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MOTOR SPORT

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The Prancing Horse returned to the winners enclosure for the first time since August 1985, when Gerhard Berger won the resurrected Japanese Grand Prix for Ferrari at Suzuka in November. The Austrian overshadowed the crowning of the World Champion, Nelson Piquet by leading every lap but one from pole position, trouncing the Japanese challenge on a circuit owned by Honda. **Formula One, page 1208.**

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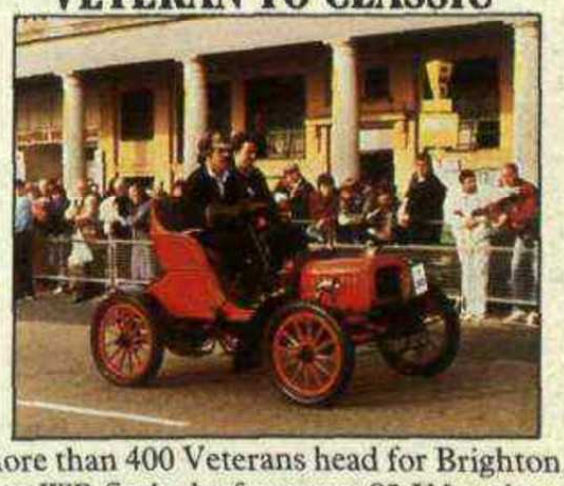
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More than 400 Veterans head for Brighton, but WB finds the forgotten SLIM make a little thin on the ground.

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Scripted results in Formula One, the naming of specials, and more details of the Dorman engine.

MATTERS OF MOMENT

Ferrari is back!

Gerhard Berger's fine victory for Ferrari in the Japanese Grand Prix was a splendid turn of fortune for a famous make which has been out of the Formula One picture for far too long.

Even those who root for British cars and drivers must have been delighted when the red car took the chequered-flag. The marque's comeback is not unconnected with British engineering talent, although it is too early to say whether this rediscovered competitiveness will continue.

The Austrian put one over on the Japanese, who needed a Honda-engined car to finish first in front of the enormous and enthusiastic crowd of native racegoers at Suzuka. Indeed, it was only the last-minute spurt of Senna's Lotus which secured Honda second place.

Berger's win was convincing. We hope it marks a change of fortune for the legendary racing cars from Maranello . . .



Ferrari — living up to legend?

Congratulations and Commiserations

Although Nelson Piquet did not finish at Suzuka he is now World Champion for the third time, having previously taken the title in 1981 and 1983.

He thus equals the Formula One achievements of Sir Jack Brabham, Jackie Stewart and Niki Lauda, although still two below par to Fangio. On behalf of all MOTOR SPORT readers, we offer Piquet heartiest congratulations . . .

Having said that, commiserations must be offered to Nigel Mansell, who was eliminated by a crash during the first practice session for the Japanese Grand Prix when the Championship, with all its glittering prizes, could have been within his grasp. Even the best racing drivers make errors of judgement, and the harder they drive the greater excuse there is. Mansell will no doubt be charging as hard as ever next year.

Economy Record?

Rather a long time ago we used to speculate in these pages whether it was possible to have an economy-car which would give 60 mpg and 60 mph, as a reader with a long memory has recently reminded us.

Well, at recent motor shows, including Motorfair, Renault has been exhibiting its Vesta 2, which has set what is claimed to be "a world record for fuel consumption", by averaging 145.6 mpg at an average speed of 62.7 mph, over 311.5 miles of the Bordeaux-Paris *autoroute*.

This Renault, with its smooth shape, three-cylinder 716cc 27 bhp engine and five-speed gearbox, is not a production car. But it *is* a four-seater hatchback. Weighing 1047 lb, it seems to have been designed to beat the French Government's fuel-thirst target of 94.2 mpg and to have done this convincingly — hence its name, *Vehicule Econome de Systemes et Technologies Avances*, or Vesta.

When we propounded our 60/60 optimism we were thinking in terms of 60 mpg as a regular petrol consumption but 60 mph in terms of flat-out speed, not necessarily both achieved together. So it does seem that a production 60/60 economy car which is not too sluggish has now become a technical attainment.

Poetic Justice

Remembering that the Daimler was once, and for very many years, the car of the British Royal Family, could it have been belated poetic justice that the white Rolls-Royce intended as transport for the Duke and Duchess of York on their visit to Mauritius broke down, so that a Daimler (which looked like a *circa*-1950s DE) had to be substituted?

Club News

Free admission to the opening meeting of 1988 at Brands Hatch, Cadwell Park, Oulton Park or Snetterton is being offered with advance ticket sales for the Racing Car Show at Alexandra Palace. Organised by Focus Events (Greencoat House, Francis Street, London SW1P 1DG) on behalf of the BRSCC, the Show is open from January 7-10, and tickets cost £4 for adults and £2 for children.

Spectators at the Oulton Park special stages on the first day of the Lombard RAC Rally were treated to a rare display of older machinery, when the Historic Rally Car Register was invited to run seven tarmac stages as a supporting event. Pre-rally publicity had also been aided by a HRCR display in Chester.

The Morgan Sports Car Club's 1988 calendar is now available from Chas Smith, Top Lodge, Crown East, Worcester WR2 5TR, priced at £1.80 including UK postage.

All Ferraris currently or previously owned by past and present members of the Ferrari Owners Club and Prancing Horse Register are listed in the FOC's recently-published third-edition Register. Compiled on a micro-computer by three registrars in their spare time, this very thorough piece of work runs to more than 200 pages which include chassis and registration numbers as well as a guide to all racing and road models. Copies are available for £10 to members and £15 to non-members (post-free in Britain) from 231 Station Road, Balsall Common, Coventry CV7 7EG.

John Thring, spares co-ordinator of the AC Owners Club, is appealing to members for information on sources, and is liaising with AC Cars Ltd as it attempts to build up its stocks of urgently needed parts. The Brooklands factory has provided a list of currently available spares for publication in the Club magazine *Action*.

Venue for the BMW Car Club's annual dinner and dance on December 5 is the Randolph Hotel in Oxford. Tickets are available from 558 London Road, Isleworth, Middlesex TW7 4EP, priced £15 each.

Membership of the Mercedes-Benz Club of Queensland in Australia costs $20 (plus $20 joining fee) from PO Box 362, North Brisbane 4000.

Rivers Fletcher will be giving an illustrated lecture on sixty years of motor racing, with particular reference to Silverstone and the Midlands, at the University of Warwick Arts Centre on Friday December 11 at 8pm. Tickets cost £3 or £4; ring the box office on 0203-417417 for details.

KOUROS. THE WINNING FRAGRANCE.

KOUROS

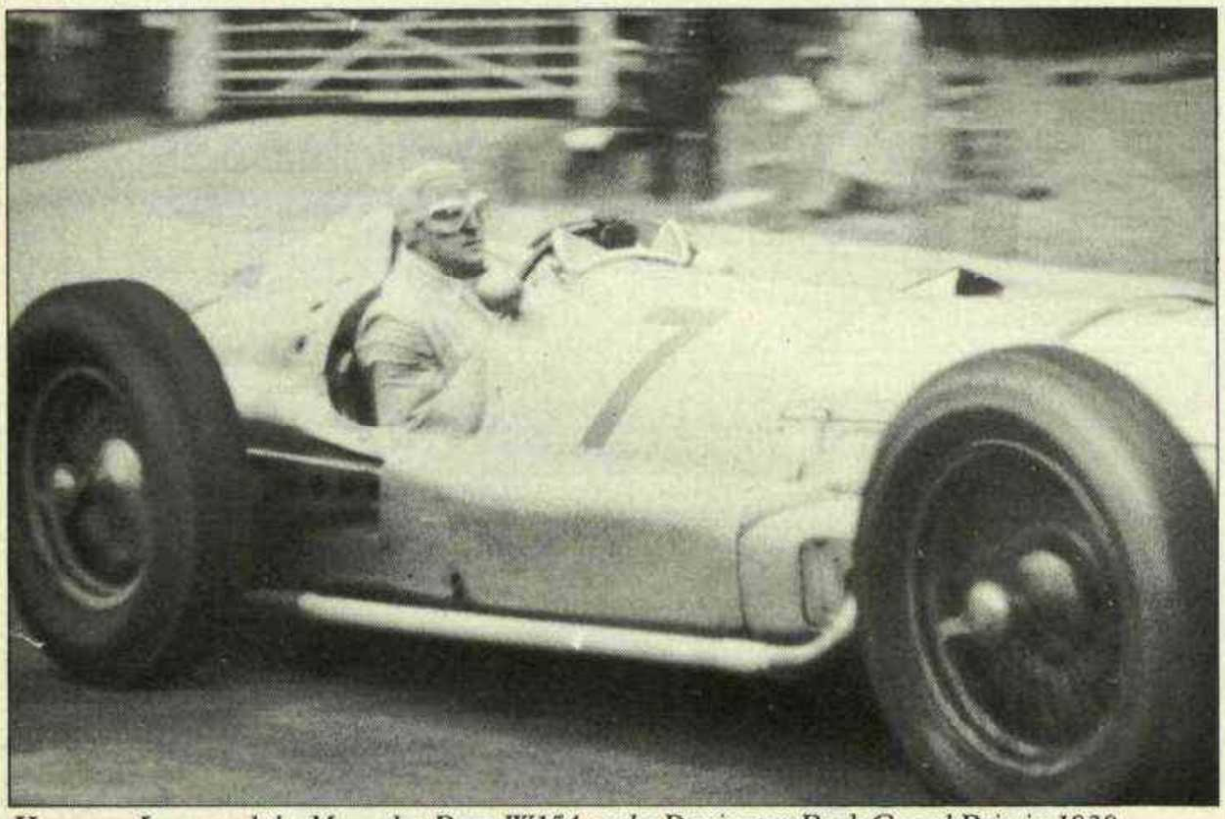
KOUROS EAU DE TOILETTE

WORLD SPORT PROTOTYPE
CHAMPIONSHIP CARS.

YVES SAINT LAURENT

KOUROS
EAU DE TOILETTE
YVES SAINT LAURENT

Hermann Lang



Hermann Lang and the Mercedes-Benz W154 at the Donington Park Grand Prix in 1938.

The pre-war Mercedes-Benz Grand Prix driver Hermann Lang died on October 19 at the age of 78, after a short illness.

Lang rose from the rank of mechanic in the Daimler-Benz racing department in 1934 to works driver, and became European Champion in 1939, the equivalent of today's World Champion.

There was some opposition to the appointment of a mechanic to the status of Grand Prix driver from other members of the team, but Hermann Lang achieved his promotion by his ability rather than by influence, and the Mercedes team-manager Alfred Neubauer supported Lang strongly, appreciating his natural talent as a driver.

After "test-drives" with the W25 in 1935 and 1936 he was made a fully-fledged member of the works team for 1937 with the 5.6-litre W125 Grand Prix cars. By 1939 he was virtually unbeatable and became the yardstick for others to try to beat, winning five of the eight major Grand Prix races with the 3-litre V12 Mercedes-Benz.

The 1939-45 war cut short his meteoric career, and six years later it was too late to pick up the threads of his 1939 glory, though he made a few unsuccessful attempts in Grand Prix racing, and won the 1952 Le Mans 24-Hour Race for Mercedes.

Always a "Mercedes-Benz man", living in Bad Canstatt not far from the Daimler-Benz works, he was looked after by his old employers to the end.

Birkett Blows

Neither 750 Motor Club Birkett Relay race ran according to plan this year. The BF Goodridge Morgan Plus-8 team won the road-going and Historic event at Snetterton on October 17 after an accident stoppage reduced its duration from six to five hours, while the Silverstone modified saloon and sports cars race was cancelled owing to poor weather two weeks later.

Renault 5 Finale

Thirty-one cars and 250 personnel were shipped out to Estoril in Portugal by sponsor Autotrans for the final round of the Renault Elf Turbo UK Cup.

Winning at 77.38 mph, David Gibson netted £1370 from the various awards donated by Philips, Elf, Renault UK, Renault Portugal, Renault Loan, Michelin and Straw — this is lucrative racing!

As usual the 12-lap race was eventful. Oldacre and O'Dell collided at the first corner, the former landing upside-down. German's GT-Cars Renault broke its throttle-cable, Martell retired with a faulty gearbox (a similar problem delayed McGovern) and Gregory and Head collided. Pownall set fastest lap at 78.31 mph.

Barrie Williams is 1987 Champion, but the other placings depend on the outcome of the Brands Hatch exclusions of Gibson and Martell.

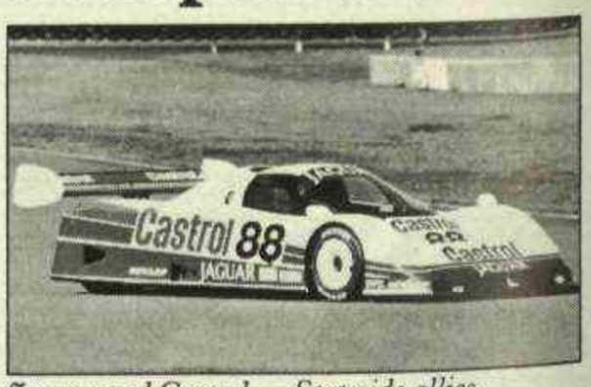
Jaguar/Castrol Tie-Up in USA

Tom Walkinshaw Racing, which runs the World Sportscar Championship-winning Jaguars, is linking up with another leading British company in 1988, for its first season in American IMSA GT racing.

Having taken over Jaguar's racing programme in the USA from Bob Tullius' Group 44 team, TWR will campaign two new XJR-9 chassis in America's prestigious sportscar series with substantial backing from Castrol for a three-year period.

The XJR-9 will be powered by a new 6-litre Jaguar V12 engine and run in Castrol's familiar red and green livery on Dunlop tyres.

In addition to the ubiquitous Porsches, the Jaguar faces strong opposition from Nissans and Corvettes, which it will face for the first time at the classic Daytona 24-Hour race on January 30 next year.



Jaguar and Castrol — Stateside allies.

Walkinshaw hopes to have his World Champion driver, Raul Boesel (who will be racing Indycars in the USA) on the payroll for the IMSA series, which will run alongside his existing WSC programme.

DECEMBER FIXTURES

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

Date	Organiser	Venue	Event	Type
Nov 29	BHRC	Brands Hatch, Dartford, Kent	Race Meeting	R
Nov 28-29	**ASAC du Var**	**France**	**Rally du Var (ERC)**	**INT**
Dec 5-6	**RACMSA**	**Brands Hatch, Dartford, Kent**	**British Rallycross Grand Prix**	**R**
Dec 13	BHRC	Brands Hatch, Dartford, Kent	Race Meeting	INT
Dec 5-6	**Killarney & District MC**	**Killarney**	**Rally of the Lakes**	**R**
Dec 5-6	Caernarfonshire & Angelsey MC	Gwynedd	J J Brown Memorial Rally	R
Dec 29	500 MRCIJ	Kirkistown, Belfast	Race Meeting	

GM Launches New Formula



General Motors' challenger to Ford's domination of the junior single-seater racing categories was unveiled at Earls Court's Motorfair.

The distinctive Reynard-built chassis, which also bears the name of GM's Lotus division, will be the backbone of the one-make Vauxhall-Lotus series in Britain and Opel-Lotus series in West Germany and Benelux in 1988.

Like Formula Ford 2000's unit, Opel's 16-valve, 155 bhp, 2-litre engine will be sealed before it is supplied to competitors. But unlike FF2000, this is a one-chassis formula. The use of Bridgestone control tyres is compulsory, and the aim is clearly to produce a cheap formula with the accent placed firmly on driver ability rather than on engineering or financial resources.

General Motors has guaranteed a minimum of five years backing for the venture, with chassis specification stabilised for at least three of those years.

Chassis price is fixed at £16,000, including engine and five-speed gearbox, and the total prize-fund for each round of the British series will be £4000.

An additional GM-Lotus European Challenge will comprise existing rounds drawn from the three domestic series, and five of its ten rounds will be GP supporting races.

Interest in the formula, which must be seen as a potentially cheaper alternative to FF2000 for drivers keen to make their mark, includes Formula 3000 outfits which are considering setting up junior teams in the lower formulae. Indeed, the prize for the winner of each national series will be a F3000 test-drive.

Juniors Joust

Sons of famous fathers scored a one-two-three in the final round of the CART/Indycar World Series in Miami, Florida on November 1, Michael Andretti winning his fourth race of the season ahead of Al Unser Junior and Geoff Brabham.

Andretti Junior and Unser Junior thus finished second and third in the fifteen-race series behind successfully-defending champion Bobby Rahal's Lola-Cosworth.

Porsche Doubts

The early optimism of the Porsche Indycar project has quickly been dimmed by the car's problems on the track.

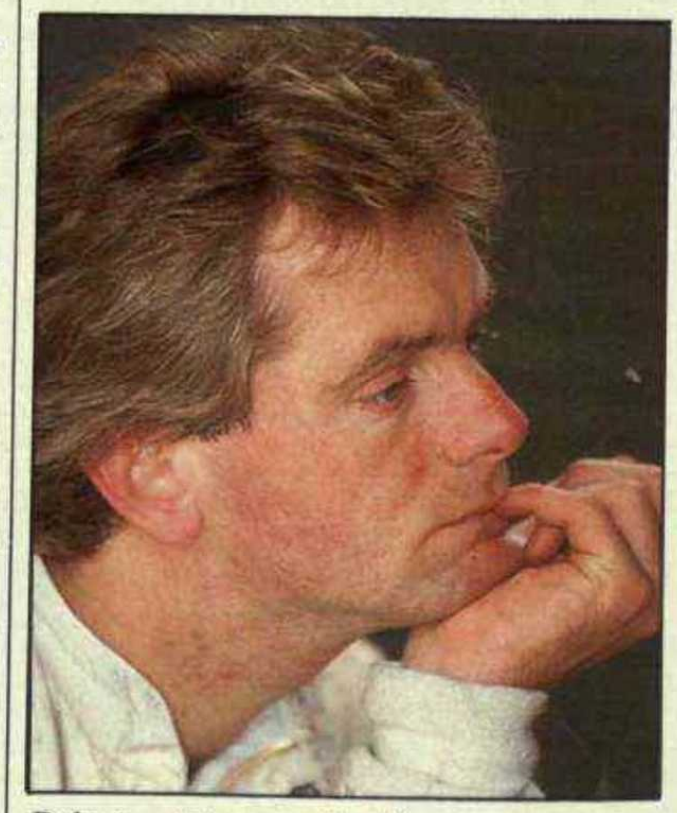
In both its debut in the hands of Indy 500-winner Al Unser Senior and its second sortie driven by team principal and Le Mans-winner Al Holbert, the 2708 chassis failed to qualify for CART races.

These disasters have led to speculation that Porsche might be considering scrapping its own chassis and purchasing a well-proven March product with which to campaign its 2.6-litre turbocharged V8 engine in 1988.

BRDC Awards

Prizes awarded at the British Racing Drivers Club's Diamond Jubilee Dinner at the London Hilton on November 6 reflected this country's recent run of sportscar successes. Manager Tom Walkinshaw and driver John Watson of the World Championship-winning Jaguar team received honours, as well as Group C2 Champion Gordon Spice. Le Mans winner Derek Bell earned the BRDC's Gold Star accolade for a fourth consecutive year.

Palmer Clinches Clark Cup



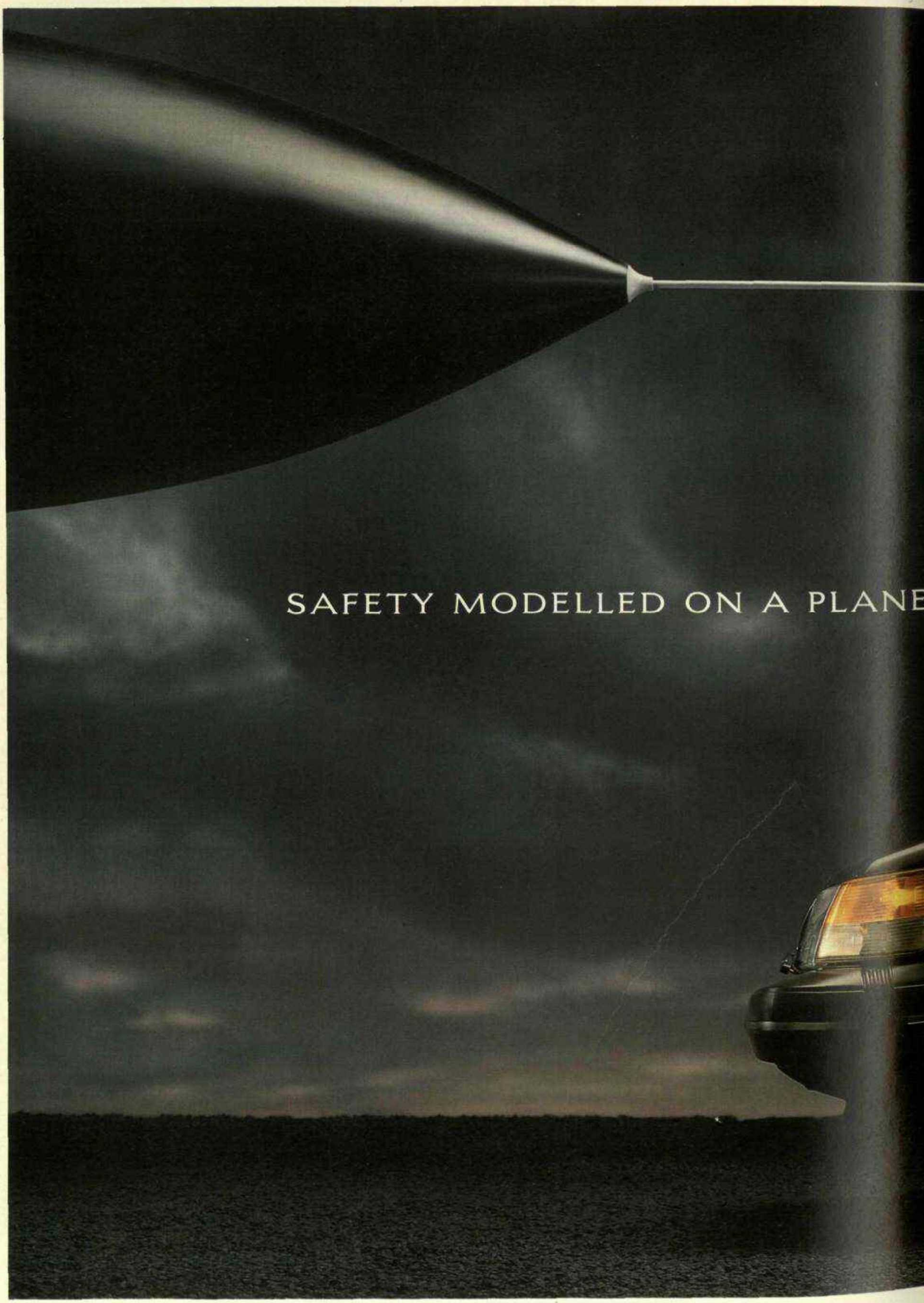
Palmer — top non-turbo driver.

Eighth place overall and the normally-aspirated class victory in the Japanese Grand Prix at Suzuka ensured Jonathan Palmer of this year's Jim Clark Cup for drivers of non-turbocharged cars.

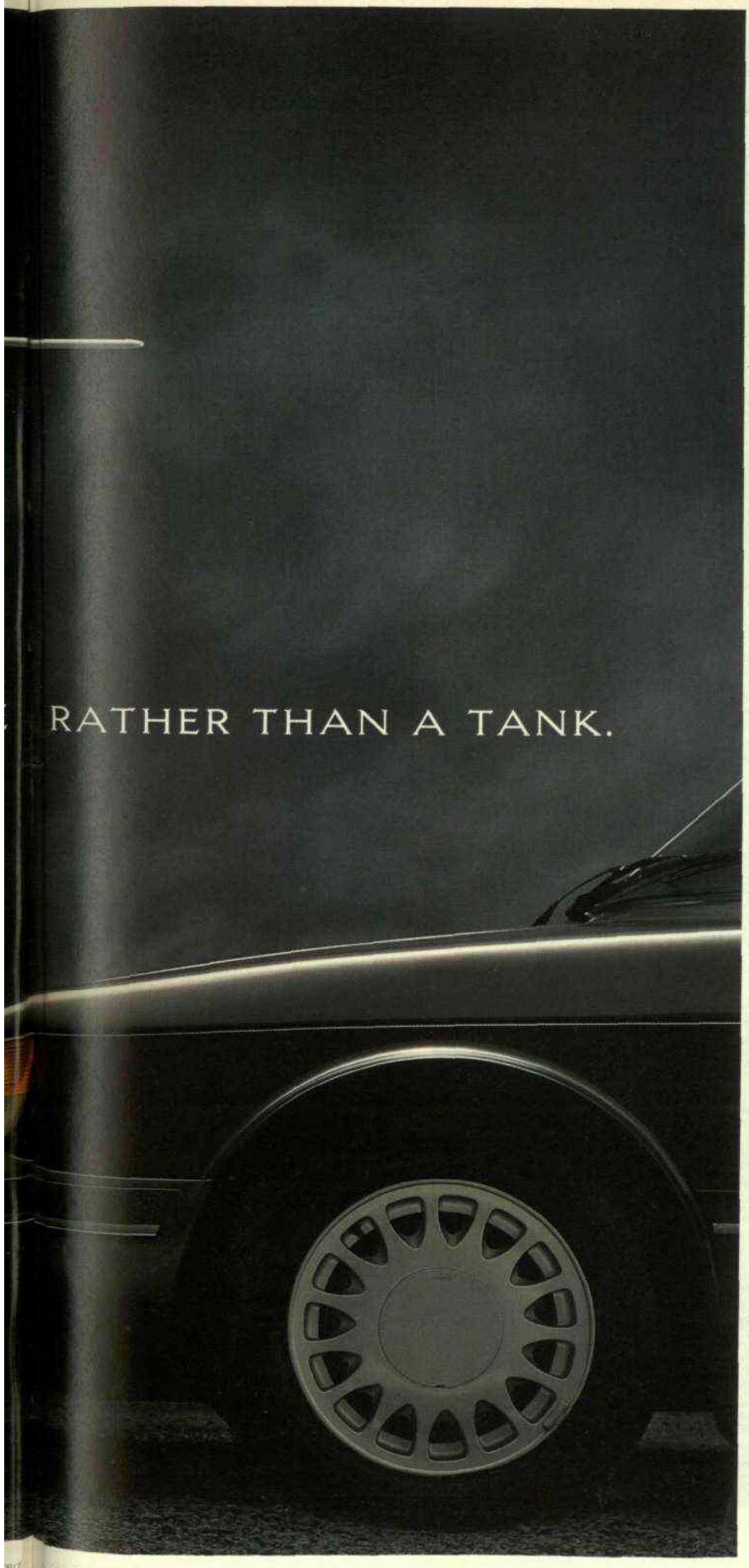
Palmer, a former British Formula Three and European Formula Two champion, went to Adelaide with an unbeatable twelve-point lead over his Tyrrell-Cosworth team-mate Philippe Streiff.

Not surprisingly, as the only regular two-car entry in a category which has been contested by no more than six cars in any one race, Tyrrell sewed up the complementary Colin Chapman Cup for constructors several months ago.

The non-turbocharged teams have been very much in the Grand Prix racing shadows in 1987, but dices within the class have frequently been close, and the unreliability of turbo runners has allowed Tyrrell, Lola, March and AGS top-six overall finishes.



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THE AIRCRAFT MANUFACTURER

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Not surprisingly, when Saab turned from just making aeroplanes it was natural for them to become the first to fit seat belts as standard to their cars.

And as aeroplanes developed the disc brake, so Saab borrowed features like diagonally split brake systems for the road.

Saab's list of firsts in passenger and driver safety is impressive. Indeed it's one of the main reasons Sweden has earned such a formidable reputation for making safe cars.

However, the real safety benefits from an aircraft influence go beyond the protective steel shell and crumple zones, the reinforced roof pillars, bumpers and doors. Because in aircraft parlance, active avoidance is better than passive survival. For the Saab driver as for the Saab pilot, handling, turn-in, braking balance and driver feed-back are essential.

At Saab, design will never be just a response to legislation or fashion. It is an integral part of making cars that last. And that reputation was earned by putting safety first.

SAAB

aab 900 Turbo from £12,995. Prices current at time of going to press, exclude delivery, road tax and number plates.

FORMULA ONE

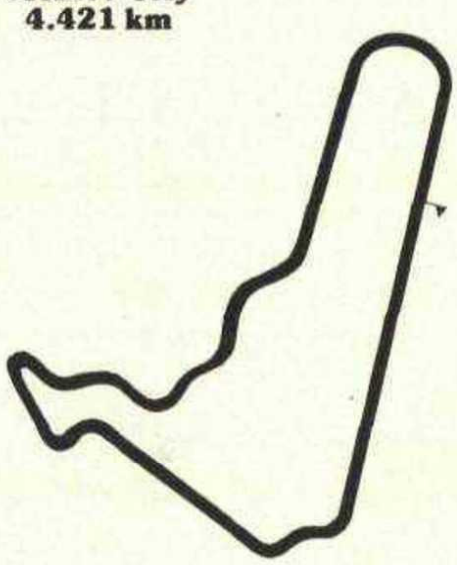
RACE DETAILS

		Fastest Lap
1 **Prost**	Ran into Piquet's Williams on first lap; **retired** on the spot with damaged steering	—
2 **Johansson**	Spun to avoid Nakajima's collision with Warwick; struck by Danner's Zakspeed; **retired** car badly bent lap 2	1.43.361 (1)
3 **Palmer**	22nd lap 1; ran third in class; lapped lap 15; ran non-stop; **finished** 7th and second non-turbocharged car; three laps behind winner	1.24.657 (39)
4 **Streiff**	23rd lap 1; lapped lap 13; **finished** 8th behind team-mate	1.26.039 (28)
5 **Mansell**	*3rd lap 1; inherited 2nd lap 16; inherited lead lap 21; leading when race stopped; ran 2nd in second part;* **won** *on overall aggregate*	1.19.527 (59)
6 **Piquet**	Hit by Prost lap 1; restarted 25th and last; forceful drive to 4th when raced stopped; led second part but **finished** 2nd on aggregate times	1.19.132 (57)
7 **Patrese**	7th lap 1; up to 3rd; demoted to 4th by Piquet; moved back to 3rd on Senna's retirement; **finished** 3rd after a good drive	1.21.057 (57)
8 **de Cesaris**	8th lap 1; passed Patrese lap 2; Fabi lap 4, Alboreto lap 6; inherited 3rd; **retired** lap 23 after spinning off track	1.22.535 (17)
9 **Brundle**	12th lap 1; **retired** lap 4, turbocharger trouble	1.28.816 (2)
10 **Danner**	Hit spinning McLaren of Johannson lap 2; **retired**, front end damage	1.44.266 (1)
11 **Nakajima**	Ran into back of Warwick's Arrows lap 2 under braking; **retired** right front wheel torn off	1.43.533 (1)
12 **Senna**	6th lap 1; passed Fabi and Alboreto lap 2; inherited 3rd lap 16, 2nd lap 21; 2nd on time after restart; spun and stalled lap 55; **retired**	1.20.586 (44)
14 **Fabre**	**Did not qualify**	—
16 **Capelli**	18th lap 1; led class until spin lap 12; after race stopped engine mounting replaced, started from pit lane; **retired** lap 52, engine failure	1.24.274 (36)
17 **Warwick**	11th lap 1; rammed by Nakajima lap 2; long pit stop for repairs; crashed at high speed lap 27; **retired** unhurt	1.23.124 (15)
18 **Cheever**	10th lap 1; passed by Brundle lap 2; passed Nannini lap 13; up to 4th by red flag; ran throughout with low boost; **finished** 4th on aggregate	1.20.934 (54)
19 **Fabi**	5th lap 1; slowed by tyre wear; 6th when race stopped; spin and two pit stops in second part; **finished**, dispirited 5th, two laps behind	1.20.829 (38)
20 **Boutsen**	2nd lap 1; took lead on lap 2; led confidently until lap 15 when electrical fault appeared; **retired** lap 16, electrical problem	1.22.170 (9)
21 **Caffi**	*Last on grid after practice troubles; 16th lap 1; passed Capelli, Campos and Arnoux lap 2; climbed to 7th;* **retired** *lap 51, engine trouble*	1.23.628 (49)
23 **Campos**	19th lap 1; jumped to 14th avoiding second-lap melee; pit stops to cure misfire and gear linkage trouble; **retired** lap 33, engine trouble	1.25.734 (31)
24 **Nannini**	9th lap 1; ran consistently until lap 14; **retired**, turbocharger failure	1.24.668 (12)
25 **Arnoux**	17th lap 1; steadily to 7th; lapped lap 29; failed to make restart; ignition failure on parade lap; thus **retired**, lap 30	1.23.887 (19)
26 **Ghinzani**	20th lap 1; up to 8th following Arnoux; **retired** in second part on lap 44 after loss of coolant caused overheating and engine failure	1.23.659 (39)
27 **Alboreto**	4th lap 1; passed by Senna lap 2; passed by de Cesaris lap 6; **retired** lap 13, engine failure	1.23.273 (9)
28 **Berger**	Led lap 1; passed by Boutsen lap 2; 2nd until Benetton failed; retook lead lap 16; **retired** lap 21, failed turbocharger	1.21.520 (19)
29 **Dalmas**	First Grand Prix; 24th lap 1; consistent race until slowed by engine trouble; precautionary pit stop; **finished** 9th and last	1.24.405 (39)
30 **Alliot**	21st lap 1; moved up behind Capelli; inherited lead of non-turbo class when Capelli spun; **finished** strong 6th overall, and winner of class	1.24.320 (39)

QUALIFYING TIMES

		Friday	Saturday	Pos
Prost	McLaren	1.20.572	1.18.742	5
Johansson	McLaren	1.22.185	1.22.382	15
Palmer	Tyrrell	1.27.306	1.24.723	22
Streiff	Tyrrell	1.27.011	1.26.305	25
Mansell	Williams	1.20.696	*1.18.383*	Pole
Piquet	Williams	1.20.701	1.18.463	3
Patrese	Brabham	1.21.720	1.19.889	8
de Cesaris	Brabham	1.22.930	1.20.141	10
Brundle	Zakspeed	1.25.184	1.21.711	13
Danner	Zakspeed	1.23.992	1.22.593	17
Nakajima	Lotus	1.23.750	1.22.214	16
Senna	Lotus	1.21.361	1.19.089	7
Fabre	AGS	1.30.285	1.28.655	DNQ
Capelli	March	1.27.161	1.24.404	20
Warwick	Arrows	1.23.347	1.21.664	11
Cheever	Arrows	1.24.445	1.21.705	12
Fabi	Benetton	1.22.666	1.18.992	6
Boutsen	Benetton	1.20.766	1.18.691	4
Caffi	Osella	1.27.670	1.30.010	26
Campos	Minardi	1.27.798	1.23.955	19
Nannini	Minardi	1.26.055	1.22.035	14
Arnoux	Ligier	1.24.299	1.23.053	18
Ghinzani	Ligier	1.27.059	1.24.553	21
Alboreto	Ferrari	1.21.290	1.19.967	9
Berger	Ferrari	*1.19.992*	1.18.426	2
Dalmas	Lola	1.28.156	1.24.745	23
Alliot	Lola	1.27.184	1.25.096	24

AUTODROMO HERMANOS RODRIGUEZ
Mexico City
4.421 km



RESULTS
Mexican Grand Prix, Mexico City, October 18
63 laps of 4.421km circuit (278.523km/173.066 miles)
(two-part race: 31 laps + 32 laps)

Pos	Driver	Car/Engine	Time
1st	Nigel Mansell	Williams FW11B-Honda V6 t/c	1 h 26 m 24.207 s
2nd	Nelson Piquet	Williams FW11B-Honda V6 t/c	1 h 26 m 50.383 s
3rd	Riccardo Patrese	Brabham BT56-BMW 4cyl t/c	1 h 27 m 51.086 s
4th	Eddie Cheever	Arrows A10-BMW 4cyl t/c	1 h 28 m 05.559 s
5th	Teo Fabi	Benetton B187-Ford V6 t/c	2 laps behind
6th	Philippe Alliot	Lola LC87-Cosworth V8-DFZ	3 laps behind
7th	Jonathan Palmer	Tyrrell 016-Cosworth V8-DFZ	3 laps behind
8th	Philippe Streiff	Tyrrell 016-Cosworth V8-DFZ	3 laps behind
9th	Yannick Dalmas	Lola LC87-Cosworth V8-DFZ	4 laps behind
10th	Ayrton Senna	Lotus 99T-Honda V6 t/c	retired on lap 55
11th	Ivan Capelli	March 871-Cosworth V8-DFZ	retired on lap 52
12th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c	retired on lap 51
13th	Piercarlo Ghinzani	Ligier JS29C-BMW 4 cyl t/c	retired on lap 44
14th	Adrian Campos	Minardi M186-Moderni V6 t/c	retired on lap 33
15th	René Arnoux	Ligier JS29C-BMW 4 cyl t/c	retired on lap 30
16th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	retired on lap 27
17th	Andrea de Cesaris	Brabham BT56-BMW 4 cyl t/c	retired on lap 23
18th	Gerhard Berger	Ferrari F187-Ferrari V6 t/c	retired on lap 21
19th	Thierry Boutsen	Benetton B187-Ford V6 t/c	retired on lap 16
20th	Alessandro Nannini	Minardi M186-Moderni V6 t/c	retired on lap 14
21st	Michele Alboreto	Ferrari F187-Ferrari V6 t/c	retired on lap 13
22nd	Martin Brundle	Zakspeed ZAK 871-Zakspeed 4 cyl t/c	retired on lap 4
23rd	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c	retired on lap 2
24th	Satoru Nakajima	Lotus 99T-Honda V6 t/c	retired on lap 2
25th	Christian Danner	Zakspeed ZAK 871-Zakspeed 4 cyl t/c	retired on lap 2
26th	Alain Prost	McLaren MP4/3-Porsche V6 t/c	retired on lap 1

Fastest Lap: Nelson Piquet, 1 min 19.132 secs (201.127 kph) on lap 57. New Record.
Winner's Average Speed: 193.411 kph. **Conditions:** Dry and Dusty.

STARTING GRID

28
G. Berger
(Ferrari V6)
1 min 18.426 secs

20
T. Boutsen
(Benetton-Ford V6)
1 min 18.691 secs

19
T. Fabi
(Benetton-Ford V6)
1 min 18.992 secs

7
R. Patrese
(Brabham-BMW 4cyl)
1 min 19.889 secs

8
A. de Cesaris
(Brabham-BMW 4cyl)
1 min 20.141 secs

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E. Cheever
(Arrows-BMW 4cyl)
1 min 21.705 secs

24
A. Nannini
(Minardi-Moderni V6)
1 min 22.035 secs

11
S. Nakajima
(Lotus-Honda V6)
1 min 22.214 secs

25
R. Arnoux
(Ligier-BMW 4cyl)
1 min 23.053 secs

16
I. Capelli
(March-Cosworth V8)
1 min 24.404 secs

3
J. Palmer
(Tyrrell-Cosworth V8)
1 min 24.723 secs

30
P. Alliot
(Lola-Cosworth V8)
1 min 25.096 secs

21
A. Caffi
(Osella-Alfa Romeo V8)
1 min 27.670 secs

5
N. Mansell
(Williams-Honda V6)
1 min 18.383 secs

6
N. Piquet
(Williams-Honda V6)
1 min 18.463 secs

1
A. Prost
(McLaren-Porsche V6)
1 min 18.742 secs

12
A. Senna
(Lotus-Honda V6)
1 min 19.089 secs

27
M. Alboreto
(Ferrari V6)
1 min 19.967 secs

17
D. Warwick
(Arrows-BMW 4cyl)
1 min 21.664 secs

9
M. Brundle
(Zakspeed 4cyl)
1 min 21.711 secs

2
S. Johansson
(McLaren-Porsche V6)
1 min 22.185 secs

10
C. Danner
(Zakspeed 4cyl)
1 min 22.593 secs

23
A. Campos
(Minardi-Moderni V6)
1 min 23.955 secs

26
P. Ghinzani
(Ligier-BMW 4cyl)
1 min 24.553 secs

29
Y. Dalmas
(Lola-Cosworth V8)
1 min 24.745 secs

4
P. Streiff
(Tyrrell-Cosworth V8)
1 min 26.305 secs



Nigel Mansell's luck held on the poorly-surfaced Autodromo Hermanos Rodriguez, *and he won the two-leg Mexican Grand Prix comfortably . . .*

Some You Win, Some You Lose

I well recall my personal enthusiasm for Niki Lauda who, apart from being a mate, was a driver I always reckoned had everything all weighed up. In 1977, when he won his second World Championship title for Ferrari, I thought he won it by cunning and good judgement.

DSJ on the other hand, reckoned he did so by stealth and consistency. In other words, by "playing the points game". For the record, Mario Andretti won four races in 1977 to Lauda's three, although the charismatic Italian/American driver went on to take the title the following summer.

Now the question this is all leading round to is: "If AH was such an enthusiast for Lauda's way of doing things, why doesn't he approve of the way in which Nelson Piquet won the 1987 title?" Or, to put it another way: "If Jenks disapproved of the way in which Lauda won in 1977, why doesn't he disapprove of Piquet's title success in 1987?"

I suppose it all comes down to some sort of personal "sixth sense". Lauda won in 1977 against the backdrop of Mario's efforts — and if ever there was a universally popular Grand Prix ace, it was Andretti. Piquet won his title in a straight fight against Nigel Mansell, his Williams-Honda team-mate.

Basically, I approved of Lauda as a driver more than I do Piquet, simply because I think Niki was more *committed* to his racing in '77 than Nelson has been this year. And Jenks approves of Piquet more than Lauda because he admires the Brazilian's shrewd, rather calculating, distinctly individual way of doing things. Mansell doesn't raise the same



. . . but his World Championship hopes were wrecked along with his Williams in Japan.



Thierry Boutsen led confidently for Benetton in Mexico before his engine management computer failed.



Heading a Mexican crocodile, Piquet and Prost dispute third place. It was soon to end in tears . . .

enthusiasm, from a personal point of view, as did Andretti.

Right, if everybody has got the general drift of my logic, we will examine how the Mexican and Japanese Grands Prix unfolded — the latter event returning to the calendar after an absence of ten years.

The Mexican race once again took place on the superb *Autodromo Hermanos Ricardo y Pedro Rodriguez*, one of the most spectacular tracks in the world with undoubtedly the worst surface. Mansell was bang on form in his Williams-Honda FW11B, although the manner in which he drives on the "ragged edge", in totally committed style, was underlined when he spun wildly coming onto the start/finish straight and made light contact with the pit wall.

Two weeks later, fighting yet another typically on-the-limit battle for pole-position at Suzuka, the determined Englishman spun into a protective tyre barrier at high speed and was shaken enough not to be able to take part in the Japanese race.

It was a sad way to end the season for the Englishman. At Mexico, he had used his head to score a clever win in a race which was prematurely stopped after an accident to Derek Warwick (who was thankfully unhurt) and then restarted to produce an aggregate result. Having won the first "heat" after the retirement of pace-setters Thierry Boutsen (Benetton B187) and Gerhard Berger (Ferrari F187), Mansell then played second-fiddle to Piquet in the second "heat". But not before he had attempted to overtake the Brazilian and received "the chop" extremely severely on at least two occasions.

This incident caused the personal venom between the two men to overflow in public. Mansell berated the Brazilian, saying he had tried to drive him off the circuit after a season in which he spent most of the time moaning. Piquet countered by saying, in effect: "don't be so bloody stupid, if I'd wanted to push you off I'd have done so, but I don't drive like that".

Then came the Suzuka accident and Piquet's 12-point lead in the title chase became unassailable when it was clear that Mansell would not be starting the race.

However you look at it, Piquet must have been born under a lucky star. Running slightly slower than his pursuers, having chosen the harder of the two Goodyear tyre-compounds available, he was pushed off on the opening lap at Mexico when Alain Prost locked up the front wheels of his McLaren (a rare mistake) and pitched the Williams into a spin.

Piquet got away unpenalised from a push-start, thanks to the rule which allows a car to be pushed from a place of danger without penalty, and then suffered only his second race engine failure of the year in Japan — where Mansell was not on hand to capitalise on his ill-fortune.

The Mexican Grand Prix also saw Ayrton



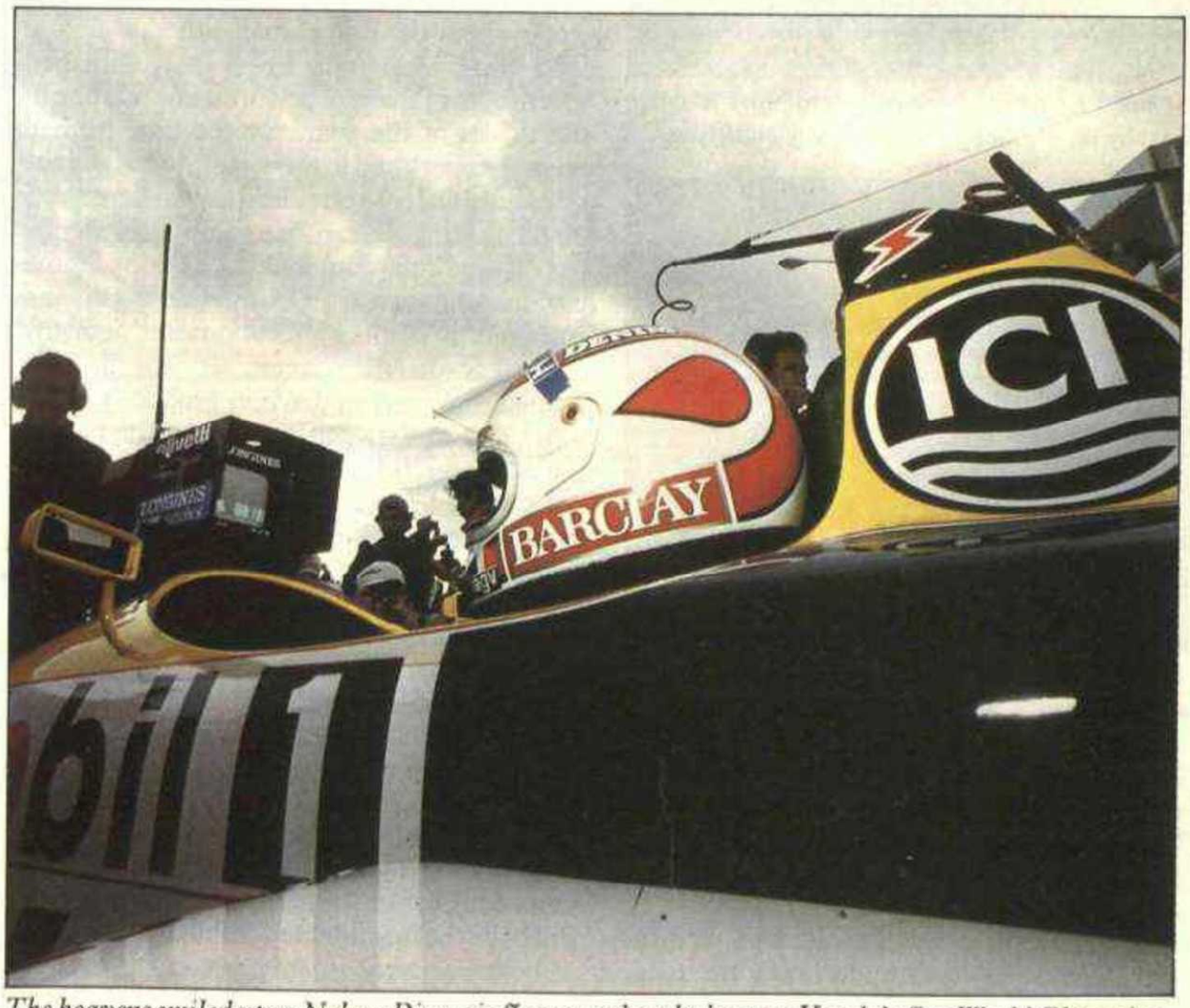
Japan's Suzuka circuit proved popular with most drivers. Here Michele Alboreto's Ferrari negotiates the esses behind the pit straight.

Senna's last chances of the title go down the drain, his active-suspension Lotus-Honda 99T proving a very tricky prosposition on this bumpy track and he survived a high speed qualifying accident at the wheel of the spare car the day before the race.

It is a tribute to the constructional strength of the current breed of Grand Prix car that, after his designated race car suffered an electrical malfunction in its active suspension computer control system, Senna was able to switch back to the repaired spare car for the start. In the event, he succumbed to clutch failure and, in the heat of the moment, struck a marshal. He was fined $15,000 for this untypical loss of temper.

Of course, much was expected from the Honda teams in Japan where the first Formula One Japanese Grand Prix for ten years was staged at the Suzuka track near Nagoya, which is a wholly Honda-owned facility used extensively for product testing work. Built in 1962, this 3.6-mile circuit attracted almost unanimous praise from the drivers as a challenging, interesting and satisfying venue — nice to hear some unreserved praise in Formula One for a change!

Honda was obviously delighted that "its man" Nelson Piquet clinched the championship on Japanese soil, but the way in



The heavens smiled upon Nelson Piquet in Japan, where he became Honda's first World Champion.



Prost's fastest lap at Suzuka was more than a second and a half faster than anyone else's . . .



Senna's Lotus was one of several cars to crash heavily on Mexico's bumps during qualifying.



Lola recruit Yannick Dalmas found himself minus a front wheel during practice at Suzuka.

which his Williams FW11B trailed into the pits under full view of the television cameras, laying an ominous trail of oil and gunge, was not exactly the way in which it had hoped the story would develop.

In the event, it was Ferrari who won the race, Gerhard Berger underlining the progress made with the F107 throughout the season. The determined Austrian driver led every lap bar one to score a commanding success.

The nice thing about Berger was that he fully realised luck had been running on *his* side — and said so after the race. He made the point that he did not think Piquet had to press too hard at Suzuka, knowing that Mansell was not there to be beaten anymore, and that when Alain Prost's McLaren sustained a puncture on the second lap, while sizing up the leading Ferrari from second place, he did not have to worry about the Frenchman either.

In fact, although Prost only finished seventh, his Japanese performance was one of the drives of the year. By the time he had limped back round to the pits and changed the offending left rear tyre, he was two laps down on the leading Ferrari. He resumed to charge back into contention, making up one of those laps on the entire field by the finish and consistently lapping a second faster than any other car on the circuit. It was a truly momentous piece of driving, produced for no other reason than self-respect on the part of the McLaren team leader.

Prost's team-mate Stefan Johansson, meanwhile, moved in to challenge Berger and, for a few laps, it looked as though the genial Swede might pick up the McLaren team's fallen standard and perhaps even win the race.

However, Stefan had to ease off and keep an eye on his fuel consumption figures and, by the last lap, he was so marginal in this respect that he was unable to fend off Ayrton Senna's Lotus 99T which nipped through a mile or so from the flag to take second place. That was some consolation, at least, for Honda, which will have the formidable combination of Prost and Senna using its engines in brand new McLarens in 1988.

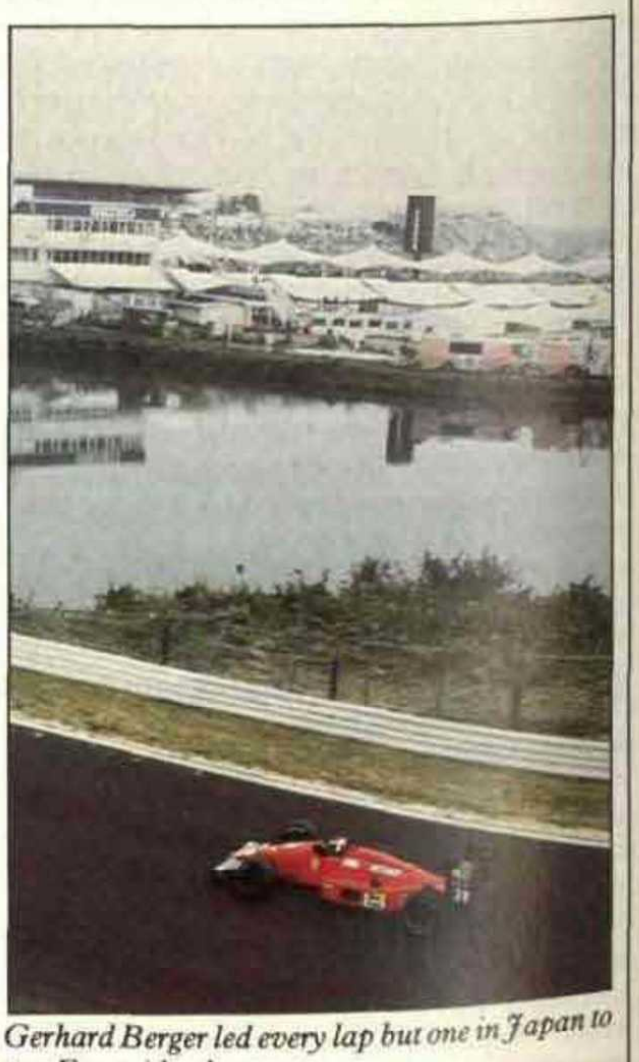
Michele Alboreto also produced a memorable performance in the second Ferrari at Suzuka. On the starting grid his clutch went solid, so he stalled as the green light came on, causing the field to scatter around him. In the ensuing mayhem Alliot's Larrousse-Calmels Lola was shoved into the pit wall (and out of the race) by Arnoux's Ligier. Alboreto was push-started away in last place.

The Italian dearly wanted to put Ferrari back on the winning map once again, and simply flew through the field to fourth place, despite a flat-in-sixth spin when Nannini's Minardi inadvertently closed the door on him, and a detached and trailing exhaust pipe which progressively took the edge off the Maranello V6's throttle-response.

It was heartening to see Alboreto give Berger a big congratulatory hug at the end of the race, a gesture which concealed his own personal disappointment. "It was more important that the team won again than I did," he said stoically and without complaint.

The Mexican and Japanese races also saw the Benetton-Ford B187 of Thierry Boutsen right up at the front, the cool Belgian taking a turn at leading in the former race — the first time he has run right at the front of a World Championship Grand Prix. He looked as though he had been doing it all his life, driving in his customary confident and unflustered manner, not allowing the excitement of the moment to push him into an error.

Unfortunately an intermittent short-circuit in the Benetton's wiring-loom caused the engine management computer to burn out in Mexico and, after running a strong second in Japan, he faded to fifth at the finish thanks to



Gerhard Berger led every lap but one in Japan to put Ferrari back on top.

As the first ever exhibition in the newly rebuilt Alexandra Palace, the 1988 BRSCC Racing Car Show more than doubles its size.

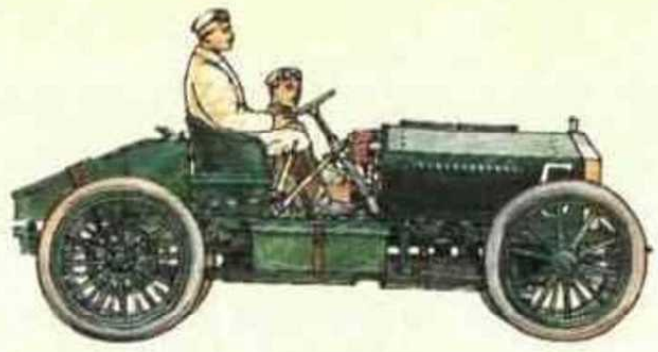
A dazzling array of theme displays will cover *every* aspect of the sport — from dragsters and racing trucks to Formula 1 winners. You'll also see World Sports, rally, historic, kit, off-road and stock cars.

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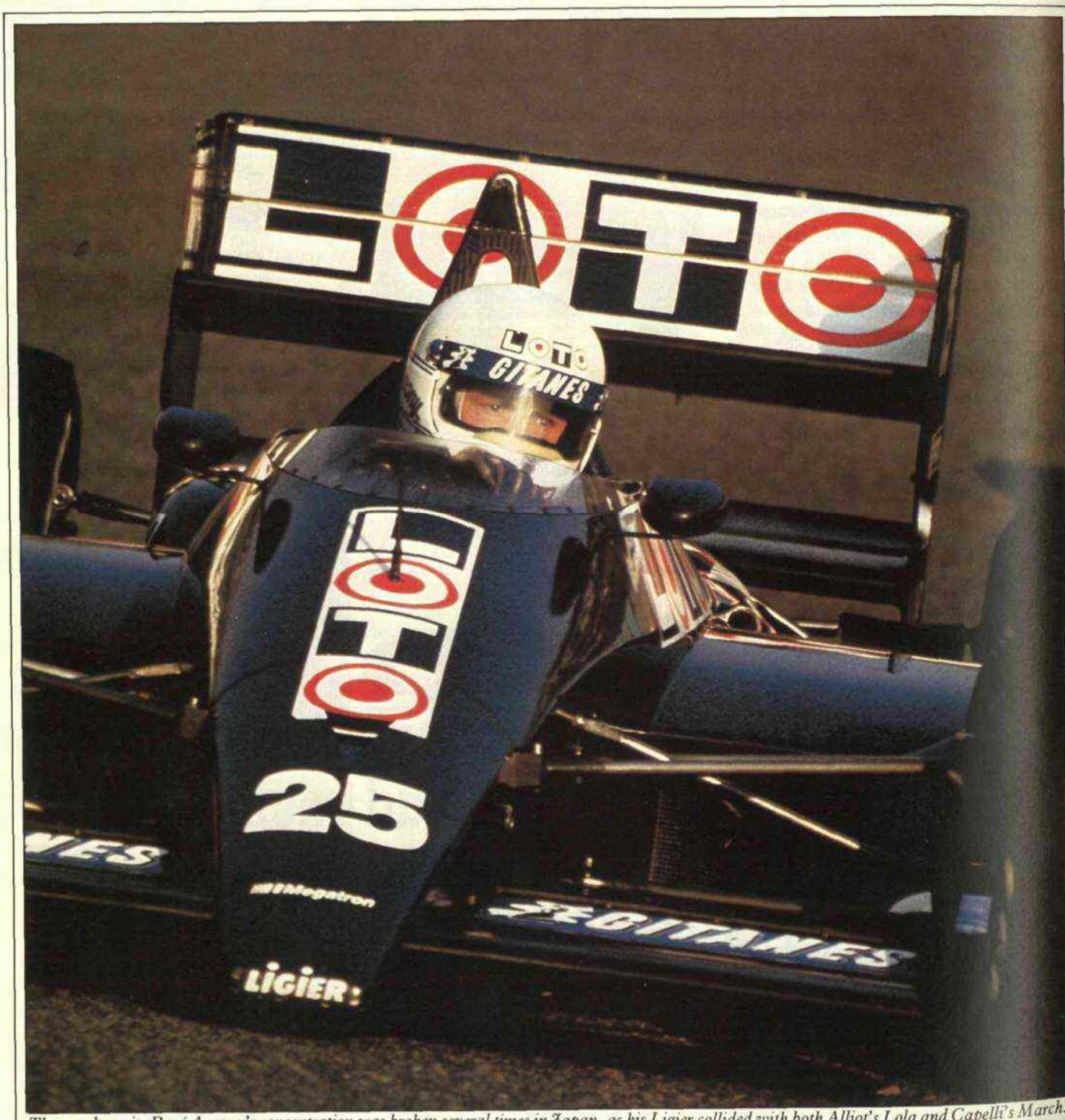
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The eyes have it. René Arnoux's concentration was broken several times in Japan, as his Ligier collided with both Alliot's Lola and Capelli's March.

poor fuel consumption.

For Japanese enthusiasts, Satoru Nakajima did a good job in front of his compatriots by finishing sixth at Suzuka, re-taking Cheever's Arrows two laps from the finish as the American driver slowed, out of fuel.

"Nakajap"'s disciplined outing in Japan was in stark contrast to the second lap fiasco he became involved in during the Mexican Grand Prix, where he apparently forgot to brake at the end of the long start/finish straight as he began his second lap. His Lotus plunged straight into Warwick's Arrows, wiping off its right front wheel and putting Satoru out of the race.

Derek trailed round to the pits for repairs, but when he later crashed heavily, he put the car's sudden loss of control down to damage done in that earlier collision. When you watched it from Nakajima's onboard television camera, you were surprised that Warwick was not out on the spot . . .

So that is how the World Championshi struggle ended, leaving the Australian Gran Prix at Adelaide as a meaningless footnote t the title chase.

Mansell had won six races, Piquet three Yet Nelson has now won three Worl Championships and Nigel not one. William had clinched the Constructors' title by miles yet lost its Honda engines to McLaren. And happily, Ferrari is back in the winnin business. It's all go . . .

Japanese Grand Prix

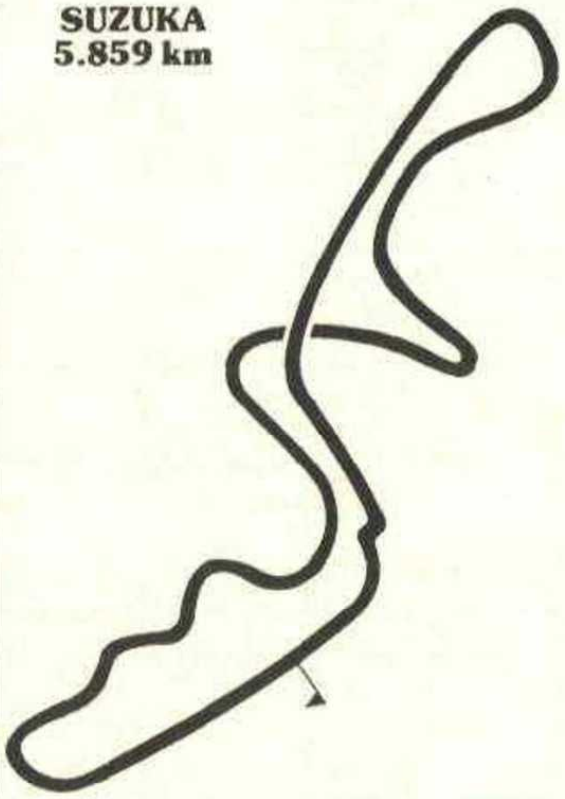
RACE DETAILS

		Fastest Lap
1 **Prost**	2nd lap 1; puncture from start-line debris; slow second lap to pits; rejoined last; tyre stop lap 25; superb race to climb back and finished 7th	1.43.844 (35)
2 **Johansson**	7th lap 1; worked way to 4th; tyre stop lap 21; climbed back to 2nd; had to ease off to conserve fuel; passed by Senna last lap; **finished** 3rd	1.46.323 (34)
3 **Palmer**	18th lap 1; behind Capelli until March had an accident; inherited class lead; conserved car; **finished** 8th overall and 1st in non-turbo class	1.50.111 (34)
4 **Streiff**	Last lap 1; unable to keep up with other non-turbo class cars; lacked straight-line speed; ran consistently; **finished** 12th overall	1.51.236 (44)
5 **Mansell**	Crashed during first qualifying session due to driver error; hospitalised and pronounced unfit to race; posted as **non-starter**	—
6 **Piquet**	5th lap 1; ran behind Senna's Lotus; air ducts filled with rubber from Lotus tyres and caused overheating; engine blew up lap 47; **retired**	1.46.706 (41)
7 **Patrese**	8th lap 1; ran behind leading group but car uncompetitive; tyre stop lap 22; lapped lap 45; **retired** lap 49, engine failure; classified 11th	1.48.581 (24)
8 **de Cesaris**	9th lap 1; fluctuated in mid-field with erratic engine power; tyre stop lap 25; **retired** lap 27, turbocharger failure	1.50.422 (18)
9 **Brundle**	14th lap 1; fluctuated between 14th and 12th; tyre stop lap 24; engine failed lap 33; **retired**	1.50.367 (28)
10 **Danner**	15th lap 1; engine failure lap 14 causing car to slide into barriers; **retired**	1.52.813 (7)
11 **Nakajima**	10th lap 1; ran strongly; tyre stop lap 23; **finished** worthy 6th	1.48.206 (27)
12 **Senna**	4th lap 1 driving spare car; chased by Piquet; inherited 3rd, then 2nd; led briefly lap 25; tye stop lap 26; took 2nd on last lap; **finished** 2nd	1.45.805 (49)
14 **Moreno**	Replaced Pascal Fabre; qualified last; took start by reason of Mansell's withdrawal; ran at back of field until engine failed lap 39; **retired**	1.54.015 (15)
16 **Capelli**	17th lap 1; led class until accident with Arnoux lap 14; limped to pits but crashed into barriers at pit lane entrance; **retired**	1.52.213 (13)
17 **Warwick**	12th lap 1; pit-stop muddle for tyres; had to make second stop; **finished** 10th, troubled by gear-change mechanism problems	1.49.221 (33)
18 **Cheever**	11th lap 1; ahead of team-mate; mistook pit signal and stopped too soon for tyres; climbed to 6th; **finished** 9th, out of fuel on last lap	1.47.421 (41)
19 **Fabi**	6th lap 1; moved to 5th but hampered by electrical problem; **retired** lap 17, engine failure	1.49.170 (9)
20 **Boutsen**	Ran strong 2nd behind Berger but had to ease back because of fuel consumption; tyre stop lap 22; **finished** 5th	1.47.182 (41)
21 **Caffi**	Ran near end of field; **retired** lap 44 when Alfa Romeo engine failed	1.51.917 (35)
23 **Campos**	19th lap 1; **retired** lap 3, engine failure	1.59.121 (2)
24 **Nannini**	13th lap 1; then 12th and held position well; passed by Alboreto lap 8; tyre stop lap 26; **retired** lap 36, engine failure	1.51.848 (32)
25 **Arnoux**	Collided with Alliot at start; 16th lap 1; puncture on lap 14 after colliding with Capelli; dropped to last; **retired** lap 45, out of fuel!	1.49.384 (28)
26 **Ghinzani**	20th lap 1; ran at back of field; tyre stop lap 25; out of fuel lap 49; **classified** 13th	1.49.915 (29)
27 **Alboreto**	Clutch locked up at start; last away; soared through the field to 3rd by lap 27; driving without clutch; tyre stop; resumed 5th; **finished** 4th	1.46.534 (28)
28 **Berger**	Led all the way except for one lap during tyre stops; fine performance benefitting from troubles to others; well-deserved **winner**	1.45.540 (34)
29 **Dalmas**	21st lap 1; good race in second place in non-turbo class; slowed at end by engine trouble; **finished** 14th	1.52.080 (40)
30 **Alliot**	Struck by Arnoux's Ligier while avoiding Alboreto's stalled Ferrari; punted off; **retired**	—

QUALIFYING TIMES

		Friday	*Saturday*	*Pos*
Prost	McLaren	1.42.496	1.40.652	2
Johansson	McLaren	1.43.612	1.43.371	9
Palmer	Tyrrell	1.48.902	1.47.775	19
Streiff	Tyrrell	1.50.896	1.49.741	25
Mansell	Williams	1.42.616	—	—
Piquet	Williams	*1.41.423*	1.41.144	5
Patrese	Brabham	1.44.767	1.43.304	8
de Cesaris	Brabham	1.46.399	1.43.618	10
Brundle	Zakspeed	1.46.715	1.46.023	15
Danner	Zakspeed	1.49.337	1.46.116	16
Nakajima	Lotus	1.45.898	1.43.685	11
Senna	Lotus	1.44.026	1.42.723	7
Moreno	AGS	1.51.835	1.50.212	26
Capelli	March	1.49.814	1.48.212	20
Warwick	Arrows	1.44.768	1.44.626	13
Cheever	Arrows	1.45.427	1.44.277	12
Fabi	Benetton	1.43.351	1.41.679	6
Boutsen	Benetton	1.43.130	1.40.850	3
Caffi	Osella	1.49.017	1.50.902	23
Campos	Minardi	1.53.455	1.48.337	21
Nannini	Minardi	1.48.948	1.45.612	14
Arnoux	Ligier	1.50.542	1.46.200	17
Ghinzani	Ligier	1.51.554	1.49.641	24
Alboreto	Ferrari	1.42.416	1.40.984	4
Berger	Ferrari	1.42.160	*1.40.042*	Pole
Dalmas	Lola	1.51.230	1.48.887	22
Alliot	Lola	1.49.470	1.47.395	18

SUZUKA
5.859 km



STARTING GRID

1
A. Prost
(McLaren-Porsche V6)
1 min 40.652 secs

27
M. Alboreto
(Ferrari V6)
1 min 40.984 secs

19
T. Fabi
(Benetton-Ford V6)
1 min 41.679 secs

7
R. Patrese
(Brabham-BMW 4cyl)
1 min 43.304 secs

8
A. de Cesaris
(Brabham-BMW 4cyl)
1 min 43.618 secs

18
E. Cheever
(Arrows-BMW 4cyl)
1 min 44.277 secs

24
A. Nannini
(Minardi-Moderni V6)
1 min 45.612 secs

10
C. Danner
(Zakspeed 4cyl)
1 min 46.116 secs

30
P. Alliot
(Lola-Cosworth V8)
1 min 47.395 secs

16
I. Capelli
(March-Cosworth V8)
1 min 48.212 secs

29
Y. Dalmas
(Lola-Cosworth V8)
1 min 48.887 secs

26
P. Ghinzani
(Ligier-BMW 4cyl)
1 min 49.641 secs

14
R. Moreno
(AGS-Cosworth V8)
1 min 50.212 secs

28
G. Berger
(Ferrari V6)
1 min 40.042 secs

20
T. Boutsen
(Benetton-Ford V6)
1 min 40.850 secs

6
N. Piquet
(Williams-Honda V6)
1 min 41.144 secs

12
A. Senna
(Lotus-Honda V6) (T)
1 min 42.723 secs

2
S. Johansson
(McLaren-Porsche V6)
1 min 43.371 secs

11
S. Nakajima
(Lotus-Honda V6)
1 min 43.685 secs

17
D. Warwick
(Arrows-BMW 4cyl)
1 min 44.626 secs

9
M. Brundle
(Zakspeed 4cyl)
1 min 46.023 secs

25
R. Arnoux
(Ligier-BMW 4cyl)
1 min 46.200 secs

3
J. Palmer
(Tyrrell-Cosworth V8)
1 min 47.775 secs

23
A. Campos
(Minardi-Moderni V6)
1 min 48.337 secs

21
A. Caffi
(Osella-Alfa Romeo V8)
1 min 49.017 secs

4
P. Streiff
(Tyrrell-Cosworth V8)
1 min 49.741 secs

RESULTS
Japanese Grand Prix, Suzuka, November 1
51 laps of 5.859km circuit (298.809km/185.671 miles)

Pos	*Driver*	*Car/Engine*	*Time*
1st	Gerhard Berger	Ferrari F187-Ferrari V6 t/c	1 h 32 m 58.072 s
2nd	Ayrton Senna	Lotus 99T-Honda V6 t/c (T)	1 h 33 m 15.456 s
3rd	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c	1 h 33 m 15.766 s
4th	Michele Alboreto	Ferrari F187-Ferrari V6 t/c	1 h 34 m 18.513 s
5th	Thierry Boutsen	Benetton B187-Ford V6 t/c	1 h 34 m 23.648 s
6th	Satoru Nakajima	Lotus 99T-Honda 6 t/c	1 h 34 m 34.551 s
7th	Alain Prost	McLaren MP4/3-Porsche V6 t/c	1 lap behind
8th	Jonathan Palmer	Tyrrell 016-Cosworth V8-DFZ	1 lap behind
9th	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	(not running) 1 lap behind
10th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	1 lap behind
11th	Riccardo Patrese	Brabham BT56-BMW 4 cyl t/c	(not running) 2 laps behind
12th	Philippe Streiff	Tyrrell 016-Cosworth V8-DFZ	2 laps behind
13th	Piercarlo Ghinzani	Ligier JS29C-BMW 4 cyl t/c	(not running) 3 laps behind
14th	Yannick Dalmas	Lola LC87-Cosworth V8-DFZ	4 laps behind
15th	Nelson Piquet	Williams FW11B-Honda V6 t/c	retired on lap 47
16th	René Arnoux	Ligier JS29C-Cosworth V8-DFZ	retired on lap 45
17th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c	retired on lap 44
18th	Roberto Moreno	AGS-JH22C-Cosworth V8-DFZ	retired on lap 39
19th	Alessandro Nannini	Minardi M186-Moderni V6 t/c	retired on lap 36
20th	Martin Brundle	Zakspeed ZAK871-Zakspeed 4 cylt/c	retired on lap 33
21st	Andrea de Cesaris	Brabham BT56-BMW 4 cyl t/c	retired on lap 27
22nd	Teo Fabi	Benetton B187-Ford V6 t/c	retired on lap 17
23rd	Christian Danner	Zakspeed ZAK871-Zakspeed 4 cyl t/c	retired on lap 14
24th	Ivan Capelli	March 871-Cosworth V8-DFZ	retired on lap 14
25th	Adrian Campos	Minardi M186-Moderni V6 t/c	retired on lap 3
26th	Philippe Alliot	Lola LC87-Cosworth V8-DFZ	retired on lap 1
27th	Nigel Mansell	Williams FW11B-Honda V6 t/c	did not start

Fastest Lap: Alain Prost, 1 min 43.844 secs (203.116 kph) on lap 35. New record.
Winner's Average Speed: 192.847 kph. **Conditions:** Overcast and Cool.



Berger became the first Ferrari driver since Gilles Villeneuve to win two successive Grands Prix.

End of Term

The Australian Grand Prix, held on the streets of Adelaide, was the sixteenth and final event in the 1987 Formula One season, and was run in very hot conditions, putting a premium on tyres and brakes.

There were some changes to the regular scene in driver/car combinations, for Nigel Mansell was forced to miss the event on medical advice following his accident at the Japanese Grand Prix two weeks earlier.

Riccardo Patrese, who is due to be Mansell's team-mate in the Williams team in 1988, was released early from his Brabham contract and took over the Williams-Honda car number five for this event. The empty seat in the Brabham team was filled by young Stefano Modena, the 1987 F3000 Champion, making his debut in Formula One.

Apart from being the end of the 1987 Grand Prix season, this race was also the end of many more things in F1. McLaren was having its last race with Porsche engines, before changing to Honda for 1988; Johansson was making his last race with the McLaren team, being replaced next year by Ayrton Senna; and Piquet was making his final appearance with the Williams team before taking Senna's place at Lotus.

The Williams team was having its last race with Honda engines,and Ligier was ending its use of BMW-Megatron engines. Data General was having its last fling with the Tyrrell team, Fabi was about to bid farewell to Benetton, and there were a few more moves in the offing, but yet to be finalised. It was truly "end of term" and the whole meeting had that air about it.

Gerhard Berger dominated proceedings almost from the start of testing to the end of race day, demonstrating clearly that his charging form which really took off towards the end of the European races was no flash-in-the-pan. He was fastest in qualifying on Friday and only beaten by Prost on Saturday, though he retained pole position.

Come the race, it was Berger all the way; he led every lap from the green light to the chequered flag, with fastest lap (a new lap record) to add to his victory. The only serious challenge to the Ferrari domination came from Senna, but though he closed to within a few seconds the Lotus was wearing its tyres out too fast and he had to ease off in the closing stages to be sure of finishing second, ahead of Alboreto's Ferrari.

Senna's prudence was to no avail, for after the race the Benetton team lodged a protest against the Lotus 99T, claiming that its additional brake-cooling ducts put the body-work width beyond the regulation limit. This protest was upheld by the scrutineers and the Lotus 99T was disqualified from its second place, thus moving the remaining finishers up one place, and giving the Ferrari team a welcome one-two.

Of the other front-runners, Prost spun out of the race when a brake disc shattered, Piquet's Williams went out with brake problems, Patrese retired the second Williams with a broken Honda engine, Fabi stopped his Benetton with brake trouble, and Johansson suffered the same trouble as Prost with the second McLaren.

With the 1987 season over, there is a lot of work ahead in the next three months as designers install different engines in new cars, team-managers acquaint themselves with different drivers, and some of the lesser teams start worrying about how they are going to maintain the pace and stay in the game. **DSJ**

(Review and details by AH next month)

1987 WORLD CHAMPIONSHIP

Drivers

1st	Nelson Piquet
2nd	Nigel Mansell
3rd	Ayrton Senna

Constructors

1st	Williams-Honda
2nd	McLaren-Porsche
3rd	Lotus-Honda

RESULTS

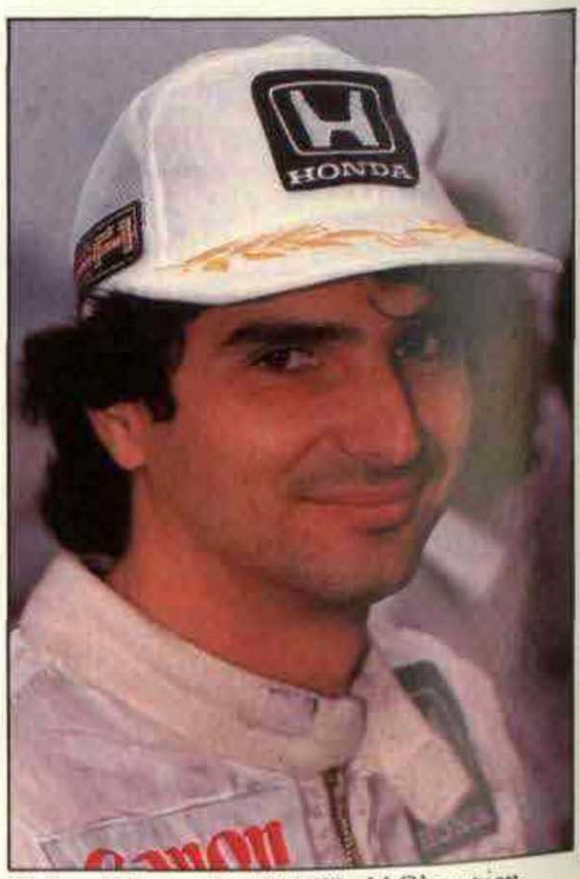
Australian Grand Prix, Adelaide, November 15

82 laps of 3.779km circuit (309.878km/192.549 miles)

Pos	*Driver*	*Car/Engine*	*Time*
1st	Gerhard Berger	Ferrari F187-Ferrari V6t/c	1h 52m 56.144s
2nd	Michele Alboreto	Ferrari F187-Ferrari V6t/c	1h 54m 04.028s
3rd	Thierry Boutsen	Benetton B187-Ford V6t/c	1 lap behind
4th	Jonathan Palmer	Tyrrell 016-Cosworth V8-DFZ	2 laps behind
5th	Yannick Dalmas	Lola LC87-Cosworth V8-DFZ	3 laps behind
6th	Roberto Moreno	AGS JH22-Cosworth V8-DFZ	3 laps behind
7th	Christian Danner	Zakspeed ZAK871-Zakspeed 4cylt/c	3 laps behind
8th	Andrea de Cesaris	Brabham BT56-BMW 4cylt/c	4 laps behind
9th	Riccardo Patrese	Williams FW11B-Honda V6t/c	6 laps behind

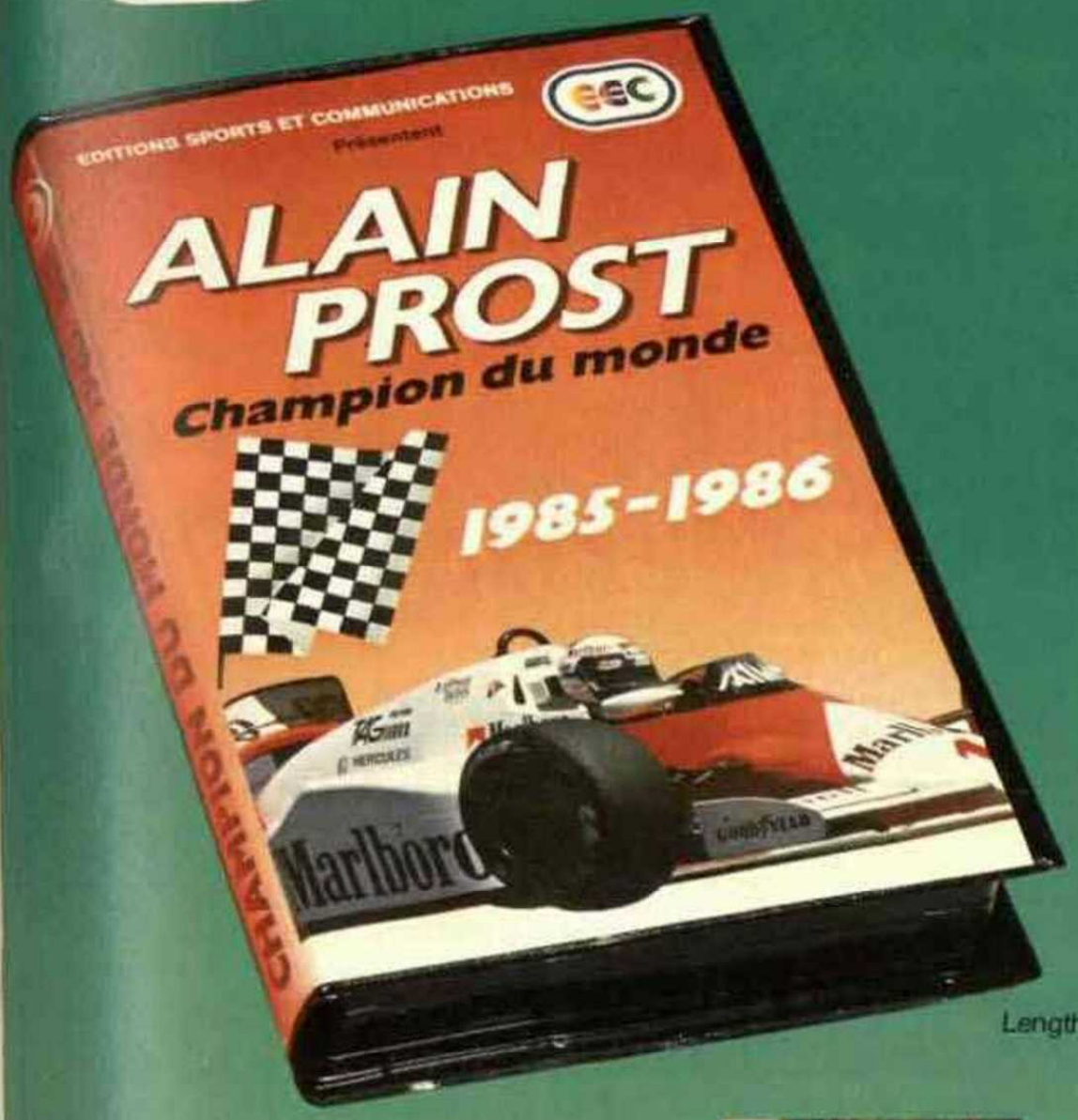
Fastest Lap: Gerhard Berger, 1 min 20.416 secs (169.175 kph) on lap 72. New Record.
Winner's Average Speed: 164.631 kph. **Conditions:** Very hot.

N.B. Ayrton Senna, Lotus 99T-Honda V6 t/c finished second but was disqualified following a protest by the Benetton team, upheld in post-race scrutineering, regarding body width regulations.



Nelson Piquet, the 1987 World Champion.

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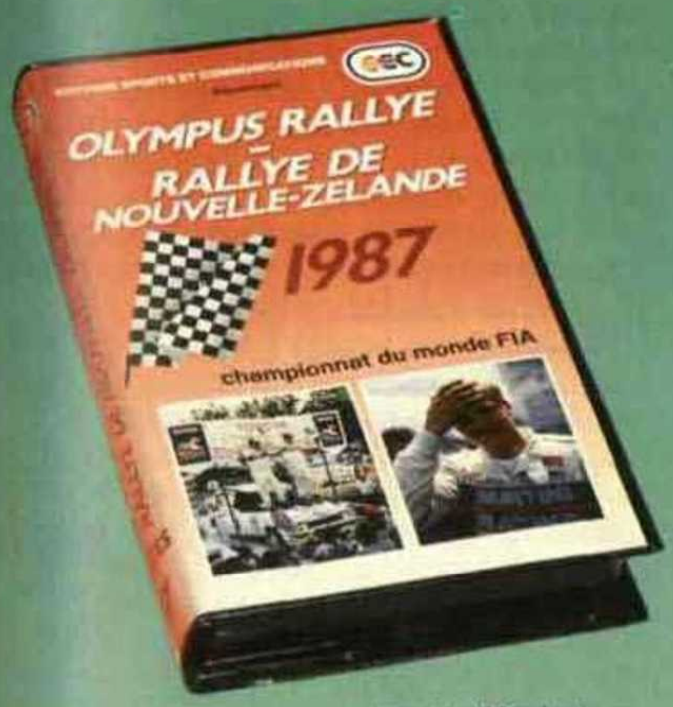




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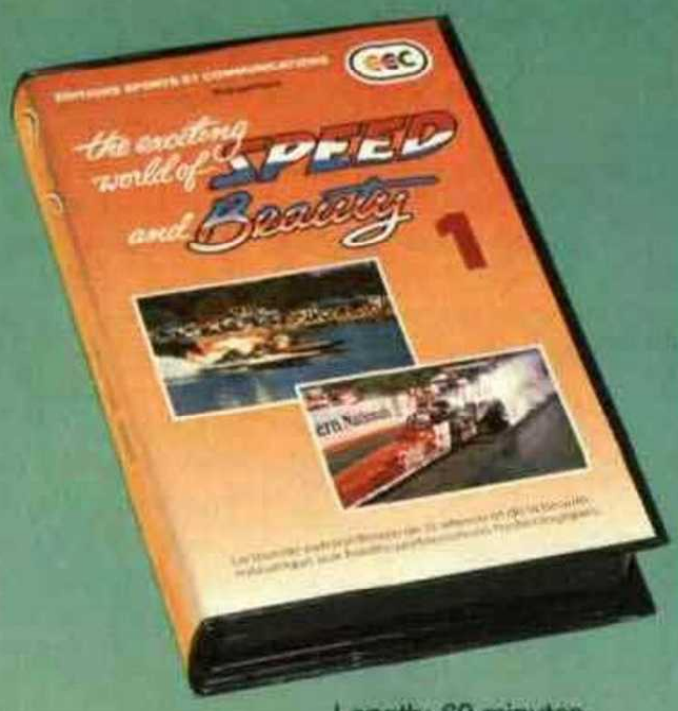








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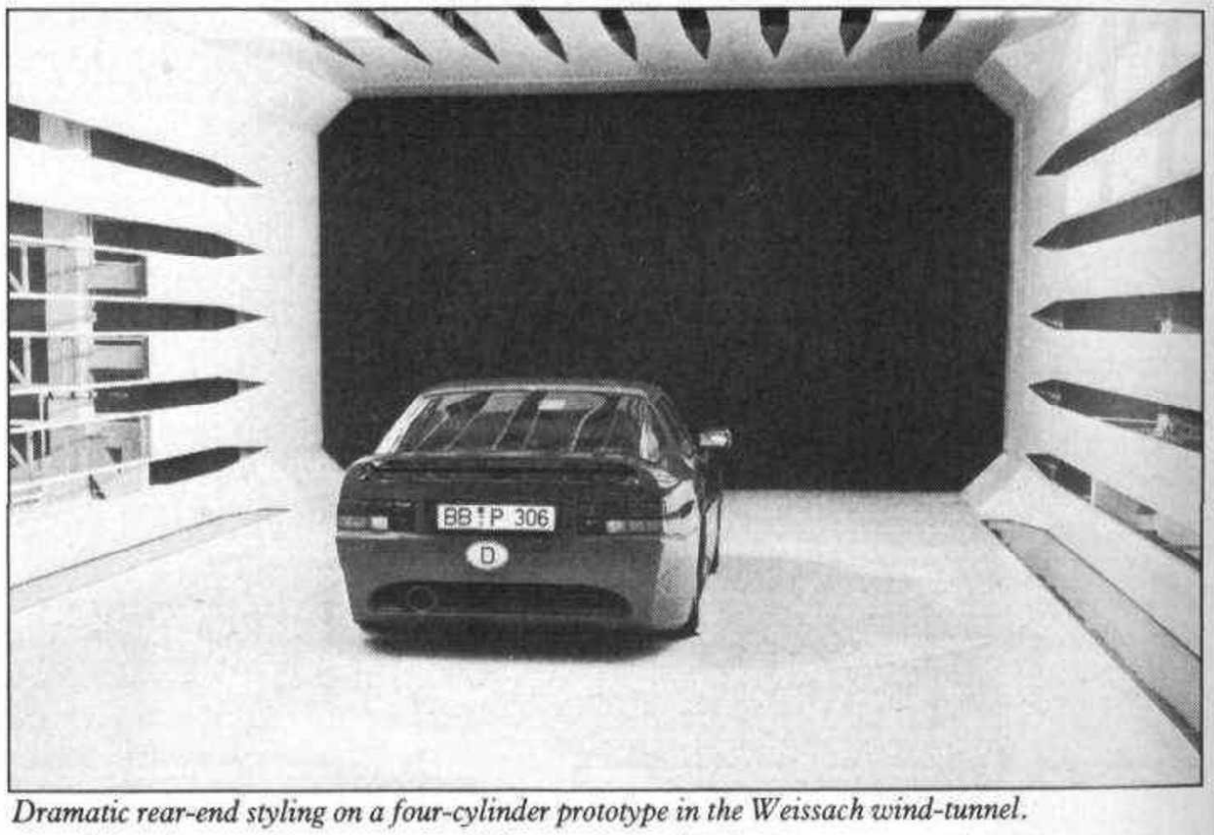
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Dramatic rear-end styling on a four-cylinder prototype in the Weissach wind-tunnel.

Porsche Today

A recent opportunity to visit Lotus, Jaguar and Porsche within a ten-day span provided some fascinating, sometimes irrevocably opposed, viewpoints on the business of selling prestigious speed in the Nineties.

Porsche's Stuttgart-area sites allowed a restricted opportunity to view the engineering and racing work at Weissach. There was an unfortunately abortive attempt to provide a Porsche-powered flight, but the "meat" of the trip offered so much material that selecting from the harvest of note-pad sheafs was the hardest journalism task I have faced.

We viewed the intricacies of producing the world's supreme "Hi Tech" speedster (small "s", I mean the 450 bhp 959 rather than the Frankfurt Show preview of the 1989 Speedster). A brief, but 250 kph, ride with Gunther Stekkonig in the 959 was followed by a chance to interview Peter W Schutz, Porsche's Chief Executive.

Peter Schutz provided tantalising confirmation of 911's enduring future within an updated body which is "about a year away" — one which will be much easier to build, and will accommodate 4WD and ABS anti-lock braking geometry for the front suspension. But it should be emphasised that this more expensive and sophisticated 911 development will not replace the existing 911 range immediately.

Porsche GB Managing Director Peter Bulbeck subsequently clarified the point that the 911's new features will be gradually phased in over a three-year period. It seems likely that the twin-turbo, 4WD production descendant of 959 will not arrive until the latter end of that improvement schedule, so the first steps will be a normally-aspirated 4WD 911 of "considerable extra weight and cost" in the words of one Porsche commentator.

Peter Schutz also freely discussed the styling search for a convincing four-door Porsche, one which seems certain to be based upon 928. The Porsche chief is convinced of what he does *not* want: "Not a Mercedes sedan, any kind of stretched coupé like the Nissan 240Z cars, or the 412 Ferrari V12. It's a tremendous styling challenge," he says with [illegible]

[illegible]e immediate import has been the [illegible]uon in four-cylinder Porsche production from over 140 to just 100 per day in the wake of prices such as the £21,000-plus UK starting point. The 924/944 range of proliferating models will be cut back, and it seems inevitable the basic 924/944 purchase dilemma of sharing the same 160 bhp power-unit will be eliminated.

The sporting highlight was a brief glimpse of the Quaker State Indianapolis 2708 and an illuminating conversation with racing engines chief Hans Mezger.

Porsche is certainly prepared to carry on in Formula One, "but it has to be on a commercial basis, like with TAG," say Porsche personnel. Meanwhile testing continues of the 1.5-litre TAG turbo at 2.5-bar boost. Mezger comments: "I think this is enough for 650-700 racing bhp in 1988. We did not race our 1987 unit at the full 4-bar. Usually it was 3.6-3.7 and that was enough to provide 900 race horsepower.

"No question the engine could give over 1000 bhp, even 1500 on the test bed, but it needs new pistons and many more parts to build such a qualifying engine, and this we would not do."

Hans Mezger also predicted that the best of the 1988 GP 12-cylinder units will yield "620-630 bhp at the beginning of the year, and perhaps 650 at the end of the season." Thus we ought to get closer racing between turbo and normally-aspirated units than was orginally forecast, for weight and fuel tankage favour those without turbocharging.

Finding a new Porsche partner for a normally aspirated Grand Prix engine is "still under discussion" according to Porsche Chief Peter Schutz. The boss welcomes Honda's apparent desire to spread its wings to American CART/Indycar events. This despite the fact Porsche has yet to show competitive speed in the USA and the Germans look certain to buy a March chassis "for comparison purposes".

Walking around the Group C sportscar preparation area, adjacent to the Indianapolis project's Weissach workshops, underlined that the 962's simple chassis (compared to a TWR Jaguar) and twin-turbo flat-six are scheduled for replacement by a brand new design and an Indy V8-based motor. Peter Schutz confesses he finds Group C "confusing" and his board had yet to authorise a 962 replacement, the impression being given that it could well have to queue up behind the American single-seater racing project for attention.

However, Hans Mezger did point to "possible" production use as another avenue of development for the twin-turbo V8 which powers 2708, admitting that it would enlarge happily to three litres, "perhaps a bit more". He denied any intention of replacing the 928's V8 with such a pedigree power source . . .

Because of the brevity (two laps) and a passengering role, the 959 in motion did not leave as strong an impression as watching it through the hand-building process. Yet its acceleration and braking are stunning.

Particularly memorable was the ability to sprint to 155 mph over Weissach's one-way answer to a British B-road — bumps, warts and all absorbed by supple suspension and rattle-free ride.

Such qualities emphatically endorse Porsche's Weissach production/design engineering prowess in a dramatic manner. Making a stark contrast with thousands of System Porsche SEATs are the Airbus cockpit, fork-lift trucks and the increasing value of outside projects entrusted to the 2300 employees on the 151-acre site.

Porsche's proportion of R&D employees to total manpower (8500) is a legend based upon fact, but that purist engineering bias would not be possible without the financial support of the outside clients that were, and continue as, the foundation of Porsche business.

"Engineering sales have doubled in the past three years," reports Peter Schutz. Despite the 1986-1987 drop of 5% in worldwide sales (11% on American four-cylinder sales) management expects Porsche to remain primarily

a performance-car manufacturer, likely to climb further up the price scales.

There is strong repudiation of any intention to either abandon Audi's Neckarsulm 924/944 production facility, or the "entry level" sector, served by 924/944 before the Deutschmark escalated so majestically against the dollar in America, where a worrying 61% of all Porsche sales are made.

Equally evident is that Porsche is investigating every avenue to cut production costs and boost technical merit, but Schutz feels it must not become obesssed by purchase cost.

The 928 and 911 remain in healthy demand in Britain and the USA, whilst the "cheaper" Porsches take a mauling at the hands of the Japanese clones, whom Schutz describes as "making a career of copying our style" in the four-cylinder category.

Technical features such as four-wheel steering from the Japanese have yet to be experienced by such men as Weissach head of research Dr Helmut Flegl, but he did tell us a wonderful story about the 1972 skid-pan attempts to analyse the practical effects of 4WS. "We put Herr Mier from our Group C team today in the back seat of an (Opel) Admiral and found out what was the effect of steering the back wheels on command."

More seriously, Dr Flegl, who spent "eight or nine years with the racing team" pointed out the 928's rear-wheel compliance system had offered some elements of what the Japanese have been claiming for 4WS since the seventies.

He also gave us a concise guide to the development of Weissach, from the Fifties cheap acquisition of land ("2-3DM per square metre . . . nothing") to the 1961 establishment of a skid-pan and today's annual 300-million Deutschmarks (£101 million) R&D budget.

Despite the recent setbacks, Peter Schutz does not foresee the majority of Porsche's income being made in anything but new car sales. Other activities, including Weissach engineering profits, spare parts sales and the 1988 production of the 3200 PFM aero version of the flat-six are not expected to account for more than a third of Porsche's income.

Porsche's aero engine deserves an article to itself; but suffice it to say it seems likely that it will have a smoothness and economy advantage over traditional aero-units of similar power, plus an ability to run on a variety of fuels, including unleaded, which may be relevant under future legislation.

We had the traditional Zuffenhausen factory tour and especially noted the switch to robot assembly of the four-valve-per-cylinder head on 928/944, plus the automation of the primary paint/protection process.

These typify the changes coming under Schutz's management for they are flexible enough to cope with many production variants and centre on the need to simplify the production of a prestige product. Mercedes went along many of the same avenues some years ago, but there the similarity to Stuttgart ends, for Mercedes' production capacity is ten times that of Porsche.

Porsche has no apparent intention to increase output beyond the maximum of 55,000 at which Peter Schutz declares it would feel "comfortable". In the last financial year (ended July 31, 1987) Porsche made 22,102 of the 911/928 range and Audi assembled 28,613 four-cylinder 924/944s, a total of 50,715.

Despite small daily increases in 928/911 production (now 102 per day instead of 100, all bar 24 being 911s) future totals will drop because 924/944 output has been pruned.

In Britain the 1986 model sales year peaked at 3600 Porsches, but now the expectations are centred on 3000 annually with ever more expensive derivatives in most demand, although the recent stock market falls could alter that situation.

After two previous visits to Weissach and Zuffenhausen, there are plenty of obvious changes to note amongst new buildings and equipment, the result of conscientious investment during the years of plump profits. These include an automated underground transportation system (unlit until a human enters — spooky!) and much of the parts warehousing is beneath Zuffenhausen too.

Realisation of the depth of Porsche capability came in the 959 assembly area, a dozen or so side-bays, occupying little more space than a large retail garage workshop and filled with the 425,000DM (£143,098) technological triumphs.

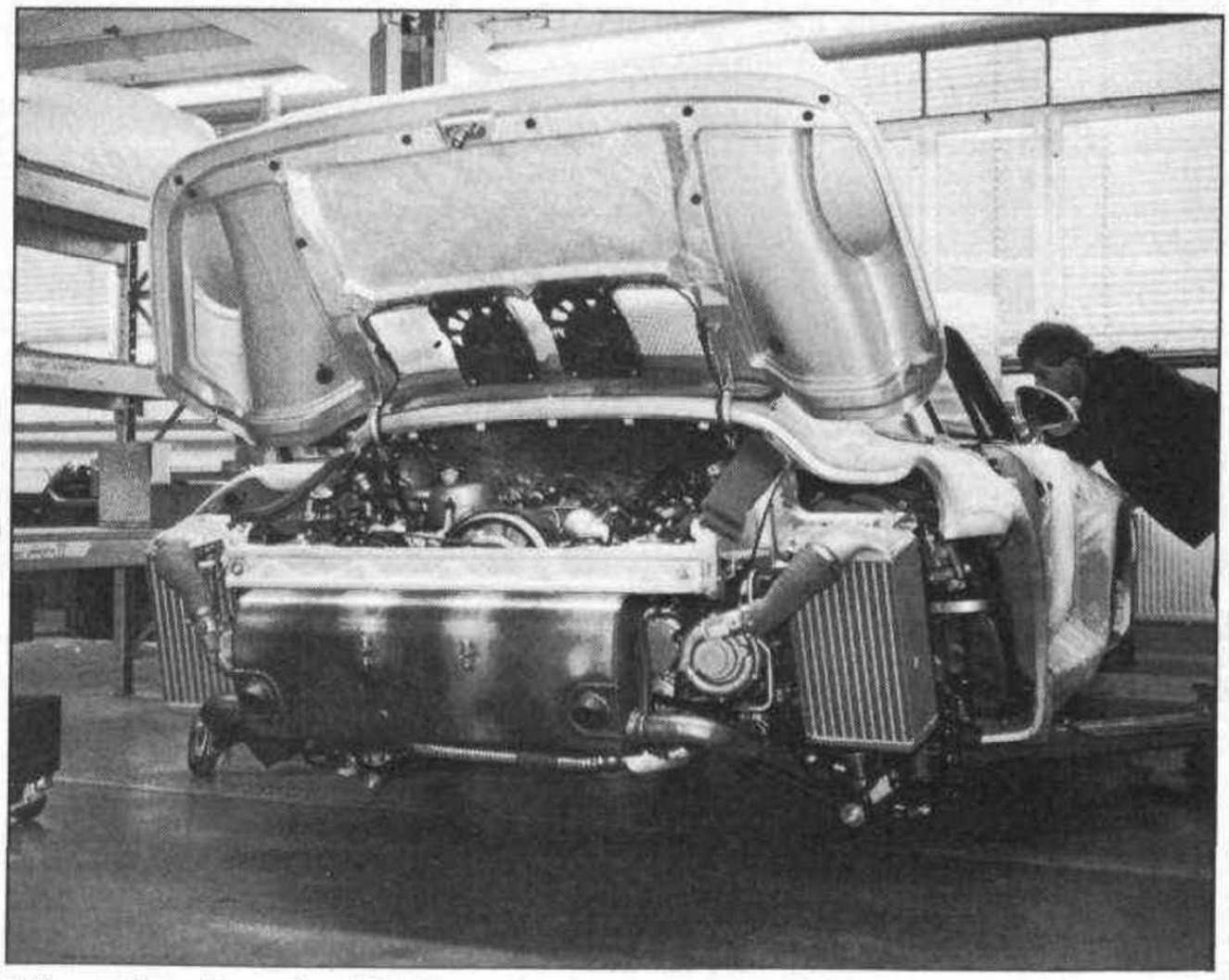
I am told about 50 have been delivered to German owners, and there were about the same number completed and ready for transportation. Peter Schutz admits Porsche might make "a few more than" the original 200, but production will end this summer and "no direct replacement" is planned.

It was felt that the chief benefits of the 959 had been the development of new technical features that will be adapted elsewhere in the range. A 959 differential and massive disc brakes are nominated as good early examples which have been applied to 928. Former competitions chief Manfred Jantke pinpointed two-stage turbocharging as a likely development for the four-cylinder range.

Porsche also gained two years of magazine and motor show publicity but I liked two typical Schutz asides on 959: "I would have bought one myself, it had to be better than stocks and shares," and, "You know, just one microprocessor for this car could cost as much as a Volkswagen!"

Porsche intends to meet the challenge of competition from the Japanese with all its technological guns blazing, but there is no doubt that the slowdown in 924/944 demand caught it on the hop. I find that surprising as it was obvious that the ageing 924 was in no fit state to compete against newcomers whilst the 944 found itself the victim of a marketing assault which did not develop overnight.

This is still a company where engineering triumphs to an investment extent not seen in other mass manufacturers. I wonder if the proliferation of model alternatives is not bewildering potential customers as much as the harsh prices, both sending them reeling to Japan Ltd or the European sporting specialists. I will be writing about one such British alternative next month — Lotus Cars. **JW**



959 assembly will cease in mid-1988, and no direct replacement is planned.



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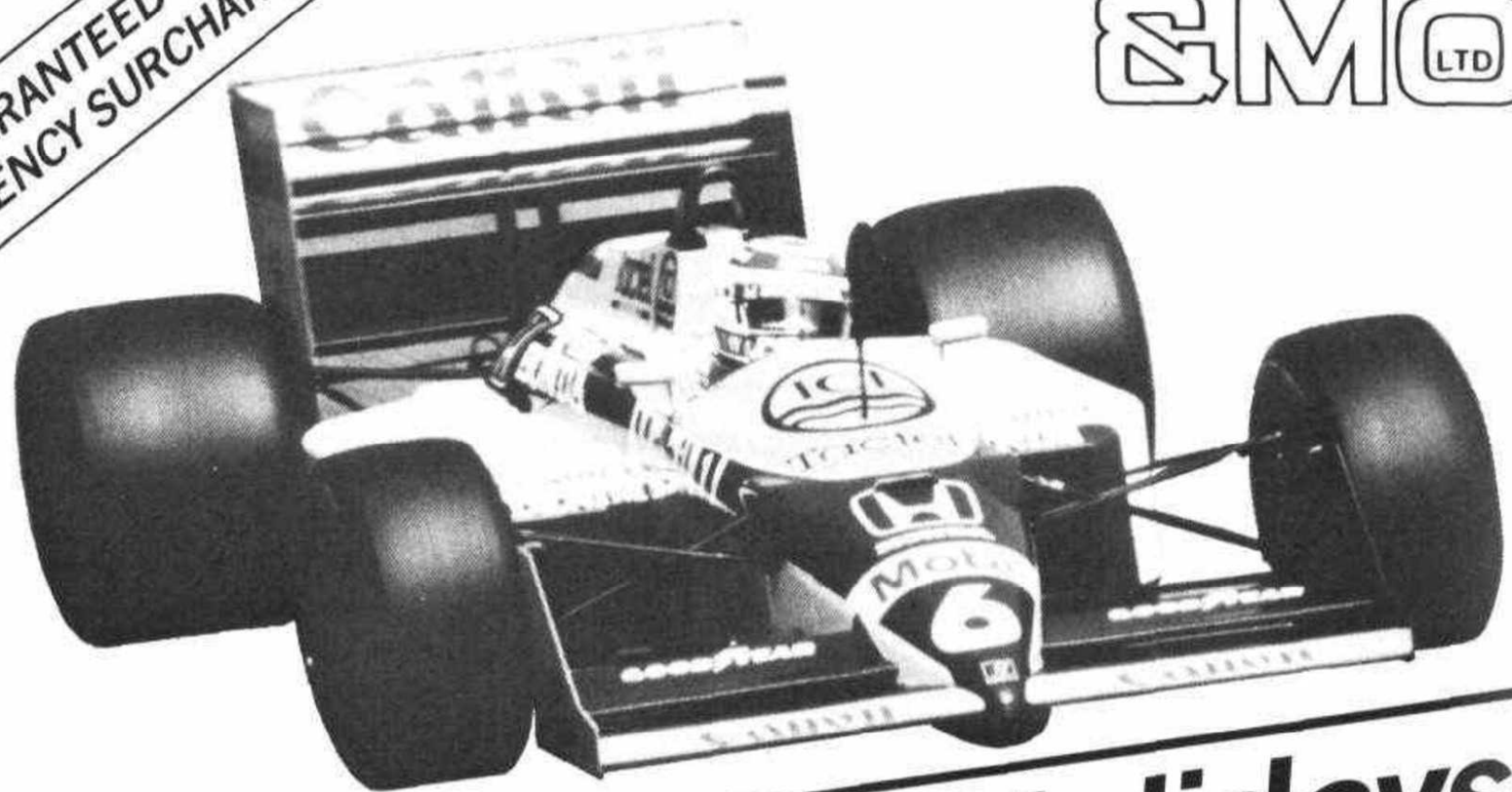
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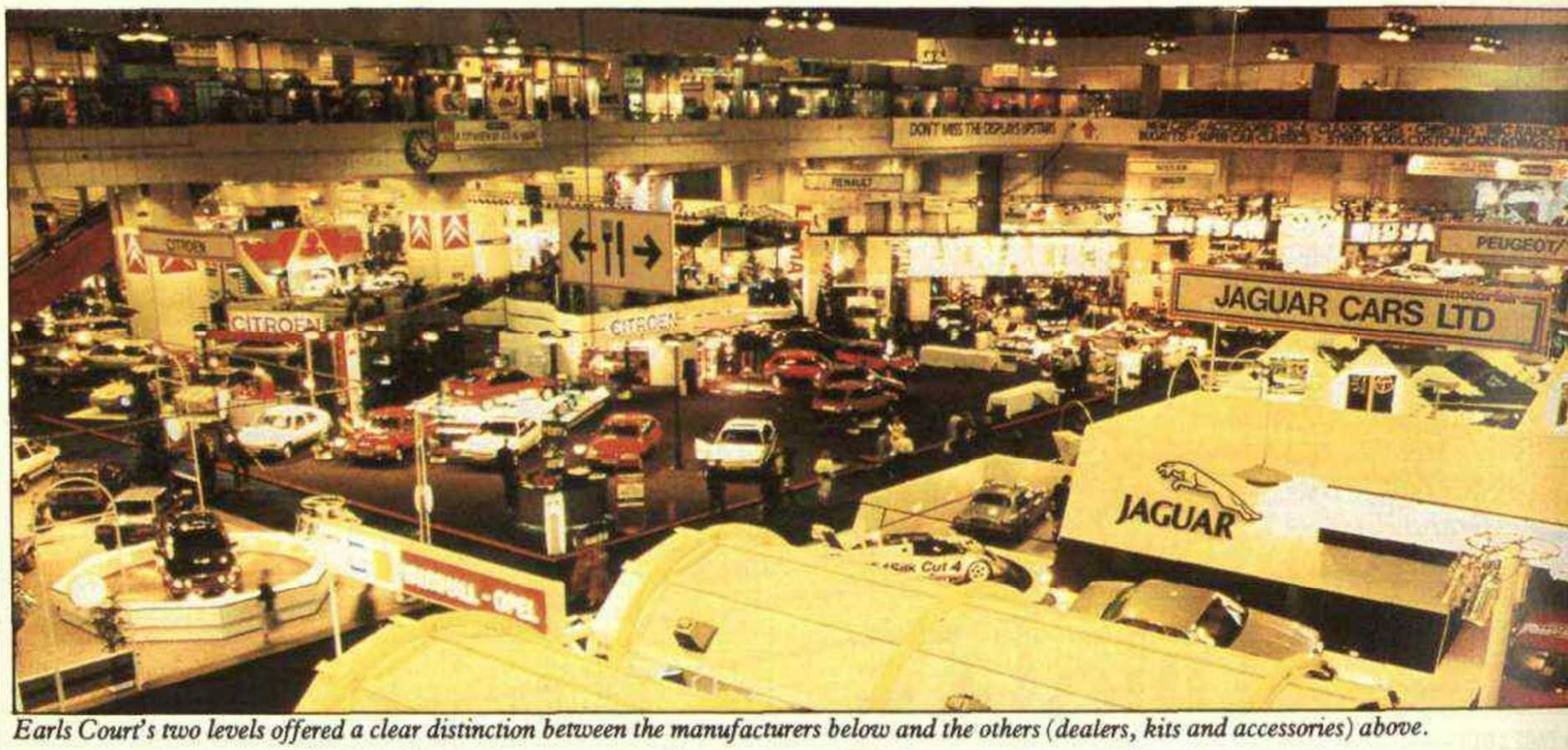
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MOTORFAIR '87



Earls Court's two levels offered a clear distinction between the manufacturers below and the others (dealers, kits and accessories) above.

Wheeler-Dealing

Motorfair, the biannual Earls Court alternative to Britain's Birmingham international Motor Show, continues to expand and attract more customers. Amongst this year's innovations were a separate working weekday set aside for motorsport people and exhibits, plus a parking space for the Bugatti Royale on its multi-million "hyperway" to the auction chambers.

The attendance figures tell the story of Motorfair's gradually growing appeal. In 1981 fewer than 300,000 passed through the Warwich Road turnstiles and security checks. By 1983 organisers Philbeach were pleased to welcome 311,000; 1985 added another 5000 "at the gate" and this year's "approximate total" a week after its November 1 closing date was 340,000. What were the highlights for that audience?

Of the major manufacturers, Ford made the effort to underline its market leadership with a large stand featuring the 224 bhp Sierra RS500 as its centrepiece. The multinational also treated the motorsport day seriously,



The Paulin-designed Bentley 4¼ built for Nicky Embiricos was on the Paradise Garage stand.



Ferrari F40 was surrounded by admirers, mostly kept firmly at arm's length.

changing all but the RS500 to feature most of its interests from Chapman Cup-winning Tyrrell to production saloon car racing.

Ford also confirmed its £1.3-million purchase of the AC Holdings/Cars stock (*not* a total takeover) and it seems certain that the Ace prototype shown at the 1986 Birmingham Show will now be made, primarily for America.

General Motors also had plenty to say of sporting import, launching the new Vauxhall/Opel Lotus Challenge, a well-rewarded series which will run across Europe on a carburetted version of the new DOHC 16-valve engine from the fuel injection 1988 Vauxhall Astra GTE.

The deliberately simplified single-seaters appear the design and production work of Reynard at Bicester, but GM wanted them t feature its Lotus division's name. However, was the privately-owned Ketteringham Ha Grand Prix racers rather than GM-owne Lotus Cars which worked with Reynard o the European challengers to the establishe worth of Formula Three and Formula For 2000.

GM also displayed a 1.6 fuel-injectio power pack for the Nova, which is destined t compete against Citroën's well-timed worl premiere (its first outside France) for the 8 bhp AX GT.

The Citroën seems destined for sales li beneath £7000 and to thus compete for a slic of present MG Metro and Ford Fiesta XR sales, driving with the flyweight aerodynam speed which is a feature of many curre Citroëns.

Citroën parent Peugeot previewed i British-built 405 saloons, Coventry bein scheduled to make the charismatic 405 Mi-1 (using Citroën's DOHC 160 bhp engine) b June 1988.

British sporting specialists Lotus, TVR Morgan, Caterham and Panther all ha healthy displays.

Lotus were of the most internation importance, having enjoyed a very successfu launch for the new Esprit in the USA, as we as Britain. We have been privileged to ride i the car at Hethel and can confirm cabin nois levels have been sharply reduced, along wit rattles.

TVR had its Evolution version of th recently introduced S-range whilst Panthe confirmed, a day after the show's closure, tha it plans to build the Ford-Cosworth 4WD Sol

2 (and the present Kallista) on a four-acre site in Harlow, Essex. This is a traumatic upheaval for the Byfleet/Brooklands-based Panther personnel, the majority of whom elected not to transfer.

For sheer "ooh-er, look-at-that" speed and striking lines, Ferrari's F40 had even more impact than its public launch pictures had suggested.

Although it is a simple car by Porsche 959 standards (almost equivalent to motor-cycling's Cafe Racers in philosophy, for no competition programme backs its blatant circuit inspiration), the pre-Stock Exchange crash speculators were talking of buying out existing contracts for double the F40's ex-factory price.

Beautiful Ferraris from previous eras, such as the Allington 250 Testarossa, sat alongside 1939's Mercedes W154 on a stand labelled "winners". It included a 1930 Bentley Speed Six to contrast with Jaguar's 1987 sportscar World Champion XJR-8 downstairs.

Neil Corner's Bugatti Type 59 also summoned up the elegance, if not the success, of a previous racing generation. Christie's held an auction which weathered the breaking stock market storms with remarkable fortitude.

Amongst the prices achieved was £110,000 for the late John Woolfe's Cobra, though a Bugatti T35 was unsold at £160,000. The ably-publicised Graham Hill quartet of seventies Lola, Shadow and GH1/2 Grand Prix machinery achieved more than £64,000 for the three of the single seaters sold "on the night".

There was a lot at Motorfair for the enthusiast, but since dealer sales were also buoyant from the stands, we can take it that the "Man on the Clapham Omnibus" is also supporting the capital city motor show.

For the committed enthusiast, we also recommend the January 7-10 BRSCC Racing Car Show at the rebuilt Alexandra Palace. **JW**



Many visitors were disappointed that the magnificent Bugatti Royale only stayed for two days.



Another look at the new smoother, softer Lotus Esprit.



TVR's new junior range is already growing up with the ES.



Earliest of the Hill F1 team cars in Christies' sale was the 1973 Shadow.

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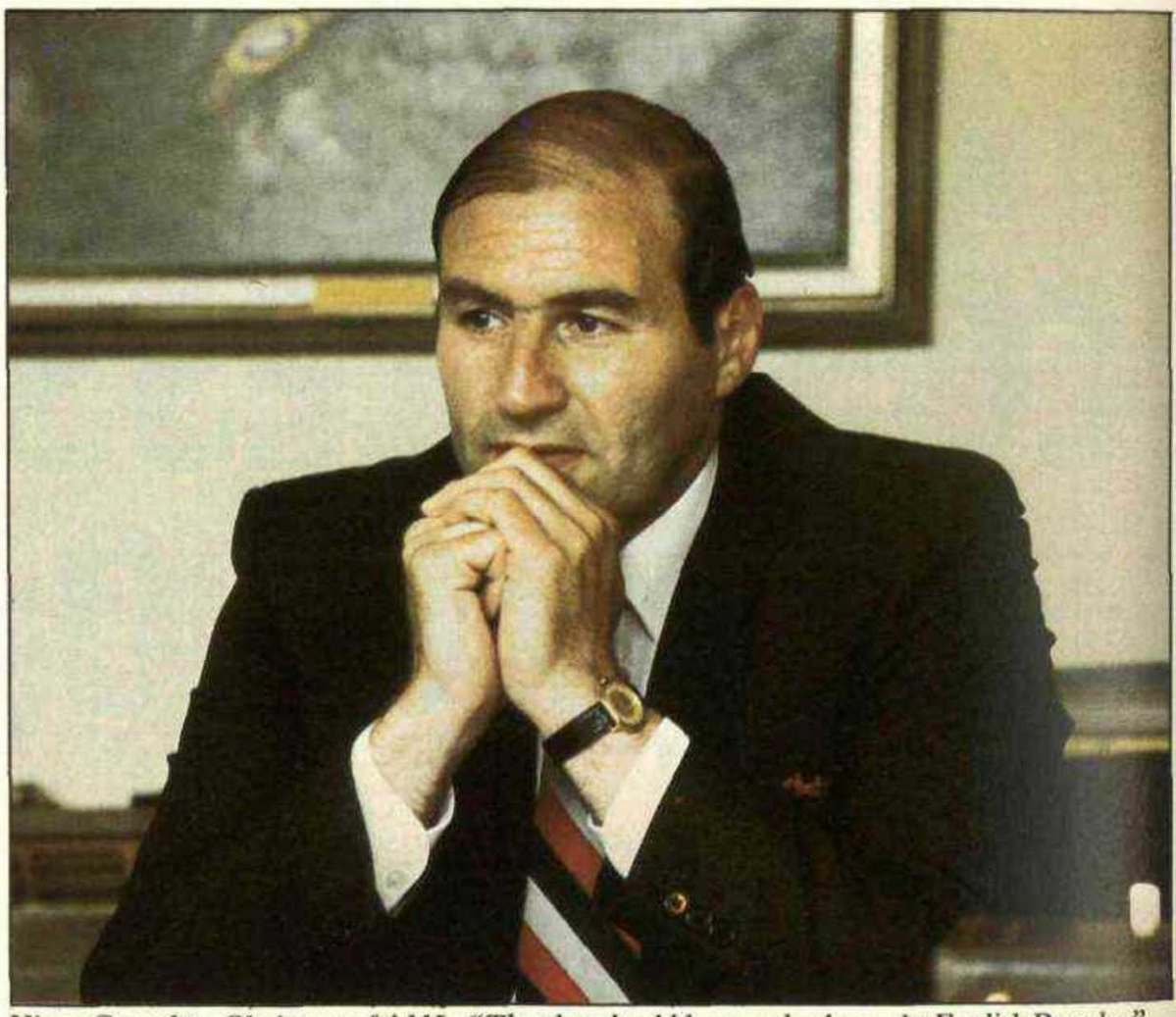
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MS1

THE ULTIMATE DRIVING MACHINE

Aston and Ford's Stylish Marriage



Victor Gauntlett, Chairman of AML: "The plan should be to make Aston the English Porsche."

The "downsize" Aston Martin that Victor Gauntlett has spoken of in the past three years should be unveiled by 1993 at the latest . . . but it may wear a Ford badge. The Newport Pagnell company will, in the meantime, take the wraps off the new John Heffernan/Ken Greenley designed Aston Martin at the British motor show in October 1988 and off the convertible version at Geneva in March 1989, and will announce the Vantage version in 1990. Above all, says Gauntlett in a frank interview, Aston Martin Lagonda Limited will remain in its hand-made niche, and will return to World Championship sportscar racing to give the marque fresh prominence.

Generally when a small specialist is taken over by a giant such as Ford, the principal thinks in terms of "what they can do for us". The entrepreneurial Gauntlett, a salesman to his fingertips, has mentally taken the next leap forward and thinks aloud what Aston Martin can do for Ford: "I believe that the plan for the next 25 years should be to make Aston Martin the English Porsche. It would be wonderful for Aston Martin, damned good for Britain and spectacularly positive for the Ford Motor Company."

The creation of a team of very highly qualified engineers, perhaps 100 to 120 in number, could "unshackle Aston Martin from its past, and seek brilliant solutions" while remaining available to Ford for specialised projects. Another of Gauntlett's new-found dreams (perhaps not yet discussed with Ford!) is the creation of a specialist division bringing AC within the Aston Martin ambit. Brian Angliss prepares to build his Ford-based AC Ace sportscars, "but he doesn't have a marketing organisation, and the Ace could provide an ideal 'stepping stone' model to Aston Martin ownership. They're probably very compatible."

A fact which is stressed is that Aston Martin did not seek the union, but sees nothing but good coming of it. "Only two people really knew how hard it was to run a company on the scale of Aston Martin in the highest niche . . . myself, and Bill Bannard, our engineering director. We are a specialist company at the top end of the market, and we know how difficult it is to strive to return to the days when we had a technological advantage, such as with the DB4.

"You have the whole problem of legislation to cope with, and the possibility of new forms of legislation being thrown at you, and the whole business of procurement is so damned difficult. The situation shows no signs of improving, while we have no clout. They're a part of everyday life and the Ford arrangement gives us positive benefits in the engineering sense, in the procurement sense, and certainly in funding our requirements. At the same time they assured us of our independence; we can continue to produce thoroughbreds and there will not, absolutely not, be any badge engineering. Had that not been clear the arrangement would not have gone through.

"If anyone suggests that we'll work on a Ford Scorpio chassis I'd say that's absolute nonsense. It would make perfect sense, though, for us to develop a high-quality model, perhaps 3-litres, the sort of car that the DB4 was, for Ford. It could be produced at the rate of 1500 to 2000 a year. They've always seemed to want an upmarket sportscar in their range, and it would not be inappropriate for Astons to design and build such a car for them."

The DB4, though produced long before Gauntlett had a shareholding in Aston Martin, clearly marks a high point in AML's history and recurs in the conversation. "Whilst Aston Martin can continue in its niche — I don't want to sound grandiose, but perhaps a little above Porsche because I don't see us going as low as the bottom end of their market — we could build up our own team of engineers and produce a new DB4 that could be badged by Ford, but out of the house of Aston Martin."

So clearly is Victor Gauntlett identified with the present-day Aston Martin Lagonda company that he does not see himself taking an active part in the higher-volume business. "One mustn't underestimate the changes that would be required to establish this pool of talent, and produce a new model in higher volume. I have already made it clear to my team that what I have in mind at the moment may preclude me from being the person who leads it.

"Maybe I would still be the chairman of such a company, but I have grave reservations that I would be the right person to be the chief executive of such a company, which would be strongly engineering-led. I have a bit of a complex about these things, because I think that what went wrong with British companies in the 1970s was that we didn't have commercial engineers in sufficent quantities.

"Porsche harnessed a large degree of individual brilliance, engineering and commercial, and that's its secret of success. What we've got to do is to unshackle Aston Martin from its past, having been constrained by crises for so many years, and seek brilliant solutions.

"We will want to build up Aston Martin's engineering strength but it will take us some

years to get into a position where we can rely on our own abilities, and in the shorter term there will areas where we'll want to draw on Ford's expertise. Our team of engineers would initially work purely for Aston Martin — they'd have to, if we're to have a range of cars — but when we've got that range up and running they could do specialist work for Ford who put out a lot of work anyway. I'm not looking to set up a Tickford style of operation, but in the lulls they could work for the great Ford, for the whole group."

Some of these statements would be contradictory, were it not for the division that already exists in Gauntlett's mind between AML as we know it now, and the subsidiary division which could have its own chief executive and might well do wonders to a Ford Scorpio. But what happened to the "downsize" Aston Martin, spoken of since AML emerged from its last crisis in October 1984?

"The Livanos family connection has been absolutely brilliant; I couldn't have wished for greater support in every sense. They saved the company from insolvency in October 1984, no question; I don't think the company would have survived a second receivership. We wanted to make a smaller car in higher volume, and they'd have been very willing partners, but the plan went onto the back burner because of my unwillingness to commit £15 or £25 million of their money.

"More to the point, I found it hard to see the return. I told them, George and Peter, to wait: it was high risk, perhaps too high. For private ownership Aston Martin is perhaps at its optimum size now. We are profitable but all the figures go onto one sheet of paper; there is damage control because of the scale we're working at.

"All that will change now, with Ford's involvement. The stakes will rise immeasurably, and the smaller car will appear within five years . . . it's a racing certainty. They approached us, and it was part of the discussion. I had talks in the summer with Ken Whipple and Alex Trotman, Ford of Europe, and they want us to generate ideas for Aston's future, not the other way round. The idea is that we continue to be independent, we continue to make thoroughbred cars only, with no element of badge engineering.

"I wouldn't be chief executive and managing director if they wanted to change things fundamentally, and they agreed willingly to the proposal that Peter and I put to them, that we should each retain 12.5% of our shareholdings, so that we have incentive, a slice of the action. The Livanos brothers are very attached to Aston Martin, and would have stayed in and supported us if the Ford deal had not gone through; there was no sort of crisis. But they have been very supportive of my plan to join up with Ford, and enjoy all the benefits that would bring the company."

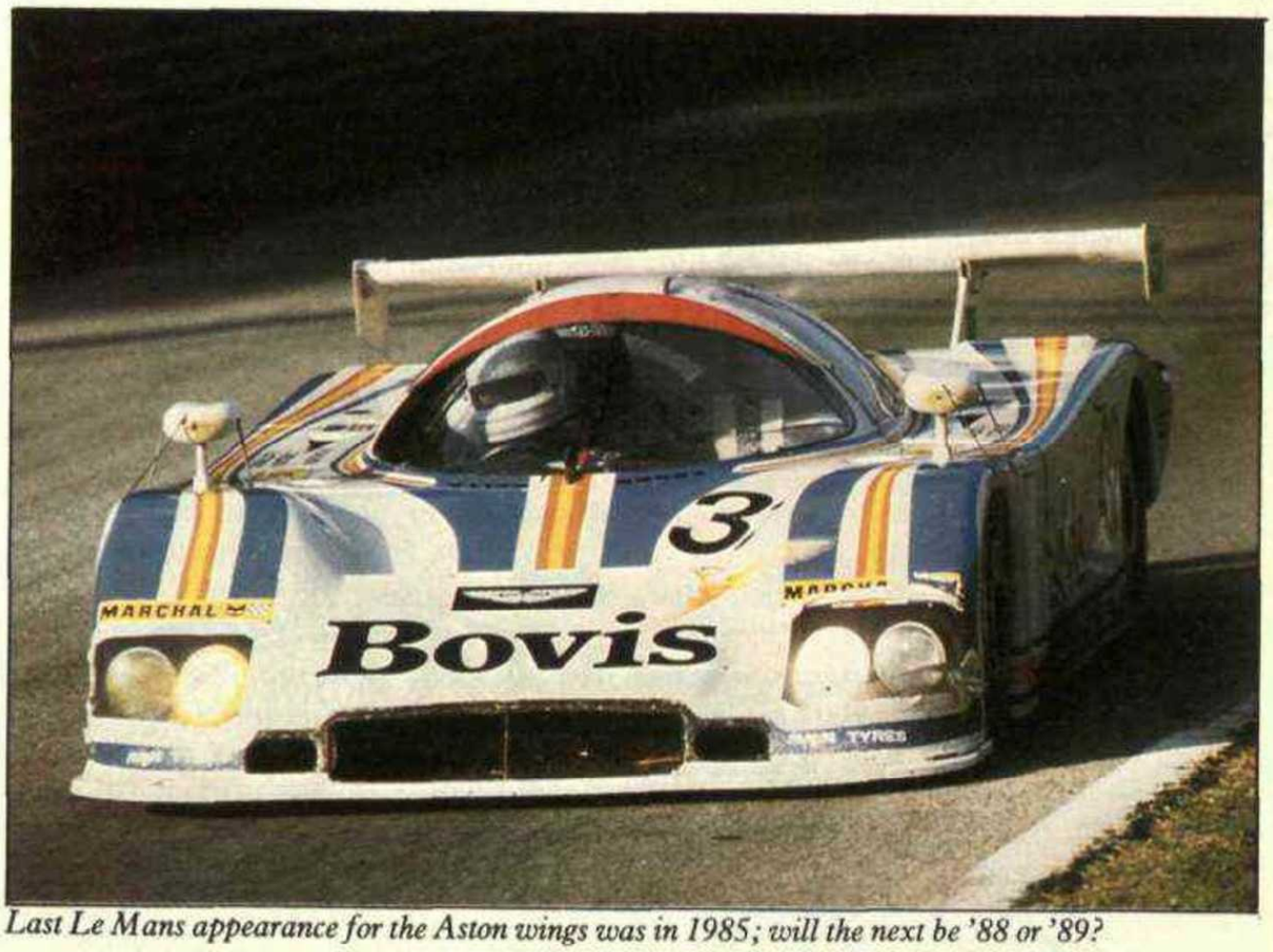
Ford's purchase of 75% of AML, for a reputed £15-million, does not include Tickford, which is now entirely separate and is not involved in any of AML's future plans: nor does it involve Zagato, the Italian styling company currently building coupé and converible versions of the Vantage, in which Gauntlett and the Livanos family personally hold a 50% shareholding.

It's not AML's own engineers, nor Tickford, who are working on the four-valve version of Aston's V8, but an Amercian company, Callaway Engineering in Kentucky. A personal introduction by Peter Livanos put Reeves Callaway in touch with Gauntlett, and the first engines have been tested very successfully indeed. By the end of the year there will be three racing engines as well (believed to be taken out from 5.3 to 6.0 and 6.4 litres), though the decision to race them in 1988 has not yet been taken.

"We could have gone to Cosworth Engineering just down the road," says Gauntlett, "but timing and money dictated against that, and we felt we were getting the package we needed from Callaway. The production 32-valve is testing now, and the power figures so far are pretty impressive.

"Where we would get 300 bhp normally we're getting 380. That isn't to say that we're going to introduce that level of power because we're going to trade some off for the emission equipment, and the prize is having a world car engine capable of very high performance, while meeting all legislations."

The design of the Aston Martin (which will definitely not be called a "saloon", more likely a "coupé") is on schedule for its debut next October. John Heffernan and Ken Greenley produced a design that is "absolutely stunning" in a competition with four other British



Last Le Mans appearance for the Aston wings was in 1985; will the next be '88 or '89?



DB4 — a high point in AML's history, and the sort of high-quality sportscar the Ford range lacks.

designers. Zagato was excluded, because it had to be British! "I don't want to name all the participants because four were turned down, but Heffernan and Greenley were just ahead of Richard Oakes, and Richard made a marvellous presentation." The five designs were produced at a "clinic" of 50 owners, enthusiasts, bankers and insurers, people who truly represented Aston's clientèle.

"We want to stay exactly in our market slot, for hand-built aluminium-bodied cars. The new model won't be any smaller, but very similar in scale to the existing car. These spectacularly individual thoroughbreds will be produced by hand, at Newport Pagnell, in the current area of volume of approximately 300 to 500 cars a year. Perhaps 300 is the ideal figure."

By 1992, though, when the "DB4 for the Nineties" is in production, "Aston Martin will be a totally different company with the same name. The emphasis will have changed dramatically. Newport Pagnell will concentrate on the very high-quality prestige cars, while a new factory will produce new and differently aimed models which can sit very happily alongside what we do now. That is my own view of what may happen, the target and the prize."

In the autumn months Ecurie Ecosse was extremely hopeful of hearing an announcement of Aston Martin's imminent return to World Sportscar Championship racing, and a new foray to Le Mans. Aston Martin eventually won the 24-Hour race in 1959, and the World Championship in that year, but the Nimrod project never seemed likely to emulate past triumphs. Hugh McCaig's team, which won the World Championship for C2 Teams in 1986, hoped to be the entrant of the C1 programme but is now prepared to continue in C2 until Aston is good and ready.



Zagato gained healthy publicity out of the special-bodied Vantage, but the shape of the new V8 coupé had to be British.

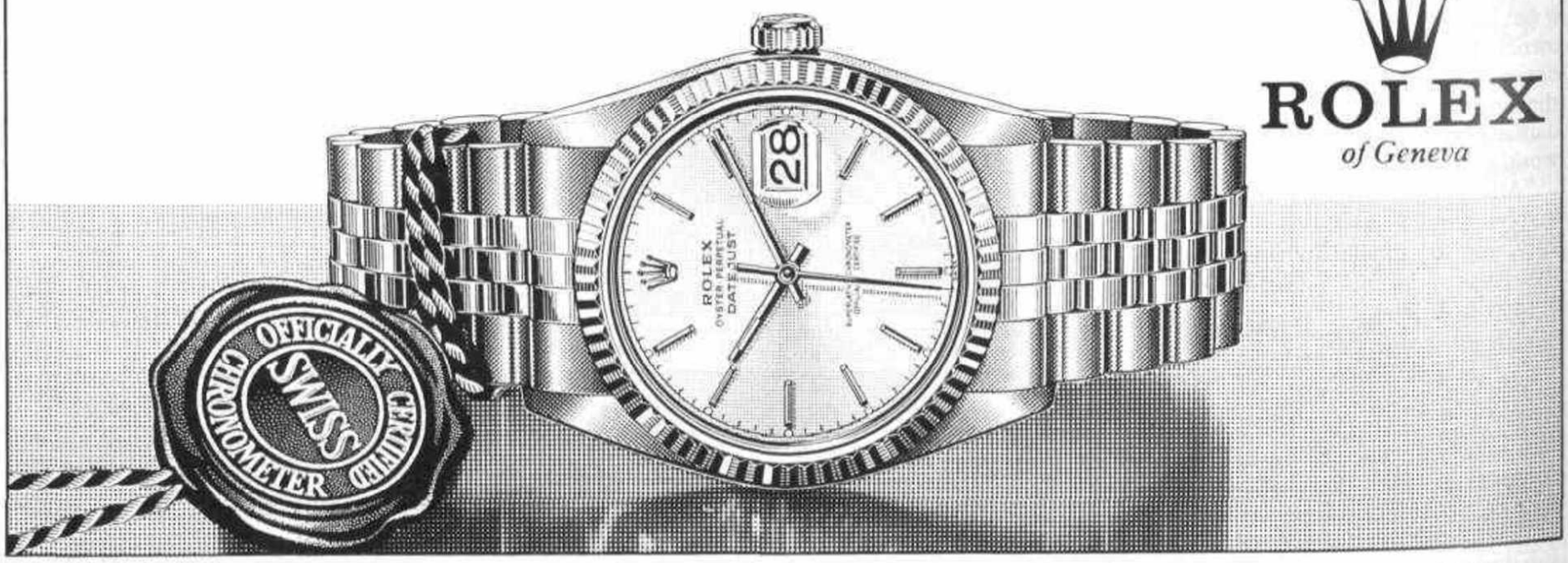
"I've got to have a fairly fundamental discussion about this with Ford," says Gauntlett, who together with Peter Livanos was the inspirator of the revived racing plan. "I think we've got a very exciting car — not just any old car — but it's in scale form, the engine hasn't run, and we have absolutely no commitment as yet to run it in 1988.

"We've got to be extemely careful not to damage our reputation . . . we've even listened to John Wyer's wisdom on it." (Wyer was Aston Martin's renowned competitions manager in the 1950s, and now lives in retirement in Phoenix, Arizona). "He says, undoubtedly, that we shouldn't race it in 1988, but then one has to acknowledge that certain aspects have changed since his time, the speed of development for instance, with computers and wind tunnels and so on.

"In an ideal world I'd like to go with Ecurie Ecosse in 1988 as a sort of test year. I think they'll be a bit high and dry if we don't. They'd love to have a contract signed for next year, but there's no danger of that happening at the moment! We do want to see the engines, which are promised for the end of the year, actually running. We'd like to do some private testing, then ask ourselves if we've got something here that we'd like to run in 1988. I've got to establish that there's sufficient enthusiasm at Ford as well.

Gauntlett is convinced that the will exists in both Aston Martin and Ford to bring the Group C project off; the only question is how soon.

MLC



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January 9th 1988.
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The 1988 Racing Car Show, sponsored by the British Racing & Sports Car Club, takes place from Thursday to Sunday, January 7th to 10th, and is expected to attract an international audience of 40,000 car enthusiasts to Alexandra Palace.

The event will be heavily advertised. The Bonhams auction is on Saturday, January 9th, in this exciting venue with an opportunity for the crowds to view the cars for sale for the two days beforehand.

Bonhams are now assembling a wide range of sporting cars for this new auction.

The emphasis is primarily on cars with a racing or rallying background, however it is also an ideal opportunity to reach a choice market for a classic vehicle of special interest of any age or type. Automobile memorabilia will also be featured in this sale, including books, raceday programmes, photographs, prints, trophies, mascots, helmets, and other souvenirs of motor sport.

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LETTER FROM HOME

Dear AH,

I've never had much time for the Drivers' World Championship — especially after 1958, when Moss won four races, Brooks three, and Hawthorn was World Champion with only one win but lots of second places.

Since then, the awarding of the World Champion title on the collection of points rather than wins has thrown up a lot of controversial World Champions. Some of them have been undisputed top-line drivers, as Mike Hawthorn was and as Piquet is this year, but if you are from the school of thought for which winning races is the name of the game, then Mansell's performance this year ranks very high.

I was involved in the World Champion lark right from the beginning, for the World Championships began in motorcycle racing in 1949, the year before they began for Grand Prix racing. In the motorcycle and sidecar category there were only three events which counted for the World Championship in that first year, and I was riding passenger for Eric Oliver, an undisputed champion.

We won the Belgian Grand Prix at Spa-Francorchamps and the Swiss GP on the Bremgarten circuit at Berne. We had the Italian GP sewn up at Monza when a "team error" caused us to stop and change the sparking plug, resuming in last place. We battled our way back to fifth place by the finish, and to us that was total failure; quite simply we had not won the Italian GP and were prepared to go quietly away and bury our sorrows.

Instead we were hauled up on to the winner's podium and acclaimed as World Champions. We were not very enthusiastic, but had we won the Italian GP we would have bounded up the steps to receive the acclamation, knowing that "three-out-of-three" couldn't be bettered. As an aside we had won eight other races that season, not of Grand Prix status, but worthy events nonetheless.

I'm not a great Ferrari fan, but I do like to see Ferraris winning races, for it makes the whole team so happy and they are not afraid to show it. More importantly, it gives a small amount of stability to Formula One. Stability is something which is otherwise sadly lacking.

When a Ferrari car wins you know it has a Ferrari-designed and built chassis, engine and gearbox, and most of it was made in Maranello. It is red and it is Italian. You know that a Ferrari is a Ferrari, unlike a lot of the teams today which change the names of their cars from "Jack Woodbine Specials" one year to "John Thomas Specials" the next.

Since mid-season when "Il Principe Nero" John Barnard decided to stay at home and design next year's car, leaving the activity in the fields to Dott Ing 'Arvey Postlethwaite, the visible morale of the team has been rising steadily, and Gerhard Berger's Japanese victory must have been a real tonic for them.

Many people forget that Enzo Ferrari was in Grand Prix racing in the 1920s and 1930s,



The long arm of coincidence. Supercharged 1100cc MG (left) and supercharged 2.9-litre Maserati (right) were both supplied new to Whitney Straight, and both bear the chassis number 3011.

Trivia

when his Scuderia Ferrari was running the factory Alfa Romeo hardware. The Grand Prix cars with the Ferrari badge on the nose may have only been on the scene since 1947, but the Prancing Horse emblem has been part of Grand Prix racing for longer than most people care to remember, and long may it remain. A Grand Prix without a Ferrari entry is not a real Grand Prix; there have been one or two, but they are easily forgettable.

While on the subject of the past in Grand Prix racing, a very solid tome arrived the other day, which would take a lifetime to read and absorb, but makes an invaluable reference work. This is the product of Paul Sheldon, Duncan Rabagliatti and others, who formed the Formula One Register many years ago to collect and collate every possible fact and figure about GP and Voiturette racing.

These chaps do not go to the races like you and I and all our regular colleagues do, but they collect all we put in our race reports to form a remarkable data bank of information. As and when they feel they have all possible information on a particular period of Grand Prix racing, they compile a pretty weighty volume and have it published by St Leonards Press in Bradford.

The one which arrived the other day has 1954-1959 laid out in chapters year by year, with every race included — not just World Championship events. It is an expensive work (£36 plus postage and packaging) but if you saw it in the specialist bookshops you would finger it lovingly and think: "Hmm, expensive, but I really would like to have it". It is not a book you read from cover to cover and then put on the bookshelf, it is a book of facts and figures "for ever".

Talking of statistics, if you ever have occasion to visit the Indianapolis Speedway you will meet the USAC historian Donald Davidson. If it is out-of-season, so much the better, for Don will have time to relax and talk motor racing — and not just Indy racing.

From the word go you know you are with a one-hundred-per-cent motor racing enthusiast who is on your wavelength. No need to waste time on explanatory introductions, it is straight into racing talk: "Remember when Jim Clark . . ." or "Mario Andretti always maintained that . . ." And it is the same with cars: "They were the first team to . . ." or "That engine ran to 12,500 rpm . . ."

It was Donald Davidson who introduced me to the game of Trivia — inconsequential questions on the nitty-gritty of motor racing in which you try to catch each other out, or offer a statement of fact which is of no consequence, but is of interest all the same.

Back in the summer I came across a splendid piece of Trivia. It was an old racing car gathering, and owners of historic cars were kicking the tyres and saying "You know . . ." (the owners of fake historic cars, like some VSCC members, were in the bar keeping a low profile!), when the owners of a K3 MG Magnette and an 8CM Maserati were appreciating the fact that both cars had been supplied new to Whitney Straight — the MG in 1933 and the Maserati in 1934. Both cars have led fully documented lives, with no "grey areas", and Peter Green, the owner of the racing MG said: "Have you appreciated that not only were both these cars supplied new to Whitney Straight, but they also have the same chassis number?"

Now, that was something I had not appreciated, even though I have known both cars more-or-less since they were built. The 1933 K3 MG is chassis number K3011 and the 1934 Maserati 8CM is chassis number 8CM-3011; the long arm of coincidence, which I always find fascinating.

While this letter is being printed you will be standing on your head "down-under" at the Australian GP. Good luck, and next year is already on the horizon.

Yours, DSJ

A Lotus Blossoms

The word "historic" is bandied about pretty freely by the used car trade and the world of auctioneering, and is usually attributed to anything that is obsolete. It can be one year obsolete or 100 years obsolete, the whole question depending on the person trying to get rid of something and the person attracted into acquiring something.

At the recent Motorfair (a very appropriate name for the "goings on" at Earls Court) there was something of a stir in the ranks of Historic (!) Lotus owners over a sports/racer Lotus which was auctioned by Christies, and which someone bought for £27,000. It started with an article in the *Daily Express* by David Benson, in which this Lotus sports/racer was said to have been "*completely restored to its original condition*".

Now, the "historic" aspect of this car was that it was not delivered to the man who ordered it, for the simple reason that he was killed before this Lotus arrived! Even if he had not been killed he would only have received a partly-completed Lotus; he intended to have an American engine fitted, so had ordered it without an engine.

Come the auction at Motorfair the catalogue "blurb" written by Christies to attract likely bidders was a riot of fun. It spent a lot of time telling you about this American man who never took delivery of this incomplete Lotus, and about the people who completed it and those who raced it in America.

The important aspect seemed to be its "historic" connections with the original man who never took delivery, or even set eyes on the car. He was a film star by the name of James Dean (and one of my older friends asked: "Who's James Dean?").

The "blurb" then got its knickers in a twist and kept on about a Lotus XIII when it meant Lotus VIII, and then got muddled up between Lotus VIII and IX. Had Colin Chapman stuck to English numbers life would have been a lot easier. What Christies said was that the car was a Mark 13 when it meant a Mark 8, and then got muddled between Mark 8 and Mark 9 Lotus cars.

The derelict remains which returned from the USA to re-appear as a sparkling and pristine car at Motorfair were described as arriving in "tired but restorable condition". The chassis frame was too "tired" to restore, as was the bodywork, so they were both replaced by *new* components — not unused stock from the Lotus factory, mark you.

Some of the bits and pieces from the derelict remains were transferred to the new chassis, but the thing that has upset the Historic Lotus people is that the end result is a Mark 9 chassis, whereas the original was a Mark 8, and the car that was auctioned bore little resemblance to the car that left the Lotus factory in 1955, and even that original car was a bit dubious.

They were early Lotus days before design and production really got into step, so the incomplete car that was sent to America in 1955 was something of a mish-mash. The chassis frame was Mark 8, the suspension and running gear was Mark 9, and the bodywork was Mark 10. "Experimental days" Colin Chapman would have called these.

What has been created today, by people totally unconnected with the Lotus factory, is a very nice copy of a Mark 9 Lotus sports/racer and what someone has bought is a brand new period-piece, of little or no significance; a nice toy nonetheless, but "historic"? Hmm!

For many years now Historics have been Hysterical, and now Colin Chapman's home-made specials have joined the ranks. I really must dig out that old Formula One car that I have in the shed; it must be "historic" because it was *never* entered for the 1950 British Grand Prix, though it could have been. Eh! **DSJ**





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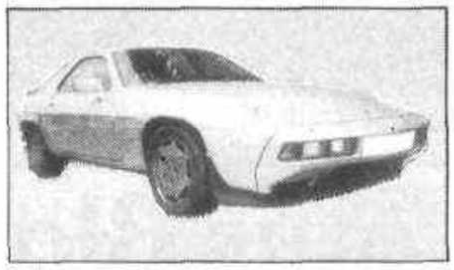


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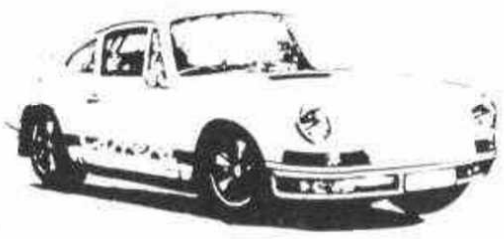
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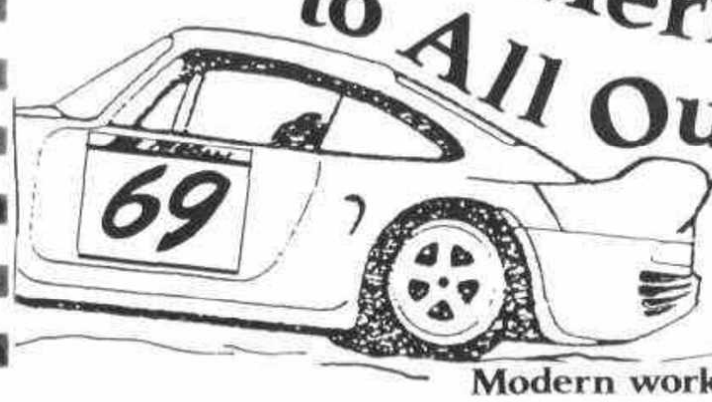
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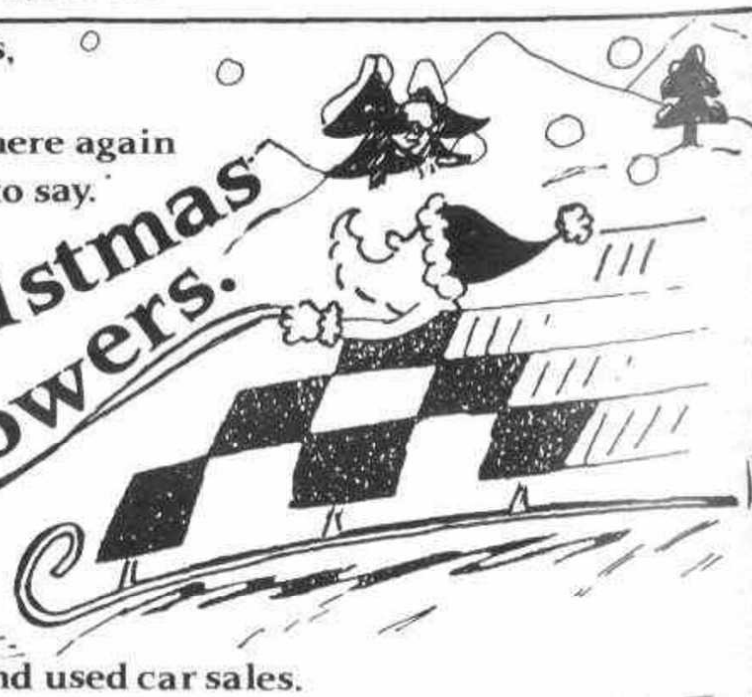
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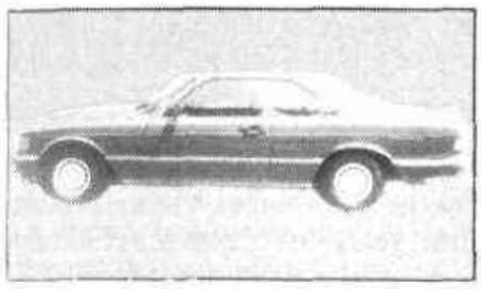
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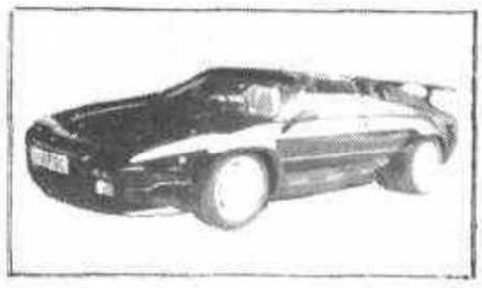




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Fleeter Delta

Not surprisingly, Lancia is relieved to be able to claim some concrete progress in its return to showroom success, to balance its sweeping victories in the World Rally Championship. Not only are sales up across Europe by almost 15%, but the vital market share has improved by a small amount too. But most of this improvement is in Italy, where the Lancia flag now flies in second place only to Fiat; of the 180,000-car total sold in the first eight months of 1987, only some 40,000 were exported.

Still, small improvements are better than none, and Lancia's PR department is delighted with this year's hat-trick of rally titles: manufacturers, Group A drivers, and Group N drivers. To some extent it was Lancia's luck to have a suitable car available to step in to the new Group A regulations: the compact Delta with 4WD and turbo engine was just about what every factory team would have had ready had there been more notice of the abolition of the Group B missiles.

Now less than a year after the HF 4WD comes the Mark II, called Integrale. Even in showroom spec it looks more like a rally car than the current Group A Delta, since it has large wheel-arch blisters, bigger 15in wheels, and a louvred bonnet.

As road cars, the high performance Deltas have had a lot to offer: even in 1600cc form the HF Turbo is a remarkably rapid machine, and the 2-litre HF 4WD has real punch and beautiful balance. But it has always looked a little expensive over here, now costing nearly £14,000 even without the cost of RHD conversion, and British dealers have not been able to move more than about 100 of them in the 11 or so months it has so far been available.

So what is to happen to the even faster HF Integrale? Again it will arrive in LHD only, but the tweaks to its already sophisticated specification are bound to pitch it into an even higher class — possibly £2 000 more.

Incorporating some of the lessons learned on the rally circuit, the Integrale (HF 4WD was always rather a mouthful, and the new tag helps to give the revised car a separate identity) offers more power, better grip, and extra braking. Some 20 more bhp has been extracted from the Thema-type four-cylinder twin-cam with its balancer shafts, largely through a bigger Garrett T3 turbocharger and an enlarged intercooler mounted behind the grille. Revised settings to the Marelli electronic ignition/injection plus modified valves, seats and gaskets and a new clutch enable the unit to cope with the extra power which now peaks at 185 bhp.

In the previous HF 4WD, much play was made of the overboost system which closed the pressure-limiting valve for up to 30 seconds, briefly pushing the output up above its continuous rated level. A similar system appears on the Integrale, allowing the boost pressure to jump from 0.8 to 1 bar, but this time there is no time limit, so in fact the phrase "high boost" would be a fairer description than "overboost". However, to keep the driver alert, a little light on the dash glows when the 1-bar figure is reached.

Such is the acceleration of the Integrale that no sooner has the lamp come on than it is time to grab the next gear, so it becomes a challenge to try to reach overboost in every ratio. The only time I managed to keep the light on for more than a second in top was on a long, straight, steep climb up an Italian mountain, when the little hatchback rocketed past normally-aspirated cars as if they had the handbrake on.

Sub-seven-second 0-60 mph times are the entirely believable claim for this 134 mph saloon, which has the great benefit of five doors, unlike most of the other choices in this area, and to match this there are larger ventilated front brake discs with four-pot calipers and a bigger servo. But no ABS — depending on whom one asks, this is either because the car was developed on a budget, or because there is no space left under the bonnet when the large intercooler is installed. Both answers, however, make it clear that it is Group A rally potential which actually motivates this project.

ABS is the only missing item in an otherwise impressive technical array; the 4WD system has one of everything. Front/rear torque is split 56:44 via an epicyclic geartrain; a Ferguson viscous coupling modifies this ratio according to grip; and the rear diff is of the Torsen type. Thus there are no controls for the driver to deal with, and if it were not for the complete absence of wheelspin and the remarkable balance of the chassis there would be no clues at all as to which wheels were driving.

Mild-mannered power assistance covers up any steering kickback while possessing the right sort of feel, so that winding through tightish curves is a pleasure amplified by the impressive adhesion. It may be a turbo, but it is nevertheless responsive both in chassis and engine. Noise is low until 90+ mph arrives, when the design's maturity (it appeared eight years ago) makes itself heard.

Yet the shape is an attractive one, and Lancia has chosen to make only minimal changes, apart from the arches: the front bumper has air intakes to cool the larger oil and water radiators and the brakes, the headlamps are more powerful, and a subtle flared sill joins front and rear arches.

A mistake Italian firms rarely make is to over-tyre their cars: the Delta's new alloy rims carry modest 195/55 VR15 tyres, and the final drive has been lowered to compensate for the larger diameter. To make room for the wider wheels, there are new half-shafts and CV joints, and revised damper and spring settings give the car a feel which is firm by Italian, though not by German, standards.

It makes a lovely road-car, and there is little doubt that the Integrale will assume the Rally Championship mantle of the HF 4WD. Rally success appears to sell the lesser road cars, but it looks as though the road-going versions of homologation specials may be at risk of falling victim to their own sophistication when it comes to sales away from home. GC

Ford Sierra XR4x4 LONG-TERM REPORT



Four By Four By Ford

Like most mechanical objects, cars will give trouble sooner or later. I have a theory that on less-expensive models minor, niggling defects will begin after about 4000 miles, and that more expensive models will start to develop defects at around 10,000 miles.

Judging by reports of long-term road-tests in the weekly motor journals, I do not seem to be far out, even in the enlightened 1980s . . . So I feel I should write of an exception to this distressing tendency, having driven a Ford 2.8 Sierra XR4x4 which has run 25,000 miles from new with no troubles at all.

The choice of this Sierra depended largely on my need for a grippy vehicle on winter roads, and I am glad the XR4x4 has permanent four-wheel drive. Being able to select *FWD* as and when required might, in theory, save wear on tyres and mechanism. But one never knows when black ice will prevail round the next corner, and for one who has the greatest difficulty in making up his mind, the denial of a 2WD option is highly satisfactory.

I had wondered whether there might be teething pains with the Ferguson system, this being Ford's first adoption of it; but nothing whatsoever has gone wrong, and Le Mans-winner Tony Rolt is fully justified in his enthusiasm for it. The chain somewhere in the transmission has not broken, the fluid couplings have not slipped, and most of the time I forget I am driving a 4WD car. The grip on winter roads, let alone one's freedom to park and climb almost anywhere, is, however, as remarkable as it is reassuring.

I am equally well satisfied with this Sierra on other counts. The seats are comfortable on 200-mile non-pause journeys, and the fine movement of the seat-squab angle is useful for shifting one's driving position. The instruments are easily read, and I have come to live without an oil gauge. The fuel-gauge takes time to record but is then very accurate, and there are two gallons in reserve after the needle goes "into the red".

I have no complaints about the lamps, and night motoring is helped by rheostat dimming of the instrument-lighting, although not of the bright clock, which has never stopped or shown incorrect time. Heater controls are lit but not vent adjusters, for which one has to fumble after dark.

The engine is too rough at motorway pace, which is no doubt why Ford now has a new 2.9-litre power-unit in these cars. The V6 push-rod ohv 150 bhp engine in the present XR4x4 has served Ford very well in its bigger higher-performance cars and vans, and although updated with fuel-injection and able to run up to 6,500 rpm, is perhaps due for replacement. But I can tolerate it, as I can return to a manual gearbox.

This five-speed box is smooth enough for the changes you use most frequently, but stiff when going from third into the lower gears. Fifth is so accommodating that one wonders whether it is undergeared. The engine certainly pulls it from very low speeds.

It is more imagination than fact that, after 25,000 miles, there seem to be some mild body rattles, and the clutch seems rather more fierce.

The key-note of the XR4x4 is *convenience* — it is easy to drive, the minor controls are sensibly placed (what better than four switches at the driver's right hand for rear wipe/wash, rear window heater, and front and rear fog lamps?), power-steering feels good and there are no handling tricks. The much-appreciated central-locking and two-position sun-roof have been 100% reliable like the electric front windows and the rest of the car, and with split back seats and the large boot I have never had need of an estate-car. Suspension and ground-clearance are well suited to rough tracks.

What of the ABS brakes? Well, I waited for a patch of polished black ice on which it was very difficult to stand, drove onto it fast, and stamped on the brake pedal, ready to back-off instantly for the expected sideways slide into the ditch. But the Sierra just stopped without diverting; I think perhaps Ford might fit a red ABS triangle on the boot lid!

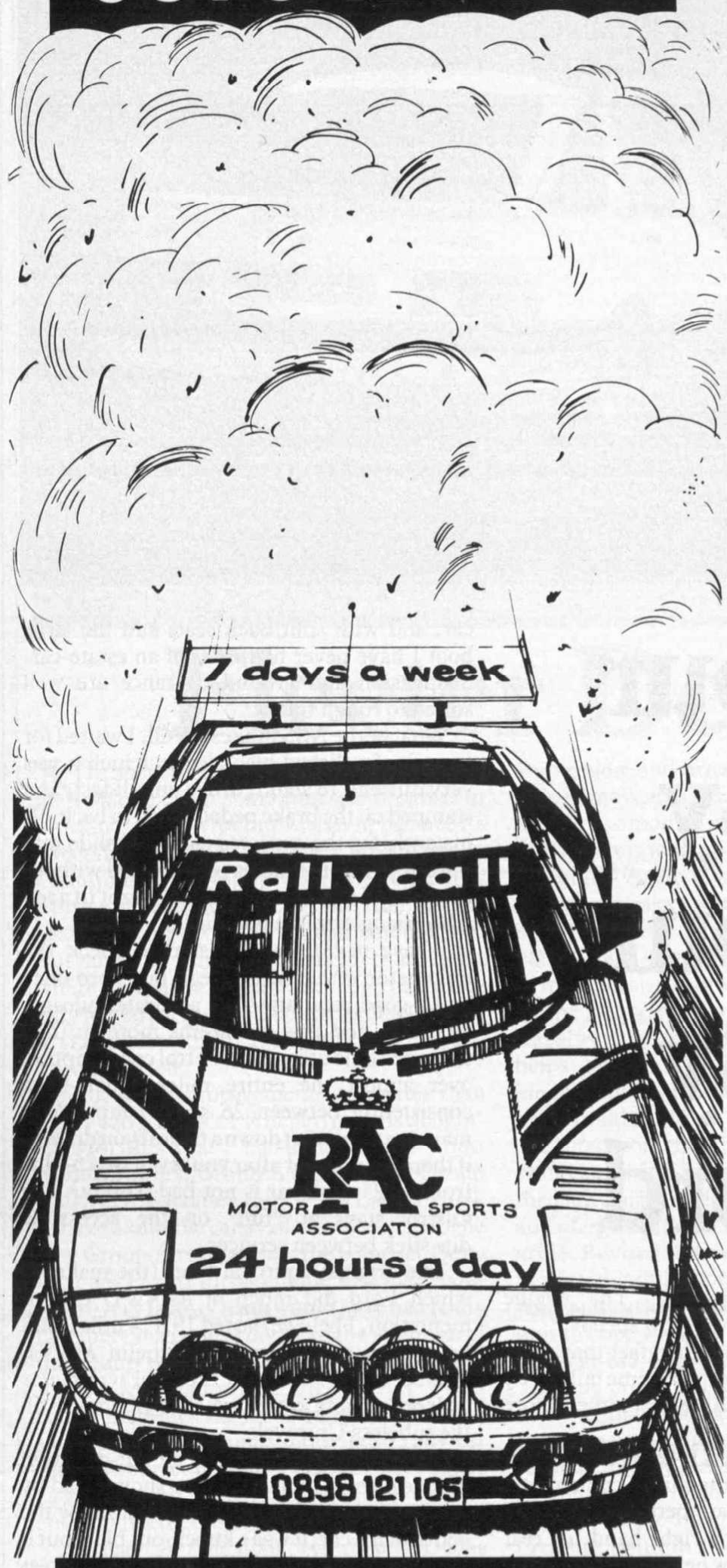
I have never had occasion to check the milometer with a fifth wheel, but Ford once had a good reputation for accurate mileage-recorders and this one seems more so than those on some other cars. Petrol consumption over almost the entire mileage has been consistently between 26 and 27 mpg. You may care to cut that down a trifle if you drive as if there is a rally car after you; even so, 25-plus from a 125 mph car is not bad, surely? The Castrol stays at "full" on the accessible dip-stick between services.

The original Uniroyal tyres (the make on which Ford did much of its 4WD experimentation, I believe) lasted 19,114 miles, and have been replaced with Michelin MXVs, because these were what the local tyre-factor ordered. There were two slow punctures in the tubeless Uniroyals.

Blemishes now consist of an out-of-action offside mirror, clobbered on a snowy road by an approaching driver who did not know the width of his car (it was a knock-out blow but it was *his* that went down for the count, whereas I can still see in mine) and a broken glass in the offside indicator lamp, but not so bad that the bulb needed replacing.

So I can sign off as a very satisfied Sierra customer! **WB**

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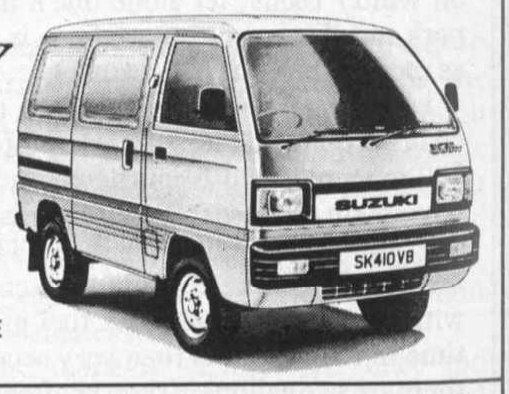
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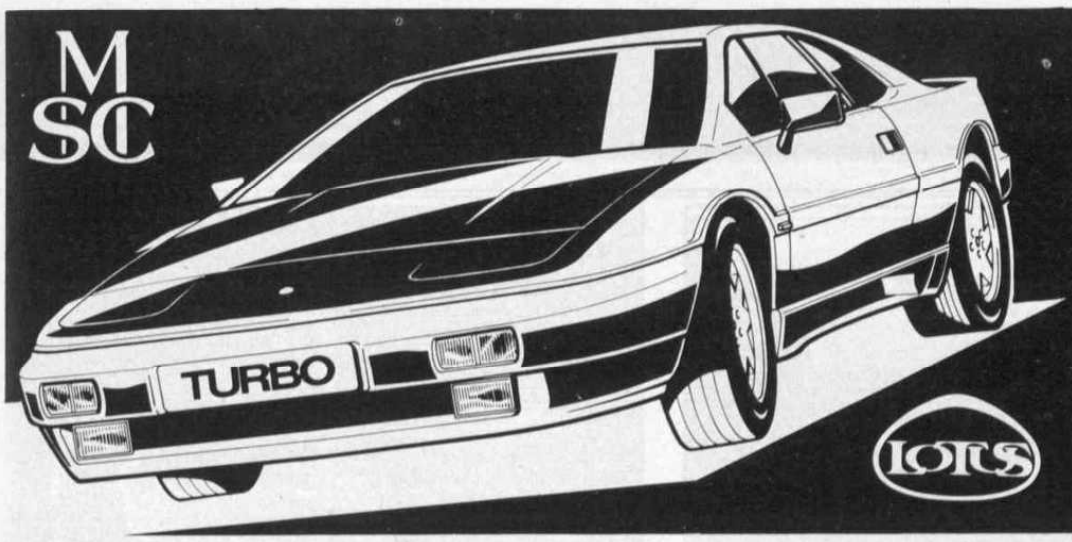
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Jack Barclay and Frank Clement after winning the first 500 in 1929. The cup is on display at Jack Barclay Ltd in London.

Jubilee Year



S C H Davis' tiny TT-type Austin Seven won the second 500-Mile Race at 83.42 mph.

In offering the British Racing Drivers Club very sincere congratulations on its sixtieth birthday, we present this pictorial review of its celebrated Brooklands 500-Mile Races, highlights of its pre-war calendar at a time when it also ran the British Empire Trophy races at the Track and at Donington Park.

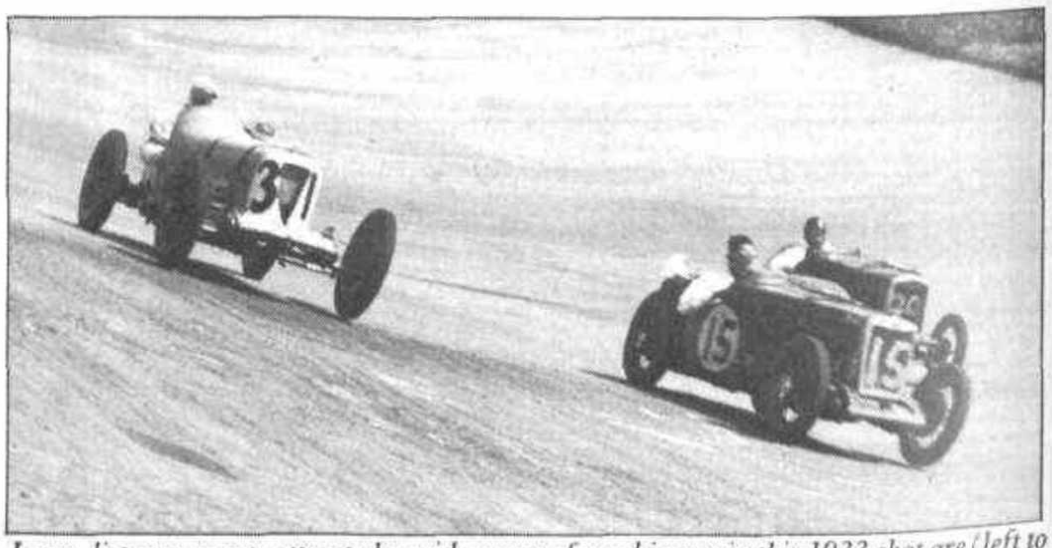
We concentrate on the "BRDC 500", then the fastest long-distance track race in the world, because it is perhaps the only aspect of the history of this highly-respected Club which has been somewhat neglected in its magnificent jubilee book *Pole Position* (see page 1244).

But the only club which bestows full membership only upon proven racing drivers has far more to its credit than those pre-war events. It was largely responsible for the revival of British motor racing after the war at Silverstone, a circuit which it now owns and operates so effectively. It has more famous drivers among its members, numbers more celebrities among its officials (for instance HRH the Duke of Edinburgh as its President-in-Chief, and the Hon Gerald Lascelles as its President), and has presented more important racing trophies than any other similar organisation.

It all began in 1927, evolving from the dinners which keen Bentley driver Dr J D Benjafield gave for his fellow competitors, and the first outer-circuit BRDC 500-Mile Race was run in 1929. Today the Club has 262 life members, 174 full members, 30 associate



In the 1931 500, Lewis and Saunders-Davies averaged 112.93 mph in a single-seat Talbot 105 to finish second.



Long-distance events attracted a wide range of machinery: in this 1933 shot are (left to right) an OM, Charlie Martin's MG Magnette, and Laird's McEvoy Special.

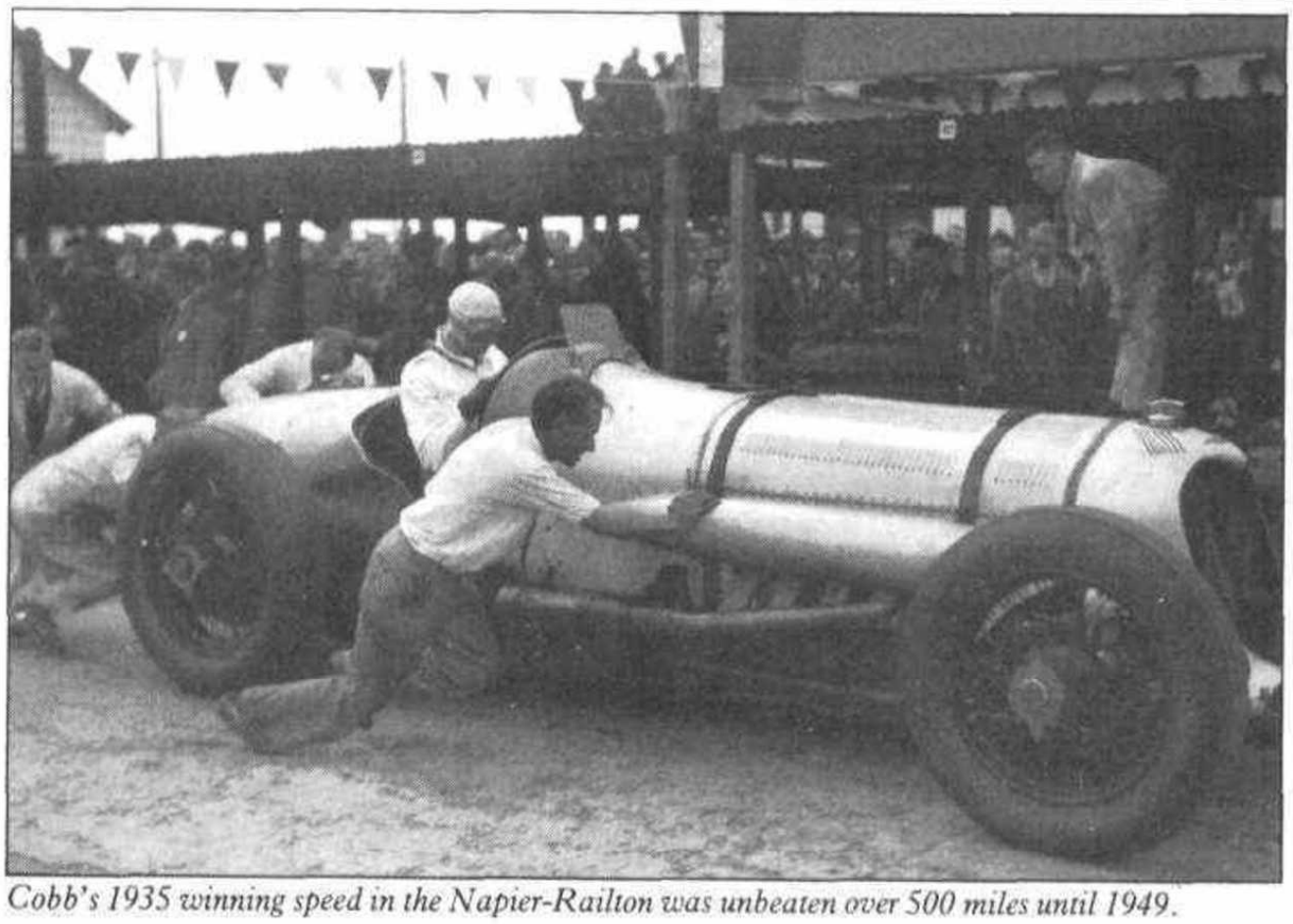
BRDC Long-Distance Races



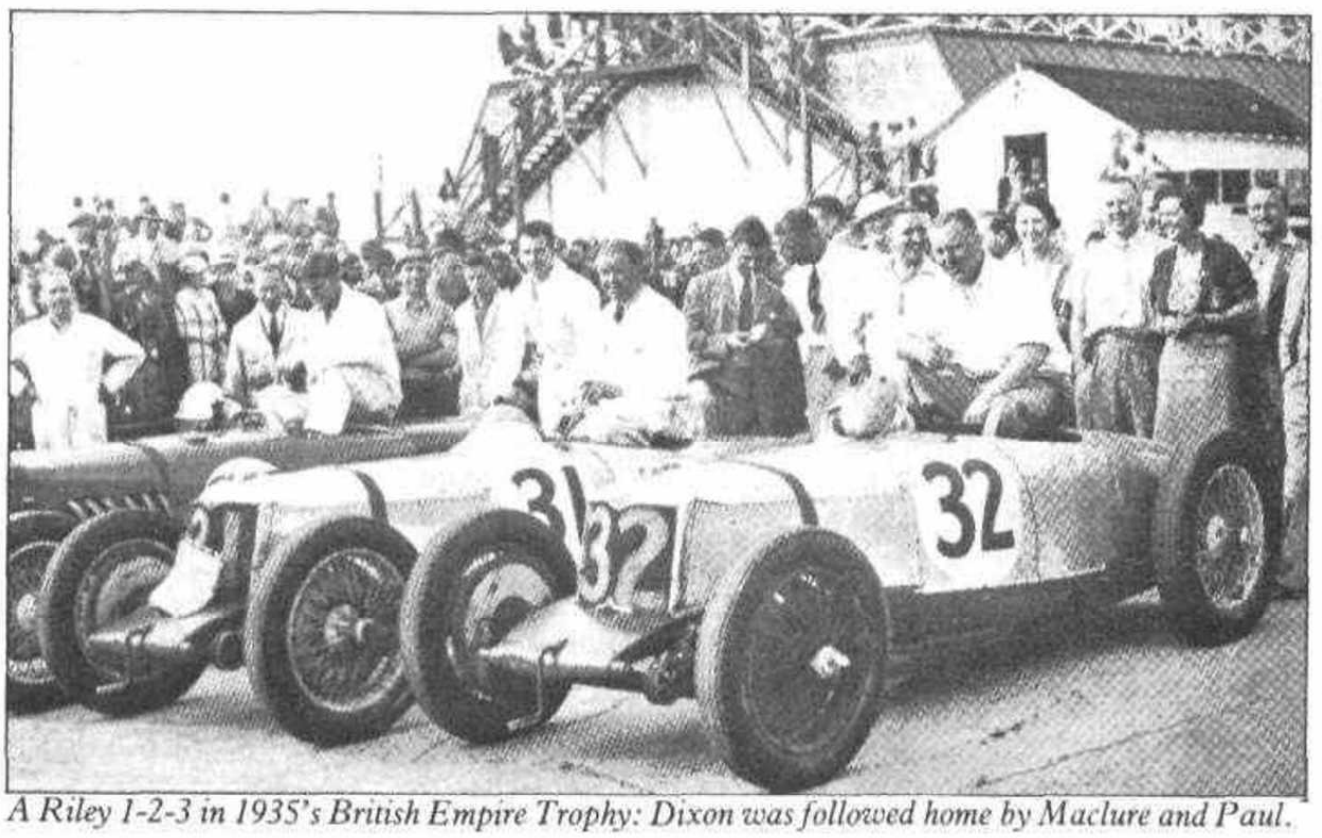
1936: Dixon and Martin's 2-litre Riley gets new tyres during its victorious 500-mile run.



Then BRDC President Earl Howe (right) contemplates his third-place pennant with co-driver Hon Brian Lewis.



Cobb's 1935 winning speed in the Napier-Railton was unbeaten over 500 miles until 1949.



A Riley 1-2-3 in 1935's British Empire Trophy: Dixon was followed home by Maclure and Paul.

patrons, 72 associate mechanics, 78 associate general and 76 honorary members.

The continual development and improvements of Silverstone into the veritable "Home of British Motor Racing" sets the BRDC on a very special pinnacle, although some might consider its annual dinners to be the most enjoyable of its achievements!

MOTOR SPORT was once the official organ of the British Racing Drivers Club. In 1987, suffice it for us to offer it our very best wishes for equal success over the next 60 years, for it is indeed a unique and benevolent power in the motor racing firmament. **WB**



For 1937 the 500 miles became 500 km; again Cobb's Napier-Railton triumphed with Oliver Bertram as co-driver.

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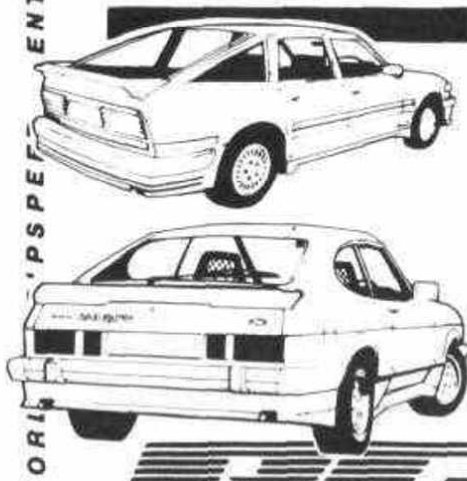
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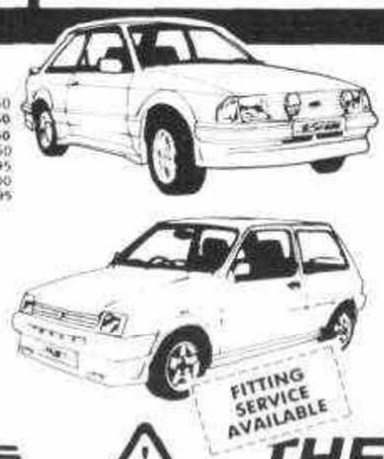
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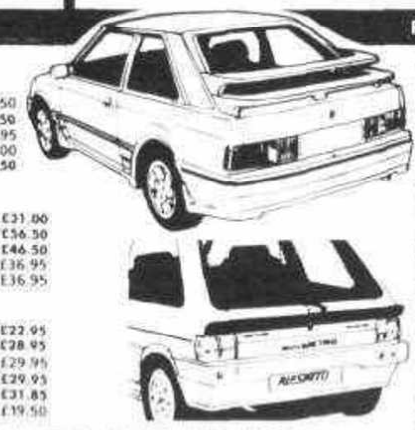
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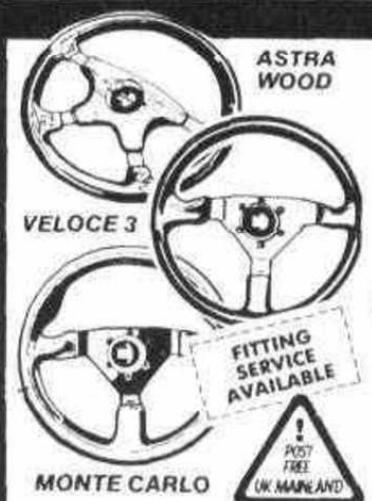
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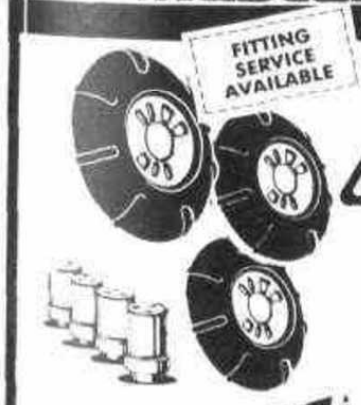
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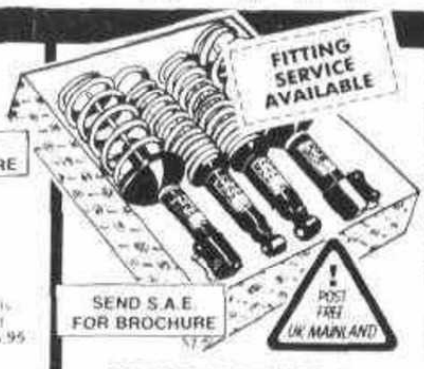
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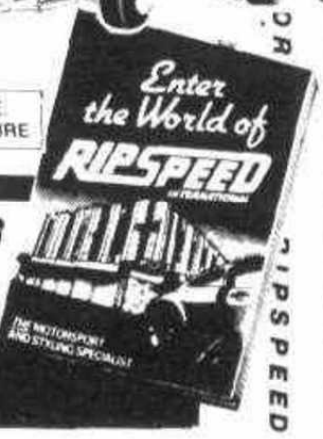
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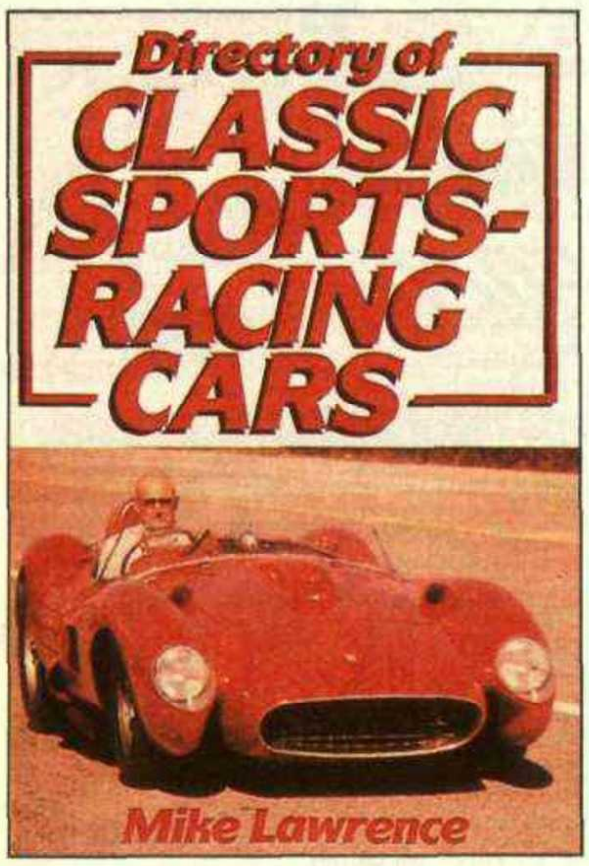
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BOOKS FOR CHRISTMAS



Directory of Classic Sports-Racing Cars
by Mike Lawrence. 211pp. 9" × 6". (Aston Publications Ltd, Bourne End House, Harvest Hill, Bourne End, Bucks SL8 5JJ. £11.95)

In defining the contents of this new directory, Mike Lawrence sensibly avoids the question of what is "classic" by using the first World Sportscar Championship as his guide. This gives us a very thorough listing of just about all the sportscars racing between 1953 and 1961, plus a few earlier entries of note, which ranges from the international winners to the very specialised racers such as the French Index of Performance rivals.

Lawrence is much at home in this era, as he demonstrated when Deputy Editor of MOTOR SPORT, and the concise and well-illustrated entries (black and white pictures, naturally) are bound to make this a popular single reference source, for where else could one find Gilby, Scarab and Skoda sportscars described in one conveniently-sized and priced volume? **GC**

Pole Position — The BRDC Diamond Jubilee Book
Edited by Ray Hutton. 256 pp. 11" × 8½" (Motor Racing Publications Ltd, Unit 6, The Picton Estate, 46 Pitlake, Croydon CR0 3RY. £30.00)

To celebrate the sixtieth year of the BRDC, this great book has been produced in a special edition for members. Magnificently illustrated with some 380 pictures, it is also available to other interested parties.

Here is the full story of the origins and history of this unique Club told by S C H Davis (a reprint from a previous Jubilee Book), alongside every aspect of the structure, development and racing career of the BRDC told in chapters contributed by leading motoring writers — the Silverstone story by Ray Hutton; a look back to racing before the BRDC was a "twinkle in the eyes" of Ebblewhite, Benjafield and Davis by Cyril Posthumus; the post-war racing story by Doug Nye; the commercial side dealt with by Mike Doodson; race safety described by Dean Delamont, and much, much more besides.

There are articles by Humphrey Cook on ERA, Frank Williams on the Williams Team, publisher John Blunsden on the Club's offices and its Presidential suite, secretary Pierre Aumonier on organising this premier motor racing club, a reprint of John Cobb's article on record-breaking, Richard Noble on his great Land Speed Record, Blunsden again recalling famous Pressmen (with a splendid memory of the late Gregor Grant), Maxwell Boyd with a behind-the-scenes view of Silverstone, and Jenks on the high accolade which being chosen to display the BRDC badge represents. In addition, Davis Hodges explains sportscar racing and Alan Brinton race-reporting.

There are cartoons of drivers, the BRDC awards winners along the years, photographs of dinners in honour of such occasions as Sir Malcolm Campbell's LSR successes, 47 colour plates and a foreword by the BRDC President-in-Chief the Duke of Edinburgh.

If anything is lacking it is a description of the BRDC 500-Mile Races with which the Club opened its racing events, but these have, anyway, been covered in MOTOR SPORT (we present a resumé this month on pages 1240-41) and in my book about Brooklands, published by Grenville. The BRDC deserves this book and all keen motor racing followers deserve to read it. **WB**

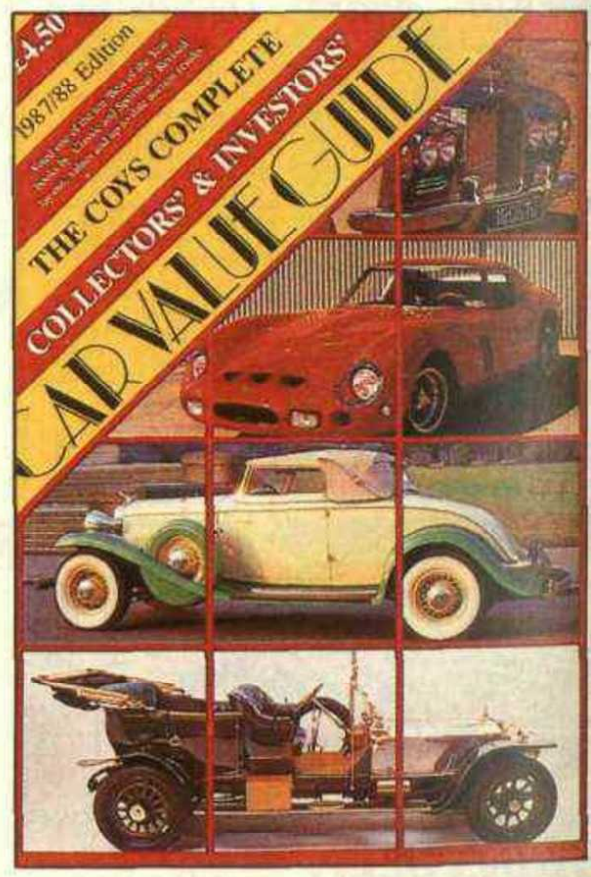
F W Dixon — "Flying Freddie", 1892-1956
Edited by J Herbert. 48pp. (Stockton-on-Tees Borough Council Museum Service, 76 Norton Road, Stockton, Cleveland TS18 2DE. £1.75 including postage)

This is the little booklet produced to commemorate the thirtieth anniversary of the death of the famous racing driver and motorcyclist Freddie Dixon, in conjunction with an exhibition held in Preston Hall Museum this year. It contains excellent photographs, not only of Dixon racing but of family groups including his wedding in 1926, alongside a short resumé of his racing achievements in text and tables. It would make a splendid present, especially for Riley enthusiasts and Brooklands fans.

The pictures cover Freddie on his 1912 TT Cleveland-Precision, the Harley-Davidsons he used at Saltburn and Sutton Bank in 1921 and in the only 500-mile motorcyle race at Brooklands that year (Dixon finished second despite a tyre blow-out), the TT Indians and later Douglas machines (notably with Freddie's patented banking-sidecar), and the HRD on which he won the 1927 Junior TT in the Isle of Man.

As for his car racing exploits, here Rileys prevail. The only one missing seems to be the "Red Mongrel"; that classic photograph of Dixon and Ainsley flying over a bank during the 1932 Ulster TT is included, as are pictures of Freddie working on Tony Rolt's Alfa Romeo with its six SU carburettors in 1947, and on the ERA-Delage. Even the Sunbeam "Silver Bullet", with with Dixon tried to cope late in his career, is there.

Altogether a fine and most attractive tribute to one of our great racing drivers. **WB**



The Coys Complete Collectors' & Investors' Car Value Guide
Edited by Julian McNamara. 331pp. (Dalton Watson, 21 Brook Mews North, London W2 3BW. £4.50)

If you've ever wondered just how much your neighbour's MG is worth, look no further to find out. On the other hand if you've got a spare Bugatti Royale you want to sell, this publication will give you a taste of market prices. Somewhere, according to the guide, around the £3-million mark . . .

This book is loosely entitled a collectors' guide, but it will appeal to a lot of people interested in market prices. It provides up-to-date, if somewhat conservative, prices for an enormous range of cars dating back to 1900, combined with a brief history of some of the more interesting and important marques. It is a fascinating read.

It is not the sort of book you pick up and wade through, but for instant and accurate information it cannot be faulted. Clearly a lot of time has gone into researching each marque, providing a price and a brief comment after each model.

Described by the publishers as "one of the

BOOKS FOR CHRISTMAS

most exciting car book bargains of the year" it does not quite live up to the title. Exciting? For some people it will be downright depressing to see how much collectors' car values have escalated in recent years. On the other hand it will boost the flagging morale of some car owners who were not exactly sure how much their Morris 16/40 is worth.

The Coys Guide is a book which will provide both the amateur and professional with finger-tip information about sensible car prices. For £4.50 it is a good buy and should not be missed. **TW**

Video:
The Great Marques Vol. 1: Rolls-Royce
(Classic Car Video, Station House, Llanidloes, Powys SY18 6EE. £25.00)

Anyone who likes to drool over photographs of elegant cars will appreciate this offering as a Christmas gift. Its plain, modest encyclopaediaesque cover not only conceals a concours of elegant machinery in gracefully *moving* colour inside, but sets out the stall for what is clearly intended to be a series for the collector.

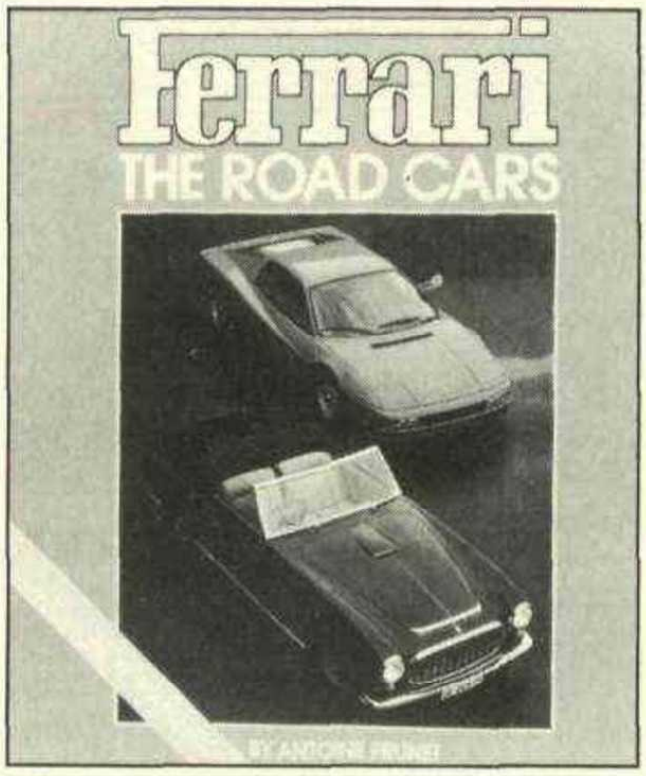
In this first volume, filmed on location at but one set, an effusive narrator tells the story of Rolls-Royce, not through the historian's eye but through the company's products themselves. Chronologically from Silver Ghost to Silver Cloud, these are paraded before him by proud RREC members as if in a beauty contest.

In the best traditions of such a contest, he in turn interviews and ogles, but does not test-drive. The accent is on aesthetic value rather than on performance; on coachbuilding rather than on engineering.

As a result, the sporting motorist might be a mite disappointed by this production. He sees no car exceed 15 mph, hears few driving impressions, and has little more than the narrator's word that these are "the Best Cars in the World". The admirer of the automobile as art, however, will rejoice in the opportunity to examine at close quarters the machines which created that legend. **GT**

The Porsche 917, in Kurz, Langheck and Spyder forms, is the subject of a book by Ian Bamsey with Bill Oursler whose 12¼in x 8½in format does justice to the many colour and black-and-white illustrations. For coverage of the World Championship-winning sports/racing car which the authors call **The Ultimate Weapon**, this 160-page Haynes/-Foulis publication would be difficult to better, at £19.95. **WB**

Another item just made for a Christmas present is the VCC's 1988 Veteran and Edwardian Calendar, with a colour page for each month which can be detached and used as a postcard, printed not on artboard but on art paper. The cost is £2.25, post free. Apply to VCC, Jessamine House, Ashwell, Hertfordshire SG7 5NL. **WB**



As if to endorse the Ferrari as the most sought-after car of post-vintage days, Haynes has published Antoine Prunet's **The Ferrari Road Cars** in a new edition of 494 pages (10in × 8in), which should sort out a complex range of super cars. Priced at £29.95 this is too bulky for the Christmas stocking, but a fine present for any Ferrari buff. **WB**

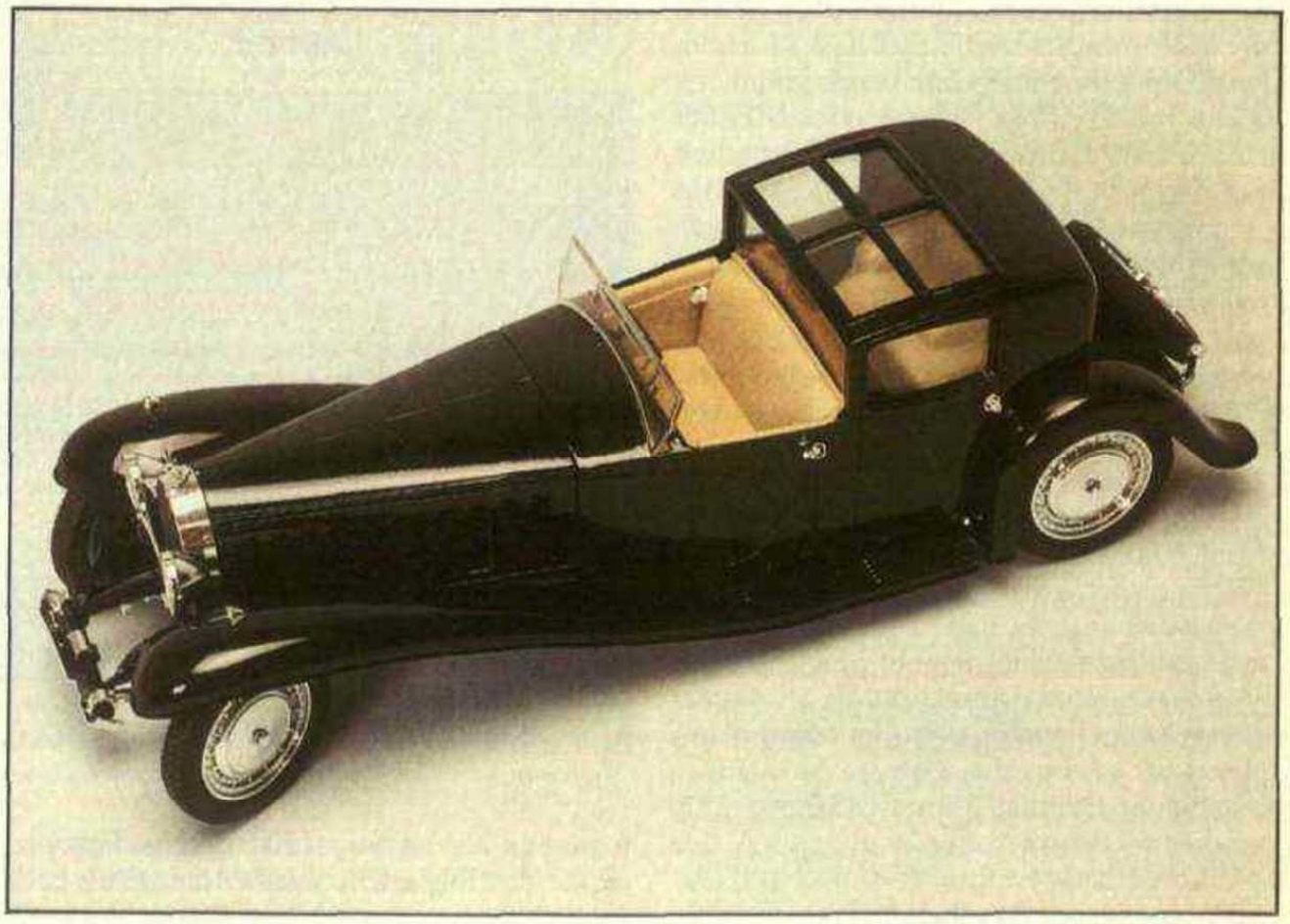
I used to see dark-haired, white "bathing hat"-helmeted American Lee Kennard driving her 38/250 Mercedes-Benz at the Brighton speed-trials. Now she has put her life story, including accounts of her three vintage Mercedes-Benz and her husband's 3-litre Bentley, into a little book called **Of Cars & Ships & Poetry & Cats & Other Things**.

It is a slim volume, complying with everyone's ambition to write a book, and the pictures are not much more than amateur snapshots of the "won't reproduce" sort, but it would slip easily into a Christmas gift-pack. It costs £6.95, from Talis Press, Balmoral Publishing Works, Cheddar, Somerset. Francesca, Countess of Gosford and friend of the author, contributes an introduction which captures well the days before the war. **WB**

I could not understand at first why John Murray Ltd of 30 Albermarlet Street, London W1X 4BD had sent us a review copy of Adrian Vaughan's third book about his work as a railway signalman, fascinating reading though it is. Then I read that, after selling his Morris 8, he used a Jowett Javelin to get to work and — Riley Register note — there is a fine picture of his friend Bill Keening with his 1923 Riley tourer at the Challow box after driving down from Surrey. Is the number five on the latter an indication that it was used in competition?

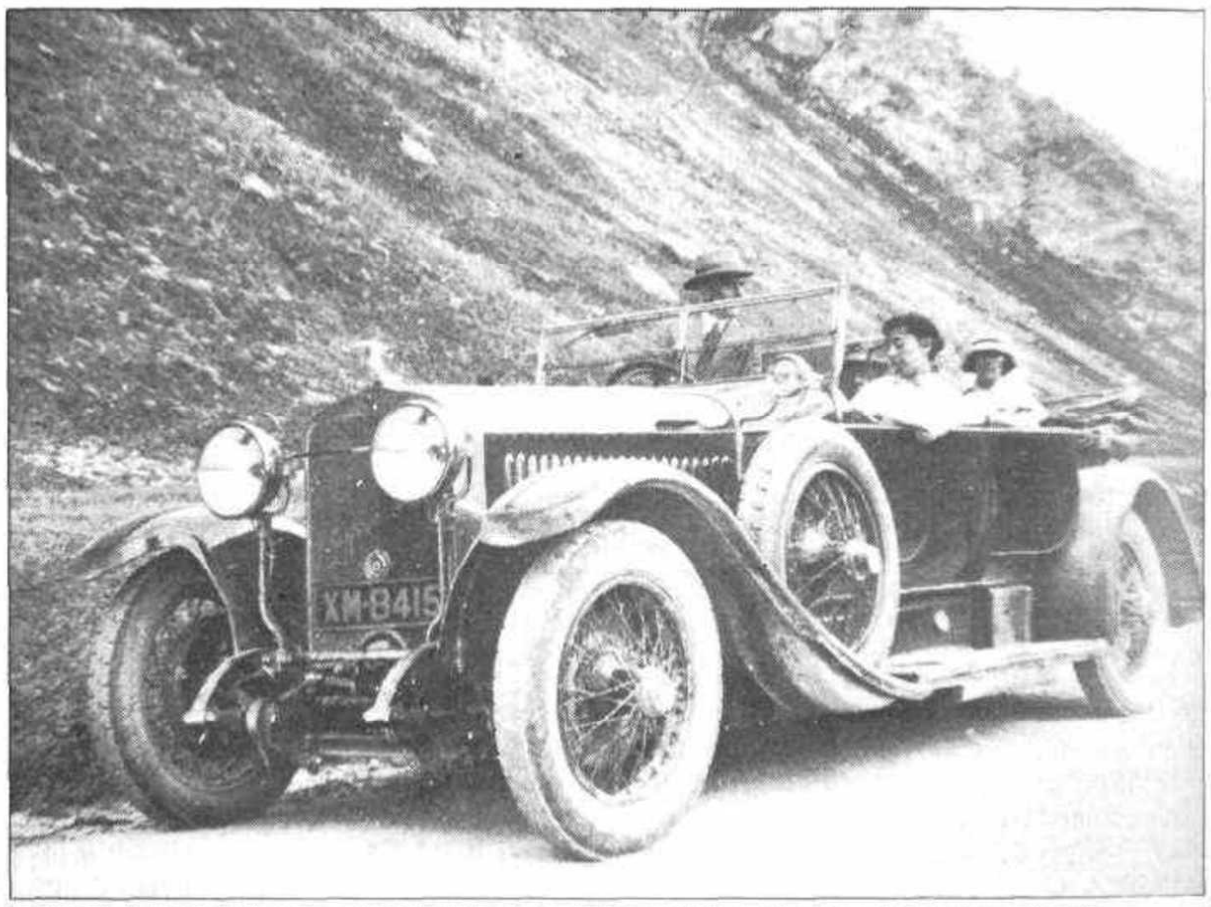
Anyway, here is a change from reading about cars, though **Signalman's Nightmare** might turn a reader against railway travel much as a pilot's experiences of being talked down in bad weather tend to make one prefer car to aeroplane! This enjoyable books sells for £10.95. **WB**

Miniature News



As a Christmas compensation for not snapping up the Kellner Royale at the recent Albert Hall auction comes this 1/20th scale Bugatti Coupé de Ville from Solido. Almost a foot long, the details of the Type 41 wheels and engine are especially fine. Available from St Martin's Accessories, 95 St Martin's Lane, London WC2 at £13.99 plus £2.50 p&p (UK), and other good model shops.

VETERAN TO CLASSIC



In 1922 the family bought a 37.2hp Hispano-Suiza which made several Continental tours.

Running in the Family

We had lunch the other day with a great enthusiast, Martin Barber-Lomax, whose grandfather was well-known in speed events before the First World War.

J A Barber-Lomax ran a 1912 Prince Henry Vauxhall (Reg V 1500) at venues such as Shelsley Walsh, Waddington Fells and Aston Clinton. He was always happy to fill his car with friends, which enabled him to win weight-formula classes, and at Shelsley in 1913 he was third in this category.

It is well known that Higginson had a 30/98 Vauxhall (the prototype of that famous breed) built for him to drive that year; Barber-Lomax was in the cotton industry, and the fact that Higginson also made textile machinery (and invented the Autovac) may well have influenced him to swap his Prince Henry for a 30/98. He ran this car (Reg BN 3694), and put his amateur photographic skill to good effect, in speed events and Continental tours. It won one formula at the revived 1920 Shelsley Walsh Hill-Climb (for which the entry fee was 20 guineas) for instance, and repeated this success in 1921.

Barber-Lomax also had a touring Sunbeam and a Calthorpe light-car. In 1922 the 30/98, which had disc wheels, a distinctive mascot and an early RAC badge, was part-exchanged for an open H6B Hispano Suiza tourer (Reg XM 8415), a deal which also involved the loss of a big Austin and the sum of £2000.

Remembered for its excellent brakes, the Hispano had a body thought to have been made by Mulliner. By 1930, when a new radiator and tyres were required, it had become too expensive to maintain, and in the years leading up to World War Two, Barber-Lomax had a Chrysler, a Lincoln Zephyr and a small Opel.

Martin Barber-Lomax's great grandfather had been a keen motorist, although he relied on chauffeurs and did not drive. Among his cars were a Crossley, an open Daimler which was probably a poppet-valve model from about 1907, a big Daimler limousine and several Fiats.

In later years Martin's grandfather had one of the first Mk VI Bentleys, which was followed by an R-type and a Continental. When he died in 1964, after totting up 28 convictions for minor motoring offences, he owned a DS Citroën and a Fiat 600.

Martin's father took over the R-type after having owned two Ford Pilot V8s — one black, one blue, which memory suggests were the only colours offered. A Mk IX Jaguar replaced the Bentley, but brake problems caused it to be changed in turn for a six-cylinder Daimler Majestic. Later family cars included two Mercedes-Benz, a Volvo 144 and Volvo 164 Automatic.

It is not surprising, therefore, that Martin Barber-Lomax has followed in the family wheeltracks. In fact, he has owned some 60 cars, more than half of them MGs, since his first at the age of 14. This enthusiasm was fostered when he was at Charterhouse School, whose sensibly-encouraged Motor Club had such vehicles as Austin 7, vee-twin Morgan, and Railton straight-eight.



Martin Barber-Lomax's father and grandfather with the Hispano.



J A B-L used his 30/98 Vauxhall for hillclimbs and foreign tours, as here in the Grimsel Pass, Switzerland.

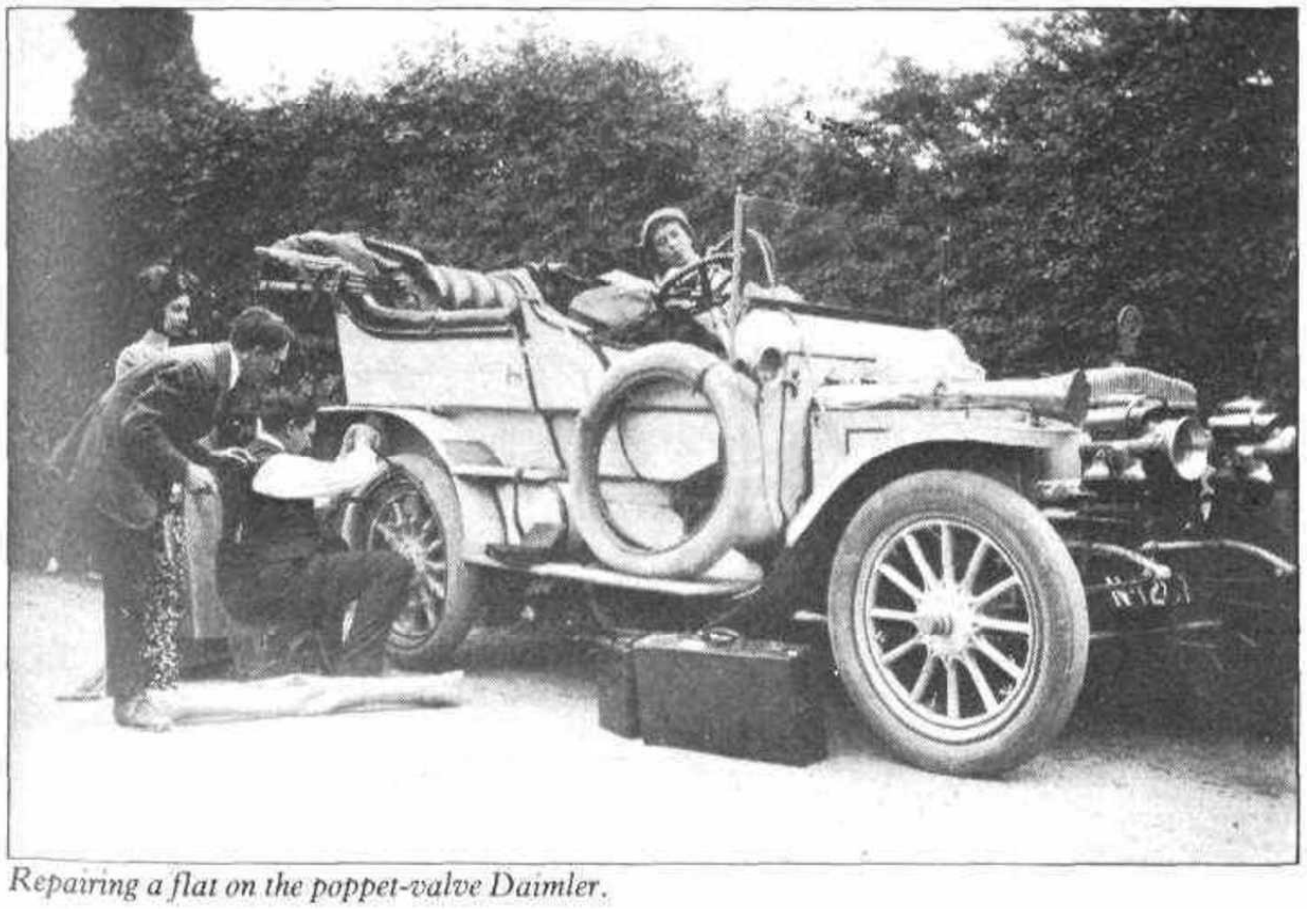
Martin's motoring baptism was through a 1938 Morris Eight Series II, which cost his father £5 — its radiator cowl has been preserved. A year later he saw a 1936 MG-TA advertised in the *Bolton Evening News* for £25, and his maternal grandmother kindly contributed £20 towards it. The run on MGs had begun!

On leaving Charterhouse in the summer of 1966 Martin was given a new MG1100, in

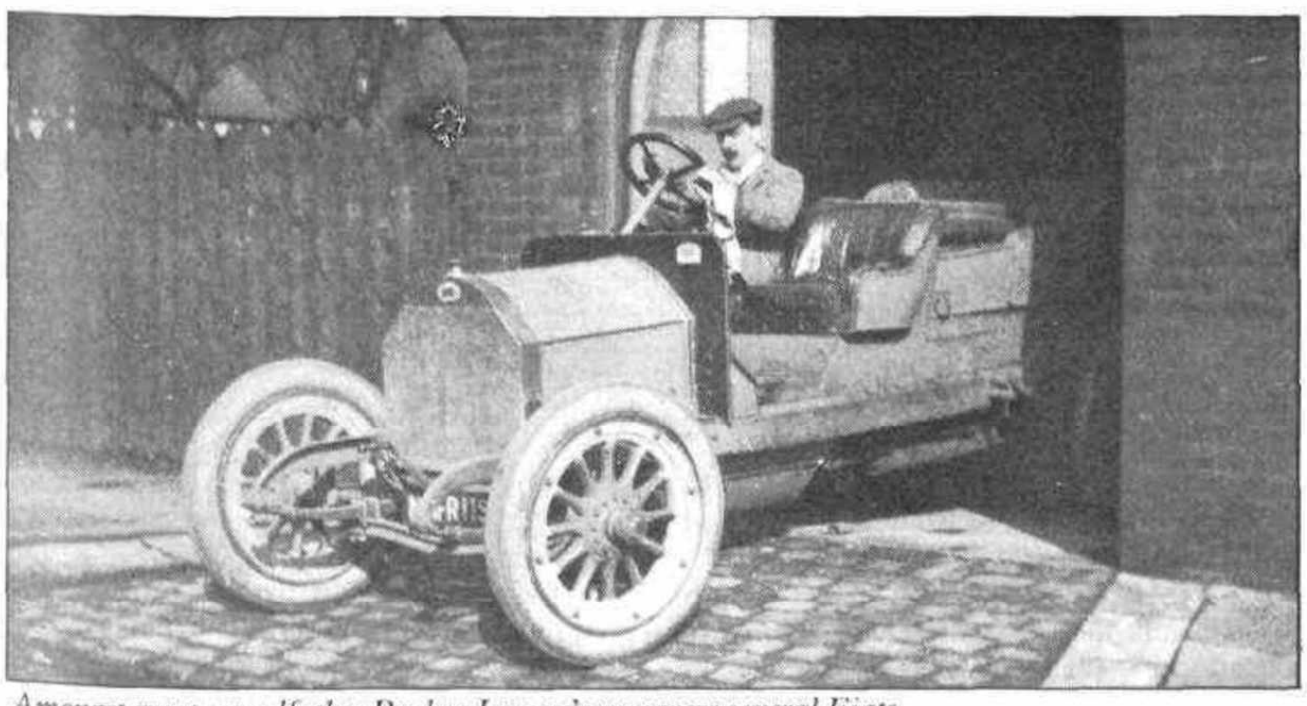
A Family's Cars



Clearing the finish at Aston Clinton in the Prince Henry Vauxhall.



Repairing a flat on the poppet-valve Daimler.



Amongst great-grandfather Barber-Lomax's cars were several Fiats.

which he passed his driving-test. So at the age of 17 he had *two* MGs. He acquired a restricted competition licence, and a year later an international driving licence so that he could drive to Spain. That same year he went to Montreal to study (cars and birds, he says!).

While in Canada he purchased an MG-TD and an engineless Ginetta G4R having joined the Montreal Motor Racing Club. The Ginetta (which had been intended for Le Mans but whose entry had not been accepted) was stolen from his Canadian agent in 1968, and has never been seen since . . .

After returning to England for his long vacation in 1968, there was an exciting trip to Moscow with friends, in a 1934 20/25hp Rolls-Royce — an adventure planned over a coffee in the McGill Union. The car was owned by Chris Hollam, who still has it in his Montreal collection. Having made it to Kiev and Lvov, they drove out of Prague only 24 hours before the Russians drove in . . .!

Incidentally, while in Canada Martin Barber-Lomax became very friendly with the president of the Pratt & Whitney Aero Engine Corporation, and missed by a week going with him and Jim Clark to the Indianapolis 500 Mile Race!

By now the stable consisted of an MG-J2 (Reg MG 2705, a late 1934 model converted to cycle-type wings) for which the TA had been part-exchanged, an MG-TC and a Triumph TR3A — all garaged with his parents while Martin was in Canada. Returning home at Christmas 1968, he bought an immaculate 1966 MGB (Reg ENA 4D) with 46,000 miles on the odometer; costing £620, it soon received a set of Avon Textiles, Koni dampers, Marchal headlamps, a "sensible" steering-wheel and an electric screen-washer.

By now Martin had got to know Syd Beer, and when he left the rag trade at 21 he decided to really learn about older cars. To this end he bought a straight-eight Daimler hearse, with pre-selector gearbox, P100 headlamps and a tow-bar. It was used to tow back to Bolton a 1932 flat-rad Morris Cowley, a 1934 LG45 Lagonda, a 1948 3½-litre Jaguar drophead and a 1949 Mk VI Bentley.

These were followed by MG-YA, TD, MGA 1500, MGA 1500 coupé, MGA TC, MGC GT and an MGC, the last named (Reg HEW 444F) rebuilt and improved by Malcolm Beer. There were other MGs, too, including three- and five-bearing MGBs, the 1975 "Anniverary" MGB GT (Reg LNB 6P) bought new, and a 1974 MGB GT V8.

In 1983 a new Opel Manta GTE hatchback was purchased, whose soft suspension, and fading brakes prompted the fitting of Koni Sports shock-absorbers and Goodyear NCT tyres. After less than 40,000 miles the paint began to peel, so this Opel was replaced with a seven-month-old Vauxhall Astra SR.

Today Martin Barber-Lomax has a new interest — Morgans! While he is looking forward to getting his restored MG-YB saloon on the road and thinking in terms of a road-going Manta 400 or "works" MGB, his present cars are a 1982 Morgan 4/4 with the Ford Kent-series engine, another 1953 MG-YB saloon, a 1985 1.8 Opel Manta Hatchback, and a 1949 Land-Rover which his brother-in-law in the Highlands will take over when Martin goes back to Canada. On his return he hopes to fit the wide body to his Morgan and run it in some speed hill-climbs.

As you may imagine, it was an interesting lunch, and I was allowed to drive the Morgan (which reminded me of my 4/4 and Plus-4 days) on our way to a delightful Shropshire pub. **WB**



Bringing Up Baby

There's one born every 24 seconds! That is Peugeot Talbot's claim about its precocious baby, the 205, which has been a best-seller from its birth in 1983. Now it comes in every possible variant from the performance end (where there are two choices) through one of the most attractive cabriolets around, down to teetotalling petrol-misers and a powerful diesel which is the nearest thing to an oil-burning sportscar we have yet seen.

Inevitably we lived up to our title in selecting the very fastest (though not the dearest, which is the cabrio) model for this test, the 1.9 GTi. This is the third stage of development for the fuel-injected sports hatch, though not through any shortcomings of the first two. The original 1.6 GTi was right from the start, give or take a few damper settings, and its combination of cheeky looks and useable speed weaned many an envious eye away from the previously unchallenged Golf.

But the better the chassis, the more power is demanded, and Peugeot's 105 bhp soon began to look a little stingy. A temporary answer was to offer a tuning package of cams and exhaust, known as the Plus pack, which squeezed out another 20 horsepower, but the result was a power unit which sacrificed all the flexibility of the basic unit and felt more like a saloon racer, wanting to work flat-out or not at all.

So, a year or so ago, the company introduced a revised 115 bhp specification which retained the healthy torque curve but increased the maximum to 122 mph, with 60 mph on hand in just over eight seconds. Impressive figures; yet parallel development work at Citroën, whose engine range is shared between the two French firms, was about to culminate in the BX GTi 1.9, the remarkably rapid medium saloon.



Currently fashionable red trim livens up the grey plastic facing the driver.

Coincidentally, MOTOR SPORT tested Peugeot's original Plus-packed car at the same time as the Cheetah, a private 205 conversion from Charters of Aldershot, known and praised in these pages in past years for its potent modifications to Sunbeams and Sambas. This too was a 1900cc version of the little Peugeot, produced by mixing and matching from amongst the Citroën parts bins, and it displayed such staggering midrange punch that the tuned factory offering wilted in comparison.

History, so I am told, often repeats itself: the Cheetah Sunbeam was eclipsed by the glorious Sunbeam Lotus, a car I still remember in vivid detail. Raucous and tail-happy, it always seemed to be snarling on opposite lock, even on Hyde Park Corner . . . But to revert to our Gallic subject, the Cheetah 205 was only allowed to bloom briefly before the product planners at Peugeot Talbot agreed that the 1905cc BX engine should also find a home in the little 205 GTi.

As used in the Citroën and the 1.9 Peugeot, the transverse XU9JA engine produces 130 bhp at 6000 rpm. A single overhead cam driven by toothed belt (unlike the chain drive in smaller versions) operates two valves per cylinder in an alloy head. Fuel is controlled by Bosch LE2 Jetronic injection which incorporates fuel cut-off on deceleration, chiming back in at 1600 rpm, and at a maximum of 6900 rpm on acceleration, though it looked more like 7100 on the tach. Transistorised ignition is used.

Although the torque figure is a middling 115 lb ft, the curve is remarkably flat, with nine-tenths of the effort available for more than three-quarters of the rev range. This translates to a particularly flexible power source which pulls firmly in any gear; however, it is not the smoothest four in this class, displaying a degree of roughness absent from, say, Toyota's four-valver in either 1.6 or 2.0-litre guise.

To compensate for the larger diameter tyres, the final drive has been lowered, but first gear is slightly longer. At maximum revs the new top speed is claimed to be some 127 mph, although when we were taking our performance figures we were unable to verify this as the main test track straight was unavailable. Nor could we match the specified 0-60 mph acceleration times: on two separate days our best was "only" a consistent 8.6 seconds, instead of the claimed 7.8.

What did impress was the in-gear performance the 205 turned in: 30-50 mph, 3.6 sec; 50-70, 5.7 sec; even the top-gear surge from 70-90 mph was dispatched in a best of 8.2 seconds. These are figures which would do justice to a big-engined sportscar, and they indicate just what the Peugeot is strong on—

Peugeot 205 GTi 1.9



New 15in wheels, wider rear track, and optional Sport stripes emphasise the aggressive stance of the 1.9 GTi.

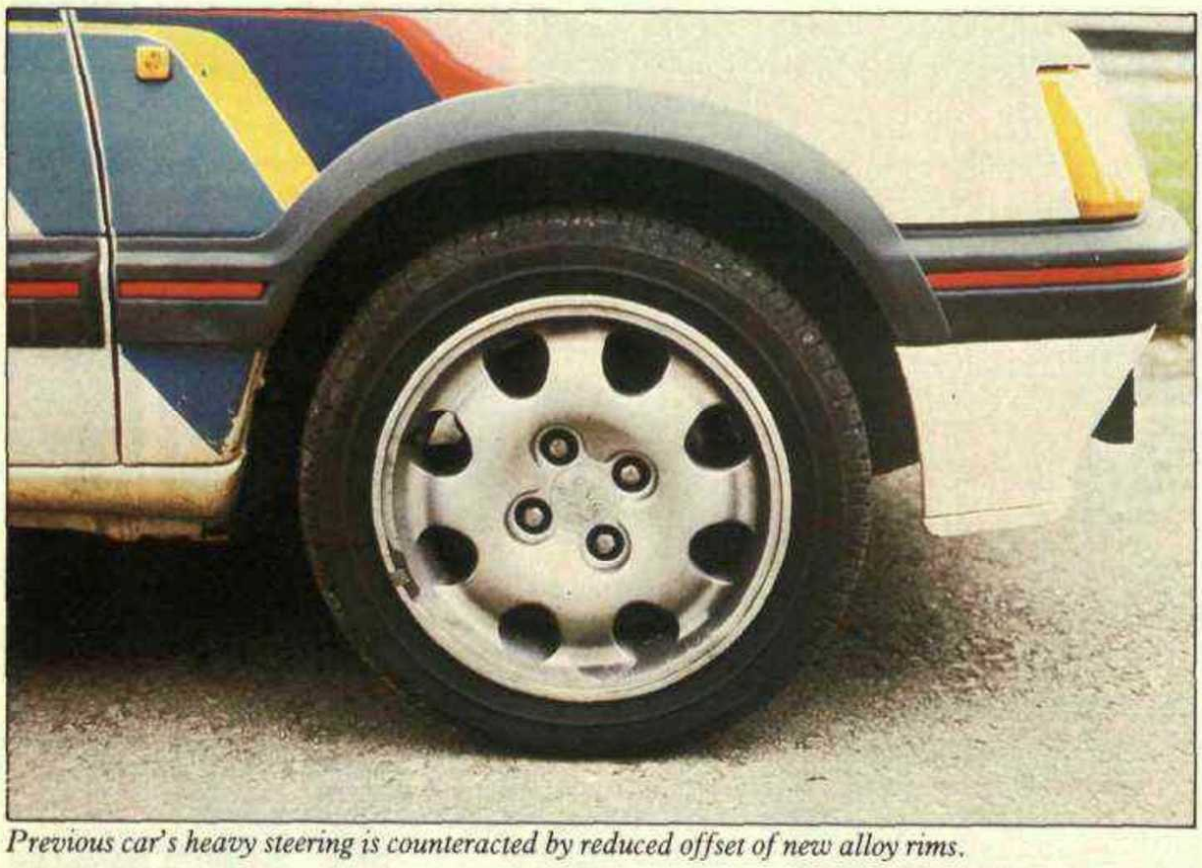
mid-range urge. Overtaking is rapid in fourth and lightning fast in third, giving the little hatch the ability to keep up a good average speed even on busy roads.

Unusually, the lesser of the two GTis has been allowed to remain on the strength, giving the customer all the glamour that the GTi tag conveys while saving over £1250; the 1.9 costs £9695, not in itself bad value considering its extraordinary performance, while the 1.6 looks particularly good at £8445.

The price difference covers more than just the engine: the rear drum brakes found on all other 205s including the 1.6 GTi give way to discs, the suspension is a little harder, both in spring rate and damping, and the wheels grow to 15in, which is almost the only way of telling the two models apart. Yes, the badges say "1.9", but one has to be parked next to it to read them.

In other respects the fastest of the 205 superminis is, not surprisingly, very similar to its brethren: electric windows and locks are included, and while both are supplied with a leather sports steering wheel, the bigger-engined car also gets leather trim on its seats.

After a particularly good run in the 1.6 GTi last year along a wonderful winding and undulating wooded route through Surrey and Hampshire, I was moved to comment to my



Previous car's heavy steering is counteracted by reduced offset of new alloy rims.

passenger that I could not frankly imagine improving my average speed even with a more powerful car, such was the agility and confidence the car inspired. The same feeling returned after pursuing some Leicestershire by-roads in the 1.9, but reinforced by the tighter damping which ties the car down on undulating corners which would have unsettled the earliest version of the GTi.

On the other hand, suspension travel feels as if it has been reduced, and certainly I more than once saw the revs soar as the front end skipped over a brow, and a sudden bump can twitch the back wheels a foot or so sideways. Yet a minor adjustment of the wheel immediately aligns everything again.

In fitting the larger wheels, Peugeot has also countered criticism of excessive steering weight in the 115 bhp models by reducing the offset and installing a new front hub/brake assembly which reduces the track by 10mm. At the same time fitting rear discs has pushed rear track up by 11mm, so there is no loss of stability.

Response to the small steering wheel is very rapid; whether trying to keep down to an officially acceptable rate on the M1 or being funnelled between country hedgerows, the chassis turns almost as quickly as the wheel does, though the set-up is not too light. Indeed, it can need a good heave to wind the car out of a tight parking place, and the wheel twitches oddly approaching full lock, but in general it has all the feel one could wish.

This is not a quiet car, for there is both wind and tyre roar, and the engine makes its efforts obvious with a loud rasp. Yet the effect of this and the lively ride is invigorating rather than tiring, at least over short periods.

Well-spaced ratios complement the flexible engine almost ideally, although second is perhaps a touch high for city corners; a little jerkiness in the test car's throttle pedal at low revs often had me selecting first, which itself is higher than before. Yet the change itself is quite astonishingly light, and possibly the quickest I have ever used, better even than that of the Maserati Biturbo. It is possible to flick the short lever without thinking into any ratio with the merest touch on the accelerator. Fifth to third, or second to fourth, no need to pause for the syncromesh, the box will swap cogs as fast as you can move the lever. With such slick shifts as this, heeling and toeing is not really needed, though of course it does serve to smooth out the braking.

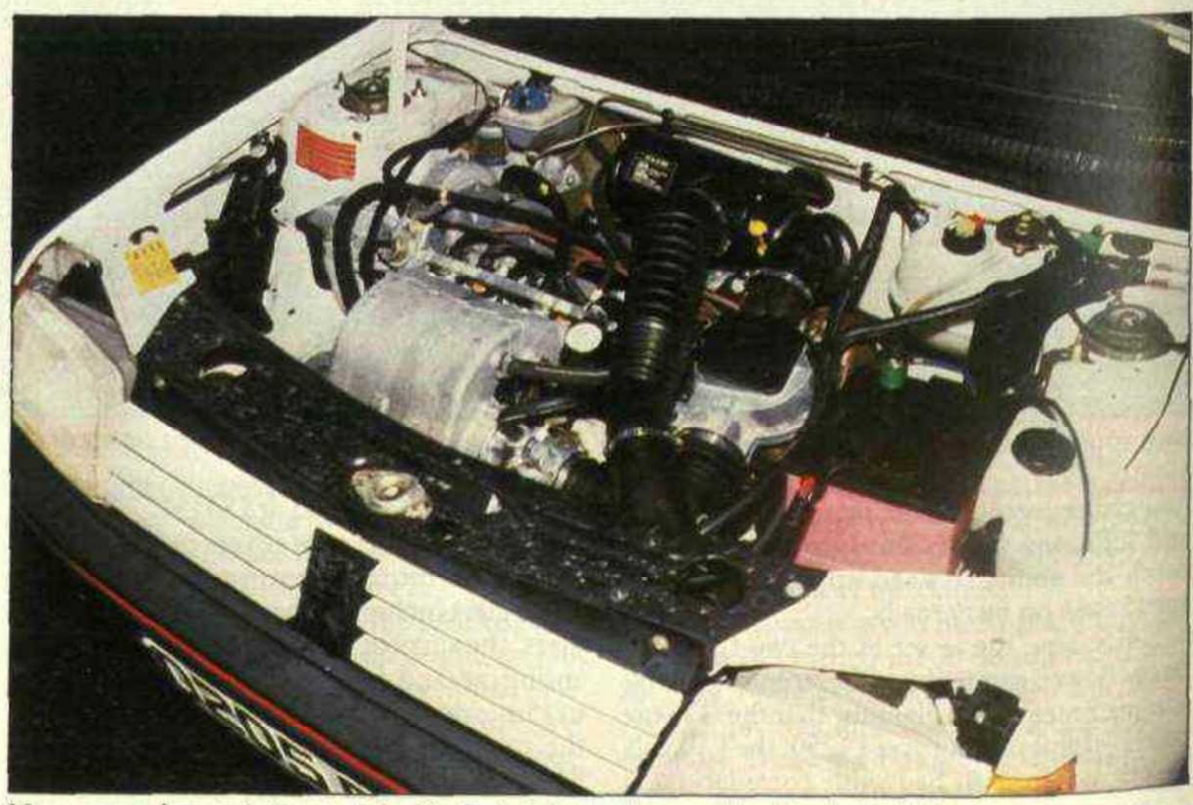
Pedal effort is reasonable, and the car stops very straight despite its short wheelbase, but the brakes get rather soft quite quickly in rapid driving.

Grey plastic is the dominant note inside, with a compact group of dials all visible through the wheel: the usual speedometer and rev-counter are split by a vertical bank of warning lights, with not only fuel and water dials but also oil temperature and pressure outside these. In the central section is a neat group of heat/vent sliders together with a clock the driver cannot see and an ashtray which pops open every time one adjusts the fan. The ventilation is not very flexible or effective. In front of the gear lever with its leather gaiter is a cubby-hole, which would be handy if only its contents did not fall out every time the car accelerates.

Red stitching adorns the cloth and leather seats, which lift forward to give very good access to the rear, although naturally the space thus revealed is hardly luxurious. But with the seats folded I managed to get a full-size bicycle in the back, minus its front wheel, and still close the hatch.

Settling behind the wheel of the diminutive Pug brings a feeling of purpose: the small wheel is nicely placed, with the gearknob near at hand, and the seat offers a good upright position. Two manually-adjustable door mirrors, though small, give a fine rear view because they are mounted well out; on the other hand, the visor interferes with the interior mirror.

Clutch action is light like everything else about the car; in fact it feels a little tinny, redeemed by the fact that it does not claim to be a luxury saloon, despite its electric windows. Only one extra was fitted to the test car, a sliding glass sunroof which works in an unusual and clever fashion. The sliding panel is of unframed glass with closing strips only on the front three edges. Around the opening below is a hollow rubber seal which is evacuated by a small piston whenever the



Not a supercharger in front of the block, but the intake trunking for the fuel injection.

Peugeot 205 GTi 1.9

Model: Peugeot 205 GTi 1.9.
Maker: Peugeot Talbot.
Type: Three-door sports hatchback.
Engine: Transverse four-cylinder, 1905cc (83 × 88mm). Belt driven sohc, 2 valves per cylinder, 9.6:1 cr. Bosch LE2 Jetronic injection, electronic breakerless ignition. Maximum power: 130 bhp at 6000 rpm. Maximum torque: 115 lb ft at 4750 rpm.
Transmission: Front wheel drive, five-speed manual box.
Suspension: (Front): MacPherson strut, antiroll bar. (Rear): trailing arms, transverse torsion bars, horizontal dampers.
Steering: Rack and pinion.
Brakes: Servo-assisted. (Front): 9.7in ventilated discs. (Rear): 9.7in solid discs.
Wheels and tyres: 6J15 alloy rims, 185/55 VR15 tyres.
Performance: 0-60 mph: 8.6sec; 30-50 mph: 3.6sec; 50-70 mph; 5.7sec; 70-90 mph: 8.6sec. Maximum speed: 123 mph.
Economy: 27.6 mpg overall.
Price: £9695.

handle is released, retracting and allowing the glass to slide backwards. Once the roof is open, the handle is flipped out of the way and air rushes back into the seal, locking the panel in the open position.

For a front-wheel-drive car, this really is an exceptionally well-balanced vehicle. Faster roads with sweeping curves require little effort to keep the car flowing smoothly in fourth and fifth, while tighter terrain needs a bit more work at the wheel to turn the car into each corner. Once settled, with the revs buzzing near their peak, the car's traction counteracts any tendency to run wide, and it will hug the inside kerb with grim determination.

That quick gearchange means that the chassis is not upset by shifting up mid-bend, so the revs can be kept in the highest part of the power band like a rally car when the mood takes one. But even including some of this fast transit the fuel usage was moderate, averaging some 27.6 mpg overall.



Neat glass sunroof slides back to reveal large opening, though wind noise is noticeable.

If this were only a larger car, it would be an outright winner in the hatchback race. For dynamic verve I can think of few cars which would have the legs of it at a comparable price. The two closest rivals in spirit both come from Italy: Fiat's Uno Turbo which is very quick and has full room for four adults, but is not as stable or grippy, and Lancia's Delta Turbo which in 2WD costs a little less at £9250. Certainly the Delta is on the same accelerative plane, but it requires more effort at speed on tight roads than the delightfully eager 205.

France's other contender, the rapid Renault 5 GT Turbo, scores on speed and overall roadholding, but is less forgiving, and to many eyes not as handsome.

And, of course the Peugeot lion is on the crest of the fashion wave just now, something which means a good deal amongst its likely purchasers. French *chic* still counts. **GC**



Front spoiler with its rather "added on" foglamps is well clear of kerb height.



The boot is a decent size; it is the rear seats which are cramped.



Miki Biasion entertained his home crowd with another comfortable victory for Lancia's HF Turbo, winning stages on tarmac as well as gravel.

Neither Cut Nor Dried

The odds in favour of a home win for Lancia in the Sanremo Rally were high. No less than seven four-wheel-drive Deltas were among the first eleven starters in the last-but-one World Championship qualifier of the year — two entered by the factory, two by the Jolly Club, two by the Grifone team and one by French Lancia importer André Chardonnet.

It was no surprise that six of them finished in the top ten, underlining the domination of the Delta which has this year enabled Lancia to win the makes' title with what is now a maximum score of 140 points from seven wins.

But things are by no means cut and dried in the Drivers' Championship. Three of Lancia's wins have been scored by Markku Alén, three by Massimo Biasion, one by Juha Kankkunen. Kankkunen was not entered in the Sanremo Rally, and Alén retired. Biasion emerged the winner, the Italian adding twenty points to his score and moving into the lead, fourteen points ahead of the two Finns who shared second place.

The Lombard RAC Rally, November's final round, will not have changed the manufacturers' situation but the Drivers' Championship certainly hinges on it. After Sanremo, the three Lancia drivers were each poised to become World Champion, but only Alén and Kankkunen were listed to drive in the RAC. Biasion was not, and whether he has become World Champion depends on whether one of his Finnish team-mates succeeded in scoring fifteen points or more from a first or second place.

One cannot talk about the 1987 World Rally Championship without delving a little into Lancia's team strategy to consider the number of occasions on which wins have been contrived by management direction rather than on merit. This is by no means something which has evolved only in recent years, nor is it confined to Lancia, but it has become far more obvious since the Delta became so successful that rallies were being led by two or even three of them: it became possible for the team to choose a winner from within its ranks without risking handing victory to a car of another make.

There are two contrasting views of this situation. One is that drivers are merely employees paid to do as they are told — and

there is a case, after all, for he who pays the piper being entitled to call the tune. The other is that they are taking part in a sport in which the purity and ethics of contest should outweigh any business considerations, commercial affiliations or even personal or patriotic feelings.

Outsiders' views may be one or the other, or they may not be concerned at all, but a driver's view is likely to be somewhere between the two.

If he is told to win, he will naturally do everything in his power to achieve that, for victory is the natural, all-compelling goal in any contest. Besides, the more wins a driver has to his credit, the greater his bargaining power when negotiating his next contract.

But if he is told to deliberately throw away victory in order to let a team-mate win, he will be disgruntled and frustrated, no matter what acceptance he may show outwardly.

Consequently, when a team manager finds himself having to issue a team order to prevent two of his drivers fighting each other and putting both their cars at risk, this can very easily lead to his going further and preselecting his own winner, thereby creating an animosity which he will be powerless to eradicate.

At Sanremo there was no apparent manipulation of results and Massimo Biasion won fairly and squarely, team-mate Alén having a spot of trouble and eventually retiring when he put his car off the road.

But things have not been as clear-cut as that all the year. In Monte Carlo in January Kankkunen, recruited as reigning World Champion by Lancia after Peugeot pulled out of championship rallying, had what must have been a bitter initiation to the Italian team when he was told to slow down on the final special stage to let Biasion win. He has said nothing publicly against his team since then, but that loss of a win which was rightfully his must have rankled, and the outcome of the RAC Rally could be very interesting indeed.

We now come to the point where we stick our neck out by commenting on something which has not yet taken place, knowing that the comment will not be published until after the event has happened. If we are wide of the mark, we will humbly eat our words.

The Sanremo result, as we have said, placed the three Lancia drivers in line for the world title, but their team's allocation of events for this year was seven per driver, and since Biasion has already competed in seven, only Alén and Kankkunen have been entered in the RAC Rally. If neither finishes first or second, Biasion will be World Champion, and an Italian titleholder cannot fail to delight Turin.

If Alén becomes champion, this will also be acceptable to Lancia for he has been loyal to the Fiat-Lancia group for many years and is desperately keen for the title before he retires, which cannot be too many years ahead. Lancia will hardly do anything to prevent his achieving that ambition, so between Biasion and Alén we consider that there will be no favouritism.

Kankkunen, on the other hand, is a newcomer and cannot rate the reciprocated allegiance enjoyed by his team-mates. What then, will be the team orders, if any, should Alén and Kankkunen occupy first and second positions as the rally progresses? And what will be the situation if only one of them is among, or close to being among, the leading two?

Our feeling is that if Alén is able to snatch the title from Biasion he will be allowed to do so, but if Kankkunen looks like taking it, the situation could be somewhat different. Without enlarging on that, and having dwelt for long enough on the effect, let's return now to the cause, the Sanremo Rally.

Entries for the Sanremo Rally numbered a healthy 125, although the bulk was made up of privateers — the vast majority from Italy, the odd few from France, Belgium, Austria and



Battered but unbowed, Grifone's privately run Lancia was guided to fifth place by Fabrizio Tabaton.



This damp service-halt sums up Renault's miserable Sanremo, although Ragnotti led briefly.

Germany, and two from Britain. The five leading Lancia Deltas not actually entered by the factory were driven by Fabrizio Tabaton and Paolo Alessandrini (for Grifone), Mikael Ericsson and Alessandro Fiorio (for the Jolly Club and the Totip lottery organisation) and Bruno Saby (for Chardonnet of France). Fiorio, having previously clinched the World Group N Championship has now graduated to a Group A car.

The other works teams were those of Renault, with two R11 Turbos for Jean Ragnotti and François Chatriot; GM Europe, with two Opel Kadett GSIs for Guy Frequelin and Josef Haider; and Skoda, with two 130Ls for Ladislav Krecek and Svatopluk Kvaizer. Ford France had a Sierra Cosworth for Didier Auriol, prepared by Britain's Rally Engineering Developments, which entered a similar car for Jimmy McRae and Ian Grindrod. Also from Britain came an Audi Coupé Quattro driven by David Llewellin and Phil Short, whilst another Quattro was in the hands of Austrian Rudolf Stohl.

The rally took place during the week before the violent storms which hit southern Britain. In the Italian mountains heavy and incessant rain in the days before, and at times during the event itself, caused roads to become awash and brought down boulders, undergrowth and mud. Indeed, there were several minor landslides, and drivers had to temper their notes with caution in case an unexpected rock loomed before them.

Starting and finishing at Sanremo, the 1310-mile route stretched, as before, across almost the whole width of northern Italy, from the Riveria of the Flowers (from which the event's forerunner took its name) across to Chianciano, well to the east of Pisa. It was divided into four main legs, and the groups of special stages (19 on tarmac, 22 on dirt) were separated by the usual long main-road runs.

The dirt road stages were grouped, thus facilitating the suspension changes which have become a feature of the Sanremo Rally, and appeared only in the third leg (all 16 stages) and in the second half of the first (six stages). Three stages were cancelled due to weather-damage of their surfaces, but none due to unruly spectators even though crowds were out in large numbers. Perhaps the rain dampened the usual excitable Italian high spirits.



RED's Sierra-Cosworth ran in third place for some time in the hands of Didier Auriol.

The cancellations, plus the fact that the tarmac stages were generally longer than those on dirt, produced a distance division of 175 miles of tarmac and 156 miles of dirt, which does not sound much when you consider that it was spread over four days, an average of 80-odd competitive miles per day.

From the start the route passed through some famous old Rally of the Flowers territory in the hills immediately behind Sanremo, although all the rough dirt roads have long since been coated with spoilsport tarmac, including the climb from Pigna over the Langen Pass, and that from Carpasio over the Oggia to Borgomaro.

The first tarmac stages were largely wet and slippery, with the result that the Renaults were not so much faster than the Lancias as they might otherwise have been. But quicker they were, and Ragnotti emerged from those stages in the lead by seven seconds from Biasion even though he was without his clutch for some six miles on one stage, a link having broken on his Renault.

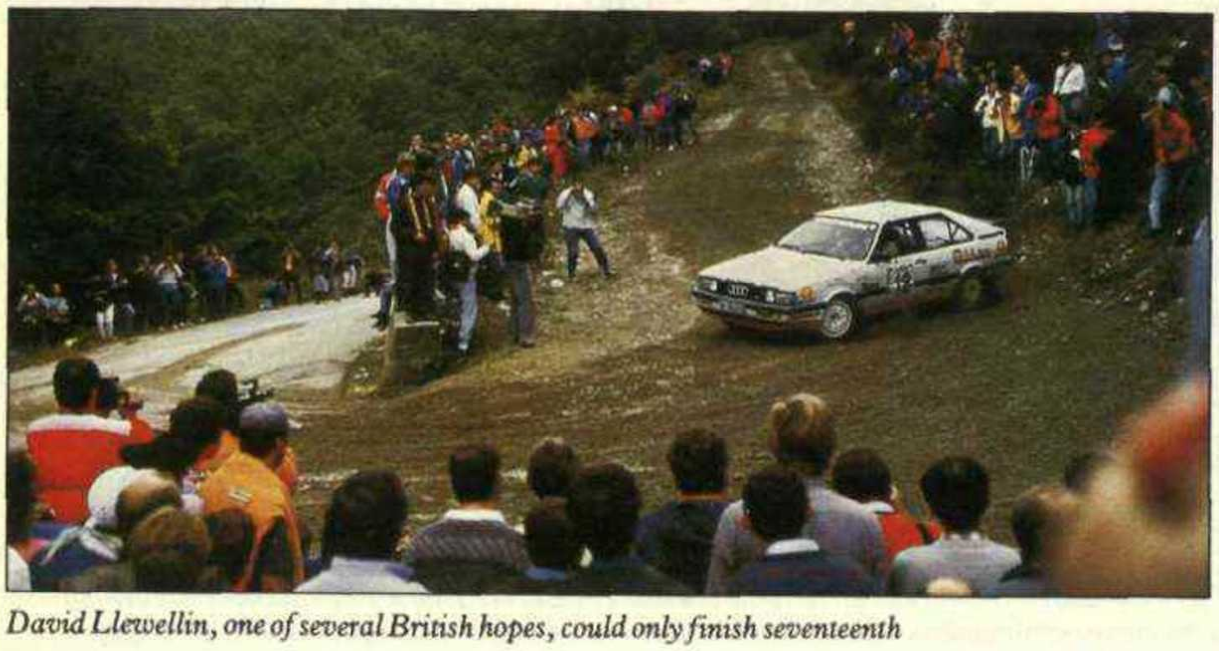
Auriol was third in his Sierra and Frequelin fourth in his Kadett. Alén was down due to a puncture. A disappointing retirement at this early stage was that of McRae whose Sierra expired in a cloud of steam, its cylinder head gasket blown.

After the journey to Livorno and beyond came the dirt stages, made even more slippery by the rain. On the first, it was a Lancia runaway, Alén leading six Deltas to make the best six times ahead of Ragnotti, whose two-wheel drive now really placed him at a distinct disadvantage.

At the end of leg one, Biasion was leading Ragnotti by 1min 50sec, but not all the Lancia drivers were happy. Ericsson complained of a serious lack of power, saying that his practice car had been faster, whilst Alén, even after the end of the leg, was no higher than fifth. Llewellin's Audi was not handling properly and his clutch began slipping badly.

In the second leg Biasion took Alén's place at the head of the queue, and consequently assumed the role of sweeper-up of whatever loose gravel or bits of debris appeared on the road, but he took it all in his stride and stayed firmly in the lead.

Alén's automatic fire-extinguisher was activated by the shock of a jump, the electrical system also going dead at the same time (part of the Lancia's safety system) and he lost time restarting the engine, but Saby had got his Lancia into second place, ahead of Ragnotti, who later dropped further when his intercom stopped working and his power diminished due to a loss of turbocharger pressure.



David Llewellin, one of several British hopes, could only finish seventeenth

Sanremo Rally



GM Euro Sport's Opel Kadett GSIs were sometimes quicker than the Renaults, Guy Frequelin managing sixth place despite handling problems.

As the day progressed the roads became drier, and Auriol was able to move up to third place. Later Alén just edged ahead of him, but the Finn's climb up the field did not last much longer for he crashed on the next stage and was unable to continue.

Auriol regained third place briefly, but dropped to fourth after breaking an output coupling from his differential. The drier roads suited Ragnotti better, but the hills did not and his power disadvantage was more than evident. At the end of the second leg he was not even in the first five.

Llewellin's clutch was replaced during the motorway run at the start of the third leg, as were Auriol's differential and turbocharger. The French Sierra driver lost time with a puncture after hitting a stone, and this, plus a renewed burst by the Renault driver, allowed Ragnotti to get back up to third place. A stone mysteriously smashed Ragnotti's windscreen on a stage when there were no cars in front of him, and Tabaton also emerged from the stage with a cracked screen.

The situation remained unchanged throughout the remainder of the third leg, and even in the fourth the leading group kept their positions. It was most certainly a victory Biasion deserved, but even on such slippery stages, and having by no means a trouble-free rally, Ragnotti demonstrated clearly that the Renault 11 Turbo, despite its two-wheel drive and comparatively low power (only 180 bhp), was not a car to be dismissed lightly.

Last year the stewards disqualified the Peugeots in mid-event, and refused to allow them to continue, after an underside flange, fitted to deflect stones, was assumed to have a beneficial aerodynamic effect. This year the same was said of the Renault's underbody protection, which curved downwards at their rear ends in order to protect the rear brakes and suspensions from stones. But at least the question arose at scrutineering; even though the very same undershields had been used on at least one previous World Championship rally, the team had no alternative but to remove them. **GP**

RESULTS
Sanremo Rally, October 12-15, 1987

1st:	Massimo Biasion (I)/Tiziano Siviero (IF)	Lancia Delta HF 4wd, Gp A	6h 09m 19s
2nd:	Bruno Saby (F)/Jean-François Fauchille (F)	Lancia Delta HF 4wd, Gp A	6h 14m 30s
3rd:	Jean Ragnotti (F)/Pierre Thimonier (F)	Renault 11 Turbo, Gp A	6h 16m 55s
4th:	Didier Auriol (F)/Bernard Occelli (F)	Ford Sierra RS Cosworth, Gp A	6h 18m 13s
5th:	Fabrizio Tabaton (I)/Luciano Tedeschini (I)	Lancia Delta HF 4wd, Gp A	6h 20m 05s
6th:	Guy Frequelin (F)/Didier Breton (F)	Opel Kadett GSI, Gp A	6h 20m 37s
7th:	Alessandro Fiorio (I)/Luigi Pirollo (I)	Lancia Delta HF 4wd, Gp A	6h 22m 15s
8th:	Mikael Eriksson (S)/Claes Billstam (S)	Lancia Delta HF 4wd, Gp A	6h 24m 00s
9th:	Paolo Alessandrini (I)/Alessandro Alessandrini (I)	Lancia Delta HF 4wd, Gp A	6h 29m 53s
10th:	Josef Haider (A)/Jorg Pattermann (A)	Opel Kadett GSI, Gp A	6h 33m 36s

125 starters, 55 finishers

1987 WORLD CHAMPIONSHIP

Drivers (after 12 of 13 rounds)

Massimo Biasion (I)	94
Juha Kankkunen (SF)	80
Markku Alén (SF)	80
Kenneth Eriksson (S)	68
Jean Ragnotti (F)	51
Erwin Weber (D)	44
Hannu Mikkola (SF)	32
Jorge Recalde (RA)	30
Walter Röhrl (D)	27
Per Eklund (S)	25
François Chatriot (F)	22
Timo Salonen (SF)	20
Ingvar Carlsson (S)	20
Bernard Béguin (F)	20
Franz Wittmann (A)	20

69 drivers have scored points

Makes (after 10 of 11 rounds)

Lancia	140
Audi	74
Renault	71
Volkswagen	63
Mazda	52
Ford	45
Toyota	22
BMW	20
Subaru	11
Opel	10
Nissan	9
Fiat	5
Alfa Romeo	1



Garrett and Hare arriving on Madeira Drive, Brighton, on the 1893 5hp Benz Victoria, followed by Roberts' 1903 hp Panhard-Levassor.

Emancipation Celebration

There was a record entry of 418 cars (and tricycles) for this year's annual Veteran Car Run on November 1, sponsored by RAC Motoring Services. All the cars were made before 1905, and 50 of them before the turn of the century.

Your editor had secured for himself a comfortable seat in Mike Hawley's 1904 2.6-litre (12hp) Sunbeam, due to start towards the end of the field, which leaves Hyde Park in groups, more or less in date order. Unfortunately (for him, but not for me) WB fell victim to the Welsh Influenza Epidemic of 1987, and handed me the MOTOR SPORT quill pen over the telephone on the afternoon before the run.



The lure of speed!

The morning of All Saints Day thus found me breakfasting at 6am at the Fleet M3 Services on a sausage which had clearly been up all night, and 90 minutes later I was hopping more or less nimbly over the fence around the enclosure in Hyde Park. It is not yet possible to pass tickets over the telephone.

I was just in time to spot Alan Betteridge's 1903 White Steamer going up in flames like a beige Christmas pudding. Butane had leaked, and when that expired so did the flames, leaving nothing worse than a heavy singe.

A brisk walk up and down the Serpentine Road revealed Colin Crabbe with a Crabbe-sized 1898 Delahaye limousine, Johnnie Thomas with his Rochet Tricycle of the same year, Nigel Bradshaw's 1904 Siddeley three-seater with four people in it as well as a basket of umbrellas (makes more sense then a basket of Euro-currencies on a damp day), Rowe's 1904 Renault Tourer with 20hp and no first gear, and Pittuck's 1904 18hp Napier in original condition — a pleasant change from the National Motor Museum's rather over-restored example whose fund is now more

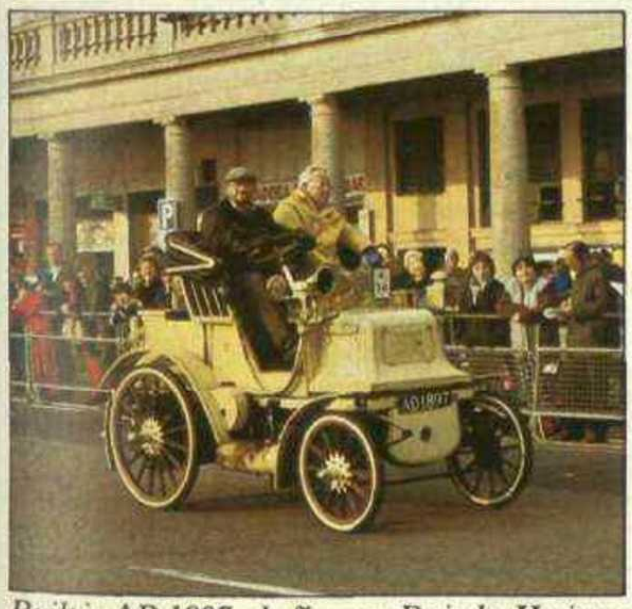


Grossmark's stationary two-cylinder Napier is passed by the Bennetts' 15hp 1904 Panhard-Levassor.

RAC Veteran Car Run



Classic registration and smiling driver — R J Lester and the 1903 De Dion Bouton.



Built in AD 1897, the Jaguar-Daimler Heritage Trust's 10hp Daimler.



All the way from the United States, B G Hon's 1904 60hp Mercedes.

than half-way towards its financial target of £150,000.

The passenger in Bunn's 1904 6½hp Humberette was the Rev Dr Lester Brewster in his clerical uniform, who explained that the run gave him a perfect excuse for dodging his sermon that day.



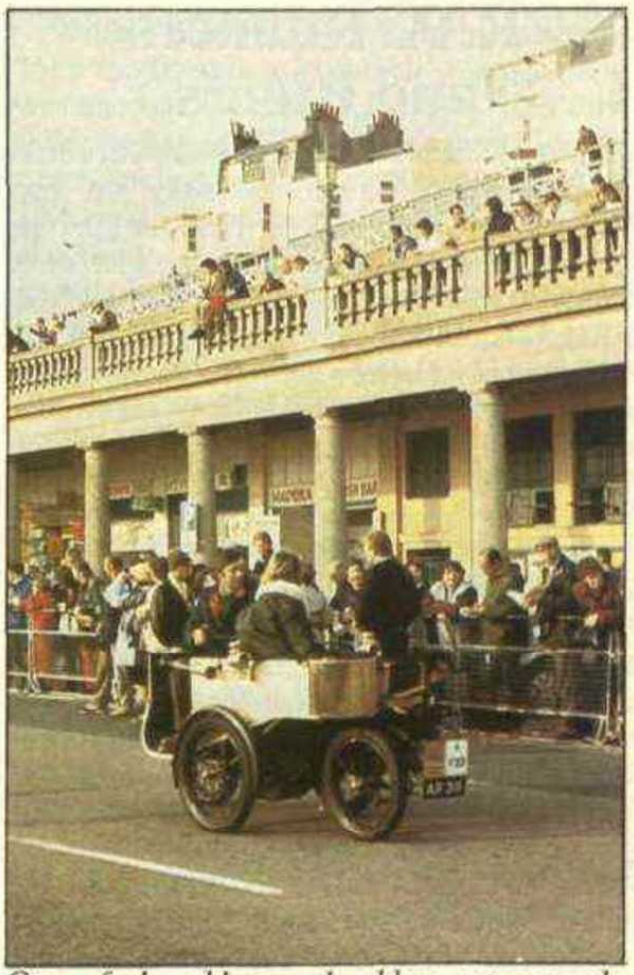
Happiness is . . . a 1903 Clement Talbot in Hyde Park at eight o'clock in the morning.

Joining my hosts at the western end of the line, I found their car was fitted with a commodious tonneau body and four-cylinder engine, now with high-tension ignition. There were Sunbeam oil-bath chains each side which could be heard chattering whenever Mike Hawley used the transmission (foot) brake. This he employed alternately with the push-on side (hand) brake, in order to assist their cooling. The car had first done the Brighton run in 1934, since when the wooden chassis had not been replaced. Mike, who has had the car for 12 years, thought it was probably the original wood.

The well-laden Sunbeam's performance was surprisingly lively as we proceeded over Westminster Bridge at 9am (leaving Councillor Garrett's Gladiator in mechancial trouble in Hyde Park) and out through Brixton, where Smart's 1904 8hp Elmore and Freake's 1904 15hp Panhard-et-Levassor were among those seeking sanctuary near the police station. Creed-Miles' 4½hp Humber Olympia Tandem tricycle had trouble with Brixton Hill, and Carrel's 1894 1½hp Benz Velo had stopped outside Streatham public library. Closed on a Sunday, surely?

As we went on through Croydon and Purley I noticed that the multitude of empty trailers which had made my previous Brighton adventure (some six years earlier) seem like a trailer-race around veteran car chicanes had totally vanished. Apparently they are now heavily frowned-upon. Less happily the tree damage, which had amounted to some 10% in Hyde Park, increased as we went south, so that in Brighton more than half were blown down — a really sorry sight.

After a stop at the Gatwick Penta for a welcome coffee and a bun, we headed south again. Joining the A23 south of Crawley, Mike



One of the oldest and oddest entrants, the Lynam's 1901 Sunbeam Mabley.

missed one of his four gears, arousing the interest of a passing tandem-steerer who remarked as he pedalled off that his mount had 18 gears, all totally silent.

Some nine miles short of Brighton the National Motor Museum's aforementioned Gordon-Bennett Napier, enthusiastically conducted by RAC president Prince Michael of Kent, was spotted parked in a yard, accompanied by its faithful MG Montego with blue clip-on flashing light. There was some fettling going on. There were complaints in some newspapers that the copper in the MG had been cutting people up, but if you are seriously in the royal-protection business you have, I suppose, to remain within spitting-distance of your royal, or there is no point in coming along at all.

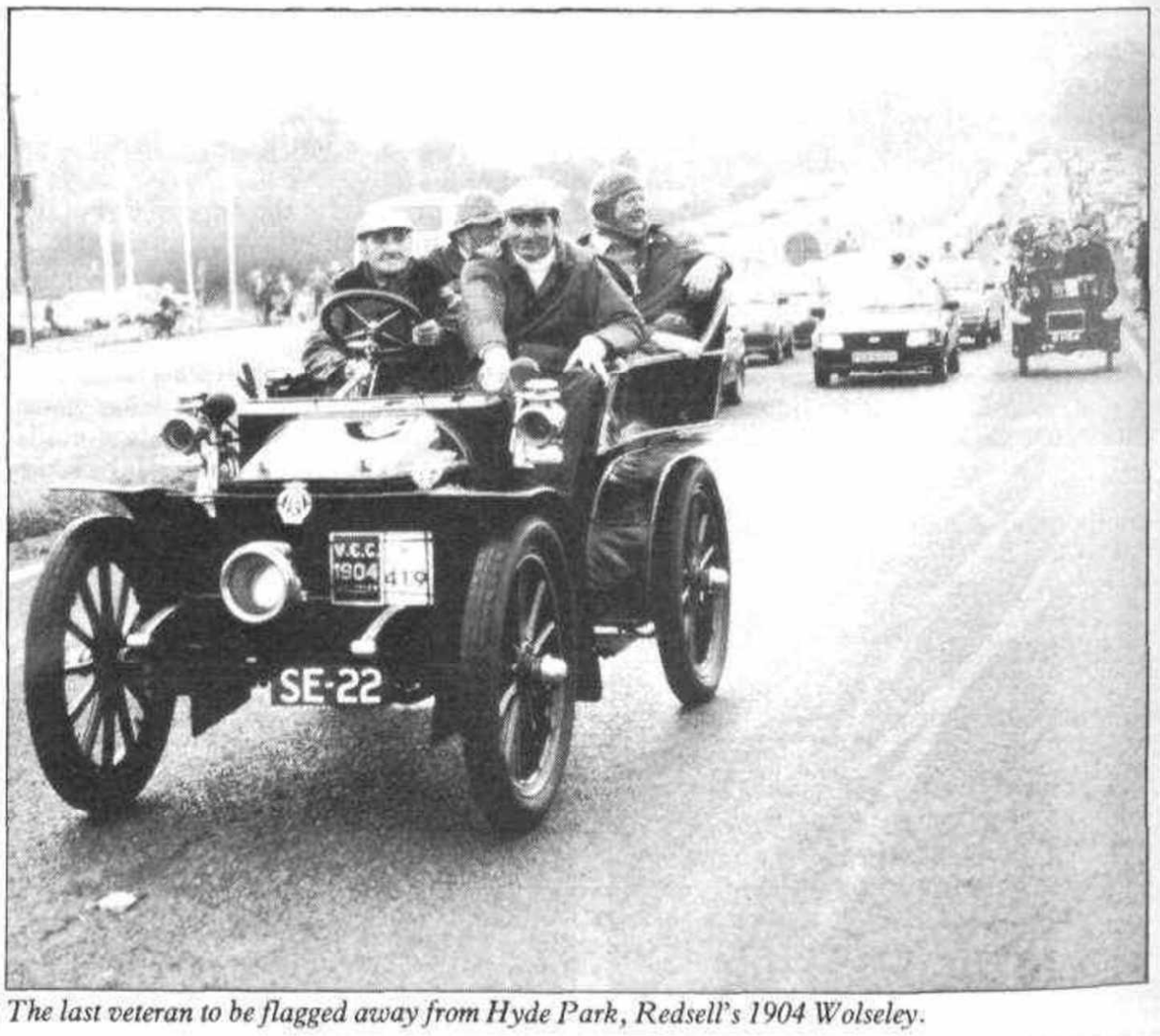
As we drove into Brighton at 12.45pm, we came across Ducker's 1901 Royal Enfield Quadricycle, steaming rather strongly. There was also a large crowd to welcome the participants.

The RAC Motor Sports Association had clearly done an excellent job of organising this event, on the ninety-first anniversary of the removal, in 1896, of the legal requirement to have your locomotive preceded by a person with a red flag to assist passing horses and so on.

Like Guy Fawkes Day and Christmas, the origins of the Emancipation Run are now largely forgotten in the celebrations; but so long as these old cars continue to come out to be exercised in public, rather than left to fester in museums, that will be more than sufficient justification for the ever more popular Brighton Run. **TJT**



Mike Hawley's 2.6-litre Sunbeam carried our correspondent to Brighton. Photo: Tom Threlfall



The last veteran to be flagged away from Hyde Park, Redsell's 1904 Wolseley.

RAC Runners and Riders

Out of a remarkable entry of 418, there were 356 veterans actually on the Veteran Car Run, and of these the first to arrive in Brighton was A Parkinson's 1899 De Dion tricycle. It is rather amusing that the RAC still quotes the first arrival, although in recent times it has frowned on those who get to Brighton too quickly! This time 70 entrants are to be reprimanded for this or other offences.

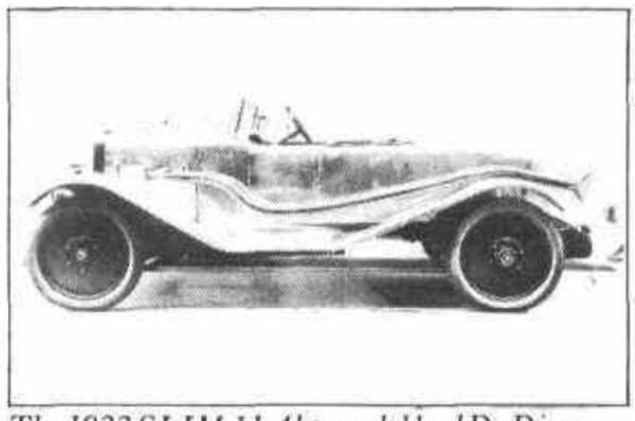
As has become customary, show-biz personalities got publicised rides, Radio Two disc-jockey Ray Moore on a 1904 De Dion getting in 15 minutes before his Radio One counterpart Dave Lee Travis, who rode on Lord Montagu's 1899 Daimler.

The Chief Executive of RAC Motoring Services had to push the 1901 Mors to the finish and Sir John Egan had overheating problems with his 1903 Daimler towards the end. However Ford of Britain Chairman Derek Baron enjoyed a completely trouble-free journey on the 1904 Type-C two-cylinder which is the oldest-known "running" Ford in Europe. **WB**

RAC VETERAN CAR RUN NON-FINISHERS

Dr. Sutton (1894 Santler), R. Taylor (1897 Star), P. Foulkes-Halbard (1898 Orient Express), W. Gobel (1899 Benz), J. Guinness (1899 Clement-Panhard), M. Clough (1899 Marot-Garden), B. Garner (1899 Panhard), F. Horton (1899 Star), D. Harper (1899 Victoria), The Rover Group's 1899 Wolseley, C. Williams (1900 Clement), P. Sweetney (1900 Daimler), J. Atkins (1900 De Dion), J. Mingolla (1900 De Dion), M. Jeal (1900 De Dion Combination), A. Curry (1901 Locomobile), P. Peterson (1901 Osier NN), W. Handcock (1901 Panhard), D. Akehurst (1901 Stonebow), Mrs. Morley (1902 Oldsmobile), P. Rogers (1902 Panhard), M. Landless (1902 Rochet), E. Wakefield (1903 Conrad), P. Tacon (1903 Humber), J. Rees (1903 Humber), R. Klapp (1903 Humberette), G. Greenwood (1903 Humberette), M. Post (1903 Oldsmobile), E. Sharman (1903 Oldsmobile), B. Richardson (1903 Peugeot), Nottingham Museum's 1904 Celer, R. Knight (Darracq), J. Hombsy (1904 Humber), Mrs. Strong (1904 Humberette), P. Watton (1904 Jackson), N. Buckhart (1904 Knox), S. Schotte (1904 Oldsmobile), P. Matcham (1904 Phoenix Trimo), Mrs. Meyer (1904 Rambler), S. Schotte (1904 White).

FORGOTTEN MAKES No 79 The SLIM



The 1922 SLIM 11.4hp model had De Dion rear suspension. (Picture: Quadrant)

A Lean Time

Were it still available today, the SLIM would seem to be an ideal make for those who employ diets and exercise to achieve a slim figure, especially as modern printers render the name without stops! The letters really stand for *Société Lyonnaise de l'Industrie Mechanique et Autos Pilain.*

This company began car production in 1920, and endured until 1929. It might well have appealed to the flappers of the vintage era, with flat chests and absence of waistline beneath their cloche hats. However, there is more to it than that. In mechanical terms the SLIM was a very advanced car.

The first occasion on which British motorists heard of the SLIM would have been when they were wandering round the 1920 London Motor Show, and saw that Perrens and McCracken Ltd had imported one.

There in the White City overflow to this well-supported Show was a 3.8-litre 19/40hp four-cylinder SLIM, and the remarkable thing about it was the use its designer had made of compressed air to cope with the chores facing drivers in those days. On this unusual French car, pneumatics looked after the engine-starting and braking, and even operated the jacking system, blew up the tyres when necessary, and sounded the horn!

This was achieved by having two large compressed-air cylinders mounted towards the rear of the chassis (duplicated for safety), fed by a engine-driven four-cylinder pump. At a time when starters were not always dependable, punctures were rife, and there were problems associated with the operation and proper compensation of front-wheel brakes (with which the SLIM was equipped) by mechanical means, the obsession with pneumatics was understandable.

Moreover, the SLIM had an impressive-looking 90mm × 150mm overhead-camshaft engine, a plate clutch, a unit four-speed gearbox and half-elliptic springing all round. It ran on disc wheels shod with 895 × 130 Michelin tyres and had Bleriot electric lighting. Only a chassis was exhibited at the 1920 Show and no price was quoted. It is interesting that the rear brakes were applied before the front brakes were energised by the ingenious compressed-air system, in conformity with prevailing ideas of adopting FWB cautiously — a lead followed later by Rolls-Royce.

Practical as the SLIM pneumatics may have been, English buyers did not trust them and the make was not at the 1921 London Show. It had, however, appeared at the Paris Salon, with a polished bird's-eye wooden instrument panel. Also, in order to conform to the trend towards positively-driven dynamos, this component was made as part of the propeller shaft — the armature turning with it, the field coils surrounding it.

If the compressed-air 19/40hp SLIM was not over-welcomed, the engineers working on this successor to the Pilain refused to give up and follow conventional paths. By 1922 they had come up with a new 11.4hp SLIM light car, of 65mm × 130mm (1725cc), which had its own unusual features.

For instance, the propshaft-driven dynamo, a large Paris-Rhône component which also acted as the starter, was retained, which may be why a De Dion rear axle was used, to get the gearbox out of the way. There was no propshaft from gearbox to final-drive — more of an extended clutch-shaft. The adoption of this De Dion rear suspension was facilitated by Pilain giving SLIM a licence to use its axle.

This De Dion axle was sprung on a combination of normal semi-elliptic and four quarter-elliptic springs (two each side) arranged as three-quarter elliptics, although normal half-elliptics sufficed at the front. There was again four-wheel braking, now cable operated, but possessing ingenious adjustments for the shoes in the front drums, a vernier setting for the cam-lever, a means of taking up the cables, and a left-and-right adjustment at the pedal. The lever applied cast-iron shoes in steel brake drums on the back wheels, and the pedal operated on all four wheels via the same rear shoes.

The engine was also unusual, for although it was of push-rod ohv type there were two camshafts, one on each side down in the crankcase, with tappet adjustment at the base of the push-rods and rocker actuation of very small vertical overhead valves — four per cylinder. So here was an early sixteen-valve engine with valve-gear not unlike that of Riley and Dorman; except that the valves were not inclined to provide hemi-heads. One push rod served a pair of valves. The SLIM engine was also unusual for a small power unit in having pump-cooling, the pump being driven from an extension of the magneto shaft.

LC Engine and Supplies Ltd of Westminster had now taken over the gamble of selling SLIMs in this country, pricing the new 11.4hp chassis at £550. Advanced it was, but the owner had to oil the valve-gear periodically by hand, for which holes with feed-pipes were provided in the valve cover.

For 1923 the engine was given a 3mm-larger bore, making the swept volume 1888cc; later a 2.3-litre sixteen-valve model and a 80-bore 2.6-litre were introduced. The new concessionaires had a real try, showing two chassis and a two-seater at White City in 1922; they asked £515 for the 11.9 chassis, £675 for the 15hp, and a rather high £600 for the two-seater light car. The slogan was "Four" — four cylinders, speeds, valves and brakes.

The SLIM was at Olympia in 1923, when LCE exhibited a purple touring body on the 12hp 57 mph chassis. In keeping with the trend to have a sports model in the catalogue, there was also an Albany boat-tailed three-seater with flared mudguards on the 2.4-litre chassis; 70 mph was claimed from the tuned engine, but were there any takers, at £725?

Nevertheless, there *were* British customers, who became very fond of their SLIMs. For example, a Mr Farquharson purchased a 12hp model at the 1922 Show, drove it 23,000 miles and then bought a 15hp model at the 1923 Show after trying the six other cars on his shortlist. The smaller SLIM had excellent 4WB and was able to get down River Hill in Sevenoaks in Christmas snow when 30 or 40 other cars and lorries could not. The car gave 28 mpg in traffic, and the only trouble was a broken front spring. The unusual dynamo was especially efficient. As with other French cars, third gear had to be used quite frequently, but less so on the 15hp version.

Another owner of a 12hp model agreed that the springing was too lively, but this was cured when Hartford shock-absorbers were fitted on later cars. He obtained 62 mph and 32 mpg.

Wilfred Boilton, who had invested in a 15hp model with a 25 cwt all-weather body, was another satisfied SLIMmer. After 7000 miles he had just had his first puncture, the tyres looking good for 11,000 miles. He got 24.5 mpg on hard going in Scotland, 26 mpg elsewhere, and 50-70 mph in top gear. He spoke of the very efficient starter and good brakes, those on the front wheels having no effect on the steering, and the special rear springing obviated roll on corners.

The SLIM was exhibited again at Olympia in 1924 in much the same form as before. The enlarged 12hp 1888cc model was designated the 12/40, the chassis price down to £315, and there was a Super-Sports model with twin Solex carburetters, whereas the smaller car had a single Lacharnay unit. Sales were perhaps restricted because only these two chassis were displayed, and it was usually only on much larger cars that clients consulted their coachbuilders.

The SLIM leant towards being a sporting car, and back in 1923 the agents had imported from France a pointed-tail 12hp model with outside exhaust pipe and fan-tail, priced at £750. Alas, in spite of ingenious design, it had all fallen by the wayside long before the depression could be blamed. **WB**

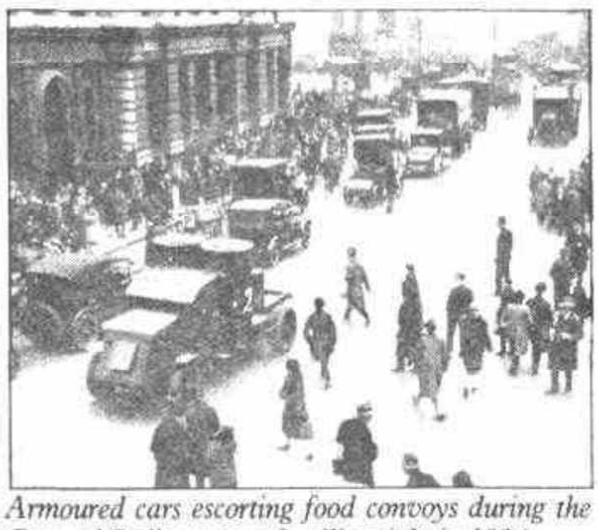
The Roads Of The 1920s

It is so very true that there is nothing much new under the sun, or the moon or the stars, and I was reminded of this when I came upon a note in Owen John's diary, written sixty-one years earlier almost to the day. OJ was pressing for cyclists to pay tax, like motorists have to. He made the point that it would bring in several millions, "a thing by no means to be despised in these hard times".

Now we appear to be back to those hard times, if the media is not misleading us and the Wall Street crash is no myth. These days there are too few bicycle riders, in relation to car drivers, to make collection of a cycle-tax viable, even to help pay for the sensible cycle-tracks which flank many main roads. And if I press the matter too vehemently the CTC will come down on me like a fallen racing cyclist. But that is what OJ was hoping for, back in 1926.

The Olympia Motor Show was coming up, which caused OJ to recall the days of the early Crystal Palace Motor Shows, when you could try out cars in the grounds and there was plenty of space in which to perambulate the halls. Those just back from Motorfair might care to ponder on this. Even I am not so old as to have been to a motor exhibition at the Crystal Palace, although as a boy I went to an Aeronautical Show there, and faintly remember aeroplanes suspended from the glass roof and flying-boats parked on the lakes.

Motor Show time was when many people chose new cars, whether "paper-shopping", with those bulky show numbers of the weekly motor magazines in their hands (how we devoured them as boys, if we could afford the 6d they cost!), or seriously shopping. It was a time to ponder what made a person decide to invest, not in Austins, but in some rare and seldom-encountered make. For instance, the celebrated lady explorer Roseta Forbes had taken delivery of a Waverley saloon (not, I hasten to add, the little £100 job the firm had just announced) and, with no disrespect to that company whose light-cars used to bowl round Brooklands, it was not a car you saw very often on the road, even in 1926.



Armoured cars escorting food convoys during the General Strike were a familiar sight in 1926.

But no doubt she had a good reason for her choice. I have told you previously of how two spinster sisters endured one Olympia Show until their feet began to ache, and then bought an Ariel light-car because their tape-measure told them it would at least fit in their garage—a sound choice, as it happened, for they used it every summer and were still doing so 25 or more years later.

In 1926 Olympia shared prestige with the Paris Salon, though the French show was not then an annual affair. OJ saw the London display as emphasising the future of six-cylinder engines, cellulose painting, high-waisting and covered bodies. But he was not too sure he liked high-waisted bodywork, as seen on the new Riley Nine, fearing that vision might resemble that from an armoured-car (as it did on later, long-bonneted vintage cars with shallow windscreens, which contrasted with the areas of glass we are endowed with today).

He regretted the day Lanchester had forsaken its bonnetless cars with such generous space inside the body; at that 1926 Show the roomiest car he sat in (you know how motor show visitors *will* insist on getting in the cars, although so much more can be decided after a run on the road!) was a Rippon-bodied Rolls-Royce. Closed cars were very much the in-thing, though had the Show been held in springtime OJ thought more visitors might have bought open vehicles. But not in October, when going home was a case for riding inside a bus rather than outside.

Here is a reminder of those spartan times when, with standing room used up in London's buses, the female typists, clerks, and receptionists had to join the men "on top", protected if it were raining only by umbrellas. It was spartan, too, because cars were without heaters. OJ was waiting and hoping for exhaust-gas heating in saloon cars, apparently not having realised that water from the engine cooling system was more suitable for the job . . .

At Olympia OJ had discovered Lanchester were using a wonderful new metal for the bright parts of their cars, which did not require nickel or chromium-plating and which would polish up indefinitely and not rub off. I think it must have been stainless steel; come to think of it, Talbot-Darracq was using it for radiators long before 1926 . . .

It was a period of mounting traffic congestion, as more and more private motorists took to the roads. The RAC was trying to get certain inns to provide meals at 2/6d for car owners, which OJ said he would try; he hoped they would not be set up simply as second-class fare. Today the growing number of "Little Chefs" serve a similar purpose, even if you cannot get beef and pickles or bacon and eggs at that price, and when I saw a Silver Shadow in one of their car-parks the other day, I realised these are now classless, and certainly not second-class, establishments for the quick meal.

In 1926 that was a long way away. Those open-top buses prevailed in London, where I used to ride frequently in majestic, but solid-tyred, Tillings-Stevens petrol-electrics on the No 59 route; in later times I could get back for a high-tea on a No 49 (routes at right-angles, as it were) from the motor racing at Crystal Palace, when my A7 was out-of-sorts.

OJ also noted that wireless was improving apace, presumably meaning as car-radio. I recall amateurs making crystal-sets, if they were as impoverished as I was (I made two, one of which would pull in 2LO some 40 miles from London, but it was a toss-up whether to use a variometer or a sliding-coil tuner, as one read the weekly newspaper *Wireless Pictorial*, and tried desperately to understand the more technical monthly *Modern Radio*, as deep as the articles in *The Automobile Engineer* of those days) or one-valve or multi-valve receivers, if they were better off. The ultimate, I remember, was to be able to get America on a frame indoor-aerial . . .

After looking round the Show OJ remarked that cars were beginning to all appear alike, but that he did not care for mascots, especially comic ones, as a means of making them more individual; I do not care to contemplate what he would have thought of the "dangling dollies" with which some folk try to inject

Registrations

In reply to our correspondent Colin Ward (*Letters*, MOTOR SPORT, October 1987), Harry Edwards, well-known historian of the Morris Register, confirms that registration letters were originally allocated on the population within the catchment areas of County Councils. Thus London got A, Lancashire B, the West Riding of Yorkshire C, and so on down to Y for Somerset. He is hoping to write a book about pioneer motoring in Essex (F-registration) and would like to hear from anyone with pictures of such cars, motorcycles or commercial vehicles, or anecdotes about them and their owners. His address is Wellwood Farm, Lower Stock Road, West Hanningfield, Near Chelmsford, Essex CM2 8UY. **WB**

some individuality into their modern cars. Rolls-Royce people will probably never read this column again when I tell them OJ did not even consider the Rolls-Royce mascot (which he called "the angel") to look exactly right, although he confessed to much admiring "the solid grandeur of the Hispano Suiza stork".

As 1926 ran its course, OJ went off in a 16hp six-cylinder AC at the invitation of S F Edge. It was regarded as quite another type of car to the Nippy Nine and 16/50 Rovers which OJ owned. Told to do his worst with it and present his criticisms (a brave thing to do, for Edge was sure to counteract them), our amateur tester seems to have taken the line of least resistance by saying of this two-seater AC that all his objections had already been rectified in the latest edition!

He confessed to finding the AC Six economical with petrol and oil, quick up hills of a severity that once called for finding an alternative route, and enjoyable to drive at 60 mph. The low weight of this 16/40hp car gave not only good acceleration but less for the brakes to do, and OJ experienced but one skid, when he foolishly stood on the pedal after overshooting a turning off the Bath Road.

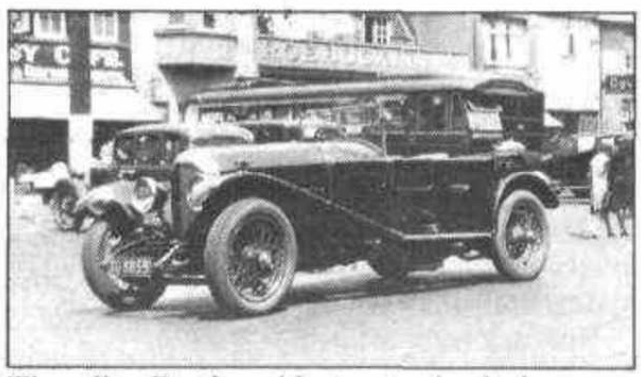
Into a tearing south-westerly gale across Salisbury Plain, the AC and the wind made whistling noises which made the car's occupants wonder what on earth was happening (the only reference which suggests the AC may have been a trifle noisy), and they came back through the New Forest in sweeping rain.

To greet the New Year OJ decided on another Continental tour, all the way to sunny Spain (where he had gone more than 20 years earlier in a big poppet-valve open Daimler). This time he proposed try an 18hp six-cylinder Armstrong Siddeley "to find out if it is really as perfect as everyone who has tried it maintains it to be" . . . **WB**

Bentley v 30/98

Controversy over which was the better car, the Bentley or the 30/98, began almost as soon as these outstanding cars were in customers' hands, and has continued through the vintage years.

I recently came upon a report on the subject by someone who owned both, and compared them after 213 miles over a testing road rising to 9200ft. This was in 1922, so the Vauxhall would have been an E-type side-valve 30/98 and the Bentley a new 3-litre, both with open touring bodies.



Three-litre Bentley with open touring body.

Each car carried two passengers and a considerable quantity of luggage, the owner driving the 30/98 (Reg XF 4500), his wife the Bentley. The overloaded Vauxhall grounded badly only once; the Bentley's heavier springs suited the trip better. It was reported that: "Both cars seemed to enjoy their tasks".

After climbing the first pass the Bentley was boiling; having a small water capacity it was considered undercooled for such work (the average speed was 21 mph) in very hot weather. It boiled away some coolant, but the engine did not seem to suffer and the insulated sump kept the oil cool. Indeed, the engine pulled better, the hotter it became.

Both cars could do 60 mph in third, and another winding pass was taken fast in this gear; the 30/98 occasionally got into top, whereas the higher-geared Bentley was reduced to second gear for some of the hairpins, and more water was added to its radiator. These hairpins called for one reverse at least to get the Vauxhall round, whereas the superior steering-lock of the Bentley spared it this — except at the sharpest corner, when it needed one reverse to two on the Vauxhall's part.

To spare the tyres, corners were not taken fast, but the climb to nearly 7000ft was enjoyable, "the engines straining at the leash, giving out that pleasant deep purr which the rather open exhaust of the sporting car does at small throttle openings." The ascent made a big Hudson steam slightly, although it was lightly laden, and later the road defeated a Maxwell, which had plug trouble . . .

The steep road with its many corners proved well-suited to the Bowden extra-air system, which on descents hissed quietly, preventing the cylinders getting too much lubricant and acting as an efficient brake; but the owner's wife found the going daunting, saying the Bentley had lost compression and would not restart. In fact, unused to a 10.5:1 bottom gear, she had not used sufficient throttle.

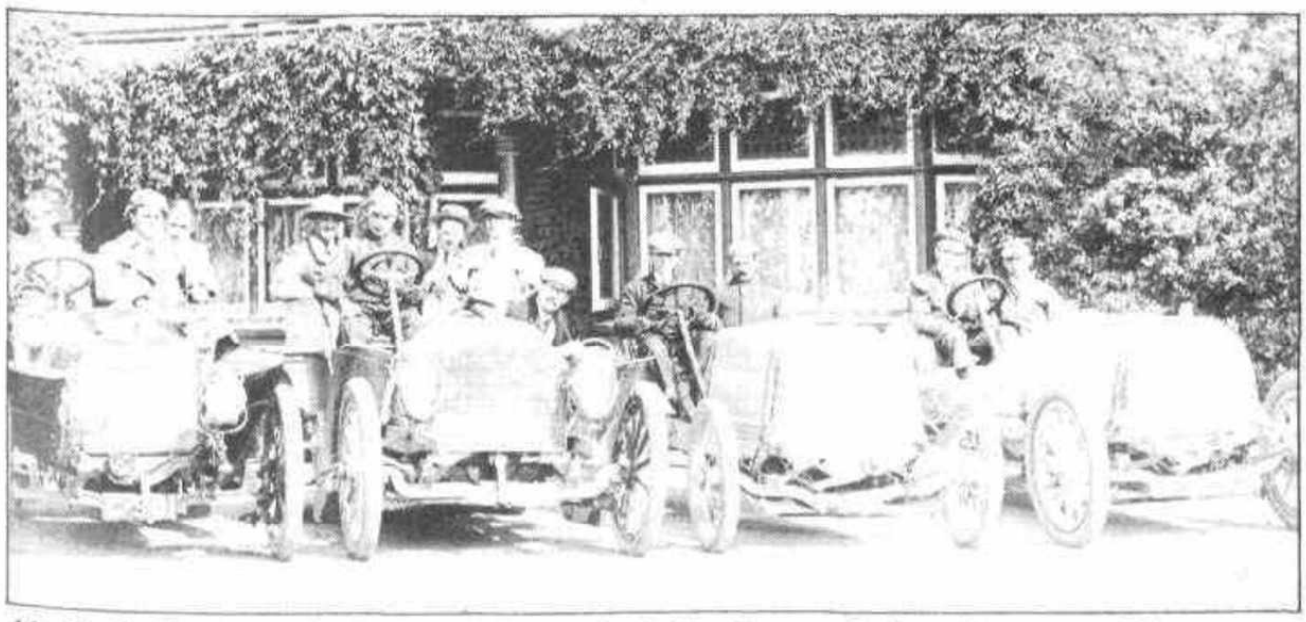
The report quoted the Bentley as having too high a third gear in relation to its top-gear ratio, especially as its second gear was also high. The aforementioned bottom gear was regarded as too high for starting a 3-litre four-seater in really steep terrain.

In contrast, the 30/98's gear ratios were regarded as too low in first, second and reverse, but its third and top gears were regarded as perfect. Only once had the Vauxhall needed first gear, when restarting on a 1-in-3½ Devon hill.

The Vauxhall dented its undershield on a humpback bridge, but accepted top gear on the least winding sections of the final climb, and on the descent the Bentley again rounded hairpins without reversing, whereas the 30/98 made its driver very tired.

The report concluded with a tribute to "the perfect steering, brakes, and general road-holding qualities of both cars, which enabled better average speeds than could be accomplished by an ordinary car, over a route which the owner of these two sporting cars would have disliked driving in any but a first-class chassis." So there! **WB**

Identity Crisis



Mr H Slade of Woodbridge, Suffolk acquired this photograph from the estate of his maternal grandfather in 1932, and he believes it was taken in 1904 or 1905 outside the White Hart by the level-crossing at Blackwater near Camberley. It shows the Guinnesses of Windsor, presumably on the occasion of a "bash" over the Harfordbridge Flats. Can any reader identify the four cars?

Car Stalls

A rise in popularity of autojumbles is suggested by the 40,611 people who attended this year's Beaulieu Autojumble, where there were more than 1500 stalls; just 5000 went to the first such event 21 years ago, with just 90 stalls. Already the 1988 date has been fixed, for September 10-11. **WB**

LETTERS

Competition in F1

Sir,

I detect the suggestion in DSJ's recent article on the relationship between Honda and the Williams team (MOTOR SPORT, October 1987) that a *sponsor*'s right to apply team orders is pre-eminent over that of the team owner, and also that it increases with the value of the sponsorship.

But ideally, sport is the competition of unequal contestants under equal circumstances and even if, in this less-than-ideal world, different makes of car mean that motor sport cannot ever be pure between teams, then it is a worthy approach towards purity to adopt the general proposition that the faster man should lead his team-mate.

Certainly, there are special circumstances when this should be varied (particularly towards the end of the season), but to prevent the faster driver on the day from defeating his team-mate is as contrived as the deplorable anti-competitive fuel consumption limitations.

It should be remembered that motor racing to Honda is part of promotional and product development "mixes". To the motor racing team, it is the focus — the central substance of their enterprise and, thankfully, at least one team understands that competition is what gives motor racing its spectator appeal; and in the long run, it is the spectator who pays the bills. *Competitive* motor racing is supported by spectators who buy the sponsor's products; high-powered processions are not.

The alternatives?

1. Watch professional wrestling for scripted results in less time.
2. A Honda GP Team, owned and managed by Honda, with preferential treatment bestowed on the driver of its choice — an Eskimo driver if it helps!
3. *Reductio ad absurdum*, a sponsors' committee meeting before each season to decide the champion. Suppliers of all subsidised parts should be included, of course, and heaven help us all if the garment manufacturer chooses the more photogenic driver against the choice of the brake-pad supplier.

Oh, and Honda will be pleased to know that both Nigel and the Honda brand achieve considerable exposure on this side of the world. The exciting rivalry between the two Williams drivers (which has so chagrined Honda) is what keeps us glued to our sets at 2am. Perhaps Frank Williams knew that all the time!

TREVOR DAVIES
Melbourne, Australia

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Chevell Alvis

Sir,

I was so pleased to read that Dr Pinkerton corrected the error over the Chevell Alvis (KLR 573). It was first advertised with photo in a half-page advert in MOTOR SPORT in early 1954 or 1955. I feel that I know more about the car than any of the owners, apart from Mr Chevell. I have crawled all over and under it at various times.

When originally built it had a modified Speed 20 (2½ litre) Alvis engine with a double capacity oil pump. The chassis was cut and the rear part turned upside down. Pre-war Talbot quarter elliptic springs were fitted at the rear and long rods led back from the rear axle to a Silver Crest all-synchro box to give a mock torque tube effect, (*a la* Bugatti). Because the bellhousing didn't suit, a Sunbeam starter motor was mounted above the gearbox. The steering box also came from that make. Basil Chevell competed with the car, but because of its weight was not too successful, although in 1951 it was competing with Healey Silverstones and Frazer Nashes. There is a photograph of it in Charles Mortimer's book *Racing a Sports Car*.

The 2½ Alvis engine was removed and, incidentally was fitted into a large Daimler saloon in place of the sleeve-valve one. This used to shake many by its take-off from traffic lights, but that's another story.

When war started Alvis converted its 4.3 litre engines to dry sump for use in armoured cars, most going to North Africa. Mr Chevell found one of the only two left in this country and fitted it into the car. This transformed the car and it competed in sprints favourably.

For a few years I lost track of the car until a Dr Pinkerton appeared with it at VSCC events and hillclimbs and was very successful. Sometime later I saw that the car was advertised for sale by Lockhart's of Dunstable. I immediately hared off from London to be told that it had been sold in a deal over a Bugatti to a member of the Marks & Spencer family. As I was leaving a mechanic, obviously seeing my disappointment, came up to me and said: "The new owner's mother has gone to bed and refuses to get up until he has got rid of that car." He also told me that the Half-Way Garage near Reading was checking it over and it might be worth a visit.

At this garage I saw the engine in bits, and all the bearings had gone. Understandably they didn't know about turning on the oil to the dry-sump. They declined my offer but I did see its condition.

The car was then acquired by a Mr Green of Highgate, who was a regular visitor to my local, The Duke in Highgate Hill. He promised me first refusal should he wish to sell. In the meantime I had acquired a 1933 Alvis Speed 20 tourer and a 4.3-litre engine so I set about building my own version, but keeping it entirely Alvis and with a standard body.

On one of the rare occasions when I failed to visit The Duke, Tony Charnock spotted the car outside, went in and promptly bought it. Tony was very successful with the car and at one time had the sports car VSCC record at Prescott hillclimb. I feel sure that no modifications were done to the car since originally built by Chevell: renewed bearings and so on, but nothing to improve its performance.

Perhaps the new owner might like to know my brief history and affection for this car.

JAMES (JOCK) STEPHEN
Auchtertool, Fife

Namedropping

Sir,

Dr Pinkerton writes about the special constructed by Mr Chevell based on a Speed 20 chassis and a 4.3-litre dry sump engine of Alvis design and construction.

This car is without doubt one of the best Alvis specials ever made and I do not agree that it should be called the Chevell Special, ignoring the name of the firm without which it would not exist.

The modern dropping of marque names is a nonsense, so let us not fall into the same trap when dealing with historic vehicles — this car should be known as the Alvis Chevell special.

K R DAY
President, Alvis Owner Club

Buckler Special

Sir,

As a former owner, I responded to the publicity given to the Buckler car register in MOTOR SPORT. Between 1956 and 1958 I owned a Rayner Special Buckler (Reg No CDF 908). This car was prominent on the track in its early days.

As a result of my renewed interest, I would like to trace this vehicle or its last owner. Would any of your readers who have any knowledge of this car — in whole or in parts, mobile or immobile — or just its log book, please contact me?

W G GRIFFITHS
Reading, Berkshire

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

60/60 Vision

Sir,

From time to time you have looked for a proper four-seater car that will do 60 mph and 60 mpg. Have you considered the Suzuki three-cylinder one-litre car? Here in Canada it is marketed as the Suzuki Forza, Pontiac Firefly or Chevrolet Sprint. It comes as a two-door or four-door hatchback and is also available in a turbo version.

We bought a four-door Firefly about a year ago. We have three drivers and three cars in the family, but we all like it the best. It has covered 15,000 miles without a problem. It is great fun to drive, and it has no trouble pulling away at traffic-lights or passing on hills. The car's maximum speed must be well over 80 mph, and it certainly cruises as fast as I care to travel.

Now for the 60 mpg bit. Recently my wife, my son and I, with a large quantity of luggage, made a fast trip to Los Angeles, about 1350 miles each way. We found no difficulty in doing the journeys in two days each because the car is so comfortable and quiet. I carefully recorded fuel inputs and odometer readings and every fill except one gave 60 mpg. The best, for a spell of 360 miles, was 68 mpg. For much of the trip the speed limit was 65 mph and we averaged over 60 mph.

I don't think the three-cylinder Suzuki is available in England yet, but when it is I recommend it to your attention.

J D PEIRSON
Vancouver, Canada

We were impressed with the Suzuki Alto FX we tested in 1984, which gave 51.4 mpg of two-star petrol. **WB**

Helping Hands

Sir,

John Bateman's letter regarding the de Havilland/ATN Special brought back memories of the 1950s, Prescott in particular.

I was walking around the paddock one day and got into conversation with someone I took to be the owner of this special, with its "reinverted" aircraft engine in what he said was a "Q"-type MG chassis.

I asked what it was like to drive. "Don't know", he said, "I've just finished building it and haven't driven it yet". He then asked for a push to start it, but it refused all our efforts to get it to fire.

Then, to my delight, Ken Wharton came over. He raised the piston in the SU carb(s) with one hand, held the throttle wide open with the other and said "push" — it started straight away.

Wharton was at that time record-holder in the 2-litre R4D ERA and was doing an interview for BBC that day.

T A ALLPORT
Buttington, Powys

Tension in the Golf

Sir,

In reply to your reader's letter about balding Golf GTi drivers (MOTOR SPORT, October 1987), I offer the following comments and advice.

I too have suffered hair loss whilst driving GTis, and the acquisition of a 16V model has worsened matters, despite an attempt to allay the problem by registering the vehicle in the wife's name (luckily, she has shown no ill effects yet). Clearly the problem is associated with driving rather than ownership.

I suggest baldness is merely an evolutionary process to reduce wind resistance whilst travelling "supertunically" (over 100) with the sun-roof open. As such, the purchase of a ("Buy More Wigs") BMW would be unlikely to help, but would demonstrate sufficient affluence to cure the problem artificially.

Alternatively, a transit van (over-cab box type) might provide the necessary protection from wind-drag and worryingly high performance.

TIM MATTOCKS
Biggleswade, Bedfordshire

Dorman in Use

Sir,

The inclined-valve push-rod Dorman engine you mention in *Riley versus Dorman* (MOTOR SPORT, November 1987) was the KNO-type espoused by Palladium for its 60 mph tuned version.

The same unit was employed by Norley Woods of Acton and for a period, by Storey of New Cross, Tonbridge and Clapham Park: the latter later defected to Meadows fours and sixes, however.

MICHAEL WORTHINGTON-WILLIAMS
Newcastle Emlyn, Dyfed

Tackling the Japanese

Sir,

Having witnessed in my lifetime the complete domination by the Japanese of industries such as cameras, televisions, radios, and motorcycles, we are on the verge of seeing them repeating the process not only with road cars, but also with Formula One engines.

There have, here in the USA, been many discussions regarding "protectionist" measures we might take to preserve what industry we have left and to react to their own protectionist measures (they will not buy our abundant rice, for example).

The Japanese here have already taken measures to counteract any protectionism by proudly selling cars such as the Accura, as "produced by American Honda".

How long will it be before Austin Rover becomes "British Honda"?

Solutions? Many who spent the war in the Pacific suggest we should pull out our defense from the area. I happen to agree — if we had all those engineers currently employed in defense working to build consumer-orientated products, I feel sure we would build not only the proverbial mouse-trap better, but some pretty good cars as well.

I can only admire what the Japanese have done and find it fascinating that still, I believe, the highest award available to Japanese industry is the "Demming Award". Demming (an American economist) had in the 1950s an idea nobody would listen to in our countries. The Japanese listened, and look where it got them.

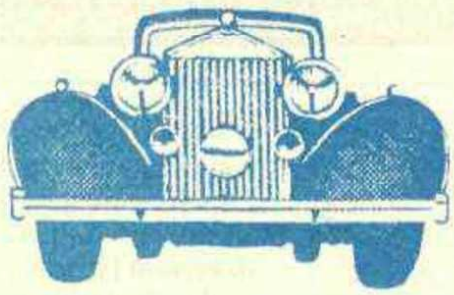
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Tailpiece



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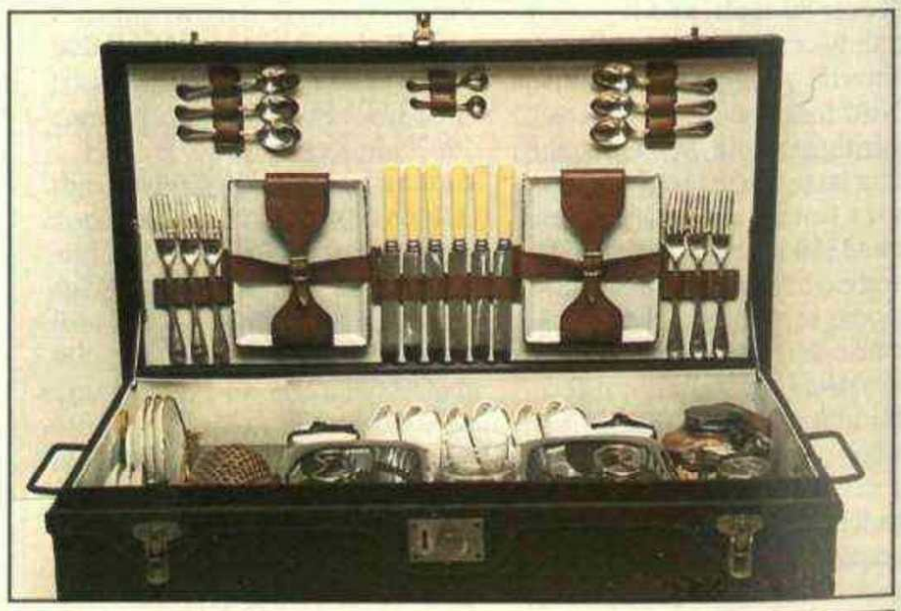
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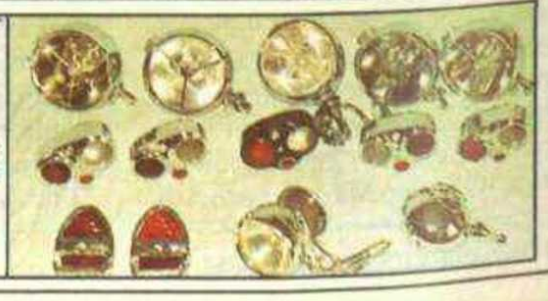














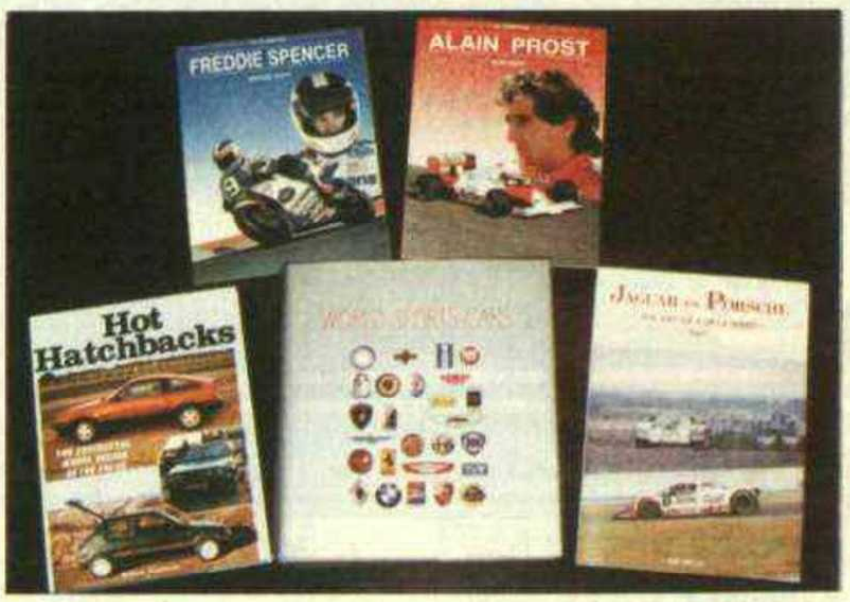
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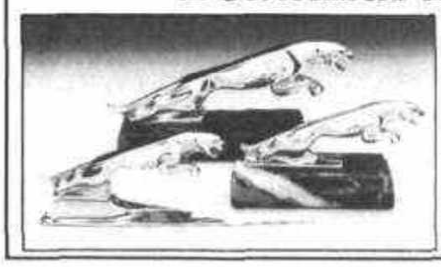
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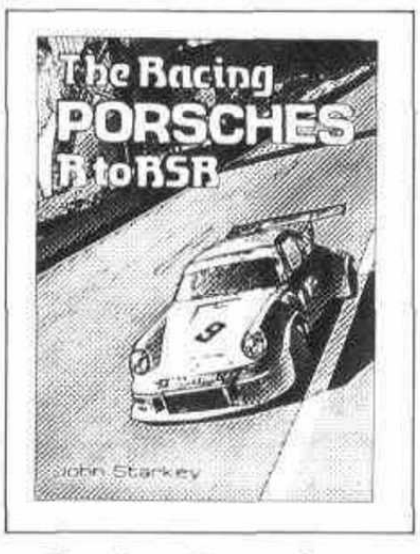
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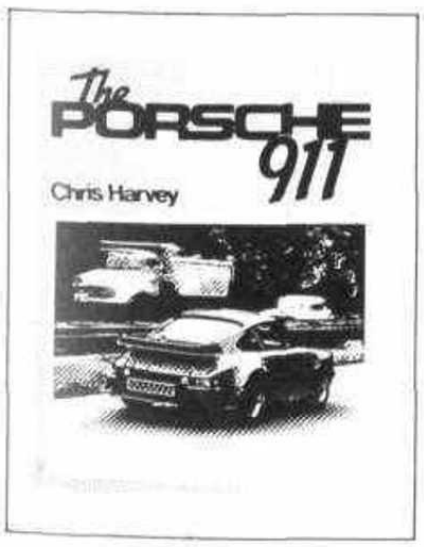
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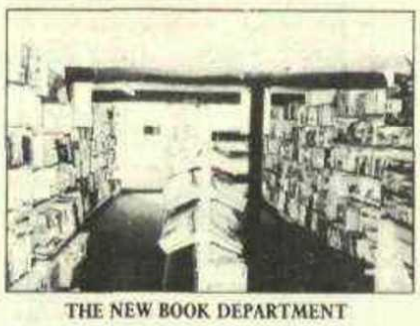
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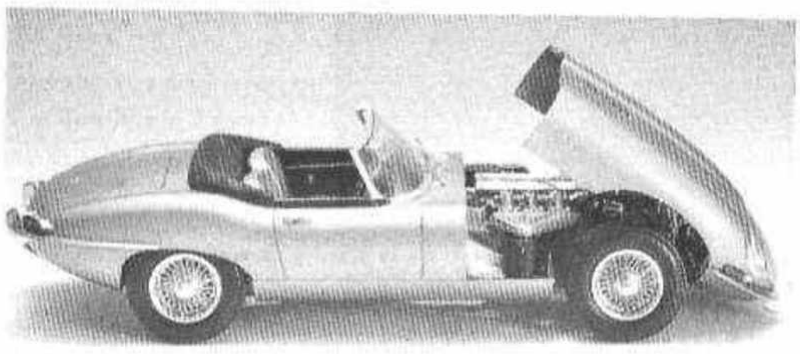
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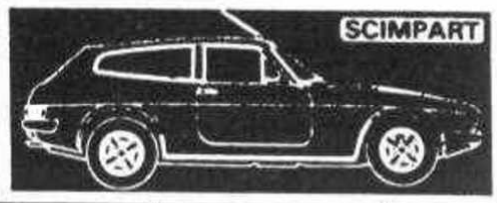
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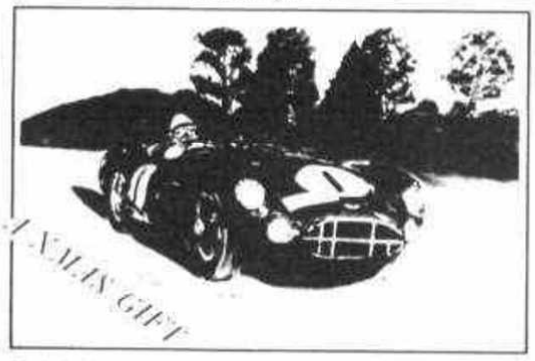
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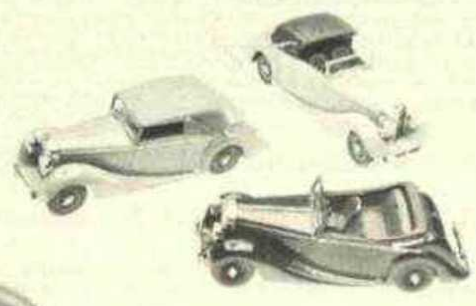


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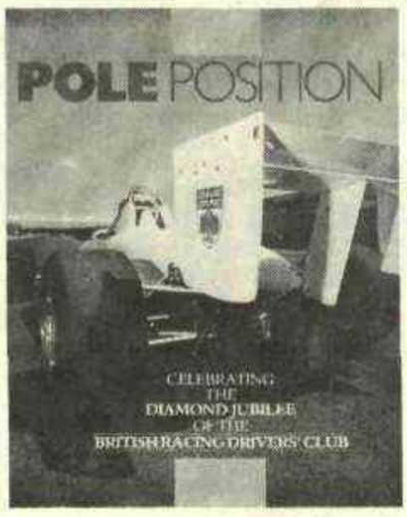
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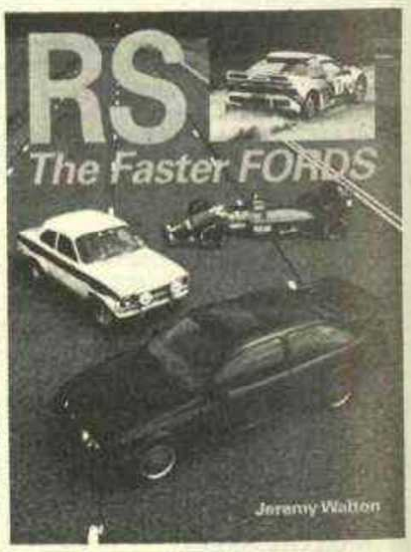
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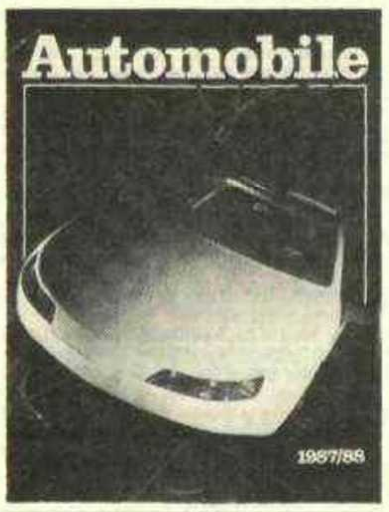
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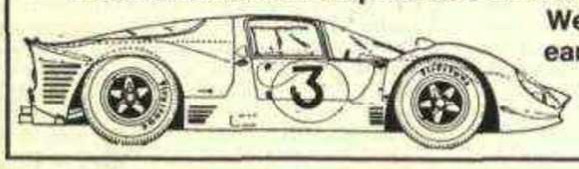


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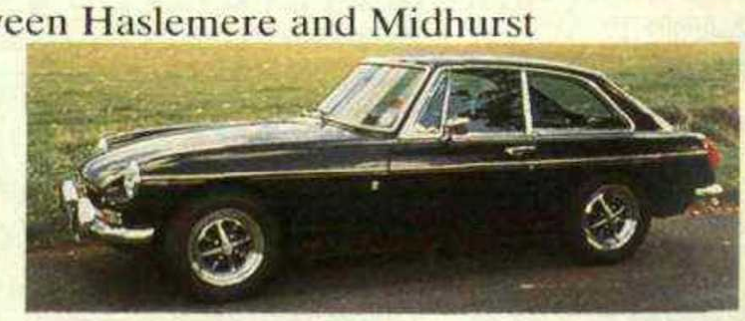
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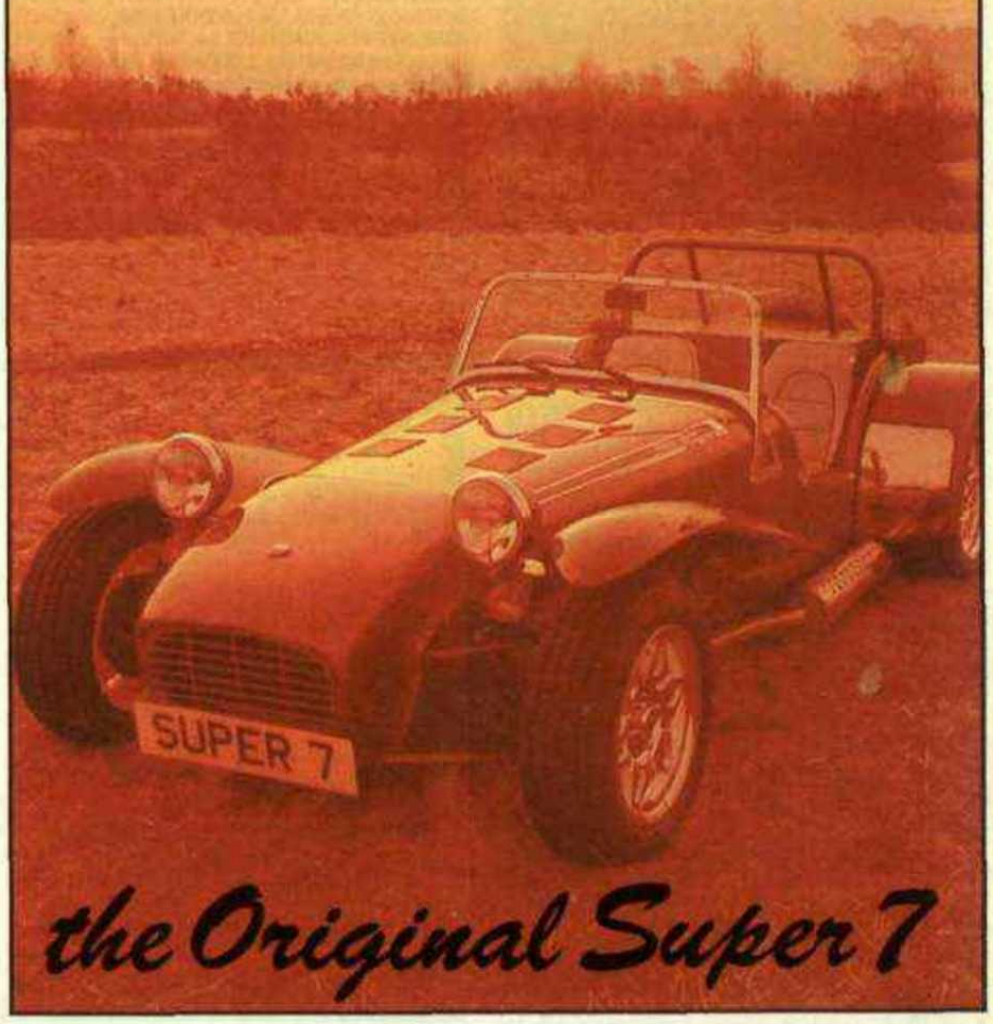
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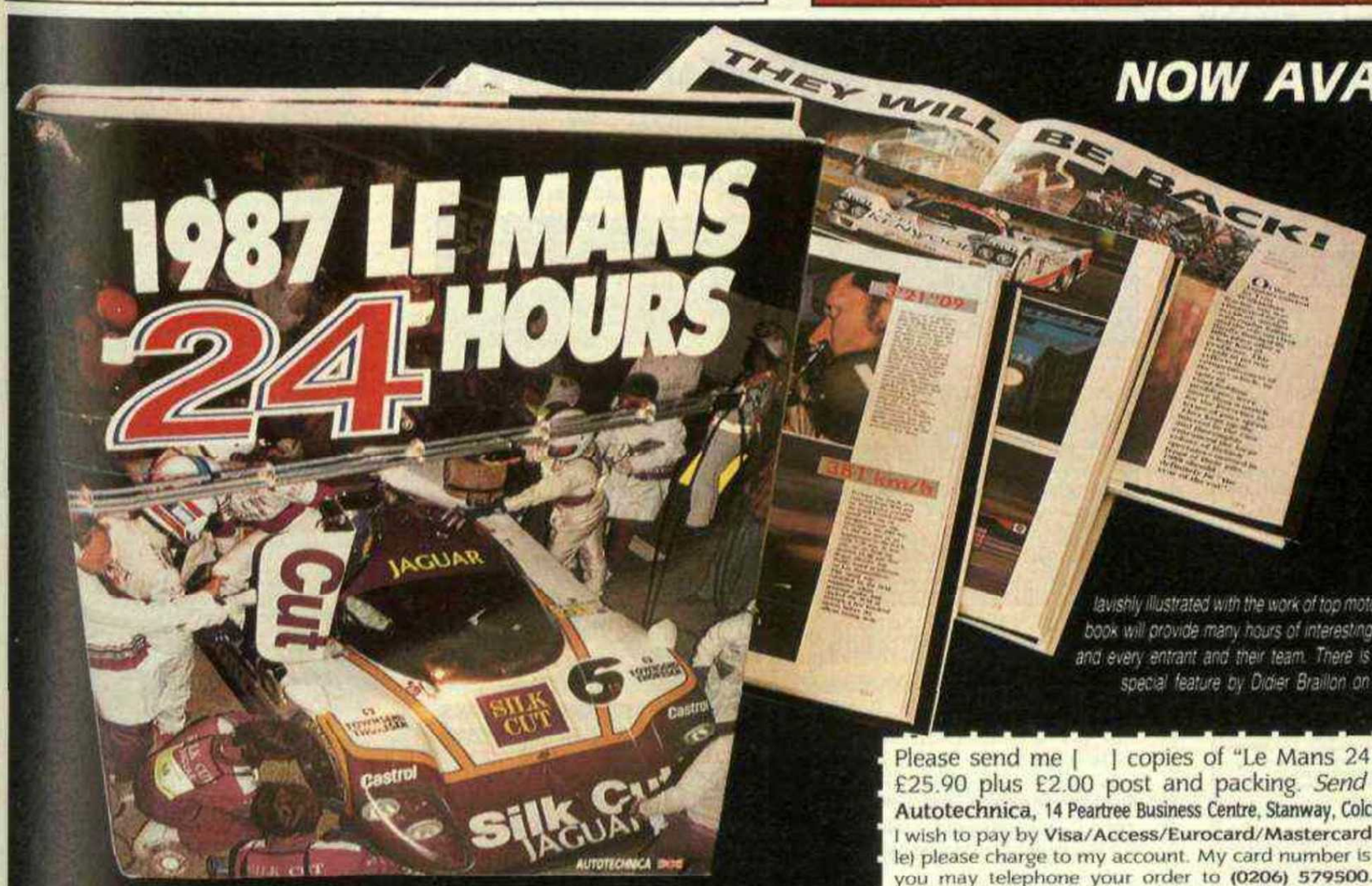
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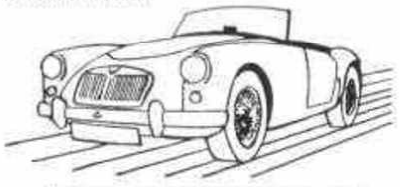
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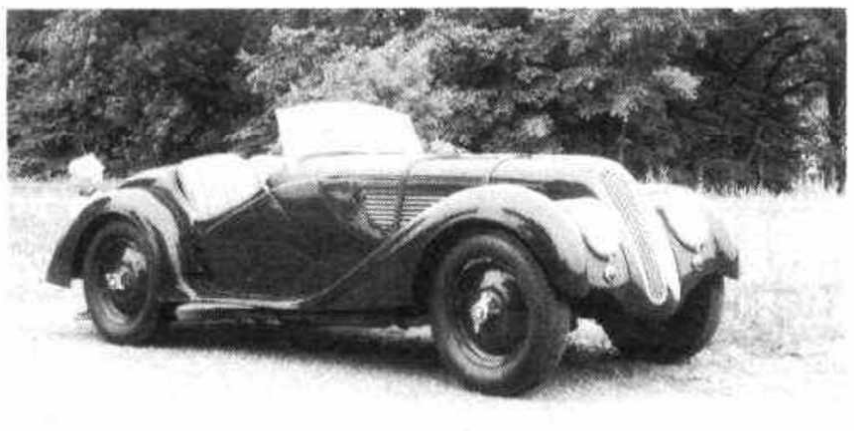
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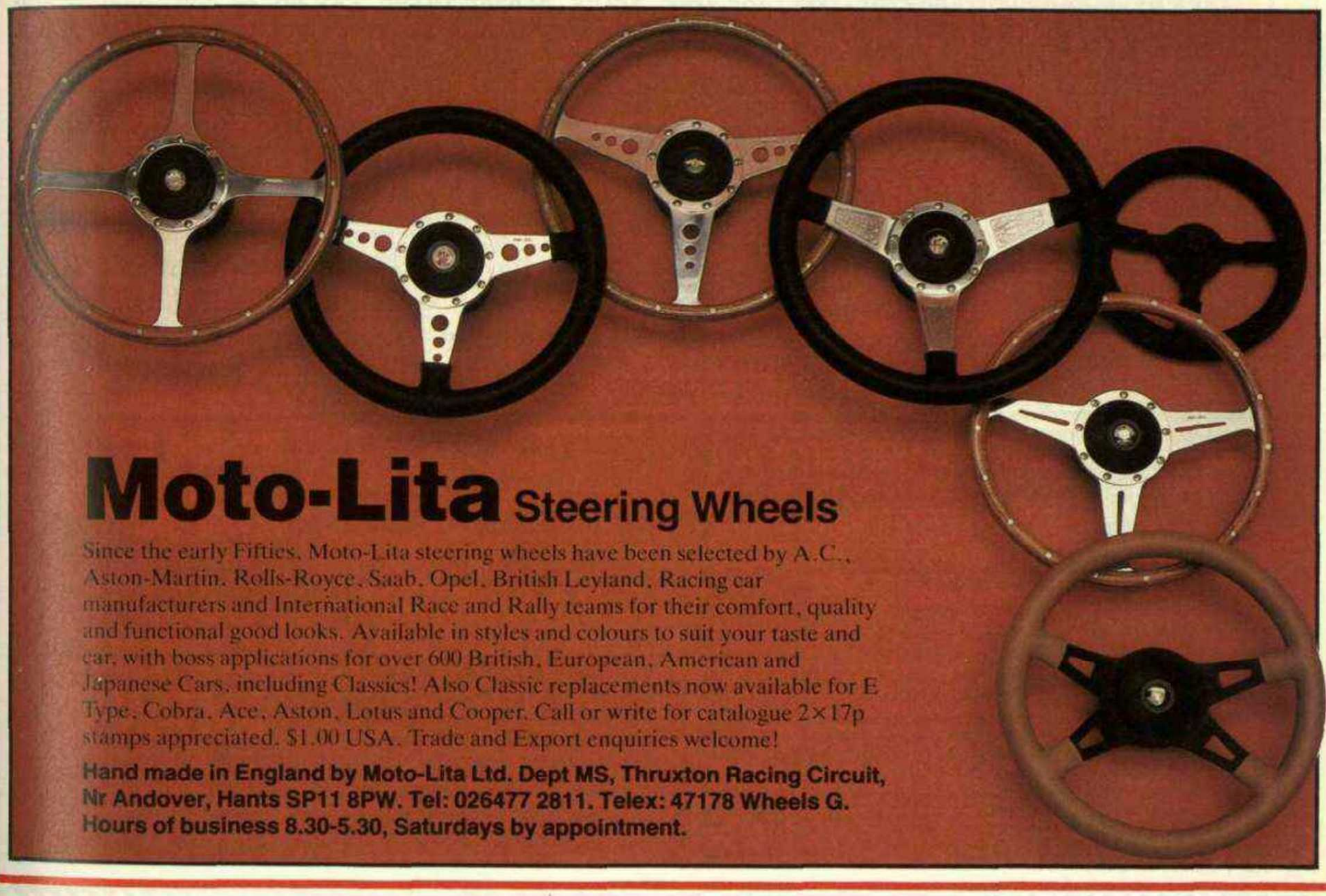
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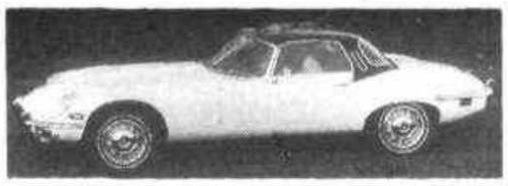
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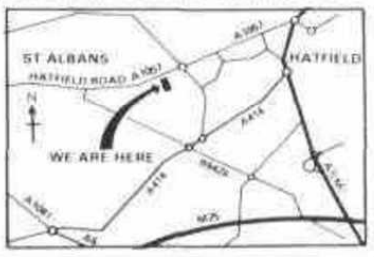
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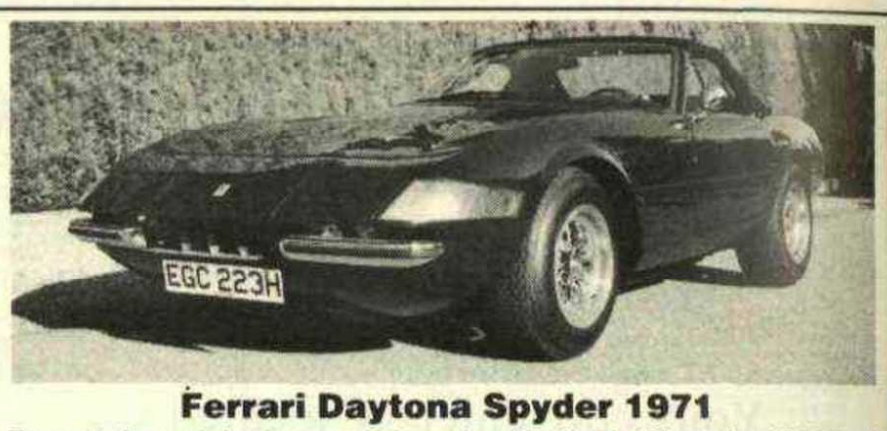
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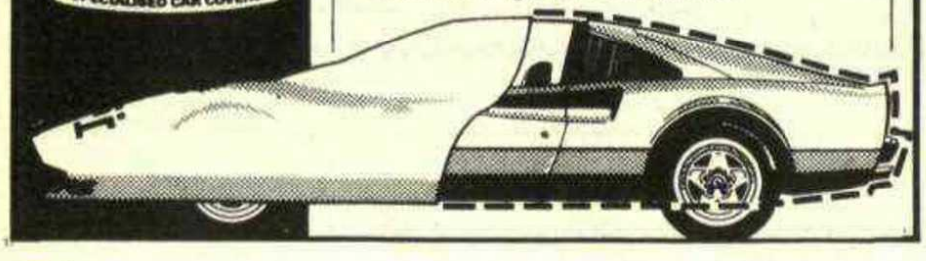
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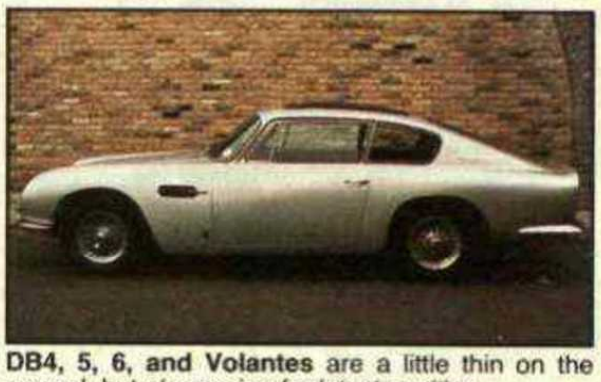
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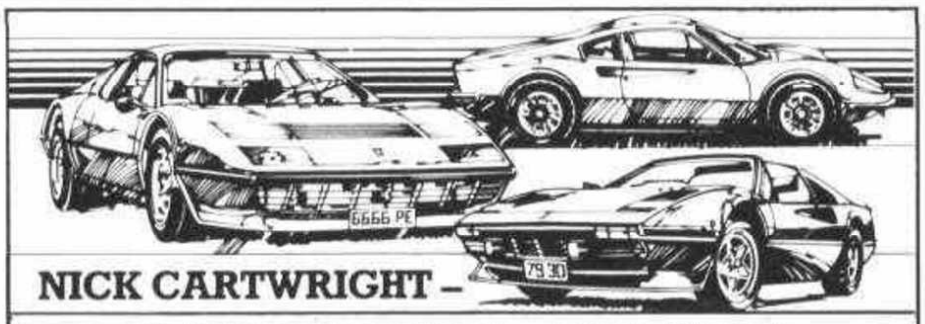
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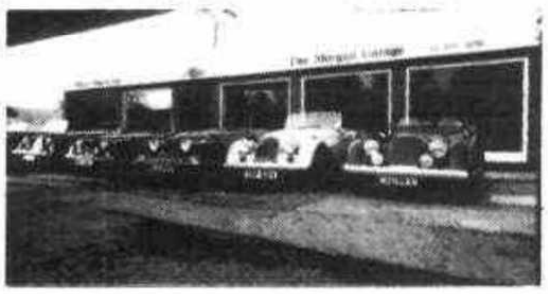
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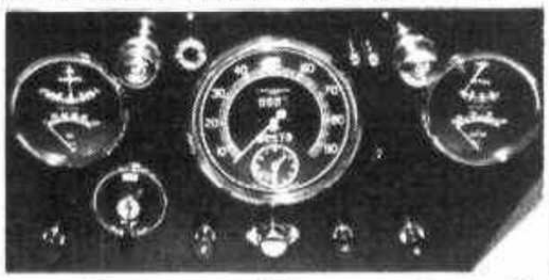
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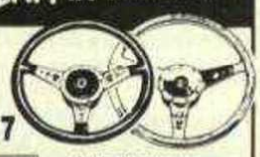
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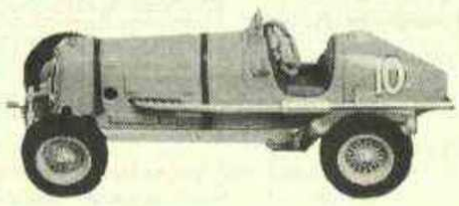
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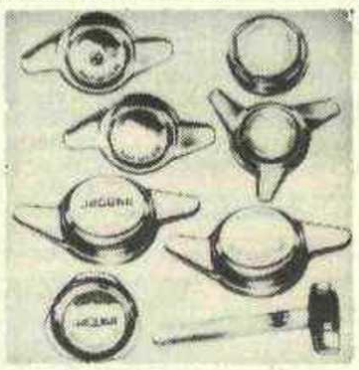
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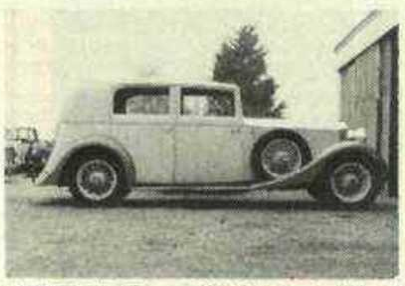
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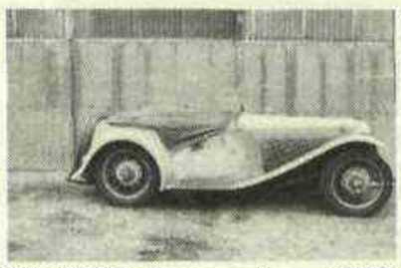
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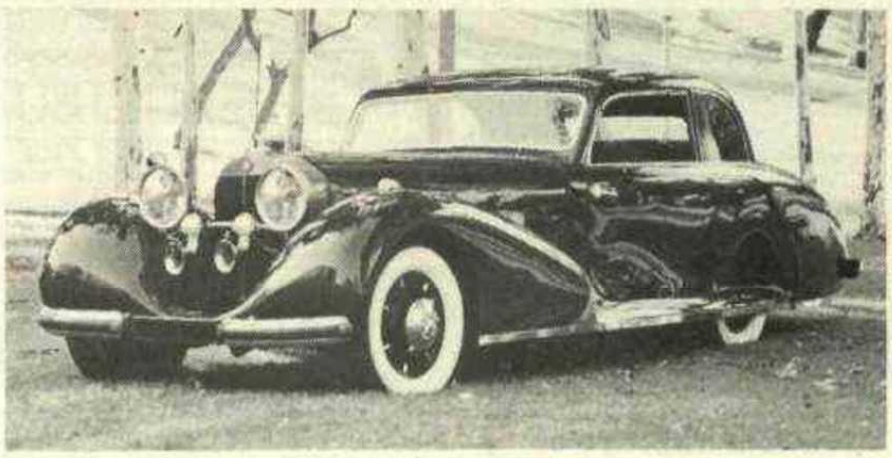
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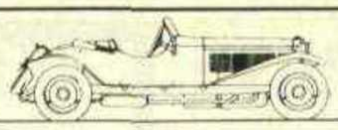
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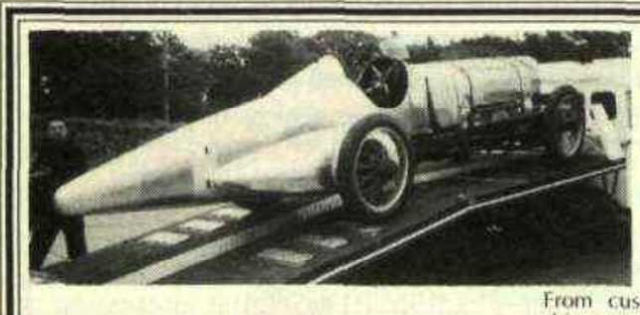
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Handsome Royal blue metallic. Grey hide interior. Over rugs. Good service history. E/windows.

Rolls Royce Phantom V James Young Touring Limousine. £POA
Finished in Garnet over Black. Beige hide interior. Front and rear air conditioning. Cocktail cabinet. Picnic tables complete with cut glass decanter and glasses. Radio and Clarion music centre. A truly magnificent example of this most exotic and desirable touring limousine. Absolutely pristine example with excellent history. MUST BE SEEN.

Saab 900 Turbo 1984 £6,500
Automatic. 3 door. Silver, velour interior. Sunroof.

Sunbeam Talbot Alpine 1955 £7,500
Recently restored. Finished in metallic ice blue with contrasting red interior. A lovely period roadster.

Triumph Stag 1975 £4,950
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TVR Tasmin 350i 1985 £12,950
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VW Beetle Convertible 1979 £9,950
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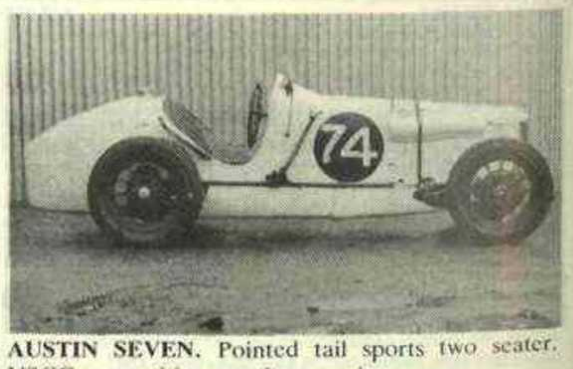
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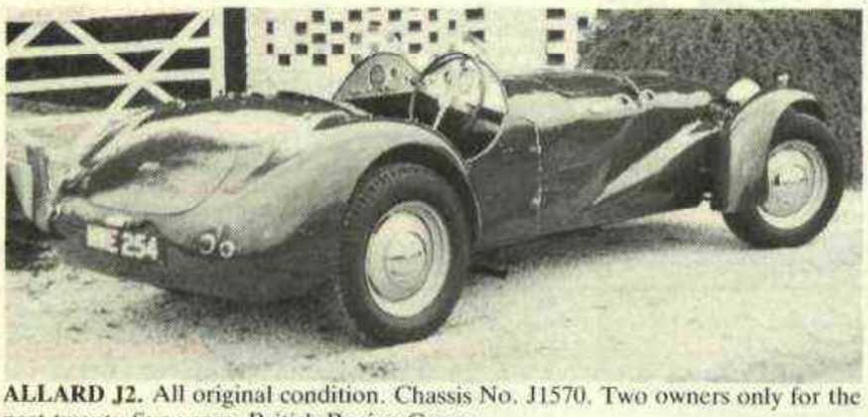
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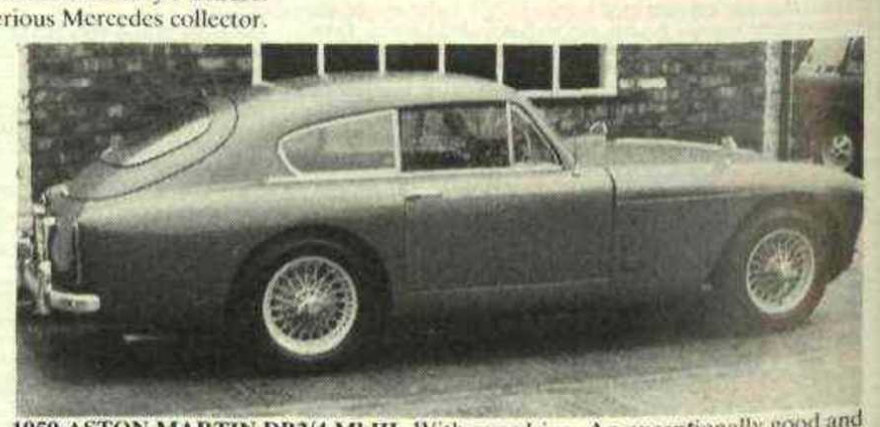
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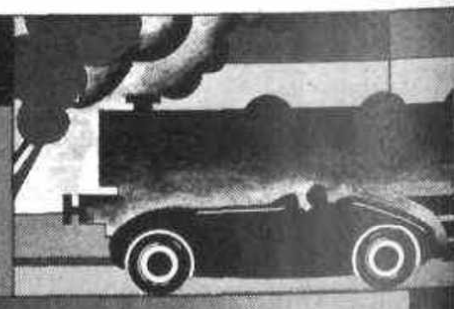
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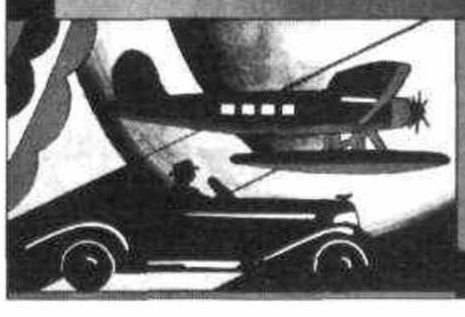


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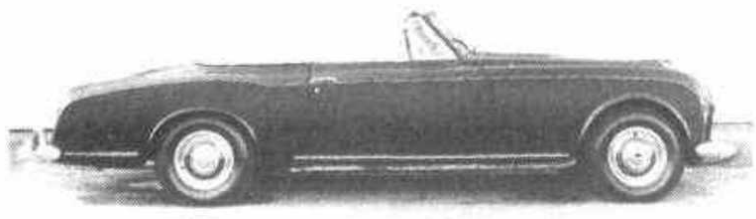
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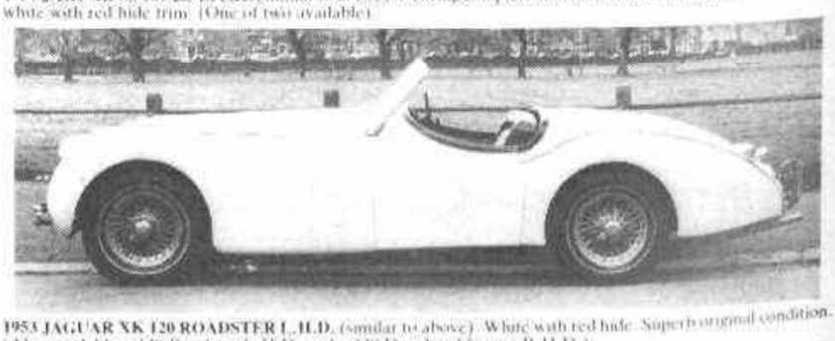
1965 BENTLEY S111 SALOON (similar to above). Astral blue over shell grey. Black hide upholstery. An excellent example.



1964 ALFA ROMEO 2600 SPYDER TOURING SUPERLEGGERA. Red with black trim. Very fine condition. (Also available a 1978 2000 Spyder).



1937 JAGUAR SS 100 2.5 LITRE (similar to above). Nearing completion of restoration. Finished in Old English white with red hide trim. (One of two available)



1953 JAGUAR XK 120 ROADSTER L.H.D. (similar to above). White with red hide. Superb original condition. (Also available a 140 Roadster L.H.D. and a 140 Drophead Coupe R.H.D.)

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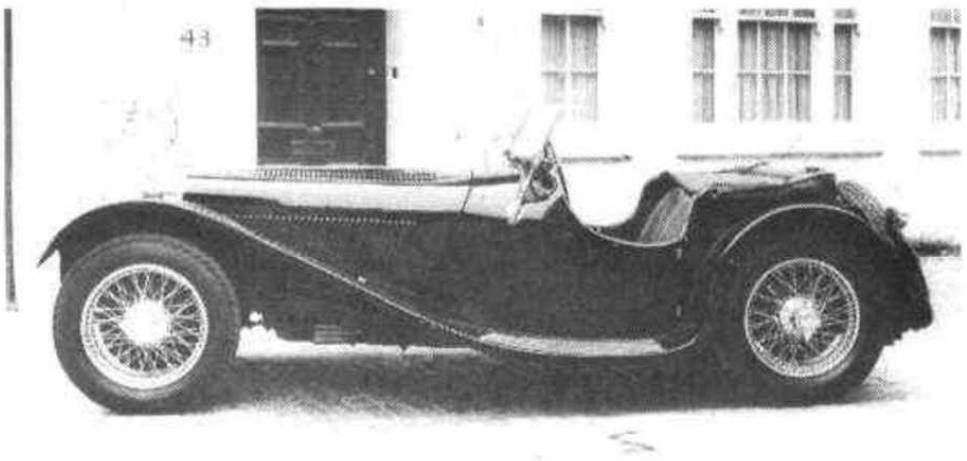
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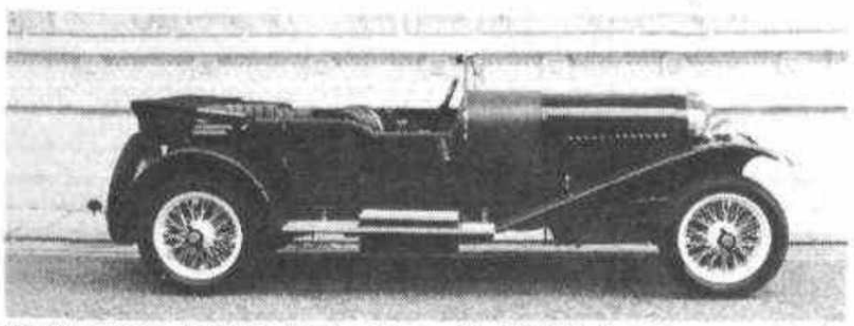
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1934 Bentley 3½ Litre DHC by Park Ward
1937 Bentley 4¼ Litre disappearing hood by Mulliner
1934 Lagonda 16/80 Roadster by VDP
1935 Rolls Royce Phantom II Tourer by Hooper
1972 Bentley 3½ Litre Saloon by Park Ward
1963 Corvette Stingray
1926 Sunbeam Twin Cam Tourer
1928 Bentley 4½ Litre Tourer
1933 MG K2
1951 Rolls Royce Silver Wraith DHC by Gurney Nutting
1933 Aston Martin 1½ Litre short chassis Le Mans
1934 Frazer-Nash (Blackburn engine) Sports
1964 Rolls Royce SC III DHC by Mulliner
1937 Lagonda LG6 Drophead Coupe
1924 Panhard Touring Limousine
1934 Rolls Royce Phantom II Continental Roadster by Carlton
1921 Rolls Royce Silver Ghost Tourer by Bethal & Nalgo
1906 White Steam Car
1954 Bentley Mk6 Sports Saloon
1925 Rolls Royce 20hp Tourer by Hamshaw
1934 Bentley 3½ Litre Tourer
1950 MG TD

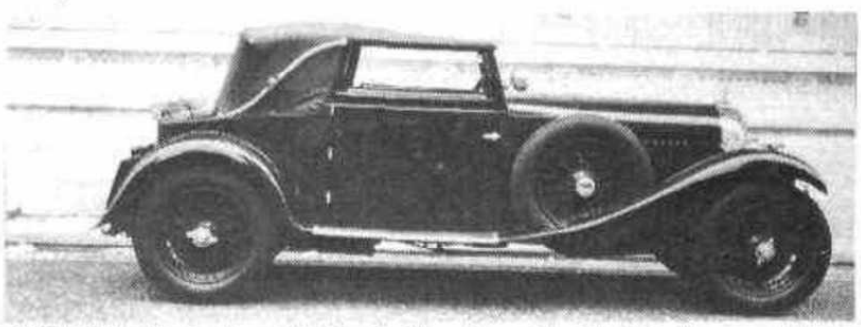
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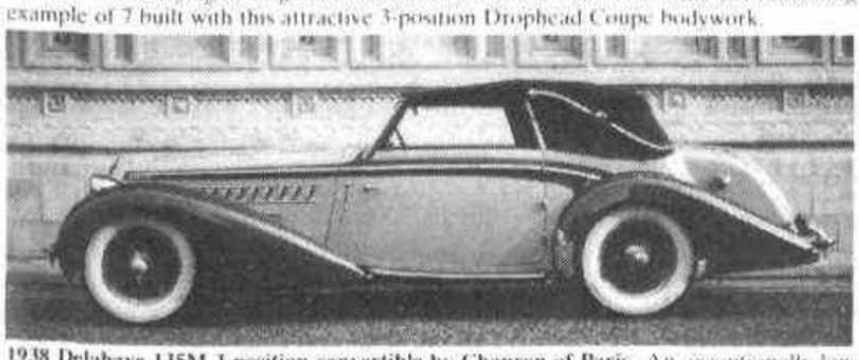
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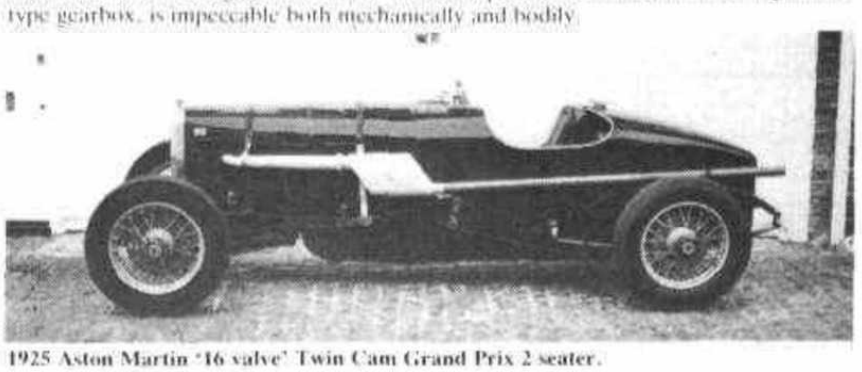
1931 Supercharged 4½ Litre Bentley. Chassis No. MS 3943. A very rare example of a 'Blower' still carrying its original coachwork by Vanden Plas. This is the last remaining example of 7 built with this attractive 3-position Drophead Coupe bodywork.



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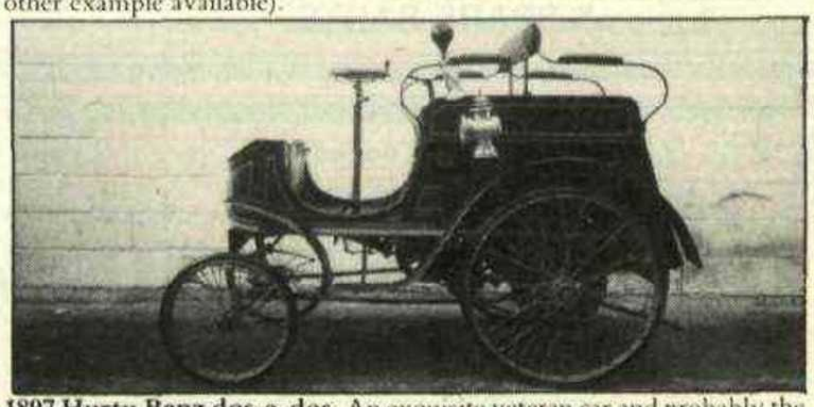
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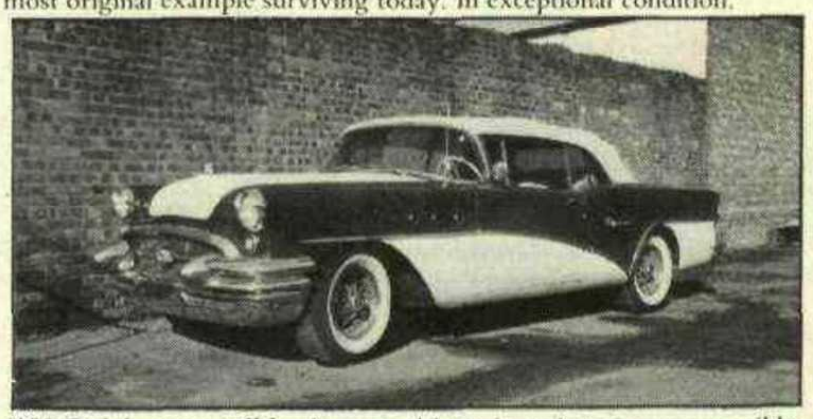
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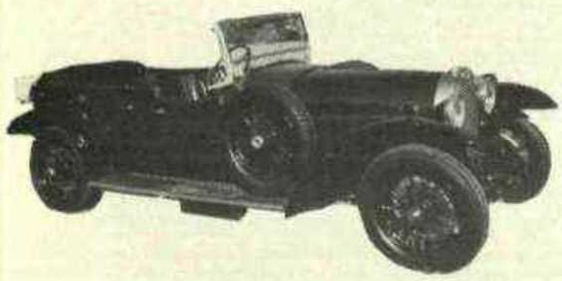
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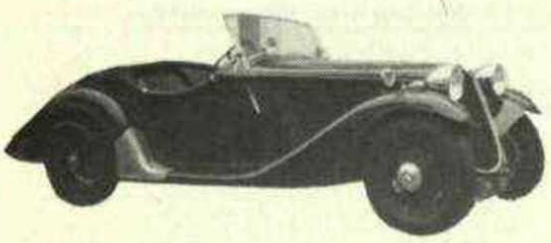
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