHAMPIONSHIP Round 6, Tudor Webasto Manx Rally, September 14-16

1st	Patrick Snijers/Dany Colebunders	BMW M3	3h30m28s
2nd	Jimmy McRae/Rob Arthur	Ford Sierra RS Cosworth	3h30m59s
3rd	Phil Collins/Bryan Thomas	Ford Sierra RS Cosworth	3h37m14s
4th	Fabrizio Tabaton/Luciano Tedeschini	Lancia Delta Integrale	3h38m24s
5th	Malcolm Wilson/Ian Grindrod	Vauxhall Astra GTE	3h39m33s
6th	Pennti Airikkala/Ronan McNamee	Mitsubishi Starion Turbo	3h40m29s
7th	Louise Aitken-Walker/Ellen Morgan	Peugeot 205 GTi	3h43m56s
8th	Chris Birkbeck/Trevor Godden	Vauxhall Astra GTE	3h45m36s
9th	Simon Davison/Steve Bond	Volkswagen Golf GTi	3h46m25s
10th	Ian Tilke/Ian Wray	Ford Sierra RS Cosworth	3h47m40s

Group A and Over 2000cc: Syners/Colebunders; **1600-2000cc:** Wilson/Grindrod; **1300-1600cc:** David Greer/Mark Crowe (Toyota Corolla); **Up to 1300cc:** Colin McRae/Derek Ringer (Vauxhall Nova)

Group N Overall and Over 2000cc: Leo Shaw/Seamus Boyle (Ford Sierra RS Cosworth); **1600-2000cc:** Brian Wiggins/Tony Shepherd (Vauxhall Astra GTE); **1300-1600cc:** Ian Calvin/Uel Calvin (Toyota Corolla); **Up to 1300cc:** Alois Drexler/Werner Kaempfe (Suzuki Swift)

Drivers' Championship: 1, McRae 122; 2, Airikkala 107; 3, Wilson 102; 4, Collins 82; 5, Aitken-Walker 72.



WHAT CURRENT ACCOUNT OFF

Life's great mysteries, number 371.

Why is it that nobody ever seems to know quite how much they've got in their current account?

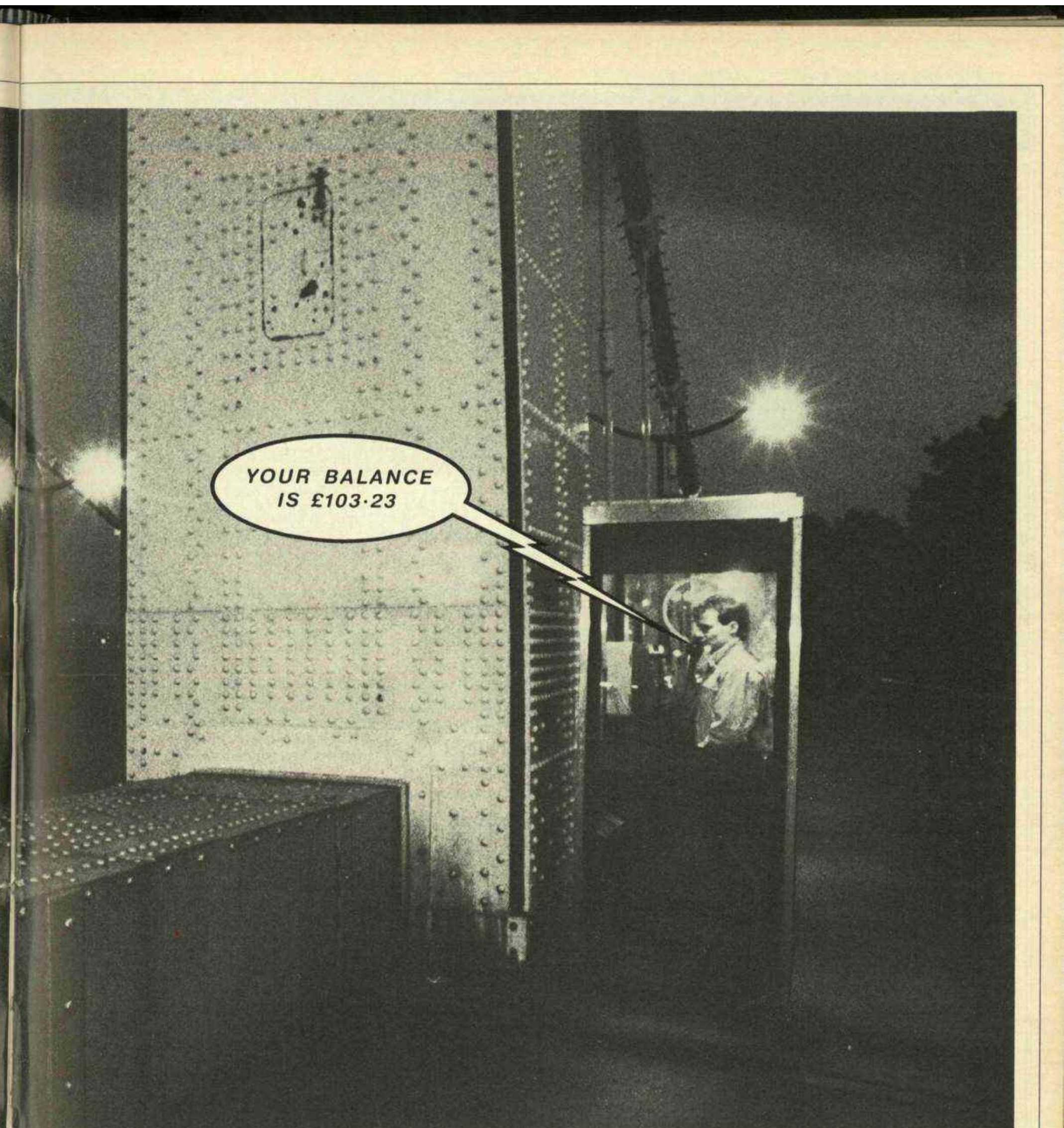
Well, it probably has something to do with the fact that statements are still sent by post.

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TOURING CARS REVIEW



Schnitzer's BMWs exploited the ETC scoring system to secure Roberto Ravaglia's laurels.

Battles Won, Wars Lost

Despite the FISA axe hanging menacingly over its international future, Group A touring car racing has put on a good show this year both at home and abroad. Though the domination of their respective classes by Ford, BMW and Toyota remained unbroken, and individual race results all too predictable, championships could still be contested right down to the wire . . .

The man who really made his mark all season in Britain was Andy Rouse, by convincingly winning every race bar three in his Ford Sierra Cosworth RS500. He suffered bad luck when a turbo intake-pipe worked loose in the first round and a tyre punctured in the last, both times losing the lead; the only other race he lost was at Thruxton, when Steve Soper made the first of his irregular appearances in one of the ETC works Fords. It was a defeat which Rouse avenged more than once later in the year.

No other driver has been able to match Rouse in terms of speed or reliability. Guy Edwards, his Andy Rouse Engineering team-mate, has been an able number two, but has only once finished second.

The remainder of the Ford runners have slugged it out amongst themselves without anyone really stamping their authority; Jerry Mahony has consistently scored points, leading the championship after winning the first race and coming second in the next, and since then recording three thirds, a fourth, a fifth, an eighth and two ninths; Tim Harvey has been quick, but hindered by lack of resources.

Other Class A contenders have included the Holden Commodore VL of Mike O'Brien and the Toyota Supras of MIL Motorsport. Although giving variety to the series, none has been able to touch the Fords. The Alan



Eggenberger — seven wins, but key defeats.

Docking team's new Holden Commodore was not homologated until August 1, many months later than expected, and teething problems have kept it down the field; Tom Walkinshaw Racing's similar car finally made its race debut at Silverstone's TT in September, where its fifth-row qualifying position augured well for next year.

This has been very much a learning year for Trident Motorsport and its Maserati Biturbo but it is very difficult to believe that it will achieve its stated aim of being a challenger for major honours in 1989, unless its new liaison with a leading engine-builder bears fruit.

The remaining classes have been rather



Nissan — immediately on the pace.

dull. Both Frank Sytner in his Class B Prodrive BMW and Phil Dowsett's Class D Toyota Corolla FX have won their respective divisions every time except once, while nothing stirs in Class C except some Volkswagen Golf GTis.

The only opposition to Sytner has come from Roland Ratzenberger's M3 but he has regularly come off second-best. So a scoring system which gives the same points for a class win as for outright victory enabled Sytner to fulfil his long-standing ambition of becoming British Touring Car Champion. After his demise in the last round, Rouse was even cheated of runner-up position in the points table by the ultra-reliable Dowsett.

The Ford/BMW/Toyota class hierarchy of the national series mirrored that of Europe. As the latter series got underway it seemed far from healthy, with only 22 cars turning up at Monza, but thereafter the European Championship came to life against all odds.

At Donington, for the second round, opposition to the totally dominant works-supported Eggenberger-run Ford Sierras came not only from assorted BMW M3s but also from a new contender — a lone Nissan GTS-R. Driven by Win Percy and Allan Grice, this immediately proved very quick and at one stage even led the race before being sidelined with brake problems.

In the five other races it contested during the season (one British and four European rounds) it was usually competitive and ran close to the leaders. After a creditable sixth place in the 24-hour race at Spa at its first attempt, it finished second in one heat at Nogaro having started from the last row. Only at Silverstone, where horsepower is everything, did it fail to measure up to the Fords.

By taking victory in that particular race, Andy Rouse not only achieved a lifelong ambition to win the Tourist Trophy, nowadays a round of the European series, but he also beat the works-backed Sierras. The irony is that by doing so he ensured that a BMW driver became European Champion . . .

Of the nine races held until that time, Eggenberger cars had won six and the Schnitzer-run BMWs three. Each time the M3 triumphed it had been the Italian reigning World Champion, Roberto Ravaglia, who had been at the wheel, and when he was not winning he was usually in the results. Unfortunately for Ford's Steve Soper, when

British and European Championships



Andy Rouse did all in his power, subjugating rival RS500s from Britain and the Continent, but still failed to land the domestic Group A title . . .

he did not win he usually retired, and the points from his four wins were not enough to bring him the title.

Belgian driver Pierre Dieudonné, who had only won twice, became Eggenberger's main hope by dint of his continually good placings, but his chances too all but evaporated at Zolder, where slick pit-work by the Schnitzer team during a sudden downpour enabled Ravaglia to snatch victory.

There is no doubt that this *should* have been Eggenberger's year in the drivers' championship as well as the manufacturers', for the RS500 was unbeatable on paper and in drivers of the calibre of Soper, Dieudonné, Klaus Ludwig and Klaus Niedzwiedz, Eggenberger

had a strong team. That a BMW M3 should win at Donington and Zolder was inexcusable, and illustrated the dearth of other front-running Fords. But at least Ford could console itself that it has won the manufacturers' title, with the expected challenge from Holden and Toyota never materialising. Its tally was eight wins from eleven starts.

Charly Lamm, team manager of Schnitzer, had backed up Ravaglia's challenge by employing the likes of Emanuele Pirro, Eric van de Poele, Markus Oestreich and Altfried Heger for his two-car team. They started the season off on German-made Pirelli tyres, but by round five at Dijon were allowed by BMW AG to change one car over to Yokohamas for

comparison. At the next race at Vallelunga both cars were back again on Pirellis, but by the Nürburgring they had reverted, for good, to the more enduring Japanese rubber.

In addition to the new tyres, Schnitzer ran two new evolution M3s from halfway through the season. So too did Bigazzi Motorsport, the other BMW works-supported team, which from the start had run on Yokohamas but never quite achieved the same results as Schnitzer despite having Jacques Laffite on its payroll.

In the smallest class, Toyota Corollas ruled supreme. East European drivers Georg Alber and Antonin Charouz in their Marlboro-sponsored car dominated the first four races, but this early-season form was upset by Pierre Fermine and Serge de Liedekerke who won five in the second half.

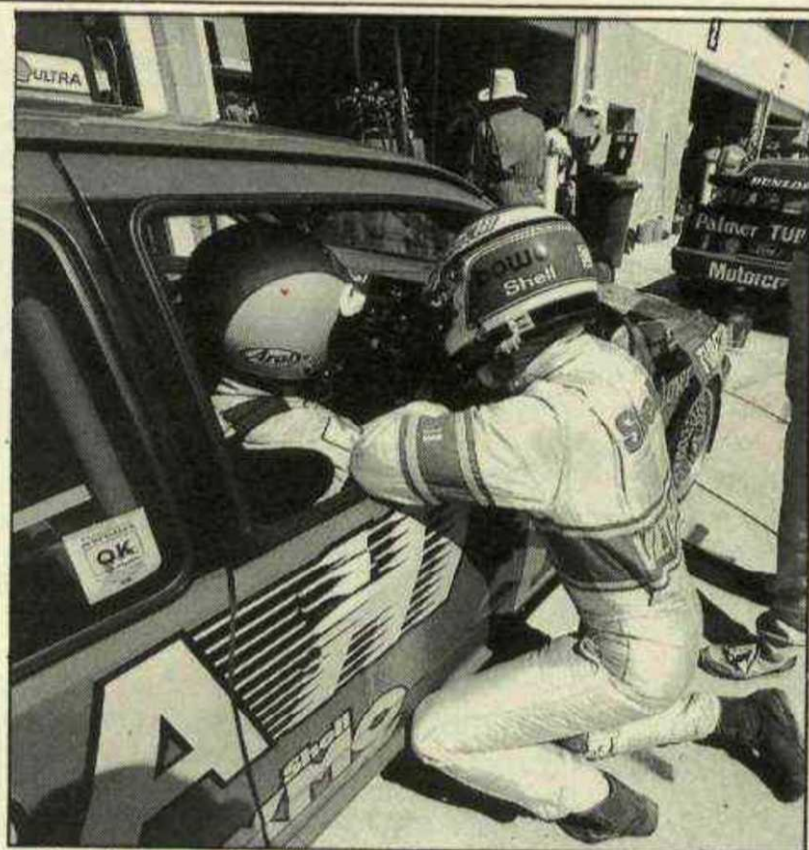
Considering FISA's invidious attitude to the series following the demise of the World Touring Car Championship after just one year, and its determination to promote the Procar Championship in its stead, this year's series proved unexpectedly strong after the first race. But the fears of those involved have proved well-founded. The European Championship was unceremoniously abolished by FISA's General Assembly in Paris in October despite there being no obvious direct replacement — the much-hyped Procar concept, with its hideous expense and excessive power precluding all bar the wealthiest manufacturers and most experienced drivers, appears equally doomed.

WPK



Too little, too late — homologation delays stymied TWR's Holden challenge.

PACIFIC/ASIA TOURING CAR SERIES



The big names flopped in Australia's big race: Moffat's RS500 (left) retired while leading; Johnson and Bowe had to switch cars to salvage second.

The Mighty are Fallen

There was no doubting the satisfaction in Ruedi Eggenberger's smile as Klaus Niedzwiedz hurtled the Allan Moffat/ANZ Bank Ford Sierra RS500 round Mount Panorama to clinch the \$15,000 prize in the "Tooheys Top Ten" run-off. It mattered little that FISA had decreed this televised spectacular would no longer count for grid placings as is the Bathurst tradition; for Ruedi, it would do as revenge for the Eggenberger disqualification from last year's World Touring Car Championship round.

That revenge seemed to be sweeter in the race itself, as Niedzwiedz, Moffat and former motorcycle racer Gregg Hansford saw off the challenge of the popular Dick Johnson and John Bowe, put themselves a lap up on Tony Longhurst and Tomas Mezera (running under the direction of veteran Frank Gardner) and kept up an unmatchable pace as the rest of the field fell by the wayside.

However, it all started to fall apart as the 100-lap mark was clocked up, the pace-car being called into operation for the second time in the race to clear a damaged car off the track.

Hemmed into the line of traffic snaking behind, Hansford's Ford developed a vapour-lock in the cooling system. As the Sandown Park 500 winner accelerated back up to speed when the green flag was waved, the temperature gauges rose accordingly. After a lap Gregg was pit-bound for Niedzwiedz to take over, but the car stayed put: the engine had cooked itself.

In the lock-up garage, Moffat looked morose. He could barely bring himself to speak to the television cameras. For a man whose last ever race this might well have been,

it was a sad end.

As the old went out, in came the new with Longhurst and Mezera assuming the lead in another RS500. They thoroughly deserved their victory, for the Queensland waterskiing champion had been the only one to challenge Niedzwiedz in the early stages of the race, and then only fell back when he had to pit twice to replace a broken throttle-return spring.

Thereafter both he and Czech escapee Mezera drove copybook races, the latter handling with composure last-minute dramas as a slower car blew oil over his windscreen and spun. It finally gave Gardner victory in Australia's Great Race. "I don't really remember how many times I've had a go at this place," smiled a tired but content Frank later.

It wasn't just the effort of winning the race that had taken it out of the team. Two days beforehand they, the Dick Johnson boys and the Caltex team had been up until late at night refitting parts to their cars. The reason? A protest of eligibility registered upon them after final qualifying by Tom Walkinshaw, on behalf of Holden Special Vehicle Operations.

"I hope nothing wrong is found, but it is vital that we all know where we stand," stated the Scot as he questioned the Fords' turbos, suspension and bodywork. Johnson's crew was ready to reply and fired in three protests on Walkinshaw's Holdens over steering-racks, body panels and front cross-members. Bathurst was the scene of the ugliest eligibility wrangle in the whole of 1987, and Walkinshaw's complaints had dearly reopened barely healed wounds.

Even though most of the allegations against the Fords were thrown out, FISA managed to

continue the farce by delaying a decision on the legality of the five turbochargers to the Parisian offices. Even the Aussie-built Holdens would have to be judged upon in Paris, it was decided, which did little to rebuild FISA's tattered reputation in Australia; what it did cause however was Walkinshaw to withdraw his protest on the winning Ford. "I did it to ensure we knew the winner here and now," said the Scot bluntly, not batting an eyelid in the full glare of Australian television and media.

For Dick Johnson, the race should have been the crowning glory in a season of success. Perhaps best remembered in Europe for his sensational appearance at the Silverstone TT, where ETC runners didn't see him for dust, the Queensland dominated the national Group A series. He and team-mate John Bowe arrived in New South Wales armed with three cars, and Briton Robb Gravett as a surprise co-driver.

Having taken pole position easily, despite having one set of practice times eliminated,



Win Percy and Allan Grice swapped Nissan for Holden down under, but various problems caused a succession of delays in the pits.

Bathurst 1000km

Johnson duly cantered away into an immediate race lead. He remained untroubled until the Ford picked up a puncture one hour into the race: at over 140 mph on the lengthy Conrod Straight, the tyre exploded and Johnson was pitched into a frightening spin. Although he staggered back to the pits, the differential had been damaged beyond repair and the car was out. As if that wasn't bad enough, Bowe's car blew its engine four laps later.

All the hopes now rested on the low-boost, reliability-to-the-fore machine of John Smith, into which Bowe and Johnson were drafted. They hauled it to second by the end, clear of the equally reliable Colin Bond/Alan Jones Caltex Ford, although both cars still had the question-mark of the TWR protest over their heads.

The challenge of Holden also came to nought. Walkinshaw's car was out after only a couple of laps with suspension failure, so team-mates Larry Perkins and Denny Hulme co-opted his services to close in on the leaders until an oil-pump failed.

Great local hero Peter Brock, meanwhile, hit an errant wheel on the dipping Conrod Straight and smashed an oil-cooler on his BMW M3 — during a furious dice with former Holden associate John Harvey, Brock had straightlined a gravel-pit along the



Japan's main challenger, the George Fury/Mark Skaife GTS-R, overheated after only 17 laps.

notorious Skyline section of the track. Plans to transfer to the second car were dashed when it went out with electrical failure and "Peter Perfect" was left to take up television commentary duties.

As the new era in Australian Group A racing

finally had its head, Bathurst was left with the memory of yet another chaotic event. The sooner FISA and the Australian Racing Drivers' Club decide to work in harmony, or go their separate ways, the better it will be for the Great Race.

GD

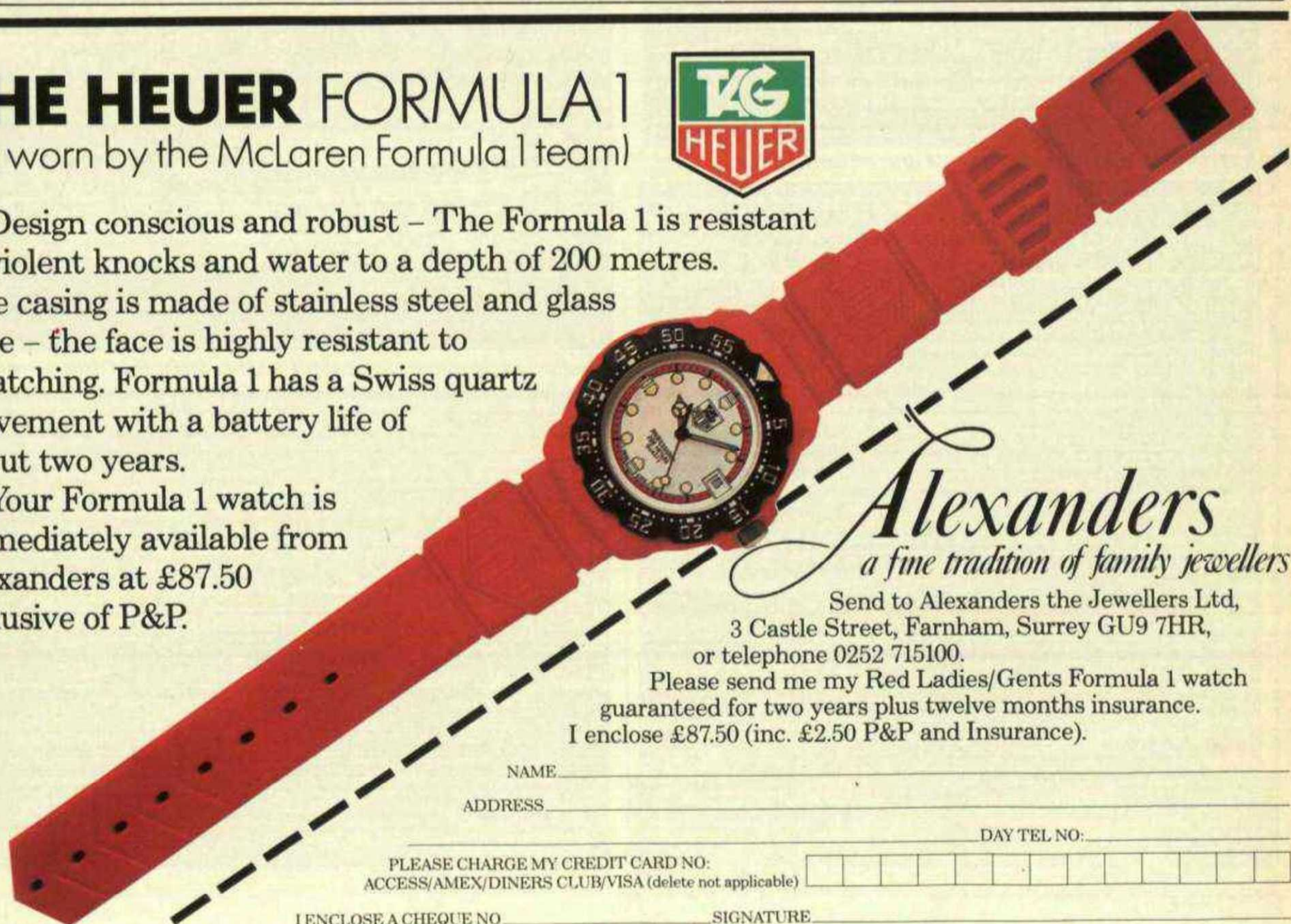
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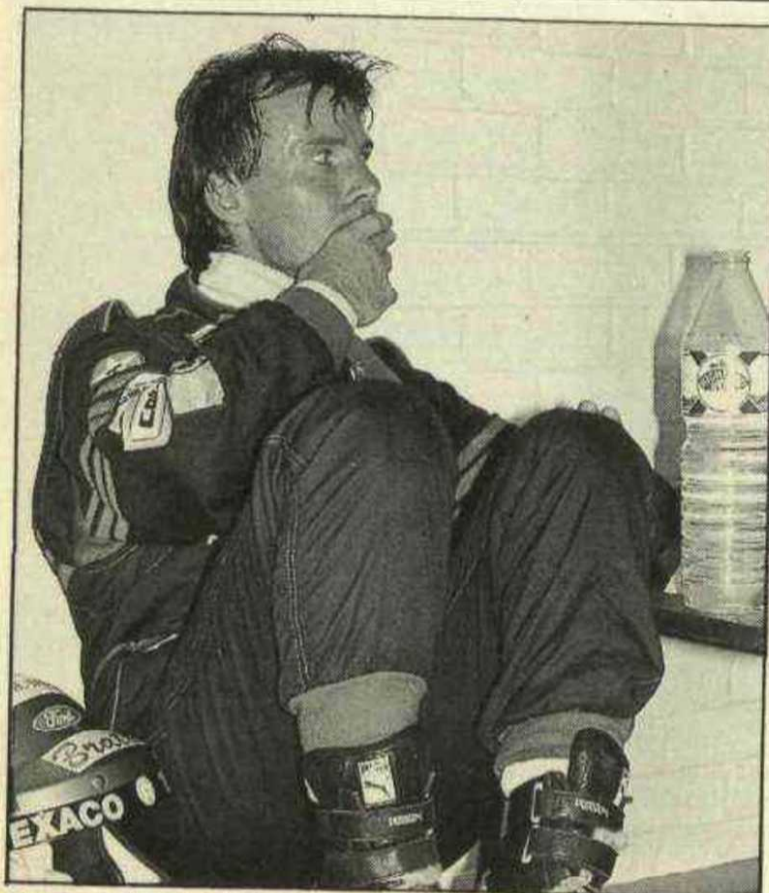
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RESULTS

Touring Cars



Steve Soper's hard work was rewarded at Nogaro, where he secured the ETC runner-up spot, but not at Donington.

EUROPEAN TOURING CAR CHAMPIONSHIP

Round 11, Nogaro, September 11
161 laps (80 + 81 lap heats), 311.94 miles (501.91km)

1st	K. Ludwig/S. Soper	2.0t Ford Sierra RS500	1	3h45m22.87s
2nd	E. Pirro/R. Ravaglia	2.3 BMW M3	2	3h45m50.76s
3rd	E. van de Poele/A. Heger	2.3 BMW M3	2	3h47m49.76s
4th	D. Morin/F. Chatriot	2.3 BMW M3	2	157 laps
5th	P. Mueller/E. Calderari	3.0 Toyota Supra	1	154 laps
6th	J. Wollstadt/H. Wirth	2.3 BMW M3	2	153 laps
7th	M. Anticham/J-P. Pla	2.3 BMW M3	2	153 laps
8th	M. Bychl/P. Faubel	2.3 BMW M3	2	153 laps
9th	O. Vanicek/V. Tomasek	2.3 BMW M3	2	152 laps
10th	R. Bassaler/P. Pessiot	3.5 BMW 635	1	150 laps

Class Winners: Ludwig/Soper; Pirro/Ravaglia; Fermine/de Liedekerke (Toyota Corolla)
Fastest Lap: Ludwig, 1m21.24s; 85.84mph (138.11kph)

Final Championship Positions (best seven scores from eleven races): 1. Ravaglia 297; 2. Soper 290; 3. Dieudonné 285; 4. Ludwig 241; 5. Van de Poele 224; 6. Laffite 206; 7. Niedzwiedz 204; 8. Heger 196; 9. Grouillard 156; 10 = Fermine and de Liedekerke 152.

FIA PACIFIC/ASIA TOURING CAR CHAMPIONSHIP

Bathurst 1000km, October 2
161 laps, 625.18 miles (1005.91km)

1st	T. Longhurst/T. Mezera	2.0t Ford Sierra RS500	7h02m10.28s
2nd	J. Smith/J. Bowe/D. Johnson	2.0t Ford Sierra RS500	160 laps
3rd	C. Bond/A. Jones	2.0t Ford Sierra RS500	158 laps
4th	T. Crowe/P. Janson	2.3 BMW M3	156 laps
5th	J. Giddings/B. Stewart	2.0t Ford Sierra RS500	155 laps
6th	B. Callaghan/B. Graham	4.9 Holden Commodore VL88	152 laps
7th	T. Hunter/S. Harrington	4.9 Holden Commodore VL	151 laps
8th	G. Kay/G. Munday	4.9 Holden Commodore VK	150 laps
9th	J. Faulkner/D. Price	1.6 Toyota Corolla	146 laps
10th	M. Preston/T. Shiel/B. Jones	2.0t Mitsubishi Starion	145 laps



A spectacular Allan Grice storms back after an early delay at Nogaro.



Corolla class consistency almost won Phil Dowsett the RAC Championship.

RAC BRITISH TOURING CAR CHAMPIONSHIP

Round 11, Donington, September 18
20 laps, 39.15 miles (62.99km)

1st	A. Rouse	2.0t Ford Sierra RS500	A	25m05.79s
2nd	S. Soper	2.0t Ford Sierra RS500	A	25m07.63s
3rd	C. Hodgetts	2.0t Ford Sierra RS500	A	25m18.07s
4th	M. Newman	2.0t Ford Sierra RS500	A	25m34.33s
5th	G. Goode	2.0t Ford Sierra RS500	A	25m38.40s
6th	G. Edwards	2.0t Ford Sierra RS500	A	25m41.28s
7th	K. Jones	2.0t Ford Sierra RS500	A	25m50.61s
8th	G. Hathaway	2.0t Ford Sierra RS500	A	25m56.60s
9th	J. Mahony	2.0t Ford Sierra RS500	A	25m59.85s
10th	M. O'Brien	5.0 Holden Commodore VL	A	26m01.47s

Winner's Average Speed: 93.57mph (150.55kph)

Class Winners: Rouse; Sytner (BMW M3); Shead (VW Golf GTi 16V); Dowsett (Toyota Corolla).

Fastest Lap: Rouse, 1m14.20s; 94.94mph (152.75kph) (record).

Round 12, Silverstone, October 2,
12 laps, 44.54 miles (71.66km)

1st	G. Brancatelli	2.0t Ford Sierra RS500	A	24m41.85s
2nd	T. Harvey	2.0t Ford Sierra RS500	A	24m53.75s
3rd	L. Bristow	2.0t Ford Sierra RS500	A	24m59.92s
4th	G. Edwards	2.0t Ford Sierra RS500	A	24m04.96s
5th	J. Mahony	2.0t Ford Sierra RS500	A	24m18.09s
6th	D. Brodie	2.0t Ford Sierra RS500	A	25m42.26s
7th	F. Sytner	2.3 BMW M3	B	25m51.79s
8th	W. Hoy	2.3 BMW M3	B	25m52.23s
9th	R. Ratzemberger	2.3 BMW M3	B	25m55.33s
10th	A. Rouse	2.0t Ford Sierra RS500	A	26m02.63s

Winner's Average Speed: 108.19mph (174.07kph)

Class Winners: Brancatelli; Sytner; Minshaw (VW Golf GTi 16V); Dowsett (Toyota Corolla).

Fastest Lap: Brancatelli, 1m37.06s; 110.12mph (177.18kph)

Final Championship Positions: 1. Sytner 103; 2. Dowsett 98; 3. Rouse 95; 4. Hall 48; 5. Smith 40; 6. Crudgington 35.



Rouse leads Brancatelli into Becketts; a tyre blow-out cost him victory.



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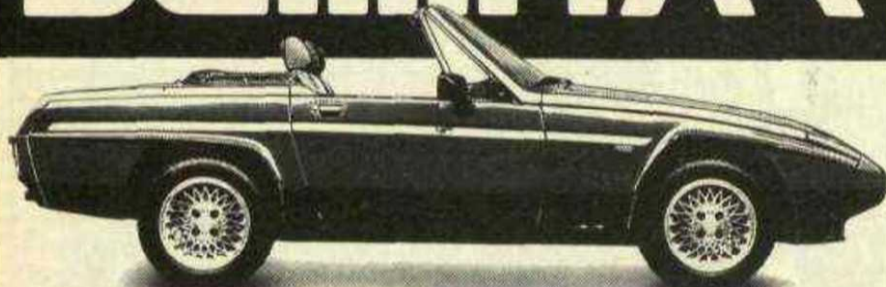
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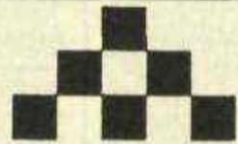
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PORSCHE FOR FUN



AUTOFARM

MODIFIED PORSCHE CHAMPIONSHIP



Oh, bother, its hibernation time again! Time was when we had a scruffy 911, all jacked up on its torsion bars, and we were off Classic Trialling in the winter. Maybe next year!
 Our championship came to a typically hilarious conclusion, with all first 4 of the contenders for overall honours running into trouble in the final! In consequence that man Jordan has nicked the Modified series with his production car, by a mean 1 point, from John Greasley's mighty Turbo, followed by Chilton's Turbo and Mike Youles heading a string of RSR's. At least Jordan's car is a genuine RS (No 1168), and as (or more?) modified as a "production" Porsche can be!
 Among the Highly Modified Road cars, John Poxon is class winner from Mark Spencer, both fielding excellent examples of hairy, yet simple and reliable, "spirit of the series" fun road 911's. And in class 4 Jordan is followed by the evergreen Jim Abnett's RS, from Ian Exeter's Carrera CS. So its a big thank you from us to all you competitors for making it such a fun and friendly season. And 100% incident free! The Brands 1,000km "hiccup" we're told (!) was mechanical mishap, not driver "hunger"! Admittedly some grids in this first full season were a bit thin. However, road on.

SPECIALS

911 TURBO SPORT

This LHD vehicle was built in March 1987 and has covered only 6000 kms. In Grand Prix White with FULL Marine Blue leather interior, the engine has been uprated by the Porsche Factory and now produces circa 330bhp, with special oil cooler, 4 pipe sports exhaust and LSD. A special Factory front spoiler is fitted and it has 8" and 10" BBS wheels with colour coded centres. Naturally it has all the usual Turbo equipment, ESR, Air conditioning and a 200 watt Alpine stereo unit£56,500

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3.2 litre 3.0 RS style coachwork. Extensively developed for week-end competition, very successful history, STILL FULLY ROADABLE£24,950

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- 1984 (A) 911 Carrera Sport Targa. Ruby Red with Tan pin, 39,000 miles, FSH£24,750
- 1978 3.3 Turbo. Grand Prix White and Martini Stripes with Black Leather interior, FSH, £4,000 of recent bills (engine, clutch, brake discs) £23,000
- 1982 (Y) 911 SC Sport Targa. Guards Red with Black pin, full history and bills, superb£18,895
- 1984 (A) 928 SII manual. Black with Black pin, 45,000 miles, FSH £22,950
- 1983 (A) 924. Guards Red with Black pin, 58,000 miles£7,850
- 1965 911 Coupé. White, all original trim, wood dash, chrome wheels, etc., a very sound vehicle with lots of history and now collectable,£12,500

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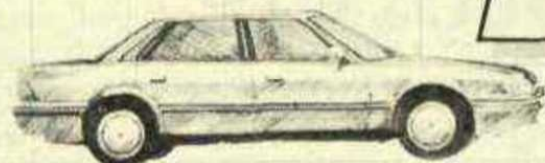


We've actually got our 1989 car, a modified 3.3 Turbo lightweight 'shopping racer' (930 Turbo Club Sport?), up and running already!
 In similar spirit, by the time you read this the Motor Sport Division of the Porsche Club will have issued the 1989 Technical Regulations for next year's Modified Porsche racing, a provisional race calendar will be available, hopefully the series sponsorship will be finalised, and most significant a register of competitors and Modified Porsche's will be established.
 Got a modified racing Porsche? Want to join in with one in '89? Contact Karen Ruggles at Autofarm, or Mike Youles on 0293-776141, keepers of the register.
Classes are: Race For big, hairy, noisy racing Porsche's! Highly Modified Road For almost as big and hairy Porsche's, with a thin veneer of civilisation to keep them road legal and useable. No capacity limit, no weight limit, minor technical restrictions. Mildly Modified Road. Arguably cheaper to build for and compete in than the highly competitive Production series! Mild tuning, no weight limit, slicks, open exhaust, etc.
 Want to be a famous racing driver? Go away (with a capital F)! This series is for fun!

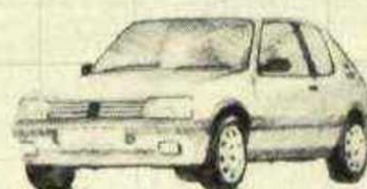
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ROAD IMPRESSIONS

A Special Kind of Motoring



Bentley's 1989 Turbo R is distinguished by new twin circular front headlamps.

Time was when to receive a Derby or Crewe Bentley or Rolls-Royce for test was a rare event. These days Rolls-Royce Motors has seen the light, and allows many more motoring writers to sample its products. On September 19 a selection to the total value of £165,000 was assembled at Chateau Impney near Droitwich for another West Midlands driving-day and having done my first road test of a Bentley in 1938 I went along for old times' sake. During the morning it proved possible to try five delectable models.

The Bentley Turbo R had marvellous pick-up in the higher-speed ranges, from its 6750cc V8 engine. It now has a ribbed, cross-bolted crankcase, heavy-duty THM 400 transmission, fuel-injection, and anti-lock brakes, and 1989 cars are distinguishable by twin 7in circular headlamps, deeper air-dam, and a red Winged-B motif on the boot-lid. The Rolls-Royce Silver Spirit has similar improvements, imparting the traditional impression of a Pall Mall club converted for fast, quiet travel.

The Bentley Mulsanne-S (with a *black* Winged-B badge, by the way, as a link with days of old) has adequate performance for British motoring, without the very impressive Turbo performance, while the Corniche II, top down, gave a breath of fresh air prior to a good lunch. Best liked on these short sampling hauls, however, was the Silver Spur — every inch a Royce, and that includes the additional four inches of rear compartment leg-room.

The cars offered to us had just done fast stints at Millbrook but all came back intact, some driven by journalists new to the special kind of motoring which these Crewe-built cars provide. It was a memorable day for all invited.

Rolls-Royce publicity has changed with the times; last year The Queen was the first reigning monarch to ride in the 1907 Silver Ghost, all main access roads to Crewe now have signs reading "Welcome to Crewe and Nantwich, Home of the Best Car in the World", and company advertising has taken a leaf out of Aldous Huxley's *Brave New World* by having a scented strip in *Architectural Digest* which gives off a whiff of leather to remind us of how these cars are upholstered! Which may, or may not, have helped to sell more than 5000 Silver Spurs since 1980.

As I made my way home in a Sierra 4x4 on the winding road from Droitwich to Tenbury (which surely has more miles of no-passing solid double-white lines than any other?), I remembered that I had driven to the launch of the first Silver Shadow in another Ford, the excellent Cortina GT — and had been asked to park it out of sight! **WB**

Two Lions go from Strength to Strength

Peugeot prestige is high, since the 205GTi set new standards of fun and performance among the smaller hot-hatches and British production got into its stride at Ryton. This was apparent from driving the roomy four-door 405GL, although the rather woolly performance from its 1.6-litre engine had to be weighed against the thrifty 32.1 mpg.

The non-power-steering was rather too low-g geared, torque-steer was evident when opening up too enthusiastically on a slippery road, and I missed such luxuries, or necessities, as sun-roof, central-locking and electric mirror adjustment. But the Peugeot was an easy, pleasant car to drive, its seats comfortable, though the lightweight construction was apparent in this £8470 car, which is a worthy example of the present Peugeot range.

Any mild disappointments were quickly obliterated by sampling the 309GTi. Here is precise power-steering, with understeer and torque-pull hardly noticeable, a large-

aperture sun-roof, central locking for the wide doors of this two-door hatchback, but the same unliked lever-set external mirrors.

The reputation of the Peugeot GTi models is well established and this is a more roomy car than the jolly 205 of that type, with virtually the same 130 bhp 1.9-litre injection engine, encompassing an academic top pace of 120 mph, although the extra weight brings the 0-60 mph time down to a still-notable 8.5 seconds. The gearchange is slick, but can be baulky unless the light clutch is fully depressed.

A low drag factor, impressive aerofoils, full instrumentation including the seldom-fitted oil-heat gauge, remote fuel-filler cap opening, all-round servo disc-braking and a four-speaker radio/stereo are some of the worthwhile items of this fast, flexible Peugeot, which has a somewhat lively but well-damped ride. It endorses the make's great reputation for fun motoring in practical form, for



309GTi furthers the reputation established by 205, adding extra interior space.

£10,545. It has smart alloy wheels, shod with low-profile Michelin MXV tyres.

To remind myself "how the other half lives" I followed Sentinel steamers and veteran cars with it, and the petrol consumption came out at 29.1 mpg. **WB**

The Changeling

Why is it that cars sometimes deteriorate, in respect of minor design details, the longer they are in production? I have now driven three of the very excellent Ford Sierra XR4x4s and have noticed that even this effective product has undergone small changes, not all of them improvements.

My Ford/Ferguson four-wheel drive experiences started in 1985. I remember being satisfied with the Sierra's load capacity after successfully transporting a 1920 Sun bicycle to Oulton Park for the VSCC races (for someone else to ride!). That apart, I was soon convinced (and remain so) that 4WD was very definitely worth having.

This 1985 Sierra covered 18,500 miles in the hands of myself and colleagues without giving any problems, apart from needing replacement of one lamp bulb and one mud flap. The engine was rough and noisy at motorway pace, but returned an average of 26 mpg on fast runs. As mileage mounted, more Castrol was needed between servicings.

B37 CAR was replaced by C129 NNO, which had the advantage of ABS anti-lock brakes. The engine was no less rough at speed but petrol thirst was still low, nudging 28 mpg on gentle runs, and the only trouble was the failure of a front-wheel bearing. The Uniroyals were replaced at just beyond 19,000 miles with Michelin MXVs, which gave a slightly better

feel than their predecessors.

The 1988 Sierra 4x4 (I am now testing E786 HHK) has been changed in minor ways, and not all for the better. Whereas the fuel-gauge used to take time to record but was accurate down to the last pint, the new gauge reads with the ignition off but its needle swings well below the red area with some one-and-a-half gallons still in the tank. There is now a big ugly circular flap over the filler-cap instead of the previous flush-fitting lockable cap.

The internal door-handles have been restyled for no apparent reason, and the clock has gone digital. High-security Ford locks are an improvement, along with an alarm system and anti-thief wheel-nuts, but only one key was supplied, this being devoid of the useful in-built spotlight.

The speedometer is now better calibrated, with red lines at 30 and 70 mph, and rear wipe/wash is stalk- instead of fascia-switch-controlled. Whereas the old bonnet was easy to open, a new catch on the 1988 car at first defeated me. The new car is not yet run-in (although this takes only 1000 miles, and 100 miles for the tyres) but the engine seems less noisy, the gear-shift smoother. I would have

liked the new 2.9-litre engine, however. I am now back on Uniroyal Rallye tyres, on which I believe Ford carried out the initial testing of the 4x4.

There were a number of irritants upon delivery from Cleales of Saffron Walden. A wrapper round the driver's visor told me that, after adjustment, the car could be run on lead-free fuel, but the instruction book says injection engines will run only on leaded petrol, and the 2.8 Sierra has fuel-injection. Engine idle, consistently at 750 rpm hot on the previous car, was at 1800 rpm, which the book said could not be altered because it is controlled by the engine-management system; yet an obliging service manager at a Builth Wells Ford garage got it down to 1000 rpm in a few minutes. Although this and the condition of the bodywork had been ticked-off as checked before delivery, the offside rear door was difficult to shut and the screen washers washed only the underside of the bonnet . . .

Make no mistake, however, I continue to regard the Ford Sierra XR4x4 as excellent value at £14,706 (for 150 bhp, 125 mph, 50-70 mph in 5.7 seconds) and I would never again willingly forego 4WD or ABS. **WB**



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ROAD TEST

A new car from the Morgan Motor Company is bound to stir the interest of the avid magazine reader sated with friction-free multi-valve all-electronic machines of depressing practicality. But there is no need for alarm; this latest offering from Malvern Link sticks to a well-loved designation, reintroducing the Plus 4 title after a short absence.

In its last incarnation, the Plus 4 (which has always been one model above the basic 4/4) offered a Fiat twin-cam engine of some 120 bhp — a perfectly respectable power-unit, but the wrong provenance for this most English car. Only a small number were sold. Since then the queue of patient customers waiting several years for their Morgans has had only the choice of the uninspiring 96 bhp 1600cc Ford CVH unit in the 4/4, or the outrageously fast Plus 8 with its 200 bhp injected Rover V8. Now that unfairly wide gap has been filled with the installation of a very fine engine developed in this country, Rover's 138 bhp M16.

This twin-cam four-cylinder 16-valve design has already won much acclaim for its efficiency. It easily complies with the latest EEC noise and pollution rulings, and its Lucas electronic engine-management system enables it to run at the high compression-ratio of 10:1 for cleaner burning and fuel thrift. Normally it sits transversely under the bonnet of the Rover 820i, but here it shares with the Plus 8 the longitudinal five-speed gearbox from the Rover SD1.

Under the Morgan's centre-hinged and louvred bonnet this uncompromisingly modern-looking engine looks rather out of place: the broad square head-casting and silver intake trunks are of a different generation to the rest of the car, still assembled by hand in tiny quantities in the same brick sheds in Malvern.

Little else has changed with the new Plus 4: the ash frame is clad in steel or aluminium to choice, and the traditional sliding pillar suspension still keeps the front pair of wire wheels rigidly parallel. But there has been a mild compromise in the rear: new narrow laminated springs are slightly softer than previously, an unexpected concession for a marque known for its steamroller ride.

The Plus 4 body, like its engine, is mid-way between those of 4/4 and Plus 8: wider-tracked than the Ford-engined version but not aspiring to the awe-inspiring length of bonnet needed to decently cover the eight-cylinder power-unit. Similarly the price (of new cars, that is — the premium on availability means that recent second-hand Morgans often fetch more) presents a more balanced choice between £17,703 for a Plus 8 and the surprisingly cheap 4/4 at £11,766: the Plus 4 slots in at £13,691.

Ours had a plain leather dash in red to match the seats and the piping between wings and body, though a wood veneer dash is also available. But these seats are leather for



Vintage Theory

practicality, not luxury: when the rain is heavy the last thing one wants is absorbent cloth. They are specially-made, narrow and stiff, and only the fore-aft distance can be adjusted; yet after some 800 ache-free miles they seemed quite as comfortable as any £600-a-time electro-pneumatic sports designs, though that must in part be the way they match the character of the car. In a conventionally-suspended vehicle they would no doubt feel dreadfully hard by comparison.

Step in around the tiny door and wriggle down onto the seat. You really are sitting on the floor, with the enormous wheel close to your stomach and a sliver of windscreen between you and the tapering length of the heavily-slotted bonnet.

There is barely knuckle-room around the wheel's rim, and the chromed pillar of the fly-off handbrake is better placed for passenger than driver. Somewhere in the depths are the small pedals, housed in a box structure

which projects well under the bonnet; little room to spare here, even though the throttle consists only of a small roller-bearing, Bugatti-style.

In short, this is how real sports-cars have always felt: snugly settled close to the wheel, cut-away door under the elbow, shoulder-to-shoulder with your passenger, and the exhilarating view down the valley between wing and bonnet. Once the wheel would have had a thin wooden rim: now generous leather padding gives a much more secure grip — and it is needed.

That wide wheel is not there for nostalgia; the Morgan's steering is plain heavy, and you need the leverage. It is also amongst the most direct, responsive and informative of any sports-car you can buy today. No play, no vagueness at any speed, simply direct communication between the road and the driver's hands. Though the big wheel means larger movements, the Gemma steering is

Morgan Plus 4

actually high-g geared: gentle flexing of the forearms guides the car eagerly through most grades of bend, and even parking takes only a couple of half-turns.

That small, steep screen logically ought to mean a terrific wind-battering inside, but, as long as the side-screens are bolted in place with their knurled aluminium knobs, conditions remain perfectly tolerable right up to the 100 mph mark. This and the more compliant ride mean that motorways are not the unsuitable environment one might imagine; in fact the Rover engine's pulling power in the top two gears coupled with the accuracy of the steering puts the Plus 4 ahead of many quieter streamlined vehicles as a long-distance machine.

Of course, as any VSCC member knows, one of the strongest vintage tenets is that hoods should be ignored except for parking the car. Since the Morgan is not so much a convertible as an open car with weather equipment, I never got round to trying it with the top up, instead leaving the detachable canvas covering folded behind the seats. Much more useful is the tonneau with its central zip arranged to allow one to drive half-open; a flick of the zip while pressing in a couple of poppers leaves the car sufficiently weatherproofed for overnight parking. And the driver's door can even be locked, which if nothing else might deter the curious from peering inside.

Under the half-closed tonneau, if you pull a knob on the steering column, the hearty heater will soon have your legs toasting, and above the gearbox there is another knob which diverts heat to the screen for demisting — but of course you will never need that if you keep the top down. On a stretch of M4 seething with spray I stayed quite comfortable and dry, the three tiny wipers keeping the front of the windscreen clear, though a chamois for the inside would be a wise precaution.

Both speedometer and rev-counter are easily read, though the four minor dials tend to fade into the gloom at night, and the row of plain switches in the centre of the dash could not be simpler. Column-stalks are in the usual pattern: indicator and dip/flash to the left, wipers to the right, while the small but adequate central mirror sits down on the dash.

With uninterrupted vision all around, the odd glance over the shoulder fills in the mirror gaps; snap into fourth and the Morgan surges past knots of vehicles before they have time to dribble blindly into its path. And unlike certain Munich saloons, other drivers do not mind being overtaken by it — grins and waves and pointing fingers are its normal diet.

But motorways and fast A-roads are not what the Plus 4 is about; perhaps uniquely, Morgans are bred for their own territory, and though I had been impressed by the way the car performed in everyday motoring in the Home Counties, I began to marvel when I was able to put in some mileage in Wiltshire and Worcestershire. Sweeping over Salisbury

Plain with the sad sight of beleaguered and embattled Stonehenge to one side, the car finally dispelled any thoughts I had of its being a quaint anachronism with a funny wooden frame and old-fashioned suspension.

Instead it revealed itself as a beautifully balanced machine with exhilarating road-holding from its 195/60 tyres, its Z-section steel chassis as stiff as many a modern convertible. Sudden bumps are barely damped by the stiff suspension, but the wheels seem to stick to the ground against all logic, so that the car can be flicked into demanding corners even on irregular surfaces with confidence.

On the winding road north from Bulford to Netheravon with its surprise brows and dips, the Plus 4 neither left the ground nor scraped its sump as it sped between the steep grassy banks with the hard note of the 16-valve engine echoing in its wake. It feels a little different from many four-valve-per-cylinder units in that it does not insist on being revved to get the best results; instead of second and third gear on roads like this one, the Morgan sprints over the brows in fourth, with third ideal for powering out of the tighter bends.



Track is wider than the 4/4, bonnet briefer than the Plus 8.



Shoulder-to-shoulder with passenger, driver has just enough space to wield large steering wheel.



138 bhp-worth of Rover M16 squeezes into heavily-louvréd tapering nose.

Model: Plus 4.

Maker: Morgan Motor Company, Malvern, Worcestershire.

Type: Two-seater open sports.

Engine: 2-litre four-cylinder, dohc, four valves per cylinder, 10:1 cr. Electronic fuel injection and engine management system. Power: 140 bhp at 6000 rpm. Torque: 131 lb ft at 4500 rpm.

Transmission: RWD, five-speed manual box, LSD.

Suspension: (Front): coil-sprung sliding pillars, integral dampers, engine-fed lubrication. (Rear): laminated leaf-springs, telescopic dampers.

Steering: Gemma steering box.

Brakes: Vacuum servo. (Front): plain discs. (Rear): plain discs.

Wheels and Tyres: 195/60 VR 15 tyres on 15in wire wheels.

Performance: 0-60 mph: 9.1 sec; 30-50 mph: 7.5 sec; 50-70 mph: 11.6 sec; Max speed: 106 mph.

Price: £13,691.



Tonneau with central zip allows open-air motoring with partial weatherproofing.



Plus 4 in Worcestershire: Morgans seem bred for their own territory.

Change quality of the Rover gearbox is adequate, the very short lever making the action as heavy as the steering but much less accurate. Rush a downward change going into a bend and it is not hard to find fifth instead of third, which means a strong yank on the wheel with the right hand to kill the understeer while making another try for that middle ratio. And reverse is so brutally difficult to engage — a two-handed struggle on every single occasion — that it actually affects where you park.

But the ratios are well spaced, with a satisfying short gap between them which the quick clutch makes the most of, and once the tach needle is pushing for the 5000-mark the Rover engine's broad-shouldered torque pushes the chassis exactly where the front wheels are pointing. The wheel shudders and the dampers crash over the bumps, the abbreviated gear-stick clacks back and forth, and the driver's hands and feet make only the smallest of movements to control this car which ought to have been left far behind by thirty years of automobile advance — but somehow hasn't been.

These Wiltshire roads, sometimes tight and deceptive, sometimes wide-open, offered the perfect lesson on the Morgan's abilities when following friends in a Renault 5 Turbo, one of the most agile of front-drive superminis. We were in a hurry, making the best possible progress within sensible safety limits, but there was nothing the Renault could do that did not have the Morgan champing right behind. Acceleration, cornering through the sudden right-angle bends, and braking for the scattered villages; all seemed to show that venerable vintage theory is the match of computer-designed practice.

On paper the Plus 4's 9.1 seconds over the 0-60 dash looks prosaic up against the faster end of current small cars, but it is the ability to maintain a high speed, not just arrive there, which defines a car's true capabilities, and that is where Morgan's faith in the old ways is borne out. Not only is the road-holding of a high level but, sitting as one is almost over the rear axle, it can be consistently exploited, relying on the quivering steering wheel and taut chassis to stay just on the right side of the limit. There is a competition feel to the brakes: a hard pedal with little movement which shows no deterioration after heavy use, simply providing continuing strong and straight stopping.

These dynamic delights drive away all thoughts of conventional comfort; noise levels are simply not quantifiable in an open car, the degree of effort needed at the controls is forgotten over a sinuous country road, and luggage is made to fit the car, not the reverse.

It may look like self-denial to others, but the reward is a motoring indulgence to savour, preferably in the right company. A like-minded enthusiast and I drove by Morgan across the plain to Salisbury on a bright dry night spread with stars; the film was good, but the drive was better.

GC

Volkswagen's smarter modern image can be traced back to 1974, and the replacement of the dowdy Beetle with the Golf and its 1976 derivative the GTi. Now the company is going one step further by producing the Corrado — its first sports-car, or so it claims.

While its performance is quite breathtaking, I believe VW is rather undervaluing the car by alluding to it as a sports-car, since in truth it is a sports coupé. Where the former conjures up images of MG Midgets, Triumph TR6s and Alfa Romeo Spiders, which in their open-topped glory are basically two-seaters with limited space, the term sports coupé brings to mind a fast, two-door, four-light car more in tune with the perception of today's performance cars.

The Corrado is a good-looking car, designed in-house, which is all the more surprising when one considers how the original Giugiaro-designed Golf and Scirocco shapes were spoiled by the stylists at Wolfsburg when the models were revamped. Some 95mm lower than the Golf, and almost identical in length to the Scirocco at four metres, it is compact but a great deal more spacious inside than it looks. Clever space-saving devices such as storing the first-aid kit under the rear arm-rest and emergency triangle in the central backrest all help.

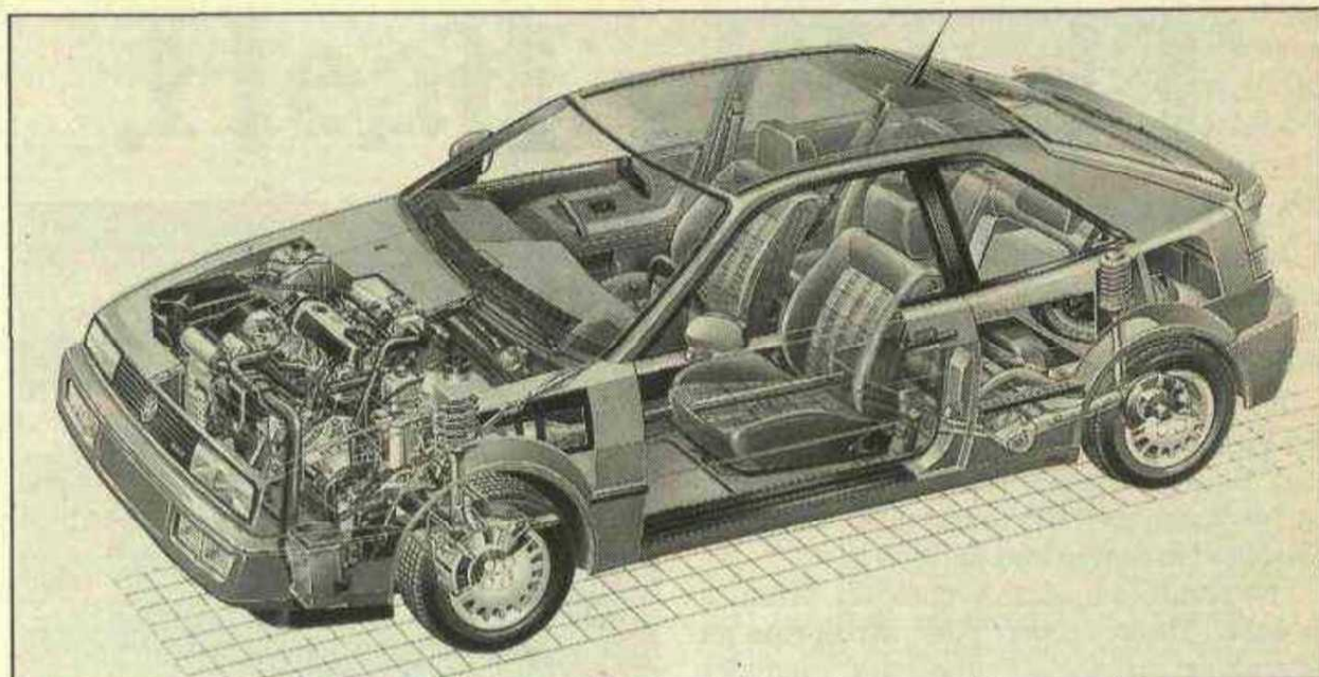
Although aerodynamics have played an important role in the design, Volkswagen has retained a full-width grille with integrated headlamps rather than have the bonnet flow down to the front bumper as on most other cars. All the same, the Corrado still reminded me of a cross between an Astra GTE and an enlarged Honda Civic CRX; and, from the rear, of a larger Alfasud Sprint.

At 120 kph (approximately 75 mph) the rear spoiler automatically extends by 50mm to reduce lift at the rear axle by 64%. In Britain, the trigger speed will be reduced to 45 mph as the former speed will be too much of a giveaway to patrolling police officers, although a button has been thoughtfully provided beneath the steering-column to activate the spoiler at any speed.

The Corrado is powered by either the 1.8-litre 16-valve engine or a newly-developed supercharged version of the same unit, both using Volkswagen's Digifant central engine electronic system. Developing 160 bhp the blown engine enables the car to reach 225 kph (140 mph) and 0-100 kph (0-62 mph) in 8.3 seconds. The 16-valve, which is being developed for certain markets, has a top speed



Speed triggers a 50mm rear spoiler extension.



Anatomy of a sports-car. Or is VW's Corrado more than just a sports-car?

A Sports-Car?

of 213 kph (132 mph) and 0-100 kph of 9.1 seconds. Both versions will be sold in Britain.

By utilising a G60 supercharger instead of a turbocharger, throttle lag is reduced from 1.8 seconds to a barely noticeable 0.8 seconds. The supercharger is more efficient for smaller engines and makes the 4-cylinder GTi engine comparable to a 6-pot 2.6, which could not be fitted under the Corrado's bonnet. It also gives it approximately 40% more power and torque than the normally-aspirated Golf GTi. The supercharger is driven direct from the crankshaft by a vee pulley belt which also drives the alternator and the compressor for the air-conditioning. A catalytic convertor is standard.

This front-wheel-drive car uses the Golf front axle and a torsion beam trailing-arm rear suspension. Reminiscent of Beetle days, 15in wheels are used with 185/55 R 15 tyres. Brakes are disc, ventilated at the front and cooled by air ducts from the front spoiler. On a car such as this, it is good to see that ABS comes as standard.

Scirocco drivers will immediately feel at home in the car for the dashboard has been taken lock, stock and barrel from that model. Volkswagen points out that both models will be sold alongside one another, the Corrado coming in above the Scirocco in the market.

On the road the car is a gutsy little performer, but the sheer exhilaration of fast driving is missing mainly because the car, and the engine in particular, is too refined. There is no exhaust growl to give away that there are 160 horses waiting to be released.

Ride is good and handling delightful, and it is very difficult to make it get out of line. This was only achieved when the Corrado was thrown at a sharp left-hander so forcibly that it was finally made to understeer. This bend was followed by a long straight up a steepish gradient, and it was here that the car's Achilles



Shades of an Alfasud Sprint?

heel became apparent. Taken up to maximum revs in second the subsequent drop in engine speed on the change up to third meant that it laboured to climb the rest of the hill. Even with my foot on the floor, it took quite some time for the revs to build up again.

On hearing this complaint Christian Hildebrandt, director of VW passenger-car construction, admitted that budgeting constraints had forced the Corrado to utilise existing gearboxes, but that there was perhaps room for improvement in the ratios. If these can be sorted out before the model reaches the UK, Volkswagen will have a little firecracker on its hands.

At the time of writing only 1500 Corrados have been built; 1000 have gone to France and the remainder have stayed in Germany. The model is being produced by Karmann at Osnabrück alongside the Cabriolet Golfs, with 50 units a day the initial run. This will be increased to 90 as demand increases.

The first full year's production will see 20,000 come off the production-line, with the price in Germany DM43,000. The model will not reach Britain for many months, and will cost £16,000 for the 16-valve and around £20,000 for the supercharged version. **WPK**

The Big If . . .

Claiming pedigree back to the Horch inline and vee-eight cylinders of the Twenties and Thirties, Audi's 1988 launch of an aluminium 90° V8 might seem a trifle protracted.

In fact the newcomer, which amounts to a 250 bhp new heart for a radically reworked Audi 200 saloon, dates from May 1984, when the Neckarsulm R&D department was commissioned to design and develop it.

The result is a notably compact 81mm x 86.4mm (3562cc) power plant which runs an exceptional 10.6:1 cr upon its catalytic-converter diet of unleaded fuel. All the current features from four valves per cylinder to double overhead camshafts on each cylinder bank and Bosch Motronic fuel-injection are present. Most ingenious is the way in which Golf GTi 16V technology has been adapted, along with the cylinder-spacing of Audi and Volkswagen inline fours. The bores carry no liners, an etching process revealing silicon crystals within the cast-aluminium block.

The new eight was running, and practical development problems (principally lubrication and acoustics) being tackled, by December 1984. The target of 250 bhp was achieved at 5800 rpm, whilst torque was eventually most generously spread, culminating in the equivalent of 250 lb ft at 4000 rpm.

This is a wonderful unit, make no mistake. It has a broad power spread, suavely delivered, and weighs about 430 lb when installed. Unfortunately, Audi muffled the alloy wonder's civilised capabilities within a car weighing 3762 lb. Ingolstadt then asked it to haul the highest of *autobahn* gearing through an adapted ZF automatic transmission, its first automatic in association with the quattro four-wheel-drive system.

Subjectively, it thus feels sluggish in road performance. Of course top speed is high (a claimed 146 mph), but 0-62 mph feels more than the 9.2 seconds claimed. Response to the demand for overtaking on country roads is downright leisurely, with Sport ratios selected or otherwise.

Stopping is not a problem, with front disc-calipers gripping the disc from *within* — a feature unique to Audi. The company says this allows 17% greater braking effort to be applied, for the same pedal effort, whilst reducing temperatures dramatically. With the benefit of ABS, as is the case for all Audi quattros, it operated faultlessly in practice.

The quattro system remains tractively effective although considerably altered to cater for the automatic transmission, including an ugly external forward shaft. The Torsen differential has moved from central to rearward position, and Audi's first production use of epicyclic central gearing sees power



A fine luxury cruiser, but Audi's 250 bhp saloon feels surprisingly sluggish on the road.

split 50:50 between front and rear axles; there is also an hydraulic multi-plate clutch which locks the epicyclic gearing when traction is at a premium.

Packed with showroom features such as effective automatic air-conditioning and convincing wood and leather interior, plus all the electrical aids you would expect of a marque self-confidently declaring it will price upon the basis of the BMW 735i, the V8 is a curious newcomer.

The heritage of the 100/200 body is obvious, but Audi has eschewed its recent sporting image in favour of a quiet saloon which occasionally exhibits soggy suspension settings. Unfortunately the drag factor has also suffered middle-age spread, and is now a reluctantly-declared 0.347 on wider wheels and behind that marketing-inspired grille — a



Though the V8 itself is compact, the 100/200-derived body has suffered middle-age spread.

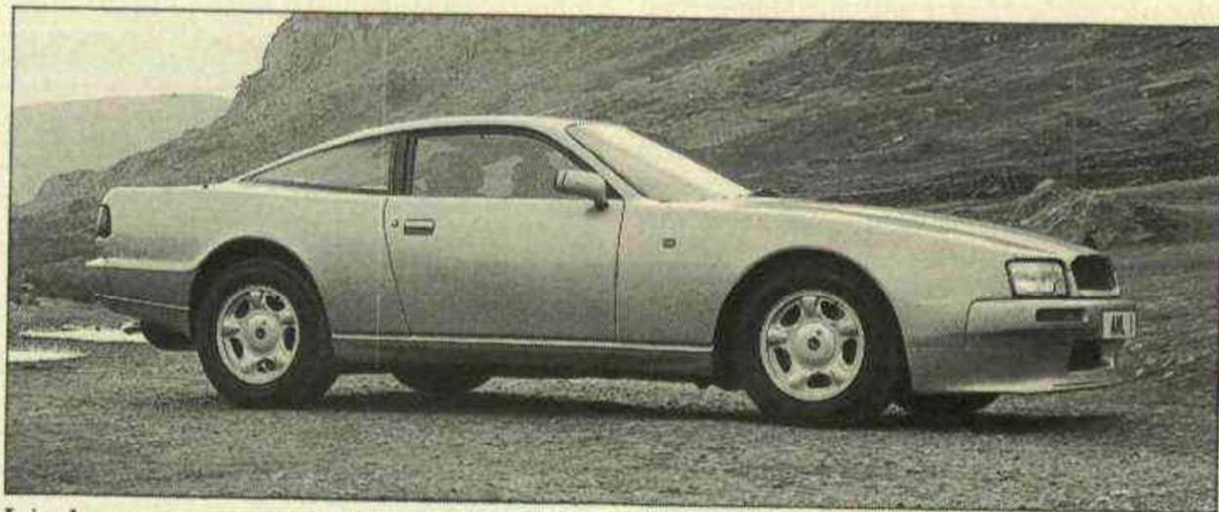
stark contrast against the trumpeted 0.30 of the first 100 . . .

Still, Audi has produced a very fine luxury saloon, with the added bonuses of quattro traction and Procon-Ten safety included in a price which is most competitive versus BMW. However there is no decision yet on the engineering of right-hand drive; at an estimated £35,000 for LHD only, the British and the Americans (who do not gain supplies until mid-1989) are unlikely to storm Audi dealerships.

Now, if and when Audi puts the V8 into the new 90-based coupé (making its world debut at Birmingham's Motor Show) and creates a worthy successor to the 1980 quattro, then it can expect to be besieged by customers, for that is where the current Audi image was created.

JW

Virage: the new Aston Martin



It is always an event when Aston Martin announces a new car, and so it is with the Virage, launched in time to make its public debut at the NEC Motor Show on October 18 and destined to carry AML's fortunes into the Twenty-First Century. Powered by a 32-valve version of the all-alloy 5.4-litre V8 engine, it is designed to run on lead-free fuel only. Styling is the work of John Heffernan and Ken Greenley and is an evolution of the theme first seen on the DB4 and continued through the 5, 6 and V8. The latter, which has been in production for two decades, will continue for another two years while deliveries of the Virage will start next autumn.

First reported in MOTOR SPORT in August and November 1987, the Alfa Romeo 164 has just been launched in Britain.

Models available from launch are the 3.0 V6 and the 3.0 V6 Lusso, the difference between the two being the level of trim and equipment. Priced at £20,250 the Lusso costs £2325 more than the standard V6 but that buys an automatic climate control, a compact-disc player and an electrically-operated rear seat. Bosch ABS anti-lock brakes are standard on both models; a four-speed automatic gearbox will be available in March or April 1989, with the Lusso receiving it as standard.

Alfa Romeo GB expects to sell 300 164s in the remaining two months this year, a figure it expects to be almost quadrupled in 1989 which will increase overall figures to 5000.

Initially the 164 coming here will only be powered by the 3-litre engine, but the 2-litre twin-spark might be available in late 1989, followed by a blown 2-litre version which will open up another market segment. The turbo diesel available in Italy will be absent here.

The 164 is one of the "Type 4" family, a project jointly developed by Fiat, Lancia, Saab and Alfa Romeo for the design and construction of a medium-to-large saloon frame. It thus follows in the footsteps of the Saab 9000, Fiat Croma and Lancia Thema, but has its own distinctive character.

The heart of the 164 is the beautiful all-alloy 3-litre V6 engine which started life in 2.5-litre form. For installation in the 3-litre Alfa 75 the bore was increased to 93mm and the stroke to 72.6mm to achieve a displacement of 2959cc and a power output of 188 bhp, an increase of 32 bhp. In the 164, there has been a further increase of 4 bhp, to 192 bhp at 5600 rpm, by use of the new Bosch ML 4.1 electronic system and alterations to the induction and exhaust system. Flexibility is where it really scores points, for it now boasts a maximum 180 lb ft at 3000 rpm, 85% of which is available

Head of the Family?



at only 1000 rpm, little more than tickover. The whole thing is gorgeous to look at, installed under its hydraulically-operated bonnet.

Styled by Pininfarina, the 164 is arguably the most visually appealing of the "Type 4" clan, capped by a re-designed Alfa shield nestling between the two horizontal radiator grilles which adorn the strongly-raked bonnet.

Windscreen wipers which are partially

concealed when parked, bonded front and rear windscreens, semi-flush windows, semi-recessed door handles, lack of roof guttering and sills all round the car all help produce a good drag co-efficient of 0.30. Rigidity is increased with the reinforcement of the passenger section of the bodyshell into a "safety cell" and the use of a front sub-frame bolted to the shell which carries the entire drive-unit, front suspension wishbone, anti-roll bar and the power steering.

As is to be expected in a luxury car, passenger-comfort has been high on the designers' agenda, the 164 necessarily featuring such items as central-locking, front and rear seat movement, door mirrors, windows and sun-roof, all electrically operated. The aerial also automatically extends when the radio is switched on, and each passenger has his own internal light and switch.

The ergonomics are reasonable, with the speedometer and tachometer being the two main dials above the battery indicator and gauges for oil-pressure, water-temperature and fuel. Between the two sets of dials is a strip of warning lights.

The central console houses controls for the heating/ventilation system in two rows of 14 keys, below which another row controls several electrical functions. However it is all rather untidy and lets down the cabin's air of opulence, especially as the keys lack any finesse. A useful feature though, especially when motorway cruising, is the provision of a central arm-rest between the front seats which can be swung away when not needed.

For those who regard a car as little more than a status symbol and a mode of transportation, the 164 is a docile machine, happy to meander around town or cruise on the motorway at legal speeds. For those who enjoy motoring and gain pleasure from putting a car through its paces, it is a delight, and now Alfa has finally moved away from a transaxle 'box the gearchange is superb.

That it is front-wheel-driven is most apparent from take-off. Put your foot hard down and the front wheels snake their way up the road, fighting the steering-wheel for direction; under normal acceleration the torque-steer is not quite so fierce. Stability and manoeuvrability through tight turns is impressive for such a large car, and whilst the ride is on the firm side it is never uncomfortable. A top speed of 140 mph, and 0-62 mph reached in 7.7 seconds, is impressive.

The 164 points the way forward for Alfa Romeo under Fiat's aegis, for it will remain a manufacturer of quality performance cars, with coupés, sports-cars, convertibles and four-wheel-drive versions all in the pipeline. It has been built to a level of quality not achieved by the Milanese manufacturer for many years, which may help to explain why 15,000 were sold in the first six months in Italy (accounting for 18% of Alfa Romeo sales) and why there is still a waiting list of six months. Alfa is at last on the road to recovery. **WPK**

164's lines even reflect well against the beauty of a 32-year-old 1900 Super Sprint.



COYS AUCTIONS

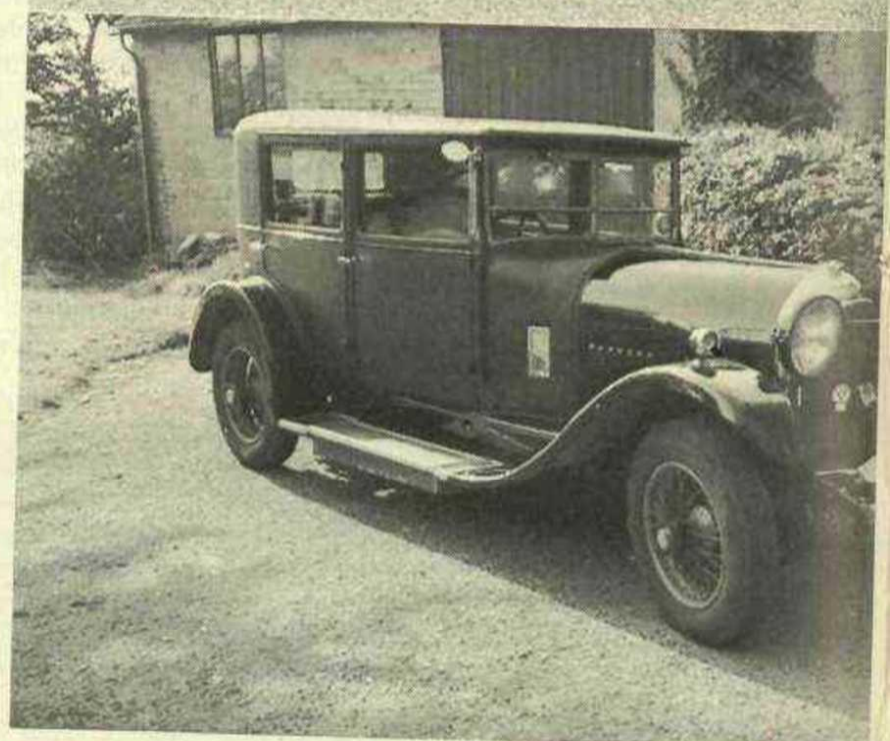
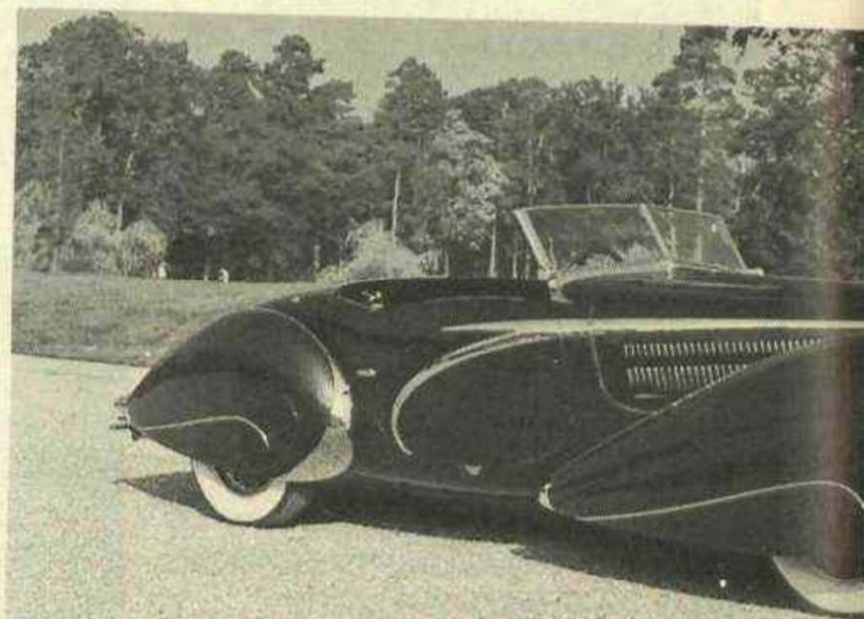
MAJOR UK SALE OF
SUNDAY 4TH DECEMBER
CLASSIC CAR SHOW, WEMBLEY

The Summer Sale in July was an outstanding success with five World Record prices achieved. These included £110,000 for a 1957 Mercedes 300SL Gullwing, £79,000 for a Bentley R Type Continental, £385,000 for a 1932 Alfa Romeo 8C2300, and a staggering £112,000 for a 1937 Bentley 4¼ Litre with original open touring coachwork by Vanden Plas.

This Auction followed on from two equally successful sales earlier in the year where records were again broken including £165,000 for a Jaguar SS100.

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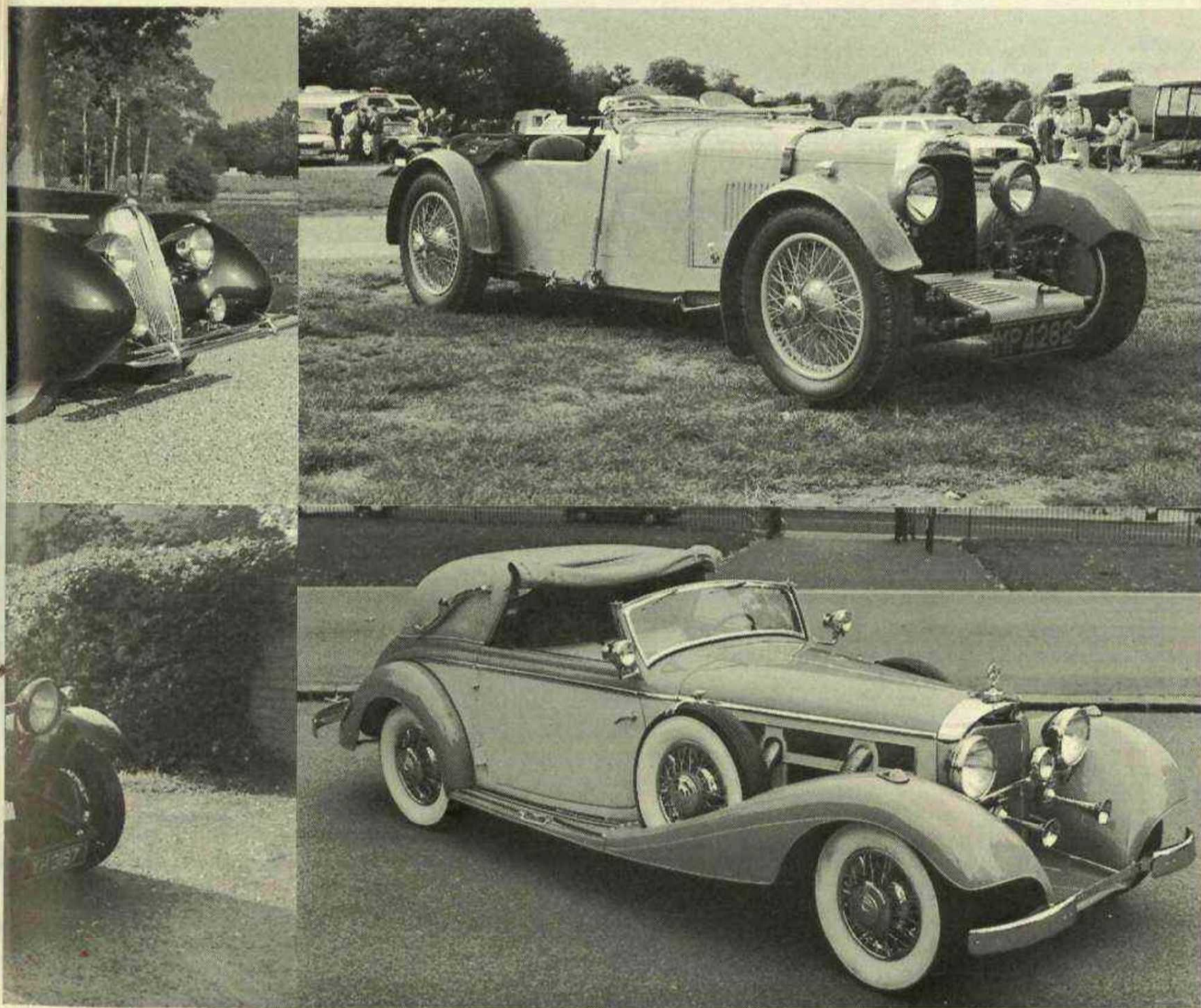
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DECEMBER 1988

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1928 ASTON MARTIN
LE MANS TEAM CAR
Chassis Number LM1

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Chassis Number 130936

CLASSIC TEST

Current rumours that Mercedes-Benz may be considering a return to Grand Prix racing in the next few years after the success of the Sauber-Mercedes team in sports-car racing have something of a parallel in the years after the Second World War. German technical prestige had reached a zenith just pre-war, Mercedes-Benz and Auto-Union decisively beating the rest of Europe with their powerful silver cars and superb organisation.

As the disruption of conflict settled and the production of cars resumed, rumours began to circulate that the Stuttgart company wanted to re-establish that prestige on the track, and in 1952 the factory announced its first post-war competition car. Although the long-term intention was to return to Grand Prix racing, the company chose to pit its engineers and team members in international sports-car events first, to ensure that the whole operation had been brought to a pitch capable of winning against the best European competition.

The car which brought the silver livery of pre-war glories back to the tracks was known as the 300SL (for *super leicht*) and used the independent double-wishbone front suspension and rear swing-axle of the 300 saloon in a smooth and streamlined closed bodyshell attached to a multi-tube spaceframe chassis. Heavily tuned, the six-cylinder overhead-cam engine, though vertical in the prototype, was radically canted over for "production" team cars to reduce frontal area and lower the centre of gravity.

But what caught the public's imagination was the unusual door operation, now invariably known as "gullwing". In years since, this has become a sort of exotic fad, notably on the De Lorean, and you can if you choose spend a great deal of money on a very tasteless gullwing conversion for a perfectly good modern Mercedes 500SLC. However, Mercedes' choice was a typically logical one.

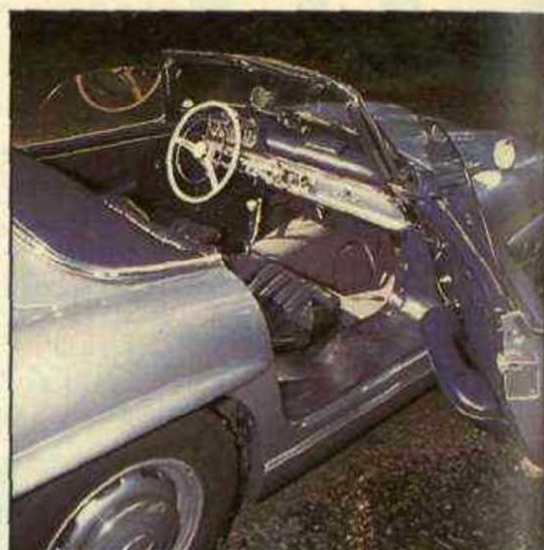
As first shown in 1952 the gullwing opening did not even intrude into the side of the car; instead only the roof and the side-window lifted, which was enough to comply with the sports-car regulations while keeping the side structure very strong. By the time the cars appeared for the Mille Miglia in May the doors had extended half-way down into the body sides, but the simple central-hinge solution was retained.

There are in any case only one or two ways of providing the necessary access room; the roof can swing out with a conventional door, as Eric Broadley later chose for the Ford GT40, or the whole unit could pivot forward longitudinally much as Bertone did with the Countach; both involve complex hinging and seal problems, though the latter was used on the simpler open works 300SL. Putting the hinges on the centre-line of the roof is actually the simplest answer to the problem.

Yet this eye-catching detail was peripheral to the advance warning that the Mercedes-Benz machines gave the racing fraternity; in the 1952 season the silver cars entered for five top-rank



Careful planning of the multi-tubular frame made the roadster a practical tourer with respectable capacity.



False trim on hinged cover neatly finishes off the cockpit.



Deep headlamps, wheel-arch eyebrows and bumpers were grafted onto the basic shape of the works racers to create a roadster.

Silver Dream M

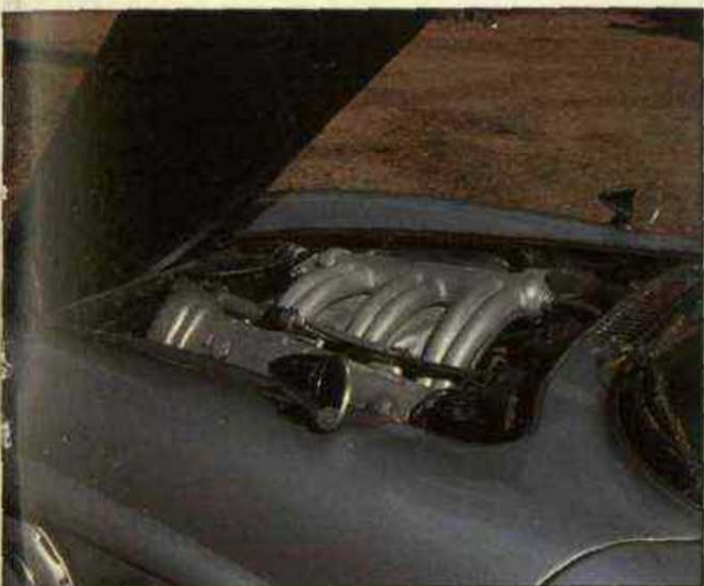
events. These were the three most famous and demanding endurance races (Mille Miglia, Le Mans and Carrera PanAmericana) and two major sports-car races supporting Grands Prix at Berne and the Nürburgring. It was a bold selection which showed complete confidence, and which was vindicated for design chief Rudolf Uhlenhaut, himself an extremely fast test-driver. The season began with second and fourth places on the Italian road race, and swept on to victory in the other four.

But when the opposition (Ferrari and Jaguar in the main) was catching its breath for 1953, a communiqué from Stuttgart floored everyone by announcing that the 300SL would not be raced again. It had served its purpose by proving that the cars could beat the world, and that the organisation behind them was ready for the next step — a Grand Prix team for 1954.

If Grand Prix racing is the shop-window there must of course be attractive products, and it was not long before a 300SL went on sale to the public. Though the shape of the steel body had been slightly modified for the better, it was very close in specification to the 1952 works cars, using the multi-tube structure, swing-axle rear suspension and the canted engine, but this time fitted with fuel-injection. In this form it produced 212 bhp at 5800 rpm, enough to make it the fastest car in production: between 150 and 160 mph depending on which of three final-drive ratios was fitted. For customers who could afford it, a version with aluminium doors, bonnet and boot-lid was also made available, as was a competition roadster with all-aluminium body.

At £4300 it was an expensive car: injection was an extravagance justified for improved

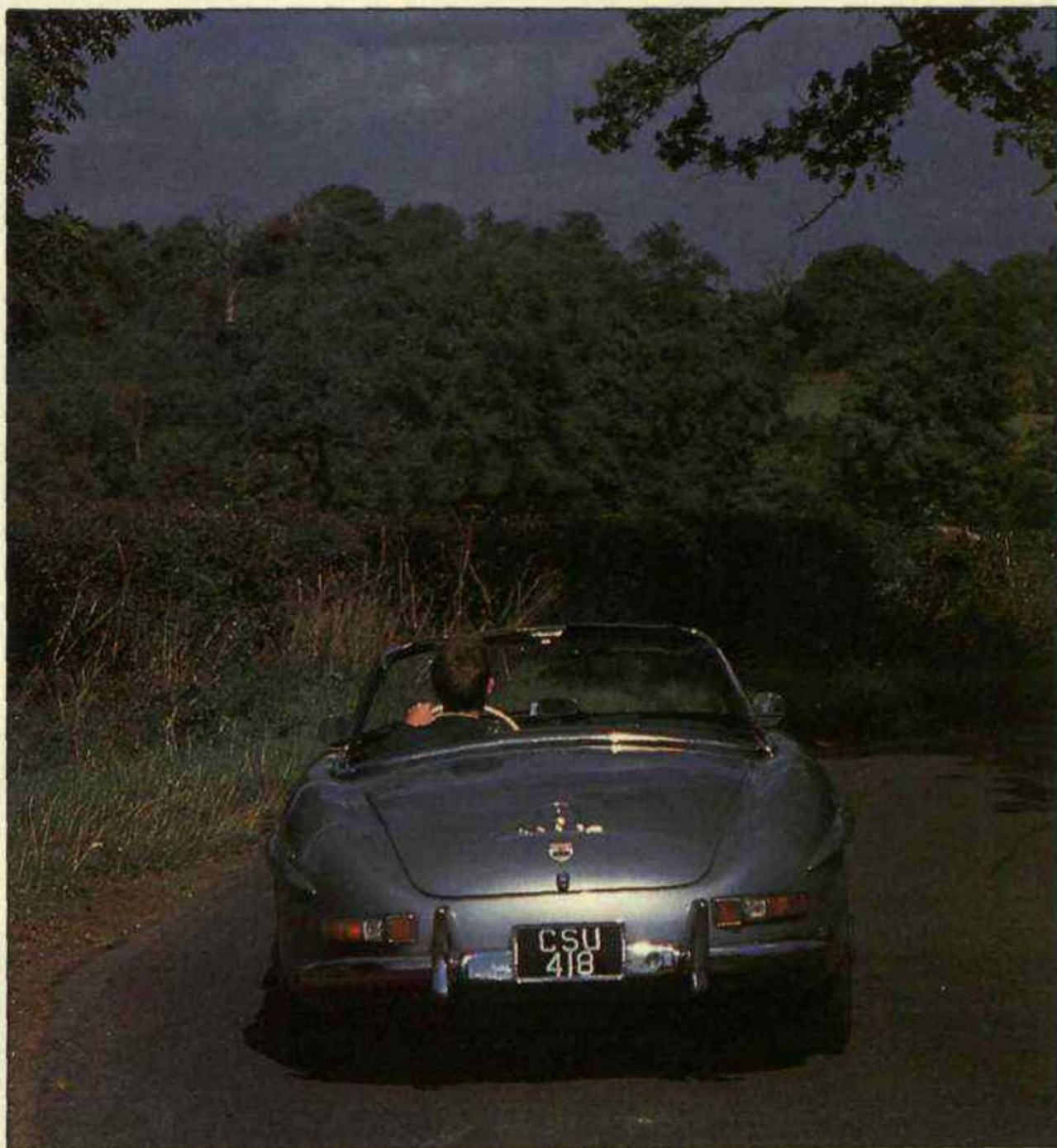
Mercedes-Benz 300SL



Long intake trunks to the canted block helped improve flexibility of the 212 bhp engine.



...the most desirable of production convertibles.



Mild roll does not detract from the car's excellent behaviour in corners.

same year where, in order to meet the exacting standards of the scrutineers, extended doors were used to reach the spaceframe.

Two years before the 300SL roadster was revealed, Mercedes complicated the situation by introducing two other cars with some visual resemblance, but very different in structure and aim. One was advanced and significant and took the company back into sports-car racing: the 300SLR, which used the Grand Prix car's eight-cylinder desmodromic engine and running-gear under a sports-racing body, either open or coupé, and which so famously carried off the fastest-ever Mille Miglia win in 1955 (with Stirling Moss and DSJ aboard). The other was a sensible attempt to offer a cheaper sports-car which could be built on a proper assembly line — the four-cylinder 190SL.

Purists will suggest that the real 300SL disappeared when the gullwing ceased production in 1957, and that the roadsters are softened "boulevard" cars, particularly in later form with low-pivot rear axles which made them less tricky to drive on the limit or in the wet. Yet they are substantially the same in performance, and if there had been no coupés, the roadster would certainly occupy an undisputed place as the great sports-car of the Fifties.

The car that MOTOR SPORT was loaned has the astonishingly low mileage of some 52,000, having been stored every winter by its dotting Canadian owner, before coming to the UK. It is an early example of the roadster (1057) and retains its drum brakes, although many owners have converted to discs at much expense.

Very often the choice of multi-tube space-frame construction imposes great restrictions on space use within the frame, but the Mercedes-Benz designers manipulated the tubes cleverly to minimise this, concentrating the strength around the edges of the necessary holes in the structure. The sills are as wide as a gullwing's, but easier to swing the legs over, being that much shallower, while under that long rounded tail there is a quite respectable boot with the huge 15in high-profile spare tyre lying in a well.

Only under the dash can a couple of tubes be seen, running up from the door pillar to the dash, until you open the bonnet. Then the enormous engine can be seen in a cradle of 25mm diameter tubes, the lorry-sized cam-cover leaning to the left and almost touching the vertical damper and spring, while the block itself is obscured by the massive inlet and

Machine

efficiency, the huge brake-drums were heavily finned, and the bulk of the car, including the complex welded frame, was hand-assembled. In addition the angled engine made it impossible to build a right-hand-drive version. Originally there was no intention of putting the car into production, but when Mercedes-Benz received an order for 1000 cars from its American agent the board quickly revised that decision.

It was demand from across the Atlantic which also led to the production of an open roadster version in 1957, but the high sills and tiny doors first seen on the converted works 300SLs at the Nürburgring in 1952 would simply not do for the sort of market which could afford this superfast machine. The problem was overcome by referring to the later design first seen at Berne and then at Le Mans that

exhaust manifold castings which lie almost horizontally on top of the (non-crossflow) unit.

Similar ingenuity went into the hood mechanism. That padded trim behind the seats is false, and merely provides a locating rim for the rear edge of the roof, which, in fact, disappears entirely under a rear-hinged cover. It is erected in a minute or less, being released from under the cover and then tensioned down on top of it and locked into the screen rail with two smooth-acting spiral-peg levers. The assemblage operates as smoothly and solidly as everything else on the car, though in fact the hood itself is one of the few items to have been replaced recently.

On the gullwing the high sill meant that a tilting steering wheel was needed to let the legs slide under it; no such complexity on the roadster, although the two-spoke wheel is the same pattern and typical of M-B cars of the time. By the time the works racer of 1952 reached its wealthy customers in 1954 it had gained in interior lavishness, and the 1957 roadster reflects its luxury tourer role.

Between the two main dials are four small vertical strip gauges for water and oil temperatures, oil pressure and fuel, with small controls in a row beneath, including separate heating and ventilation levers for each side. Finely-engineered details abound: the sliding cover

over the interior light, the dash-top ashtray and cigar-lighter, the arm-rests which open to reveal an oddments tray.

One of the great pleasures of driving the 300SL today is the superb flexibility of this potent engine. Despite its 212 bhp (225 in later years) the high-compression unit trickles in traffic like a modern car, with no sign of fluffing or oiling. The tall gear-lever moves with reassuring clicks between the four ratios and the engine's smooth pull is there in all of them; top will speed the car from pedestrian rates to illegal speeds without pausing, gently at first, then building up with a deepening bellow.

Fourth is strong enough for fast motoring much of the time, but the real satisfaction is in coming out of a hard bend in second, watching the tach needle tick off the markers before dropping sharply back and climbing again in third, and then feeling the same sort of surge in fourth as well, and all the while surrounded by the glorious bass roar. Thick fins on the drums (inboard at the rear) let them absorb heavy use, and they work very well at high speeds; from perhaps 20-40 mph they feel strong but pull unevenly, while at walking pace the servo seems to lose its sensitivity and become an on-off switch.

Michelin 185 XV tyres have replaced the cross-plyes once fitted, and must cushion

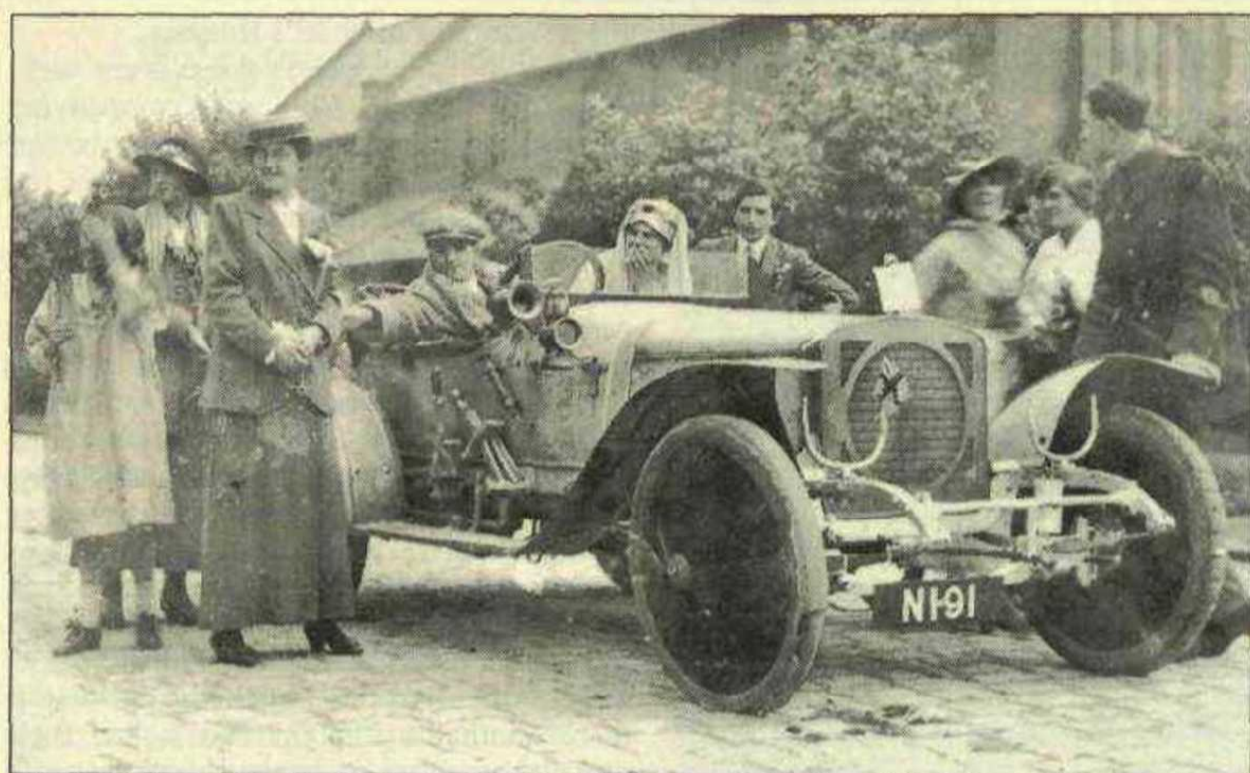
further the already gentle ride. Yet this does not mask the outstanding behaviour of this chassis, incorporating much learning gained from the sports-car and Grand Prix seasons of 1954 and 1955. It settles into bends with some roll and then digs its claws in, adhering to the curve perfectly. Quick gearchanges fail to upset it, and the steering response is lovely. On straights, though, the wheel feels a little dead, and under braking it changes again, becoming vague and responding to any uneven pulling from the brakes.

Contemporary reports said that the low-pivot axle with its compensating spring connecting the two halves across the differential allowed mild and controllable oversteer at will. We did not try that, as the value of a roadster is now climbing towards that of a gullwing, and most roads in the south of England are rather crowded for these antics. But there are some exceptions, and as both car and driver warmed up, the average speed rose too. Hard braking alternated with that exciting growl as the silver-blue Mercedes sprinted over some quiet Surrey roads towards Hampshire, absolutely at home through every sort of bend at speeds which would without drama easily match a well-driven sports-car today. No wonder that for the lucky few it was the Grand Tourer par excellence. **GC**



As elegant a roadster as it had been a coupé . . .

VETERAN TO CLASSIC



Cecil Kimber's Hispano Suiza-bodied 15.9hp Singer at the time of his first wedding.



The same Singer in racing trim?

Kimber's Singers

Cecil Kimber, as we all know, was the creator of the MG. But from where did he get the inspiration for his world-famous sports-cars?

His first car (after a motorcycle accident damaged him considerably but gave him, through compensation money, the wherewithal to take to four wheels) was a Singer Ten, that four-cylinder light-car with its gearbox in its back axle. That was followed by a larger Singer, the T-head 15.9hp car named "Jabberwock" which had been raced at Brooklands by the aviator Vivian Hewitt.

Kimber was very proud of this machine, which he used to take his first wife, Irene, on a honeymoon Welsh tour in September 1915 — petrol rationing presumably not being very strict at this stage of the war. He told his family that it used to lap the Track at 80 mph in its heyday; it might have done so in practice, as another Singer of this size did, but the best race lap I can find for it was at only 43.88 mph, in 1909.

Hewitt non-started in his other two BARC races that season, and does not appear to have run again. Aeroplanes probably took up too much of his time thereafter, for he had acquired a 50hp Gnome-engined Blériot, which he flew from a field in Rhyl. In 1912 he set off to fly to Dublin; very rough weather forced him to land at Plas, and the next day at Holyhead, but after waiting four days he got across, putting down in Phoenix Park after a flight lasting 75 minutes and thus becoming only the second pilot to fly the Irish Sea without ending in the water.

Kimber's Singer Ten had been an early one, delivered in February 1913, which after the factory had rectified some initial valve trouble ran quite well for some 20,000 miles. So it can be assumed that the bigger Singer, which was

now road-equipped with a body from an Hispano Suiza (probably an Alfonso model), was purchased around the beginning of 1915, when it was at least six years old.

In his book *The MG Sports Cars*, Wilson McComb remarks that it was a stark car for a honeymoon, with no doors, no headlamps, and scarcely any weather-protection. This does not seem to have bothered the Kimbers, who not only toured Wales in the ex-racing car but returned in it to the village near Sheffield where they were to live while he was working at the Sheffield-Simplex factory.

The Singer was registered N191. NI is a County Wicklow lettering, and one Hewitt might have obtained while in Ireland with his Blériot; McComb has suggested this was indeed an Irish number acquired to fool the police (a ploy not unknown among fast drivers) and handed on from the Singer Ten. On the other hand, it is impossible to differentiate between letters and figures on the 15.9hp car's plates: N was a Manchester symbol, and before going to Sheffield Kimber had worked for Crossley's in Manchester, where his fiancée had also lived. So the registration could have been legitimate although, in view of the low number, perhaps handed on from some other car.

There is a spin-off from all this. In *The Kimber Centenary Book* (*Book Reviews*, MOTOR SPORT, October 1988), Mrs Kimber-Cook tells of her step-sister finding in an old box a faded photograph thought to have been taken by her father outside his parents' cottage in Wales and dated 1912. She suggests that the car pictured might have been the one which gave Cecil Kimber inspiration for his subsequent MG sports-cars.

The National Motor Museum, she says, was asked to try to identify this car, and

suggested it might have been a special-bodied GN. Wrong, because GNs do not have dumb-irons!

To me, it looks much more like the 15.9hp Singer in Brooklands trim, with radiator cowl and no discs on its wire wheels (these it had acquired by 1915, by which time a typically Singer radiator was exposed). Since Hewitt flew from Rhyl, he might have driven over to visit the Kimbers — and perhaps the mysterious blonde who signed one of the photographs "Olive Seeds" was one of Hewitt's lady friends? **WB**

Valvegear Answers

Bob Chamberlain's request for information about the 1912 Prince Henry Austro-Daimlers has been answered, Porsche of Germany coming up with the required information.

The engine had been quoted as having one inlet valve and four exhaust valves per cylinder, but this is erroneous — there were two valves per cylinder, all in detachable cages (which was unusual), the exhaust cages or ports being cooled by fins. Operation was by rockers working below the valve-springs, spring-tension being maintained by little columns passing through the spoon-shaped rocker-ends.

H R Godfrey, along with Chamberlain's uncle, the famous pilot Harry Hawker, had one of the 70 replicas of these 27/80hp Austro-Daimlers which were sold to the public (these had carden-shaft drive, whereas the competition cars had chain-final-drive), and copied this valvegear for the racing GN "Kim". It may have been unusual but it worked, and Austro-Daimlers finished 1-2-3 in the 1912 Trials. **WB**

VETERAN TO CLASSIC

VCC "Six Days"



Another hill to climb — Guy Briere-Edney's single-cylinder 1901 Progress makes good.

The Midland Section of the Veteran Car Club was rewarded with more than 80 entries for its commendable week-long re-enactment of the 1904 Hereford Small Car Trials. Commencing on the correct day, outside the same hotel, the Green Dragon, on August 29, the out-and-home run involved ascending and descending Dinmore Hill.

Before this we found Eastmead cheerfully working on the ignition distributor of his 1900 Stephens and the oldest car, the 1894 Santler, returning after finding the gradient too steep. Otherwise no-one was troubled, Clarke on the 1903 Napoleon changing up and Southall's Lagonda forecar, Carter's Sunbeam and Pickard's De Dion going well. Only Brown's De Dion stopped momentarily, in the lay-by.

Young children and dogs were enjoying the ride in some cars, Middleton's Locomobile sported a vertical chimney behind, and the five occupants of Edwards' 18/20 Hotchkiss were rivalled by a Renault with six, sitting in three separate pews.

On the Monday Fromes Hill had to be climbed, and it was the temporary downfall of Johnnie Thomas riding the Etna trike, Brown's 4½hp De Dion which a modern towed up, and Garner's 30hp Daimler. Yet the 1898 Panhard from Botswana came up strongly, and the "turf-turfing" Knox changed up, like many others at the summit, including Pickard with the De Dion's steering-pillar lever. Joan Zimble's Wolseley had no problems but Chris Thomas ran most of the way up beside his 2¾hp Phoenix, until the moment came to leap into the saddle, Southall's big Fiat stopped near the top, and Williams drove his 1913 Morris Oxford up in reverse. Ryder-Richardson rang his Oldsmobile's bell.

Heilbron was among those needing to zig-zag up in his gear-howling Panhard and Bill Cooke's Peugeot accepted a bit of a push, but on the whole this now-main-road hill was

tackled well. After lunch at Knight's Cider there was the long hill over Bringsty Common to be climbed and another near Bromyard, where the Knox had to shed its passenger.

Although still adhering to the original route, Wednesday's run included the country roads from Ledbury via Bishop's Frome to Bromyard, after the cars had been shown to

the people of St Michael's Hospice.

On this section the Progress went well, though overtaken by Collings' accompanying Mercedes 60, and the long hill failed to bother Martin Luther's 1903 Mercedes, while the second Progress rattled up. Morgan's yellow 1911 Belsize came to rest while changing up while Lawson's 1902 Panhard was slow but very sure. Even Halsall's 6hp 1898 Panhard managed to change into high speed.

On the following two days the weather was at times unkind, but on Saturday it relented when the competitors penetrated into Wales. Twenty of the known entrants failed to appear at the furthest point, outside Presteign, though some had non-started anyway.

The two Phoenix trikes did not do the loop from Kington and back, nor did the Locomobile steamer appear, and at the lunch-stop there Southall's 20/30hp Fiat lacked fuel-pressure because a washer had given out on its feed pump. Otherwise breakdowns were few, and most of those who had started this ambitious event set off, as in 1904, on a parade through Hereford.

Local newspaper support had brought out the onlookers, and if the EEC does turn against the old-car movement these good people would no doubt come to our support and sign a truly massive petition! The VCC and hard-working event secretary Nick Moor are to be congratulated. **WB**

VSCC Madresfield

The customary *Concours d'Elegance* and driving tests of the VSCC Midland Section took place at the delightful Madresfield Court venue on September 4. Only seven cars considered themselves beautiful enough to present themselves to the Concours judges, and the entry was a trifle depleted in comparison with previous years for the Driving Tests too.

In the Slow-Go Test the Marshes seemed to have the most docile Brescia ever, which emitted a puff of black smoke when David changed up; in contrast, Beckett's 1930 A7 was rather too fast in the wrong place, and then hesitant to pick up. Tarring's Frazer Nash was boiling this early, MacKenzie's big Invicta was really at the crawl, rocking its transmission, while Conway's T44 Bugatti

demonstrated the smoothness of eight cylinders.

Farquhar drove an interesting ex-Kaye Don, ex-Eason Gibson Brooklands Riley, now painted blue, and Hancock's Fiat Balilla proved that small engines can also accelerate smoothly. One of the fastest in the quick part of the test was King's Talbot 105, but in the slow section Mrs Walker had to apologise for making the observer run beside her GN Martyr . . .

The oldest cars present were Mitchell's belt-drive 1913 GN and the Presidential 1903 Mercedes, which jumped about on its springs with impatience in the slow-running test. It was nice to see Mrs Moss sharing the Crouch-Helix with her father Keith Hill, and a Riley 9 wearing wedding ribbons. **WB**



Welcome newcomer — Mrs Moss in her father Keith Hill's 1½-litre Crouch-Helix.

RESULTS

VSCC Madresfield, September 4

Montagu Trophy (Concours d'Elegance)
I. Rendall (1928 6½-litre Bentley)

First-Class Awards

D. Marsh (Bugatti), M. Lemon (30/98 Vauxhall),
K. Hill (Crouch-Helix), R. Collings (1903 Mercedes)

Second-Class Awards

T. Tarring (Frazer Nash), I. Hall (Riley), M. Walker
(GN), Miss Bullett (A7), M. Kipping (Humber)

Third-Class Awards

D. Ladhams (Frazer Nash), C. Marsh (Bugatti),
Mrs Lemon (A7), M. Brereton (A7), Mrs Walker
(Frazer Nash), C. Gordon (Riley)

Ladies' Award

Mrs Walker (Frazer Nash "Martyr")

Cotswolds Motor Museum

To have a look at another of the smaller motor museums we drove to the picturesque village of Bourton-on-the-Water, close to Stow-on-the-Wold, on the A429 in Gloucestershire.

Mike Cavanagh, who has been collecting suitable artefacts since 1959, opened this museum in 1978 after his return from South Africa, thus making good use of some derelict cottages which had been part of the Old Mill on the river Windrush. Its theme is to provide a journey down memory lane, rather than just display a number of inanimate motor-cars, and to this end the exhibits are surrounded by the finest collection of motoring memorabilia to be found anywhere, including some 800 old signs and advertising plaques, one of the largest collections of children's pedal-cars, and period objects in and about the cars. Miniature cars include a one-off Deurmekaar cut-down A7, built in 1927 at Port Elizabeth as a publicity gimmick but fun for children learning to drive.

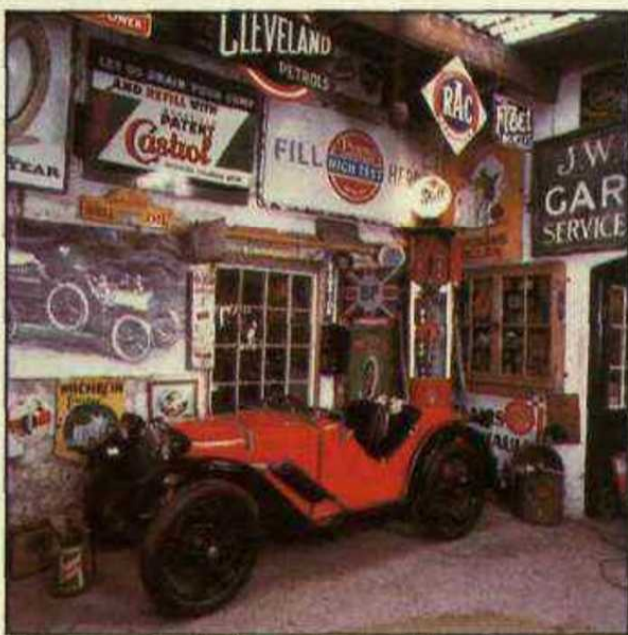
The cars themselves number about 30, changed from time to time. Among them is Cavanagh's first vintage car, a Brooklands Riley 9 thought to have run in the South African GP; its radiator has been moved forward to accommodate a 1.7-litre Riley Six engine, following a blow-up in 1947. When Mike's mother needed a new car he traded the Riley in for £30, but ten years later traced it and bought it back. Keeping it company is the model of the similar car which was once used by Percy Maclure's youngest son to open speed trial courses before the war; first electric-powered, it was later given a 98cc Villiers engine, raising its speed to around 50 mph.

Another prized exhibit is the 1935 Austin taxi, bought in 1973 and shipped out to Africa before being brought back in 1977. It came off the London ranks in 1951, then served in Birmingham and on the Earl of Aylesford's estate, and has run at least 700,000 miles; yet even the leather roof-lining has survived holing by umbrellas.

The essence of the museum is atmosphere. Thus we have a reproduction of the village



Period artefacts add to the fascination.



Time stands still for an Ulster A7.

garage run by Jack Lake, who was chauffeur to Dr Corser when he had the first car in the village, a Darracq. Jack's hat and coat hang over a chair, and 1913 BSA, 1915 Indian and 1921 Sunbeam motorcycles stand in the workshop. Then there is a corner devoted to motorcycle football, with pictures and the ball itself setting off the 1934 Levis and Calthorpe bikes which were ridden by British champion Harold Breach.

Memorabilia abounds: petrol and oil cans, models, china car ornaments including Dalton plates, an early AA Box made of ash, antique petrol pumps, games, 1923 Angela and 1926 Hutchings trailer caravans—the list is endless. Mike prefers original exhibits, and if restoration is required (as in the case of a Riley's mudguards, and the sides of the Ulster A7 whose Union Jacks so offended German soldiers that they hacked through the body) he prefers to plate behind the holes, leaving most of the structure intact.

Other cars include a fine left-hand-drive BMW 327 cabriolet, an XK140 Jaguar coupé, a rare drophead Standard 8, an equally rare Mk V Jaguar drophead, an early Austin 12/4 tourer, a Rover 8 van, Chummy, Nippy and Swallow saloon A7s, an original 1936 Morgan Super Sports (but with JAP, not Matchless, engine) and a 1934 Riley Kestrel. You can also see a 1950 Sunbeam Alpine, a 1½-litre Invicta saloon, J2 and TD MGs, an MG Y-type saloon, an Austin 10 Clifton and Morris Minor two-seater, as well as an Indian sidecar outfit with leaf-spring forks and a one-owner 1924 P & M solo bike. But the supporting artefacts are almost more interesting, covering aeroplanes and model boats as well as motoring items. And if your lady is not interested, next door is the Village Life Exhibition.

A modest 80p is charged for entry to the Cotswolds Motor Museum, where quiz-sheets for children and an excellent 95p colour guide are available. It is open seven days a week, 10am to 6pm from March to November, and in the evenings by appointment. **WB**

Brooklands Society Comes of Age

The Brooklands Society's 21st birthday party on September 11 was a pleasantly informal occasion. Dudley Gahagan opened the Test Hill ascents with me in Peter Agg's impressive 38/250hp Mercedes-Benz, its blower shrieking on hill and banking, compensation for Dudley's T37 Bugatti later stopping twice sans fuel-pressure.

A fine variety of cars followed, those with Track connections including the ex-Le Strange Metcalfe Fiat Balilla, the ex-Parnell MG Magnette, Delaney's Hyper Lea-Francis and the 1908 Napier 60, on which Kaye Don's widow enthusiastically requested a ride.

Others included a rare flat-radiator Morris two-door tourer, Leslie Ballamy's Model B Ford Fordor saloon with LMB front axle for old times' sake, at least three open vintage Bentleys watched over by Stan Sedgwick, and a Speed 20 Alvis in which, not to be outdone, my wife cadged a lift. Gahagan also had his recently-acquired part-Oats, part-Tozer, part-Zere Wade-blown Amilcar Six in the Paddock, whilst in the marquee, where I was asked to cut the first slice of birthday cake as member No 1, the Midland Motor Museum displayed the lap-record Napier Railton.

Something like 1500 members and friends gathered for a share of the cake, among them Mrs Hess and the granddaughter of Vernon Balls. In this happy atmosphere Sir Peter Masefield and the Executive Vice-Presidents were greeting their guests. **WB**



Peter Agg's 38/250hp Mercedes led off.

Steam Fun

Bound for the August Bank Holiday Bishops Castle Rally, the Sentinel DC took five of its members' wagons for a 13-mile jaunt over some steep hills to Knighton on the Saturday evening, endorsing the practicability of these pre-war vehicles even on a cross-country route. The 1933 Tarmac S-type six-wheeler climbed slowly to a marvellous exhaust beat, an American-owned Stanley steam car joined in, and a convenient stop-cock replenished the Morriss Oils Sentinel. An amusing interlude, and I was surprised at how many readers we have among the steam fraternity, including one from the days of the *Brooklands Gazette*. **WB**

VETERAN TO CLASSIC



The Richmond/Simpson MG covered 1576 miles in 24 hours at the Sarthe, finishing 24th.

“Les Girls” at Le Mans

Although motor racing back in 1935 was hardly linked with sponsorship in the way it is today, opportunities for publicity were scarcely ignored. So it was that for that year's Le Mans 24-Hour Race an ingenious idea was applied to the MG entry: the 847cc ohc PA MG Midget, introduced a year earlier, was the basis of the three-car team, and to attract attention the drivers were all girls.

Le Mans might seem too tough a proposition for a woman. Yet in 1930 the French girls Mesdames Mareuse and Silo had brought their 1½-litre Bugatti home seventh, and the

following year the Hon Mrs Chetwynd joined them with an MG Midget (although this time they all retired).

The Abingdon MG team for 1935 comprised Doreen Evans paired with Barbara Skinner, Joan Richmond with Mrs Simpson, and Margaret Allan with Mrs Eaton. To train them and keep a fatherly eye on them, who better than gentlemanly Captain G E T Eyston? Inevitably, the drivers were soon being referred to as “George's young ladies” or “Eyston's dancing daughters” . . .

The choices were good ones; although none

of these girls had competed previously at Le Mans, all had considerable racing experience.

Slim, fragile-looking Doreen Evans drove as well as her brothers Kenneth and Dennis, always in MGs prepared at their efficient Bellevue Garages organisation in Wandsworth under Wilkie Wilkinson. In later times she was to marry MG enthusiast Alan Phipps and live in America, where she acquired her pilot's licence and brought up a family.

Barbara Skinner became known as the determined driver of the fearsome Skinner Special, based on a Morris Minor chassis and fast enough to get her the Ladies' Record at Shelsley Walsh the previous year. She married John Bolster, and was later killed in a road accident.

Although British, Joan Richmond came from Australia to try her hand at motoring sport, winning, among other accolades, the JCC 1000-Mile Race of 1932 in a Riley with Mrs Elsie Wisdom. Having returned “down-under”, she retains her interest in the sport, and in Rileys. Little Mrs Simpson, too, had plenty of experience, which included Alpine Trials.

Margaret Allan, a well-built Scot, had already shown her skill and bravery with the Marker 4½-litre track Bentley with which she attained her 120 mph Brooklands badge in 1936, and a fierce Frazer Nash. She went to France to join Cecil Kimber's first all-female works team in Colleen Eaton's big Alfa Romeo, using it for sleeping quarters in preference to the tent provided. She married Christopher Jennings, editor of *The Motor* and a Riley man, and still lives in the family mansion in Wales. Mrs Eaton herself, an Australian, was less well-known than her team-mates, but was clearly thought capable of what was required.

Eyston had competed at Le Mans only twice, some time previously — in 1928 he shared an Aston Martin with A C Bertelli and in 1929 a big Stutz with Watney, failing to finish both races. However, George's vast racing and particularly record-breaking experience made him thoroughly competent to run this team of rather lively ladies. He had



Barbara Skinner



Doreen Evans

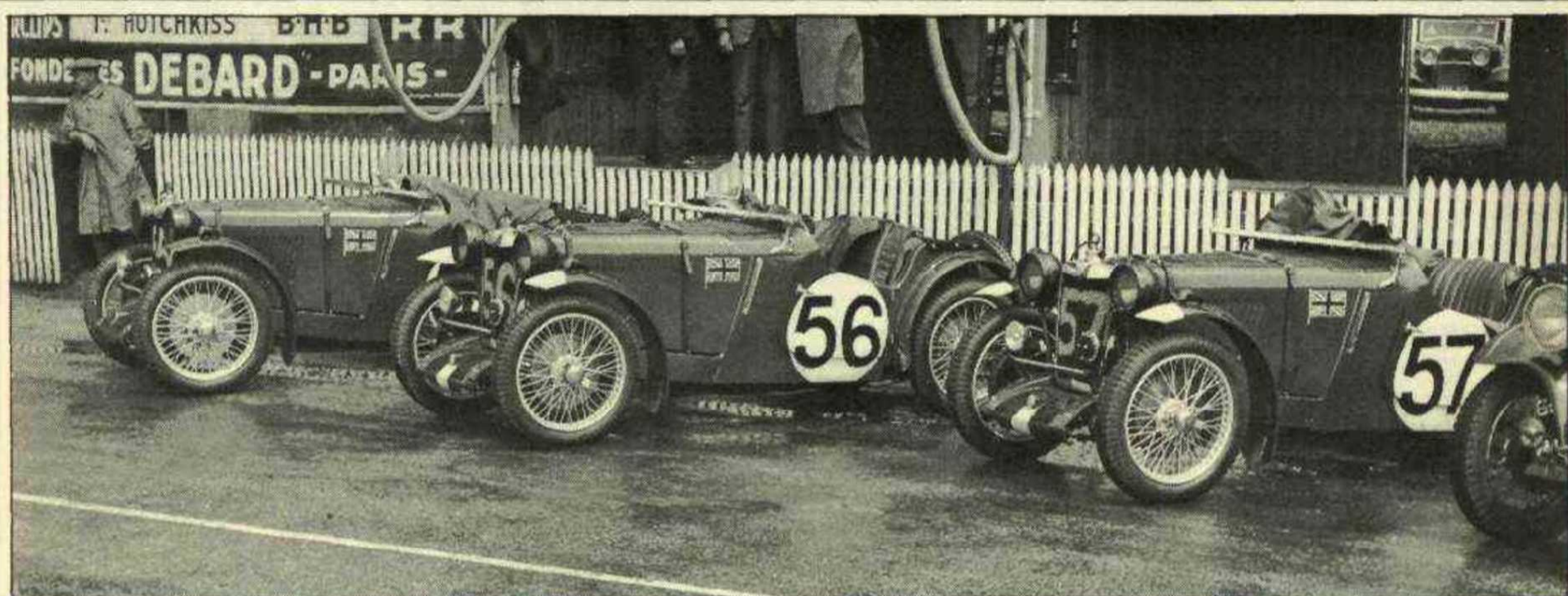


Margaret Allan



Joan Richmond

VETERAN TO CLASSIC



Rigorously tested and smartly presented, Eyston's 1935 factory MG team attracted plenty of attention at Le Mans due to its imaginative choice of drivers.

raced MGs with notable success, gaining those Class H 100 mph and 120 mph records, and by 1938 he was to set the Land Speed Record to 357.50 mph; his organisational ability was later put to good use first by MG and then by John Cobb, for his (sadly fatal) attack on the Water Speed Record.

Three P-types were carefully built up, tested and reassembled in Abingdon months before the race. They were standard except for cycle-type mudguards, stoneguards for the headlamps, and having part of the dumb-irons apron cut away to help cool the oil. Duplicated tail lamps, with tell-tale lights on the fascia, and push-buttons on the steering wheel to cut out the panel-lighting were also incorporated.

Kimber was after the Biennial Cup, which was still considered more important than winning Le Mans outright, and to qualify for which a car had to finish two races — a contest which remained in force until replaced by the Index of Performance from 1957. The P-types were registered JB 6156, JB 6157 and JB 6158, the attractive Miss Evans having car No 55, Joan Richmond No 56 and Margaret Allan No 57.

This brief reminiscence has a happy ending, for although the Richmond/Simpson MG finished ahead of the Evans/Skinner one, contrary to the team order, they achieved 24th, 25th and 26th places, ahead of two A7s (one of which was a works entry). The leading "Les Girls" MG covered 1576 miles, in a race won by the Hindmarch/Fontes 4½-litre Lagonda and from which there had been 29 retirements; the trio of MGs had needed no more than a single replacement tail-lamp bulb between them.

But the good times did not last, because soon after their victorious return Lord Nuffield closed down the MG racing department, and strikes in France caused the 1936 Le Mans to be cancelled. The 1935 P-types became effective trials cars, but that is another story . . .

WB

High Speed Trials

High-Speed Trials, in which competitors attempt to match average speeds set by the organisers (as distinct from racing), are an excellent way of learning the speed-game, as the VSCC recognises by holding such an event at its first Silverstone meeting each year.

The idea is not new, the Junior Car Club and the Motor Cycling Club having held similar trials at Brooklands before the war. The former ran an ingenious one-hour run for cars up to 1500cc, and it is rather interesting to compare the speeds expected in the last vintage year with those set by the VSCC today.

The JCC stipulated 33 mph for 750cc cars, 35 mph for those up to 1100cc, and 38 mph for 1500cc class competitors. The VSCC is seemingly more lenient, asking 21.4 mph from 750cc cars, 22.5 mph for up to 1100cc, 24.6 mph at 1101-2000cc, 26.8 mph at 2001-3000cc, and 27.9 mph for competitors of over 3000cc, if my sums are correct (PVT cars have to go correspondingly quicker to get an award). However, two compulsory artificial pit-stops are required of VSCC drivers and their pit-crews — another excellent way of learning about motor racing!

The Silverstone Club Circuit used by the VSCC, with its Copse, Beckett's and Woodcote corners, is probably faster than the track-cum-"road" course devised by the JCC: although cars would have been flat-out, or as near to it as deemed necessary, along the Finishing Straight, round the Byfleet banking and down the Railway Straight until it was time to brake for the narrow gate into the Paddock return road, there was a 15 mph speed-limit on the road part near the Members' Bridge and no passing to the start of the 1-in-4/1-in-5 Test Hill descent (since Brooklands never closed, the Members' Hill being a popular venue for young chaps and their girls during the evenings, how the JCC

persuaded the authorities to place the aerodrome and Thomson & Taylor's works "out of bounds" during the event is a mystery!).

In spite of this, passing was not unknown on the twisty road bit and someone always skidded into the hedge. In 1930, two A7s and a Derby exceeded the speed-limit, and others were excluded for stopping in this no-stopping area!

The JCC gave standard awards to those who qualified, "golds" to those who exceeded the set speeds by 20%; the VSCC is lenient in giving awards for lower than the required averages if no-one in the class achieves them.

In the 1930 JCC High-Speed Trial "golds" were gained by six A7s, including Elwes' blown car and the "hot" Chummy of George Chaplin, eight MG Midgets (one driven by CGH Dunham, another by the Earl of March), three Riley 9s, three Salmsons, two Amilcars, Bugatti, Aston Martin, Frazer Nash and Lea-Francis, and standard awards by an A7, two Standards and a Windsor. But retirements numbered four A7s, an Amilcar, MG Midget, Triumph, Riley 9, Aston Martin, Lea-Francis and Standard. At this year's VSCC Run a Bentley, a 12/50 Alvis and two Brooklands Rileys qualified among the pre-1931 cars, and two Frazer Nashes and a Riley 9 retired.

The MCC High-Speed Trial was run over Brooklands' outer circuit, an opportunity for a glorious bit of flat-out motoring for those who disregarded the set averages. Fastest on this 60-minute run in 1930 was C H Wood's 6½-litre Speed-Six Bentley at 91.38 mph, followed by Lord de Clifford's Lagonda Rapier at 82.04 mph. But the officials insisted it was not a race!

So, you see, even High Speed Trials have their niche in history. Perhaps realisation of this might increase entries next year? WB

VETERAN TO CLASSIC VSCC Donington

Donington Park saw the Vintage Sports-Car Club's 1988 racing finale on September 17, its vast paddock (ready for Formula One hospitality units and workshops) well able to accommodate the 138 vintage entrants as well as the transporters for Sunday's Saloon-Car Festival.

Therein was an array of Hyper Lea-Francis for a parade to commemorate to the day Kaye Don's TT victory, Tom Delaney with the actual winning "Leaf", and we noticed two open Railtons standing side-by-side. Lindsay Eccles, successful at Donington pre-war, rode in the Lagonda course-car and had a lap on Collings' 1903 Mercedes.

First race was for the Brooklands Society Trophy, which was presented to the winner Bruce Spollon by the commentator's wife Mrs Willis, after his Alfa Romeo had come home comfortably in front of the Avon-Bentley, with the Bentley-Royce a close third. A handicap followed, with Leslie's A7 leading home Dean's Alvis Silver Eagle and Chris Mann's Triumph Southern Cross.

Next, Tim Llewellyn had no trouble in the ten-lap John Holland Trophy Race in the 3/8-litre Bentley, winning by 7.5 seconds. Boswell stole the show in the aero-engined Bequet-Delage with his controlled slides out of the chicane, nearside rear wheel smoking, and third-placed John Howell in the seemingly indestructible blown twin-cam 3-litre Sunbeam was no match for him. The Bentley took the Tim Birkin Trophy; it had lapped at 72.79 mph, compared to the 65.73 mph of Hernandez' notably quick A7.

A five-lap handicap was won by Thompson's effective Lagonda Rapier, from Withington's Derby Bentley and Parkinson's T37 Bugatti. The Triumph was last this time, having stopped, and Collings' Mercedes pulled in with nothing more serious than a broken bonnet-strap. Bulinski drove surely the noisiest TT Replica Frazer Nash of all time?

So to the big event of the day, the Shuttleworth & Nuffield Trophies scratch race, over ten laps, for pre-war racing cars. Here, Anthony Mayman had the first of his four victories of the afternoon, his ex-Raymond Mays black ERA R4D soon out of sight of the opposition, and eventually winning by 4.8 seconds, having eased off towards the end. Bill Morris was next to appear, in ERA R12B, which took the



The Lotus 16 sees off Allcomers; three further wins in ERA R4D left Mayman unbeaten.

Mayman Rules!

Nuffield Trophy for 1½-litre cars.

Ludovic Lindsay had been third in the flat-sounding ERA "Remus", until a quick stop for fresh plugs dropped him to eleventh by the finish; Elmgren's 6CM Maserati (all the way from Saabland!) replaced the ERA in third place, ahead of Stephens in ERA R12C, which had fought a race-long duel with Stretton's Frazer Nash, the latter having his "moments" at the chicane.

Mayman then came out for the five-lap scratch race, and R4D won again, once more having the race to itself until he lifted off. Mike Sayers in the Riley closed to within 1.6 seconds as they crossed the line, having earlier disposed of the big Giron-Alvis which was

well driven by Holdsworth (and later considerably quicker by Jolley). Seber drove his Wolseley in what one imagines to be a hornet-jersey!

The irrepressible Mayman now set about the twelve-lap Allcomers Race, in the Lotus 16. Yet again he was unchallenged, lapping at 85.41 mph, discreetly followed by Chris Mayman in the Maserati 250F, 34.4 seconds in arrears. Bill Morris was third, Lindsay fourth.

Anthony Mayman finally brought R4D out again for the John Goddard Trophy Race and proved he could win every race he entered. Moreover, he again broke the 1985 class lap-record (by 2.41 mph at 83.29 mph). Dear old Frank Lockhart was second in the Rover, Fiskin's 4.3 Alvis third. The Avon-Bentley spun at the chicane and forced Burrell's Bentley-Royce onto the grass.

The Lagonda Rapier of Thompson then took a five-lap handicap, from Barbet's 12/4 Riley and Withington's 4¼ Bentley.

In spite of Mayman's great performance, Sayers was leading in the MOTOR SPORT Brooklands Trophy battle; although he refrained from running in his second race, he improved his position by driving splendidly in the final handicap, slipstreaming Howell's big Sunbeam to swing out and pass on the home straight and lead from lap four. Elmgren's Maserati was second, Gillies' 2-litre Riley third.

So the Trophy and £150 prize-money went to Sayers' 1937 Marshall-blown Riley Sprite Special—just the sort of car which might have been raced at Brooklands. Mayman in ERA R4D, which actually ran frequently at the Track, and Bruce Spollon (in his Alfa Romeo with Monza replica body, which had unfortunately broken its crankshaft in the Goddard Trophy Race) shared second place, dividing the prize-money. The Trophy was presented to Sayers by Winifred Boddy, who was also asked to present the Ford Cup to J Bryden (Alvis Speed 20). **WB**



Mike Sayers receives his well-earned MOTOR SPORT Brooklands Memorial Trophy.

RESULTS

VSCC Donington Park, September 17

Shuttleworth & Nuffield Trophies Race	A. J. Mayman (ERA)	78.16 mph
Allcomers' 12-Lap Race	A. J. Mayman (Lotus)	83.53 mph
Brooklands Society Trophy Race	B. Spollon (Alfa Romeo)	72.37 mph
John Holland Trophy Race	T. Llewellyn (Bentley)	71.87 mph
John Goddard Trophy Race	A. J. Mayman (ERA)	79.80 mph
First 5-Lap Scratch Race	A. J. Mayman (ERA)	70.85 mph
Second 5-Lap Scratch Race	L. Thompson (Lagonda)	66.68 mph
First 5-Lap Handicap	A. W. Leslie (Austin)	59.50 mph
Second 5-Lap Handicap	L. Thompson (Lagonda)	64.07 mph
Third 5-Lap Handicap	M. Sayers (Riley)	71.78 mph
Fastest Lap of the Day	A. J. Mayman (Lotus)	85.41 mph

MOTOR SPORT Brooklands Memorial Trophy:

1. M. Sayers (Riley) 121 points; 2. A. J. Mayman (ERA) and B. Spollon (Alfa Romeo and ERA) 98 points.

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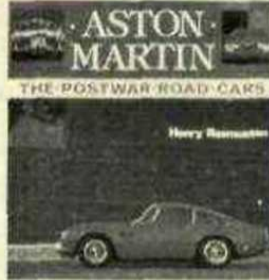
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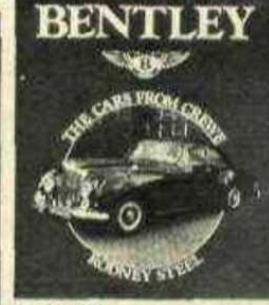
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BOOK REVIEWS

Conte Maggi's Mille Miglia

by Peter Miller. 164pp. 9 1/4" x 9 1/2". (Alan Sutton Publishing, Shepherd Road, Gloucester GL2 6EL. £14.95).

Over thirty years since the Mille Miglia was last run, it is easy to forget just what a formidable reputation this event forged for itself between 1927 and 1957 as the finest road race in existence.

Its originator and driving force was nobleman Conte Aymo Maggi, a respected racing driver of his day who, along with all other native Brescians, had been deeply insulted that the newly-built circuit at Monza had "stolen" the Italian Grand Prix in 1922 only one year after its successful inauguration at the Brescian circuit of Fascia d'Oro. Had it not been for the Count's enthusiasm, connections and perseverance, it is doubtful whether the Mille Miglia would ever have come into being, so his own story is inextricably linked with that of the event.

It is therefore quite a coup that author Peter Miller has been allowed access to the personal photograph albums of Contessa Camilla Maggi, the Count's widow, in order to write this book. Miller has gone beyond the confines of simply recounting each thousand miles in chronological order, and rather has woven a story around the nobleman, his family, his life and times, while the kernel of the book still remains the race.

Most of the 150 black-and-white photographs are splendid, and truly capture the spirit of the times. Naturally many are of competing cars, but they are interspersed with family portraits, group gatherings and even one of a hydrofoil. Some look awful, having been lifted from period magazines and newspapers, but it is far better to study a bad reputation than not have one at all.

My only gibe against the book is the poor layout: photographs often bear no relation to the text at all, sometimes even appearing in wrong chapters and certainly not in chronological order. There are also double-page inserts from Stirling Moss, Enzo Ferrari, Alfred Neubauer and others which have been designed into the book completely out of context; for instance, Neubauer's piece falls



in the middle of a chapter devoted to a resumé of the Count's background. The result is that the flow of the story is seriously interrupted.

Appendices outline the chronology of the Mille Miglia, list the top ten finishers between 1927 and 1957 and those who finished the course between six and fourteen times, and include route-maps. Recommended. **WPK**

Video:

Jaguars At Le Mans 1956

by Random Film Productions Ltd, 30 minutes. (Sports Seen, Tattenhall Lane, Tattenhall, Chester CH3 9NH. £17.25 plus £1.50 p&p).

One of the most welcome consequences of the advent of video has been to make archive film material more readily available to Joe Enthusiast. Contemporary celluloid of momentous events seldom fails to entrance the knowledgeable racing fan, and this is no exception.

Jaguar Cars itself commissioned a film-crew to follow the exploits of its D-Types at the Sarthe between 1954 and 1958, and this is one of the set of five finished products now being marketed by Sports Seen. The full-colour story of the works team's rescue by Ecurie Ecosse in 1956 is accompanied by Raymond Baxter's typically starchy period commentary, with an initial guest appearance by Mike Hawthorn thrown in for good measure.

The action itself is limited both in scope and duration, but start, finish and pitwork are well covered, with frequent glances at driving and trackside personalities. And opportunities to study such historical insights are still all too rare so this collector's series is very welcome despite its brevity. **GT**

Video:

Fast Drive in the Country — the Heyday of Le Mans

52 minutes. Virgin Vision, Portobello Dock, 328 Kensal Road, London, W10 5XJ

I approached this video with circumspection as I cannot believe that a good job can be done of narrating the highlights of the history of Le Mans in 52 minutes.

Little time is extended to pre-war days, although what there is is good footage. The coverage begins in earnest in 1952 and it is the Fifties in particular which receive the most attention.

The period of Ferrari's domination is summarily dismissed before the video zeroes in on the 1966 race. This was the year when Ford finally won and the event is dwelt upon at great length with many interviews, but the Porsche v Ferrari renaissance of the early 1970s, the Porsche era of the 1980s and the Jaguar challenge are all barely touched upon.

Interludes in which actor James Coburn drives some of the cars seriously interrupt the flow, and there is a lengthy and dull part in which Alain de Cadenet drives one of his own

cars around the circuit, but all we get is a helmet shot. When glimpses of the road are shown, all we see is the odd Citroën and cyclist in our path.

Altogether this is a very unsatisfactory video, but more because of what has been left out than what has been included. **WPK**

An excellent video covering 50 years of Prescott's famous hill-climb is available from the Bugatti Owners Club (Prescott Hill, Gotherington, Cheltenham, Gloucester GL52 4RD) for £14.95 plus £1.05 p&p. It includes archive film showing the course being constructed, Wimille and the factory Bugattis, action shots of drivers such as Moss, Mays and Wharton, and this year's Anniversary Meeting. Production is by David Weguelin and Ian Finlater. **WB**

MRP's newest Collector's Guide is *Ferrari Dino 246, 308 and 328*, by Alan Henry, an excellent quick-reference to these great cars. The well-known writer has driven most of the Dinos, and the book runs to 168 pictures, so at £10.95 this is good value for Ferrari fans. **WB**

Rivers-Fletcher has got Gulliver Publishing of Banbury to do a little book called *My Thirty Favourite Cars*. Very much a personal selection, it features Rivers himself in 22 of the pictures. The price is £2.95. **WB**

Aeroplane Affair

by John O Isaacs. 240pp. 10" x 7" (Air Research Publications Ltd, 34 Elm Road, New Malden, Surrey KT3 3HD. £16.50).

Small-aeroplane enthusiasts have been able to enjoy a number of books written by owners. The latest example is a new autobiography by John Isaacs, C Eng, MRAeS.

His schoolboy love of aeroplane magazines and models, and his first flight in a Simmonds three-seater in 1931, led to employment at Supermarine (Spitfire construction is described step-by-step) and membership of the Hampshire Aero Club. The building of the first two post-war Currie-Wot biplanes followed.

Space prevents me from naming all the aeroplanes referred to, but most of the small aeroplanes and well-known personalities of the period feature somewhere in this splendid book. It is fascinating stuff, every page enjoyable for the enthusiast.

Cars and motorcycles are not overlooked: the CSI Norton once ridden by the author and the £2 Buick used for sailplane-launching at Winchester are illustrated, as is Lieutenant Bellamy's T57 (or T101?) Bugatti. The photographs, all 160 of them, are little more than "snaps" but they are entirely in keeping with the spirit of the book. There are also 18 line-drawings and the author's own sketches form the chapter-headings. The index alone can be criticised. A great book! **WB**

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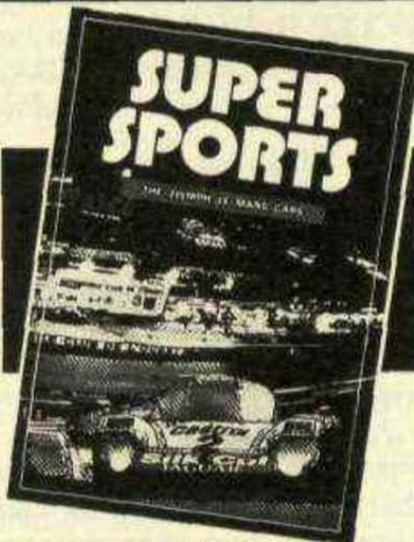
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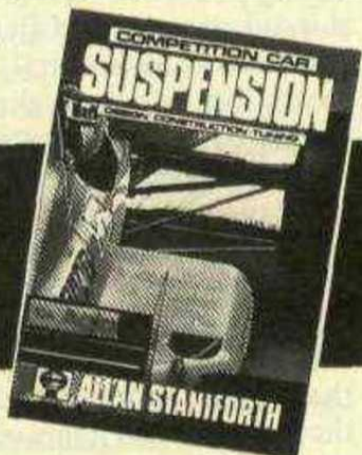
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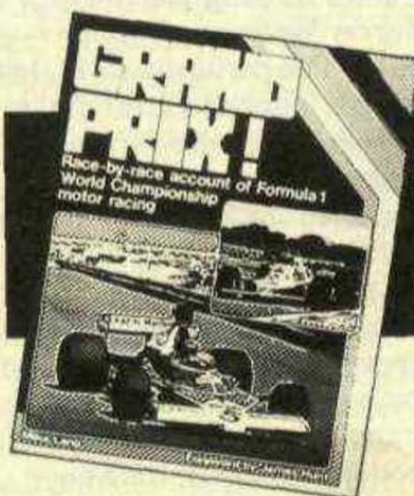
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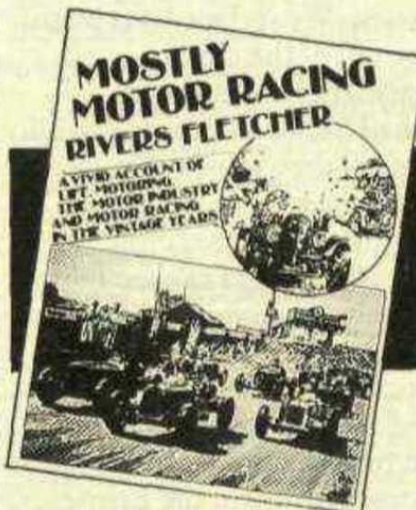
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LETTERS

Tribute Enough

Sir,

I have been waiting to see if there would be a special television programme acknowledging Enzo Ferrari's contribution to motor racing. Unexpectedly it came in the form of the Italian Grand Prix.

The sight of the two Ferraris sweeping past Senna's stranded McLaren-Honda, and the roar of the crowd, was tribute enough. In the context of McLaren-Honda's domination this season, this was some victory. The "Old Man" must have smiled.

We have had McLaren-Fords, McLaren-Serenissimas, McLaren-BRMs, McLaren-Cosworths, McLaren-Alfas, McLaren-TAGs, and now McLaren-Honds. A Ferrari is a Ferrari.

PETER GOMM
Saffron Walden, Essex

Dotage?

Sir,

While I appreciated DSJ's otherwise excellent tribute to Enzo Ferrari (MOTOR SPORT, October 1988), I must take issue over his references to the great man's dotage.

I was privileged to correspond with the *Commendatore* as recently as last December, and his letters did not suggest that he was in the slightest degree deranged or feeble-minded. Of course he doted on fast cars all his long life, but that redounds to his praise.

BRYAN APPS
Southbourne, Dorset

Priorities

Sir,

As a regular spectator at Silverstone for many years (from 1954 as a matter of fact, when, as a schoolboy, I watched Froilan Gonzales win the International Trophy in the Ferrari Squalo), I have seen the circuit develop from its rustic beginnings to the point where its facilities and its environment are generally very pleasant and acceptable. However, my recent visit to the Tourist Trophy meeting has made me wonder just where the paying spectator figures in the current scheme of things.

With my wife and two sons, I attend most of the major meetings at the circuit, with the exception of the Grand Prix, which as a £200 day out has priced itself out of our market. Our routine is to arrive at about 9am, park in the Brown Car Park, spend an enjoyable couple of hours in the pits and paddock area, and then drive down to Stowe to spectate from the South Grandstand.

However, on September 4 we arrived to discover that a security fence has been erected to prevent vehicle access to the areas close to the circuit. In addition, the entrances were manned by Securicor personnel. Quite apart from this rather forbidding welcome, we discovered that the perimeter road was now out of bounds.

Undaunted, and following our customary visit to the pits and paddock, we attempted to reach Stowe by driving on the dirt road round the outside of the wire. This failed when we encountered a locked barrier some 200 metres from the Stowe car park. We retraced our steps, drove out of the circuit altogether and eventually reached Stowe via normal public roads (all this despite the start-line commentator urging spectators to "drive round to Stowe, where you can see more than half the circuit"). When we finally sorted ourselves out and took our places in the stand we noted that the scoreboard had been removed.

Some years ago, the British Motor Racing Marshals Club stated in its literature that motor racing was for the benefit of:

- *competitors
 - *spectators
 - *the Press
 - *officials
- in that order. A modern version would read:
- *sponsors, purchasers of hospitality facilities and general hangers-on
 - *the Press (witness the magnificent Jimmy Brown Centre which must have cost a bob or two)
 - *competitors
 - *officials
 - *spectators.

No doubt we shall be told that at £10 a head the TT is excellent value for money. Absolutely

right, and so it should be. But I am beginning to feel that such statements are also euphemisms for "keep out of our way, little man, we have a big business to run".

PETER D BIGGS
Letchworth, Hertfordshire.

Grand Prix Heats?

Sir,

With many more Formula One cars being built for next year than there are places on the grid, I gather that eliminating-trials might be held.

As a spectator I find that Formula One races are far too short and, except for Formula Three, the supporting races are usually not worth watching. So why not have two heats and a final? The first heat to consist of the first, third and fifth (etc) fastest in practice, and the other for the second, fourth and sixth (etc). The fastest twelve in each heat would go to the final!

P PAGE
Bursledon, Hampshire

Schlesser is Innocent!

Sir,

May I, through your columns, appeal for a concerted effort by all motorsport enthusiasts, to persuade the BBC to replace its current Grand Prix commentators, Murray Walker and James Hunt? The performance of this pair has long left a great deal to be desired, but their efforts during the Italian Grand Prix surpassed any of their previous performances.

One can ignore the continual clichés, the banalities, and the repetitive statements of the obvious ("As it is the Italian Grand Prix, we can expect the producer to concentrate on pictures of the Ferraris"), but they really excelled themselves over the Senna/Schlesser incident.

Their semi-hysterical outburst and condemnation of Schlesser was stupid, and totally incorrect. From numerous replays, it was plainly obvious to even the meanest intelligence that Senna had made a bad mistake. He had goofed. Schlesser did everything to keep out of Senna's way,

braking furiously and locking up a wheel, and getting so far on to the right-hand side of the track that he was driving on the kerb. He ran around the outside of the chicane, whilst Senna tried to "straightline" his way through. As Senna clipped the apex of the right-hand corner, he chopped right across the nose of Schlesser, who was unable to avoid hitting him.

The final insult was to state that Schlesser was a driver of limited experience. Either they were unaware that he was leading the World Sportscar Drivers' Championship, or they deliberately chose to ignore the fact. The Sauber-Mercedes team does not employ novice drivers, and neither does Williams. The race was spoilt, for me, by this commentary.

J R MURRAY
Manley, Cheshire

Safety before Speed

Sir,

In reply to Mr Wessells' letter (MOTOR SPORT, September 1988), perhaps I might be allowed to quote from Status Report, published in the USA by the Insurance Institute for Highway Safety.

This refers to the Transportation Department having published figures "that showed virtually no difference in traffic deaths on rural Interstates with the higher limit, compared with the eleven states that retained the 55 mph limit on all their roads. DoT reported an 18% increase in traffic deaths for 37 states with 65 in the first nine months of 1987 compared with a 17% increase for states that kept 55. But for much of the nine months, many of the 37 states' roads were still posted at 55, a fact not noted in the DoT's comparison. Moreover, the DoT report provided single-year comparisons of 1986 fatality figures with 1987 numbers, and it also presented one-year state-to-state comparisons. Such approaches are statistically unsound."

It says also that, "In 1987, during the months after 38 states posted 65 mph speed-limit signs on their rural Interstates, passenger vehicle occupant deaths rose 22% over

the previous five-year average for the same months, compared with occupant deaths on their other rural highways."

I think I am what is described as an "enthusiast", whatever that is, but, in keeping with all responsible people, I also think that speed must always be subjugated to safety.

It seems to me that Mr Wessells' experience of English motorway driving must be very limited, or that his idea of what constitutes good driving must be far removed from my own. Did he not encounter, for example, instance of vehicles being driven in groups with dangerously little space between them, or ill-considered lane changes, to name but two common malpractices?

It is, of course, not surprising that the standard of driving should be so low, bearing in mind that the overwhelming majority of drivers have had no tuition beyond that needed to pass a simple test of car-control conducted entirely in town at speeds below 30 mph, and that they have not the slightest desire to drive better.

J G MILLWARD
Oxford

Doppelgänger?

Sir,

I applaud DSJ's highlighting of the vandalism being perpetrated on Multi-Union II and Tarf II (MOTOR SPORT, October 1988), and suggest that it might form the basis of a campaign to ensure that the cars which will emerge will never be recognised as genuine by any organising club or body. This might go some way to protecting other cars which may be threatened.

I believe, from comments quoted in another magazine, that the rationale behind such vandalism is that a car such as the Multi-Union enjoyed two distinct careers and identities, and therefore is a *Doppelgänger*. We are asked to believe that a service is being rendered by restoring the two distinct identities.

This is a little like a grown man demanding to travel half-fare on a bus on the grounds that he once had the career and

identity of a schoolboy.

As for a car being a *Doppelgänger*, it's interesting to note that in Teutonic mythology a *Doppelgänger* was a spirit duplicate of a living person, which had no actual substance.

MIKE LAWRENCE
Chichester, Sussex

Lively Language

Sir,

English is a living language, but it is living it up a shade too fast for some old codgers! In the same issue as another splendid piece by Jenks on "Honesty" (MOTOR SPORT, September 1988), an advertisement proclaims: "The most exciting . . . ever offered for sale . . . was totally destroyed at Brands Hatch in 1966" (the emphasis is mine).

This absurdity raises the question that, sadly, has become increasingly important: it is far from new, of course. We all know of the old hammer with a new head and three new handles. How much of a car must remain from the original for it to be (honestly) described as that car?

The pity is that, with prices becoming sillier by the hour, it is no longer sufficient to speak only of the spirit in which a car is rebuilt or restored.

ALAN ARCHER
Chief Registrar, AMOC
Chigwell, Essex

Own Up!

Sir,

Having been the owner of several "classic" Lotuses and other cars, I feel I ought to add a little to Jenks' "Honesty" article (MOTOR SPORT, September 1988). It seems very unfair to me that motor dealers do not have to declare themselves as such in their "car wanted" adverts.

If you look through a publication such as *Exchange and Mart*, you find "T" after cars for sale (denoting a trader) but never after a "car wanted" advert.

I know for a fact some of these phone numbers are dealers. I am not saying all dealers are exporting every car in their hands, but there must be a lot of

people who would not ever ring a dealer if they thought their beloved car might end up abroad.

K O'BRIEN
Wirral, Merseyside

Unique Rover

Sir,

In your issue of May 1970, on page 446, you recorded the somewhat inauspicious debut of the unique racing P6 Rover which BL had launched for Group 2 racing.

Peter Browning of BL Comps enlisted Bill Shaw who created the car and Roy Pierpoint to drive it. The car started life as one of the development vehicles for fitting the ex-General Motors 3500 V8 engine to the "2000". It should have been registered for road use as JXC 807D, but it was never seen with that number on it. The engine was enlarged to 4.3 litres and given the full "Traco" tuning treatment. It had four Weber twin-choke carbs, lightweight body-panels, modified suspension, Jaguar diff and Muncie gearbox.

The main claim to fame of this car is that it was entered in September 1971 for the 84-hour Marathon de la Route at the Nürburgring. It led from the start and stayed there for 13 hours, until it was forced to retire with severe propshaft vibration. It was leading the rest of the field, headed by works Porsches, by 30 miles at that time!

To get to the point of this letter, the car is now in Australia in the hands of a fellow P6 Club member. It had been converted to a sort of mid-engined dragster when he bought it, but he intends to restore it to its European form and would be most grateful if he could see any colour photos of it during its time over here. He thinks it was blue and white.

Any letters or information can be sent to me to forward to him.

TERRY FOLEY
East Didsbury, Manchester

Riley Glory

Sir,

How interesting to read of Ralph Stokes' fifteen Monte

Carlo Rallies (MOTOR SPORT, September 1988), and in particular the halcyon days of the 1950s when the British challenge was led by the big saloons from Ford, Jaguar, Sunbeam-Talbot, and Allard.

However, I fear Ralph and WB have slipped a little in their memories of the period. The famous Lyndon Sims Riley (AEU 921) was of course, a 2½-litre RMB, and the prefix RMA was reserved for the 1½-litre models. The outstanding lappery of the Grand Prix circuit in Monte Carlo, when he dived with, and beat, Moss in the works Sunbeam-Talbot, was in 1954.

In 1956 Sims drove the later Pathfinder model when the final test round the Grand Prix circuit was discontinued and replaced by a mountain test. This was the year Ronnie Adams, the leading British rally driver of that time, guided the big Jaguar Mk VII to victory in one of the more snowy Montes.

Sims' Riley was a particularly rapid example, and perhaps best known for leading the 1954 International Touring Car Race at Silverstone before spinning out at Stowe on the second lap. Was this the last time a Riley led an international event?

Does anyone know the whereabouts of AEU 921 today, and what was the secret of its particularly high performance? Contemporary reports suggest that it was maintained by the main Riley agent in Cardiff, Castle Garage.

DENIS R BELL
Belfast

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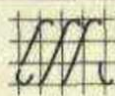
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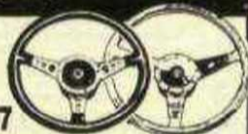
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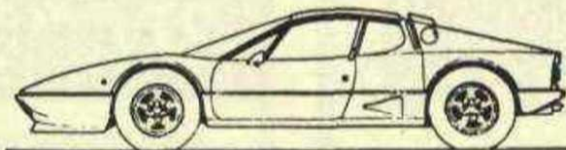
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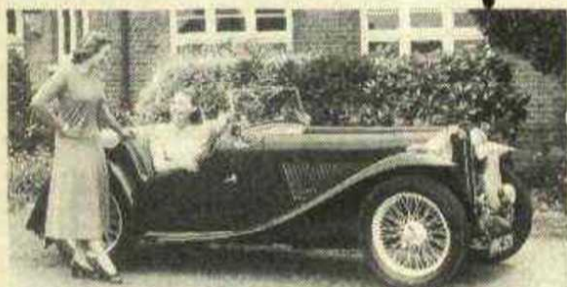
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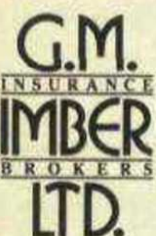
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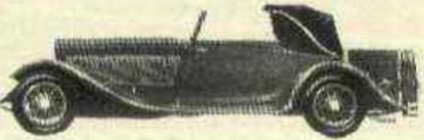
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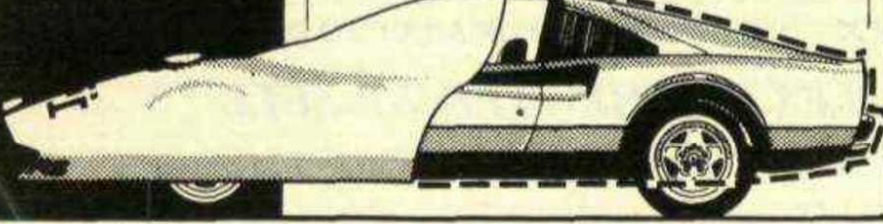
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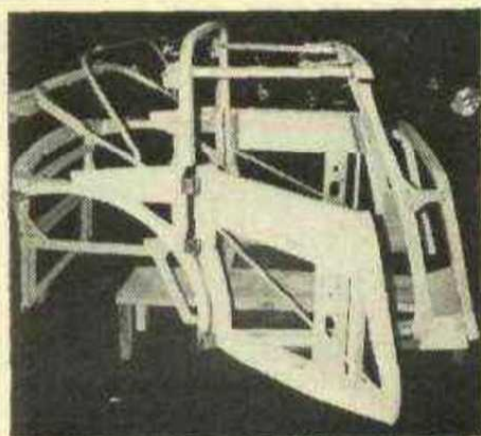
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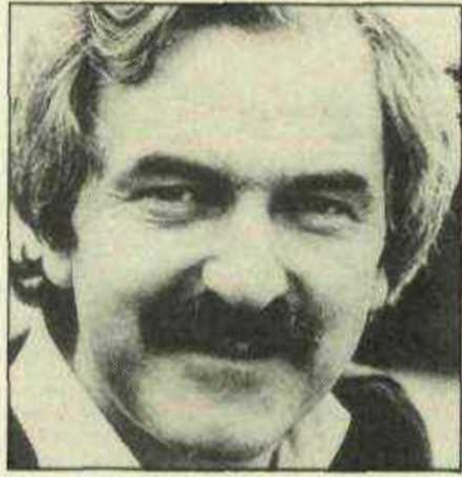
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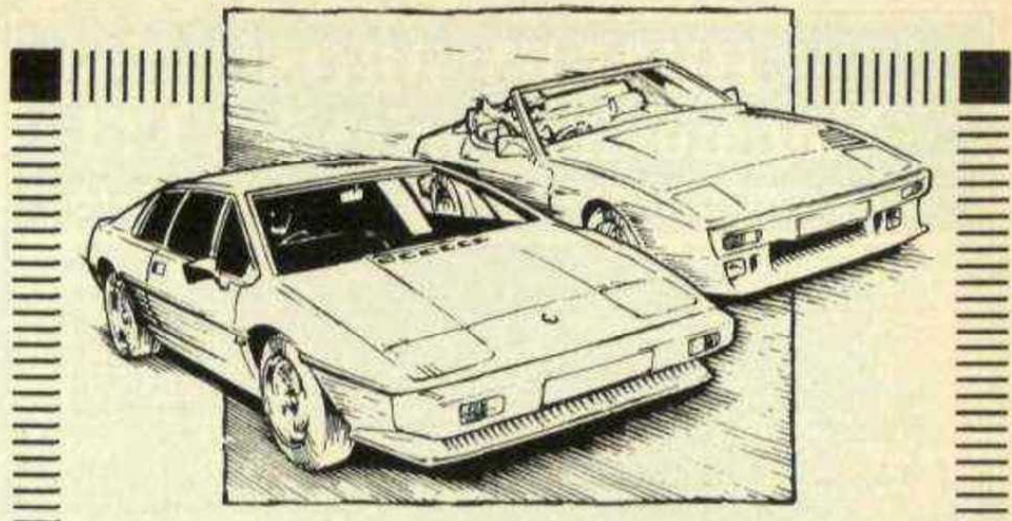
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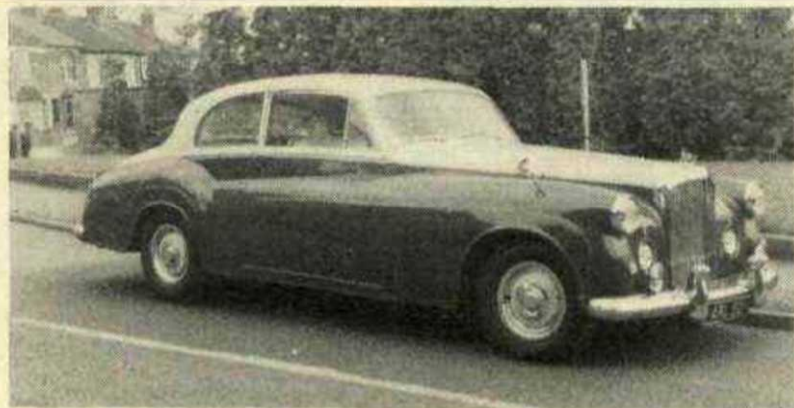
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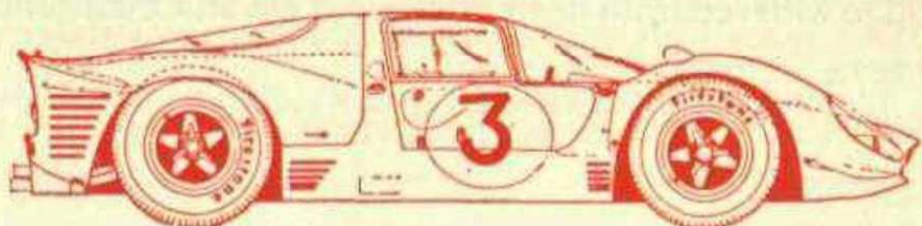
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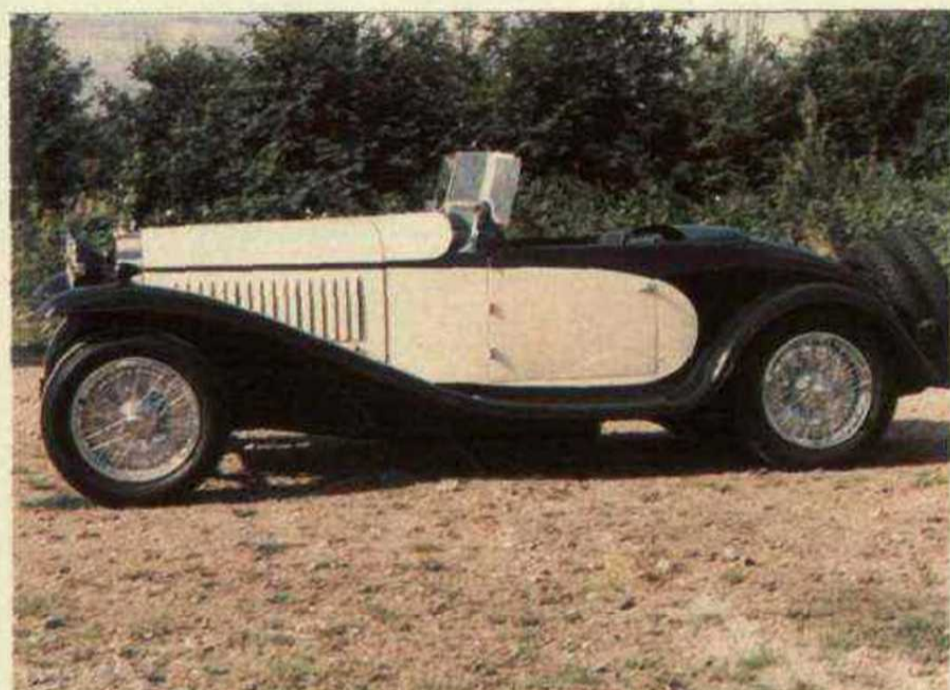
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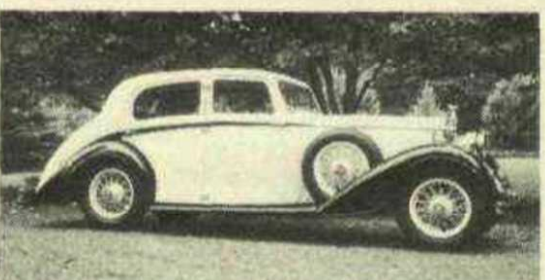
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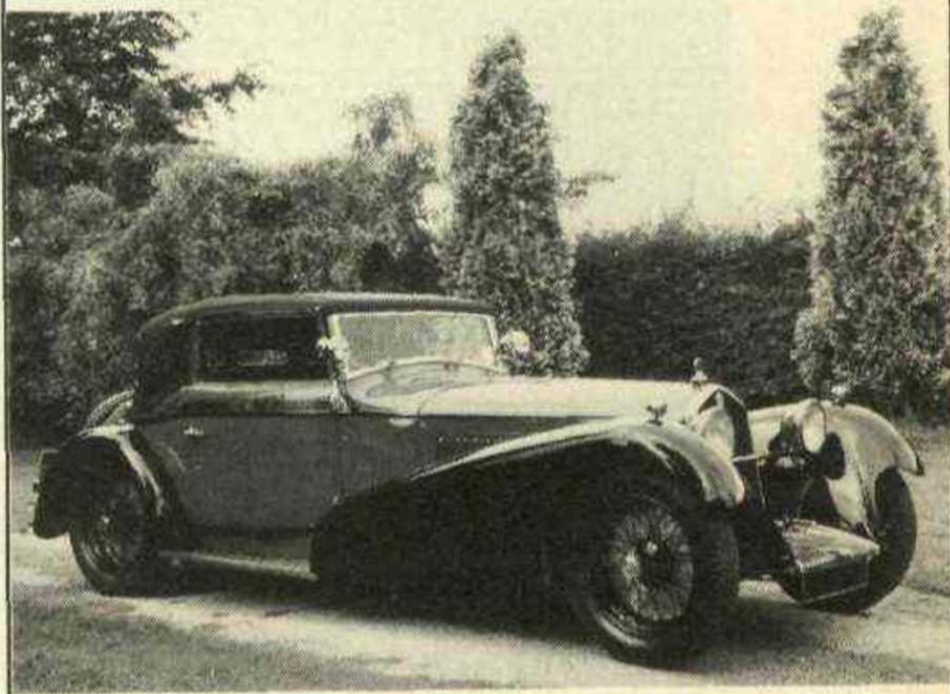
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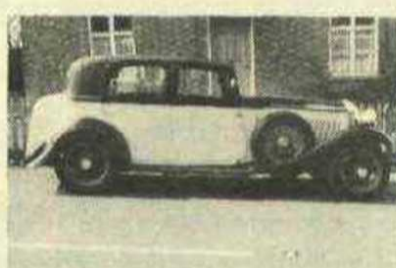
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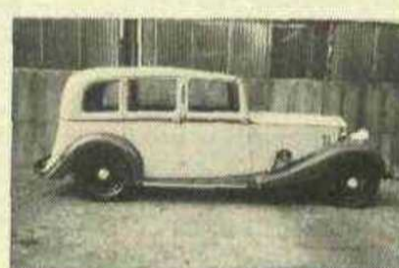
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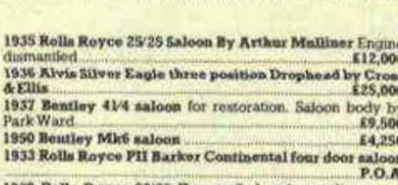
1938 Bentley 4¼ M.R. overdrive Continental Park Ward Saloon. Motor Show car£22,500



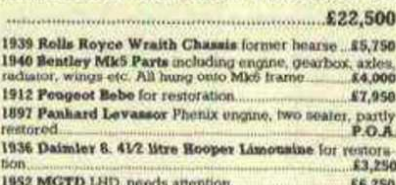
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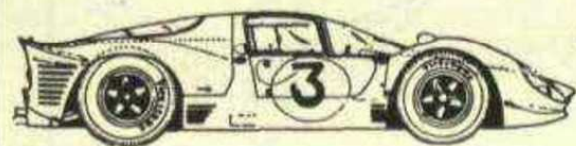
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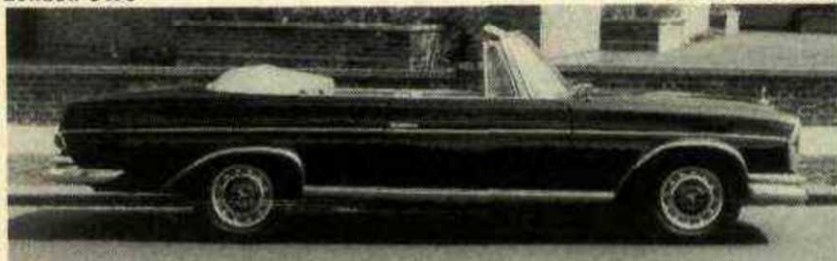


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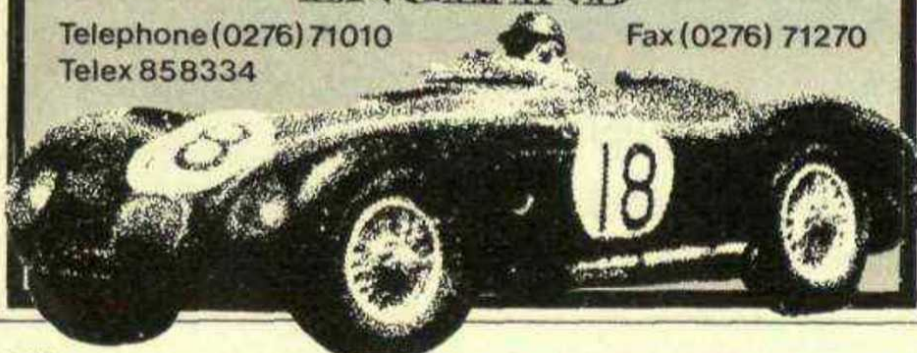
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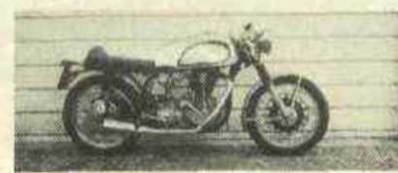
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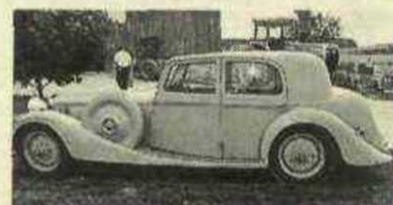
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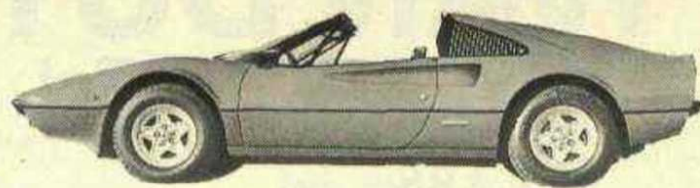
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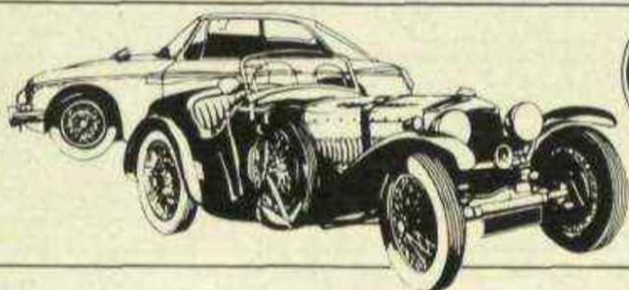
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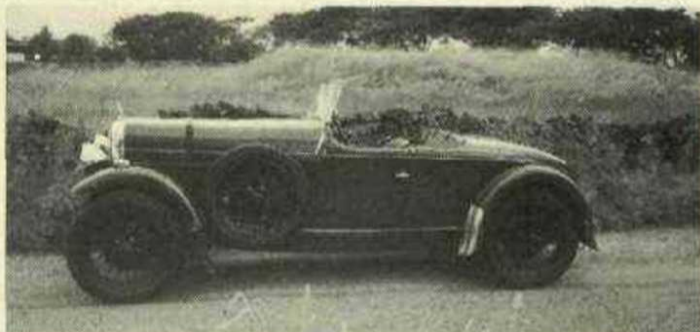
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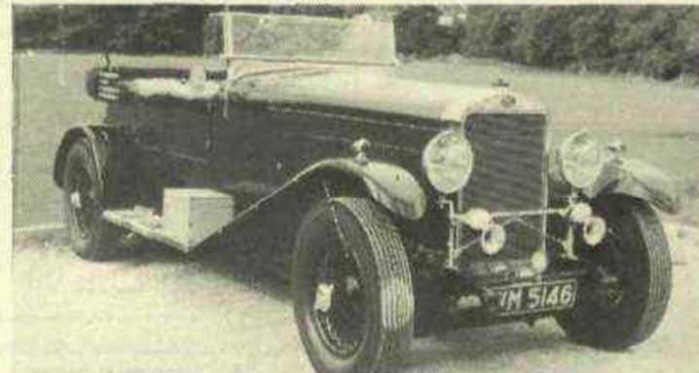
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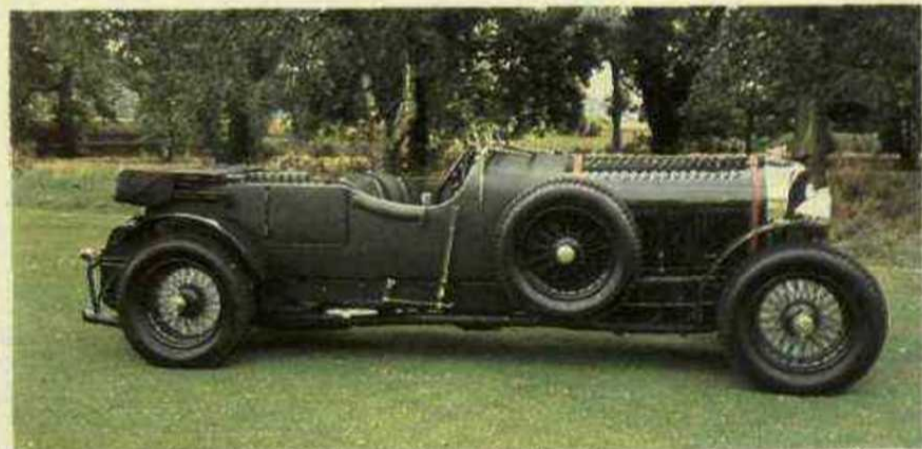
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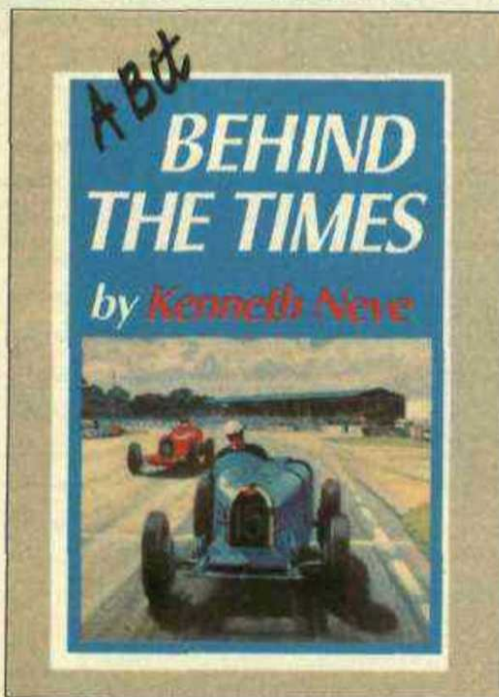
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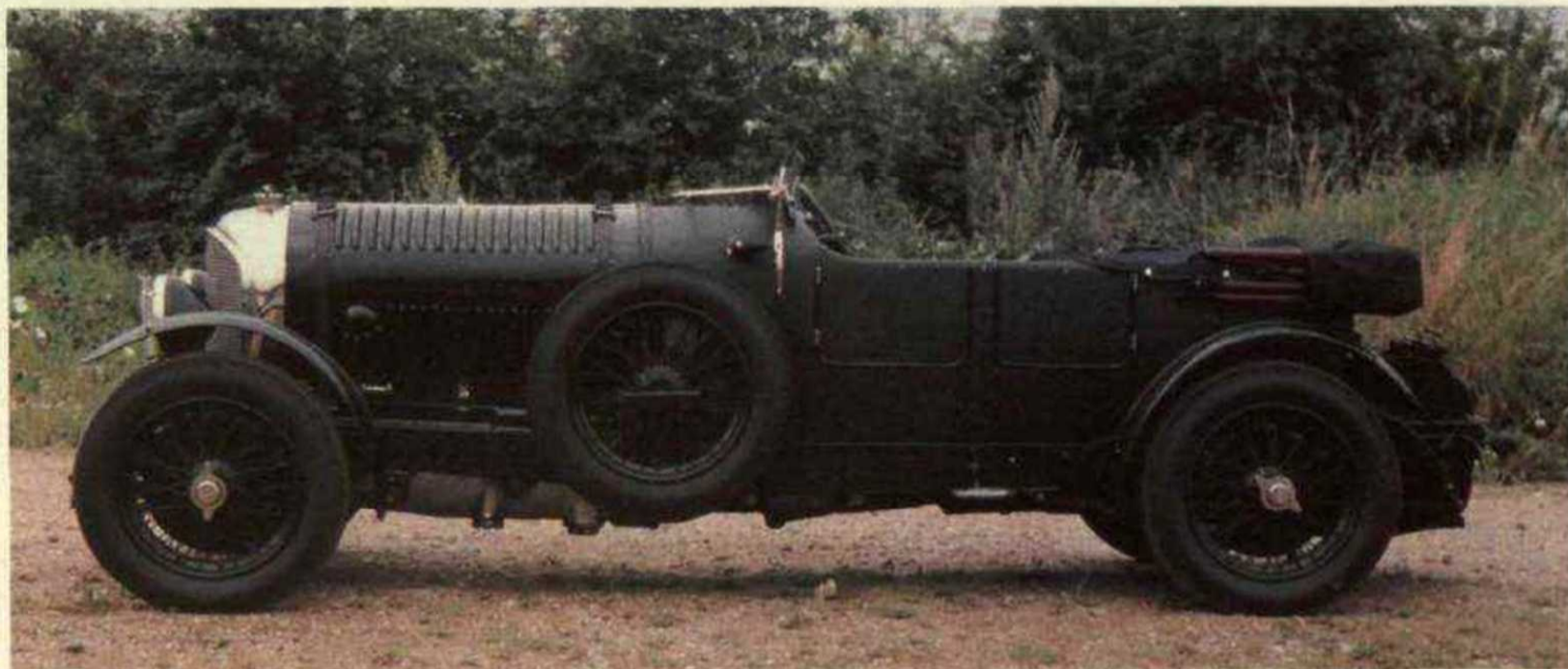
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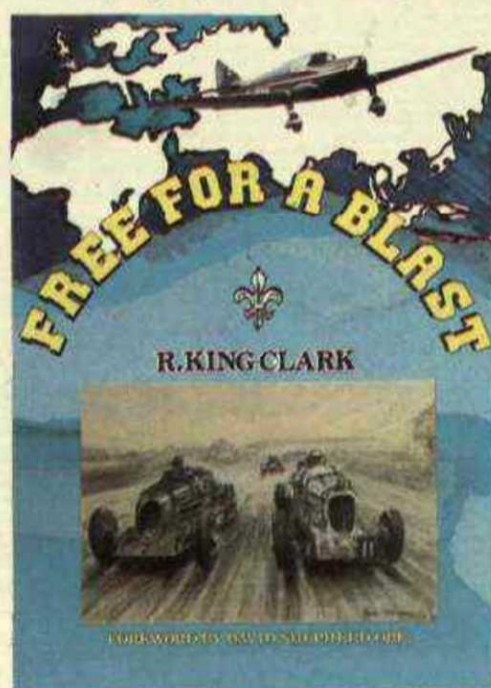
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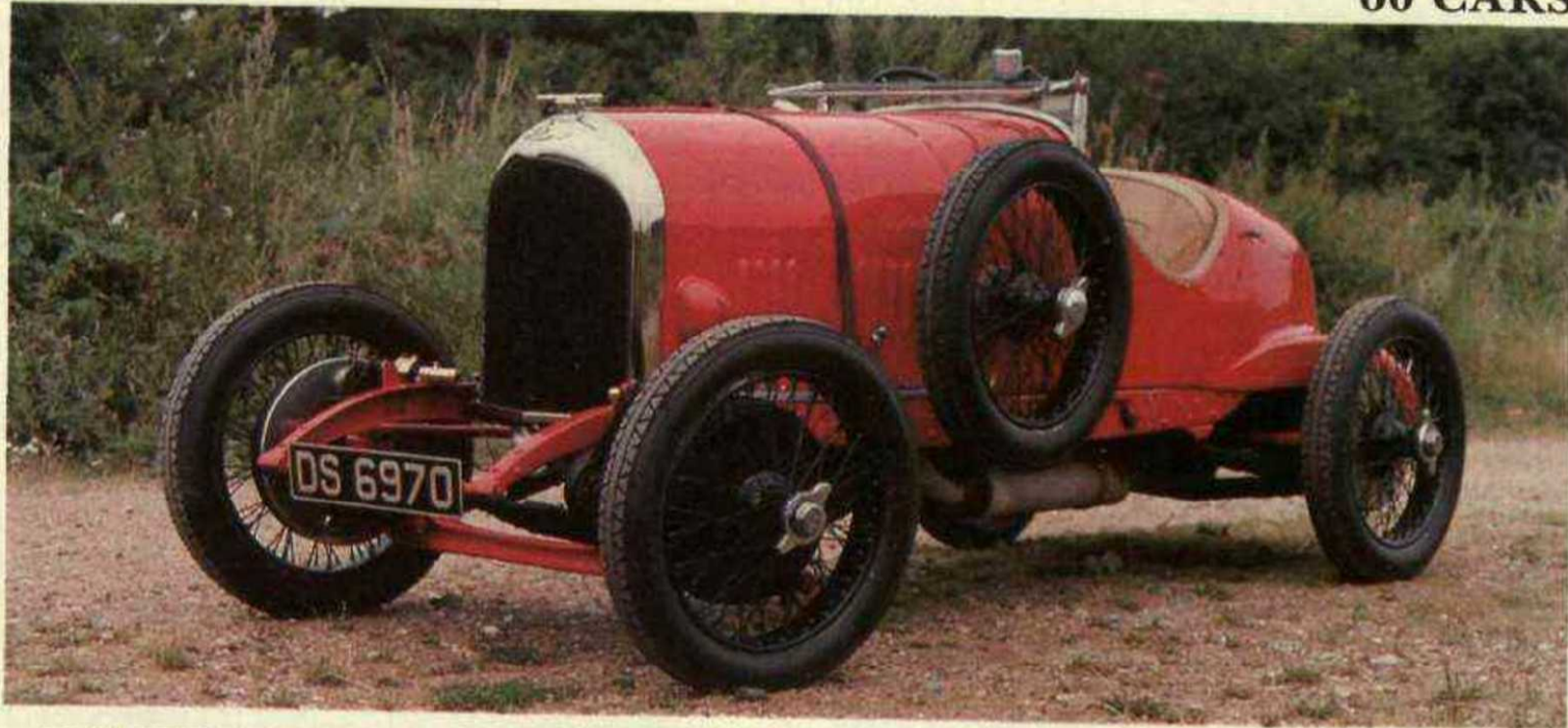
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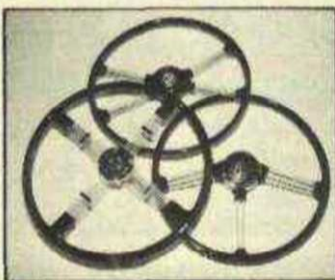
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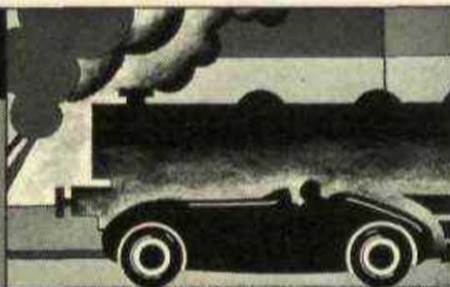
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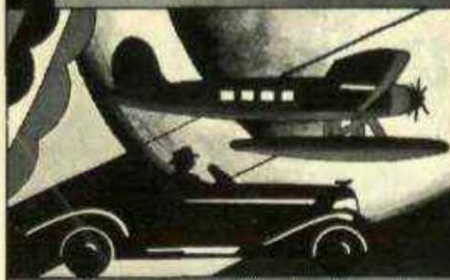
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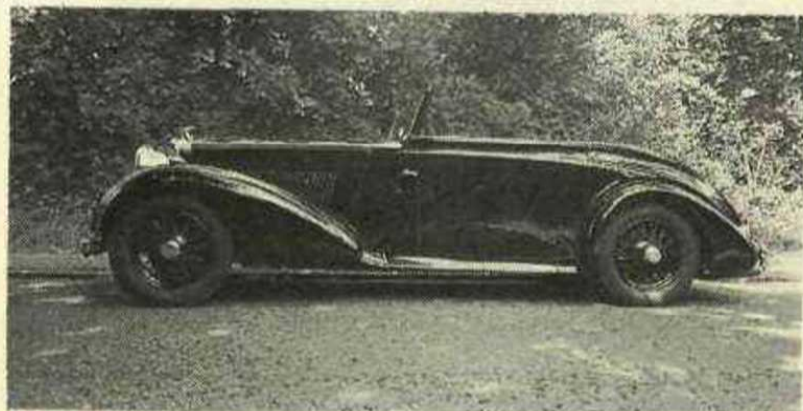
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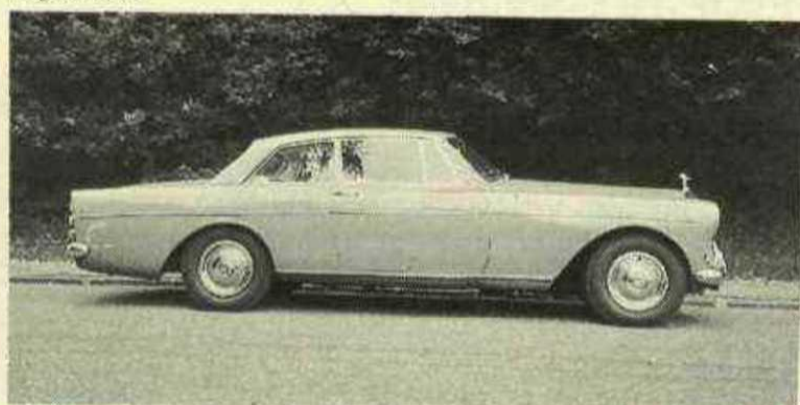
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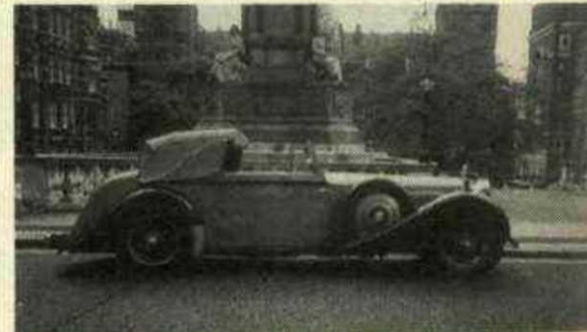
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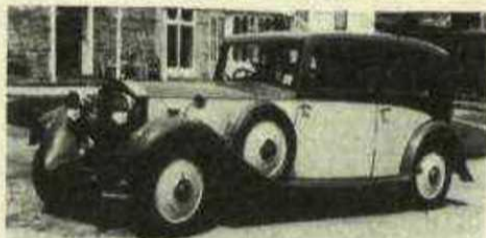
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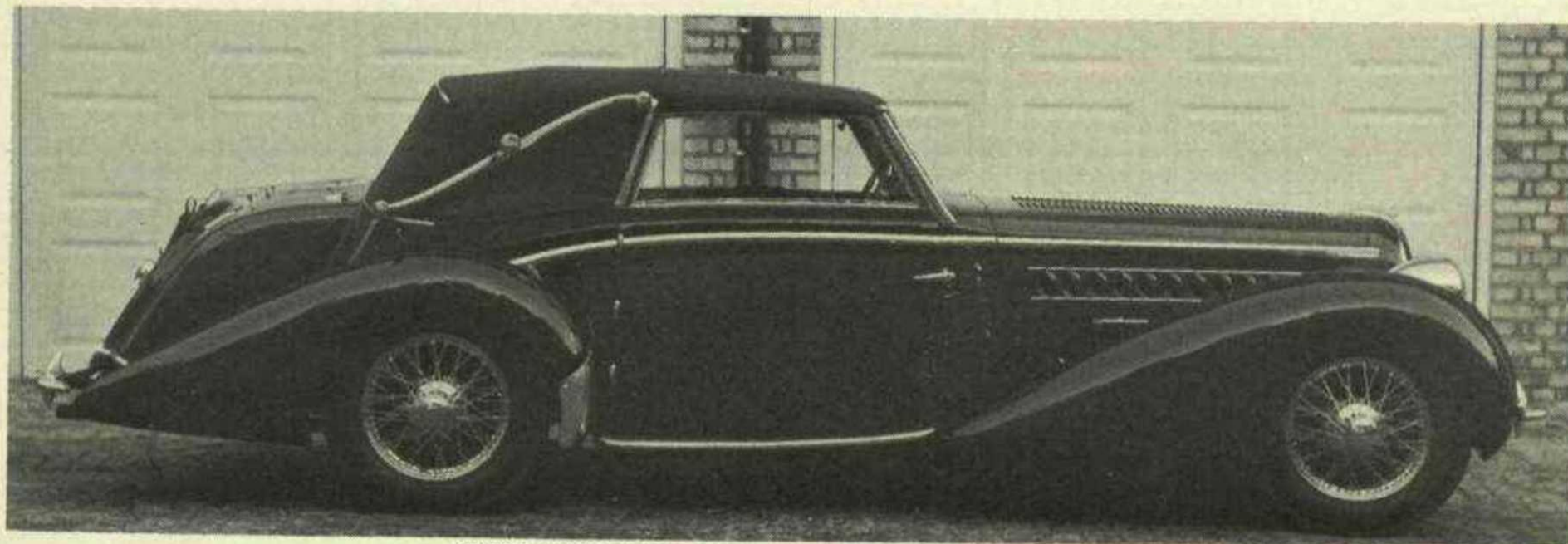
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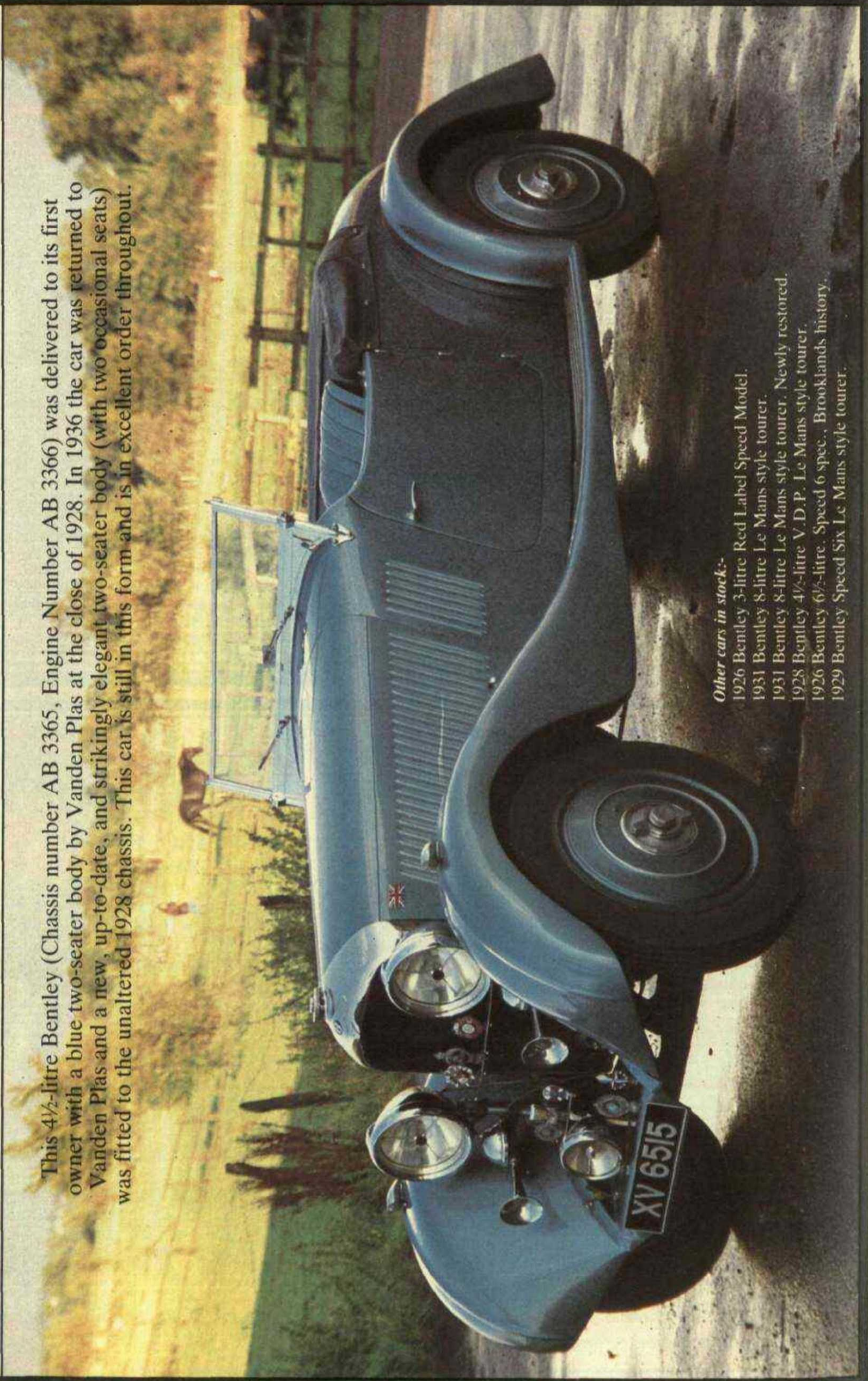
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