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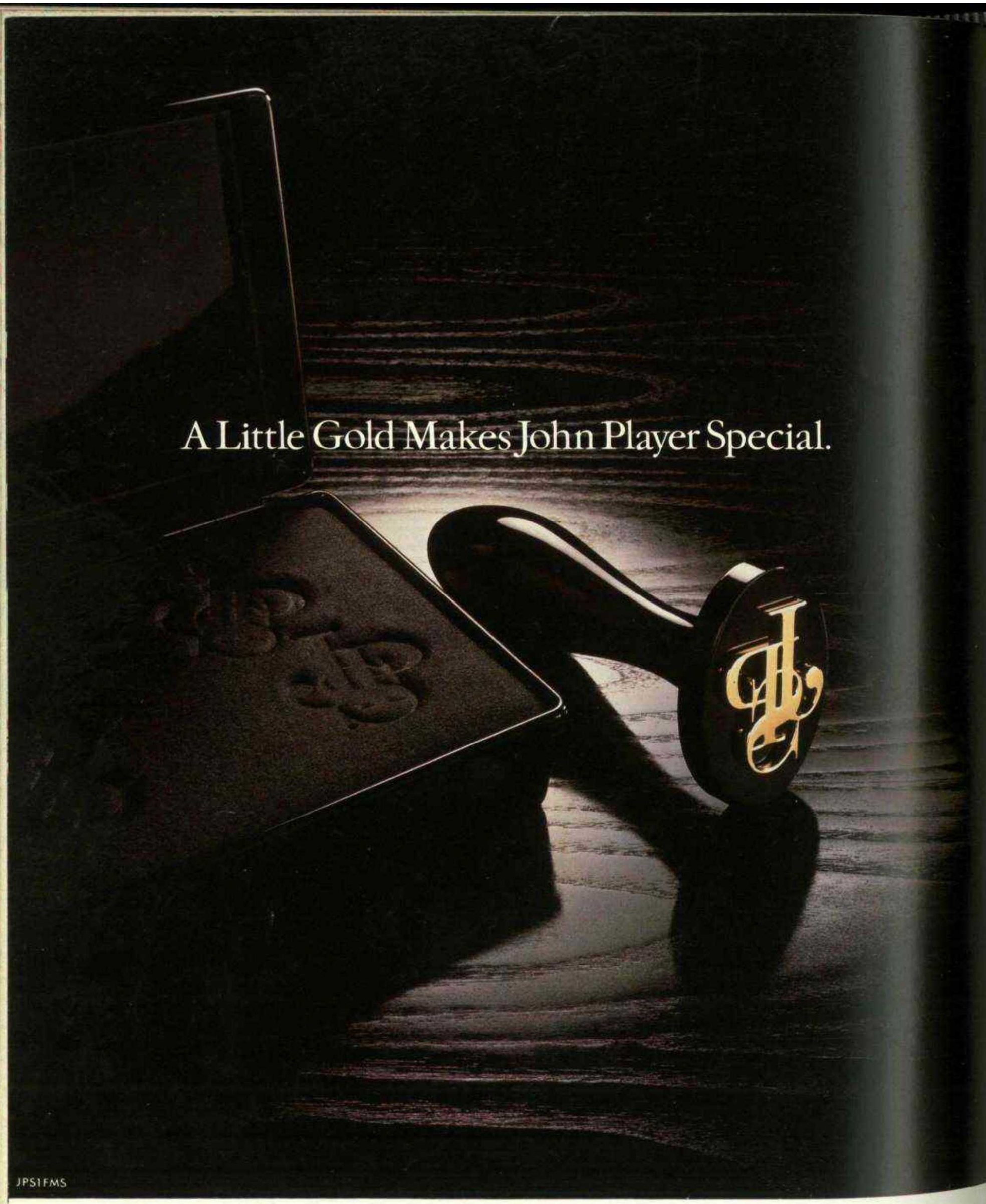


STEWART MATCHED AT LAST

Audi topples Toyota on Safari

Mazda RX7 Test

Historics in Action



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MOTOR SPORT

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MATTERS OF MOMENT

This is a great time for finding excuses for celebrating motoring anniversaries — such happenings indicate a preference for the past, by those who perhaps despair of the future!

Jaguar has just passed the 60-year mark, and over the coming months there will be commemorations of the imminent demise of the Citroen 2CV (6,721,500 *Deux Chevaux* and Dyanes have been made since 1949) of the half-century since production of the Model T Ford ended, of the fortieth birthday of the Jowett Javelin, and of the eightieth since the Rolls-Royce Silver Ghost proved a petrol car could be as quiet as a steamer. And so it goes on!

All this activity serves as a reminder that individuality among cars is disappearing. Today's offerings, technically advanced as they are, are becoming more and more alike. Most Japanese saloons look much the same, and now real Hondas, which are excellent cars, are to be built at Longbridge, once the proud home of the Austin; more than 20 million Mazdas have flooded the world market, along with Nissans and the rest of them. These represent sound transport, but not exactly cars of character in their more mundane concepts.

In comparison, the 2CV is remembered as highly individual, with its tiny flat-twin, air-cooled engine, utility body from which the seats could be removed for picnics (or for house furniture!), simple push-pull fascia gear-lever, and that clever suspension which enabled the wheels to remain glued to the cobbles, no matter how much the loveable contraption rolled in fast corners.

The Model Ts, all 15 million of them, had a



60 years of Jaguar Cars.



WB and DSJ testing a 2CV in 1954.

All the Same?

breath of individuality, with their "fool-proof", pedal-operated, epicyclic two-speed transmission, simple "throttled" engine with flywheel magneto, considerable ground clearance, and that simple transverse springing.

Gerald Palmer's post-war Jowett Javelin continued the "different" theme, with its six-seater low-drag body, flat-four ohv light-alloy-block engine, and torsion-bar suspension. The ingenious and indestructable VW Beetle had led the way, and the Citroën DS had shown how cars can digress from the common run of automotive engineering for very good reasons, as did the R-R Silver Shadow in later times.

But it was Sir Alec Issigonis who really broke away. His remarkable Mini Minor combined transverse engine with sump gears, 10in tyres, rubber suspension and front-wheel drive in a compact but roomy package, and set a fresh fashion for small cars.

Those of us who attended previews of these cars, or road-tested them, may well ask whether individuality is fading for the ordinary car-buyer? With one or two exceptions, such as the Ford /Fiat infinitely-variable belt-drive transmission, the advent of four-wheel drive and the Japanese development of four-wheel steering, there is, alas, less and less "character" in modern cars.

The only truly different engine is the rotary power-unit in the Mazda RX-7. The rest have scarcely changed in 100 years . . .

If the trend continues, the day may dawn when cars are merely utility objects, like beds and cups and saucers. Or do we paint too pessimistic a picture?

Babs Cot Donations

Three months ago (MOTOR SPORT, March 1987) we recalled the "Babs" cot which was set up in perpetuity at the Great Ormond Street Hospital for Sick Children in 1927, as a memorial to Parry Thomas (who was killed on an LSR run in "Babs") and as a reminder of his donations to this hospital.

It was a long time ago and we hardly expected anyone to send in further donations, so we are pleased to report that they *have*. The total to date is over £160, including £10 sent anonymously by five children in Oldham and another sum collected from the Hillenden half-marathon by workmates at Thorn EMI and "5837".

The hospital says even the smallest donations are very welcome, and these should be sent to Miss Penny Uprichard, The Hospital for Sick Children, Great Ormond Street, London WC1N 3JH.

Club News

The Morgan Sports Car Club's "MOG 87" meeting is being held at Beamish Open Air Museum in Durham over the weekend of June 26-28. The organiser is the MSCC Durham and North-East centre, whose secretary is Tony Oliver, East Moor, Trimdon Station, Co Durham TS29 6DU.

To cope with the expected demand for places and relieve worsening speed differential problems, the 750 Motor Club is planning to hold *two* Relay races this year. Road-going sports cars, saloons and pre-war cars may compete in the 6-Hour Relay at Snetterton on Saturday 17 October, while a 4-Hour event at Silverstone two weeks later will cater for sports racing cars and modified saloons. Full details are available from Dave Bradley, 16 Woodstock Road, Witney, Oxford OX8 6DT.

Jack Turner, designer and manufacturer of Turner sports and racing cars, will attend the second annual rally for devotees of the marque on Sunday July 5 at the Gwernvale Manor Hotel in Crickhowell, Powys. All owners and enthusiasts are invited, and further details are available from the Fairthorpe Sports Car Club's Turner Registrar, Dave Scott, at 21 Ellsworth Road, High Wycombe, Buckinghamshire HP11 2TU.

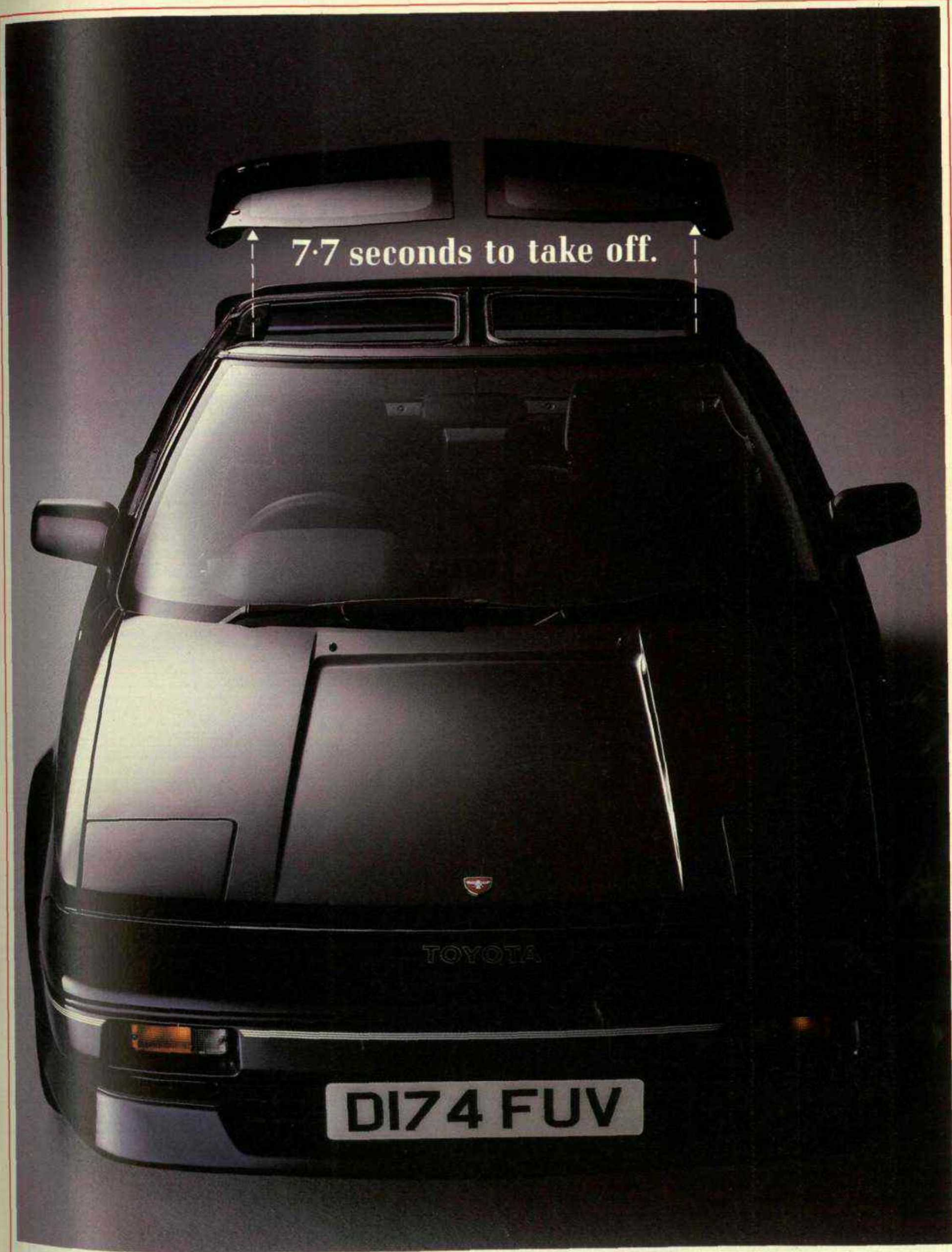
Anyone who likes seeing beautiful Bentleys should be in London's Kensington Gardens on June 27 for the annual BDC *Concours d'Elegance*.

Pre-1956 MGs will converge at both Syon Park in London and Studley in Warwickshire on June 7 for the MG Octagon Car Club's third annual Wings Run to Abingdon. The organiser is Harry Crutchley (0785 51014).

International Healey Weekend this year is August 1-2, and the Austin Healey Club of Great Britain has chosen a venue (Charlecote Park, near Stratford) which is close to the Warwickshire home of the marque. A visit to the "Old Cape Works" and the Donald Healey Motor Co is included in the itinerary, which is available from the AHC, Pineview, 412 Norton Lane, Earlswood, Solihull, West Midlands B94 5LR.

Organised by the Retromobile Club d'Aix-en-Provence, the fifth Alpes-Retro international rally for pre-1945 cars will take place from July 17-21. About 400 miles of Alpine territory will be covered, starting and finishing in Aix. Details are available from John Hinchcliffe, The Corner House, Ivychurch, Romney Marsh, Kent TN29 0BB.

International TR weekend this year is June 6-7, at the East of England Showground, Alwalton, Peterborough. For details contact the TR Register, 271 High Street, Berkhamsted, Hertfordshire.



If you think that's quick, just wait till you put your foot down.

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AROUND AND ABOUT

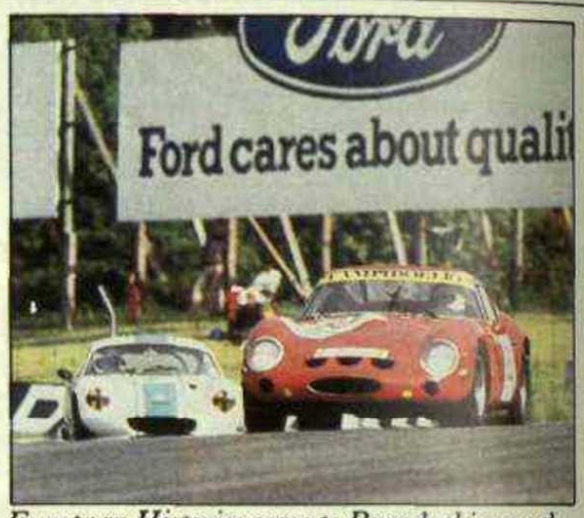
Cash for Continental Historics

The prestigious German Steigenberger Hotels chain has committed £100,000 to sponsorship of a number of European championships for Historic cars, together with Blaupunkt, Diners Club, Ebel watches, and Seeger leather. Historic events on the Continent have a much higher profile than here, and five series will benefit from the upmarket exposure and the specialist catering facilities that the group can offer.

These are the Classic Car Trophy, the Shell Trophy for classic saloons, the Historic GT series, the Super Sports Cup, and the German Open for Formula and two-seater racing cars from 1947 to 71.

Organised in conjunction with FHR, the German equivalent of our HSCC, the racing moves to Britain on June 7 at Brands Hatch.

British drivers contesting the series include John Foulston, Charles Agg, and Chris Aylett. Stirling Moss, currently contesting the HSCC Classic Sports Championship, hopes to have his Elva-BMW accepted for the FIA series soon.



European Historics come to Brands this month.

JUNE FIXTURES

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

Date	Organiser	Venue	Event	Type
May 24	BHRC	Brands Hatch, Dartford, Kent	Race Meeting	R
May 24	SSCC	Knockhill, Dunfermline, Fife	Race Meeting	R
May 24	**USAC**	**Indianapolis, USA**	**Indianapolis 500**	**INT**
May 24	RAC	Bath/Beaulieu/Brands Hatch/Silverstone	International Classic Run	N
May 25	BRDC	Silverstone, Towcester, Northants	Classic Car Races	N
May 25	Astra MC	Lydden, Sittingbourne, Kent	Race Meeting	R
May 25	BARC	Thruxton, Andover, Hants	Race Meeting	R
May 25	BARC	Donington Park, Derby	Race Meeting	R
May 25	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
May 25	BRSCC	Mallory Park, Leicester	Race Meeting	R
May 25	SRC	Snetterton, Norwich, Norfolk	Race Meeting	R
May 28-31	**South Swedish Rally**	**Sweden**	**South Swedish Rally (ERC)**	**INT**
May 29-31	**MC Mirage**	**Belgium**	**Haspengouwrally (ERC)**	**INT**
May 30	500 MRCI	Kirkistown, Belfast	Race Meeting	R
May 30-June 5	**ATC of Greece**	**Greece**	**Acropolis Rally (WRC)**	**INT**
May 31	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
May 31	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
May 31	**AC Monaco**	**Monte Carlo, Monaco**	**Monaco Grand Prix**	**INT**
May 31	JDC	Mallory Park, Leicestershire	Race Meeting	R
May 31	750 MC	Donington Park, Derby	Race Meeting	R
May 31	SMRC	Knockhill, Dunfermline, Fife	Race Meeting	R
June 4-6	**AC Palermo**	**Sicily, Italy**	**Rally of Sicily (ERC)**	**INT**
June 6-7	BRDC	Silverstone, Towcester, Northants	Anniversary Race Meeting	I
June 6	MCMRC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
June 6-7	**HSCC**	**Brands Hatch, Dartford, Kent**	**Historic Race Meeting**	**INT**
June 7	BARC	Snetterton, Norwich, Norfolk	Race Meeting	N
June 7	**VZM Terlaemen**	**Zolder, Belgium**	**European Touring Car Championship**	**INT**
June 7	BRSCC	Donington Park, Derby	Race Meeting	R
June 7	BDC	Wymeswold Airfield, Leicestershire	Sprint Meeting	R
June 6-8	**ASAC Basco**	**Pau, France**	**Intercontinental F3000 Championship**	**INT**
June 7	ASTRA MC	Lydden, Sittingbourne, Kent	Race Meeting	R
June 13-14	**ASACO des 24 Heures**	**Le Mans, France**	**Le Mans 24 Hours (WSC)**	**INT**
June 13-16	**RSAC**	**Blythswood Square, Glasgow**	**Scottish Rally**	**INT**
June 14	**Osterreichischer AC**	**Osterreichring, Zeltweg, Austria**	**European Touring Car Championship**	**INT**
June 14	BARC	Lydden, Sittingbourne, Kent	Race Meeting	R
June 14	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
June 14	BMRMC	Donington Park, Derby	Race Meeting	R
June 14	BARC	Cadwell Park, Louth, Lincs	Race Meeting	N
June 18-20	**ADAC Hessen**	**Hesse, Germany**	**Rally Hessen (ERC)**	**INT**
June 20	AMOC	Silverstone, Towcester, Northants	Race Meeting	R
June 20	OPRC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
June 20-21	BRSCC	Snetterton, Attleborough, Norfolk	Willhire 24 Hours	R
June 21	**SCCA**	**Detroit, USA**	**Detroit Grand Prix**	**INT**
June 21	BARC	Mallory Park, Kirkby Mallory, Leicester	Race Meeting	N
June 21	BARC	Thruxton, Andover, Hants	Race Meeting	R
June 25-28	**AC Targa Florio**	**Ypres, Belgium**	**24 Hours of Ypres Rally (ERC)**	**INT**
June 25-29	**SCCA**	**Tacoma, Washington State, USA**	**Olympus Rally (WRC)**	**INT**
June 26-29	**Gunaydin Newspaper**	**Turkey**	**Gunaydin Rally (ERC)**	**INT**
June 27	VSCC	Silverstone, Towcester, Northants	Race Meeting	C
June 27	BARC	Oulton Park, Tarporley, Cheshire	Race Meeting	N
June 28	BARC	Brands Hatch, Dartford, Kent	Race Meeting	R
June 28	**BARC**	**Donington Park, Derby**	**Intercontinental F3000 Championship**	**INT**
June 27-28	**MSC Nürnberg**	**Norisring, Nürnberg, West Germany**	**World Sports Car Championship**	**INT**
June 28	Brooklands Society	Brooklands Track, Weybridge	Brooklands Reunion	C
June 28	750 MC	Lydden, Sittingbourne, Kent	Race Meeting	R
June 28	SRC	Snetterton, Attleborough, Norfolk	Race Meeting	R
June 28	BRSCC	Mallory Park, Leics	Race Meeting	R
June 28	SSCC	Knockhill, Dunfermline, Fife	Race Meeting	R
June 28	**SAGIS**	**Imola, Italy**	**European Touring Car Championship**	**INT**
July 4	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	C
July 4	VSCC	Shelsley Walsh, Worcs	Hill Climb	C
July 5	**SA Ricard Dept**	**Paul Ricard, Le Castellet, France**	**French Grand Prix**	**INT**
July 5	750 MC	Cadwell Park, Louth, Lincs	Race Meeting	R
July 5	Astra MC	Lydden, Sittingbourne, Kent	Race Meeting	R
July 5	BRDC	Donington Park, Derby	British Formula 3 Championship	N
July 5	BRSCC	Snetterton, Attleborough, Norfolk	Race Meeting	R
July 5	JDCXK Register	Prescott, Cheltenham	International XK Day	R

Forghieri joins Lamborghini

Mauro Forghieri, the chief engineer who presided over Ferrari's Formula One fortunes from 1963-83, has left the company to join Lamborghini, the rival Italian supercar manufacturer now owned by Chrysler. He will concentrate on advanced special projects which include the development of a naturally-aspirated 3.5-litre Grand Prix engine. This lends weight to speculation that Chrysler is anxious for a Formula One involvement, although it is not yet clear whether Lamborghini's engine will power a car from an established constructor or whether a complete car/engine package will be produced.

Public relations and competitions director of the new set-up is Daniele Audetto, who worked closely with Forghieri throughout the 1976 Grand Prix season when he was team manager of the Ferrari effort.

Forghieri was first introduced to Ferrari by his father, Reclus, who originally worked as a pattern maker on the original Alfa Romeo 158s just before the war and later joined the Maranello workforce. Mauro studied at Bologna University, from which he graduated in 1959. He joined Ferrari in 1961 as assistant to Carlo Chiti and was elevated to the forefront of the design process when Chiti left to join the ill-starred ATS organisation.

His move to Lamborghini ends a 50-year family relationship with Enzo Ferrari.



Forghieri (left) — no longer at Maranello.

Stewart Junior tries his hand

Paul Stewart, elder son of three-times World Champion Jackie Stewart, has started motor racing at the wheel of a Formula Ford 1600 Van Diemen RF87. Sponsored by the Carphone Group, he will take in a programme of 13 minor-league races during his four-month summer vacation from studying political science at Duke University, North Carolina. Paul admits that he had to overcome pretty tough parental opposition before being allowed to take a course at the Brands Hatch racing school, which he completed under a borrowed identity so as to guarantee his anonymity.



Paul Stewart — in father's footsteps.

TWR to run IMSA

Tom Walkinshaw Racing is to expand its Jaguar racing involvement next season when it takes over the entire IMSA programme in the USA at the start of 1988. TWR is to start testing an IMSA version of the successful Jaguar XJR-8 in August and will begin a 15-race, two-car programme next January.

TWR will thus replace Bob Tullius who has looked after Jaguar fortunes in the USA since 1974. Meanwhile, on this side of the Atlantic, TWR will continue to field a World Sportscar Championship bid for Jaguar in 1988. However, none of this year's cars will be made available for sale, as some private teams had hoped.

WRACE Return

Weslake Developments, whose name was a feature of the Formula One scene in the Sixties, has formed a new research group to design and develop both race and rally engines. To be known as WRACE (Weslake Research Advanced Competition Engines), the new outfit will undertake projects as a consultancy, and is already preparing plans for a 3.5-litre unblown F1 engine.

Thirty-five people are to be employed at a specially-built facility in Rye, Sussex.

Andretti takes Indy pole

At 47 years old, Mario Andretti certainly hasn't lost the touch which won him the Grand Prix World Championship nine years ago for Lotus!

At the wheel of his Newman-Haas Lola, powered by an Ilmor-Chevrolet engine, he captured his first pole position for the Indianapolis 500 in 20 years with an average speed of just over 215 mph. The Memorial Day classic will see Bobby Rahal and Rick Mears starting from the front row alongside Andretti, with veteran A J Foyt in fourth place on the grid on his 30th consecutive Indy 500 start.

Andretti, who earlier this year became a grandfather, dominated the first week of practice, topping the timesheets on five of the seven days and posting a fastest individual lap speed of 218.234 mph. His record speeds aside, the principal focus of attention was the disappointing form produced by the Penske PC16s of Danny Sullivan and Danny Ongais, neither managing to get close to team-mate Mears' front running times with their Ilmor Chevy-engined cars.

Missing from the field was Scot Jim Crawford who crashed heavily in his March-Buick, suffering serious leg, knee and ankle fractures. All of the new March 87C cars suffered a worrying handling imbalance on the fast corners, Tom Sneva, Kevin Cogan and Pancho Carter all crashing their cars quite heavily.

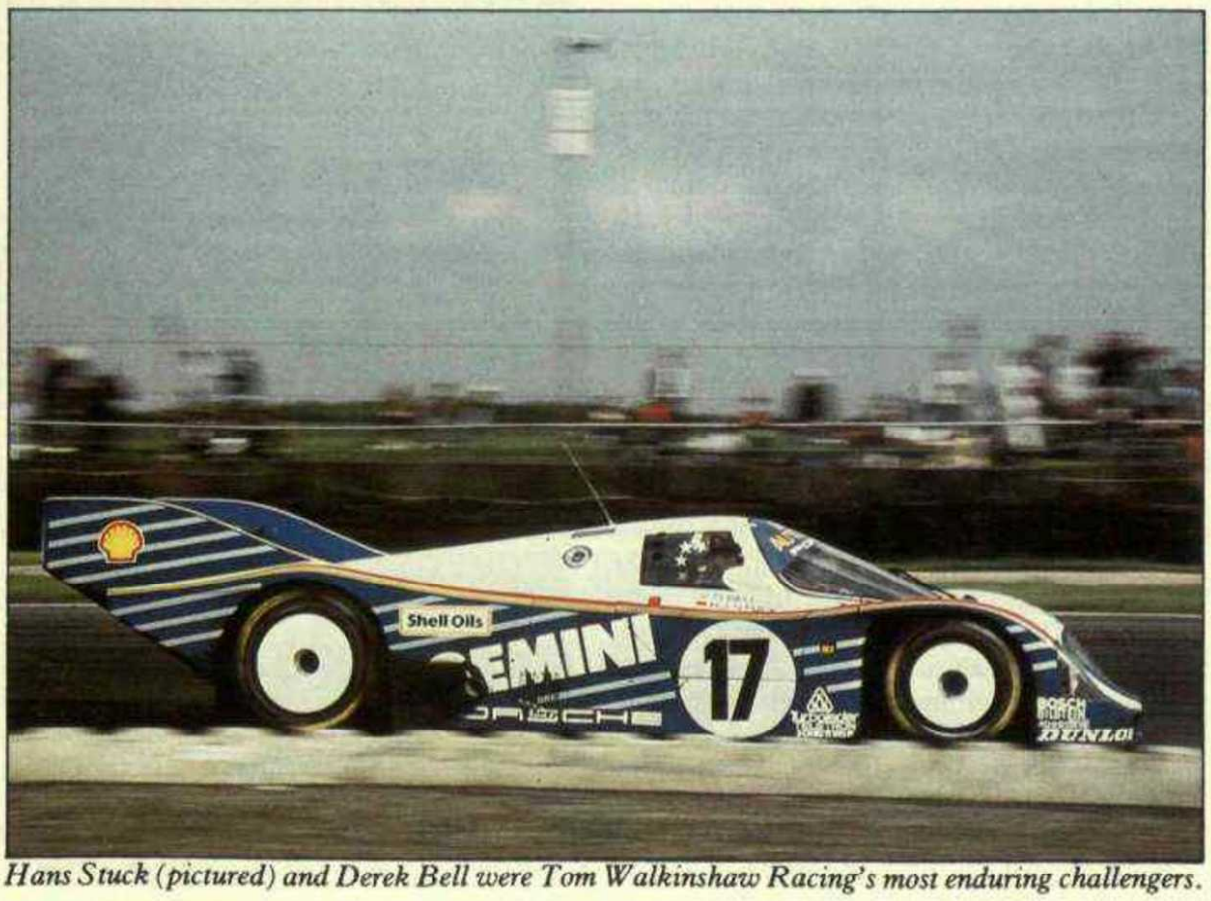


Andretti — averaged 215mph at Indy.



Mike Thackwell's new Sauber Mercedes C9 shocked the works Porsches by nearly taking the pole, and then held up the winning Jaguar early in the race.

Home Win



Hans Stuck (pictured) and Derek Bell were Tom Walkinshaw Racing's most enduring challengers.

With three consecutive victories to its credit, the Silk Cut Jaguar team went to Silverstone determined to repeat last year's maiden success, but a little afraid too that its luck might run out on home ground.

The outcome, though, was a comprehensive whitewash of the works Porsche team, and Jaguar's first 1-2 result in Group C. Eddie Cheever and Raul Boesel beat Jan Lammers and John Watson by six seconds.

Derek Bell and Hans Stuck were a lap behind (though credited with the full distance), the Porsche pairing never having looked like winners. Jochen Mass and Bob Wollek counted themselves lucky to be fourth after racing at reduced speed with fuel pressure and pick-up problems, and the C1 class was completed by Walter Brun, with Jesus Pareja and Uwe Schäfer, in fifth place.

Compared with previous years, the entry was down for the BRDC's annual 1000km World Sportscar Championship race, but the quality was high. Overshadowing the series at present is the desperate plight of the privately run Porsche teams, all adrift with the commercial fuel they have to use.

Reinhold Joest withdrew his entry on the slightly spurious grounds that the 97-octane minimum guaranteed was unsuitable for his car, and the Brun and Kremer teams have lost their edge too. In retarding the ignitions and

reducing the boost they've become distinctly uncompetitive, and the Britten-Lloyd Liqui Moly team is also working overtime on engine changes. That, and a general shortage of good sponsorship in this supposed boom-time is hurting the Group C series, in which C2 entries now comfortably outnumber the C1s.

Until now there have been two teams to pay attention to, Silk Cut Jaguar and Porsche AG, but at Silverstone the new Kouros Sauber Mercedes C9 made a marvellous debut in the capable hands of Mike Thackwell and Henri Pescarolo. Peter Sauber, the Swiss constructor, has prepared a completely new car, developed from last year's Nürburgring winner, notably with far more ground-effect. It was, literally, a dark horse, to which neither Porsche nor Jaguar paid very much attention as it rumbled round on Saturday morning.

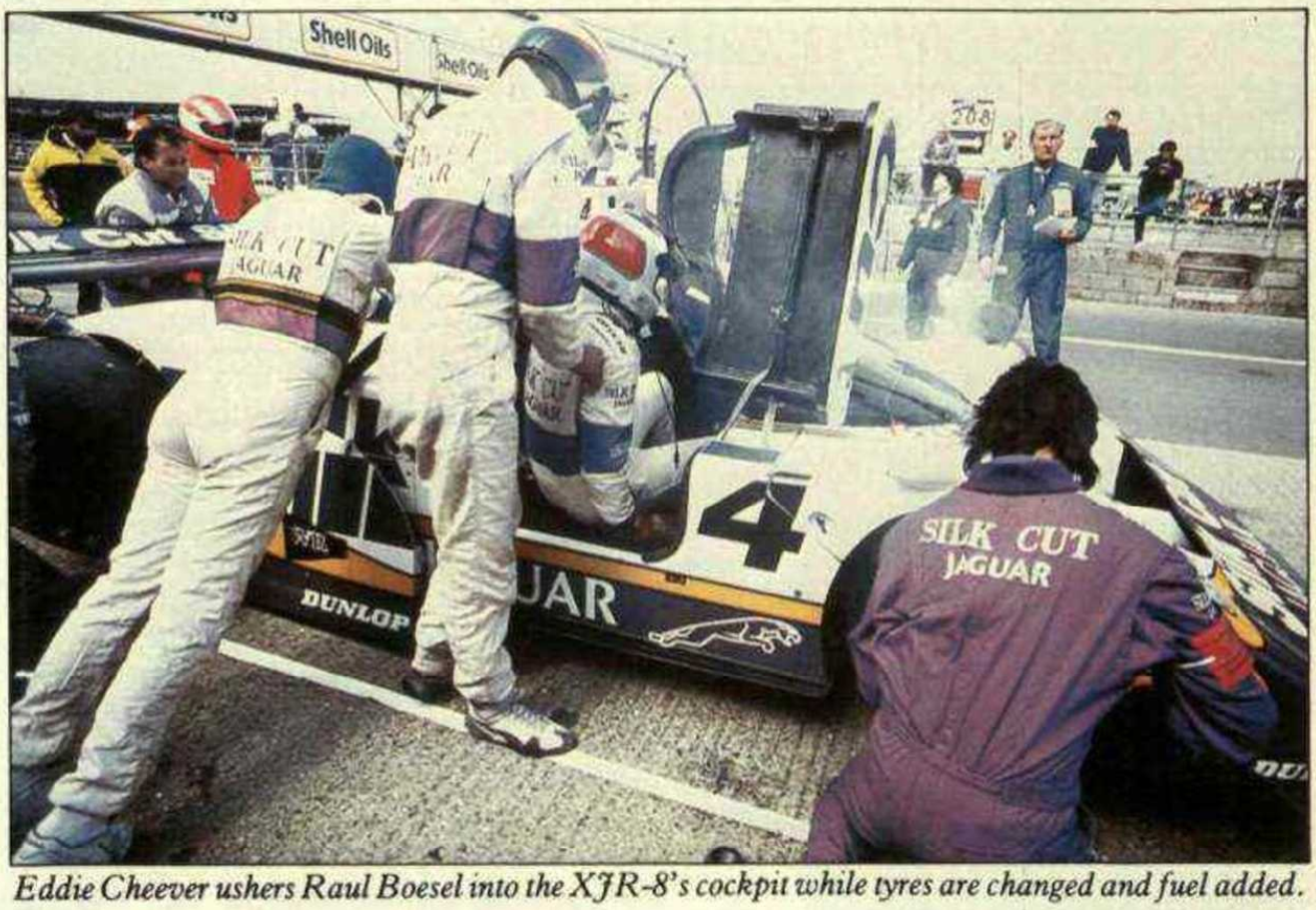
The twin-turbo Mercedes V8 was misfiring slightly, and the drivers knew the pads were knocking off and the mechanics had accidentally transposed fourth and fifth gears in the Hewland VGC. With 15 minutes to go, Stuck had claimed pole position and Mass was alongside on the front row; the Jaguars of Cheever and Lammers were third and fourth fastest, and unable to make any further impression on the high-boost Porsches.

Then the Swiss mechanics cured the misfire, and rather ordinary times began to tumble as Thackwell went out on qualifying tyres. His second set, on the final lap of the morning session, produced a time of 1min 15.17sec, only fractionally slower than Stuck's 1min 15.11sec. In fact Porsche's timer had Thackwell at 1min 14.3sec, (an unusual discrepancy), and it would be fair to say that the Germans were stunned by the Sauber's speed.

Thackwell's modesty is unusual too, in a racing driver. "It was nothing to do with me." Pardon? "It was the car, I just steered it!" Given that the brakes were not right, and it was a nuisance having to change gear in a different sequence, Thackwell believed that another 1.5sec could easily be found at Silverstone, so there are now three makes to watch. Two cars will run at Le Mans, the second for Johnny Dumfries and American Chip Ganassi, and, if Sauber can find the right level of reliability, the 24-hour race is going to be even more exciting than we anticipate.

Tom Walkinshaw wished the new Woodcote Corner, virtually a large chicane complex, had been built after the race, asserting that the superiority of the XJR-8 had been cancelled completely. The works Porsches, he said, accelerated from Woodcote to Copse a second faster than his cars, and were a second a lap quicker in qualifying. Cheever, though, complained that his car was "nervous aerodynamically," and was improved by changing the venturi which had been damaged in Boesel's "off" at Monza.

Jaguar's third car was in full Le Mans trim for Martin Brundle and John Nielson: heavier, at 900kg, and with lower venturi and reduced ground effect. It, too, is powered by the full 7-litre, 730bhp V12 engine, though the unit is angled upwards towards the rear so the driveshafts can run in a straight line from the hubs to the March gearbox, giving the cv joints an easier life.



Eddie Cheever ushers Raul Boesel into the XJR-8's cockpit while tyres are changed and fuel added.



A large crowd turned out at the old aerodrome to see the British vanquish the Germans.

The car's handling is discernably less good, since the centre of gravity is raised at the back, but the drivers were told to "go out and give it a thrashing" further to check its reliability, and to gather experience of driving it.

Walkinshaw believed it would surprise people by being 1.5 sec slower round Silverstone, but Brundle's fastest race lap was 2.74 sec slower than Cheever's new outright circuit record, and that was no disgrace at all.

Apart from being overweight, the Tony Southgate-designed XJR-8LM is very much like next year's Group C cars which will have restricted ground effects, and M Balestre may be disappointed to find that lap speeds are hardly any slower than they are now.

Two seconds or more off the pace in qualifying were Oscar Larrauri/Massimo Sigala (Brun Porsche), Kris Nissen/Volker Weidler/Allen Berg (Kremer Porsche), Walter Brun/Jesus Pareja/Uwe Schäfer (Brun Porsche), and Jonathan Palmer/Mauro Baldi (Liqui Moly Porsche), the British entry burning out a valve in the engine on Friday, and misfiring through Saturday's morning session until last year's Motronic system was installed.

On Sunday the main grandstand was full when the morning warm-up was held. Cheever and Watson were easily fastest, but Mass was lapping slowly with a low fuel pressure problem, and it was not much better when the race began. The Rothmans-Porsche circulated steadily in eighth place, keeping company with the off-form Brun Porsches, and wasn't going to pose any sort of threat.

Thackwell commanded the race from the start, and behind him both Cheever and Lammers found a way past Stuck, making the order Mercedes, Jaguar, Jaguar, Porsche. The German team, which has dominated Group C since its inception in 1982, was beginning to look rather ordinary; perhaps that is not surprising, since the design is now six years old.

The Kouros Sauber Mercedes made its

point in the first 16 laps, but Thackwell eased off in deference to his fuel computer and Cheever stormed past, to pull away. The American felt this was his race, regarding Lammers and Watson as his main opposition, and so it proved. Palmer's race was a short one, the Liqui Moly Porsche losing power, when fourth, and retiring after a long inspection.

In Pescarolo's stint the Sauber ran third to Boesel and Watson, then the misfire came back and the plugs were changed. From then on the race became a test run which ended when a rear suspension rose-joint failed at half distance.

"We've got the speed, and now we've got to refine the car" was the way Thackwell saw the future. He even felt that fuel consumption would not be a problem at Le Mans, since the C9 had too much ground effect at Silverstone, which was slowing the car on the straights and spoiling the economy. The 24-hour cars have a different venturi and will not be handicapped in that way.

Stuck saw the lead only once, on lap 38, when he went a bit further on his fuel, and in the second stint Bell was overhauled by Nielsen in the Jaguar LM. The World Champion was keeping a good watch on his fuel consumption read-out at the time, but it was significant that the low-downforce Jaguar should be able to breeze past and pull away.

Stuck regained third place in the third stint, when satisfied with the consumption reading, and at three-quarter distance the LM Jaguar went out of the race with engine problems resulting from over-revving on a downshift. That happened minutes after Nielsen had punted Sigala's Porsche into the gravel at Copse, impatient with the Italian who was slow to move out of the way.

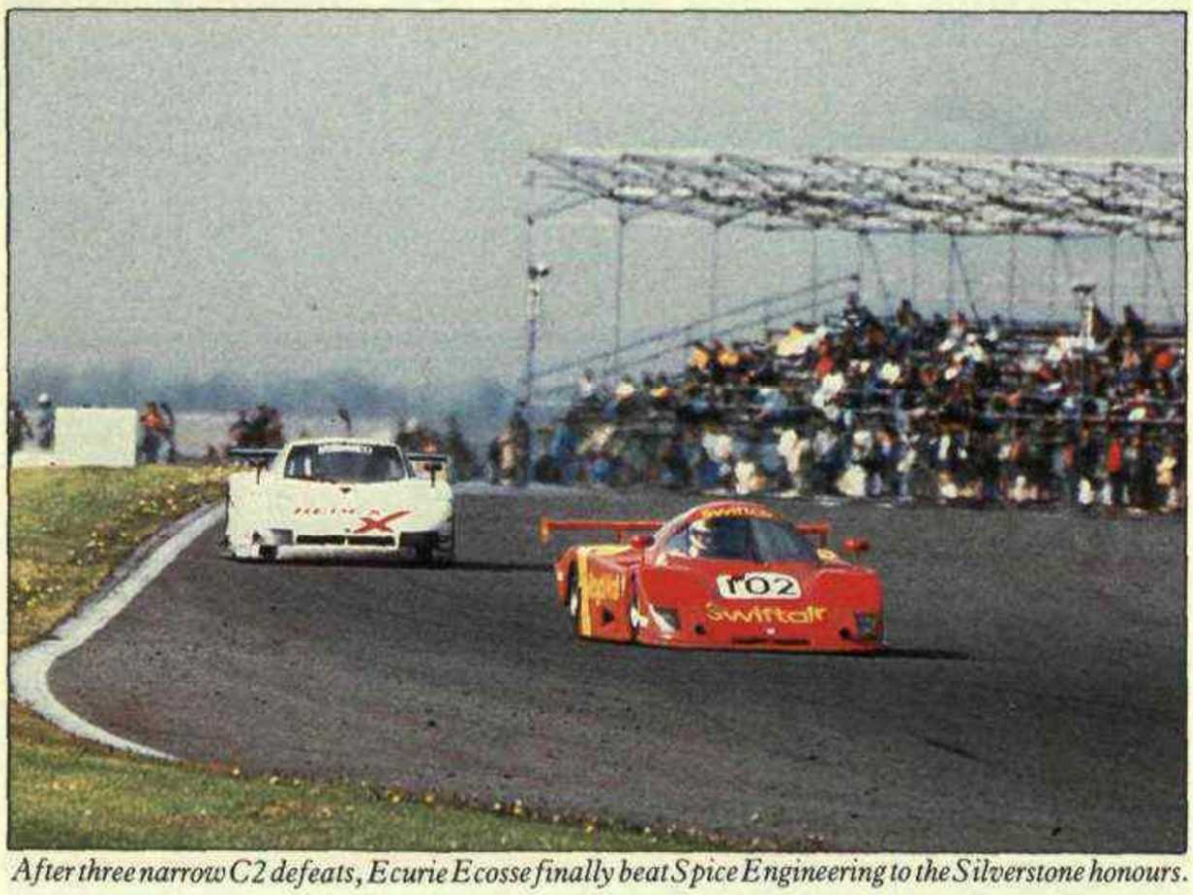
Sigala was pulled out of the gravel and carried on with the race, though it was by no means clear that he should have done, after receiving outside assistance, and the team might have wished it had not bothered when Larrauri crashed the car 15 laps from the end. The Argentinian made to pass Bruno Sotty's C2 class Tiga on the left going past the pits, but the Frenchman obviously didn't see him coming and moved to the outside. The Tiga spun along the pit wall in a series of crunches which almost destroyed the car, and the Porsche looked the worse for wear too.

Behind the pace car, Lammers moved onto Cheever's tail and the last ten laps would be a sprint. The American certainly won that, establishing a record for the revised circuit six laps from the end, while the Dutchman coped with a very oily windscreen. Six seconds separated them at the finish, while Stuck completed two extra laps at full speed after the flag, and was credited with one of them!

The C2 battle had been equally exciting, and the Swiftair Ecurie Ecosse team turned the tables on Spice Engineering after three successive narrow defeats. The Scottish team had two Cosworth-powered cars for Silverstone, a new one for Ray Mallock/David Leslie and the older one for Johnny Dumfries/Mike Wilds, and they were extremely evenly matched throughout the weekend.

After leading C2 initially, Spice was set back by an exploded rear tyre which damaged the venturi and bodywork, and it was all that he and Fermin Velez could do to keep between the Ecosses. Dumfries and Wilds each spun the older Ecosse, which was oversteering markedly, but a sticky throttle and a lost wheel-weight didn't handicap Mallock's car unduly. These three cars, in fact, were sixth, seventh and eighth overall at the finish, a model of speed and reliability as usual.

The Scots can look forward to Le Mans with particular interest, for it is 20 years since Jaguar and Ecurie Ecosse won the 24-Hour race. Lanarkshire-born Walkinshaw has little time for motor racing history ("I'm only interested in whether we've done the job right"), but Midlothian Hugh McCaig is dedicated to winning the C2 class, and with the 1986 World C2 Championship to his credit he wants history to repeat itself. **MLC**



After three narrow C2 defeats, Ecurie Ecosse finally beat Spice Engineering to the Silverstone honours.

RESULTS
Silverstone Autoglass 1000km (210 laps), May 10

1st:	Eddie Cheever/Raul Boesel	7.0 Silk Cut Jaguar XJR-8	5h 3m 06.22s	
2nd:	Jan Lammers/John Watson	7.0 Silk Cut Jaguar XJR-8	5h 3m 12.06s	
3rd:	Hans Stuck/Derek Bell	3.0 t/c Autoglass-Shell Porsche 962C	5h 4m 37.48s	
4th:	Jochen Mass/Bob Wollek	3.0 t/c Rothmans-Porsche 926C	202 laps	
5th:	Walter Brun/Jesus Pareja/Uwe Schäfer	2.8 t/c Brun Porsche 962C	200 laps	
6th:	Ray Mallock/David Leslie	3.3 Swiftair Ecosse-DFL C2	191 laps	
7th:	Gordon Spice/Fermin Velez	3.3 Spice Pontiac DFL c2	191 laps	
8th:	Johnny Dumfries/Mike Wilds	3.3 Swiftair Ecosse-DFL C2	190 laps	
9th:	Richard Cleare/James Weaver	2.8 ISMA	187 laps	
10th:	M. Gellini/R. Ranieri/P. Barberio	3.3 Kelmar Tiga-DFL C2	184 laps	

Fastest lap: Cheever, 1min 18.12sec (136.82 mph)

1987 WORLD CHAMPIONSHIP

Teams	
Silk Cut Jaguar	80
Porsche AG	54
Brun Motorsport	34
C2 Teams	
Spice Engineering	75
Swiftair Eairie Ecosse	65
URD Junior Team	24
Drivers	
John Watson/Jan Lammers	55
Derek Bell/Hans Stuck	54
Eddie Cheever/Raul Boesel	52
C2 Drivers	
Spice/Velez	75
Mallock/Leslie	65
Seher/Murdas	24

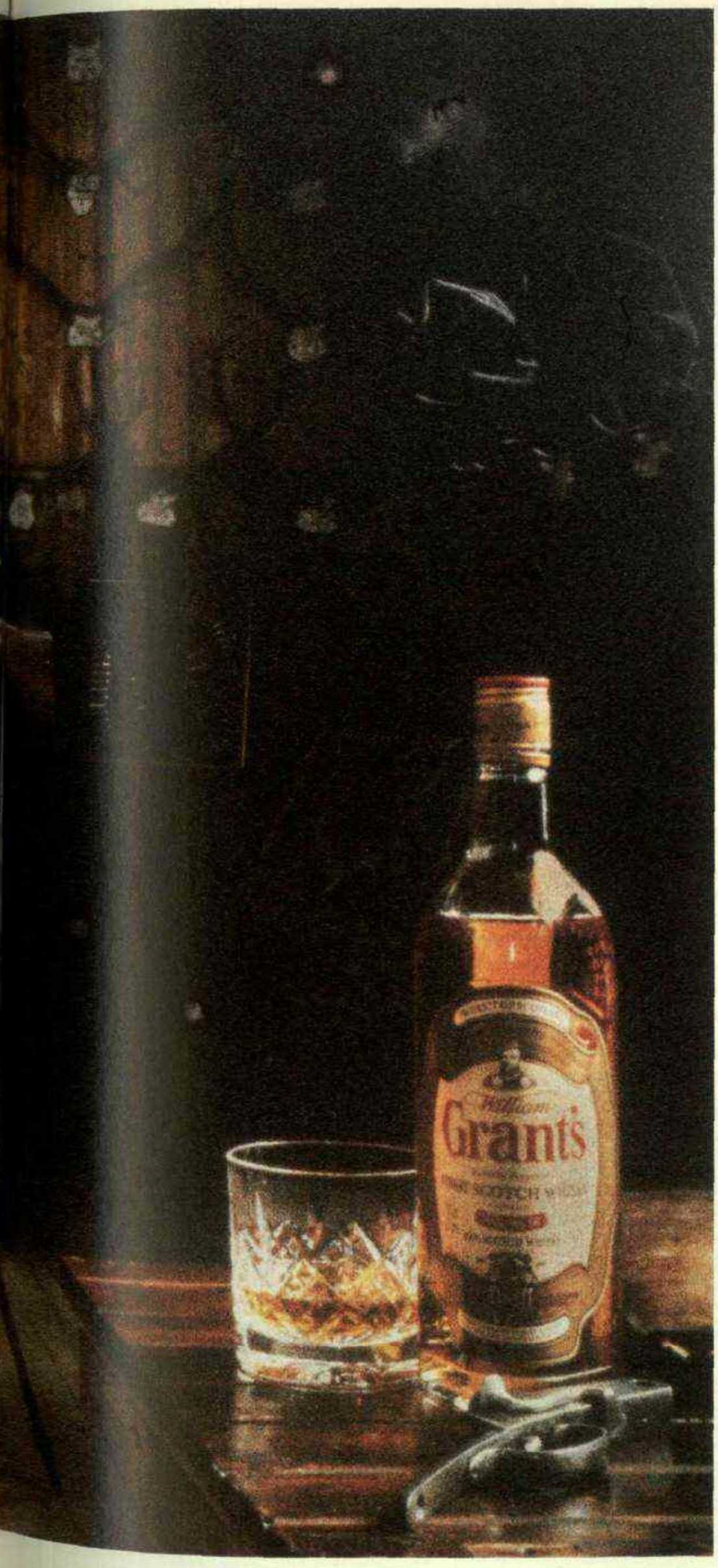


Ecurie Ecosse's Hugh McCaig (left) and David Leslie have high hopes for Le Mans.


Rothmans
KING SIZE
Rothmans
KING SIZE
BY SPECIAL APPOINTMENT
FILTER TIPPED
ROTHMANS OF PALL MALL LONDON EST. 1890
REAL KING SIZE
FLAVOUR
THE BEST TOBACCO MONEY CAN BUY
MIDDLE TAR As defined by H.M. Government
Warning: SMOKING WHEN PREGNANT CAN INJURE
YOUR BABY AND CAUSE PREMATURE BIRTH
Health Departments' Chief Medical Officers



WILLIAM GRANT'S · THE STUF



1887 Recalling this golden year of human achievement, two dates above all immediately spring to mind.

August 12th and December 25th.

It was on the August day that the dream of Heathcliffe McClintock came to fruition.

Aspiring to become the most prolific shot in the Highlands, he unveiled his six-barrelled Ditch Gun to the awe-struck shooting fraternity.

As he concealed himself in ditches, it would enable him to pepper everything on the skyline simultaneously.



On the Christmas Day, our ancestor, William Grant of Glenfiddich realised his dream.

Having built a distillery with his bare hands, his first whisky flowed.

Not only did it bring our ancestor sweet success, but it became known as the very stuff that drams are made of.

And one hundred years later, we are celebrating five generations as independent family distillers.

We're afraid, however, that success turned sour on Heathcliffe McClintock.

At its first blast, the mighty Ditch Gun wiped out every grouse upon the moor.

Whereupon, the shooting fraternity ostracised him as a cad, a show-off and an unspeakable spoilsport. **1987**

F THAT DRAMS ARE MADE OF

FORMULA ONE

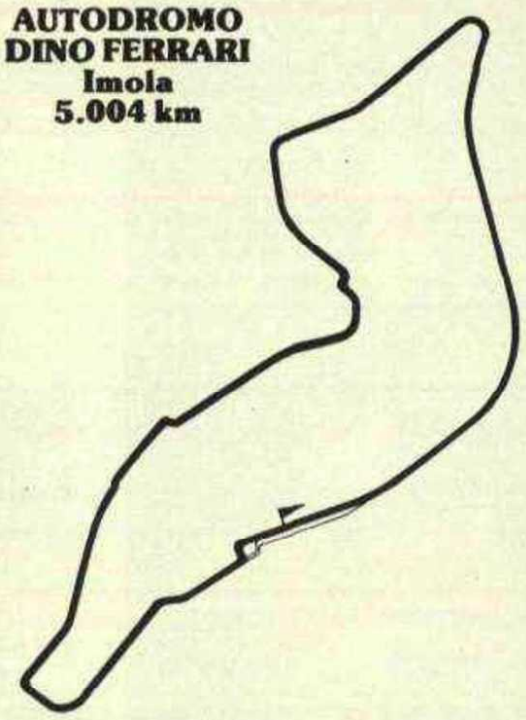
RACE DETAILS

		Fastest Lap
1 **Prost**	3rd lap 1; 2nd lap 5; **retired** lap 15; alternator drive failure, loss of electrical systems	1.31.409 (11)
2 **Johansson**	7th lap 1; passed by Fabi lap 10; tyre stop lap 24; ran consistent 5th; pit stop lap 43 for aerodynamic repairs; **finished** 4th	1.29.543 (54)
3 **Palmer**	First race as official team member; 23rd lap 1; moved ahead of team-mate lap 8; **retired** lap 49, clutch failure when 15th	1.36.182 (17)
4 **Streiff**	18th lap 1; dropped to 20th lap 7; ran in company with Palmer; led unturbocharged category when Palmer retired; **finished** 8th	1.35.406 (49)
5 **Mansell**	2nd lap 1; passed Senna lap 2; lost lead briefly during tyre stop; led lap 27 to finish; confident **win**	1.30.711 (56)
6 **Piquet**	Fastest first practice; high-speed accident due to component failure; **withdrawn** as precaution on medical grounds.	—
7 **Patrese**	6th lap 1; kept pace with leaders; ran to lap 37 before stopping for tyres; regained 2nd after tyre stop; loss of amps; **finished** 9th	1.31.564 (46)
8 **de Cesaris**	17th lap 1; worked up to 7th lap 35; tyre stop lap 39; missed gearchange and spun off track lap 40; **retired** accident damage	1.31.160 (37)
9 **Brundle**	First race with new car; 12th lap 1; ran midfield; unhappy with brakes; non-stop run; **finished** 5th, two laps behind winner	1.34.573 (44)
10 **Danner**	19th lap 1; good trouble-free race; non-stop on one set of tyres; **finished** 7th, two laps behind winner	1.34.996 (31)
11 **Nakajima**	Started from pit lane in T-car; drove consistent race in car he didn't fit properly; moved rapidly through backmarkers; **finished** 6th	1.31.891 (57)
12 **Senna**	Took lead at start; passed by Mansell lap 2, Prost lap 5 and Alboreto lap 13; led briefly during tyre stops; dropped to 4th; **finished** 2nd	1.30.851 (53)
14 **Fabre**	22nd lap 1; dropped to next to last; not fast enough and got in the way; spun and put Alliot off track; **finished** last, 6 laps behind	1.38.543 (6)
16 **Capelli**	First appearance of new car; ran wtih other unturbocharged cars; **retired** lap 19, ignition trouble	1.37.839 (14)
17 **Warwick**	9th lap 1; held position well; tyre stop lap 26; as high as 4th during stops; settled into 7th place; ran out of fuel lap 56; **classified** 11th	1.31.582 (22)
18 **Cheever**	10th lap 1; passed by Boutsen lap 2; kept station with team-mate; lapped lap 35; **retired** lap 49, engine failure	1.32.262 (21)
19 **Fabi**	Poor start; 8th lap 1; long pit-stop lap 18 for tyres and aerodynamic repairs; climbed to 4th; **retired** lap 52, turbo failure; fastest lap	1.29.246 (51)
20 **Boutsen**	11th lap 1; ran well to plan and on the pace; climbed to 6th; tyre stop lap 25; **retired** lap 49, engine failure	1.31.586 (35)
21 **Caffi**	15th lap 1; consistently higher placed than Osella norm; ran strong 9th; ran out of fuel lap 55; **classified** 12th	1.34.506 (31)
22 **Tarquini**	First Formula One race; ran at back of field, out of his depth; **retired** lap 27; gearbox failure	1.40.126 (5)
23 **Campos**	16th lap 1; long pit stop lap 16; resumed back of field; **retired** lap 31 gearbox failure	1.34.709 (20)
24 **Nannini**	13th lap 1; passed by Ghinzani lap 4; passed by Caffi lap 8; long pit stops laps 10 and 23; **retired** laps 26, engine failure	1.34.036 (14)
25 **Arnoux**	**Withdrawn** after Sunday warm-up session, front suspension failure	—
26 **Ghinzani**	A token start; **retired** lap 8, precautionary measure after suspension failure on Arnoux's Ligier.	1.34.817 (4)
27 **Alboreto**	4th lap 1; passed Senna lap 13; inherited 2nd place lap 15; led laps 22-24; tyre stop lap 25; **finished** 3rd, today's hero	1.31.054 (32)
28 **Berger**	5th lap 1; maintained position to lap 16; **retired** lap 17 at pits, turbo system trouble; disgruntled	1.32.929 (4)
30 **Alliot**	First appearance of new car; ran well in company with Tyrrells; put off by Fabre; two long pit stops for repairs; **finished** 10th	1.33.668 (53)

QUALIFYING TIMES

		Friday	Saturday	Pos
Prost	McLaren	1.29.317	1.26.135	3
Johansson	McLaren	1.30.416	1.28.708	8
Palmer	Tyrrell	1.34.632	1.36.127	24
Streiff	Tyrrell	1.35.001	1.33.155	21
Mansell	Williams	1.26.204	1.25.946	2
Piquet	Williams	*1.25.997*	Entry withdrawn	
Patrese	Brabham	1.28.447	1.28.421	7
de Cesaris	Brabham	1.30.627	1.30.382	14
Brundle	Zakspeed	1.31.931	1.31.094	15
Danner	Zakspeed	1.32.977	1.31.903	18
Nakajima	Lotus	1.29.579	1.30.545	12
Senna	Lotus	1.27.543	*1.25.826*	Pole
Fabre	AGS	1.39.747	1.36.159	25
Capelli	March	1.37.463	1.33.872	23
Warwick	Arrows	1.28.887	1.29.236	10
Cheever	Arrows	1.30.379	1.28.848	9
Fabi	Benetton	1.27.801	1.27.270	4
Boutsen	Benetton	1.28.929	1.28.908	11
Caffi	Osella	1.32.308	1.33.298	20
Tarquini	Osella	1.43.446		26
Campos	Minardi	1.41.520	1.31.818	17
Nannini	Minardi	1.31.789		16
Arnoux	Ligier	1.31.078	1.29.861	13
Ghinzani	Ligier	1.32.873	1.32.248	19
Alboreto	Ferrari	1.29.653	1.28.074	6
Berger	Ferrari	1.28.229	1.27.280	5
Alliot	Lola	1.34.458	1.33.846	22

AUTODROMO DINO FERRARI
Imola
5.004 km



STARTING GRID

12
A. Senna
(Lotus-Honda V6)
1 min 25.826 secs

1
A. Prost
(McLaren-Porsche V6)
1 min 26.135 secs

28
G. Berger
(Ferrari V6)
1 min 27.280 secs

17
R. Patrese
(Brabham-BMW 4 cyl)
1 min 28.421 secs

18
E. Cheever
(Arrows-BMW 4 cyl)
1 min 28.848 secs

20
T. Boutsen
(Benetton-Ford V6)
1 min 28.908 secs

8
A. de Cesaris
(Brabham-BMW 4 cyl)
1 min 30.382 secs

24
A. Nannini
(Minardi-Moderni V6)
1 min 31.789 secs

10
C. Danner
(Zakspeed 4 cyl)
1 min 31.903 secs

21
A. Caffi
(Osella-Alfa Romeo V8)
1 min 32.308 secs

30
P. Alliot
(Lola-Cosworth V8)
1 min 33.846 secs

3
J. Palmer
(Tyrrell-Cosworth V8)
1 min 34.632 secs

22
G. Tarquini
(Osella-Alfa Romeo V8)
1 min 43.446 secs

5
N. Mansell
(Williams-Honda V6)
1 min 25.946 secs

19
T. Fabi
(Benetton-Ford V6)
1 min 27.270 secs

27
M. Alboreto
(Ferrari V6)
1 min 28.074 secs

2
S. Johansson
(McLaren-Porsche V6)
1 min 28.708 secs

17
D. Warwick
(Arrows-BMW 4 cyl)
1 min 28.887 secs

9
M. Brundle
(Zakspeed 4 cyl)
1 min 31.094 secs

23
A. Campos
(Minardi-Moderni V6)
1 min 31.818 secs

26
P. Ghinzani
(Ligier-BMW 4 cyl)
1 min 32.248 secs

4
P. Streiff
(Tyrrell- Cosworth V8)
1 min 33.155 secs

16
I. Capelli
(March-Cosworth V8)
1 min 33.872 secs

14
P. Fabre
(AGS-Cosworth V8)
1 min 36.159 secs

***Started from pit lane:**
S. Nakajima (Lotus-Honda V6) (T)

RESULTS

San Marino Grand Prix, Imola, May 3
59 laps of 5.040km circuit (297.36km/184.788 miles)

Pos	Driver	Car/Engine	Time
1st	Nigel Mansell	Williams FW11B-Honda V6 t/c	1 h 31 m 24.076 s
2nd	Ayrton Senna	Lotus 99T-Honda V6 t/c	1 h 31 m 51.621 s
3rd	Michele Alboreto	Ferrari F187 Ferrari V6 t/c	1 h 32 m 03.220 s
4th	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c	1 h 32 m 24.664 s
5th	Martin Brundle	Zakspeed ZAK 871-Zakspeed 4 cyl t/c	2 laps behind
6th	Satoru Nakajima	Lotus 99T-Honda V6 t/c	2 laps behind
7th	Christian Danner	Zakspeed ZAK 861-Zakspeed 4 cyl t/c	2 laps behind
8th	Philippe Streiff	Tyrrell 016-Cosworth V8 DFZ	2 laps behind
9th	Riccardo Patrese	Brabham BT56-BMW 4 cyl t/c	2 laps behind
10th	Philippe Alliot	Lola LC87-Cosworth V8 DFZ	3 laps behind
11th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	(not running) 4 laps behind
12th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c	(not running) 6 laps behind
13th	Pascal Fabre	AGS JH22-Cosworth V8 DFZ	(not running) 6 laps behind
14th	Teo Fabi	Benetton B187-Ford V6 t/c	retired on lap 52
15th	Thierry Boutsen	Benetton B187-Ford V6 t/c	retired on lap 49
16th	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	retired on lap 49
17th	Jonathan Palmer	Tyrrell 016-Cosworth V8 DFZ	retired on lap 49
18th	Andrea de Cesaris	Brabham BT56-BMW 4 cyl	retired on lap 40
19th	Adrian Campos	Minardi M186-Moderni V6 t/c	retired on lap 31
20th	Gabriele Tarquini	Osella FA1G-Alfa Romeo V8 t/c	retired on lap 27
21st	Alessandro Nannini	Minardi M186-Moderni V6 t/c	retired on lap 26
22nd	Ivan Capelli	March 871-Cosworth V8 DFZ	retired on lap 19
23rd	Gerhard Berger	Ferrari F187-Ferrari V6 t/c	retired on lap 17
24th	Alain Prost	McLaren MP4/3-Porsche V6 t/c	retired on lap 15
25th	Piercarlo Ghinzani	Ligier JS29B-BMW 4 cyl t/c	retired on lap 8
26th	René Arnoux	Ligier JS29B-BMW 4 cyl	withdrawn after warm-up
27th	Nelson Piquet	Williams FW11B-Honda V6 t/c	withdrawn after first practice

Fastest lap: Teo Fabi 1 min 29.246 secs on lap 51 (203.303 kph)
Winner's Average Speed: 195.201 kph. **Conditions:** Warm and overcast



Other teams' times, relayed on the monitor, are the focus of attention for the Williams pit.

Japanese Domination

The European part of the Formula One season opened at Imola on May 3, and the well-appointed and interesting Autodromo Dino Ferrari saw Nigel Mansell win almost unchallenged in the absence of his team-mate, and after the World Champion retired.

A full field of 27 entries was ready to go, which meant qualifying was going to have to eliminate one of the hopefuls. As it turned out, however, it was one of the stars that was eliminated, through no fault of his own, so the slowest of the new boys was able to take part.

With Goodyear supplying tyres to everyone this year, and all tyres being to a standard specification for the particular event, the whole tyre situation has had to be something of a compromise, although a front-running Honda-powered car needs different rubber to a back-running Cosworth DFZ-powered one. The Imola circuit is fast, with some high-speed corners and curves, and it was not long before rear tyres were showing signs of distress on the fast cars.

Goodyear does not gamble and keep its fingers crossed, it knows too much about racing-tyre design for that, so it was keeping a close eye on things. Then, during the afternoon qualifying session, Nelson Piquet had a lurid accident on the fast double-left bend after the pits. His Williams-Honda snapped away from him and spun uncontrollably backwards into the barriers, tearing off the left-front suspension, breaking the engine/gearbox assembly away from the monocoque and destroying the left rear suspension.

Apart from a hole being punched in the carbon-fibre composite monocoque at the left front corner, the Williams cockpit zone was unscathed, and Piquet got away with a bruised left leg, and a severe brain shaking due to deceleration on impact.

The car was a write-off and the driver was hospitalised for observation, but naturally everyone wanted to know what had happened. From all accounts there was no question of driver error, so something must have failed, though no-one was prepared to commit themselves as the damage to the car was too extensive to make a simple analysis.

Goodyear, being the responsible firm it is, was prepared to accept that it might have been a tyre failure, but equally, Patrick Head of Williams was prepared to accept that it could have been a chassis component failure. To remove any possibility of risk, Goodyear withdrew all the rear tyres. By a super-human effort on the part of a lot of people behind the scenes, a supply of different rear tyres was in the paddock next morning, the teams having to accept that they could only have 4½ sets of rears, instead of the stipulated five sets.



Warwick's Arrows retired when fifth.

The Williams team had a spare monocoque, so overnight it built it up into a new car, just in case Piquet was going to be allowed to drive. As it turned out, the medical men refused to pass him as 100% fit, and his entry had to be withdrawn. Thus did Gabriele Tarquini in the second Osella manage to get into the race — his first attempt at Formula One.

Piquet had made fastest qualifying time up to the point of his accident, and no one improved on it, so he still held pole position when Saturday qualifying began. Eventually Mansell improved on the time, and in the dying moments of the Saturday hour Senna beat the Englishman, so the two Honda-powered teams shared the front of the grid. The Honda Motor Company must have been pleased to see such justification for its decision to support two teams in 1987.

Porsche was in some trouble on the first day, having problems with three engines in the McLarens, caused by mixture adjustments; but it soon overcame them, and Prost was third fastest overall. When Johansson's car had been retrieved on the Friday afternoon, the engine having expired in a cloud of smoke and oil, the plugs were removed and the compressions were checked by cranking it round on the starter motor and inserting a compression tester into each plug hole in turn.

All was well until they got to the front cylinder on the left; the gauge did not even flicker. A couple more tries convinced the Porsche people that something awful had



Ayrton Senna's Lotus-Honda took the first-ever pole position for an active-suspension car.

FORMULA ONE



The Larrousse-Calmels team entered Formula One at Imola with a Lola for Philippe Alliot.

happened inside and a long thin torch beam down the plug hole was all that was needed. Nothing was said, but I suspect the engineer could see the crankshaft! Melted pistons usually mean mixture problems.

The John Barnard-inspired Ferraris, which look like bright red McLarens around the back end (all neat and smooth and efficient, a typical Barnard hall-mark), were encouraging, Alboreto and Berger lining up in the third row of the grid.

The new 90 V6 engine (replacing the long-established 120 unit), and the gearbox in line with the engine and mounted out behind the differential unit (replacing the long-established transverse gearbox) were neat and orthodox, and fitted into the Barnard thinking of airflow through and around the rear end of the car.

Having both cars on the third row of the grid would have pleased most teams, but it was not good enough for Ferrari, and especially for the partisan crowd. Ferraris should be on the front row, especially at Imola. The crowd were not impressed.

Last year the Rory Bryne-designed Benetton B186, which came from Toleman roots and was powered by BMW engines, was quite a force to be reckoned with. This year the B187 with the Ford V6 turbo power-unit is right in with the front runners. This poses a lot of questions to which there are an equal number of answers.

Is the Benetton chassis so superior to the Carl Haas Lola of last year? Has Ford come up with a lot more power? Are Fabi and Boutsen that much better than Jones and Tambay were last year? Is the Benetton organisation that much better than the Haas organisation of last year? You can pick your own answers, but the undeniable fact is that this year the Ford-powered cars are front-runners, and Ford is smiling.

The FIA/FISA rule makers, in their wisdom, have made a second category to boost the entry lists for 1987. Technical advancement in all aspects of Formula One, thanks to Honda, BMW, Porsche, Ford and top chassis teams such as Williams, McLaren and Lotus, meant the poor relations in the second half of the field were getting left behind, and it looked as though the back end of the grid would die.

The overall plan is to phase out turbocharged engines by 1989 and replace them with naturally-aspirated 3½-litre engines. So, to encourage the gentle change-over, "Group B" is for cars with 3½-litre engines without turbocharging or supercharging, and they can weigh 500kg, as against 540kg for turbocharged 1½ litres.

At the moment "Group B" is a sort of Vintage/Historic category, with low-finance, low-tech, teams using cars from the past, and 3½-litre versions of the old Cosworth DFV engine. Naturally they incorporate 1987 constructional technology and design features, but by any standards they can only be regarded as "Vintage". It is probable that by the end of this season there will be signs of 1988 naturally-aspirated engines appearing from the likes of Honda, Porsche and Ferrari, and then the scene will become more interesting.

The Tyrrell team was quickly away on "Group B", but is now challenged by a one-car team from Lola, with French backing, and March, with Japanese backing. The French AGS team is unlikely to challenge anyone.

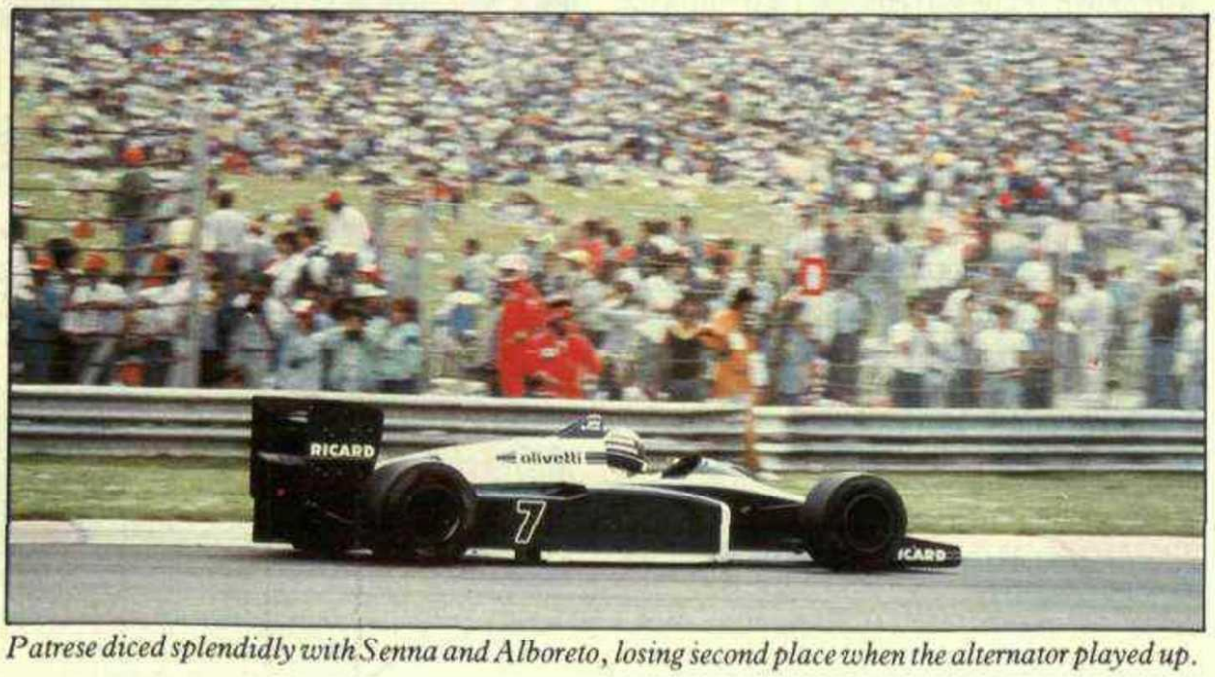
On a non-stop run in the San Marino Grand Prix, the best Tyrrell could manage was only eighth place, two laps behind the winner, and even on a straightforward fast circuit like Imola these cars were embarrassingly in the way at times. This "Vintage" class does not seem like a good idea at the moment.

In spite of qualifying sessions being restricted by the use of standard racing tyres, and a limit of 4 bar on boost-pressures, the Friday and Saturday afternoons are still reality, though not as exciting as they were last year. But when it comes to the race it is a question of compromise on all fronts, particularly as regards fuel consumption, as tankage is still restricted to 195 litres, and no refuelling is allowed.

Did those exciting refuelling stops really happen a few years ago? In qualifying Senna made the fastest lap in 1min 25.826, while in the race Fabi made fastest lap in 1min 29.246 and most fast drivers were at 1min 30 or over. In round figures, one can say the race was run at five seconds a lap slower than was possible, which means the top drivers were *racing* at the qualifying pace of the Minardis, which doesn't sound very exciting.

Even then, some midfield runners ran out of petrol before the end of the race, though the high-tech teams have the situation well in hand, with exotic engine-management systems controlling fuel consumption and power, and fuel-flow and contents measuring devices working to accurate limits.

Among the unfortunates who ran out of fuel



Patrese diced splendidly with Senna and Alboreto, losing second place when the alternator played up.



In his second race for Zakspeed, Martin Brundle scored the team's first points in two years. Alex Caffi, behind, impressed by reaching ninth before retiring.

when all seemed well were Derek Warwick and Alex Caffi. The Hampshire driver was particularly annoyed, as a good finish in fifth place would have done him the world of good. The Arrows A10 with its Megatron-financed "upright" BMW engine was going well as "best of the rest".

The performance of the young Italian driver Alex Caffi was most interesting. He was driving the Osella with turbocharged V8 Alfa Romeo power, which is nearly as old as a Cosworth engine, and reliability has never seemed an intrisic part of the Osella team. But in the early stages of the race there was this blue Osella running in eleventh position, and there was a tendency to think of it as having been lapped by the leaders.

But it hadn't and was still on the same lap as Mansell; it really was eleventh and going well. The other Osella, driven by Tarquini, was last and that *was* reality. An unassuming young man is Caffi, happy to be in Formula One, doing his best with what he has got and not moaning about it. His best is certainly impressive. He was a good ninth when he ran out of fuel on lap 55.

Another interesting performance in the race was that of Satoru Nakajima, the Honda link-man in the Lotus team, driving the number two Lotus. The front-running cars these days have so much electrical "gubbins" on board that the amperage needed to keep everything functioning is pretty high. If your charging system is lacking, or the battery is not up to it, everything will die away, from ignition to instrument panel computer. Nakajima's car suffered a loss of amps at the start and the car was pushed away while he was inserted into the T-car.

With the start being delayed, the Lotus mechanics were able to fit him into the car, which was set up for Senna, as best they could, and he was able to start from the pit-lane after the field had set off. From last on lap one, he worked his way smoothly up through the field and thanks to numerous retirements was able to finish sixth, thus bringing the third Honda-powered car into the World Championship points-scoring list.

For television viewers this last-minute change of cars was a great disappointment, for the number two Lotus was fitted with a minature camera mounted on the roll-over structure by the driver's right ear. It had a good view of the instrument panel, the nose of the car, the righthand front wheel and suspension, and a driver's-eye view of the track ahead.

It had been tested "live" during the morning warm-up session, and was looking good. At one point someone ran wide onto the grass out of a corner ahead of the Lotus, and the camera showed Nakajima turning his head to the right to see who it was as he passed by.

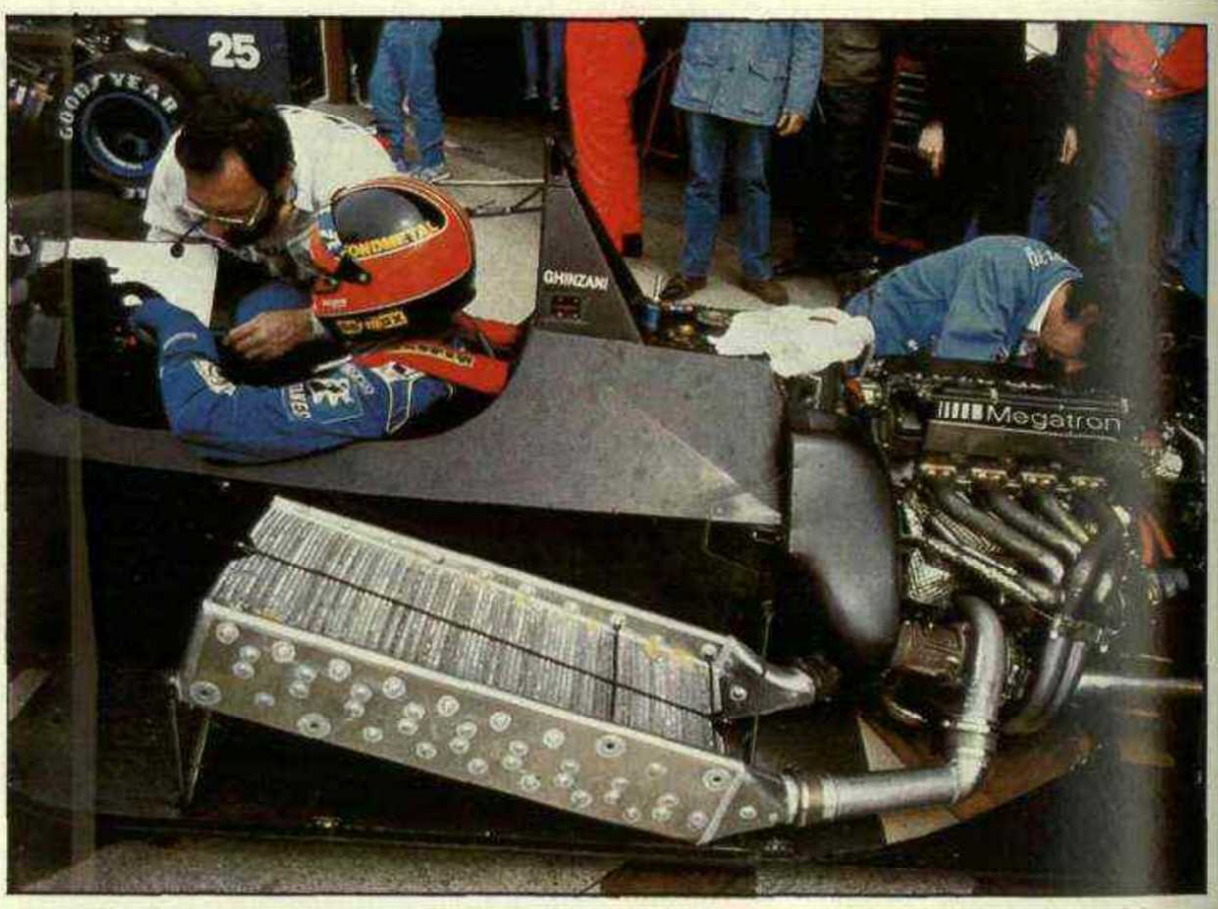
Situated in the middle of the grid, the Lotus at the start and on the opening lap could have provided some very exciting viewing for the armchair spectator, always assuming the television director at the circuit had used it



Mansell's pole position was snatched away by Senna late in Saturday's qualifying session.



Alboreto was Sunday's hero for Ferrari.



Guy Ligier had secured Megatron (BMW) engines but Ghinzani, above, retired after seven laps.

and Murray Walker had not spoilt the illusion of being in the car with his continuous chatter.

Loss of the all-important amps also put paid to Alain Prost's race. The drive to the alternator on the Porsche engine failed, the big red light came on, and then everything died away and Prost had to walk back to the pits, his race over.

In the closing stages, a similar loss of amperage on Patrese's Brabham put paid to what was a possible second place. He was luckier than Prost, for most of the systems kept functioning to a degree and the car kept going, albeit at a very reduced rate; but most of those Patrese had been leading all day were able to go by him, and the results gave him ninth, which hardly reflects his performance.

Telling the television world how it was all happening was a remarkable collection of ex-World Champions, earning an honest crust as commentators. There was one well-known ex-World Champion who did not know the rules about an aborted start.

If the starter is aware of something wrong on the grid he can push the yellow button, which cancels the start so the whole procedure begins again. This can happen either before or after the red light comes on, which normally indicates that the green is due to appear between four and seven seconds later. Obviously the starter has to make a snap decision and act accordingly.

With fuel tank capacity limited to 195 litres, the teams need to know exactly how long their engines have to run, so regulations always give the race length, plus one lap for the "parade" from the dummy grid. The Imola race was due to run for 60 laps plus the parade lap. The field had done their parade lap, using a certain quantity of fuel, so now had to have enough left for 60 laps.

As the cars came to rest on the grid proper, Alboreto, Johansson and Brundle all stalled their engines, then Nannini stalled his. The start was aborted with the yellow light, and everyone switched off. A five-minute delay was announced and the race distance reduced to 59 laps, as the cars now had to do another parade lap before coming under starter's orders again.

This time all was well, and the field of 25 cars got away well (with Nakajima joining in from the pit lane). Now, our knowledgeable ex-World Champion seemed to think the race would still be over 60 laps, and that the cars should have had their fuel tanks topped-up before setting off on their second parade lap. In his day that was the procedure, but times have changed.

It was due to this restart that the Olivetti time-keepers had to reprogramme their calculators and computers to work on a 59-lap race instead of a 60-lap race. Stalling your engine on the startline may be frustrating for the driver concerned, but it can cause a lot of panics in many other places.

Everyone keeping a lap chart, either for a team, a journalistic report or out of general interest, had to remember to start at lap 2, or to finsih one lap early. And anyone who had made out statistic tables beforehand had to remember to make a correction, while all the pre-race blurb was instantly wrong!

Pity the poor historian. **DSJ**



The Tyrrells enjoyed a close fight for supremacy in the 3.5-litre division, Streiff finishing eighth overall.

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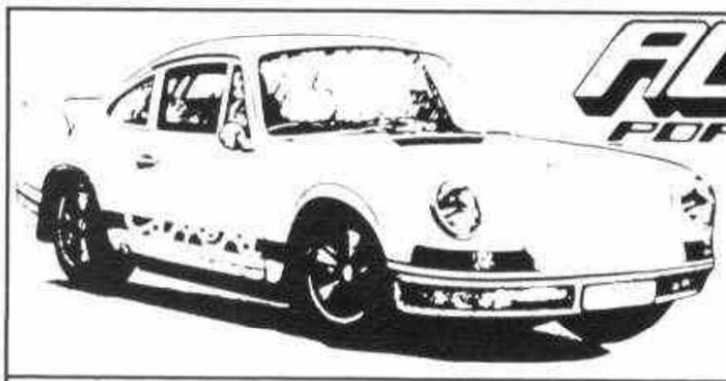
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P.S. Has anyone got a photo of the original Iver site? It's long since demolished.



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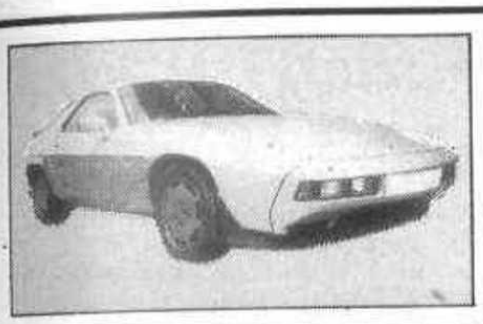
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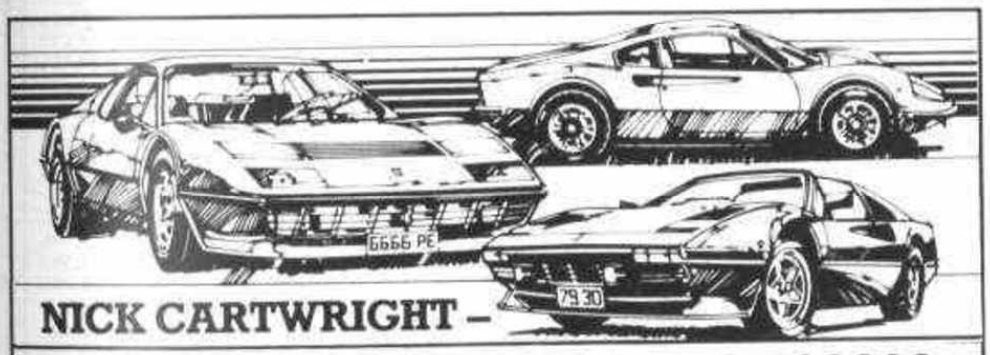
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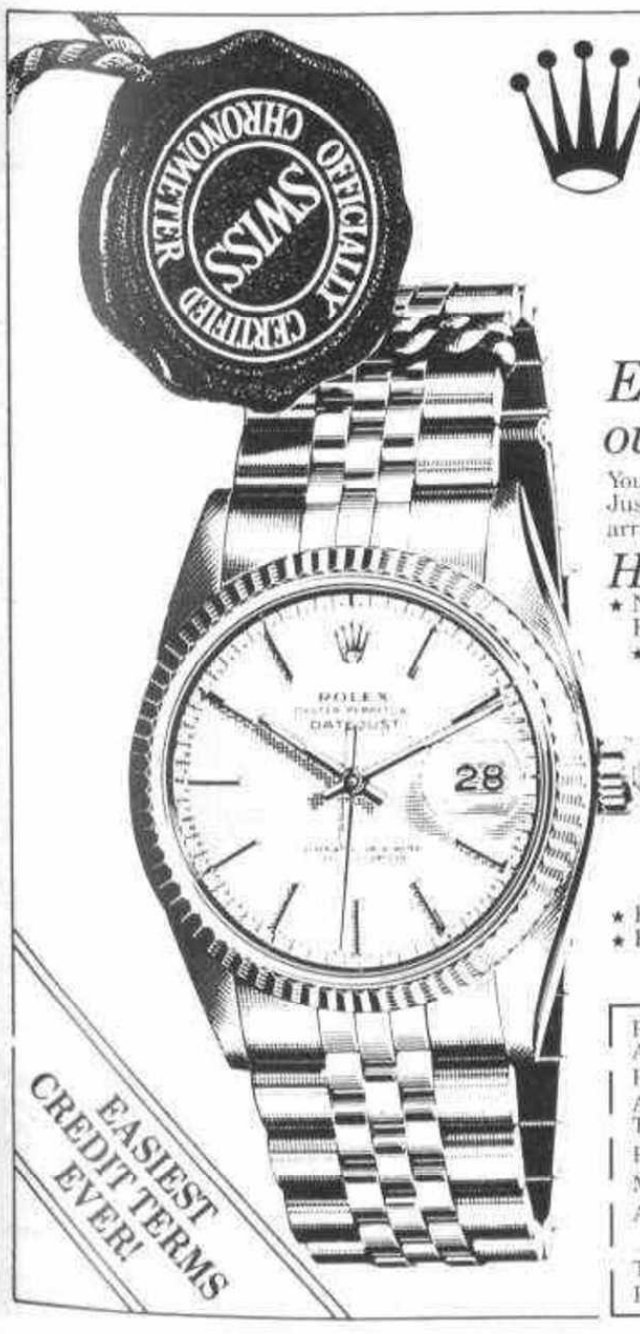
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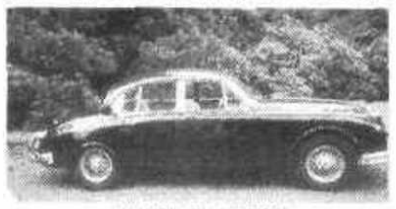
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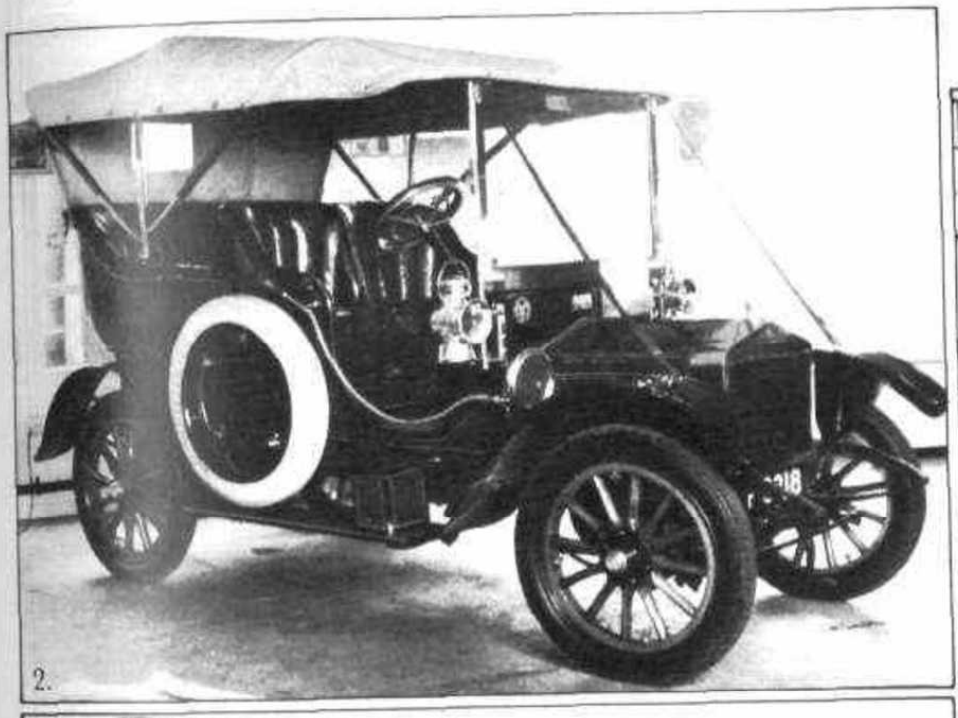
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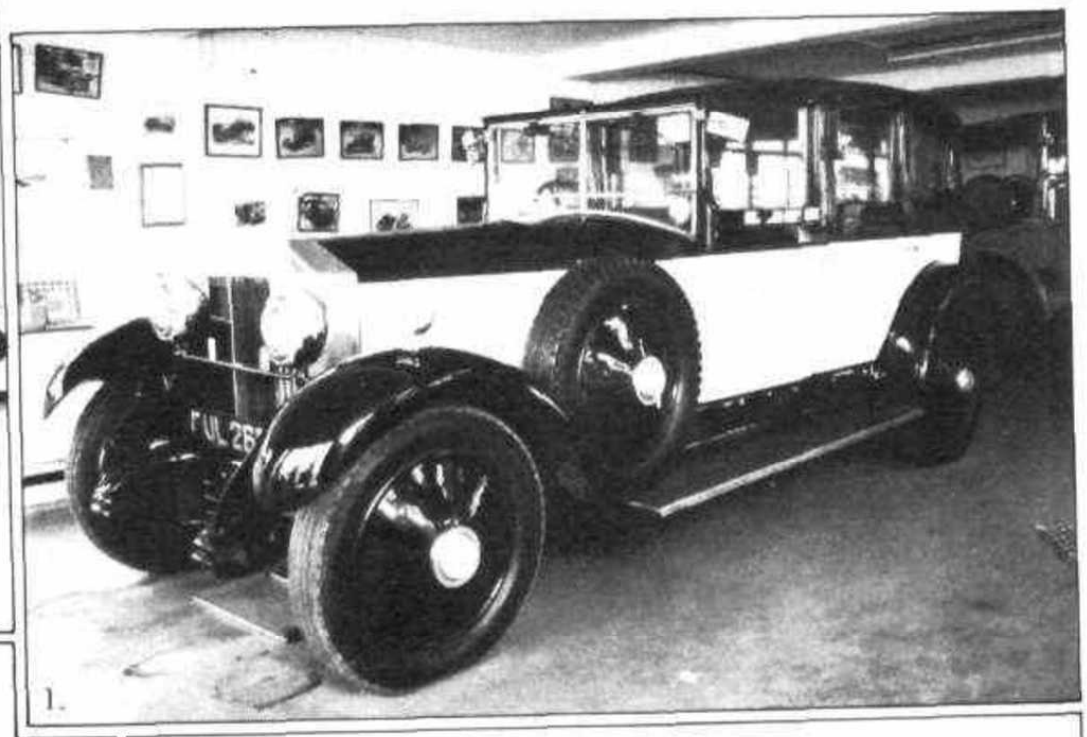
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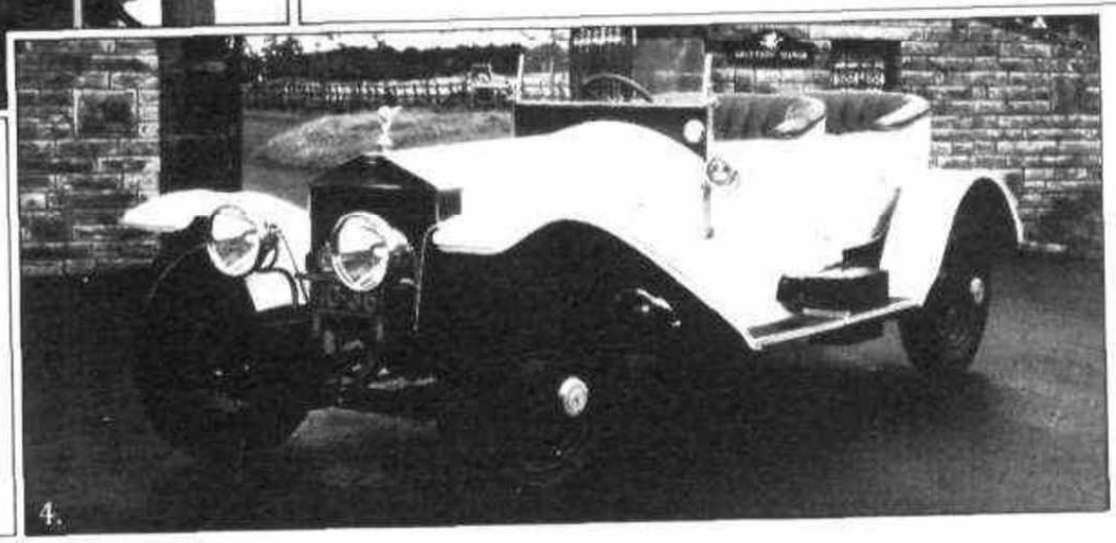
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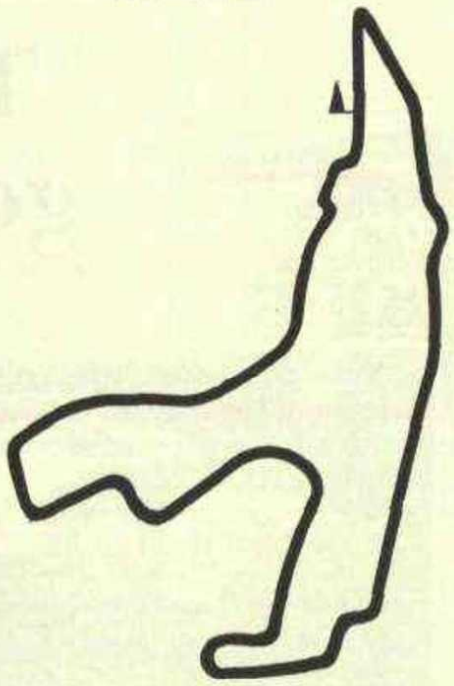
RACE DETAILS

		Fastest Lap
1 **Prost**	3rd lap 1; inherited lead lap 10 when Alboreto retired and Piquet had trouble; tyre stop lap 19; **won** unchallenged; fastest lap	1.57.153 (26)
2 **Johansson**	8th lap 1; passed Patrese lap 3; passed Boutsen lap 7; passed Fabi lap 17; tyre stop lap 21; regained 2nd lap 22; **finished** 2nd	1.59.015 (33)
3 **Palmer**	Ran into wreckage of car number 4 lap 2 of first start; **eliminated** from second start, due to no spare car	—
4 **Streiff**	Crashed after the Raidillon lap 2 of first start; took T-car for second start; ran at back of field with continual misfire; **finished** 9th	2.09.977 (15)
5 **Mansell**	Collided with Senna on opening lap; spun off and damaged underside of monocoque, rejoined last; **retired** on lap 18, accident damage	1.59.651 (12)
6 **Piquet**	3rd away from start; led laps 1-9 until engine trouble intervened; pit stop; one more slow lap and **retired**	1.59.572 (8)
7 **Patrese**	7th lap 1; **retired** lap 6, electrical trouble	2.05.206 (2)
8 **de Cesaris**	11th lap 1; passed Warwick lap 4, Cheever lap 6; Boutsen lap 17 and Fabi lap 30; stopped, out of fuel on last lap **classified** 3rd	2.00.154 (33)
9 **Brundle**	15th lap 1; passed Nakajima lap 2; long duel with Arnoux; **retired** lap 20, engine failure	2.04.277 (16)
10 **Danner**	17th lap 1; moved up to 13th; **retired** lap 10, accident	2.05.247 (8)
11 **Nakajima**	13th lap 1; ran consistent race; battled with Arnoux; tyre stop lap 21; nearly caught Cheever at end; **finished** impressive 5th	2.02.706 (34)
12 **Senna**	Led away from start; caught by Mansell near end of lap 1; pushed into spin and off track; **retired**	—
14 **Fabre**	Ran at back of field with Streiff; kept out of trouble; **finished** 10th but stopped on last lap, out of fuel	2.09.977 (15)
16 **Capelli**	In T-car for first start; took race car for second start; leading non-turbo class; **retired** lap 15, engine trouble	2.06.011 (13)
17 **Warwick**	10th lap 1; moved up to 9th; **retired** lap 9, when water pipe became detached	2.03.843 (6)
18 **Cheever**	9th lap 1; moved up to 7th; passed by de Cesaris; tyre stop lap 23; regulated pace to fuel consumption; **finished** 4th a lap behind winner	2.03.091 (29)
19 **Fabi**	6th lap 1; 2nd place by lap 10; passed by Johansson lap 17; engine went rough lap 27; dropped to 4th; **retired**, engine failure	1.59.927 (8)
20 **Boutsen**	Hit Berger's spinning Ferrari end of lap 1 of first start; restart in T-car; ran 4th for some time; **retired**, drive shaft universal joint failure	2.01.020 (4)
21 **Caffi**	20th lap 1; passed Alliot; passed Capelli; **retired** lap 12, engine failure	2.05.825 (6)
23 **Campos**	**Retired** in first start; did not take second start	—
24 **Nannini**	12th lap 1; **retired** lap 2, engine failure	2.17.571 (1)
25 **Arnoux**	14th lap 1; good race with Brundle and Nakajima; 6th lap 18; tyre stop lap 21; regulated pace to fuel consumption; **finished** 6th	2.04.471 (15)
26 **Ghinzani**	16th lap 1; ran well and moved up to 6th by lap 21; tyre stop lap 27; ran 7th behind Arnoux; ran out of fuel on last lap; **classified** 7th	2.04.691 (13)
27 **Alboreto**	2nd lap 1; held position into lap 10; **retired** out on circuit, transmission failure	2.00.017 (7)
28 **Berger**	Spun on last bend lap 1 of first start; hit guardrail, struck by Boutsen's Benetton; T-car for restart; 5th lap 1; **retired** lap 3, engine failure	2.09.474 (2)
30 **Alliot**	19th lap 1; kept pace with Ligiers; running well; slowed in closing laps; **finished** 8th	2.05.456 (16)

QUALIFYING TIMES

		Friday	*Saturday*	*Pos*
Prost	McLaren	2.11.203	1.54.186	6
Johansson	McLaren	2.12.063	1.55.781	10
Palmer	Tyrrell	2.14.931	2.04.677	24
Streiff	Tyrrell	2.18.900	2.03.098	23
Mansell	Williams	2.06.965	*1.52.026*	Pole
Piquet	Williams	2.08.143	1.53.416	2
Patrese	Brabham	2.12.914	1.55.064	8
de Cesaris	Brabham	2.13.871	1.57.101	13
Brundle	Zakspeed	2.14.432	2.00.433	18
Danner	Zakspeed	2.20.610	2.01.072	20
Nakajima	Lotus	2.11.441	1.58.649	15
Senna	Lotus	2.08.450	1.53.426	3
Fabre	AGS	2.26.498	2.07.361	25
Capelli	March	2.13.355	2.02.036	21
Warwick	Arrows	2.10.946	1.56.359	12
Cheever	Arrows	2.15.321	1.55.899	11
Fabi	Benetton	2.12.358	1.55.339	9
Boutsen	Benetton	2.08.752	1.54.300	7
Caffi	Osella	2.16.268	2.12.086	26
Campos	Minardi	2.14.945	2.00.763	19
Nannini	Minardi	2.09.650	1.58.132	14
Arnoux	Ligier	2.15.012	1.59.117	16
Ghinzani	Ligier	2.15.339	1.59.291	17
Alboreto	Ferrari	2.07.459	1.53.511	5
Berger	Ferrari	*2.06.216*	1.53.451	4
Alliot	Lola	2.13.082	2.02.347	22

SPA-FRANCORCHAMPS
6.940 km



RESULTS
Belgian Grand Prix, Spa-Francorchamps, May 17
43 laps of 6.940km circuit (298.420km/185.429 miles)

Pos	*Driver*	*Car/Engine*	*Time*
1st	Alain Prost	McLaren MP4/3-Porsche V6 t/c	1 h 27 m 03.217 s
2nd	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c	1 h 27 m 27.981 s
3rd	Andrea de Cesaris	Brabham BT56-BMW 4 cyl t/c	(not running) 1 lap behind
4th	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	1 lap behind
5th	Satoru Nakajima	Lotus 99T-Honda V6 t/c	1 lap behind
6th	René Arnoux	Ligier JS29B-BMW 4 cyl t/c	2 laps behind
7th	Piercarlo Ghinzani	Ligier JS29B-BMW 4 cyl t/c	(not running) 3 laps behind
8th	Philippe Alliot	Lola LC87-Cosworth V8 DFZ	3 laps behind
9th	Philippe Streiff	Tyrrell 016-Cosworth V8 DFZ (T)	4 laps behind
10th	Pascal Fabre	AGS JH22-Cosworth V8 DFZ	(not running) 5 laps behind
11th	Teo Fabi	Benetton B187-Ford V6 t/c	retired on lap 35
12th	Martin Brundle	Zakspeed ZAK187-Zakspeed 4 cyl t/c	retired on lap 20
13th	Thierry Boutsen	Benetton B187-Ford V6 t/c (T)	retired on lap 19
14th	Nigel Mansell	Williams FW1B-Honda V6 t/c	retired on lap 18
15th	Ivan Capelli	March 871-Cosworth V8 DFZ	retired on lap 15
16th	Nelson Piquet	Williams FW11B-Honda V6 t/c	retired on lap 12
17th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c	retired on lap 12
18th	Michele Alboreto	Ferrari F187-Ferrari V6 t/c	retired on lap 10
19th	Christian Danner	Zakspeed ZAK 871-Zakspeed 4 cyl t/c	retired on lap 10
20th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	retired on lap 9
21st	Riccardo Patrese	Brabham BT56-BMW 4 cyl t/c	retired on lap 6
22nd	Gerhard Berger	Ferrari F187-Ferrari V6 t/c (T)	retired on lap 3
23rd	Alessandro Nannini	Minardi M186-Moderni V6 t/c	retired on lap 2
24th	Ayrton Senna	Lotus 99T-Honda V6 t/c	retired on lap 1
25th	Adrian Campos	Minardi M186-Moderni V6 t/c	retired in first start
26th	Jonathan Palmer	Tyrrell 016-Cosworth DFZ	retired in first start

Fastest lap: Alain Prost, 1 min 57.153 secs on lap 26 (213.260 kph). New Record
Winner's Average Speed: 205.680 kph. **Conditions:** Overcast and Grey

STARTING GRID

6
N. Piquet
(Williams-Honda V6)
1 min 53.416 secs

28
G. Berger
(Ferrari V6) (T)
1 min 53.451 secs

1
A. Prost
(McLaren-Porsche V6)
1 min 54.186 secs

7
R. Patrese
(Brabham-BMW 4 cyl)
1 min 55.064 secs

2
S. Johansson
(McLaren-Porsche V6)
1 min 55.781 secs

17
D. Warwick
(Arrows-BMW 4 cyl)
1 min 56.359 secs

24
A. Nannini
(Minardi-Moderni V6)
1 min 58.132 secs

25
R. Arnoux
(Ligier-BMW 4 cyl)
1 min 59.117 secs

9
M. Brundle
(Zakspeed 4 cyl)
2 min 00.433 secs

10
C. Danner
(Zakspeed 4 cyl)
2 min 01.072 secs

30
P. Alliot
(Lola-Cosworth V8)
2 min 02.347 secs

3
***J. Palmer**
(Tyrrell-Cosworth V8)
2 min 04.677 secs

21
A. Caffi
(Osella-Alfa Romeo V8)
2 min 12.086 secs

5
N. Mansell
(Williams-Honda V6)
1 min 52.026 secs

12
A. Senna
(Lotus-Honda V6)
1 min 53.426 secs

27
M. Alboreto
(Ferrari V6)
1 min 53.511 secs

20
T. Boutsen
(Benetton-Ford V6) (T)
1 min 54.300 secs

19
T. Fabi
(Benetton-Ford V6)
1 min 55.339 secs

18
E. Cheever
(Arrows-BMW 4 cyl)
1 min 55.899 secs

8
A. de Cesaris
(Brabham-BMW 4 cyl)
1 min 57.101 secs

11
S. Nakajima
(Lotus-Honda V6)
1 min 58.649 secs

26
P. Ghinzani
(Ligier-BMW 4 cyl)
1 min 59.291 secs

23
A. Campos
(Minardi-Moderni V6)
2 min 00.763 secs

16
J. Capelli
(March-Cosworth V8)
2 min 02.036 secs

4
P. Streiff
(Tyrrell-Cosworth V8) (T)
2 min 03.098 secs

14
P. Fabre
(AGS-Cosworth V8)
2 min 07.361 secs

*Did not take second start



Verdant and undulating, Spa-Francorchamps offers some splendid views. Here Adrian Campos' Minardi is chased out of Malmèdy by de Cesaris.

Near Disaster

After the race at Imola, in Italy, the "circus" moved north to Belgium for the next round in the Formula One Championship series. Unlike a true travelling circus the teams did not move *en bloc*, but all sped back to their homes in Italy, Germany, France and England where rebuilding, development, testing, and experiment continued, together with analysis and reckoning on the results of the Imola race. Some teams even found time to send their "test team" with a development car to a circuit for some practical test work. In Formula One you cannot stand still and rest on your laurels; the pace at the head of the field is very high and competitive. Even at the back of the field you have to keep at it, or you will get left behind and eventually get left out altogether.

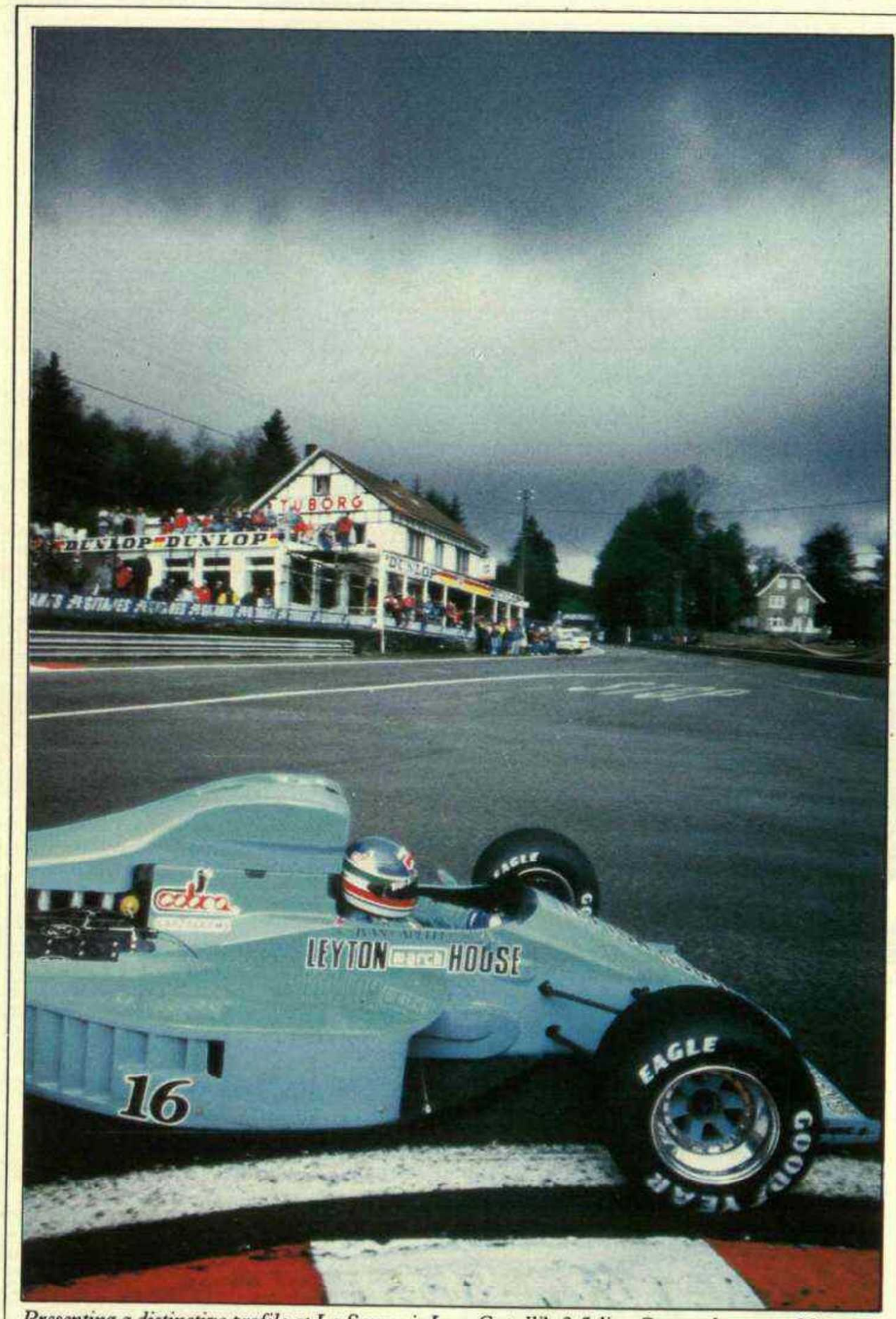
By Thursday May 14th the teams were all re-assembled, this time in the paddock on the circuit of Spa-Francorchamps in the south-east corner of Belgium, not far from the frontiers with Germany and Luxemburg, amid the spectacular countryside on the edge of the Ardennes forests in the *Haute-Fagnes*. The National Circuit of Spa-Francorchamps is either good or bad, there is very little in the way of compromise. When the sun shines it is glorious, when it rains it is foreboding and gloomy, but either way it is the best circuit on the International Calendar; some would say it is the best circuit in the world. Certainly, anyone who calls himself a professional Grand Prix driver loves it; they also hate it at times, but just suggest that somebody else could take their place for this one race, and see what the reaction would be.



The upturn in Brabham-BMW's fortunes continued with de Cesaris' third place at Spa.

For the two days of practice and qualifying it rained; not continuously, but heavily and at intervals between bouts of sunshine, and on Saturday afternoon it was so cold that rain turned to hailstones and there was snow on the distant hills. Friday qualifying was a complete lottery and the times were fairly meaningless, though the wet conditions did allow drivers to demonstrate their skill and delicate touch, and some stood out from the general pack. It was not only the stars who shone through the murk, the likes of Senna, Prost, Piquet and Alboreto were expected, but Alessandro Nannini in a Minardi, and Ivan Capelli in the 3½-litre Cosworth-powered March, were shining with similar brightness.

On Saturday the bouts of sunshine became more prolonged and the first three-quarters of the qualifying hour were near-perfect so that the results were more realistic; it was significant that Honda-powered cars took the first three places on the grid followed by the



Presenting a distinctive profile at La Source is Ivan Capelli's 3.5-litre Cosworth-powered March.

two Ferraris with their new 90-degree engines, then the reigning World Champion with his Porsche-powered McLaren and the two Ford-powered Benettons sandwiching a lone Brabham with "laid down" BMW power. The front part of the grid still looks very healthy, even if the "little yellow men" are dominant. During the qualifying hour the speeds recorded at the timing line and just before the braking point at the end of the long straight running uphill to the summit at Burnenville made interesting reading.

The timing line is at the beginning of the short straight to the hairpin at La Source, and it is approached from the "bus stop lay-by" chicane round a flat out left-hand curve on full acceleration. Mansell broke the beam at 169 mph, Piquet at 167 mph and Senna at 166 mph, which caused the Honda opposition to suggest that the Japanese had discovered a way of circumventing the 4-bar turbo pressure limit controlled by the FIA pressure valves issued to the teams prior to the meeting. What is amusing is that those "technical wallahs" who claim to know how it is done are connected with various teams and you wonder why they are not doing it, if it is so easy! Some people go out of their way to present a "whiter than white" character; or do I mean caricature? No-one seems prepared to admit that the Honda is the best engine.

At the timing line, other speeds were Prost 165 mph, Cheever 163 mph, Johansson 163 mph while others were some 10 mph slower than Mansell. The Tyrrells, with their "vintage" or "historic" 3½-litre Cosworth engines could only manage 144 mph. It is worth bearing in mind that at 165 mph a turbocharged car is coming nicely on song, so the good ones were going into the braking area for the bottom-gear hairpin at somewhere around 180 mph. Up the long hill after the abrupt "Raidillon" following the Eau Rouge bridge the turbo cars really got into their stride and grunt was the all important requirement. This time it was Piquet at the top of the list, his Williams-Honda going through the speed trap at 203 mph, while Mansell was at a mere 200.9 mph!

Surprisingly the Arrows of Cheever and Warwick were next with 199 mph and 198 mph respectively, the Heini Mader-built "upright" four-cylinder turbocharged BMW engines, financed by Megatron, obviously pushing out a lot of power without going over the 4-bar limit of boost pressure. The Porsche-engined McLarens were doing 197 mph and then the speeds dropped dramatically down to the 190 mph of Boutsen's Ford-powered Benetton. The poor old "historic" Tyrrells could only pull just over 170 mph. From these speeds the brakes had to anchor everything up for the third gear ess-bend leading onto the new part of the shortened Francorchamps circuit, before the glorious plunge down into the valley and through the twists and turns down to the lower road to rejoin the original track from Stavelot to La Source. The circuit may be only half the length that it was in "the good old days", but it is still breathtaking driving round in a normal saloon car. It must be sheer heaven for a real Grand Prix driver in a 900bhp Grand Prix car.

Mansell's fastest lap in qualifying, which gave him pole position, was 1 min 52.026 secs, an average speed of 138.578 mph, and that includes a first-gear hairpin bend! This was well over two seconds quicker than Piquet's pole-position time of last year, and the cars are supposed to be slower, with limited boost and no super-sticky tyres. It makes one wonder whether Q-tyres and Q-engines last year were real or imaginary. Admittedly the 1987 weather was almost ice-cold, so engines were really having a good time and were breathing well, but even so, two seconds on an unchanged circuit makes you think.

Everyone had their fingers crossed for Sunday and though the day was dull and overcast the rain kept off, conditions were dry and considering the poor practice days a pretty good crowd assembled on the hillsides, not too many indulging in the luxury of a very expensive grandstand seat.

Belgian Grand Prix

After the regulation 30 minute warm-up session, during which fuel consumption and tyre wear were guessed at by most teams, due to practice days not allowing much in the way of serious measurement, there was an unruly one-make race for Alpine-Renault GT cars. Then Daimler Benz AG put on a "demonstration" by two Golden Oldies, their 1937 Mercedes-Benz W125 straight-eight 5.6-litre supercharged GP car, driven by John Surtees, and a 1955 Mercedes-Benz W196 straight-eight 2½-litre GP car driven by Stirling Moss, both cars looking splendidly prepared by the "Daimler-Benz Oldtimer Service", as it said on the overalls of the works mechanics. To complete the lunch hour the Lada Stunt Team put on a display of gymkhana acrobatics with normal looking Lada saloons that was incredible and worth missing lunch to watch.

The *Grand Prix de Belgique* over 43 laps of the circuit was due at 2.30pm, and all seemed well as the 26 cars lined up on the grid, with the two Williams cars on the front row. Everyone got round the hairpin and Mansell led them down over the Eau Rouge bridge and up the spectacular Raidillon. At the end of the opening lap the cars came out of the chicane and into final left hand bend like bullets. Mansell (Williams), Senna (Lotus), Piquet (Williams), Berger (Ferrari), except that the red car had got away from the young Austrian. Rear wheel adhesion was lost as he booted it too hard, the tail came out and the Ferrari turned through 180-degrees as it went across the road in front of those following, sliding off on the left side of the road as the others passed by. It hit the guard rail going backwards and bounced back into the road just as Boutsen passed and the Benetton's left rear wheel hit the left rear wheel of the backward-facing Ferrari.

With deranged suspension the Benetton skittered down the road, scrabbled round the hairpin and came to rest down the hill. Meanwhile the blow had pushed the Ferrari back onto the grass verge, so that no-one else struck it. After everyone had gone by Berger ran across to the pits, completely unhurt, and then the starter showed a red flag at the timing line, indicating that the race had been stopped as the field were away on lap two.

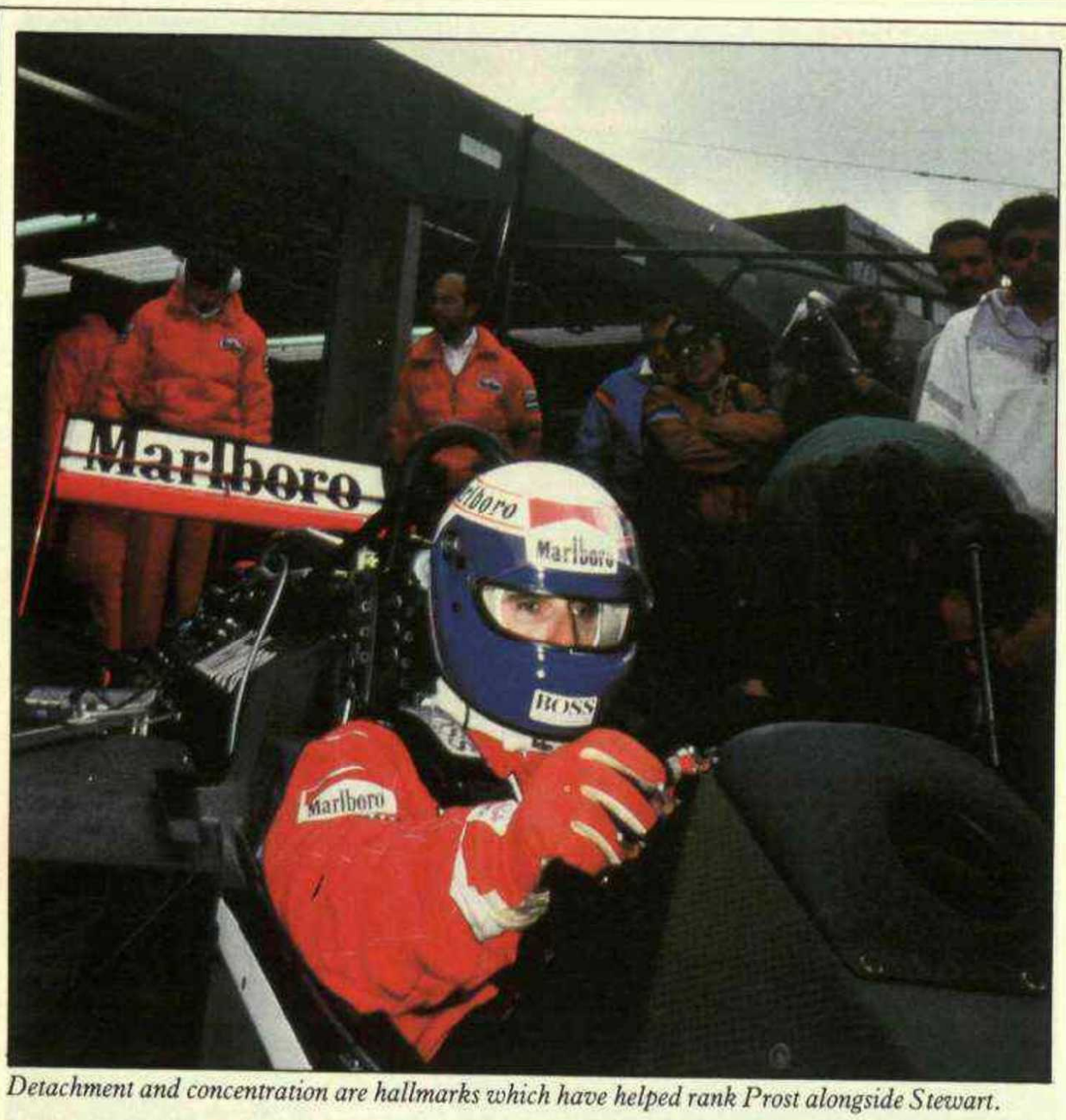
As the dust was settling after Berger's spin there had been another accident. As Philippe Streiff breasted the brow at the top of the Raidillon he lost control of his Tyrrell-Cosworth V8 and hit the barriers hard enough to break the Tyrrell in two, leaving bits spread across the road. Jonathan Palmer was following in the second Tyrrell and smashed into the debris and within seconds the Tyrrell Team was a write-off, luckily with no personal injury. The Steward's decision was that the race would be re-started, fuel tanks being allowed to be topped up, tyres changed if necessary and T-cars to be used or repairs to be made.

As the cars finished the second lap of the first race they stopped and reformed on the grid, Berger joining in with the spare Ferrari and Boutsen with the spare Benetton. There was only one spare Tyrrell so this was given to the rather ashen-faced Streiff. There was another parade lap, by 24 cars this time, as Campos joined Palmer as a non-starter, his Minardi having gone wrong, and then there was another good start, this time Senna making a real "Villeneuve start" and diving between the two Williams cars to lead into the hairpin and away down the hill.

By the end of the long climb to Les Combes Mansell had regained a lot of ground and closed on the yellow Lotus down into the valley. Going into the first of the fast ess-bends in the valley, he got alongside the Lotus, but on the outside line. Foolishly, he tried to go round the outside of the Lotus on the tight right-hand bend, and next moment both cars were spinning to the outside of the track. The Lotus ended up stuck in the run-off bed of gravel, while the Williams was able to get back on the track after everyone had gone by. A grinning Nelson Piquet was now leading, followed by Alboreto and Prost, then Boutsen, Berger, Fabi, Patrese and Johansson. After Streiff had gone by, carrying the red light of the procession, a furious Mansell



Brundle and Nakajima pursue Arnoux, who finished sixth in the Ligier-BMW's second race.



Detachment and concentration are hallmarks which have helped rank Prost alongside Stewart.

stormed by. Senna had to walk back.

Piquet looked secure in the lead, while Alboreto looked smooth and comfortable in second place and Prost in third place looked as always — calculating. This situation lasted until lap 10 when Piquet's Honda engine spluttered and misfired, and Alboreto's Ferrari coasted to a stop with broken transmission, leaving Prost comfortably in the lead without having to do any calculations. The spare Ferrari had lasted only a lap and half before clouds of white smoke, suggesting melted pistons, poured out of the back and Berger trickled in to the pits to retire.

What had looked to be a good dice turned into a rather boring demonstration of the Prost smooth, unruffled driving technique, leading the race from lap 10 to the end, including a stop for new tyres. He didn't exactly have to battle for this victory, bringing his total to 27, equal with the total set up by Jackie Stewart. Any opposition there might have been fell by the wayside, Boutsen's spare Benetton destroying a drive-shaft universal, Fabi's Benetton destroying its engine, and Patrese's Brabham having electrical trouble.

Mansell's excursion off into the rough had torn up the underside of the Williams and it finally forced him to give up, while Piquet's sick engine got him back to the pits. He tried for one more lap after some fiddling about, but it was no better and he returned to the pits to retire. Through all the mayhem came Stefan Johansson in the second McLaren-Porsche and driving a very nice race he moved up into second place by lap 17 and very ably supported his World Champion team-leader to make it a 1-2 for McLaren.

The only car not to be lapped by the red and white cars was the Brabham-BMW of Andrea de Cesaris. Running non-stop he had driven a remarkably consistent race and moved up from eleventh place to third place and was all set to finish on the same lap as the two McLarens. As he came down the hill to finish lap 43 the Brabham ran out of fuel and coasted to within 200 yards of the finishing line before stopping. Although the luckless de Cesaris could only be credited with completing 42 laps, he was still ahead of Cheever and Nakajima, so he did not lose his third place, but it would have been nice to have been the only driver to finish on the same lap as the all-conquering McLarens.

What had promised to be an exciting race had become a near-disaster and evolved into a demonstration by one of the World's most successful Grand Prix drivers. I hope that one day Alain Prost will win a race by having to fight tooth-and-nail to the bitter end, like Ronnie Peterson's win in the 1978 South African GP. At the moment the little Frenchman makes it all look too easy, though maybe I have forgotten some of his epic victories; after all, 27 Grand Prix victories is an impressive list.

Television viewers will have seen Mansell running round the outside of Senna, and the two cars pirouetting off the track. Newspaper readers will have read about Mansell's anger against Senna in the pits afterwards. Regarding the collision you can take whichever side suits your fancy. Mansell fans will blame Senna, and Senna fans will blame Mansell, but the Brummie does make a (bad) habit of tangling with the hard Brazil nut. As regards the flare-up afterwards, I wonder what you would have done after goofing and throwing a race away by a stupid manoeuvre?

To end on a happy note, Honda must have been pleased with Satoru Nakajima finishing fifth in only his third Formula One race. Three starts as Lotus number two, and three finishes. That would have been good for a talented English driver.

After their disaster at Imola with the hurriedly-built Ligier-BMW cars, it was nice to see both cars finish, and Ghinzani would have finished close to Arnoux had his car not run out of fuel on the last lap. **DSJ**



Teo Fabi's Benetton-Ford bottoms out at Eau Rouge.

Brief Encounters

Dear AH,

There is something about Italy. On the way to Imola I was creeping round the Bologna ring road in solid traffic, and not enjoying myself, so I turned off to use the old Via Emilia, rather than the Autostrada.

At least there is something to see when creeping along on the ordinary roads, whereas on an Autostrada it is merely tin boxes and lorries, with the occasional frustrated Ferrari. The traffic on the Via Emilia is much the same, but there are extranous things such as shops, buildings, pedestrians, animals, garages, traffic lights, bicycles and motorcycles.

I turned off at the sign saying San Lazzario, a suburb of Bologna on the eastern side. At least this had fond memories of days gone by, for it was in San Lazzario that the Maserati brothers returned to Bologna in 1947, after leaving the Maserati factory to the Orsi family in Modena.

A lot of people still think all Maseratis were made in Modena, just like those who think Ferraris are made in Modena today. The pre-war heyday of Maserati was in Bologna, hence the Bologna Trident being incorporated in the badge. When the brothers returned to Bologna they formed a new firm under the name OSCA (*Officine Specializate Construzione Automobili*) at San Lazzario.

I was waiting at the traffic lights to turn left onto the Via Emilia, simmering in the sunshine and thinking of nothing in particular, when "wham, wham, wham" three red Alfa Romeo Giulietta GT coupés roared round the corner and shrieked off northwards. They had numbers on their sides and a big sticker saying Coppa d'Italia.

I hadn't gone far on my way to Imola when more Alfas came towards me, then a couple of 356 Porsche Carreras, something that must have been an Ermini, a 300SL gull-wing Mercedes-Benz, Lancia Aurelias, Abarths and many more. It seemed like 1955 all over again, so I pulled off into a lay by and watched the third Coppa d'Italia go by.

I later discovered that the competitors had started from Padova in the north, on April 26, run down to the Misano-Adriatico circuit for some races, stayed the night in Riccione, and next day had travelled down through the mountains to a tiny sort of kart-track at Magione, before turning across to Siena. On the third day there were races at Mugello, and on the fourth and last day the races were at Imola. I was now watching them on their last leg, from Imola northwards back to Padova.

There had been a lot of mountain motoring, and some timed mountain climbs, and judging by the crumpled wings and noses, some of the competitors had been pressing on too hard. There was every type of Giulietta and Giulia Alfa Romeo, from the rather over-bodied Sprint Speciale (SS) to the raucous TZ. Judging from the number plates, entrants had come from Switzerland, Germany, Austria, France, England and Belgium as well as Italy, and the majority of the entries looked like well-used competition cars of the mid-fifties, though I did see a BMW 328 and a Monza Alfa Romeo.



"I did not see a 1900C Alfa Romeo."

The biggest surprise was to see a Tojeiro-Bristol carrying the famous LOY 500 number plates of Cliff Davis fame. There were some Austin Healeys, E-type Jaguars, and an MGB. It really was an interesting kaleidoscope of competition cars of 30 to 35 years ago, though I did not see a 1900C Alfa Romeo, one of the nicest GT cars of those times.

The sad part was that the drivers were having to mix with lorries and tin boxes, trying to weave their way in and out of the traffic. In the "good old days" the roads would have been closed and the Coppa d'Italia would have gone by in a blare of sound at 120 mph. Even so, there is something about Italy, and I am glad I turned off the boring Autostrada, even if I was an hour late in arriving at Imola.

I recently had a couple of "brief encounters" which livened up my motoring scene. Brief encounters are those rare occasions when you meet up with someone driving fast, exactly on your own wavelength, and have an enjoyable dice in close company until your ways divide. They go their way and you go yours and you never actually meet, though you wonder who the other chap was. You part with a cheery wave, a flash of headlights or a toot of the horn. You are like ships that pass in the night, except that you don't pass, you actually run in close company!

I was cruising pretty rapidly on a stretch of motorway which was relatively empty and had a number of fast curves, and this ran off into dual carriageway which wound and undulated until it came to the first roundabout in the city. Coming up behind a black Ford XR3i, I realised it was "getting along nicely" as we passed a few cars and that he had seen me in his mirror, for he moved over neatly and smoothly, expecting me to overtake. I had no need to go by, so I dropped in behind him.

We passed another car and his overtaking line was exactly the one I had mentally chosen, and from then on it was quite clear that our fast motoring lines, positioning and flow were the same. He went through the very fast open sweeps, devoid of traffic, on the most perfect "racing lines", positioning the car smoothly, and exactly where I was aiming my Porsche.

This brief encounter lasted a few miles, made all the more satisfying by the relative absence of other traffic. When we got to the first roundabout I indicated left, and peeled off, and as he went straight on he gave a cheery wave. The surprising thing was that he had his wife in the passenger seat and his mother in the rear, and he was an "old boy" with grey hair!

The second occasion was on a cross-country run late at night on deserted roads. A large motorcycle came out of a side-turning well ahead of me, the rider having his girlfriend riding pillion, or so it seemed by the friendly way she was tucked up close to him. He didn't accelerate away in a frenzy, but was obviously about to travel fast and smoothly.

Dipping the lights, I sat a comfortable distance behind him as we "got on with it", and they were clearly intrigued to know what it was that was matching their performance, for on a couple of slow corners the passenger looked back to see what was following them. Obviously satisfied, the rider began to "pile on the steam" and crank the bike over more and more on the fast bends. We ran in close company for quite a few miles.

Now from years of motorcycling I know a good rider when I see one, and this chap was good. He obviously knew our local roads, and there was no other traffic about so we had a really enjoyable dice. He made me sweat a bit, and I had to use everything the Porsche had, but it was fun. When we got to one of our local villages, he turned left with a brief wave and I gave him a flash of the headlights and went straight on. We'll never know who we were!

Just occasionally you do find out who you have had a brief encounter with, like the time when I was returning from Brands Hatch across south London in the dark. I was on a 750cc Norton Commando, as was this other chap. It was actually all a bit unruly, with drag-races from the traffic lights, and very illegal speeds across Clapham Common and so on, but it was great fun.

I was wearing an open-face helmet, and he had a full-face space-helmet, so I could not see who it was, but he recognised me and at one point, just as the lights went green, he said "Are you Denis Jenkinson?", to which I replied "Yes" and outdragged him to the next roundabout. We finally parted with a wave, and some years later I met this fellow, who introduced himself as Jonathan Williams' brother, and added "Remember the Norton dice across South London?" I certainly did. Jonathan (the former racing driver) asked "Was my brother behaving irresponsibly?"

One day I hope a grey-haired man will say: "Hello, it wasn't my mother on the back seat, it was my aunt".

Yours, DSJ



From this modest workshop, harnesses are exported to Europe, North and South America and Japan.

Accidental Success

Britain's motor racing business has a lot more elements to its success than the Cosworth V8, front running chassis and the Hewland gearbox. Thriving cottage industries can also meet world class standards, and one such, a Hampshire garage, provides a story with a 20-year-old twist for regular MOTOR SPORT readers . . .

Willans Safety Harnesses could be found in half the GP cars on the 1987 Brazilian Grand Prix grid, or in the hundreds of Van Diemen Formula Fords which are typical of the equipment the modern GP aspirant needs to succeed.

From Reynard to Ralt, via race and rally saloons, to the restraint systems for both of Richard Branson's Virgin Atlantic Challengers and numerous waterborne racers, belts made by a dozen or so Willans employees maintain a grip on those accepting the exhilaration and danger of speed.

Yet the tale of how Willans became so widely accepted goes back only 20 years and has strong links with this magazine. For it was in these pages (MOTOR SPORT, March 1967) that Michael Cotton profiled the racing career of former Lotus-backed Formula Junior pilot John Fenning, in part three of a series entitled *The Cost of Motoring Sport*.

Today, Mr Fenning is one of the few who can drive a Formula One car or leave it, according to mood. For he has his own "ex-everybody and his dog" Wolf WR2-Cosworth, as well as a choice of Lolas (1100 Ford Junior and 1.5 Twin Cam T55) as visible evidence of how he resolved a personal racing priority.

"During 1966-67 I tried all sorts of things as an alternative to motor racing — skin diving, flying, all kinds of activities. But none of them really turned me on the same way as racing. Later in 1967, after that article appeared, I had a Brabham BT21C twin-cam, but this time I was going racing with a commitment to my wife to do everything I could to make it as safe as possible. New helmet, overalls, the lot. I looked around and saw that one GP driver, a young lad called Jackie Stewart, was using safety belts in his BRM.



The famous Willans safety harness.

"I resolved to find out more, and contacted his employers at BRM, who told me the belts came from a Ministry of Defence supplier, RFDGQ, at Godalming in Surrey.

"My calls eventually put me in touch with one of nature's gentlemen, a Second World War Major, always nicknamed 'Dumbo' Willans." The Major was no longer a serving officer, but had tried most of life's challenges, including the first live ejection from a Folland Gnat, Bronco busting and stunt driving.

"Major Willans was also an expert on the proper use and mounting of safety harnesses in the aircraft industry and elsewhere," recalls John Fenning.

It appeared John was by no means the only customer with designs on the competition use of the harness as "about three" had been released for trial installations, other than those employed by Jackie Stewart.

However, John Fenning is a fast worker when he sets his mind to a project. With Major Willans' guidance as to how the harness might be mounted in the Brabham single-seater (an ex-hillclimb car), John and his cohorts did a trial installation.

Major Willans was surprised at their eagerness, and happy with the result. Others had hung onto the belts for six weeks without producing anything material.

Nothing startling occurred at this juncture, no blinding revelation of the future. As John said: "I simply paid the bill to RFD at Godalming and got on with the Brabham. However, there were always friends calling round, and there sat the car with these funny straps in. 'What's that?' they'd ask and I'd tell 'em . . . it's called safety belts!"

"'Can I buy some?' seemed to be the next question from most of them. I asked Major Willans and he offered us six sets on sale or return. I was flabbergasted at the trust shown in us, and there was no shortage of single seater customers.

"The need to tailor each single seater harness became apparent even before we had done 20 installations. You need different belt lengths to cope with individual attachment points in a single seater, whereas most saloons fall within a broad band of similar fitments," says Fenning.

It is still true today that the one-offs cause the headaches, "taking about three times as long." Co-director Harley Morgrette states simply, "that we are a cottage industry has meant that we can respond quickly. Many racing teams consider a 12-hour lead time is more than adequate . . ."

During 1967 RDFGQ was supplying complete assemblies, but was obviously not happiest dealing with one-off orders, their business structured to contracts and repeat business. "Remember that the aircraft business tends to plan five years ahead rather than five hours," quips John Fenning.

Something would have to be done if this promising aid to safety (and speed, through increased driver contact with the car around him) were to blossom into a viable business. Messrs Fenning and Willans discussed the matter until, by late 1967, the Major had RFD's agreement to produce harnesses to order in a few days.

"He was able to do this by stepping into the breach himself and sewing up our requirements in a gutted caravan at Henley-on-

Willans Safety Harnesses



John Fenning's personal collection of racing cars includes this Formula Junior Lola.

Thames," Fenning remembers.

Although this allowed the business to get off the ground in 1968, with prompting from customers such as John Surtees, it was not the total answer. As John Fenning explains, "the Major was such a nice bloke that all those hard businessmen in racing gave him a tough time. You know the kind of thing: 'the cheque's in the post'. . . 'just send us an invoice.' The result was that he was pretty cheesed off after six months or so."

By the latter part of 1968 a gentleman's agreement — "there was no need to write things down with a man like that" — was reached. Major Willans would continue making the harness assemblies; John Fenning would sell them and look after the commercial side.

Today the business is constituted under Stockbridge Racing Ltd, in the Hampshire town in which John has lived for all but the wartime years with his bomber crew father. Directors include three members of the Fenning clan (John is married with three offspring between 16 and 23) and Harley Morgrette. Harley was another Brabham racer who arrived from the USA in the seventies, and still works both machines and sales organisation (through 40 distributors).

No precise details of turnover, employees or production are given, as John Fenning has experienced the rough end of business rivalries often enough to be the wariest businessman I have interviewed. Output of complete harnesses for motorsports, from rallycross to Grands Prix, numbers "several thousand" annually.

Early custom came from Formula One, and Harley Morgrette records "15 of the last 17 World Champions had Willans harnesses". However, as with many aspects of GP racing, it is not easy to identify the product, "because seat belts make too good an advertising space to be ignored."



Fenning's premises in Stockbridge, Hampshire.

Thus the Willans equipment in many GP machines goes under other brand proclamations. This applies to Lotus, Ferrari and Brabham. Tyrrell, Arrows and March do identify the Willans logo. The Frank Williams Honda equipe does not use Willans, even though the Williams team owner was one of the first to use the Willans equipment in the days of his association with Piers Courage.

Incidentally, Lotus always had black webbing to complement the JPS colours. As ever it was constructed in the traditional parachute harness materials, but supplied from small batches rather than 10,000-metre runs of the traditional blue.

About half-a-dozen workers occupy a brightly lit but modest workspace over JC Fenning showrooms. "We used to be British Leyland, but fell out with Auntie two years ago over numbers," says John.

He has wisely invested in a Dennison strain gauge to check the breaking point of harness and attachments, prior to production of routine or one-off items. The worth of such checks is illustrated by a story which I will have to edit.

One of the most prestigious racing companies in the world insisted on supply of their own space-age metals to mount safety harnesses. Before making up a set of webbing on the proferred materials, John and company stepped across the road. They applied the strain gauge's hydraulic ram and diaphragm compression of oil (piped to a gauge recording up to 10,000 lb of destructive effort) to the new wonder attachments. "They broke like candles," reports John, with obvious relish!

A Formula Ford harness carries 14 steel "tongues" which link straps from shoulder to crotch to lap. Touch those steel connectors and you will share my admiration of the Willans system. For this stamped stainless steel, to standards imposed by the aircraft industry, has no sharp edges and co-operates with a spring-loaded centre section tested to 37G.

How do they get the sharp edges from that tough stamped steel? "It's rumbled around by stones to get the edges off" confirms Fenning. Incidentally, as with safety helmets, Willans now insists that new equipment is used after an accident, encouraging clients to send back the harness for destruction and allowing a small discount on the replacements.

At 50 years of age, John Fenning proved as entertaining as he had to our reporter of 20 years ago, and I could have written an appreciation of his racing activities with equal ease. Even when working space is doubled in the near future, I expect Willans to retain its cottage industry character with a worldwide reputation. **JW**



In its Veloce form, the Alfa Romeo 33's rather bland shape gets a little added spice to accompany the most powerful boxer engine yet available.

Tide-Turners?

Alfa Romeo has not had a happy time in Britain throughout the past five years, with sales declining remorselessly. But with new management both in Italy and in the UK, and improving products, it looks as though the tide will turn in 1987.

One of the reasons for the saga was a reluctance among former Alfasud owners to take the 33 model to their hearts. Introduced four years ago, it lacked all the ingredients of the Sud except, perhaps, its proneness to rust.

The launch of the "second generation" Alfa Romeo 33 should put heart back into the range. The 1.5-litre and, especially, 1.7-litre versions just launched in Britain are lusty performers, and quiet too when cruising at high speeds. They are what you would call driver's cars, full of Italian brio, comfortably out-performing the beloved Sud Ti while offering better build, more spacious interiors and greater room for luggage.

There was great excitement among Sud owners when the 1186cc flat-four alloy engine was taken out to 1.3-litres, and still more when it became a 1.5-litre. Now, with a twin-choke carburettor on each bank, the 1.5-litre develops 105 bhp and a new 1712cc version, with a larger bore and stroke at 87 72.2mm, develops 118 bhp. Their respective 0-60 mph acceleration times and top speeds are 9.5 sec/115 mph and 8.7 sec/122 mph.

"Veloce" versions of both models are packaged for the British market with colour-keyed radiator grilles, side skirts, front and rear air dams, and rear wings which intrude a little on rear vision. Prices range from £7599 for the 1.5 Ti to £8999 for the 1.7 Veloce.

The re-launched 33 models have improved suspension, better brakes, close-ratio gearboxes and restyled interiors, and have made the transition from family transport models to enthusiasts' cars which are much more worthy of the Alfa Romeo badge. A full driving appraisal will be published soon. **MLC**

Tipo 164 Unveiled



Alfa Romeo's long-awaited and much-delayed Tipo 164 saloon is heading for a debut at the Frankfurt Show in September. The big saloon, which derives from the common Lancia/Saab/Fiat/Alfa development project, becomes the flagship model, replacing the late and unlamented Alfa 6 and the Alfetta saloon.

It will use the 2-litre Twin Spark four and 3.0 V6 engines in a transverse front-wheel drive installation. Mid-1988 is the expected date for UK availability. **GC**

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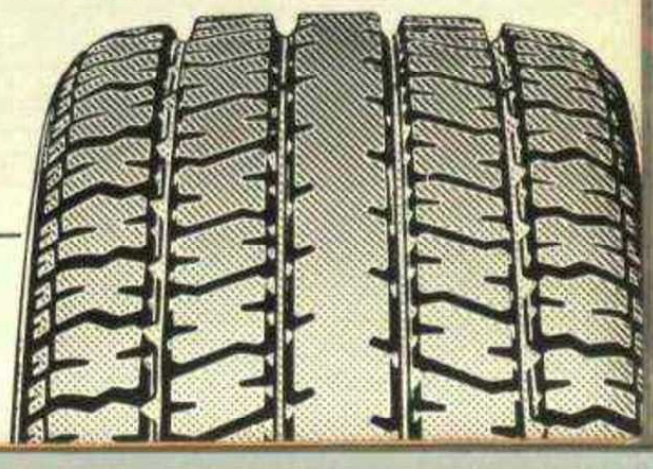
The Firehawk SV has a flat, 5 rib tread, with deep channels to sluice away water. Its straighter sidewalls stand firm on stability and steering response – giving predictable high speed handling. It transmits acceleration and braking forces with dependable directness. In tests, the SV performs impressively against the best of the rest; it excels in wet grip, noise level and ride. Yet its wear characteristics are outstanding.

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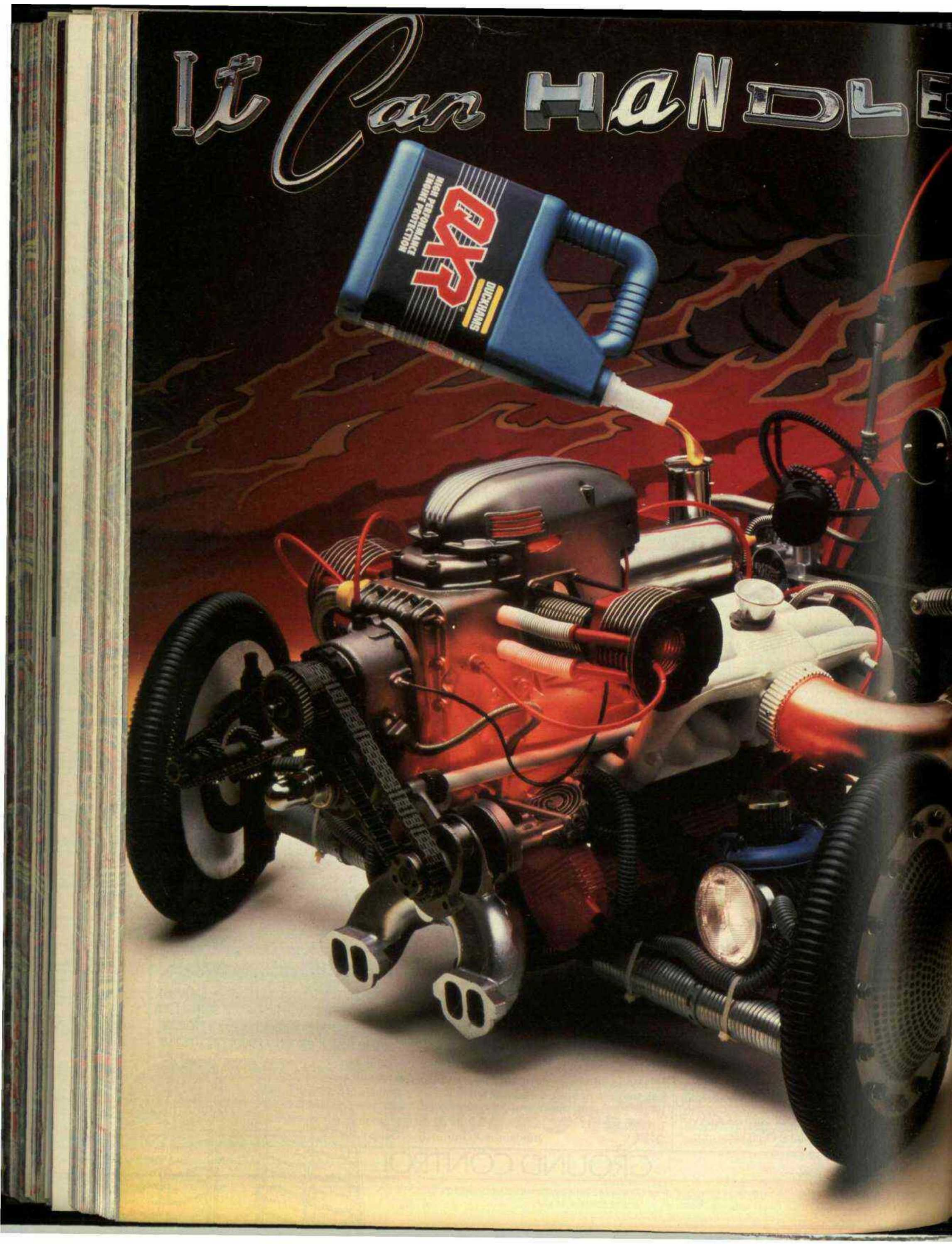
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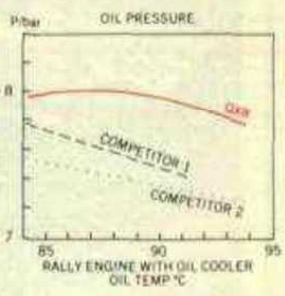
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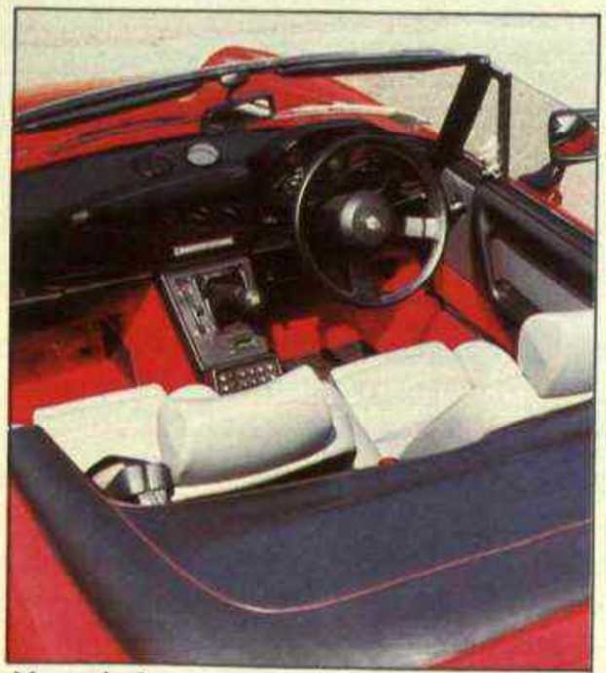
Twilight Days

Following the take-over of Alfa Romeo GB by the TKM Group, rumours that the venerable Alfa Spider was to be added officially to the dealer range and sold across the country have been dispelled. This must have been a relief to Bell and Colville, the Surrey-based Alfa Romeo, Saab, and Lotus dealers who until recently have been the sole source of new Spiders in this country for several years. However, it now looks as if 1988 will see the end of production, as Bertone who builds it needs the space to make Cadillac Allante shells.

Last year we tested one of the cars, which are bought with delivery mileage but technically second-hand from Europe, usually Holland or Belgium, and converted to right-hand drive in this country. The conversion is done using factory parts, just as it was in the seventies when the Spider was on ARGB's current strength — yes, it was switched to RHD on these shores even then — and the visible quality of the work is excellent, so I was disappointed to find that the car seemed to lack the poise and charm that its long-standing reputation recalled.

Of course, standards march on; and the car now sits on chubby low-profile rubber which it was never designed for; but how much allowance should one make? It is still an eye-catcher and pleasant to drive in the sunshine, so I was happy to use the recent revisions to the more lavish Green Cloverleaf model as an excuse to absorb one of those brief but brilliant spells of sun that the country enjoyed in April.

The car was loaned to us by Gilberts of Ealing, who now join Bell and Colville as suppliers, though both firms take converted cars from the same workshop, so the product is the same. Gilberts aims to catch the metropolitan customer from its West London premises, more usually filled with every sort of Porsche, plus a variety of interesting transport. (Shortly before my visit, the company had sold an MG Midget with less than 2000 miles on it; the car had been retained in store by a dealer for some years before its eventual sale.)



New dash, seats, and hood-cover improve interior without spoiling period style.

In themselves, the extras which differentiate the Green Cloverleaf Spider from the standard version are mainly visual — fancy alloy wheels with Pirelli P6 tyres, and the fibreglass spoilers and skirts which have aroused so much debate. But for this year, a number of trim changes have tidied up the details inside. A new dash replaces the previous two prominent cowls, a hood-bag has been added, and the boot is now neatly trimmed in matching carpet. The hood-bag is very tidy, and has the benefit of covering up anything left on the rear shelf; it is not exactly secure, being fastened only with a zip, but it makes one feel easier about, for example, popping into the kiosk to pay for the petrol.

I was rather taken with the new dash. Though I have always felt that the previous twin cowls were an exaggerated '60s styling feature, designing a suitable replacement cannot have been easy. The new binnacle looks neater but still draws on a traditional form, that of a tall rounded unit packed with round dials, like the dash of a 308 Ferrari. Unfortunately I could not see the top two, oil pressure and volts. An all-black centre console carries the heater controls, and the long gear-lever sticks through at a very old-fashioned but natural to use angle. Electric window switches, fog-lamps and remote mirror adjustment occupy a panel in front of the gearlever. New leathercloth seats look very *luxe*, but they are actually convincing fakes, and rather sticky in hot weather.

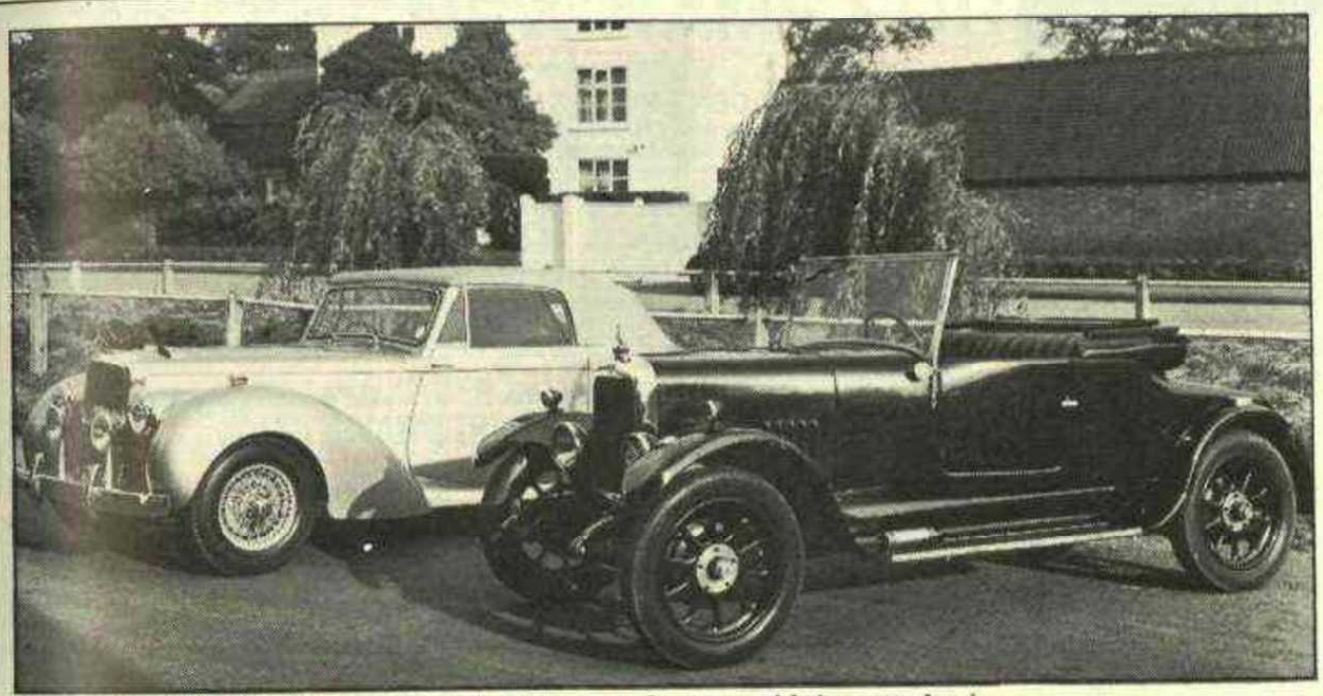
No changes have been made to the alloy twin-cam: it still squeezes out 130 rather noisy bhp at 5400 rpm, and performance is respectable if you work at it. But I had really been hoping to feel some improvements in the suspension, such as crisper steering and less roll-oversteer. Perhaps the red car answered the helm a little faster, and delayed a little longer before wanting to wag its tail, but the wheel felt just as lifeless; assembly tolerances might well account for such small differences. Then again, perhaps the sunshine went to my head.



Newly-trimmed boot looks neater.

A new leather steering wheel is one major improvement — I cannot get on with the wood rims that Alfas used to sport, and have always immediately replaced them on my own Alfas.

For summer days the Alfa Spider remains one of the most attractive convertibles on the market, and that hood is only now being rivalled by the likes of the BMW 325i Cabrio design for simplicity of operation. It is rather refreshing, too, to see a car which is so widely recognisable as a classic shape that it does not immediately classify its driver by social status. Green Cloverleaf models are priced at £15,495, unadorned versions at £13,995. GC



One-make specialisation can span the years, as these two Alvises emphasis.

One Make or Many?

Having been almost all my life a motoring journalist or, as I prefer to consider myself, a motoring enthusiast who writes (a word arranger, in less pedantic terms), I have been unable to concentrate for long on one make of car, and I am jealous of those who can specialise.

One-make loyalty enables lucky people to acquire a specialist knowledge of the cars they own or enthuse over, which must help the running of them. Even those who do not own actual cars, but collect memorabilia, can concentrate better if they confine their purchases to one make of car or commercial vehicle. And how nice and comfortable to be able to study, thoroughly, just one facet of automobile history!

There are subsidiary advantages of being a one-make specialist, of course. I had an inkling of this during the war, when I happened to possess three 12/50 Alvis cars. One day, in the inevitable hurry to refill the radiator of one of them after its winter draining, I dropped the plug down a roadside drain. Where, in wartime, would I have got a replacement of the right size and thread, you may ask? It was, however, a simple matter to take one from another 12/50 in my shed . . .

The same obviously applies to many interchangeable parts. If a tyre punctured I had the choice of ten other wheels which would fit the Alvis I was about to go motoring in; *Punch* would have called it a blinding glimpse of the obvious!

Then there is the matter of pride in the particular make of car fancied, and the chance to build up an interesting collection of appropriate models — Austin 7, 12/4 and 20, for example, or large and small Rolls-Royces.

One-make loyalty is not confined to the vintage and classic car movement. It began when owners who had good service from a given car in the early days decided to stick to the make which impressed them favourably. Sometimes their children would recall this partiality for one make, and themselves tend to buy accordingly in later times. Even today, there are people who concentrate on one make only — Porsche or Ferrari perhaps.

The one-make clubs and registers encourage such specialisation and users of one make of car may experience a certain pride when a similar make or model wins a race or rally they are watching. I am perhaps naive in believing there must be some rub-off on the fellow or girl who has, say, a Renault 5 in the car park, and sees a turbocharged Renault come home victorious in a Grand Prix. Not so naive, maybe; otherwise why do manufacturers of mass-produced cars spend vast sums of money in trying to win rally and race championships, and advertise successes?

A motoring writer is constantly being deflected into thinking about cars of every make, so that although I have a warm regard for the Vauxhall 30/98, believe the 12/50 Alvis to be a very good car, feel a leaning towards Rileys, and regard the A7 as the best of the minors, I have never for long been able to live and breathe in terms of one of those cars.

Nor have I any idea which car breeds the greatest one-make loyalty. It is possible that Rolls-Royce, Bentley and Sunbeam come top or close to the top but that is not to say that those who never want any make other than, perhaps, Singer or Wolseley are any less enthusiastic or happy.

So I am envious of those able to have one-make loyalties, whether as owners or just followers of the game. But I try to cheer myself up with the thought that, even given the opportunity, I could never match the dedication of the Frazer Nash "Chain Gangsters", and that, after all, to own or drive a large number of different cars is a means of enjoyably enlarging one's motoring experiences in a manner not perhaps open to those who remain loyal to one make only. **WB**

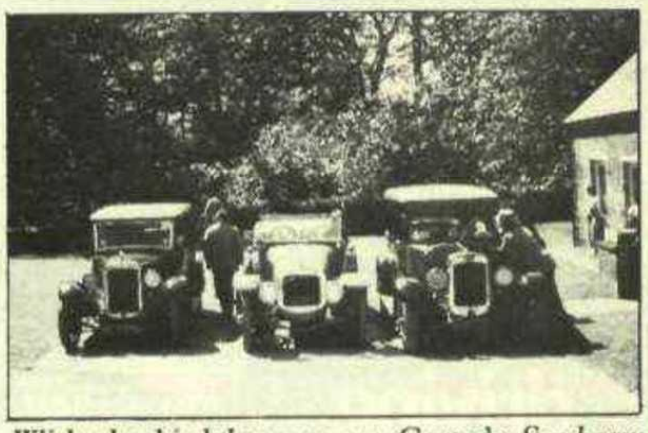
Party for an Austin

Having some time ago commemorated the first running of his Angus-Sanderson with a memorable party, Mike Worthington-Williams did it again for the sixtieth birthday of his everyday transport, a 1927 Austin Twenty Carlton saloon. It was also the cat's birthday . . .

Vintage and classic car folk like to get together even if no competition motoring is involved, and a variety of pre-1961 cars assembled at Capel Iwan, many from Pembrokeshire and Dyfed. We went in the Austin Ulster Facsimile (it covered 177 trouble-free miles, cruising at 50 mph) since this was an Austin day. The owner of an A7 box saloon had the same idea, displaying a big notice on its screen: "Happy Birthday to Daddy".

I was given a short ride in the 20, which is well-used and cosmetically-unrestored but is going splendidly — a tribute to Sir Herbert, and to Longbridge when they built real Austins. This was nostalgic, as I knew the four-cylinder Austin 20 in Welsh lanes as a motor-mad schoolboy . . .

Fifteen well-assorted Bentleys on a BDC Welsh Rally were there, led by Johnnie Thomas in the 4½-litre Gurney Nutting tourer, which was the hack car to the Le Mans team in the days of their later, great victories; and the ex-Lycett 4½-litre was giving demo runs.



With the birthday car are Carter's Sunbeam (centre) and a Tickford Austin 12/4 (left).

Also present were Carter's 1912 12/26 Sunbeam, a Tickford Austin 12/4, an early 11hp Humber saloon, a smart 1914 Buick tourer (ohv of course) effectively guarded by two alert dogs, an Ansaldo fabric saloon, a sleeve-valve Willys-Knight saloon which did *not* smoke, a two-seater 10/23 Talbot and a pvt Alvis saloon.

Cf motorcycles there was a belt-drive Calthorpe-JAP and a Scott sidecar outfit, and Denis Rees had brought his self-made Merlin-Aeress with a 3.4 Jaguar engine in an adapted Daimler chassis and his own open, slab-tank bodywork (this involved a special chassis cross-member and revised tensioning of the Jaguar timing chains). Quite a party!

WB

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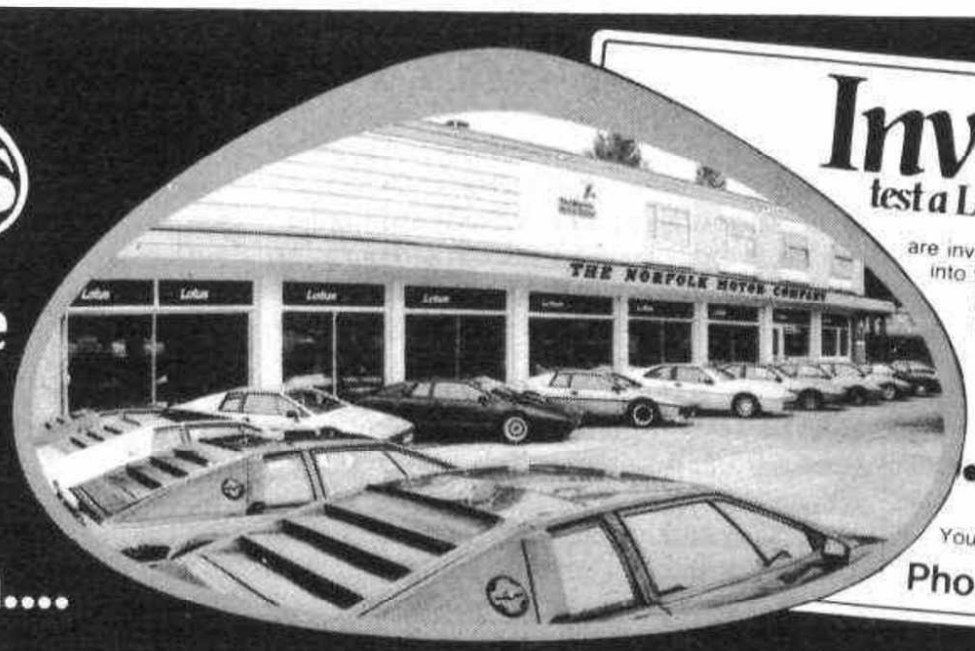
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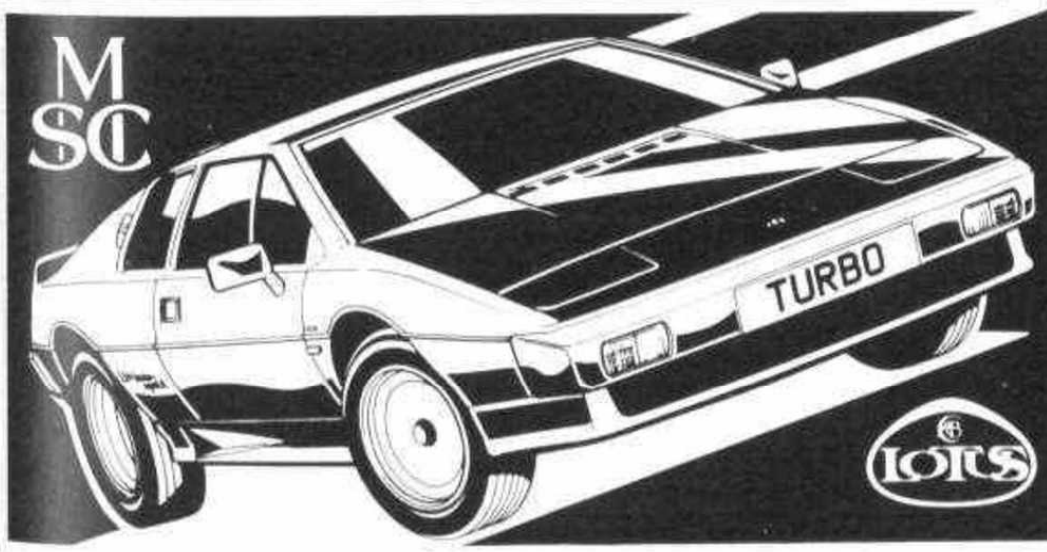
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A prestigious new sponsor, Cartier the jewellers, brought glamour to Brands Hatch when the Aston Martin OC's May meeting featured the second round of the FIA European Championship for Historic Cars.

But for once, public attention did not focus on the big race; instead it was Stirling Moss, making his first foray into Historic racing, who was the centre of interest. Three TV crews followed his day, and the newspaper seemed to think that this was his first race since his F1 days ended. But he put up third-equal time to qualify on the second row of his grid in his own BMW-Elva, and the healthy crowd throbbed with anticipation.

First, though, was the fourth round of the Gordon Russell Furniture Inter-Marque series, which has absorbed the very successful Giroflex Porsche Championship. This year, Ferraris are joining battle with AC, Jaguar, Aston and Porsche drivers, but the main argument concerned John Greasley's Porsche Turbo whose early lead was snatched back by Malcolm Hamilton's E-Type. Mike Cousins harried Greasley until his Aston V8 collided with a back-marker, leaving first and second to Hamilton and Greasley respectively.

An excellent start put Stirling Moss second behind Steve Hitchins' Lotus 23B when poleman Mike Littlewood fluffed his get-away, and on lap two Moss' pretty little Elva squirted past to head the field. But Littlewood (Lotus 23) recovered quickly, passing Hitchins who was suffering a misfire, and finally taking the flag when Moss lost impetus negotiating a slower car.

Pre-1959 Astons made up Race Four, and while Martin Cheetham's modified DB2 was an unsurprising winner, ahead of Steven Bamford's similar car, Freeman's 1936 Spa Special was a worthy third.

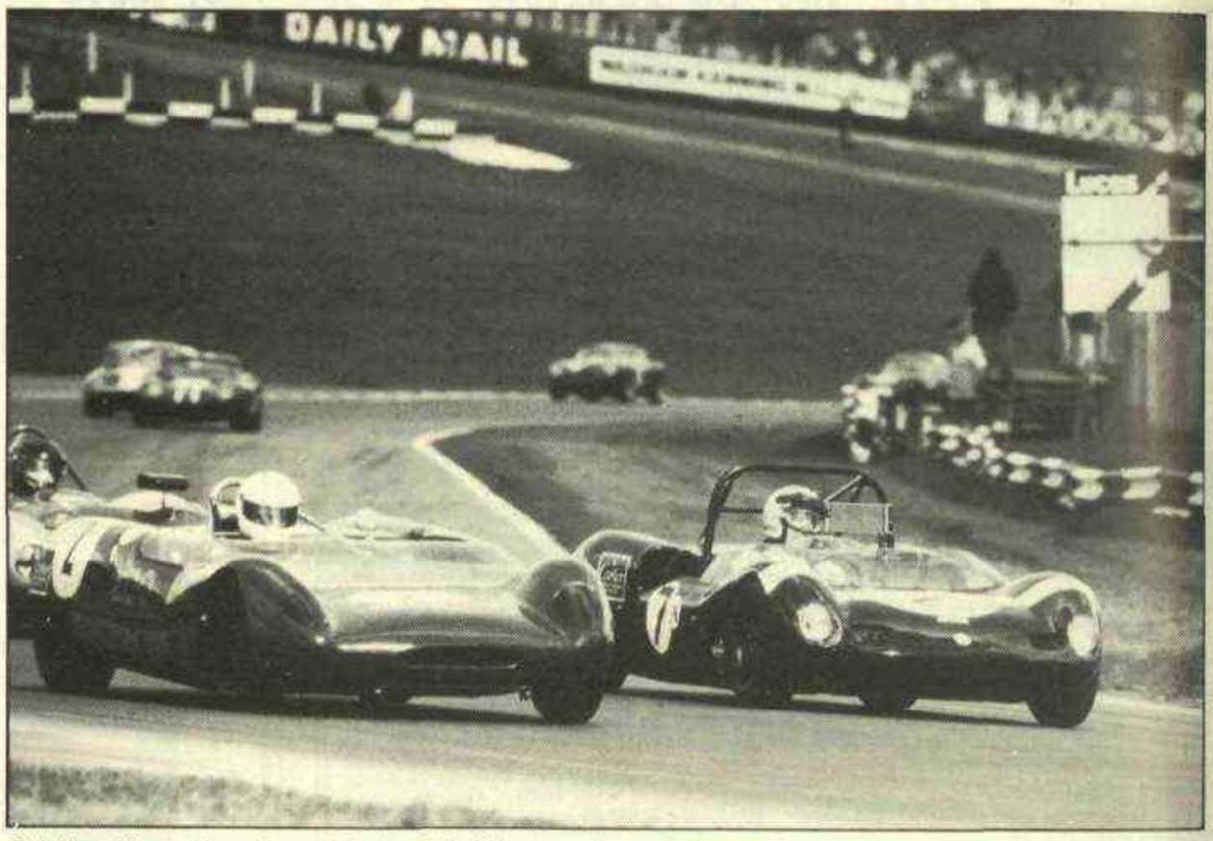
Formula and Sports cars made an interesting grid for the Cartier FIA Historic race, and it was the Brabhams of Harper and Freeman which made the early running. But when Harper stopped and Freeman went off, Steve Hitchins, still misfiring, was there to mop up the race and the Cartier jewellery which was his reward. Chris Mann's exciting and successful dice with Nick Wheatley's Merlyn for second came to nothing—he was excluded for ignoring a black flag, leaving Wheatley with second and Sid Hoole (Cooper Monaco) third.

For the first half of the Thoroughbred Sportscar event, Gerry Marshall kept his DB4 in spectacular oversteer, but when sidelined by a fuel problem, it was David Heynes (DB4) who narrowly took the laurels; one more lap and Mike Salmon, making up for a missed gear at the start, would have salvaged second.

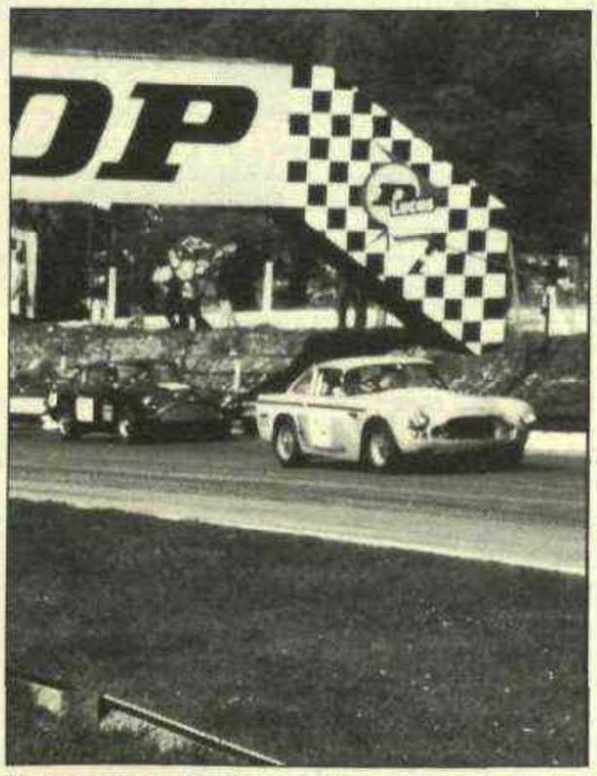
Two grid revisions and much confusion delayed the HSCC John Lelliot Post-Historic Road Sports start, but the last lap cliff-hanger between the TVR Tuscan of Paul Weldon and Tim Sissons' E-Type was a real highlight. Sissons had headed Weldon on lap three, but it took until Cooper Straight on the tenth and final lap before the TVR pounced again: right through McLaren and Surtees Weldon looked for a space, the pair eventually being split by a slow Fairthorpe on Clark Curve. Sissons squeezed inside but Weldon scrabbled around the outside, two wheels on the grass and foot flat to cross the line mere feet ahead of the Jaguar.

John Harper (Cooper) looked set to deprive Alan Baillie's Lola of victory in the Lenham Formula Junior event until he was flagged off for polluting the track with oil, leaving Baillie to win, a long way ahead of the Lotus 22 of John Beasley.

For the final Aston Allcomers race, the wintry weather turned to rain briefly, but David Heynes seemed unperturbed, leading first Ian Moss, until his DB4 went on to the grass at Clearways, and then Dave Reade's similar car, to gain his second win of the day. Moss recovered to finish third. A pity that neither Aston Project 114 nor Viscount Downe's Aston Martin Nimrod appeared for their races, but the racing did not suffer, and the large audience enjoyed the sight of one of motor racing's legends in his element. **GC**



Stirling Moss slips through inside Hitchins to take a temporary lead.



David Heynes chases Gerry Marshall into Druids in the Thoroughbred Sports event.



Excitement in the Post-Historics came from the front row duo of Weldon and Sissons.



All-new aggressive shape highlights Mazda's upmarket aims.

Dynamic Flair

When your host tells you to bring shorts *and* wellingtons, it is a fair bet that it will be the latter which are needed most, and inevitably the rain was persistent throughout my first visit to Cornwall. But from our base at Harlyn Bay we were able to tackle with confidence everything from tiny lanes to moorland dual-carriageway with the sure-footed help of Mazda's latest version of the rotary-engined RX7.

I was very fond of the previous RX7, but it was really too small all round to carry everyday cargo. But the new car steps up a grade—it is a bigger car, with more power, and all the advances that large investments in computer time bring, particularly what Mazda calls Dynamic Tracking Suspension. At 150 bhp the RX7 with its twin-rotor engine is squarely in the class of the Porsche 924S, and the company is open about its intention to achieve conquest sales at the expense of the German marque. Since the RX7's price was fixed, the fluctuations of the Deutschmark have pushed the prices of German machinery steadily upwards, to the undoubted delight of Mazda (UK). But can a manufacturer of middle of the road family cars seriously compete in the area of prestige engineering?

For once the "new car" claim is completely justified, from the new smooth curves of the exterior, through the reactive g-sensitive suspension, the plush interior with its fancy seats, and a much superior steering set-up, to an engine of much increased performance—although truth to tell the power unit is new only to these shores. Japanese and American customers have been able to enjoy this 150 bhp twin-rotor installation, known as the 13B, for two years past, but of course in the older RX7 such an engine was perhaps stretching the chassis somewhat. Now this hearty and responsive little motor has a truly suitable home.

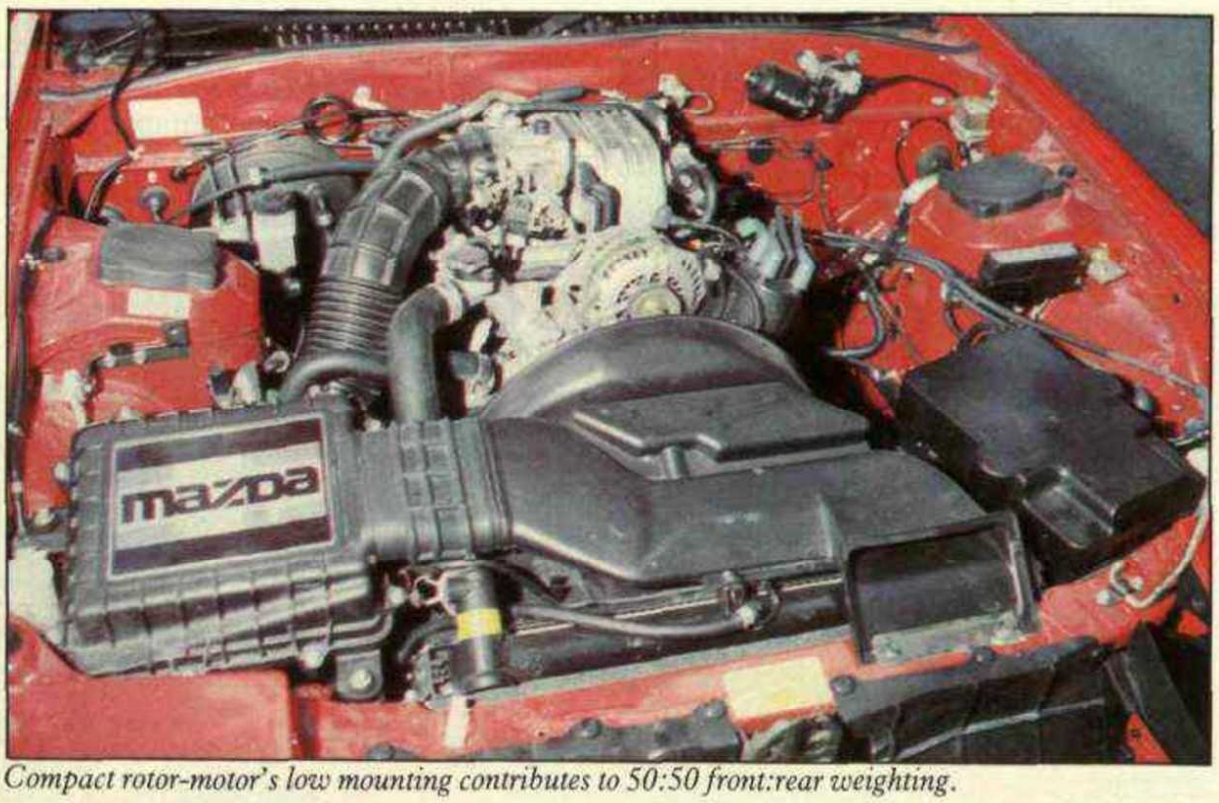
Despite the very small number of rotary engines actually sold in this, the only Wankel-powered vehicle still in production, Mazda has continued with steady development: apart from the now-expected electronic fuel injection and engine management, the 13B benefits from the six-port induction which first appeared on the 13A in 1985; this is the rotary equivalent of the four-valve head, sucking the fuel/air mixture in through two ports per chamber instead of one.

With twin spark-plugs firing each chamber in turn at its most compressed, it is hard to make direct size comparisons between the rotary and the reciprocating engines. With the former's three power-strokes per revolution, it is not unfair to triple the single chamber volume of 654cc, equating each rotor to just under two-litres. Viewed as a 3.9, 150 bhp would look mediocre, but from a 1300, it is more than healthy.

Torque is not quite as strong, but it does peak at 3000 rpm (134.5 lb ft), and the eagerness of the engine to whistle up to the crest of the power curve (6,500 rpm) combined with a fast gearchange makes this a delightful and responsive combination. One of the main advantages of the rotary engine is its small size: it is the size and shape of a lorry gearbox, and Mazda has set the alloy crank-case exceptionally low and far back,



Overhang electric sunroof gives spacious feel.



Compact rotor-motor's low mounting contributes to 50:50 front:rear weighting.

resulting in a weight distribution of almost exactly 50/50 without resorting to a rear transaxle.

Aluminium A-arms locate the bottom ends of the front struts, and dual-compliance bushes absorb fore-and-aft shocks while minimising lateral movement. But behind, things get even cleverer: deliberate small amounts of rear-wheel steering are introduced under carefully-controlled circumstances, with the aim of getting the best of all worlds. Like the Weissach axle on the Porsche 928S, the outside wheel is made to point inwards no matter what provocation is brought to bear on it (braking, acceleration, or neutral cornering), thus countering any incipient slide or spin. But during the first moments of turning in to the bend, the wheel actually toes-out slightly, giving the sort of sharp steering response which sportscars ought to demonstrate; as lateral forces rise to about 0.4 to 0.5g, the patented Triaxial Floating Hub begins to switch to toe-in instead, stabilising the vehicle.

My first experience of this system was on the Vallelunga circuit in Italy, and at the time I felt that overall result was too much understeer. But a race-track is a cruel experience for most road cars, amplifying harmless characteristics to a noticeable degree; so having already criticised the RX7 in MOTOR SPORT for a reluctance to turn corners on super-sticky tarmac at punishing speeds, I have now to report that in more realistic surroundings on British roads, the chassis is not only grippy and well-balanced, but very predictable. It does have the intended effortless turn-in, and the transition from toe-out to toe-in, while quite apparent to the driver, is perfectly smooth.

Theory would suggest some quirky effects if the tyre were made to slide: would the sudden reduction in lateral force introduce toe-out, exaggerating the situation? Well, while the impressive grip of the Bridgestone Potenza unidirectional tyre *can* be overcome by excessive throttle in the damp, the resulting slides are as dainty and controllable as on any live-axle car, brought to heel in a second with a slight twist of the wheel.

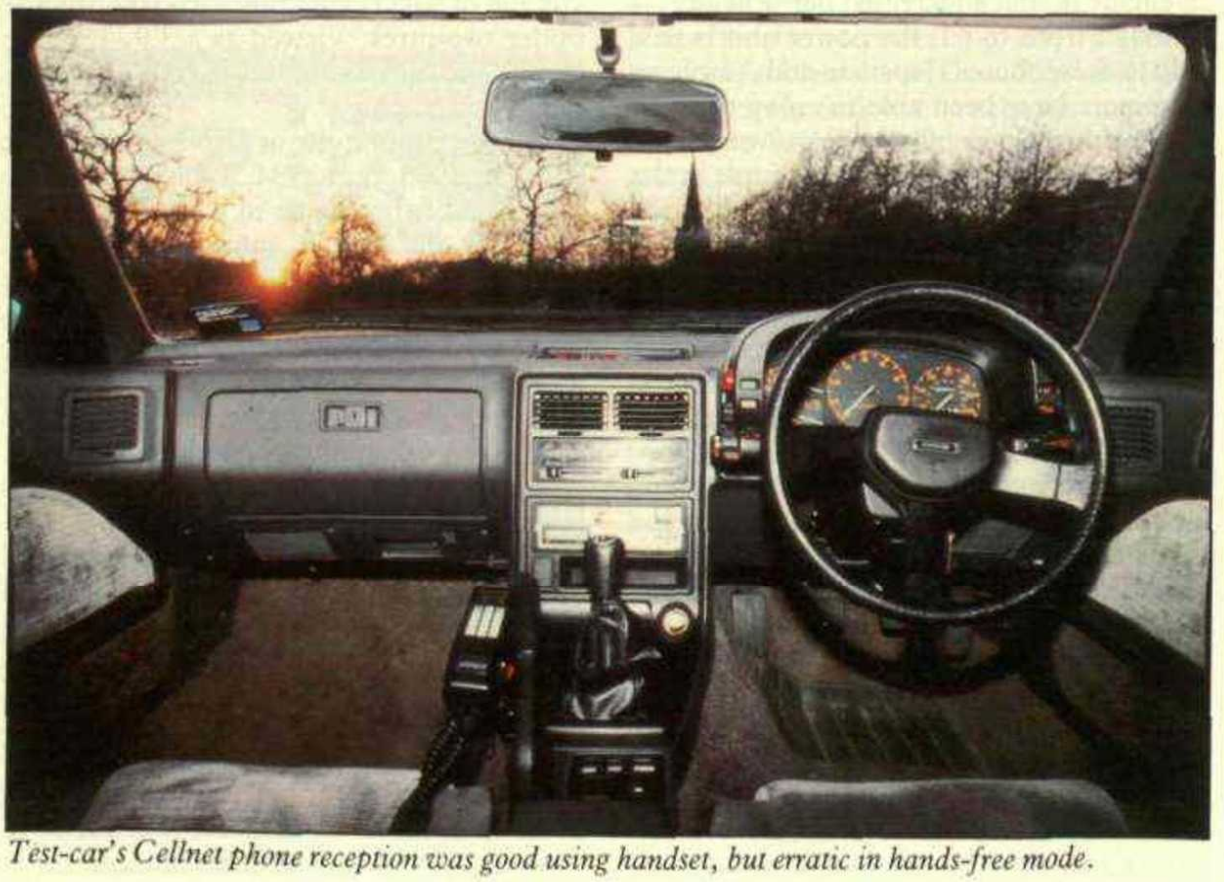
Like its predecessor, this is a 2+2 hatchback, though with more headroom behind than before, allied to a larger load-space and opening. A neat vertical well stores the thin spare tyre right in the tail, leaving a flat floor with two luggage straps, spoilt only by the tall suspension turrets for the coil-springs which act on the twin-link trailing arms. Large speakers forming flat tops help to disguise these. Drop the shallow backs of the rear seats and the goods platform extends another 18in or so, adding flexibility, although the space is actually rather more usable with the seats up. Belts are fitted for rear passengers, but due to the lack of space, their upper anchorages are only some six inches behind those for the front occupants.

Comments have been made about the Porsche-like nose of the new body shape, but that comparison is not as well-founded as the rear-end's similarity to that of the Chevrolet Camaro. But derivative or not, this bigger shell looks more masculine with its wheel-arch blisters, altogether more aggressive than the rather petite shape of the last one.

Deformable GRP-reinforced urethane forms the rounded front bumper/spoiler assembly, and Mazda has cleverly enabled the pop-up lights to be flashed while down: the lamps remain vertical when retracted, and a narrow window in the bumper allows the flash to be seen. Flush glass, scalloped wheel-arches, sill mouldings and a small rubber lip on the tail make for a drag co-efficient of 0.30, despite the wide 205/60 tyres, and the large wrap-around window which forms the hatch has a narrow black surround to blend it smoothly with the shell.

Visually, the character of the old model, emphasising the B-post, has been retained, though with less bonnet and more cabin. But three-quarter vision is seriously affected — that rear pillar looks twice as wide from within.

Internally, the styling is restrained, with a plain dash incorporating a large central tachometer, slightly smaller speedometer to its right, and subsidiary gauges to the left; the largish wheel allows a good view of the revs, but I lost the top corners of the panel when the adjustable wheel was in a comfortable position for me. The projecting surround incorporates large fore-and-aft wheels for wipe/wash on the left (two-speed plus variable intermittent) and



Test-car's Cellnet phone reception was good using handset, but erratic in hands-free mode.

lights on the right, with push-buttons for foglamps, flashers, heated rear window, plus a dash rheostat, let into the sides. It all works perfectly well, though I do not feel it has any advantage over using two or three stalks instead of the single off-side lever that Mazda provides for indicators, dip and flash.

Warning lights are recessed in a row along the dash-top, rather out of eyeline, and below this a squarish console contains ashtray and lighter at the bottom (when will manufacturers junk the accessories of this nasty habit and replace them with a useful rubbish bin?), with the radio/cassette, the heat/vent arrangements, and two air-inlets in ascending order above. Servo controls make the heater quick and easy to operate, and ventilation is of a good order, helped by extra outlets let into the door mouldings. These also carry storage bins to complement the good-sized glove compartment.

After some intense driving through soggy Cornish countryside (the locals seemed to take particular glee in boasting of their rainfall) and long hours on the motorway there and back, I would rate the driving position and the seats highly: for once there is adequate support under the thigh even with the seat set back, and the hip-hugging effect of the velour-covered cushions allows the driver to relax. There is a rest for the left foot, and the short thick gearlever has a crisp movement. Most welcome of all is the new steering system: previously the car had a rather stolid feel, with little sensation through the wheel and a directional vagueness which made motorways a trial. That is banished with the new variable ratio rack and pinion set-up giving 3.6 turns lock to lock, and providing two-way messages between the driver's hands and the road surface.

As part of the relentless advance in specification which the sportscar always heralds, four-wheel ventilated brake discs have now become common, so the RX7 turns to four-piston calipers up front. Braking stability is exemplary and the onset of locking tyres is easily felt and avoided, as I had cause to find out when a pile of planks fell off a trailer in front of me while thundering over Bodmin Moor.



Window slots in deformable nose allow daytime lamp-flashing.

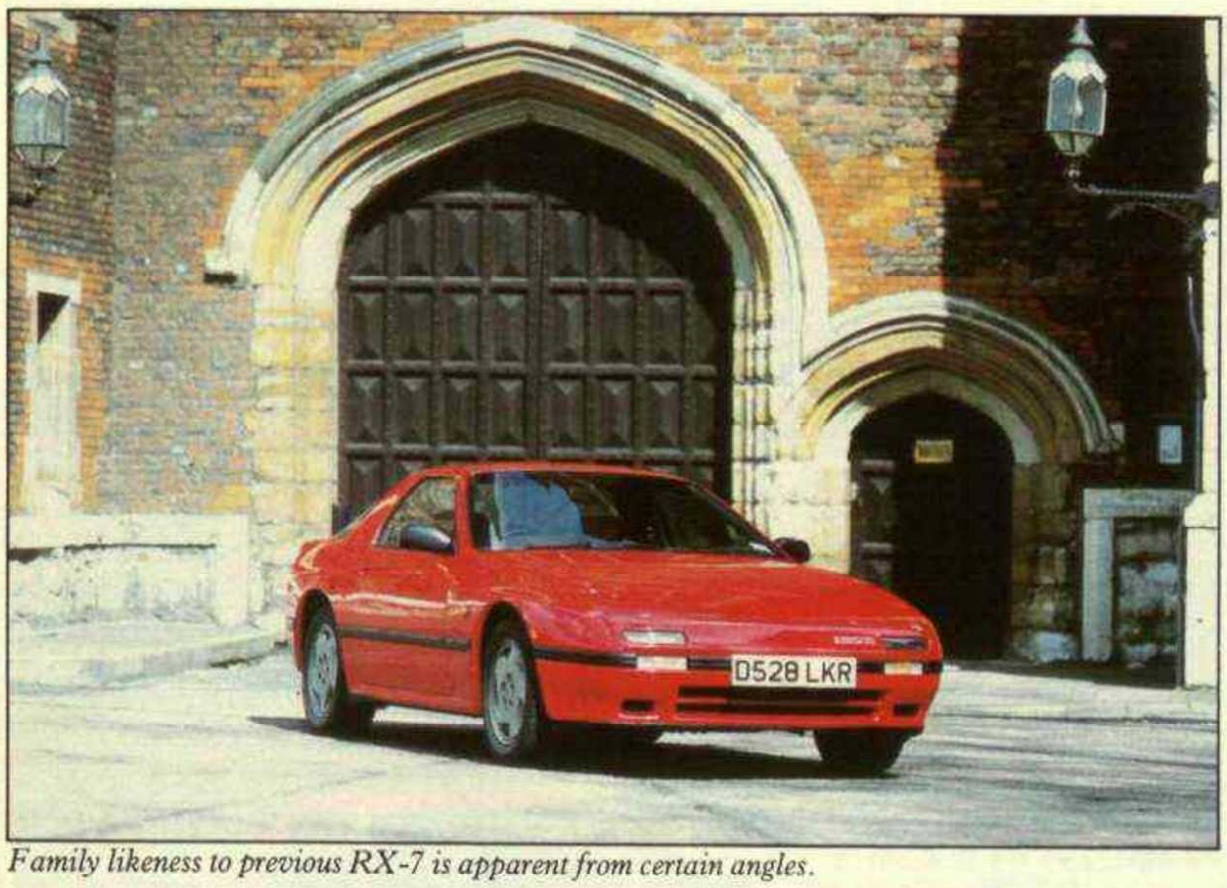
Fifteen-inch alloy rims carrying Bridgestone RE71 tyres are standard; this is the tyre, known as Potenza in other markets, which has now been approved for fitment right through the Porsche range, including a 17in version which is original equipment for the staggering 959. It has a unidirectional arrow tread, and it really does seem to disperse water effectively,



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Family likeness to previous RX-7 is apparent from certain angles.



Hatch rises for access to useful boot, although suspension turrets intrude.

even through the pools of rain which fringed the Cornish roads.

A subdued whine is all that can be heard of the engine even at full stretch, so it is just as well that Mazda fits an audible rev warning; this high-pitched buzzer is easily triggered, particularly during overtaking when the driver's attention is concentrated up ahead, because of the rotary's eagerness to rev. It is just as happy surging through 6000 rpm as it is whirring steadily along village streets at a third of that, and the gear ratios are ideal for exploiting this. Just under 130 mph is available in fifth, and while third is often needed for brisk sprints, the light lever action and snappy flywheel response make for satisfying entertainment. However, like most entertainment, this must be paid for: fuel thirst has long been the rotary's Achilles heel, and while each generation is better than before, the new RX7 barely covered a score of miles for every gallon of 2-star; 19.4 mpg overall, rising to about 20.8 on the motorway, is not impressive, even with the usual disclaimers about lead-footed testers.

What keeps the mpg figure down is the excellent balance of the whole car, and the temptation to exploit it. Nicely balanced, attentive to the steering wheel, and not easily upset by bumps, it changes direction instantly, and while the driver can feel the hub doing its switch-over trick, any slight steering correction needed to balance this is just absorbed into the normal wheel movements. Steering effort is not excessive; no need for power-assistance here, and the car's blunt nose edges around holes and kerbs as quickly as the driver twitches the wheel.

This air of being all-of-a-piece extends to the light clutch, the solid brake pedal, and the short handbrake by the driver's wrist. Creature comforts abound: windows, mirrors and sunroof are electric (the latter sliding back over the roof like that on the Honda CRX), the rear hatch pops open with a button, there are map-lights and kerb-lights under the doors, plus the sophisticated Clarion radio/cassette and electric aerial.

My only major grouse, setting aside the inevitably limited rear accommodation, is that the tipping seat-back, which springs forward after pulling a lever (watch your head), does not return to the same position — it has to be readjusted every time, a pointless annoyance. There is little noise intrusion (the suspension arms are subframe mounted with more clever bushes to absorb vibrations without upsetting stability), although the fat stiff tyres do thump in and out of holes, and a pleasant upright posture is possible with the various seat and wheel combinations.

Mazda has made this a very easy car to drive, but those who want to force the pace will not lose out because of that; it feels taut and precise, without becoming uncomfortable, and its sleek shape looks compact and purposeful. It boasts the delightful performance of Toyota's little MR2 but with more space, in much more of a driver's package than the same company's Supra coupé. Head on with its intended Porsche opposition, it is a surprisingly good match for a 944, and surely a much more interesting car than the 924S, whose shape we have seen around for so long. A slightly deeper bootspace gives the RX7 a small practical edge over Stuttgart, but of course the German car's superb engineering quality and reputation is something that even Mazda, with a strong reputation for reliability, will have an uphill struggle to wean customers away from, despite the increasing price gap: at £15,250, the Jap offering undercuts even the baby Porsche by nearly £3000.

There is little in the Mazda's price bracket that falls into the same 22 coupé class: Nissan's Silvia ZX (£12,195) is much less sophisticated, while the larger 300ZX is more ponderous. The Lotus Excel is only a little cheaper than the Porsche 924S; it has more poise, but inferior flexibility. Perhaps the Toyota Celica GT is closest in character, a pleasant and well-behaved hatchback of similar power at under £14,000. But, leaving aside those trading in old RX7s for new, it is the man about to replace his older 924 who is Mazda's apparent target, and I suspect that should he become one of their "conquest" statistics, he will be a happy chap. GC

Model: Mazda RX-7.
Importer: Mazda Cars (UK) Limited, 77 Mount Ephraim, Tunbridge Wells, Kent.
Type: 2+2 sports coupé.
Engine: Twin-rotor Wankel, 1308cc, cr 9.4:1, 148 bhp at 6500 rpm, 134 lb ft torque at 3000 rpm. Electronic ignition and fuel injection.
Transmission: Rear-wheel drive, 5-speed manual gearbox, single dry-plate clutch.
Suspension: (front): MacPherson strut, anti-roll bar; (rear): multi-link semi-trailing arm, telescopic damper, anti-roll bar.
Steering: Rack and pinion, 3.6 turns lock-to-lock.
Brakes: (front): 10.8in vented disc with 4-pot caliper; (rear): 10.7in vented disc. Vacuum servo, mechanical handbrake.
Wheels and tyres: 6J 15in light alloy rims with 205/60 VR 15 uni-directional tyres.
Performance: 0-60 mph: 8.6 sec. Max speed, 129 mph.
Economy: 18.1 mpg overall, 21.2 mpg touring.
Price: £15,250. Metallic paint £175 extra, air-conditioning £1,030 extra.
Summary: If the old one was agreeable, the new one is a jump forward in every respect. Still thirsty, but smooth, fast, and agile. Handsome and very well-equipped, well worth its price.

Out of the Past

One of the earliest garages in the country was opened in an ugly corrugated-iron church behind the present St Hilda's Church in Whitby, by Arnold Herbert Walker. Aged about 18, he had been trained at Argyll Motors in Glasgow and owned what was probably the first car in Whitby, either a Benz or a Belsize. He was the son of a well-known architect, sculptor and violin-maker, and his mother was thought to have been Yorkshire's first woman motorist, in a c1902 12hp two-cylinder Darracq which was not apparently issued with a registration number (AJ 173) until 1904.

Early car owners for whom the garage catered included local doctors. Dr Burton had a De Dion Bouton coupé, and Dr English a chauffeur-driven Wolseley, a make also favoured by Dr Baines. Lord Normanby owned a Knight-engined Minerva.

By 1913 the garage was moved to a fine building in Crescent Avenue, where the Post Office depot is now. It was the work of Walker's architect brother, Harold. Starting as The Whitby Garage, it later became Walker's Garage, and by the 1920s Walker's Garage (Whitby) Ltd. The directors were Walker, his wife and Harry Firth, who was later replaced by Walker's son Arnold.

The new garage had a showroom, paint-shop, in the charge of Billy Upton, a workshop and offices, and lock-ups to rent. At one end was a house for one of the staff, opposite the driver's waiting room and staff rooms. Later in the 1920s another building and a car-park were built on the other side of Crescent Avenue. A photograph shows cars outside the garage, including Firth's Crossley tourer, the inevitable all-black Ford tourer and an open Wolseley with rear windscreen.

Before WW1, Walker had a fast teak and mahogany motor launch, *Salome*, with a 40hp Fiat engine, which was highly successful in races at Whitby Regatta. When war broke out he was appointed by the Admiralty as engineer in charge of the submarine chasers in the harbour; he afterwards supplied Kelvin and other power units for boats.

When he was 14, Mr Walker's son Arnold had a brand-new Raleigh motorcycle. He then began to develop an interest in cars, and recalls a mint 1910-12 Straker Squire two-seater standing in a corner of the garage until scrapped in the 1920s.

The garage was issued with its first trade plates (AJ-B-1) and Mrs Walker's old Renault was converted into a breakdown truck in spite of an awkward gear-change and weak brakes. Customers' cars of the time included Tertius Turnbull's sporting Chenard-Walcker, with brakes on the front wheels and transmission only, Mr Roland's blue-label 3-litre Bentley, Dr English's aforementioned Wolseley which had to be pulled from a pond one snowy morning, and the Bugatti which John Pyman part-exchanged for a Bentley. This was a Green-label Speed Model, which Walker had first to take to Brooklands to obtain a 100 mph certificate for it. Its two-seater body was made by Maules of Stockton. Walker kept the 16-valve Bugatti he took in part-exchange for a time; and found it very lively, but its brakes were so inefficient that he disposed of it before the anticipated prang.

After 1918 a Ford dealership was secured. Model Ts were collected from Manchester, sometimes as bare chassis, and taken to the newly-opened Ford depot, where the Women's Conservative Club now stands, behind the fire station. The agency was ended when the Model A arrived, as Walker's independent nature clashed with the control Ford wanted in his business, which now became a Standard agency.

The business was sold in 1967 and Walker died in 1969. The Post Office then took over the premises and demolished them to build its new depot. I am greatly indebted to *The Yorkshire Dalesman* for permission to summarise the article by Arnold Walker. **WB**

V to C Miscellany

A 1906 Charron CGV has been found in Argentina, with a chain-drive chassis and Rothschild ten-seater touring body in its original paint and upholstery. Its 75hp engine, which is missing, was a four-cylinder T-head with separate cylinders and exposed timing-gears. The Californian discoverer wonders whether there might be an ex-fire engine or truck engine in England which would suit this car.

The Riley Register announces its 32nd Annual Rally at Coombe Countryside Park, just outside Coventry, on June 20-21, in the year of the sixtieth anniversary of Monaco saloon production, and the fiftieth of the Big-4 Rileys. On the Sunday there will be a Riley parade from 9am to 11am between the old Foleshill Riley works and the Park, where more than 200 Rileys will be arrayed for public inspection.

V to C Events

The A7 Clubs Association announces several anniversaries this year, including the Golden Jubilee of the Big Seven at Betws-y-Coed on July 18-19, the Dutch Club's birthday tour of the former Zuiderzee on August 22, and Vintage Austin Register's Longleat Rally on June 13-14. There are many more, and Robin Newman of Dixton Cottage, Monmouth, Gwent NP5 3SJ can help new members.

Not all Austins will be at Beaulieu for the A7 Rally on July 5, because the weekend of July 4-5 marks the National Austin Ten DC's Rally, at Acorn Fields Farm, Old Arley, Coventry. A big gathering of the larger Austins is assured here.

The Daimler & Lanchester OC has its 23rd National Rally at Leamington Spa on June 14. Send entries to K Lanchester, 110 Coles Lane, Sutton Coldfield, West Midlands B72 1NL.

In addition to Silver Ghost Day, and celebrations of its own 30th anniversary, the Rolls-Royce EC is going to West Wittering on June 17 for a rally outside the former design studio of Sir Henry Royce. A plaque is to be unveiled here, with an address by a parish councillor, and the cars will depart at 11.45am in a cavalcade to County Hall, Chichester, to be reviewed by the leader of West Sussex County Council. It is hoped that the cavalcade will include pre-1914 Ghosts and every pre-1939 R-R and Bentley model. A special tribute is to be paid to the late Ivan Evernden, who was Sir Henry's staunch "right-hand man" from 1919 to 1933.

The *Bulletin* of the Riley Register has been telling the story of the Cuthbert Special which ran at Brooklands. This year's Coventry Weekend is on June 20-21.

The enthusiastic Riley RM Club has its National Rally at Littlecote House, Hungerford, on 7-9 August.

From April to September the London Toy and Model Museum is staging a display of tin-plate Minic car miniatures. **WB**

VSCC Derbyshire Trial

Enthusiasm for the VSCC Derbyshire Trial in May was high, with 82 entries and 72 starters, of whom 13 trailed their cars to the start and were duly penalised under the latest ruling.

One A7 was found to be non-eligible, and Lord Riverdale's Talbot 105 and Caldicott's HRG retired. The Dick Batho Award was won by J P Evans' GE A7, and Julian Ghosh took the Pat Marsh Memorial Trophy with the 1924 30/98 Vauxhall as the overall winner on index of performance marking.

In addition to these, first-class awards were won by Threlfall (Ford), and Spence (Lea-Francis Special), second-class awards by Moffatt (Bugatti), Potter (Trojan), Low (A7) and Ellison (Riley), and third-class awards also went to Felton (Bugatti), Clarke (A7), Garfitt (FN-BMW), Rides (Riley) and Clark (HRG). **WB**



In 1926 Owen John drove to Manchester in a saloon version of the 9/20hp Rover. The two-seater pictured here used to be owned by a VSCC member.

The Roads of the 1920s

We left Owen John early in 1926, trying the advantages of four-wheel brakes on what would now be vintage cars — in this case a Bean 14. He did so again when lent a Vauxhall Fourteen by Shaw & Kilburn (where even after WW2 our road-test Vauxhalls were handed over in London). OJ was full of praise for this fine British car, which ran like velvet and whose brakes were "little short of perfection", in contrast to those he once criticised on another Vauxhall for causing a wild skid.

This latest model was used for a run in Hampshire. OJ wrote about the beauties of this county — its fine manor houses and grey churches, and ponies on the road in the New Forest, a danger of which drivers are still warned.

But besides the fine houses, he found that there were far too many shack-like dwellings in Hampshire. Well, that was a long time ago and I think they have now gone, just as the once very "shacky" town of Bracknell in Berkshire is now a brash New Town, its tower blocks and vast roundabouts almost a worse evil than the sheds and shelters in the woods which their development dispelled.

OJ saw Basingstoke as "a not very interesting or typical provincial town", although in my day, before it was entered and exited via enormous traffic roundabouts, it seemed a pleasant if narrow-streeted market town. What OJ would make of it now is better left unimagined. . .

He thought, once on the road to Alton, that the country all around became quiet and very pleasant, which is as true today as it was in 1926 and which is possibly why the first Anglo-American Veteran/Vintage Rally held in this country was routed that way.

OJ stayed at Southsea, a nicer seaside place than most out of season, and interesting when the big ships passed by — but he was charged for a night's stay about as much as a week in provincial France would have cost, including 2/- for leaving the Vauxhall in a lean-to, and three male servants lined up for tips as his party left.

Then it was on to "sloppy Gosport" over the floating bridge, to "pleasant Fareham" and on to Southampton, where the Dolphin Trust House served them almost too much food. The drive home was via congested Romsey, where sympathy was felt for the hard-worked traffic policeman, Stockbridge, Winchester, "quaint Andover" and Newbury. If you have occasion to drive this route in the 1980s, you will appreciate just how much "motoring" has altered.

Slow lorries were a nuisance in 1926, as they are today, and OJ complained about them. In those times lorries really *were* slow, most cars possessed poor acceleration, and the problems of overtaking cannot be understood by those who never knew the winding, cambered roads of the 1920s and 1930s. It must also be remembered that rear-view mirrors were not then compulsory, and that lorries and buses were beginning to have enclosed cabs, which made it difficult for drivers to see cars coming up behind, assuming they had any wish to give way. OJ thought risks were encouraged by these factors, but he returned that 14hp Vauxhall safely.

While he thought the new run of cars with this horsepower all much the same, he was delighted with the Luton product and pleased that it was British. He observed, however, that it was after a year or so that things began to tell, not when a car was young and fresh. This is why I have yet to write up my experiences with my Ford Sierra XR4x4 — its first year is scarcely complete, though in 16,000 miles to date not so much as a lamp bulb has failed.

Even by 1926 one can sense that motoring was becoming more commonplace. Fewer incidents happened to OJ on his outings in Crossley and Rover, and he was to remark that year that motoring abroad had ceased to be a great adventure.

Cars were by then impervious to the weather, as gadgets grew and improved. OJ wrote of the Berkshire windscreen wiper on his Crossley, which only stopped in really heavy snow storms and which worked without a "clack". He also mentioned the Eural horn-ring fitted to the steering wheel, which not only sounded the horn but, pressed one side or the other, operated turn-indicators — but it needed Georges Roesch to build the latter into a car.

OJ's next obsession was the congestion prevailing in Manchester, where he travelled in the snugness of a 9/20hp Rover saloon. In 1926, apparently, trams had precedence and buses only ran from where the tramlines stopped; and one still encountered slow lorries drawn by several horses in tandem, which were never impeded but themselves impeded the traffic when they stopped (for hours at a time) while bales of cloth were flung into them from the upstairs windows of rag-trade warehouses.

OJ put Manchester ahead of London for traffic congestion, though the solid Victorian newspapers there never complained about it. Yet Deansgate was the greatest street of cars anywhere, with Crossley inhabiting the ground floor of the Royal Exchange; and Rosenfields in New Bury Street, almost out at Salford, staged a veritable Olympia Show of their own. And, in those far-away days, *The Autocar* had its northern offices in Deansgate, the only central Mancunian thoroughfare where the traffic more or less managed to move along.

In around March 1926 OJ replaced his 19.6hp Crossley with a 14/45hp Rover

saloon, feeling that advancing years called for a closed body and four-wheel brakes. He had owned Crossleys since 1919, his present one bought with some 35,000 miles on its odometer in 1923; apart from two "run" big-ends, the second caused by a poor repair after the first failure, he concluded: "reliability, thy name is Crossley"! It is rather startling to realise that at this time Scotland Yard forbade the use of front-wheel brakes on London's buses and made steel-studded tyres compulsory on taxicabs.

With his new Rover, OJ waved the flag for Britain, which it would be no bad thing to see repeated by those buying new cars today. Interestingly, it seems the 14/45hp Rover he had driven across France into Switzerland, and later up to Scotland and back, was the very first of these Poppe-designed cars to be made. That one gave not an atom of trouble, and although OJ admitted that these Rovers had an engine very much out of the common, which even sounded and felt different, he had great faith in it. Had not this Coventry company just been awarded the Dewar Trophy by the RAC? In fact, this particular Rover never quite made it, and now we see the Japanese helping once-proud British engineers build Rovondas. . . .

OJ saw 1926 as a year of change in road transport, but we could never, these days, be happy with semaphore-type direction indicators, cable-operated 4WB and the tyres which were in use at the time (even when they were Rapsons, which "at 15,000 miles are not as good as they were when new"), and all the other things vintage-car enthusiasts now find so fascinating on today's cars.

Next, OJ waxed lyrical about the county of Wiltshire. I think I had better not repeat his theatrical eulogy in so prosaic a magazine as MOTOR SPORT, but you can take my word that he was very enthusiastic over it — except that is, for Salisbury, whose streets were far too narrow.

The vast Wessex Garage near the White Hart (where, surely, MCC trials competitors used to refresh themselves in the course of long journeys west?) was "choc-a-bloc" when OJ went on a market day. He was also very cross about the barbed wire and other disfigurations around Stonehenge, which I believe Lord Montagu is having cleaned up.

Continuing on the theme of Wiltshire, OJ remarked on the road improvement between "most elegant Warminster" and "somewhat uncomely Trowbridge", where an embankment had been substituted for Bliss Bottom. He discussed Bradford-on-Avon (where Moulton suspension and bicycles come from) which its inhabitants considered the most beautiful town in England. This he agreed with if Bath were omitted — especially its Hall, a replica of which was used as an example of British architecture in Paris in the year the Eiffel Tower was built.

Coming home from that Wiltshire drive, OJ encountered the monthly street-market in Wootton Bassett. He was advised by a smiling policeman that he could try to penetrate the cows, calves, sheep, gaitered men and Ford cars and trucks if he liked, but that it would be quicker to go another way. It was then the same once a month in Highworth and Cricklade. Times change . . .

Perhaps it was the thought of such hold-ups, and the increasing traffic, which made OJ ask all-the-year-round drivers not to use their cars over the Easter holiday; though he confessed he would probably take his family to Brooklands "to see sights and hear sounds that have not their equal all the country through". For, he said, "Brooklands on a fine day is one of the wonders of the modern world".

Personally, I cannot see what the weather had to do with the wonderment which I was to experience in my turn, but so be it! **WB**

Obituary: Frank Wall

It is with deep regret that we report the death of Frank Wall, who will be remembered as the Bugatti OC member who drove the ex-Stubberfield single-seater Type 35B Bugatti with great enthusiasm, sharing it in later times with Hamish Moffatt. His funeral was attended by many members of the BOC and VSCC, and the cortege led by a well-known 60hp Mercedes, which at one stage speeded up in an appropriate tribute to the popular amateur racing driver. **WB**

Cars in Books

From **Somerset and All the Maughams** by Robin Maugham (Heineman, 1965), we learn that Somerset and his wife Beldy acquired a Gardner-Serpollet steam car, which they both drove. There is a rather muddled reference to the Paris-Madrid race, which is confused with the Paris-Marseilles road over which they "raced" in their steamer. Apparently Leon Serpollet had employed Charles Maugham as his solicitor.

Then from **The Whims of Fortune, The Memoirs of Guy de Rothschild** (Random House, 1985), we discover that Edward de Rothschild used to drive an electric car in Paris until the 1930s, and that Guy de Rothschild's first car was a present from his father in 1919, when he was 20 years old. He soon perceived that American automobiles were superior to most French ones, and the first he owned was a Chrysler two-seater.

The book captures the atmosphere of living in pre-war France among the rich playboys, and allows the reader to relive that long-gone era. The author was a cousin of Bugatti racing driver Philippe de Rothschild. **WB**

V to C Miscellany

Emil Lepage is researching Rosengart history, particularly the LR539 to IP39 models, for the Club Rosengart. He has had responses from Portugal, Sweden and Spain, and would like to hear from English enthusiasts, and if possible acquire catalogues.

It is good that GNs are now quite prolific in vintage events. Having in recent times rebuilt a 9/15 Renault and his effective Trojan Utility, Tony Carlisle is preparing a GN, which will have the conversion ohv vertical-valve heads on its vee-twin engine. With Blake's Vitesse-engined car, the ioe-engined GNs of Riddle (when he is not using his sports engine), Monica Gray and Charmian Skinner, almost all the various forms of valve-gear used on these fascinating cyclecars are ably represented—especially as a number of Akela GNs survive, including Craddock's with the T-head valve-drive.

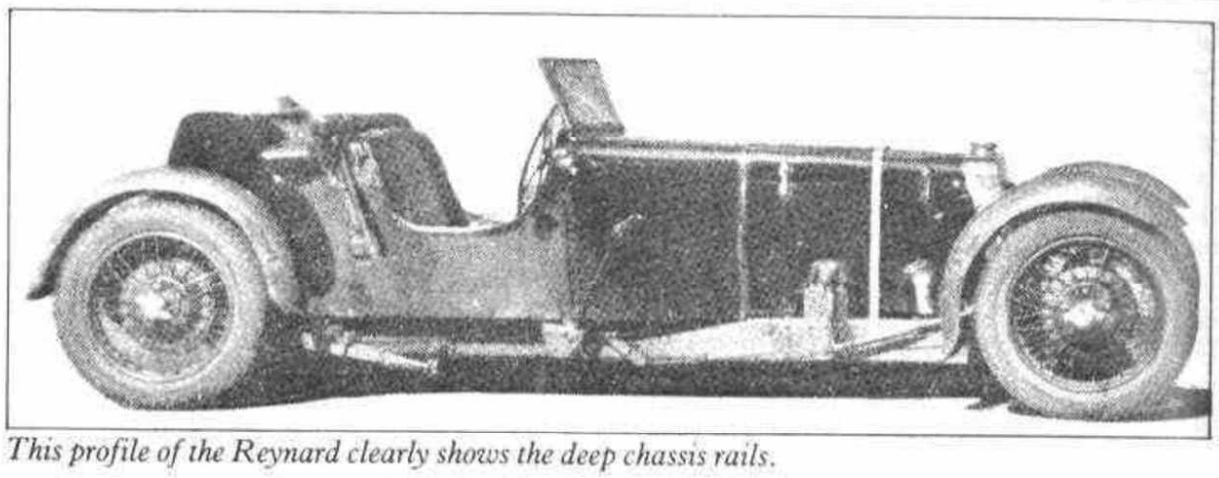
The Irish owner seeks information about his 1937 135M Delahaye (Reg DXE 66) which MOTOR SPORT featured when new. It was exported to Ireland in 1947, but no trace of previous owners survives after HW Motors Ltd in May 1946, and a Mr W F Tipping of Nutley to the end of 1947.

A Bristol reader is anxious to discover who first owned his 1927 Delage. It has a boat-tailed sports body by Victor Broom and was bought for £10 from a Virginia Water garage in the early 1930s by a Mr S Georgeovich, who kept it at Thorpe until the war. When the family returned home, they found the car had been stolen. It resurfaced in 1946, when it was sold by T P Breen to a Mr J T Spring, who sold it in 1962 to the present owner. Can anyone go back further, or provide a contact with Victor Broom or the then-Delage agents? Letters can be forwarded.

Daimler & Lanchester Owners Club wants to trace straight-eight Daimlers of 1934-1945, on the V26, V4½ and F4½ chassis, whose survival rate seems to be very small. Contact the Straight-Eight Registrar, Charles Canavan, with any information on these rare models.

Kevin Desmond tells us that Basildon District Council is financing work on a National Motor Boat Museum at Pitsea in Essex, to give work to local unemployed. It is claimed this will be the first such museum to cater for every aspect of Britain's 90 years of motor-boating, with hulls of 6ft to 36ft, inboard and outboard engines, models and books. If anyone can help, the manager is Cliff Thornton, and he can be contacted at Wat Tyler Country Park, Pitsea, Basildon, Essex SS16 4UW. **WB**

FORGOTTEN MAKES No75 The Reynard



This profile of the Reynard clearly shows the deep chassis rails.

Vanishing Act

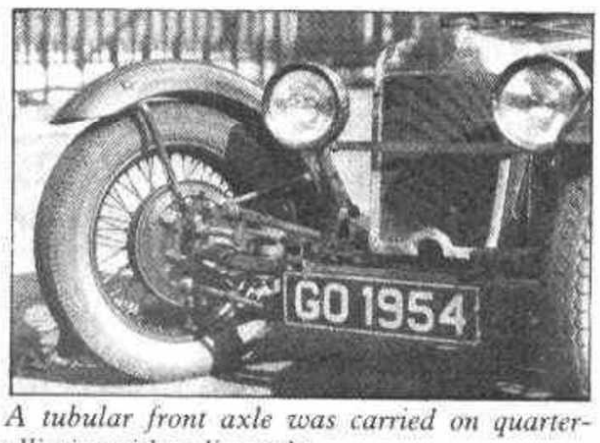
It is fortunate that these notes purport to be but fragments of information, for this month's subject remains swathed in mystery.

The Reynard was revealed to the motoring public, more particularly to enthusiasts, late in 1931, but its builder is said to have built a number of experimental cars before forming the Reynard Car and Engineering Co, and venturing into production at Highgate in North London.

On the face of it, the ploy was quite attractive. It was for a sports two-seater intended to have notably effective road-holding and fast cornering qualities. To this end, a low-hung chassis, with 6in deep channel-section side members braced by strategically located cross-members, was employed.

Springing was said to have been the subject of prolonged experimentation, but at the front it resembled that on GN and Frazer Nash cars, short quarter-elliptic springs with radius members beneath. The tubular front-axle was virtually the same. At the back there were cantilever springs, with check leaves of reverse camber beneath them. The brakes were by Rubery Owen, and the wire wheels had eared knock-off hubs. Hartford shock-absorbers were fitted.

The Reynard was a 1½-litre car and its engine was a four-cylinder Meadows of 69 × 100mm (of the three-bearing type with pressure lubrication) which developed 45bhp at 4000rpm, breathing through two horizontal Zenith carburettors. It is interesting that Mr Reynard (if such there was) chose this power unit, because Frazer Nash had done just that in 1930 and Lea-Francis had used Meadows power plants since 1923 — their 1925 12/40hp sports model having the 4ED type, which Halford, Robins and Godfrey were to adopt for their HRG in 1936.



A tubular front axle was carried on quarter-elliptics with radius rods.

Such firms were not in a position to manufacture their own engines, being devoid of foundry and machine-shop facilities, and the Meadows were excellent buy-in units, with their alloy con-rods, push-rod overhead valves and accessible magneto. The one in the Reynard was said to have had its con-rods individually balanced, and a compression ratio of 6:1, which was presumably what increased the power output to the advertised figure.

Supplies of this sound engine were assured, as the Wolverhampton company was well suited to meeting the demands of the marine and motor industries, and Reynard coupled the unit to a close-ratio four-speed gearbox, with a choice of central or right-hand gear lever. Final drive was by torque-tube to a Moss back axle.

The final experimental car was registered GO 1945 (Oxfordshire). It was very unattractive, but production models were intended to look better, with judicious use of fairings. A price of £325 was fixed, at a time when you had to pay £598 for an Aston Martin, £395 for a touring 12/50 Alvis, £398 for a side-valve Super Sports Frazer Nash, or £425 for a 12/40 Lea-Francis.

So the prospects looked good, and MOTOR SPORT was promised a road-test. However, this never materialised, and nothing more was heard of the marque. Presumably financial or production problems forestalled the project.

One wonders who was behind the venture. Someone who knew about Frazer Nashes, perhaps? Could Reynard have been a name used to fox speculators? The builder was alleged to have worked for many years on experimental cars, and one is reminded that between overhauling GNs and designing the HRG, H R Godfrey built a Godfrey-and-Proctor sports light-car around Austin 7 parts, showing it at the 1928 Southport *Concours d'Élégance*. This bore some resemblance to the later Reynard and, as far as can be ascertained from a photograph, may well have had GN-type front suspension. And, in later times, the HRG used the shock-absorber arms as torque-members for its tubular front axle — perhaps a legacy of the Reynard's torque rods?

That is surmise, however, and if anyone can throw any fragments of additional Reynard history my way, I shall be more than mildly interested. **WB**

Moving Pictures

John Andrews has issued a supplement to *Keep Moving*, the history of his family and the firm of Solomon Andrews, which we have referred to previously. Among its many old photographs is a remarkable one of a wedding reception whose line-up of cars was led by the Talbot landaulette of S Andrews & Sons' Cardiff garage and ten identical sleeve-valve Daimler landaulettes.

Other pictures show Emile Andrews' Metallurgique outside the Pwllheli Tramway depot (photographed in about 1919 by its chauffeur McQuire, who left to drive for the Fligelstone family for more than 50 years), Andrews with the Daimler which replaced the Metallurgique (driven for him by Mike Lyons for some 20 years), a 1930s Chevrolet van used by David Evans' drapery store, and the Roath Mews stables converted into a workshop, with what is thought to be Walter Andrews' 1923 Oakland tourer in the foreground. **WB**

V to C Events

Brooklands will have something of a pre-war atmosphere again this year, with club meetings being held on the 30-acre site. Fixtures include the Riley, Bean and Trojan Day on July 12, Alvis Day on September 27, and 750 MC A7 Day on October 4.

Congratulations to Tom Threlfall, who has taken over the editing of *Triple*, the magazine of the MCC. This is the oldest British motor club (having been founded in 1901) and its history is continued in the current issue. The Exeter and Land's End Trials are now behind us, but there is the Edinburgh Trail on October 3, and the mixed car and bike Silverstone Race Meeting on October 17.

Godfrey Oxley-Sidey, who once had an Ulster A7, says a very original 1930 blown Ulster, owned by Douglas Baird (Reg VC 2409), recently took part in the Manx Classic CC Run. He has met Derek Buckler's son, Malcolm, who regularly uses one of his late father's Buckler Specials and has the 1959 BB100 prototype backbone-chassis car. This has recently returned to the road, and will be entered for the Hillbury hill-climb after TT week. **WB**

VSCC Lightweights

Over the weekend of April 11-12, the Light Car and Edwardian Section of the Vintage Sports Car Club held its annual dinner, which punctuated the annual driving tests in the grounds of the Abernant Lake Hotel at Llanwrtyd Wells and the trial on the Sunday. The format of the latter was somewhat changed this time, to bring in new sections discovered by Clerk of the Course Seymour Price, and the fine scenery of the Elan Valley. VSCC weather-luck prevailed, with a perfect day for the trialists.

The entry numbered a healthy 57, of which 14 were A7s; Tebbett's Mulliner 2-seater was, contrary to tradition, given no13. Giving the Ulster Facsimile an airing, we watched the DTs on the Saturday, which followed the traditional pattern and revived the rowing part (real boats, on the hotel lake) in which drowning would have resulted in instant disqualification!

It was good to see four GNs in action, Blake's new acquisition having the Vitesse engine with a long chain driving both overhead camshafts. Dowell had foresaken his big Sunbeam for a smart 1926 Anzani AC 2-seater, and among the non-competing cars we spotted a Jensen-bodied Morris Minor.



Retired RAF officer Tony Carlisle came fourth overall in his Trojan Utility.

Others which caught the eye were Erskine's LHD 5CV Citroën; Procter's artillery-wheeled Riley 9 tourer; Jenny Johns' yellow 1930 tall-radiator A7 tourer crewed by three young children; Firth's very smart Boon & Porter Amilcar CS with French-script number plates; Rona Harper with a brass horn-trumpet on her A7 Chummy and Matthew Blake surely making FTD in the first test in his. Hickling's 1917 Dodge "racer" was going strongly in spite of recent vicissitudes, including, they say, a broken con-rod.

Despite the sunshine, the Cwmbach section had been abandoned due to a swollen river and Cerriggwyhian was water-logged at the start-line, so some, such as Monica Gray's GN Legère and the AC, never got away at all; and even three "bouncers" in the back of Pritchett's fine 25/50 Talbot were to no avail.

Tony Carlisle was fixing a first-time lubrication problem on his Trojan, which he winds up at the side like a GN; it stopped early on this hill. "Clean" here were Blake's GN, Tebbett's A7, which made it look easy, Martin Shaw's 1930 Morris Minor two-seater which was to win the Llwynbarried Trophy for best overall performance, and Pat Stocken, who went on to win the trial in her Trojan. McEwen's fabric-bodied Jowett Chummy, Peacop's Morris Minor and Lock's A7 also "cleaned" it, but Riddle's GN stopped early. Wheeler's bull-nosed Morris-Cowley wore an "I Brought British" sticker.

The next section used a junior riders' scramble course, on which even the non-competing Presidential Zust could do nothing. Then it was on to more good "stoppers" off the gated back route to the Elan Valley and, after a coffee stop, to others near the valley road, with its impressive dams. At the last hill, off the now widened and therefore unadventurous Mountain Road to Aberystwyth, we saw Peacop again ascend strongly in very beautiful countryside.

The results were announced after lunch at the Elan Valley Hotel. Not only had Pat Stocken won but Carlisle's car, now on its standard two-speeds, was fourth, so it was a good day for Trojans. **WB**



Robin Batchelor brought a rare single-door 1923 Morris Cowley to Llanwrtyd Wells.



A well-known VSCC contender is Mike Bullett's 1920 vee-twin GN.

RESULTS

Llwynbarried Trophy: J. Martin Shaw (Morris Minor) as outright winner.

Tests

Edwardian Award: R. Hickling (Dodge)
Beaded-Edge Award: T. John (Humber).
First-Class Awards: P. Bullett (A7), D. Dighton (Humber), W. Urry (Riley).
Second-Class Awards: R. Thorpe (Swift), T. John (Humber), S. Diffy (Humber).
Third-Class Awards: I. Lock (A7), R. Procter (Riley), A. Jones (A7).

Trial

Edwardian Award: J. Fenton (Buick)
Beaded-Edge Award: Mrs Gray (GN).
First-Class Awards: J. Martin Shaw (Morris), Miss P. Stocken (Trojan), J. McEwen (Jowett).
Second-Class Awards: Miss Gray (A7), P. Tebbett (A7), T. Carlisle (Trojan).
Third-Class Awards: I. Lock (A7), J. Peacop (Morris Minor), J. Blake (GN), R. Proctor (Riley).

Steaming

Steam cars can be said to be a law unto themselves, and those who advocate them may be interested to know that the spring issue of the magazine of the National Traction Engine Trust, *Steaming*, contained an article and front cover picture relating to Stanley steam cars, by an owner living in Tennessee. He intends to drive his 1910 example round Britain later this year.

A Stanley Museum photograph with the aforementioned Stanley steamer article shows the Denver branch of the Stanley Motor Carriage Co as it was before WW1 — a modest showroom with three 20hp Stanley steamers and two petrol cars outside. The latter would appear to be a Moon and a Matheson Six, as the adjacent Vreeland Bros Auto Co was agent for these and Rauch & Lang electrical equipment. The Moon has carriage-type sidelamps, and none of the cars is registered.

Rated one of the best steam gatherings in the country, with a strong supporting programme of every kind of historic engine and vehicle, the Bishop's Castle Traction Engine Rally in Shropshire will be held over the August Bank Holiday. Details from D W Goddard, 29 Nibs Heath, Montford Bridge, Shrewsbury SY4 1HL. **WB**



Dan Gurney's Brabham-Climax dominated both practice and the race in 1964, but ran out of fuel on the last lap. Here, Surtees' Ferrari and Hill's Lotus lead the pursuit uphill and away from the pits complex in the early laps.



Tony Brooks won his first World Championship event in a Vanwall in 1958, when Spa hosted the Grand Prix d'Europe. *He led 21 of the 24 laps and won by over 20 seconds.*

Magical Spa

On May 17, Alain Prost's victory in the Belgian Grand Prix at Spa brought the Frenchman's career victory total up to equal the 27 races won by Jackie Stewart.

It was perhaps appropriate that Prost achieved this milestone on the revamped Spa Francorchamps circuit, which has always been regarded as one of the most challenging and spectacular tracks on the

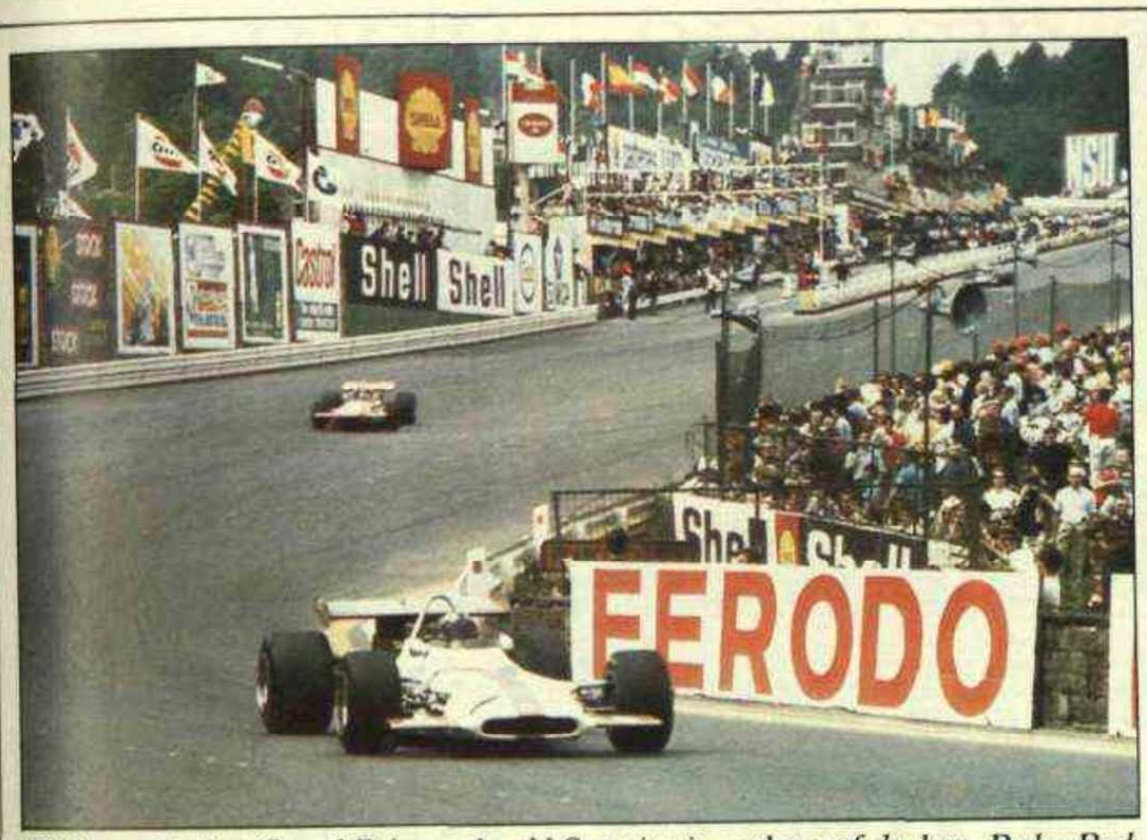


In a virtuoso performance in the rain in 1965, Jim Clark's Lotus 33-Climax lapped everyone except Jackie Stewart's BRM.



A year after the marque's debut, also at Spa, Gurney's Weslake-engined Eagle scored its sole victory, winning the 1967 Grand Prix by over a minute after Clark and Stewart hit trouble.

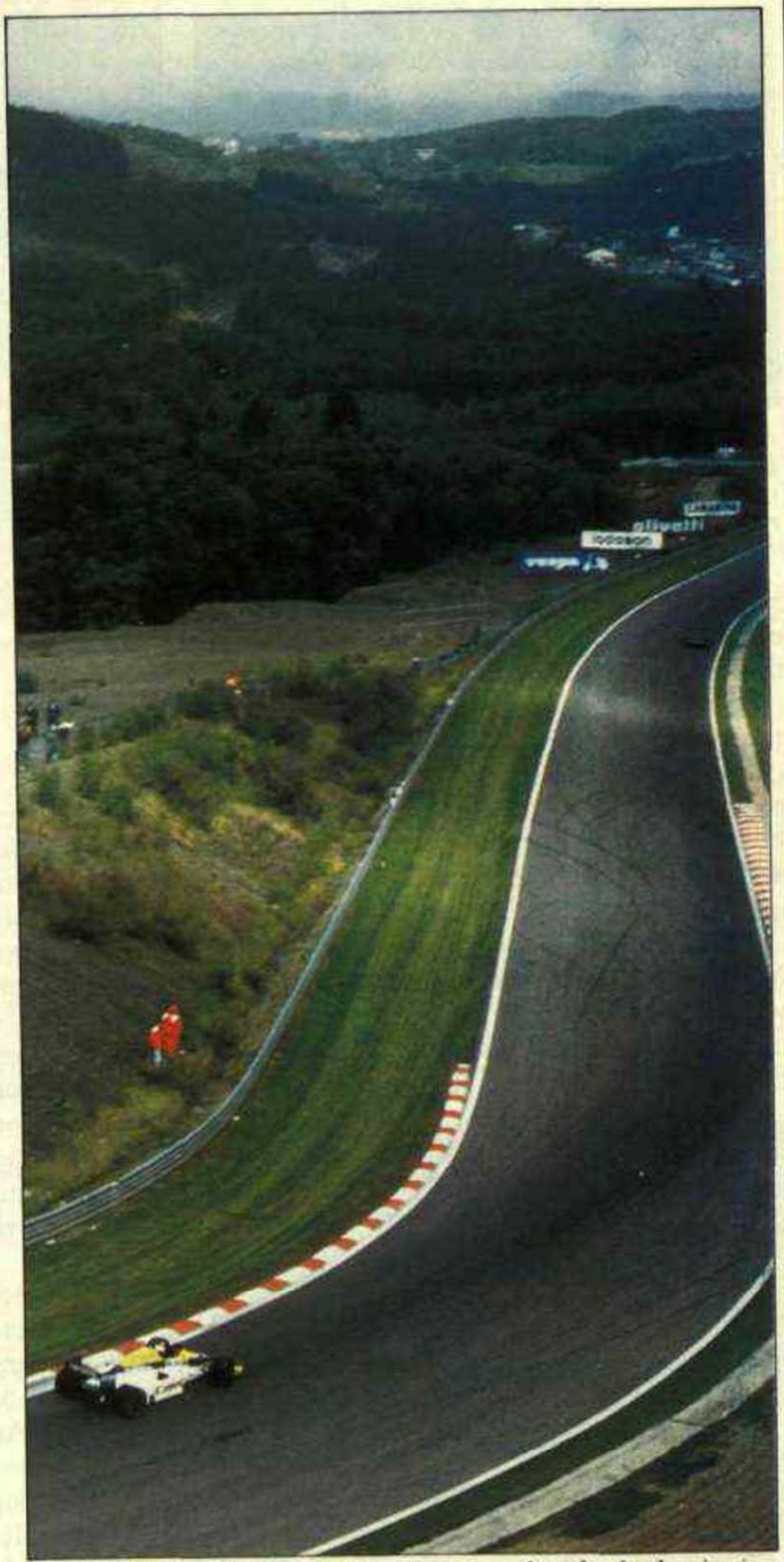
Grand Prix Racing at Spa



1970 saw the last Grand Prix on the old Spa circuit, and one of the best. Pedro Rodriguez' BRM, shown leading at Eau Rouge, beat Chris Amon's March by 1.1sec.



When the Belgian GP returned to a shortened Spa circuit in 1983, it was Alain Prost who took the chequered flag with his Renault RE40.



In 1985 Nigel Mansell served notice that he had winning potential, finishing second to a dominant Ayrton Senna.

Championship trail, even after it was redesigned and reduced in length in the early 1980s.

This selection of photogaphs from MOTOR SPORT's archives has been picked to show some of the famous drivers and cars which have made history at the forest-lined Belgian circuit over the past three decades.

When the race was taken off the F1 calendar after 1970 following concern over safety and security, it seemed unlikely that the track would ever be used again for Grand Prix cars. However, it was reshaped and shortened in time for F1 cars to appear there again in 1983 when, again, it was Alain Prost who won at the wheel of a Renault RE40. It is, and hopefully will remain, one of the best circuits on the World Championship schedule. **AH**



A first-corner collision ruined Prost's 1986 hopes, but a brilliant comeback drive netted sixth place. He is seen entering the "bus-stop" chicane, designed to reduce speeds into La Source hairpin.

WORLD TOURING CAR CHAMPIONSHIP



Allan Moffat and John Harvey finished seventh in their Holden at Monza — and won!



The Eggenberger team's Ford RS Cosworths appear to be BMW's most likely challengers.

World Class

This year dawned as the start of a bright new world for touring car racing. A world series was organised, massive television coverage promised, and major manufacturer interest was rife around the world.

Then, it fell to pieces. Bernie Ecclestone took over promotion of all FISA events, changed the marketing and levied huge registration fees on the teams. Interest bombed as the teams could not afford the fees, and the first race, at Monza in March, started off on a down-beat.

That race proved the dominance of BMW's M3 model, the German manufacturer re-writing the saloon rules by producing an out-and-out racer for the road. The cars took the top six places, with Johnny Cecotto and Riccardo Patrese winning. In the scrutineering bay though, they were all excluded for bodywork irregularities. So Allan Moffat's Holden Commodore, which had finished a lowly seventh on the road, was now the winner!



This Toyota seems to have been out to win the Group A dirt-track class.

Matters improved by the next round at Jarama in Spain. The M3s were now legal, as were the works Ford RS Cosworths which were excluded before Monza. BMW won again, Emanuele Pirro and Roberto Ravaglia triumphing easily in the Schnitzer-sponsored works car.

Alfa Romeo's efforts with the Evoluzione 75 Turbo were vastly improved, with Jacques Laffite joining the driving staff, but Maserati hit more problems with its Biturbos and failed to qualify. Andy Rouse's British effort with the RS Cosworth had trouble in the race but took fastest lap, while the Eggenberger team's Fords were fourth and fifth on their debuts.

In early May the scene moved to the sweeping Dijon circuit in France, Cecotto and Gainfranco Brancatelli winning a confusing, rainstorm-shortened race as the BMW M3s dominated again. Only the Fords, in third, fourth and fifth places, were able to challenge the massed M3 ranks.



Patrese and Cecotto's M3 uses the kerb in Italy. It was disqualified after finishing first.

The good news, though, is that with each meeting the racing is more competitive, interest keeps growing and the World Touring Car Championship is pulling itself clear of those early season problems. **GD**

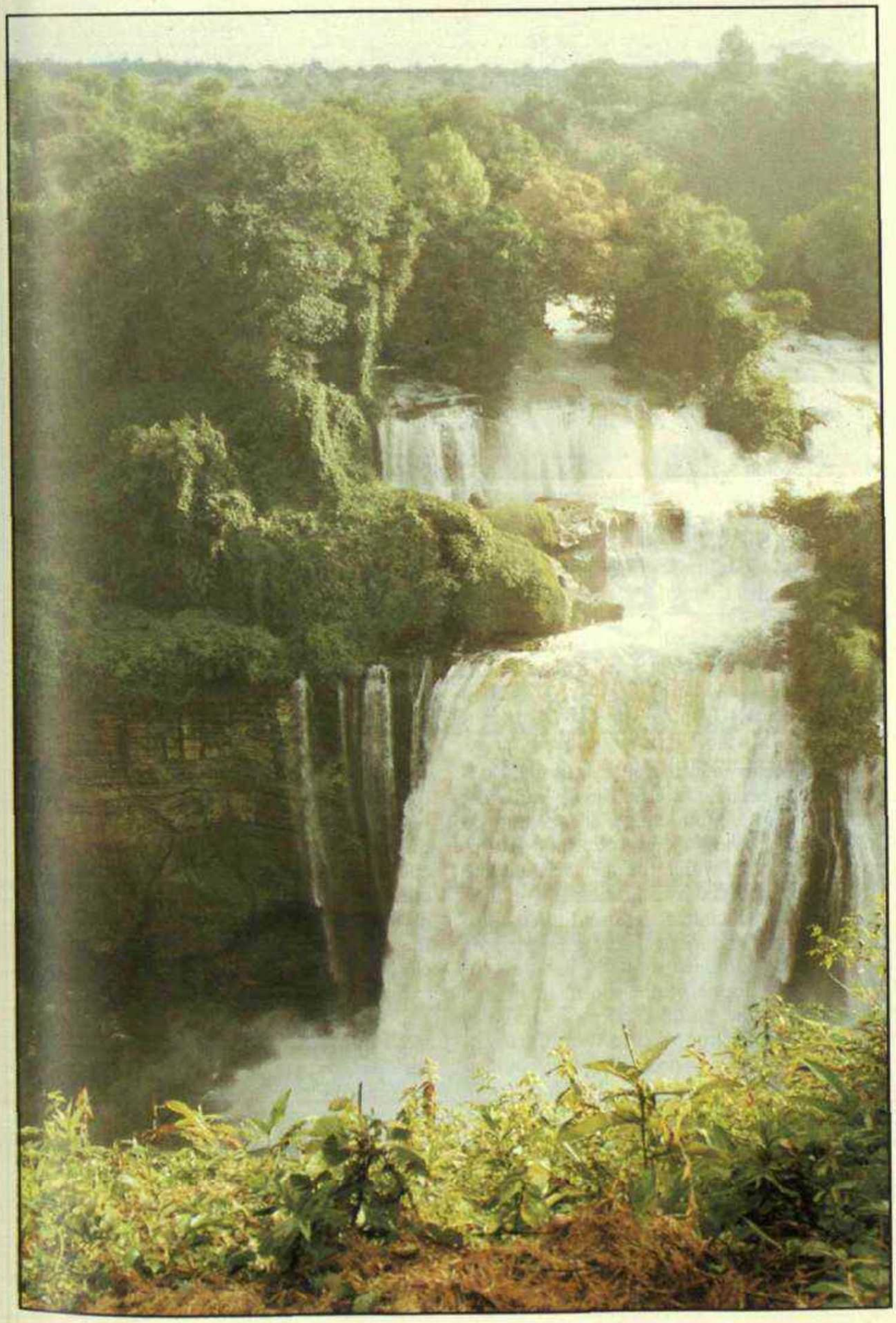


Works Maseratis are back! Bruno Giacomelli steers his Biturbo into Monza's Ascari chicane.



Ex-Formula One pilot Jacques Laffite has linked his fortunes with the works Alfa Romeos.

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Hannu Mikkola broke four-wheel drive's Safari duck in his Audi 200 quattro.

Fighting Off Officialdom

Fifteen years have passed since Hannu Mikkola and Gunnar Palm, driving a Ford Escort, became the first non-resident pair to prise the East African Safari Rally from the firm grip of the locals. Others from Europe have since followed Mikkola's example, but it was not until this year that the experienced Finnish driver, partnered by his Swedish co-driver Arne Hertz, was able to set another mark on the record books by giving four-wheel drive its first Safari success, in an Audi 200 quattro.

Hitherto, simplicity has always defeated sophistication, and computerised all-wheel-drive amalgams of mechanics and electronics have consistently failed to overcome the long established configuration of an engine at the front driving only the wheels at the rear. More than any other event of its calibre, the Safari has always stressed the principle that the less complicated one makes a car, and the fewer the intricate innovations built into it, the greater the chance of its survival.

Audi's success this year might appear to have reversed that principle. Or could it be that what for years has been considered innovative has finally broken the reliability barrier, and established itself as conventional?

The years between Mikkola's first and second victories have seen more changes to the event itself than to the cars taking part. In the first place, demands by Uganda and Tanzania to have the rally based at Kampala and Dar-es-Salaam, in rotation with Nairobi, resulted in those two other capitals hosting the rally once each. Relocations were unpopular and unsuccessful, with the result that the route was subsequently compressed to be contained within the borders of Kenya, a country which has been a singularly admirable host to what became, with the discontinuation of its East African prefix, simply the Safari Rally.

Nothing has been lost by the change. The vastness of Kenya and its infinite variety of terrain, from open plains to dense bush, and from rugged escarpments to arid deserts or even humid swamps, have ensured that all its character, toughness and adventure have been retained.

The geographical change was necessary, but others have been totally without legitimate reason — changes forced upon the organisers by FISA's haughty administrators who claim they were justified in the cause of safety.

In the heyday of Group B, the process of standardisation was pursued in the guise of safety measures. Organisers were forced to increase the frequency and duration of rest stops, reduce overall distances, and keep special stages below a maximum of 30km. This satisfied some drivers who were happy to be presented with more rest and less effort, but others felt the steam had been taken out of the sport.

These advocates of endurance, of whom there are many, considered that standardisation had become sterilisation, and that rallying was in serious danger of becoming no more than a series of short, clinical point-to-point sprints, in which the spectacle of close racing was nullified by segration.

The rally which least followed the pattern FISA sought to inflict was the Safari, whose tremendous popularity and worldwide publicity always seemed to be thorns in FISA's side. When the premier rally of the Ivory Coast was elevated to the World Championship, there were hopes that this would at least equal the popularity of the Safari, but in West Africa they could not match the efficiency of the Kenyan organisers.

Principles which have become established in Europe and other areas of high population and traffic densities do not apply in remote parts of Africa and especially not in Kenya, where the Safari is recognised as the most important international sporting event in the country and gets the official support it merits.

Cars are so closely matched on European special stages that timing has to be in seconds in order to establish a leader. In Kenya, such fine timing is quite unnecessary, for on lengthy, demanding sections across rough bush tracks the minute has always been a short enough interval to produce a winner, save for one year only, when the tie-decider had to be invoked. Indeed, Kenya is the country where the expression "timing by calendar, not by clock" was born, and where a complete exception exists to the special stage rule.

The Safari has always been run on open roads, for the whole country recognises it for what it is, and the organisers have never found it necessary to create sterile special stages. However, the absence of such stages offended FISA's demand for conformity. How could they insist that special stages be made shorter if there weren't any?

They must have found such an exception to their precious rules difficult to accept, for the demand went out from Paris to Nairobi that the various sections of the 1987 route should be designated "competitive" or otherwise, and that the total distance of competitive sections should be no more than the total



Subaru employed Ari Vatanen for his first World Championship event since his 1985 accident.

special stage distance allowed on other rallies. Furthermore, such competitive sections had to be timed in seconds, not minutes, a completely needless complication which only hindered the organisers. It transpired that seconds were of no eventual significance.

The organisers conformed by designating sections C (competitive), R (road) or S (service), which brought the route within the illogical margins created by FISA. Dictatorial honour was satisfied, but any inexperienced observers who assumed (as many did) that those letters were anything but token descriptions were just being gullible. "Service" sections were on tarmac, where the description was more or less appropriate, but the Safari was still the Safari, and playing with words was not about to transform it into a carbon copy of a European event.

Rest stops were quite another matter, and the organisers were forced to punctuate the route with far too many of them. Divided into two legs by a substantial overnight stop at Nairobi, the route was further divided by four more in the first leg and one in the second, providing some 50 hours rest in a rally spanning 90 hours in total.

"More stop than go" was how one veteran described it, complaining that the enforced stops interrupted his rhythm when he would have preferred to have pressed on, although there were some who openly welcomed the ample sleeping time each night.

The end of Group B has affected countries like Kenya far more that those with their own car manufacturing plants, for local industry is concerned more with commercial vehicles than private cars, on which there is a very heavy import duty. Privateers who have Group B cars and can continue to use them on national events, are reluctant to acquire a costly, homologated, imported car just for one rally, even if it is the most prestigious.

The number of starters was consequently on the low side, although a genuine 54 was substantially more than other African rallies can muster without resort to sticker scattering among tired family saloons. The professional content was high, with no fewer than eight factory teams in the list — Subaru, Nissan, Toyota, Ford, Opel, Audi, Volkswagen and Lancia — whilst privately entered makes included Peugeot, Citroën, Daihatsu, Mazda, Lada, BMW and Range Rover.

The drop in power from the high levels of recent years, coupled with the mixture of 4WD, FWD and RWD among the potential winners, led to even more pondering than usual over the weather. Easter is about the time that the Long Rains begin, turning the country from brown to green within a day or two, and roads into rivers within minutes, but past years have seen their late arrival or even failure altogether. However, the late Easter of 1987 turned the possibility of a wet Safari into a very real probability, and teams amassed and scheduled their "mud cars", crewed largely by experienced locals, with great care.

The four-car Subaru team consisted of 4WD RX Turbos for Vatanen/Tilber, Eklund/Whittock, New Zealanders Bourne/Lancaster and Kenyans Tundo/Thompson. Three RWD straight-six Toyota Supras were driven by Waldegård/Gallagher, Torph/Mellander and the local men who have helped the team so often in the past, Ulyate/Street. Nissan's hopes, with four ZX200s, were pinned on Mehta/Combes, Zanussi/Amati, Kirkland/Nixon and Shah/Khan, but Audi's involvement ran to just two 200 Quattros for Mikkola/Hertz and Röhrl/Geistdörfer.

Opel had just one of its little 2-litre Kadetts, making its first appearance in the hands of those hardy Safari perennials, Aaltonen/Drews. Two 16-valve Golf GTis came from Volkswagen, a team with longer experience of Group A than most, since it was tackling that category long before Group B was killed. Its drivers were Eriksson/Diekmann and Weber/Feltz.

Ford chose to bring two RWD Sierra Cosworths rather than its 4WD cars, one entered by Ford itself for Blomqvist/Berglund and the other for Hellier/Williamson by Associated Vehicle Assemblies of Mombasa. Alas, Blomqvist's car was destroyed two days before the start in a collision with a dead cow whilst being driven at night from Mombasa to Nairobi. Blomqvist took over Hellier's car, and the local man a practice car.

Lancia chose not to send its entire entourage to Nairobi, but since Preston/Lyall had been using a Group A Delta HF in Kenyan rallies for some time, a token crew of engineers came from Turin to augment Preston's own mechanics.

The first sections lay to the north-east, penetrating the foothills of the Aberdare Range before skirting Mount Kenya to the



Though a brilliant Eriksson drive came to nought for Volkswagen, Erwin Weber and Matthias Feltz salvaged fourth place in their Golf GTi.



Toyota's recent dominance of the Safari was ended by Audi this year, but Bjorn Waldegård's Supra pushed Mikkola hard before retiring.

first rest stop at Nanyuki. After the Aberdares, Blomqvist was leading, but a fuel ovespill fire put an end to that. A leaking tank had caused the Sierra to run out of fuel, and it was during the subsequent and somewhat hasty refuelling that the fire started, turning into quite a blaze before it could be put out. Earlier, dust had caused problems, and the first five runners had formed themselves into a convoy as overtaking became impossible.

Vatanen was slowed by the first of many punctures, whilst Eriksson's remarkable early efforts came to nothing when he had to stop to replace a broken driveshaft. These parts have continued to give problems since the Monte Carlo Rally of years ago, when Eklund became very proficient indeed at fitting them and insisted on carrying them with him in the car. The practice has been continued, and roadside replacement is now reckoned possible in six minutes, although in this case the broken parts proved stubborn and Eriksson was held up for 20 minutes.

Before the section around Mount Kenya, Waldegård had managed to escape the dust by reaching the head of the queue, an advantage which he used to good effect; it was he who was leading when the field arrived at Nanyuki that evening, some four minutes ahead of Mikkola. Blomqvist was delayed further when his differential oil cooler broke and the differential casing itself split on the approach to the town.

Both Mehta and Kirkland suffered dramatic delays when differential leaks caused rear end fires hot enough to explode their shock absorbers. Mehta exceeded his lateness as a result of this episode, but Kirkland managed to get going again with replacement parts after extinguishing the fire by driving into a river!

Friday's sections went northwards to Wamba, then across desolate and often mountainous country to Baragoi before turning southwards past Maralal to the more vegetated region of Lake Baringo and another stop at nearby Kabarnet. During practice, storms had produced instant rivers which had blocked this part of the route entirely, but dry weather during the rally itself meant everything was passable.

Dry weather was also raising that choking red dust with which Safari competitors are only too familiar, and the frequent passage of chase cars was not helping the situation. Works teams endeavoured to ensure their chase cars would not enter a section when competitors were about to do so, but they could only wait so long after their own competing cars had entered. Dusting was the inevitable result, with consequent bad feeling and strong words.

During the Friday, Mikkola slowly wore down Waldegård's advantage, and by the time the field arrived at Kabarnet the difference was down to just over two minutes. Waldegård and Torph had each needed new rear hubs, whilst punctures had also caused delays. Eriksson, after his earlier delay, had got ahead of Röhrl, Preston and Stohl, but was still substantially behind the two front runners, whilst team-mate Weber had lost a whole hour having his gearbox replaced out in the wilderness near Wamba.

Blomqvist's chapter of misfortunes came to a climax at Kabarnet when he arrived beyond his maximum lateness. Further delays had been caused by a cracked exhaust manifold which caused vital wiring insulation to melt.

Not only Toyota's Pirellis but Subaru's Bridgstone tyres were also giving trouble, several having exploded quite violently. Bourne hit another rock and caused such severe damage that a rear wheel later fell off, whilst Tundo appeared red-faced at Kabarnet having put his car off the road on a corner he negotiates almost every day!

From Kabarnet the rally went into western Kenya, which has always been the least popular part of the route. Those who had never experienced it before soon realised why. At the Kisumu rest stop on the shore of Lake Victoria a mob ran riot, attacking not only rally cars but those of officials and pressmen.

cks and chunks of wood smashed screens d dented body panels, and it was not until lice charged through a blanket of tear gas t comparative order was restored.

Nobody felt at ease until Kisumu had been t far behind and the rally neared the tea untry around Kericho. By this time, steep mbs had allowed Mikkola to use his perior power, and he steadily gained time Waldegård.

Eriksson had continued to drive magni-cently, coping with a broken alternator belt nd often bettering the section times of much nore powerful cars. Team-mate Weber lost me replacing a track control arm, whilst altonen came to a complete stop until a chase ar could get to him and replace a broken riveshaft.

Mikkola was first on the road on the return ourney to Nairobi, which included the Forests of Chepalungu and Tinderet, a rest top at Nakuru and a trip over the high country of the Mau Escarpment. Disaster struck Audi when Mikkola stopped with a dislodged turbo pipe, and he had to wait until a service car could get to him. After half-an-hour of frustrating waiting, he pulled out the stops to catch up, and was more than relieved to discover that punctures were continuing to be the bane of the Toyota team. Waldegård collected two on the same section, only gaining a usable spare when Torph turned back to donate one of his. When the rally arrived at Nairobi, Mikkola had again moved some nine minutes ahead.

An unfortunate retirement on the Saturday evening was Zanussi, who broke a shock absorber descending the Mau Escarpment and not only ripped out rear suspension parts but distorted the sub-frame locating points.

At the Sunday morning restart on the southern leg the skies were much darker than they had been during the first, and the possibility of a wet crossing of the Chyulus and the Taitas was very real. Mikkola seemed unconcerned about the weather for in his position he would have no dust on dry roads, and no serious problem in the wet with his four-wheel drive. By the time cars were into the Chyulu Hills the whole area between there and the Tanzania border was engulfed in an enormous and violent storm. However, the Chyulus themselves were dry, and the clinging seed of the long grass which covered the roads again threatened cooling systems by blocking radiator cores.

This is by no means a problem peculiar to the Safari, as any seasoned Kenyan bush traveller will vouch. The "hunting cars" of old used to have their radiators protected by mosquito netting, which did a most efficient job, but teams this year decided to use more substantial screens, and were somewhat dismayed when not only the seed but the grass itself penetrated the space between screen and radiator, causing blockage and overheating.

Waldegård's engine began to overheat badly and they had to stop several times to remove grass and seed. Eventually, the Toyota engine decided it had had enough and the possibility of yet another Toyota victory was dashed.

On that cloudy, stormy afternoon in the Taitas, Mikkola's alternator failed, and there became a very strong possibility that the ever-present Eriksson would take his Volkswagen to victory. But the team helicopter, flown in from Germany for the occasion, finally managed to get a replacement battery to the faltering Audi and Mikkola made it to the rest stop.

Meanwhile, the toll on Eriksson's remarkable efforts was a bitterly disappointing engine failure, and one of the great performances of the rally came to a premature end. Audi, despite the company connections, must have been greatly relieved, for it would not have gone down at all well had their up-market vehicles been beaten by the people's car!

What remained was routine. Röhrl found himself in second place on a rally for which he openly professes his dislike, but must have been disappointed nevertheless to be beaten by his Finnish team-mate.

Audi as a whole was delighted, of course. Having been victorious on many rallies with its Group B cars, it had now finally won the Safari with a big, heavy, family saloon. Behind the Audis, Torph took third for Toyota, whilst Weber upheld the Volkswagen flag by finishing fourth. Eklund was the best Subaru driver, and the highest-placed local man was that wily local wheat farmer Robin Ulyate.

Altogether, despite FISA's meddling, the organisers again produced what must be the most competitive, most entertaining and most adventurous rally in the world series. Long may it keep that stature, but the Kenyans should make no bones about telling FISA to keep their hands off what is rightly claimed to be "The World's Greatest Rally". **GP**



Zanussi's Nissan 200ZX takes to the water.

RESULTS
Safari Rally, April 16-20

1st:	Hannu Mikkola (SF)/Arne Hertz (S)	Audi 200 quattro, Gp A	3h 39m44s
2nd:	Walter Röhrl (D)/Christian Geistdörfer (D)	Audi 200 quattro, GP A	3h 56m59s
3rd:	Lars-Erik Torph (S)/Benny Mellander (S)	Toyota Supra, Gp A	4h 31m09s
4th:	Erwin Weber (D)/Matthias Feltz (D)	Volkswagen Golf GTi, Gp A	5h 47m27s
5th:	Per Eklund (S)/David Whittock (GB)	Subaru 4wd Turbo, Gp A	6h 00m42s
6th:	Robin Ulyate (EAK)/Ian Street (EAK)	Toyota Supra, Gp A	6h 33m07s
7th:	Rudolf Stohl (A)/Jürgen Bertl (D)	Audi Coupé quattro, Gp A	6h 45m27s
8th:	Mike Kirkland (EAK)/Robin Nixon (EAK)	Nissan 200ZX, Gp A	7h 14m04s
9th:	Rauno Aaltonen (SF)/Lofty Drews (EAK)	Opel Kadett GSi, Gp A	8h 08m10s
10th:	Ari Vatanen (SF)/Christian Tilber (F)	Subaru 4wd Turbo, Gp A	9h 06m17s

54 starters, 23 finishers.



Bernard Béguin gave the BMW M3 a surprise victory on its first World Championship rally.

Factories Defeated

Outside France, the Tour of Corsica has never achieved the popularity enjoyed by other rallies in the World Championship. Its all-tarmac route, and the way it used to mix and even overlap special stages with impossibly-timed (in seconds) sections called selectives, appealed rather less to overseas privateers than rallies which used dirt roads. Even though Corsica is not a difficult island to reach, its entry lists have never included many foreign privateers, with the exception of small groups of Italians from time to time.

The same could even be said for works teams, several of whom have tackled the Corsican event only because they were seeking vital points in the World Championship. Some professional drivers have openly expressed dislike for the rally, admitting quite freely that their presence was due entirely to that of teams to which they were contracted.

Although they have tarmac surfaces, the narrow, tortuous roads of the Corsican mountains are often abrasive and gravel-covered, and it is by no means easy to judge one's proximity to that point where adhesion is lost. At very high speeds, past unguarded drops over steep edges, the rally provides little or no margin for error and demands a very fine edge of skill and concentration.

The rally has a sad history of accidents; it was here last year that Henri Toivonen and Sergio Cresto lost their lives, and Attilio Bettega the year before. This year that tragic succession was continued, when Corsican pair Jean Marchini and Jean-Michel Argenti went off the road in their Peugeot 205 GTi. The co-driver was killed instantly, and the driver seriously injured.

Corsica is unforgiving to rally drivers, all of whom know the risks. But we must say that this year's accident, involving a private crew, brought none of the furore of the last two years when works drivers were killed, although the FIA president did issue a rather pointless statement which served as little more than a reminder that all possible security and medical arrangements had been made.

On the medical side we must agree, for there were doctors and ambulances everywhere, and constant helicopter patrols, but there were some safety shortcomings on at least one stage, where spectators were injured in two separate accidents.

Factory entries this year came only from Lancia, Ford, Renault and Volkswagen, some supporting just their own cars and some with service arrangements with privately backed drivers.

However, a newcomer to the World Championship was a BMW M3 from the UK-based Rothmans BMW team, and there must have been an enormous celebration at the end after Bernard Béguin and Jean-Jacques Lenne had driven the car to its first outright victory against such powerful opposition.

The BMW factory had its own rally team several years ago, with drivers such as Mäkinen, Waldegård, Warmbold and others, but its successes were few and the team eventually ceased to operate. Rothmans BMW operates as an independent team from its workshops at Silverstone, financed mainly by the Aylesbury-based cigarette company and partly by Motul.

Lancia's drivers were Saby/Fauchille, Biasion/Siviero and Loubet/Vieu, whilst Renault had increased its normal participation to three R11 Turbos for Ragnotti/Thimonier; Chatriot/Perin and the husband and wife crew Alain and Sylvie Oreille. Volkswagen brought just one Golf GTi for Eriksson/Diekmann.

The Ford factory team had Texaco-sponsored Sierra Cosworths for Blomqvist/Berglund and Grundel/Harryman, but two others from Britain also appeared — one prepared by RED of Widnes for French crew Auriol/Occelli, who are backed by 33-Export beer, and the other, in Marlboro colours, by Mike Little of Carlisle for Spanish crew Sainz/Boto.

The rally was based at Ajaccio in the south-west of the island, and ran from Thursday to Saturday with night stops at Bastia and Calvi. Heavy rain before the event suggested difficulties, especially with tyre choice, but the day of the start dawned cloudy but dry.

Initially, the lead was taken by Béguin from Auriol and Ragnotti, three Frenchmen in three different cars. But whatever feelings Ford may have had from Auriol's second place were dampened by Grundel's retirement when he went off the road on the first stage, and Blomqvist's loss of 21 minutes having his prop shaft replaced. Orielle lost several minutes through twice losing his alternator drive belt.

On the fifth stage a sudden, violent storm, which sent down hailstones as well as heavy rain, caused a commotion when many drivers found themselves on unsuitable tyres. The Lancias of Loubet and Biasion came off best, having chosen rain tyres, and after this stage Loubet found himself leading. He kept this lead until the end of the leg, followed by Béguin.

On a sunny Friday morning, Béguin got ahead of Loubet, and by that evening in Calvi had extended his lead to almost a minute. Meanwhile, Saby went off when his Lancia's central differential broke, whilst both Sainz and Auriol had rear suspension mounts break on their Sierras.

Ragnotti, on the other hand, made a tremendous push in his Renault. For four stages the car had been fitted with prototype Michelin tyres called "Type N", and he promptly made best time on all four stages.

Tour de Corse



Massimo Biasion's third place for Lancia kept his title hopes alive.

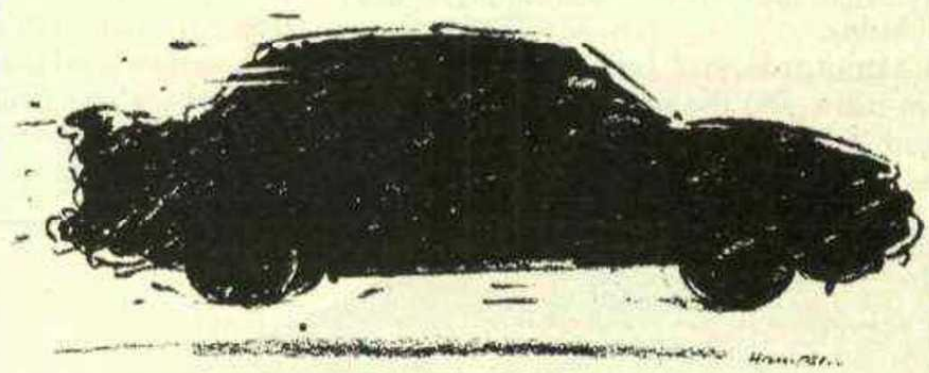


Scenic servicing for the Sierras of Sainz (left) and Auriol.

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Laurent Poggi and Jean-Paul Chiaroni just managed to finish in the top ten in their privately-run Volkswagen Golf GTi.

Unfortunately for him, only a limited stock of the new rubber was available, and he soon had to return to the more plentiful supply of other Michelins.

Chatriot, too, had been close behind his team-mate, and the two were hoping to get ahead of Biasion's Lancia before the finish. Alas, an unexpected wet patch of road prevented that, when Ragnotti went into a lamp-post and lost a minute, being further slowed afterwards until damage could be repaired. Blomqvist's lateness in the first leg had been so great that the car was withdrawn at Bastia, whilst Eriksson stopped when his Golf's engine blew.

The third leg returned to Ajaccio, near which the final stage ended alongside a beach where unclad sunbathers seemed not at all perturbed by the arrival of noisy visitors. Béguin had stuck to his lead, while Loubet and Biasion held off the challenge of the pair of Renaults behind. Marc Duez from Belgium was sixth in his BMW M3, and the two private Ford teams from Britain had their Sierras in seventh and eighth places, ahead of the third Renault of Orielle.

It was a time of great celebration for Rothmans BMW, although equally jubilant were the Renault crews, knowing that they have the material to make a serious championship bid if they so wish. On the other hand Renault, and Alpine before them, have never been bad losers and, whatever the result, we have not once seen them shedding tears into their cups. **GP**



Disturbing the peace of a Corsican village is François Chatriot's Renault 11 Turbo.

RESULTS
Tour de Corse, May 7-10

1st:	Bernard Béguin (F) / Jean-Jacques Lenne (F)	BMW M3, Gp A	7h 22m 30s
2nd:	Yves Loubet (F) / Jean Bernard Vieu (F)	Lancia Delta 4wd, Gp A	7h 24m 38s
3rd:	Massimo Biasion (I) / Tiziano Siviero (I)	Lancia Delta 4wd, Gp A	7h 24m 58s
4th:	Jean Ragnotti (F) / Pierre Thimonier (F)	Renault 11 Turbo, Gp A	(1m) 7h 25m 11s
5th:	François Chatriot (F) / Michel Perin (F)	Renault 11 Turbo, Gp A	7h 27m 05s
6th:	Marc Duez (B) / George Biar (B)	BMW M3, Gp A	(1m) 7h 37m 58s
7th:	Carlos Sainz (E) / Antonio Boto (E)	Ford Sierra Cosworth, Gp A	(6m) 7h 41m 16s
8th:	Didier Auriol (F) / Bernard Occelli (F)	Ford Sierra Cosworth, Gp A	(12m) 7h 44m 16s
9th:	Alain Oreille (F) / Sylvie Oreille (F)	Renault 11 Turbo, Gp A	(8m) 7h 50m 08s
10th:	Laurent Poggi (F) / Jean-Paul Chiaroni (F)	Volkswagen Golf GTi, Gp A	7h 52m 52s

Figures in brackets denote road penalties
95 starters, 35 finishers

1987 WORLD CHAMPIONSHIP
Drivers (After 5 rounds)

Juha Kankkunen (SF)	37
Massimo Biasion (I)	34
Jean Ragnotti (F)	29
Markku Alén (SF)	21
Walter Röhrl (D)	20
Kenneth Eriksson (S)	20
Timo Salonen (SF)	20
Hannu Mikkola (SF)	20
Bernard Béguin (F)	20

Manufacturers (After 5 rounds)

Lancia	74
Audi	48
Volkswagen	39
Renault	35
Mazda	30
Ford	28
BMW	20
Toyota	14
Subaru	10
Nissan	4
Opel	2
Fiat	1

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Sixty of the Best

I have always loved sporting cars and still do today, though after more than 60 years of motoring I am nearing my seventy-eighth birthday. But up to my early twenties, motorcycles were my great love, and most of the 35 or so I owned from the age of 14 were high-performance machines.

An exception was my first, an Alldays Allen 2-stroke, product of Alldays and Onions, which I rode to school at the age of 15. I must have looked an utter twit riding in mortar-board and gown, but they were obligatory.

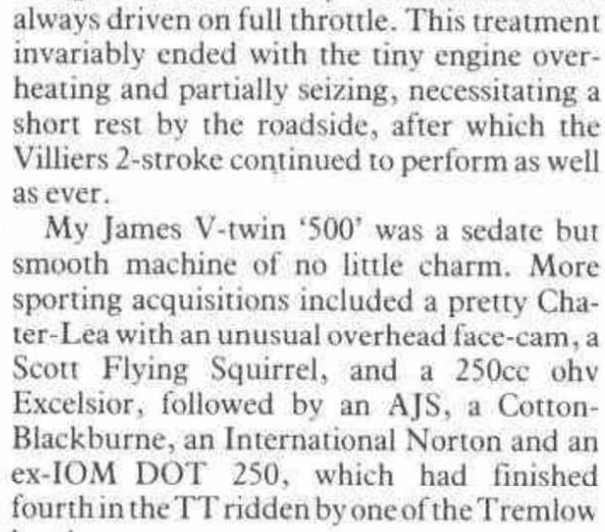
On one occasion I ended with the bike on top of me after this offending garment got mixed up with the belt pulley. This greatly improved the appearance of that stupid item of apparel, leaving it in tatters, in which repulsive state I proudly continued to wear it!

Other exceptions, were my three flat-twin Douglases, and a "Fanny" Barnett which was always driven on full throttle. This treatment invariably ended with the tiny engine overheating and partially seizing, necessitating a short rest by the roadside, after which the Villiers 2-stroke continued to perform as well as ever.

My James V-twin '500' was a sedate but smooth machine of no little charm. More sporting acquisitions included a pretty Chater-Lea with an unusual overhead face-cam, a Scott Flying Squirrel, and a 250cc ohv Excelsior, followed by an AJS, a Cotton-Blackburne, an International Norton and an ex-IOM DOT 250, which had finished fourth in the TT ridden by one of the Tremlow brothers.

I persuaded the Excelsior Company to sell me one of their works racing machines, which I proposed to ride in the Leinster 200 road race in Ireland in May 1931. It was a beautiful and functional machine with four speeds, 8in brakes and a 4½-gallon tank. I was proud to be riding alongside (until they passed me!) such famous riders as Stanley Woods, Eric Fernihough and Archer.

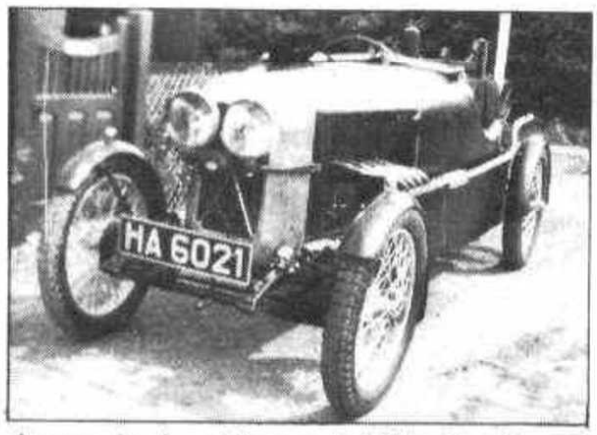
The War saw me finally bowing out of motorcycle ownership, but during five years in the RAF I did own two more machines, an Ariel Square-Four and a KTT Velocette. The latter I used in partially-stripped road-racing trim as daily transport between Marlborough and Shellingford, about 25 miles each way — very enjoyable, except when it rained!



A Gordon England Cup Model Austin Seven was considered very sporty in its day.



The author rode this ex-works Excelsior in the Leinster 200 in May 1931.



Appropriately nicknamed "The Snag", this Salmson was a troublesome machine.

My first car was an Albert two-seater made by Gwynne Engineering Co of Chiswick. It boasted a classic radiator (modelled on that of Rolls-Royce) but gave absolutely no power. I bought it for £17.10s at a cattle auction in Haverhill. I did not have this considerable sum on me (or indeed anywhere else), but the auctioneer trusted me, and allowed me to drive it the 20 miles home.

I was 17 or 18 at the time, and had little idea how to handle a car, but in those days one taught oneself and I cannot recall any great difficulties. I had fun until one night it caught fire. I managed to extinguish the flames by throwing sand over the engine (from a convenient roadside supply), but sold the car soon afterwards to a local lay preacher. May God forgive me!

Then followed a Gordon England Cup Model Austin Seven, very sporty in those days, and after that an Austin Seven Swallow — one of Mr Lyons' early efforts, and nearly as aerodynamic as his best sidecars.

In due course this was changed for an Aero Morgan 3-wheeler with a water-cooled ohv Blackburne engine, which on occasion would shed its push-rods. I learnt a lot from this contraption. It never went far before stripping one of its dog-operated gears, but I always managed to get home somehow on the remaining one.

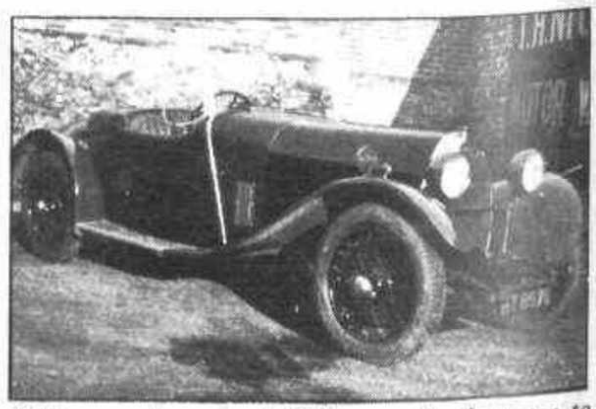
Tiring of this, I traded it in at Shepreth Motors in Cambridge for a really sporting Salmson. With its twin-cam engine and four-speed box this was rather a rare bird in England; it was very stark, its narrow-gutted body necessitating a staggered seat for the unfortunate passenger, whose job was to maintain adequate fuel pressure by frequent and energetic hand-pumping! It had a bolster fuel tank mounted transversely behind the cockpit, no attempt being made to provide a tail, shapely or otherwise. The rear axle contained no differential so the rear track had to be very narrow.

In fact the Salmson just fitted the gauge of the tramlines of those days, so life was hectic if you lost concentration and got both rear wheels stuck in these lines, as I did several times when motoring in Richmond and Twickenham.

I had a very smart and sophisticated girlfriend in Ipswich whom I particularly wished to impress, so I invited her to the Motor Show at Olympia. All went well until, approaching Colchester, there came a frightful bang from the Salmson's rear axle. The crown wheel had stripped its cogs — for the second time.

Leaving the Salmson, appropriately nicknamed "The Snag", in Colchester to be sorted out, we finished our journey ignominiously by train. But the Motor Show was a great success, the evening ending when our party of ten was thrown out of Lyons Corner House at Oxford Circus for the second year running. Our only crime was uproarious behaviour.

The Salmson's replacement was an HE, the last car made by the Reading Herbert Engineering factory before it went into liquidation in around 1932. A boat-tailed two-seater body had been fitted by Martin Walter, with elegant flared wings. The HE had a fascinatingly smooth side-valve six-cylinder engine with a Whatmough aluminium cylinder head, and Clayton Dewandre brakes. Everything was very solid and beautifully constructed but I foolishly sold it



This smooth-engined HE was the last car to emerge from the liquidated Reading company.

by B C Wood

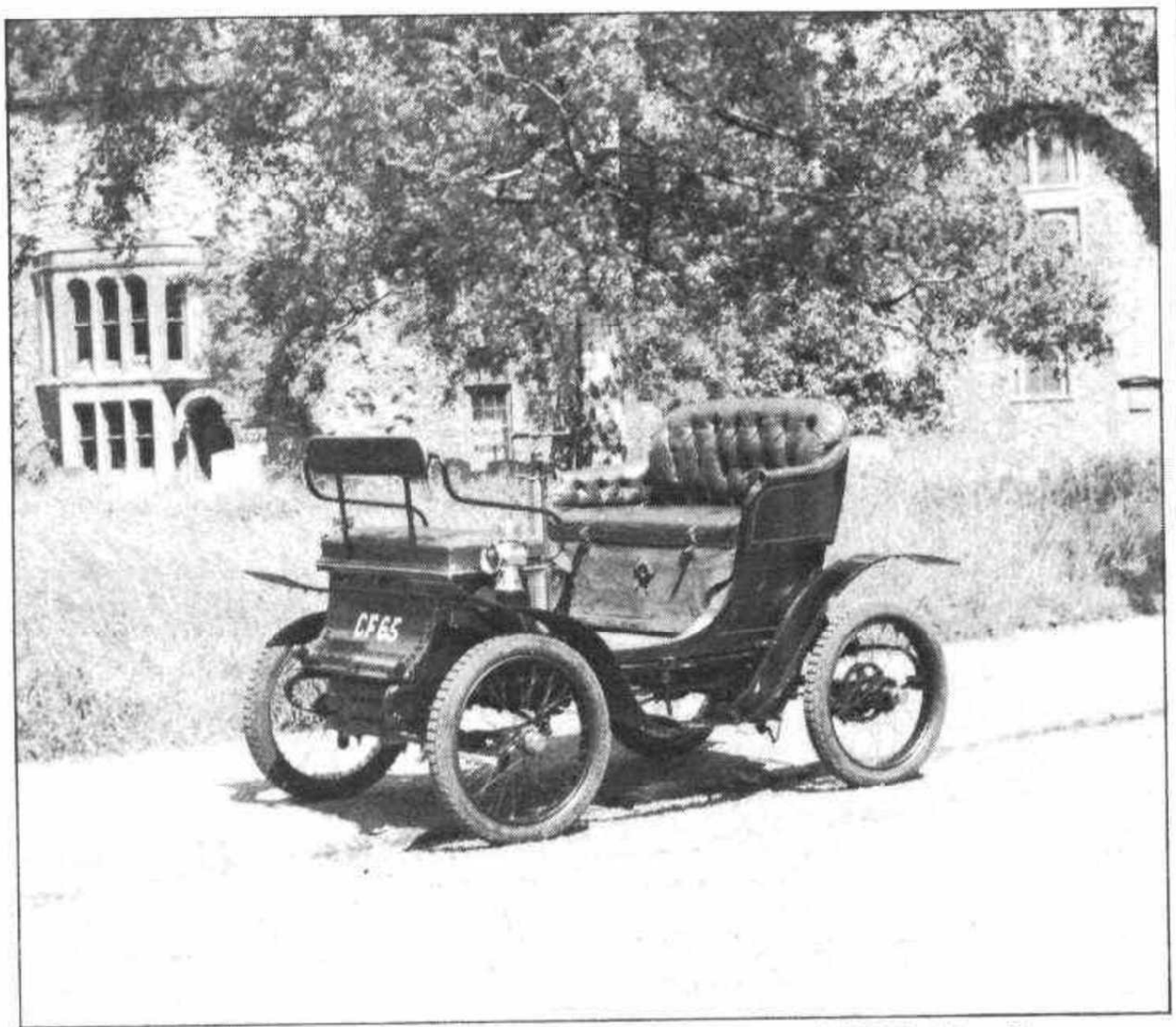
to a dealer in Handsworth, Birmingham, delivering it to him one Sunday and returning by train. I remember worrying in case the cheque bounced, but it didn't.

I re-bodied a rare 1½-litre Targa Florio Ballot and "wished" it on Jack Bartlett, whose remark, following a run round the block in it, was: "What a depressing motor car"! However, he reluctantly accepted it in part-exchange for a 2-litre Lagonda tourer.

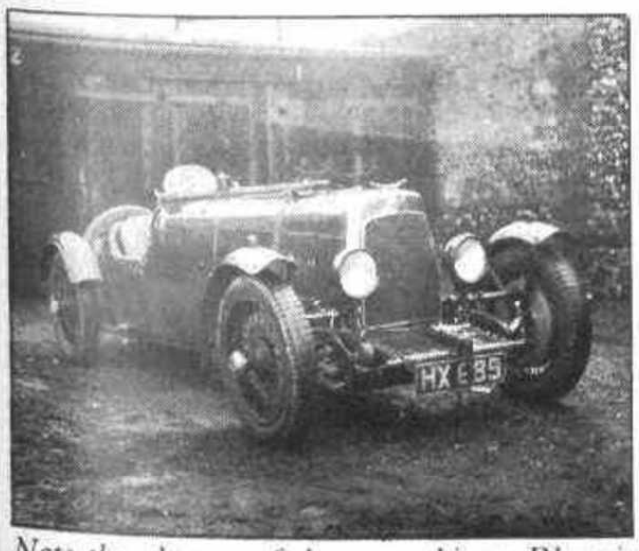
This seemed utterly reliable, and I suppose I should have kept it. But I hankered after the more sporting low-chassis Speed Model, and Rowland Smith was advertising a beautiful ex-Brooklands "Double-Twelve" example with 24-gallon tank. I could not resist it, so I turned in the older Lagonda. I enjoyed some very satisfying motoring with this delightful machine, which would run without pinking only on Cleveland Discol fuel.

A local sporting parson, the Rev Needham-Davies, used all his persuasive powers to make the car his. The first thing he did once he had his way was to lift the head, remove the copper gasket fitted for road use, plane the surfaces of head and block and re-assemble *sans* gaskets, so he could wind the car up to 100 mph with consummate ease! I rather wished I had not sold it!

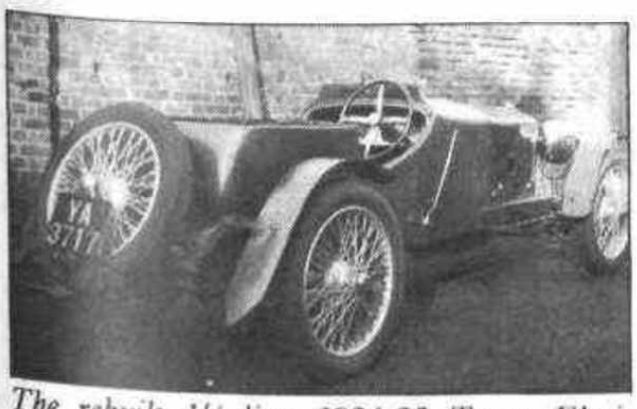
I had my eye, however, on a lovely old 30/98 Vauxhall (chassis OE109), owned locally by a Major May. As he was giving up farming and returning to London, he offered me the car, but on the day I drove it away there were tears in his eyes and I felt despicable. Alas, six months later I became too financially embarrassed to run it, and sold it to a charming young lady, the Hon Ruth Cockayne, to whom I delivered it somewhere in Queen's Gate. I got £225 for it. Miss Cockayne told me she intended driving it to Russia — a somewhat adventurous project in those days . . .



An early Suffolk registration number still adorns the lovingly-restored 1900 De Dion Bouton.



Note the absence of doors on this ex-Phoenix Park 1½-litre Aston Martin racer.

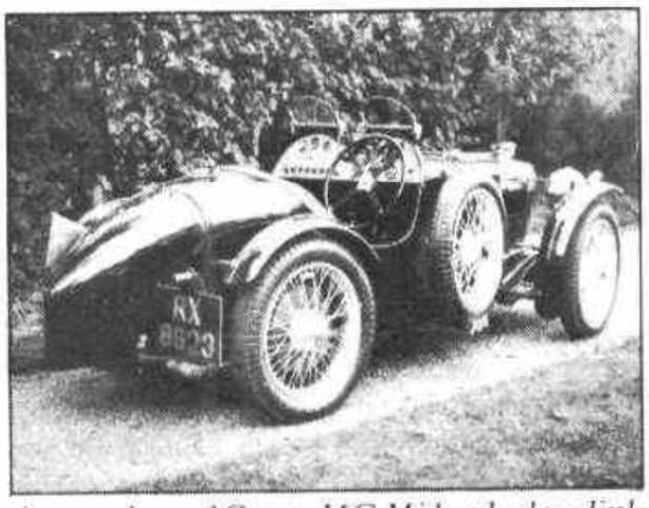


The rebuilt 1½-litre 1924-25 Targa Florio Ballot, sporting temporary wings.

My Riley Redwing, with polished aluminium body and bright red mudguards, was reputed to have been owned by Henry Birkin. It gave yeoman service, and was plesant to handle, with no vices. Later, I fell for a 1930 Alvis 12/60, with a handsome boat-tailed body, and an extra "dickey" seat in the tail. It was a magnificent animal, with a deep and satisfying exhaust note, and utterly reliable; the finely-finished engine was a joy to look at and work on.

I decided I must own an Alfa-Romeo, and a visit to Jack Bartlett's impeccable showroom revealed a supercharged 1½-litre twin-cam six-cylinder model with an English sporting open fabric body. I parted with £225 and drove it home, the blower emitting a piercing scream as engine revs rose. I ran it for one long summer but at 12-14 mpg it was fast getting me into the red, so I returned this incredibly smooth and silky six to Jack, and came away with a 1½-litre Aston Martin, one of the Phoenix Park team cars, like that driven by the great S C H Davis.

My next car was a supercharged C-type MG Midget. This frequently oiled-up plugs, and anyway had to go after my latest acquisition, a wife, received a burn from the outside exhaust-pipe. Besides, the cockpit was too small to hold Sandy, our bulldog!



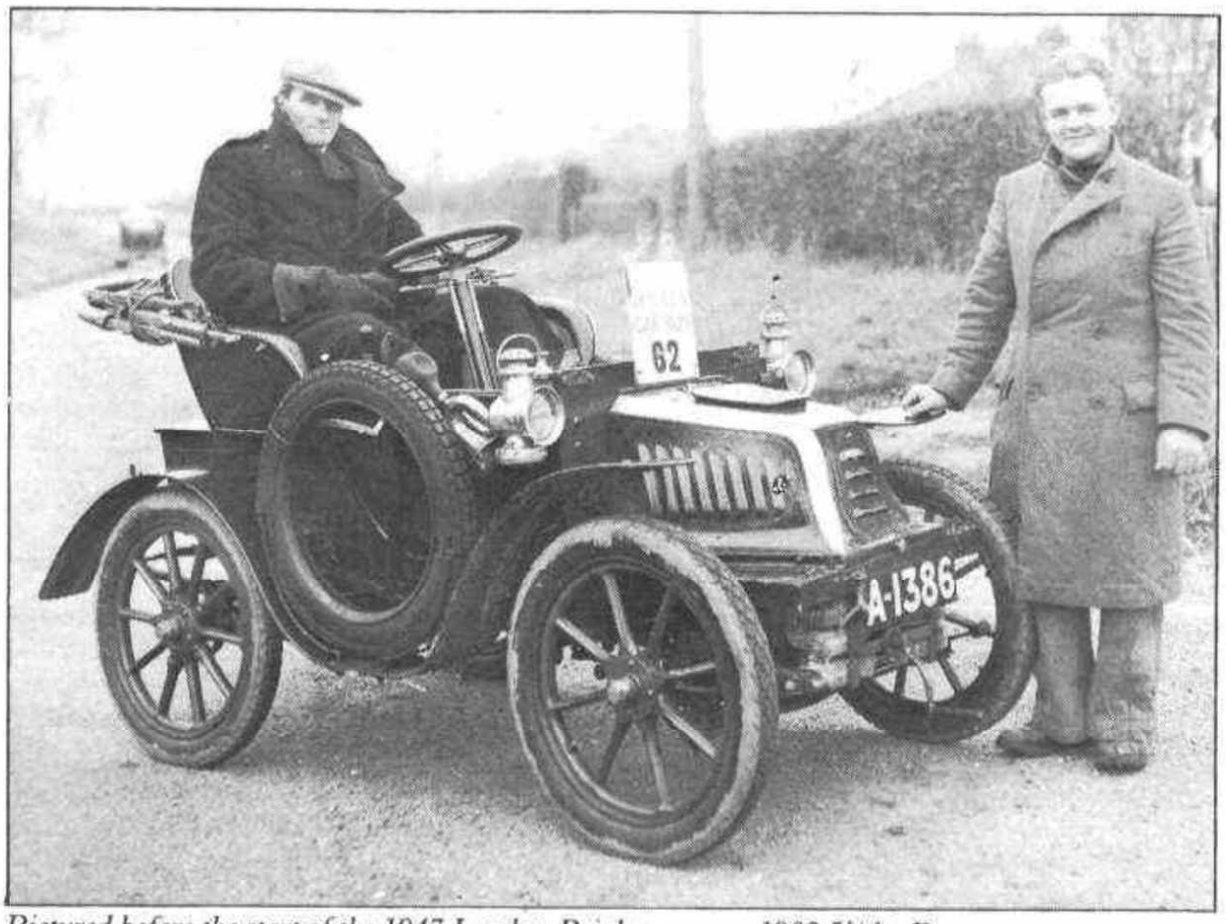
A supercharged C-type MG Midget had too little cockpit room for a wife and dog!

We needed a more sober car in which my wife could learn to drive, so we chose a new DKW two-stroke cabriolet at the 1937 Motor Show. This was a great success. It would cover 145 miles on three gallons of petrol mixture and, apart from an unpleasant two-stroke "rattle" at about 52 mph, it was an excellent car in every way. It quite converted me to front-wheel drive, which was not used by any British manufacturer of the day, although Alvis, of course, had earlier built and raced FWD cars.

It seemed unpatriotic to run a German car during the War, so the "little wonder" had to go. We got rid of it for a song, and I joined the RAF.

I bought an oldish Austin Ten saloon to get me home on the several 48-hour passes I wangled, but soon fell for a car of more

60 YEARS OF MOTORING



Pictured before the start of the 1947 London-Brighton run, a 1902 5½hp Peugeot.



It seemed unpatriotic to run a DKW cabriolet during the War, economical though it was.

sporting character, a FWD BSA four-wheeler of pleasing, albeit docile, performance. Before long I changed to a Lancia Aprilia pillarless saloon, and after months of undiluted pleasure (using it daily to and from the airfield) I bought, unseen, an International Aston Martin.

The owner sent it by rail in a special wagon from Rotherham to Swindon, where it was off-loaded for me to gaze at for the first time. After much loving care and work, this now-classic model endeared itself to me, in spite of being extremely noisy. Some time later I heard of a Mk II long-chassis Aston Martin for sale at a Swindon garage. I bought it for £475 after frantic appeals by telephone to my bank manager in Suffolk.

The older "Inter" was sold, but the Mk II made a worthy successor. Every morning I ran the engine at 1200rpm in the garage, to heat thoroughly the Castrol 'R' in the tank slung between the front dumb-irons which served the dry sump engine; after breakfast I would leap into the car and drive as fast as I could go over the Wiltshire and Berkshire downs.

An Australian friend began to covet this car and continually plagued me to sell it to him. When the German War was nearing its end, I finally agreed. He took it to Sydney, and wrote to say it was a real crowd-stopper there! Before he shipped the car it had been beautifully repainted black, and the wire wheels chromed and highly polished.

Between the acquisition of those two Astons I discovered in a breaker's yard at Wootton Bassett a 1922-24 supercharged Mercedes-Benz. I paid £12.10s after haggling, and borrowed a sledgehammer to remove and dump the ugly Germanic body. I then ran it in pure chassis-only form, the driver's seat lashed on with leather straps!

It had a beautiful 1½-litre overhead-cam engine, with the usual supercharger drive from the front of the crankshaft, rod-operated by extra throttle pressure which engaged the blower by means of a small multiple-disc clutch. The sudden high-pitched scream as the blower came in was, like the resulting acceleration, most satisfying, and had dramatic effect. Pedestrians fled in terror, and cyclists wobbled or fell off.

Another excellent car I owned about that time was a pretty little Morgan 4/4 drophead coupé, finished in cream. It was unusual in having a push-rod engine from the Standard Car Company, instead of the more usual Coventry-Climax ioe power-unit. Performance was surprisingly good, due to a favourable power:weight ratio. The chief flying instructor on my RAF station fell in love with it, and begged me to let him have it. I would not, and soon I found myself posted elsewhere. Was this a coincidence?

After the War I returned home to another succession of cars. A blown Lagonda 2-litre Speed Model with Cozette supercharger was



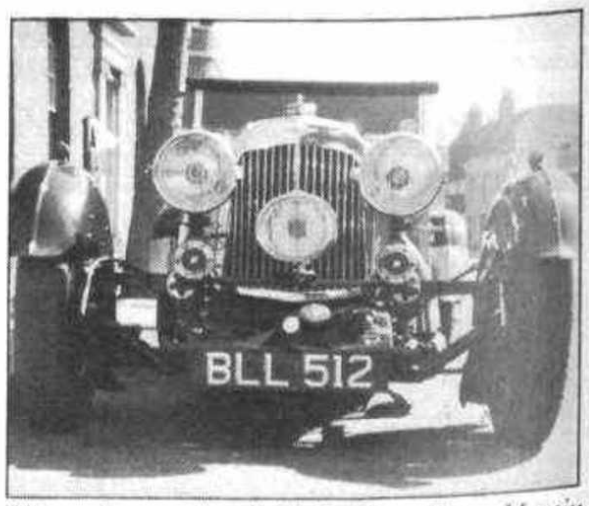
Unusual in having a Standard push-rod engine, the Morgan 4/4 coupé performed well.

sold within months to the late Pierre Marechal; a 1900 De Dion Bouton was laboriously restored from near-scrap; a 1902 5½hp Peugeot was driven in the London-Brighton run of 1947; a 1911 Rolls-Royce Silver Ghost was saved from the knacker's yard, as was a Type 44 Bugatti (*sans* bodywork but otherwise complete), whereas my 1911 Siddeley-Deasy was almost in mint condition.

When I heard of a 2-litre Lagonda fabric-bodied pillarless saloon with a seized engine, languishing in a shed behind the Griffin pub at Ingham, I purchased it for a song, towed it home, removed the head and injected into the cylinders a special aircraft penetrating oil. After a week I was able to turn the engine over on the starting handle, and on re-assembly this car performed very reliably, grossly overbodied though it was.

The last Aston I was destined to own was another Bertelli. It was a Le Mans 2/4 seater, and I had it re-cellulosed in true British Racing Green. Highly polished, the whole car gleamed and looked almost new! Then came a succession of MGs (PA, PB, TD and TF two-seaters), and a couple of MGBs for good measure, followed by a Jaguar XK 150 coupé with the 3 SUs and 265bhp engine. Finally, there were a couple of Mk III Sprites and a Riley Pathfinder.

Alas, my present car is no classic, but a 1967 Mk III 1275cc MG Midget. However, I have owned nearly 60 vehicles in as many years, and I hope that, before the chequered flag falls for me, there will be a good few more classics yet to come. **BCW**



The author repainted this Le Mans Aston Martin in its original British Racing Green.

BOOK REVIEWS

With Flying Colours
by L J K Setright, Derek Forsyth and Robert Newman. (Stanley Paul. £25.00)

Pirelli really pushed the boat out to launch this lavish large-format publication, even flying their most celebrated race-tyre user Juan-Manuel Fangio to England for the occasion. However, while this is a magnificent production, superbly laid out and graced with some truly memorable illustrations, the pretentiousness of the profiles on the rear jacket of the "two, perhaps three, unique men" who produced the book made me reel with a mixture of disbelief and hysterical amusement.

The trouble is, setting oneself up as an all-seeing, all-knowing guru can lead to one accidentally shooting oneself through the literary foot. A shame, therefore, that when my copy flopped open at a photograph captioned "J Y Stewart, at his best in 1969 with the superb Matra", it in fact depicted his team-mate Jean-Pierre Beltoise.

This is the worst of a number of flaws, but nevertheless the unusually attractive layout and quality reproduction should fascinate browser and expert alike. **AH**

Flywheel — Memories Of The Open Road
by Tom Swallow and Arthur H Pill, and the members of the Muhlberg Motor club, Stalag 4B, Germany 1944-45. (Michael Joseph. £10.95)

This facsimile reproduction of a unique collection of motoring magazines produced by British enthusiasts in a German prison camp during World War II is deeply nostalgic. Reliving motoring adventures before the war, carrying road tests and features and generally attempting to be optimistic about the future in a post-War world, it makes quite compelling reading. Not because of the editorial content, but because it makes you realise what a remarkable feat it was to produce such drawings and graphics, largely from memory, using whatever raw materials the staff could lay their hands on. It serves as a quite remarkable testament to the courage and fortitude of ordinary men, motoring enthusiasts, in what would seem to us conditions of total pessimism and utter hopelessness. **AH**

Grand Prix 1986
by Nigel Roebuck and John Townsend. Edited by Barry Naismith. 160 pp. 11¾" × 8". (Kimberley, 4 Church Close, London N20 0JU. £12.95).

This annual review of the World Formula One Championship must be the best ever, taking into account the modest price which has remained unchanged for this edition. Each race is reported in detail, the colour is quite magnificent, and the driver profiles and seasonal review crisp. What more can the reader ask for? **WB**



Haynes/Foulis's newest Super Profile is about the **Ford Model T**, by Michael Allen. Text, tables and pictures cover this famous Ford, and the Crofts, who own six Ts, are interviewed. There are even notes on how to buy a Model T. Good value and good fun for £5.95. **WB**

Amongst specialised sportscars TVR has an appeal all of its own, and the whole story of the make is effectively condensed in one of MRP's **Collector's Guides**, by Graham Robson. Priced at £9.95, its 144 pages in sensible format are a revised edition of the 1981 book, and bring things up to the 1987 model-year. The dust-jacket shows the latest convertible alongside a 1970s Taimar coupé. **WB**

Motor Racing Publications Ltd are the sole UK distributors for the American Motorbooks International **Illustrated Buyer's Guides**, the latest of which is aimed at those wishing to avail themselves of a Lotus of any kind. The author is former Lotus director Graham Arnold, whose text includes the racing and road cars, non-factory jobs and replicas, look-alikes and forgeries. Of the many good pictures, one of the original Hornsea factory reminds me of collecting road-test Loti for MOTOR SPORT and fish'n'chips-in-newspaper lunches, so very far removed from later hospitality at Hethel. Lots of data is included and the price of the guide is £9.95. **WB**

From the prolific output of Haynes/Foulis of Yeovil comes **Elite Cars**, by an unnamed compiler. It is a slim volume whose title seems more of an excuse for a book than the fulfilling of a need. The contents cover what are subtitled "the fastest and finest cars", and the reader is assured that none can be bought for less than £23,000. Some you cannot buy at all, such as the dream cars led by the Buick Wildcat and Vector W2 Twin-Turbo, but others you can, such as Porsche 959, Ferrari Testarossa, De Tomaso Pantera and Ford RS200. If you like good pictures you may like this book, at £7.95. **WB**

It seems a long time since glassfibre was introduced as a new means of constructing automobile bodywork. For reasons which include lack of finance for setting up press-shops, and the inability of professional body-suppliers to sell to small manufacturers, and of special-builders to cope with panel bashing in steel or aluminium, this form of construction is now widely used and properly understood. This is to the benefit of many, since wood and *papier-mâché* have never really caught on for enclosing passengers of motor vehicles. Thus it is distinctly useful that MRP has published, for £9.95, **Automotive Glassfibre**, by Dennis Foy, which covers almost every aspect of using this material for the building or repair of bodywork. **WB**

Haynes Publishing Group established its business on instruction manuals devoted to popular cars, their authors' instructions to readers based on practical experience in the Haynes workshops. The latest in this idiom is Kim Henson's **Guide To Purchase & DIY Restoration Of The Ford Escort & Cortina**. It has 367 large pages and more than 1000 illustrations to make repair and renovation easy, and includes a new paint and interior colour-scheme section, while engine and electrical overhaul are also given careful attention. This G T Foulis imprint costs £12.95. **WB**

A very close account of the rise and fall of **The Rotary Aero Engine** and its motoring antecedents, by Andrew Nahum, has been published by the Science Museum in London at £5.95, and is obtainable from good bookshops, HMSO, and the Museum itself. It is the first book on the subject since Burls devoted some space to rotaries in 1916, although another new publication on the same subject has just appeared.

Nahum covers ground familiar to those who have made special studies of these unusual engines, but his account is very readable, and his explanations as to why rotary engines became virtually defunct by 1918 and their bmep limitations, are compulsive extra study. So too are the tables comparing Gnome, Le Rhone, Clerget, BR, and other such engines with contemporary "stationary" aero-engines. The pictures evoke nostalgia, but many have come from a book about the Cornwall Aviation joy-ride company, reviewed by MOTOR SPORT some years ago.

Nahum's treatise is redolent of the memorable smell of burnt castor oil, usually but not necessarily Castrol; he uses adverts for Homco Miscible and Gnomal castor oils, in fact. **WB**



Sadly Nick Mason was unable to race his superb V16 BRM, but Tony Merrick demonstrated it.

Disappointment Forgotten



Drake's Maserati 8CM came third in the Fox and Nicholl Trophy, after leading at the start.

The big attraction at the VSCC race meeting at Silverstone on April 25 was to have been Nick Mason's MkII V16 BRM, *racing* for the first time since Ron Flockhart competed in one of these fabulous cars at Castle Combe in 1955. Alas, Nick was in America. But Tony Merrick, who has so ably rebuilt the car, did some demonstration laps, and the sound of those 16 little "pots" firing properly all together rang out again, as it had at Donington in 1985 when Willie Green and Neil Corner demonstrated Tom Wheatcroft's similar car.

The sun shone, large crowds watched the ten events, and after 36 years Silverstone had a tunnel and two bridges giving access to the Paddock during races (Brooklands, of course, had a bridge and two tunnels from its 1907 inception!), so any disappointments were soon forgotten.

After the customary High Speed Trial, which is so useful to beginners and included entries from girls in A7s to the Sixty Napier, racing proper began with the Fox & Nicholl Trophy Race, intended for the larger sports-cars but now dominated by thinly-disguised racing cars. Thus there should have been two road-equipped Type 51 Bugattis, but Lord Raglan's non-started with more back-axle problems. To its credit, Sparrowhawk's 4.3 Alvis Special beat them all in a scratch contest with Heimann's T51 Bugatti second and Drake's very interesting 8CM Maserati third. Its very special chassis was made by Sefac before the war, and it used the 2.9-litre engine from a crashed car. The Alvis lapped fastest, at 75.92 mph.

Lees' 1½-litre Riley Special then led a five-lap scratch race for three laps, after which Thompson's Lagonda Rapier took over. MacPherson's Riley 8/90 finished third, its bonnet crammed full of V8 power.

Drama came in the Itala & Lanchester Trophies Race, when Bob Roberts pulled out a fine lead in the Sunbeam "Tiger", with a best lap at 79.41 mph, as Kain's 35B Bugatti was held up on lap one after Cardy fell out of his 35B at Copse, and when Arnold-Forster's Bequet-Delage spun at Becketts. Leather-clad Stuart Harper in the Aero Morgan was second up to nearly half-distance, when Bernard Kain passed him to win this race for the fourth time, after the Sunbeam had retired with transmission slip two laps from the finish.

Hine's 3/4½ Bentley was third, ahead of Threlfall's McDowell dirt-track car. In spite of having to catch up, Kain's best lap was 1.6 mph slower than that of the flying 4-litre V12 Sunbeam. Other non-finishers were Howell's venerable blown 3-litre Sunbeam, emitting smoke clouds on the over-run, and Stewart, whose Bentley went straight on into a post at Woodcote. Bruce, in Wills' T35 Bugatti, won the Lanchester Trophy at 65.77mph.

The first five-lap handicap was enlivened by the GB Star and 1908 Napier, 27th and 25th at the end. The winner was Seber's effective Wolseley Hornet Special, from Sayers' Riley Sprite Special, which recorded the fastest lap at 74.03 mph, and Black's AM-Riley.

As the historic pre-war cars lined up for the Patrick Lindsay Scratch Race, we reflected that all Alfa Romeo *monopostos* are now P3s, but some are more P3 than others! Anthony Mayman in ERA R4D led all the way, to a comfortable victory from Ludovic Lindsay in ERA R5B. They were divided on laps 3 and 4 by Felton's 3.2 Alfa Romeo, but its bonnet lifted, and anyway he had to retire when the water-pump drive sheared. This let Black's P3 into third place after a hesitant start. Mayman won by 9.2 sec at 85.7 mph, and 18 sec separated Lindsay and Black. Felton, very impressive in practice, did fastest race lap at 88.51 mph, but Colbourne spun his 6CM



On the front row of the grid for the Allcomers' scratch race are, from left to right, Venables-Llewellyn's Maserati 250F, Rothschild's BRM P25 and Mayman's Lotus 16.

VSCC Silverstone



Waistell spins his MGL at Becketts.



Williamson's GP Itala dwarfs Hutton's AC in the Itala and Lanchester Trophies race.

Maserati while negotiating Woodcote.

Another five-lap handicap saw Toms' 1½-litre Riley Special win from Keelings' MG TB, with Thompson's Lagonda Rapier third, the latter two tying for best lap at 70.34 mph.

The quickest cars then came out for the Allcomers' Scratch Race. It was the Hon Amschel Rothschild's day, for he won easily in a BRM P25 after Mayman in Halford's Lotus 16 retired from the lead on lap 6. Felton had repaired his Alfa Romeo and finished second, 18.8 sec in arrears. Sir John Venables-Llewellyn in Mayman's 250F Maserati held third place, some way behind the Alfa, until he stopped with low oil pressure two laps from the end. So third place went to J Harper, driving the ERA-Delage in place of the other BRM P25, and Lindsay was fourth, ahead of Mann's ERA R9B. Rothschild had lapped at 92.03 mph and averaged 90.04 mph.

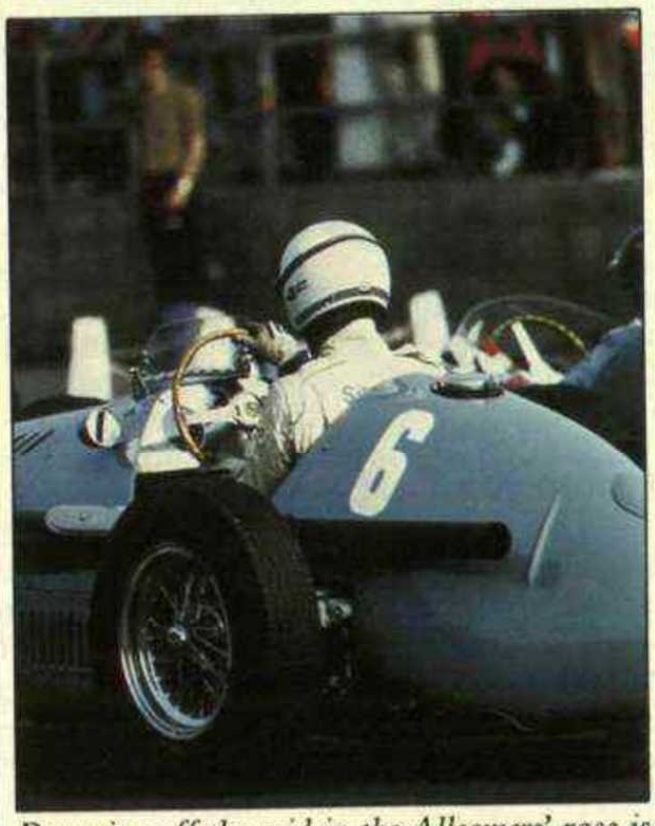
There was an "interesting" incident at Woodcote, when Gillies' Treen-Riley charged into a bunch of slower cars and hit Duly's P3 Alfa. This caused the Riley to tilt at some 45° and the Alfa to retire, but Gillies continued at unabated pace to finish 11th.

As a change from handicaps there followed another five-lap scratch race, which was won by the irrepressible Sparrowhawk's big Alvis, from Spollon's 2½-litre Riley Special and the hard-trying Wolseley Hornet.

The meeting (running rather late but who cared?) concluded with yet another "five-lap" handicap, in which the faster cars had to do six laps. Martin Morris' younger son, Miles, came through very fast against this handicap in ERA R11B, but failed to catch the winner, MacPherson's Riley. Ingham's LG45 Lagonda was third, and young Morris lapped quickest, at 80.64 mph. **WB**

Silverstone Snippets

The High Speed Trial gives beginners a chance to try their hand at lapping the club circuit at any speed they like, competing against the VSCC by trying to qualify, as it is not a race. Of the 30 starters, eight failed to finish in the 40 minutes and eleven did not qualify, showing it to be harder than it looks.



Powering off the grid in the Allcomers' race is Green's Ferrari, but it failed to complete a lap.

Successful were Mrs Gina Barker in the 328 FN-BMW, White's Dixon Riley, Weeks' 6½-litre Bentley, Pryke's Le Mans AM, Trisha Pilkington's Alfa Romeo, Heelis' Riley 9, Spence's A7, Nye's A7, Garner's Ulster A7, Claire Threlfall's Ulster A7, and Gunn's Ulster A7; qualifying distances varied from 20 to 27 laps.

Sue Marsh entrusted her late husband's ex-Seaman ERA R1B to Duncan Ricketts, who brought it in eighth in the Pat Lindsay Race, in which the top three were R11B, R2A and Mann's P3. Sweet's MG was fourth, now with a Rolls-Royce-made Parnell special twin-cam head, one place ahead of the German, Bascher, who got the ex-Earl Howe/Cholmondeley Tapper 8CM Maserati home ahead of the famous ex-Whitney Straight 8C driven by its owner, Heimann (DSJ was signing his book about No 3011 in the paddock). Bascher also lasted seven laps in the Allcomers race, in which the other Maser non-started.

Peter Gregory has rebuilt the Parnell/Nicholls single-seater K3 MG with Lancia Augusta ifs, using a single-cam blown engine, as Sweet has the twin-cam head. The V16 BRM we saw all too briefly is the second of the MkII cars. The GB Star flew a small Union Jack to emphasise its British origins.

Not one Talbot contested the Fox & Nicholl Race, in which some improbable "sports cars" were the "GP" 1913 Schneider (for one lap only!), the V12 Bentley-Royce and the unusual 8CM Maserati. But it was nice to see an S-type 4½-litre Invicta complete more than half-distance. Commiseratory cheers from friends greeted Randal Stewart as he drove in after damaging the Woodcote fence in his Bentley!

The 239 entries were a VSCC record, and BDC Chairperson Ann Shoosmith's 4½-litre Le Mans Bentley made an appropriate circuit-car. **WB**

RESULTS

Itala & Lanchester Trophies Ten-Lap Scratch Race: 1, Kain (Bugatti), 75.84 mph; 2, Harper (Aero Morgan); 3, Hine (Bentley).
Patrick Lindsay Pre-War Historic Ten-Lap Scratch Race: 1, Mayman (ERA), 85.70 mph; 2, Lindsay (ERA); 3, Black (Alfa Romeo).
Allcomers' Ten-Lap Scratch Race: 1, Rothschild (BRM), 90.04 mph; 2, Felton (Alfa Romeo); 3, Harper (ERA-Delage).
First Five-Lap Scratch Race: Thompson (Lagonda Rapier), 68.57 mph.
Second Five-Lap Scratch Race: Sparrowhawk (Alvis), 74.03 mph.
Fox & Nicholl Sports Car Ten-Lap Handicap: 1, Sparrowhawk (Alvis), 74.30 mph; 2, Heimann (Bugatti); 3, Drake (Maserati).
First Five-Lap Handicap: Seber (Wolseley Hornet), 70.00 mph.
Second Five-Lap Handicap: Toms (Riley), 66.49 mph.
Third Five-Lap Handicap: MacPherson (Riley), 67.88 mph.
Fastest Lap of the Day: The Hon A. Rothschild (BRM P25), 92.03 mph.
Driver of the Day Award: Ludovic Lindsay (ERA R5B).
MOTOR SPORT Brooklands Memorial Trophy for pre-war Brooklands or Brooklands-type cars: Sparrowhawk (Alvis) 36 pts; Thompson (Lagonda), MacPherson (Riley) and Seber (Wolseley) 26 pts.
Next round: Silverstone, June 27.

LETTERS

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

Power to the Drivers!

Sir,

The latest FISA fiasco over superlicences makes me wonder why a sport such as motor racing is governed by a bunch of bureaucrats whose qualifications could not make them further removed from their posts.

Who are the people who form FISA and where do they come from? How is it that someone like J-M Balestre can be president of the FISA when his 'solutions' to the constant problems faced in governing motor sport seem to most of its fans to be the opposite of what should be done?

I realise that J-M Balestre cannot be totally blamed for the present driver/FISA conflict, but how is it that decisions can be made concerning the drivers without their prior consultation?

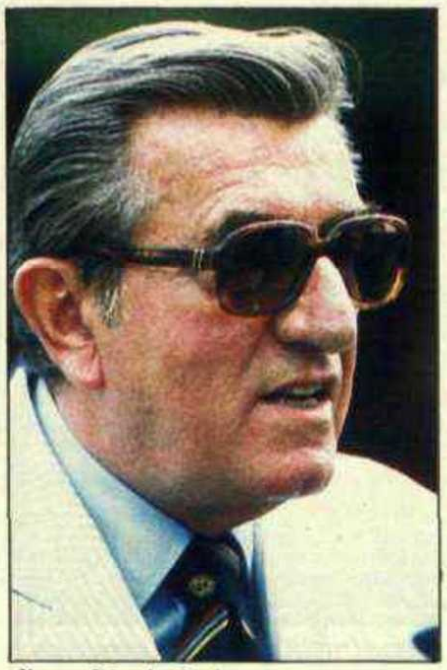
Five years ago, Didier Pironi attempted to set up a drivers' association. FISA was too arrogant to listen to them.

I believe that those closest to a profession should represent it. For example, the Society of Industrial Artists and Designers (SIAD) is composed of artists and designers, and nobody who is unrelated to the profession. Why can't the drivers decide the rules for their own category of the sport?

Although Bernie Ecclestone can be easily criticised, it is his hard graft on behalf of FOCA which has seen Formula One survive. The business side of F1 is adequately taken care of by him.

It would be a mistake to allow the designers to decide rule changes. Patrick Head once said that he left the pits in one practice to watch the cars in action, and was stunned at the immense speed at which the drivers took the corners. If someone such as Head could be so close and yet so far from his sport, it is obvious that only the drivers have a total picture of the exact safety measures in car and circuit design which must be implemented.

Starting with Jackie Stewart, drivers have taken a more active interest in the safety of their sport. If it was their responsibility to supervise circuit safety and develop rules



Jean-Marie Balestre

governing the cars, the financial burden would not be a problem. Instead they are asked to throw away money, with no guarantee of how it is going to be spent.

I realise drivers' and constructors' schedules are filled with testing between Grands Prix, but extra responsibility in governing the sport should not add impossibly to this. Most of FISA's work is spent putting right their previous bunglings.

If the rulebook was designed by those closest to the sport, today's Formula One would be an even more healthy category than it already is.

ROY BARCLAY
Clacton-on-Sea, Essex

Blast from the Past

Sir,

I cannot remember whether the Yimkin shown on page 347 (MOTOR SPORT, April 1987) was the prototype, but certainly this particular car (reg XYN 160) did not have the rear axle located by an A-frame device as the text suggests; such location was effected by Panhard rod and Watts linkage.

After Don Sim's departure from Yimkin Engineering, the car continued to be used — sometimes for a quick blast up the road hoping to avoid the swarm of Goggomobils that occupied a hive at the top of Cadogan Lane. Fortunately, the brakes (pre-disc) were very good — "markay mushkin" as Sim might have said. I remember Nobby Spero doing much the same in his 250F in Astwood Mews. The Yimkin remained tolerably competitive in events until the end of 1963, when it was retired.

Yimkin Engineering, by this time owned by the charming Mrs Herbert, went into decline with the demise of the "stage-tuning" boom. It was again sold, and quietly slipped away along with so many of the interesting businesses which could be found in the mews of pre-property-boom London.

DERMOT ELWORTHY
Grange Park, Swindon

Revivalism

Sir,

For the pedants amongst us, neither Mr Graham's nor Mr Garfitt's "replica" and "kit-car" respectively (MOTOR SPORT, April 1987) will suffice; replica is simply incorrect, whilst kit-car avoids on the one hand those tasteless and vulgar confections like Panther and Naylor, but includes on the other hand worthy products from Lotus, Elva and Ginetta, of which even Mr Garfitt must approve.

May I suggest that we look to the world of architectural history and adopt the term "revivalist" for cars ("kit" or otherwise) which attempt to evoke, however miserably or inaccurately, the flavour of a bygone age? Just as the term "Gothic Revival" has a particular meaning to architecture enthusiasts, so too could the term "revivalist car" have an exact interpretation for motoring enthusiasts.

And it wouldn't offend the Frazer-Nash Section of the VSCC, DSJ *et al*!

A PETER FAWCETT
Sheffield, Yorkshire

D'Yrsan's Ruby

Sir,

Your story about the D'Yrsan three-wheeler (MOTOR SPORT, March 1987) included a side view of the chassis complete with the Ruby engine, said to be a side-valve design.

To my mind, it is of the ohv variety, complete with rocker-box cover and side sparking plugs. The plugs are the give away. You will remember the Morris "Ten" of the late 1930s had side valves, but a fake rocker cover above the top sparking plugs may have fooled the public at the time, as it did me.

J AHERNE
Edinburgh

Yes, we take the point and think we, too, were fooled when writing the caption. **WB**

Plumbing Plea

Sir,

On April 20 my husband, myself, our 13-year-old daughter and 10-year-old son went to Castle Combe. It is a good way for the family to enjoy a day out together. Only one thing, for me, spoils this. The plumbing!

Why, oh why, do we ladies have to put up with chemical loos, paper on string (if we're lucky), hessian doors and no running water to wash our hands? The gents had special "portaloos" shipped in — surely their need is not greater than ours!

Now you are going to tell me, ah, but they *also* have flushing loos, running water, etc, in the paddock! To which I would reply: why, once we have paid £10 to get into the circuit, should it be necessary to pay an extra £4 to get into the paddock, to "spend a penny" as it were?

Motor racing is great for an old-fashioned family outing, with no football hooliganism and so on. But how can we persuade the circuits to improve the necessary facilities? By "old-fashioned" I did not mean to refer to the ancient facilities!

SANDRA BREEN
Streatley, Berkshire

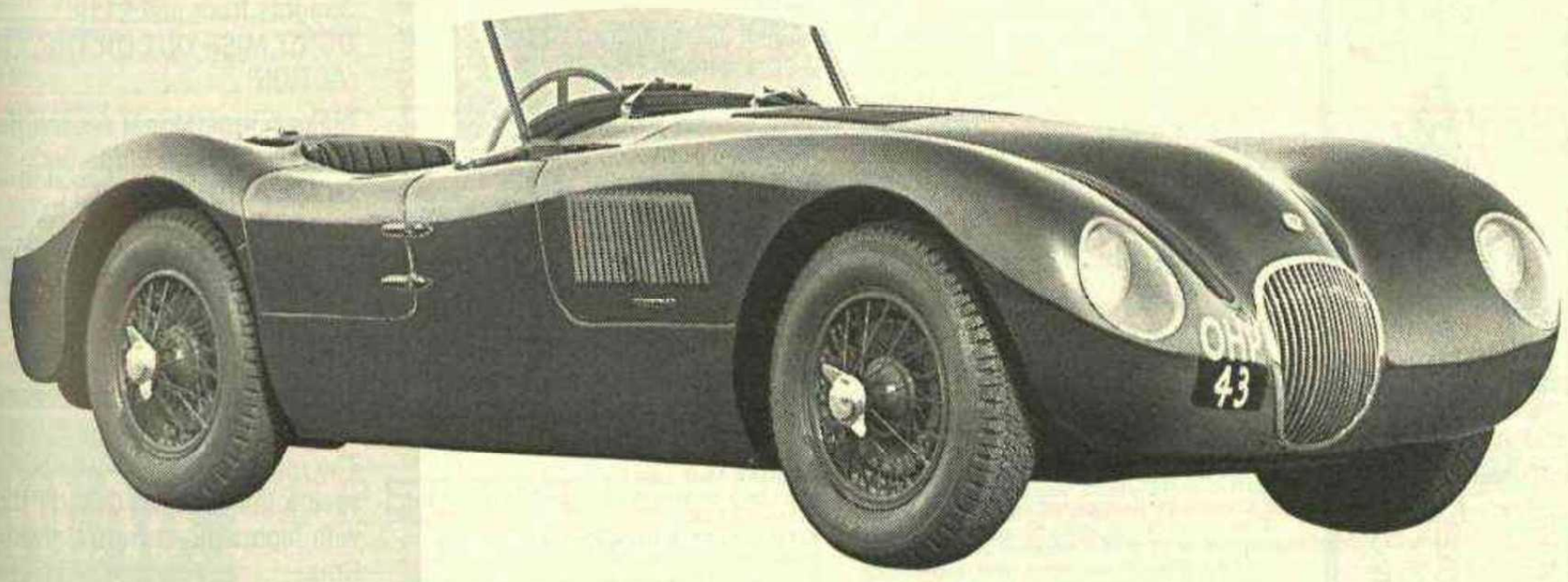
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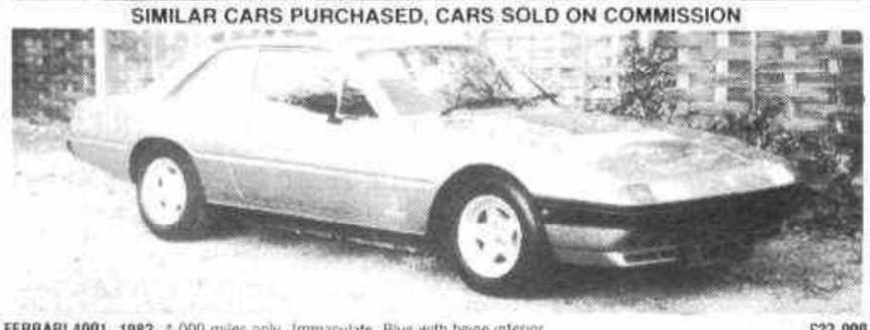
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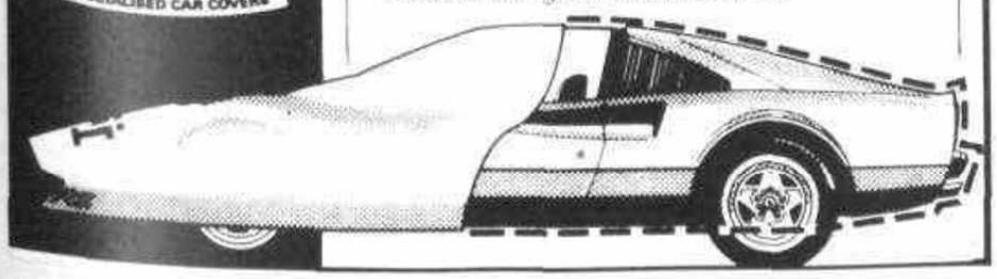
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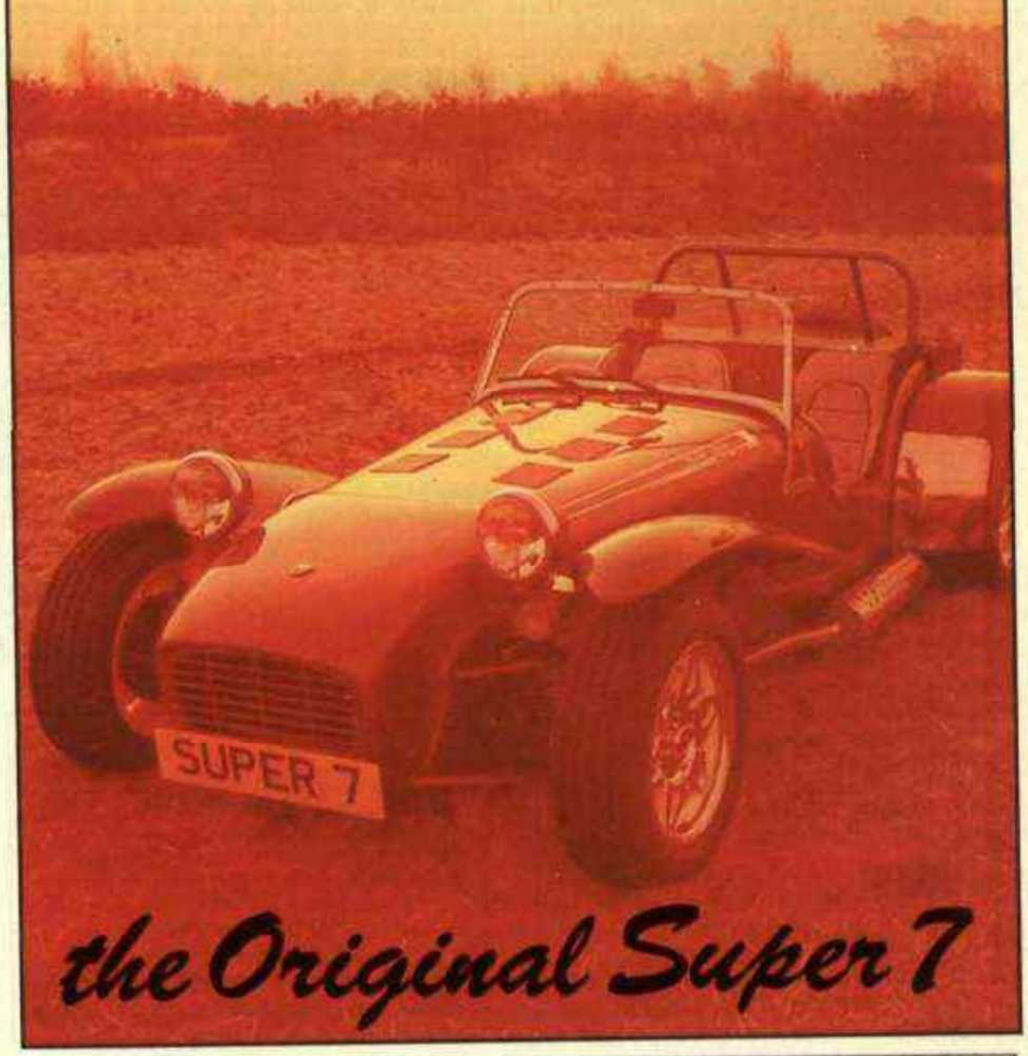
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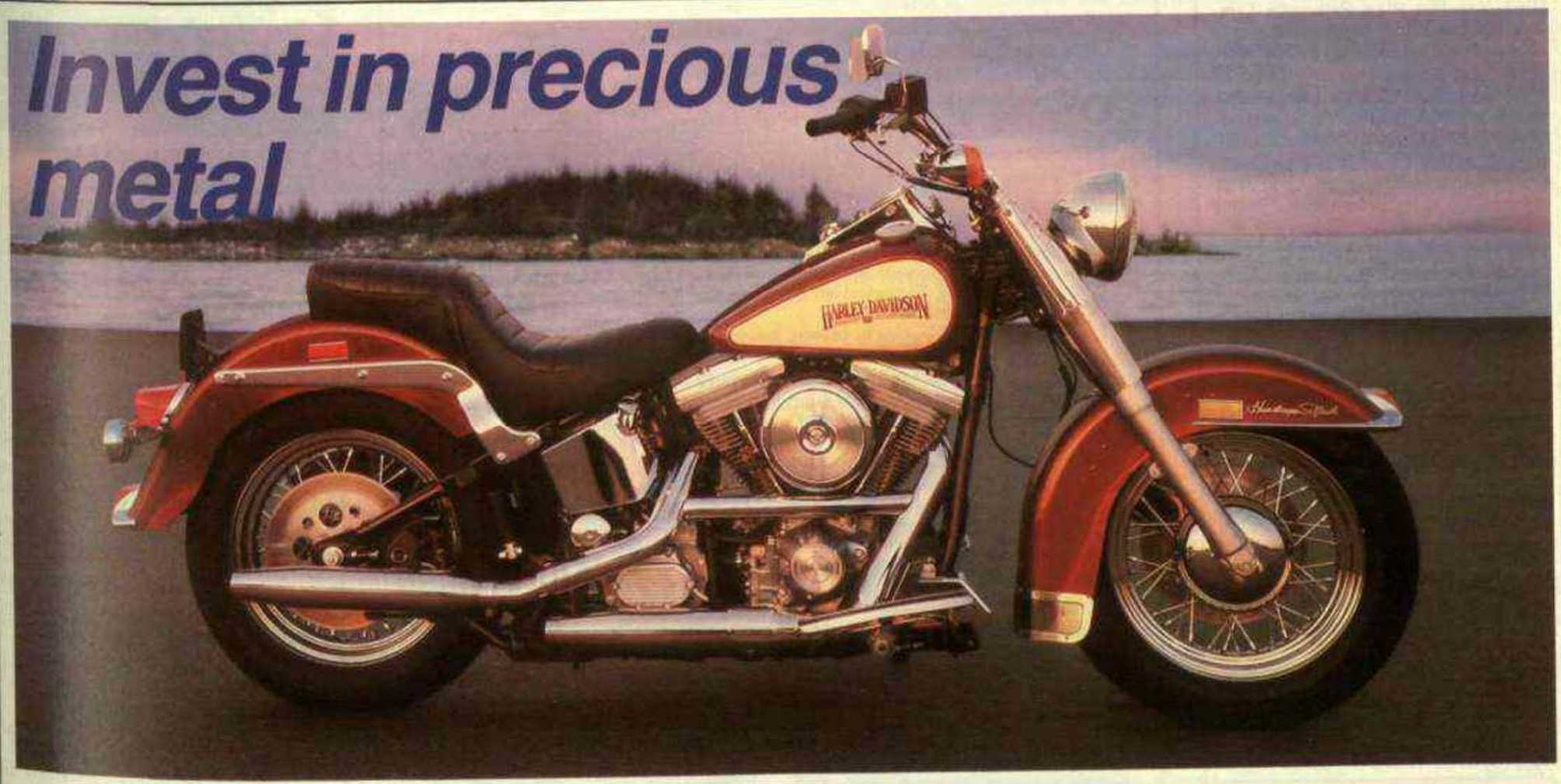
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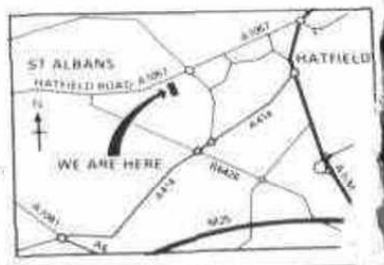
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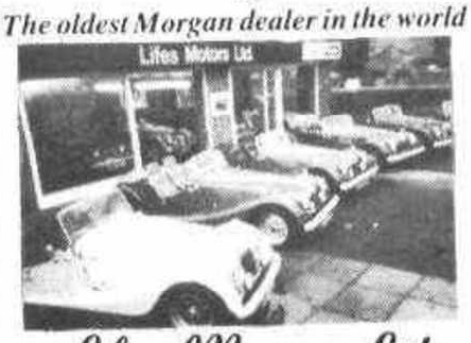
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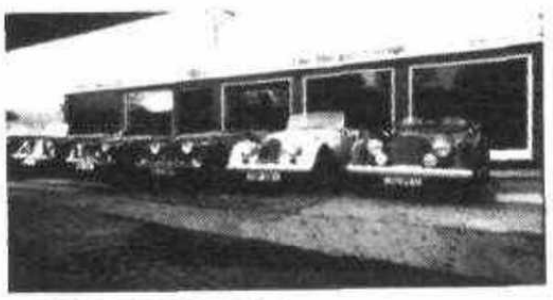
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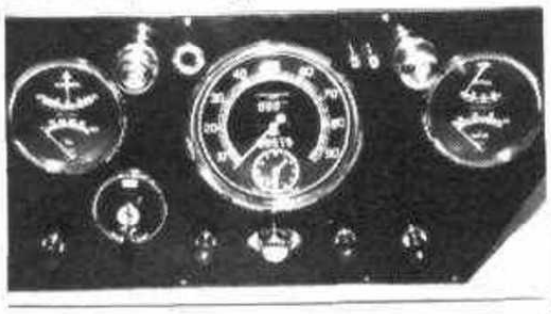
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BMW 323i 1984. Henna red, 5sp, alloys, P6 tyres, sports susp, s/r, tints, PDM, f/fogs, r/cass, etc, low mileage, s/hist, unmarked **£8295**

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PORSCHE 924 1984 MDL. alpine white, black logo cloth, 5sp, alloys, e/s/roof, e/tints, PDM, r/cass, 4-spk syst, 1 owner, 21,000m, s/hist **£10,995**

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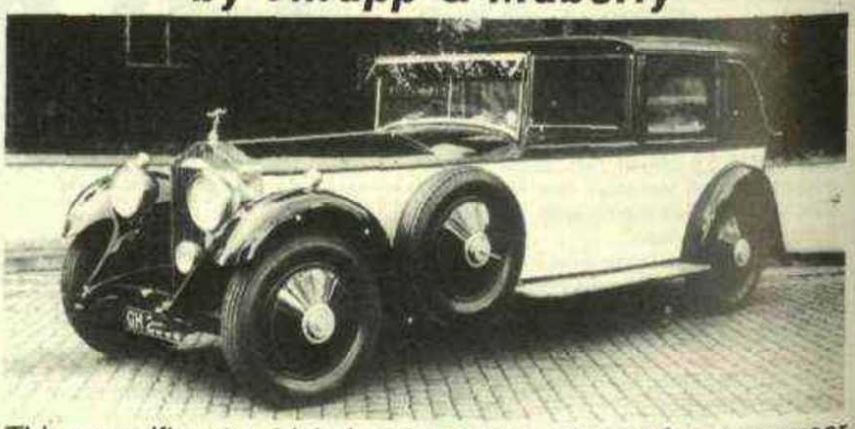


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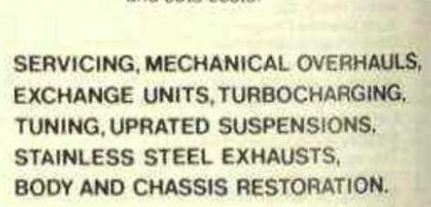
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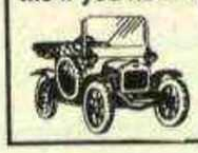
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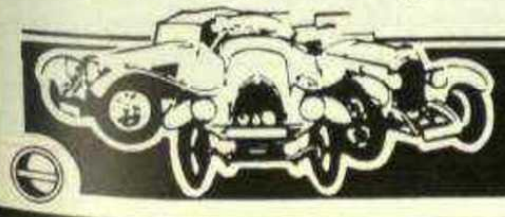
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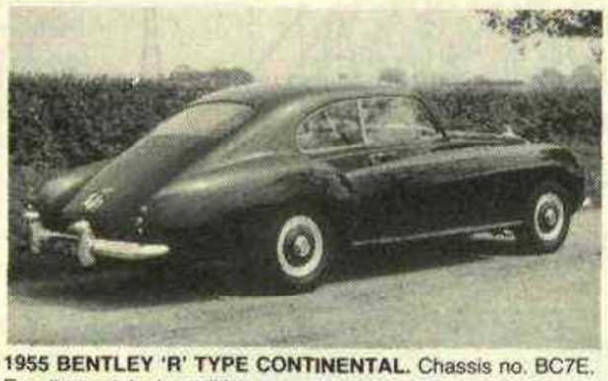
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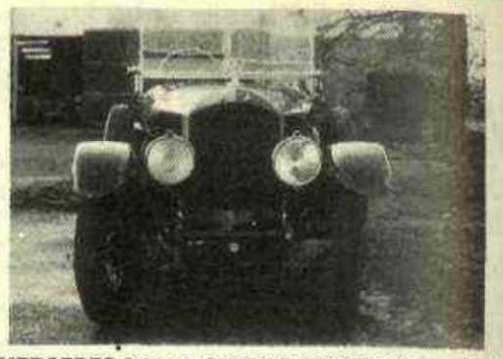
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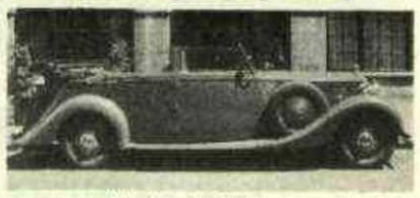
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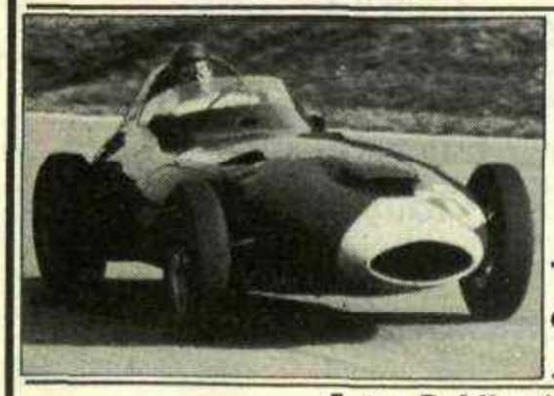


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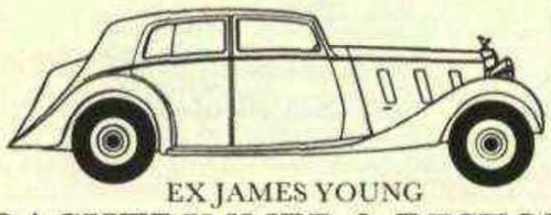
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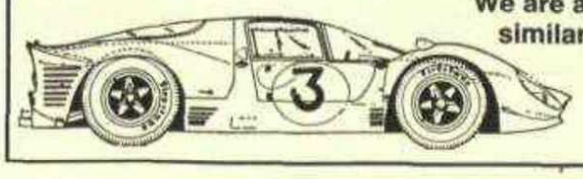
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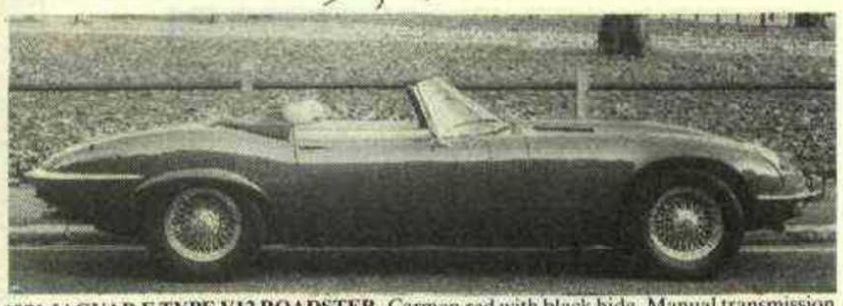


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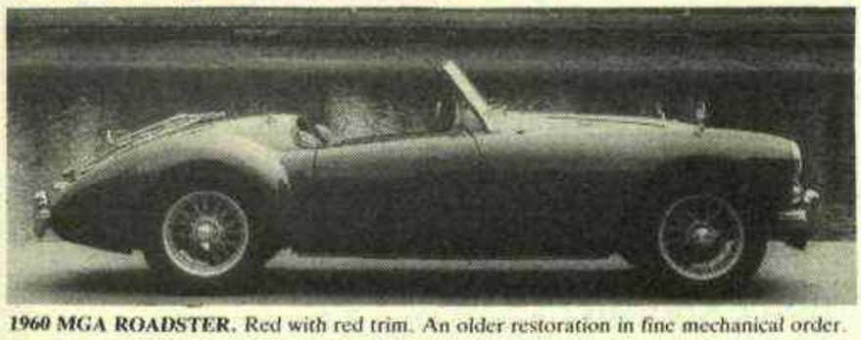
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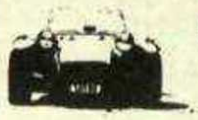
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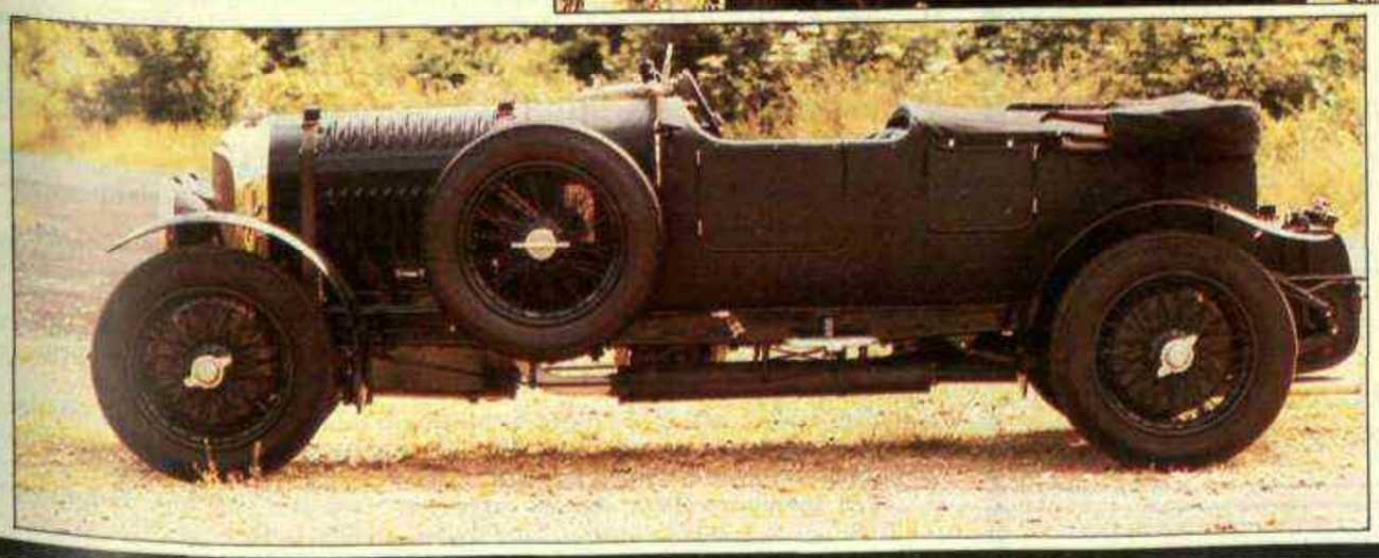




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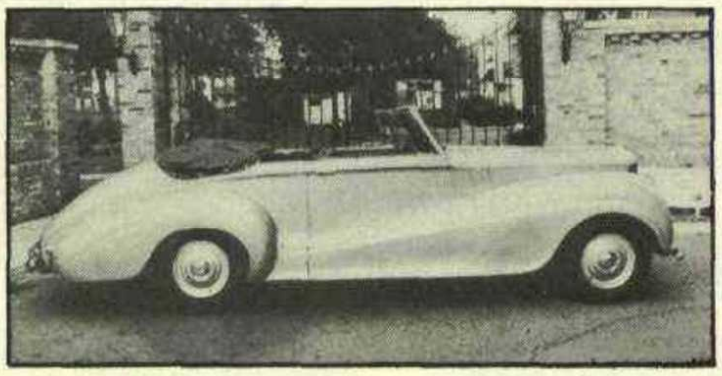


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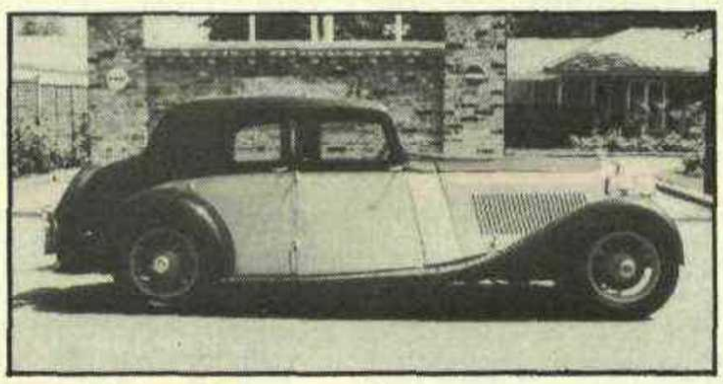
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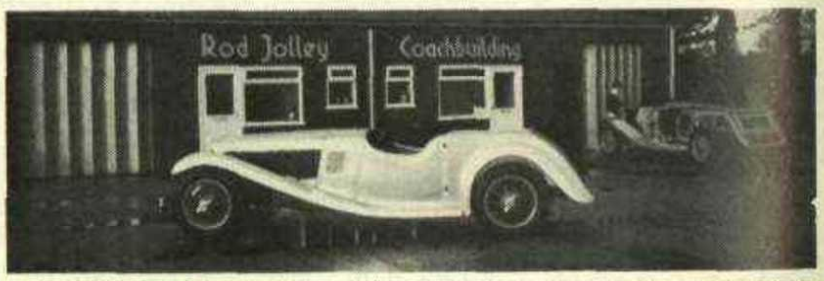
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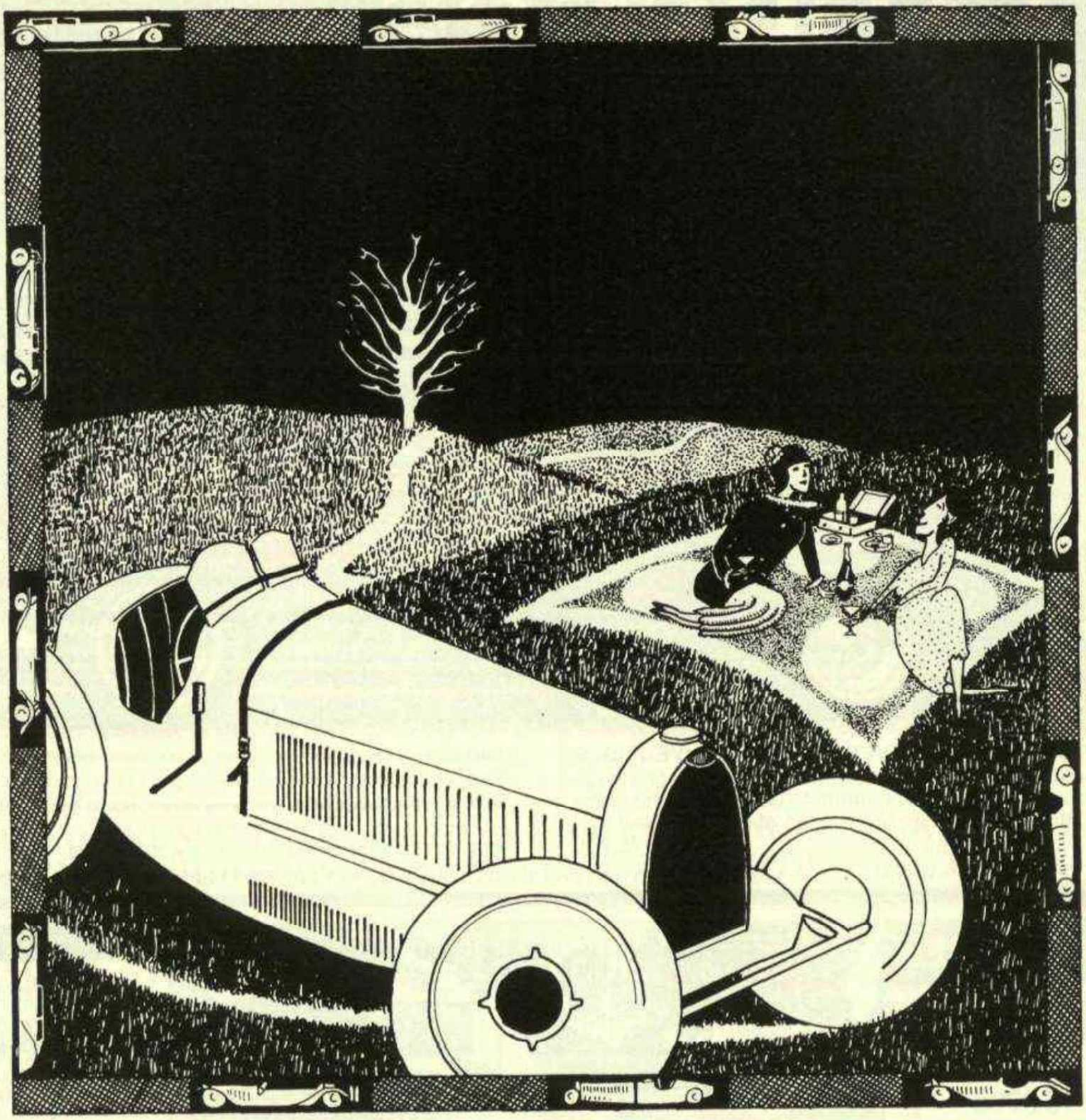
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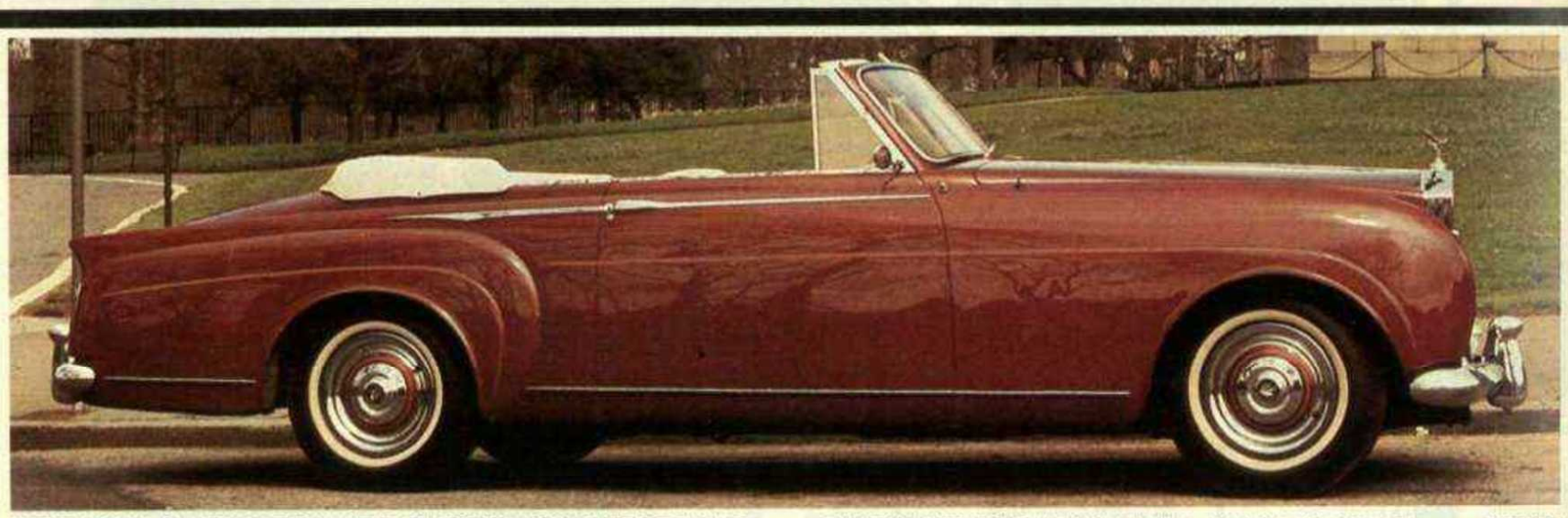
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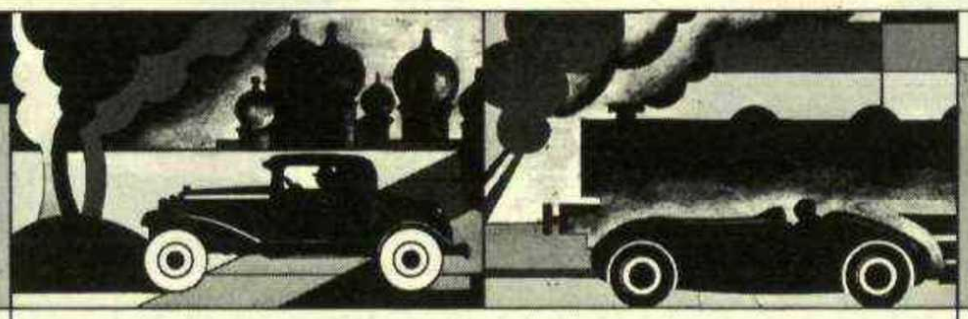
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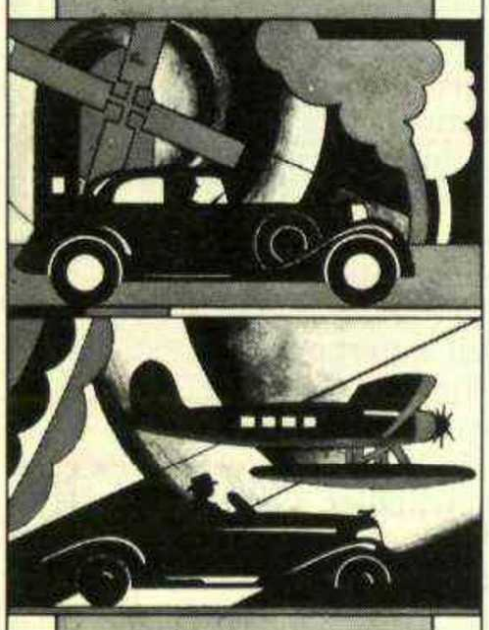
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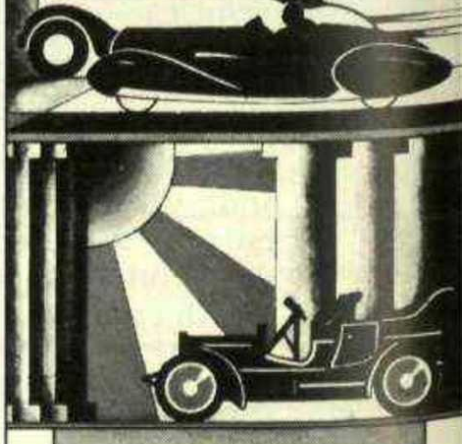


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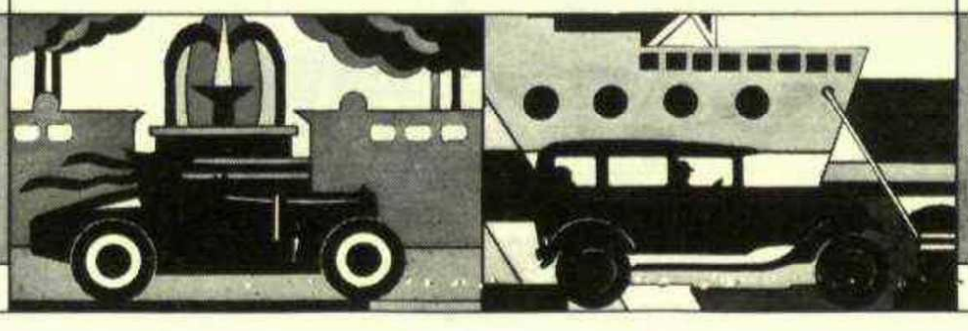


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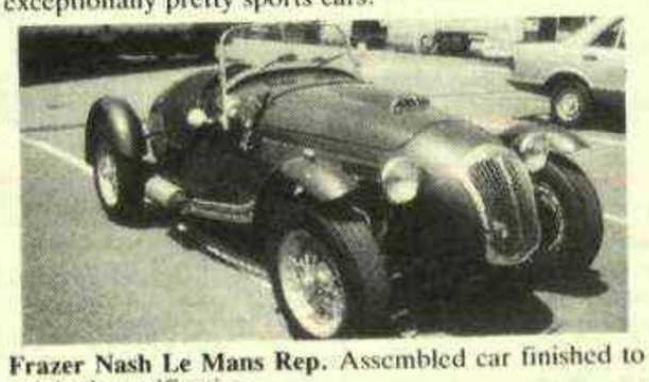
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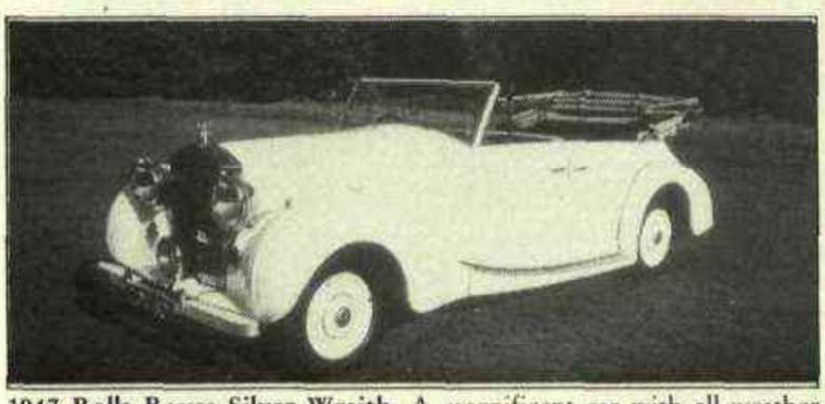
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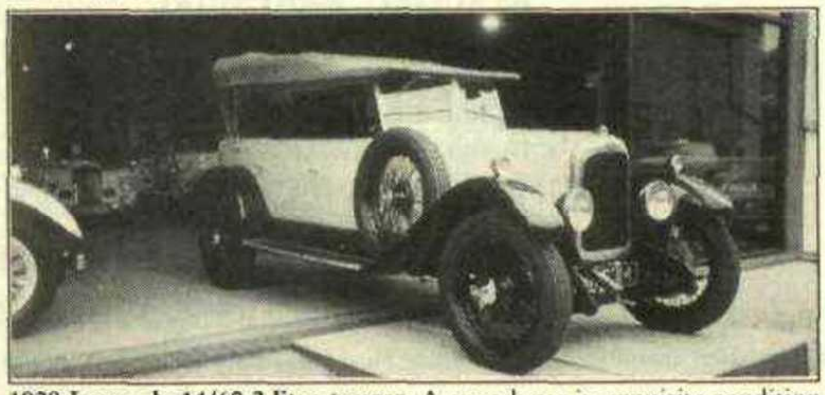
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1967 Aston Martin DB6 Mk1. A lovely example of this classic Aston Martin with coachwork in flame red & upholstered in black hide with manual gearbox.



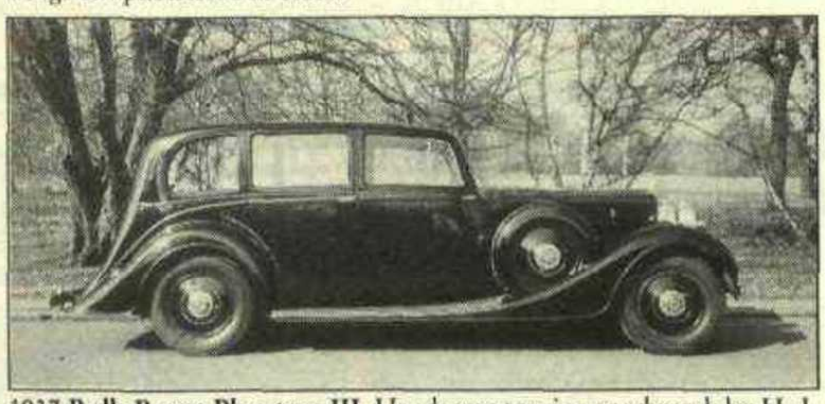
1947 Rolls Royce Silver Wraith. A magnificent car with all-weather tourer coachwork by Freestone & Webb in exceptional condition.



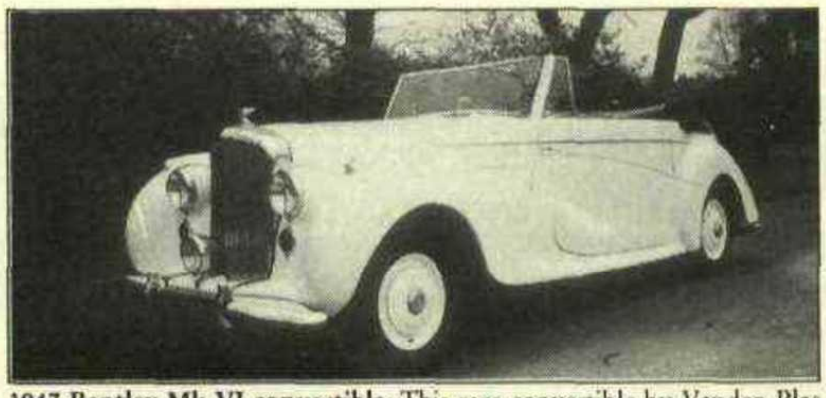
1928 Lagonda 14/60 2 litre tourer. A superb car in exquisite condition having undergone a meticulous restoration. Finished in ivory with black wings & upholstered in black.



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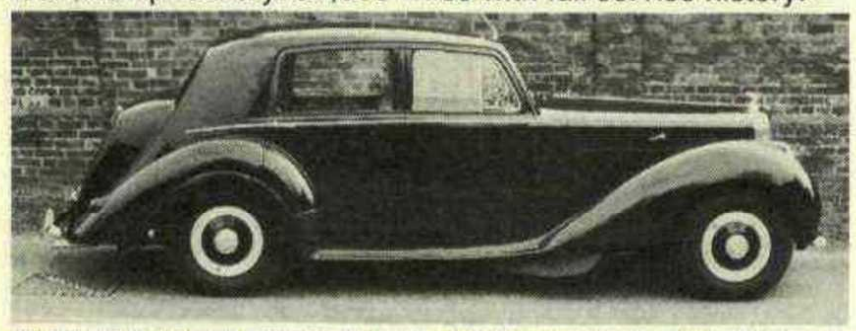
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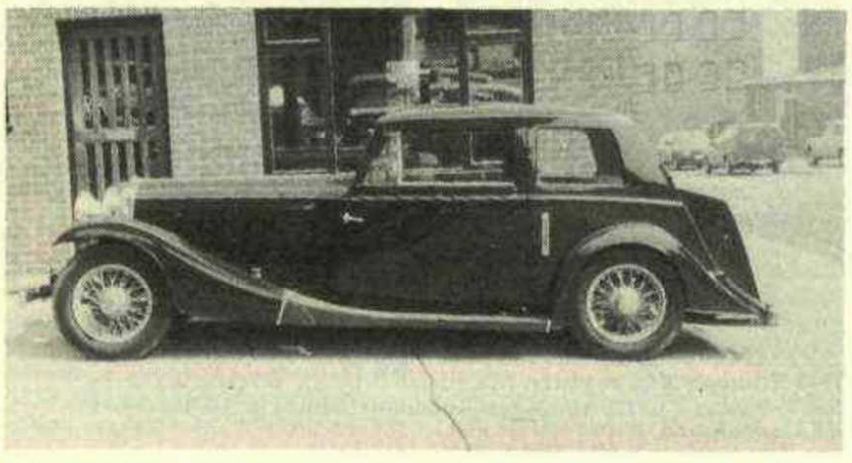
BENTLEY MARK VI, 1952, Standard 4-door saloon. Velvet Green with Tan upholstery. In concours condition.

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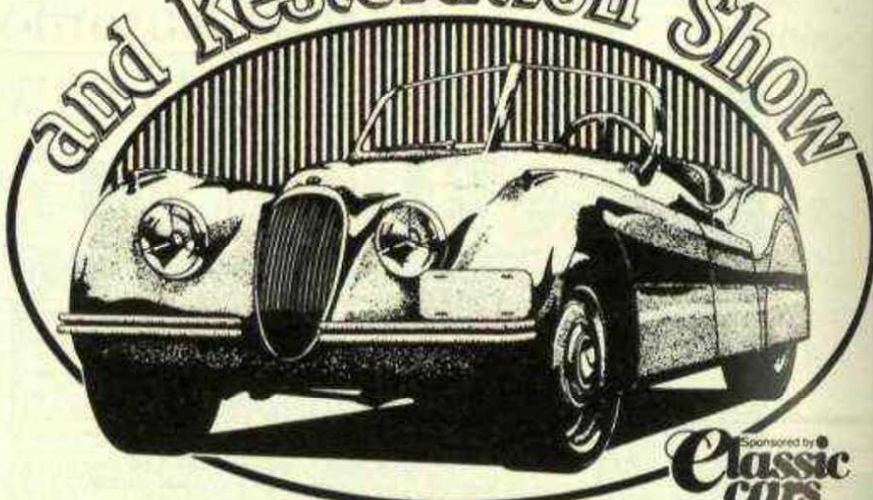
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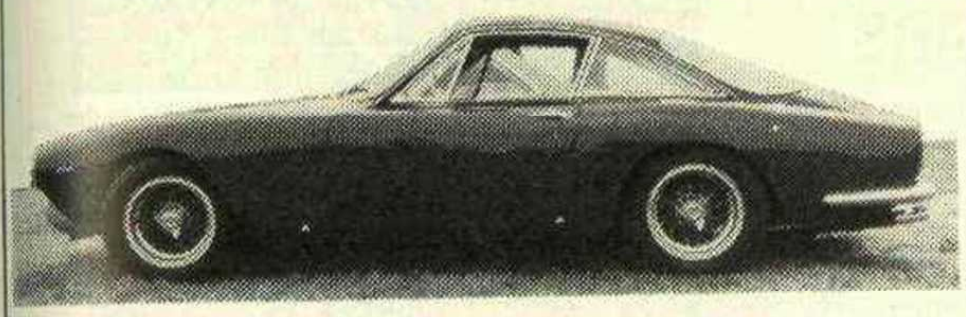
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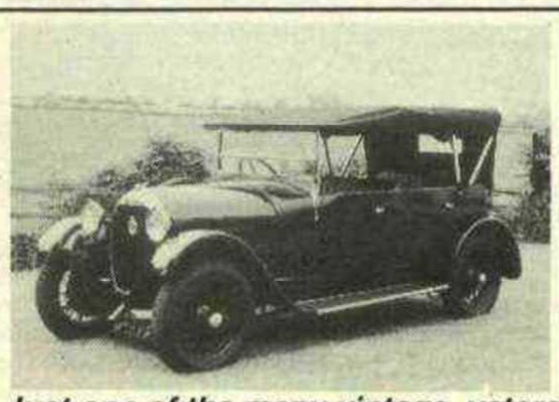


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