AUGUST 1987 FOUNDED IN 1924 PRICE £1

MOTOR SPORT

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A Rookie at Indianapolis

Lotus Esprit Turbo

Brooklands Reunion


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MOTOR SPORT

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MATTERS OF MOMENT

Club News

Brooklands having been built 80 years ago this year, it is very much in the news. The Brooklands Museum Trust hopes to raise £5 million under Sir Peter Masefield's able Chairmanship for further restoration of historic sheds, removal of the hangar on the finishing straight, equipping the Clubhouse, replacement of the members' bridge, and exhibits for the Museum, and it was a pleasant surprise to learn at the Brooklands Society Reunion that Trafalgar Brookmount, which is developing the historic site as an industrial estate, has declared (with Gallaher) its acceptance of the importance of its heritage.

It has, indeed, issued a statement which says: "Brooklands' history is an essential element in Trafalgar Brookmount's plans . . . Central to Brooklands' history is the original Motor Course, the Byfleet banking of which will be retained. There are also plans to replace the River Wey bridge to rejoin the members' banking and railway straight . . . The original flight control tower is at present being restored and the first flight ticket-office will be re-erected on the Heritage site".

So out of gloom has come a brighter future



On the Brooklands banking.

Brooklands Future

for one of Britain's most historic sites, which should never have been in-part destroyed in the first place.

Two fine souvenir booklets commemorate the 80 years of H F Locke King's unique and successful endeavour. That from the Brooklands Society is full of nostalgic recollections (Sir Peter's description of how Whitney Straight landed his DH 60 Gipsy III Moth, in which Masefield was a passenger, at the Track in 1933, and of other Brooklands' flights, are but some of them), which make it compulsive reading. It is edited by Peter Dench.

The Museum's booklet is nearly as enthralling. Very few errors have crept in, as errors tend to although Shelsley Walsh has been transferred from Worcestershire to Gloucestershire by one writer and Hancock's Vauxhall has been mistaken for Percy Lambert's famous 100-in-the-Hour 1913 Talbot.

The great thing is that Brooklands is again in full cry, and very much in the news.

The Things They Say

"In retrospect it may be concluded that the building of the track (Brooklands) was not in the long term interests of British motor racing." From the book *A Record Of Grand Prix And Voiturette Racing* by Paul Sheldon.

This will surprise the Brooklands Society and the Brooklands Museum, but no doubt they will treat the statement with the contempt it deserves. Had it not been for Locke King, there would have been no motor racing on mainland Britain until 1933!

Napier Homecoming

The oldest surviving British racing car in the world, the 7.7-litre 1903 Gordon Bennett Napier, has returned to the National Motor Museum from America.

We well remember riding "on the step" of this famous car round Brooklands in 1934, before it appeared in a small exhibition of old racing cars there, and seeing S F Edge use it to open the Campbell Circuit in 1937. When new it would exceed 75 mph, and after 1904 it was used on the road.



Back home — the 1903 Gordon Bennett Napier.

W H C Blake bought it in 1933, but he sold it to the USA in 1950. This caused an awful fuss at the time, although Blake always maintained that he had advertised it extensively and offered it free to the Science Museum, but that no one was interested.

Since 1972 this great old car has been in the Harrah Collection in Reno. After Bill Harrah's death the chance occurred to bring it back to where it really belongs — but at a cost exceeding a quarter of a million pounds!

Lord Montagu was able to obtain a grant towards this vast sum from the National Heritage American Fund, and the trustees have now opened a public appeal to raise the balance of the purchase price for this unique racing car, which is now on public view at Beaulieu.

Knowl Hill, near Reading, is the venue for the Buckler Car Register's celebration of the fortieth anniversary of the marque on August 16. The Register would like to hear from any former owners who wish to attend, and replies should be addressed to P R Silverthorne, The Old Bakehouse, Littlewick Green, Maidenhead, Berkshire SL6 3RA.

Touted as Scotland's premier classic car rally, the Doune Classic Weekend takes place on August 29-30 at the Doune Motor Museum in Perthshire, and includes individual club concours and an inter-club gymkhana. The fee of £6 grants free access to the museum and camping facilities, and entry forms should be sent to Nigel Mortimer, "Naringa", 5 Disblair Road, New Machar, Aberdeenshire AB5 0RL.

The BARC's South Western Centre will be celebrating the hundredth meeting at Gurston Down hillclimb at Broadchalke, Wiltshire on August 30, and would like to hear from anyone who competed in 1967 events. Contact Richard Slegg, Flat 29, Alexandra House, c/o Phipps House, Enham-Alemein, Andover, Hampshire SP11 6JA.

More than 70 members have so far been attracted by the British Motor Racing Historical Society, which was launched in 1985. Members' interests include the histories of events, marques and personalities associated with all forms of motor sport, and anyone interested should send an sae to Martyn Flower, 2 Belbrough Close, Hutton Rudby, Yarm, Cleveland TS15 0EH.

In order to help Formula One enthusiasts from all over the world get together, David Hayhoe has founded the Grand Prix Contact Club, which already has more than 300 members from over 30 countries. Anyone wishing to join should send their name, address, age and £1 to 28 Pine Avenue, West Wickham, Kent BR4 0LW; they will receive in return a complete list of other members and their interests.

Halls Farm at Eversley, near Reading is once again the venue for the Lancia Motor Club's driving tests on August 16.

Entry forms for the twelfth Standard Triumph International Rally are available from 54 Erithway Road, Green Lane, Coventry CV3 6JT. Every example of either marque is eligible. For the second consecutive year, the event will take place in Britain, at Hanbury Hall, near Droitwich, Worcestershire, on Sunday September 20.

Steam fanatics should note that the Sentinel SDC, which was founded in 1922, has been reformed after a gap of nearly 50 years, to cater for all forms of Sentinel products. The person to contact is M Tuxworth on Radwinter 555.

A Little Gold Makes John Player Special.



JPSIFMS

MIDDLE TAR As defined by H.M. Government
Warning: SMOKING CAN CAUSE HEART DISEASE
Health Departments' Chief Medical Officers

AROUND AND ABOUT

FISA Fine Staggers Ford

The Ford Motor Company was stunned to hear in July that FISA is imposing a staggering $250,000 fine on it, over irregularities in the homologation of the Sierra XR4x4 rally car. The fine is a punishment for running an unhomologated version of the car on the Monte Carlo Rally, where Stig Blomqvist/ Bruno Berglund came fourth.



Ford on Monte — homologation irregularities.

After the event it was discovered that the car was running Bosch L-Jetronic fuel injection, but the car is only homologated into Group A fitted with Bosch K-Jetronic injection. The works cars were fitted with the latter by the second round of the World Championship, the Swedish Rally.

Ford feels aggrieved at the magnitude of this fine, which seems to be out of all proportion bearing in mind that Vauxhall was fined no more than $20,000 for homologation mistakes on the Nova Sport.

FISA has also imposed a $50,000 fine on the Larrousse-Calmels F1 team, for failing to contest the Brazilian Grand Prix at the start of the season. It is a condition of entry into the World Championship that all races are contested throughout the year.



Larrousse-Calmels — AWOL in Rio.

AUGUST FIXTURES

C — Closed Event. CI — Closed Invitation Events. R — Restricted. N — National. INT — International.

Date	*Organiser*	*Venue*	*Event*	*Type*
Jul 25-26	VSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	C
Jul 25-26	**BRSCC**	**Brands Hatch, Fawkham, Kent**	**Brands Hatch 1000km (WSC)**	INT
Jul 26	**Automobil Club von Deutschland**	**Hockenheim Germany**	**German Grand Prix**	INT
Jul 26	Pembrokeshire Vintage Car Club	Scolton Manor, Haverfordwest, Dyfed	Pembrokeshire Vintage Car Club Show	R
Jul 26	BRSCC	Silverstone, Towcester, Northants	Race Meeting	R
Jul 26	Snetterton RC	Snetterton, Norwich, Norfolk	Race Meeting	R
Aug 1	Eight Clubs Meeting	Silverstone, Towcester, Northants	Race Meeting	R
Aug 1-2	**BARC**	**Snetterton Norwich, Norfolk**	**British Formula 3 Championship**	INT
31 Jul-1 Aug	Northern Ireland MC	Ulster	Ulster AC Rally	N
Aug 1-2	**RA Club of Belgium**	**Spa-Francorchamps, Belgium**	**Spa 24 Hours WTC and ETC)**	INT
Aug 1	HSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Aug 2	BRSCC	Mallory Park, Leicestershire	Race Meeting	R
Aug 2	VSCC	Prescott, Cheltenham	Prescott Hill Climb	C
Aug 2-9	**Automobil Club Argentino**	**Buenos Aires, Argentina**	**Argentine Rally (WRC)**	INT
Aug 2	Astra MC	Lydden, Sittingbourne, Kent	Race Meeting	R
Aug 2	BRSCC	Cadwell Park, Louth, Lincs	Race Meeting	R
Aug 2	BHRC	Brands Hatch, Fawkham, Kent	Race Meeting	N
Aug 2	SMRC L	Knockhill, Dunfermline, Fife	Race Meeting	R
Aug 2	Aberdeen & District MC	Fintray House, Dyce, Aberdeen	Fintray Hill Climb	R
Aug 8	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
Aug 8-9	Midland AC	Shelsley Walsh, Worcester	Hill Climb	N
Aug 9	BRSCC	Brands Hatch, Fawkham, Kent	Race Meeting	R
Aug 9	BARC	Donington Park, Derbyshire	British Formula 3 Championship	N
Aug 9	MG CC	Curborough, Lichfield, Staffs	Sprint	R
Aug 9	**Magyar Autoklub**	**Budapest, Hungary**	**Hungarian Grand Prix**	INT
Aug 13-16	**STH Idar Oberstein**	**Germany**	**Hunsruck Rally (ERC)**	INT
Aug 15	BRDC	Oulton Park Circuit, Tarporley, Cheshire	Race Meeting	N
Aug 16	BARC	Mallory Park, Leicestershire	Race Meeting	R
Aug 16	750 MC	Snetterton, Norwich, Norfolk	Race Meeting	R
Aug 15-16	MG CC	Mondello Park, Dublin	Race Meeting	R
Aug 15-16	**BRSCC**	**Donington Park, Derbyshire**	**RAC British Touring Car Championship**	INT
Aug 16	**STMSC-Sektion Knittelfeld des STAMK**	**Österreichring, Austria**	**Austrian Grand Prix**	INT
Aug 16	**AMK Brno**	**Brno, Czechoslovakia**	**World Touring Car Championship**	INT
Aug 16	BARC	Lydden Hill, Dover, Kent	Race Meeting	R
Aug 16	SMRC L	Ingliston, Edinburgh	Race Meeting	R
Aug 22	BRSCC	Oulton Park, Tarporley, Cheshire	RAC British Touring Car Championship	R
Aug 22-23	**BHRC**	**Brands Hatch, Fawkham, Kent**	**F3000 Championship**	INT
Aug 23-27	**Automobile de Touring Club de Greece**	**Greece**	**Halkidikis Rally (ERC)**	INT
Aug 23	750 MC	Lydden Hill, Dover, Kent	Race Meeting	R
Aug 26/30	**The Rally of the 1000 Lakes**	**Juyvaskyla, Finland**	**Rally of 1000 Lakes (WRC)**	INT
Aug 29	MG CC	Cadwell Park, Louth, Lincs	Race Meeting	R
Aug 29	Bentley DC	Silverstone, Towcester, Northants	Race Meeting	R
Aug 29/30	Cumberland Sporting CC	Carlisle	Cumbria Rally	N
Aug 30	VSCC	Cadwell Park, Louth, Lincs	Race Meeting	C
Aug 30	Scottish SCC	Knockhill, Dunfermline, Fife	Race Meeting	R
Aug 30	OPRC	Oulton Park, Tarporley, Cheshire	Transnational Championship	R
Aug 30	**ADAC Mittelrhein**	**Nürburgring, Germany**	**Nürburgring 1000km (WSC)**	INT
Aug 30-31	**BRSCC**	**Birmingham City Centre**	**Birmingham Super Prix (F3000)**	INT
Aug 31	BRDC	Silverstone, Towcester, Northants	British Formula 3	R
Aug 31	Snetterton RC	Snetterton, Norwich, Norfolk	Race Meeting	R
Aug 31	BRSCC	Castle Combe, Chippenham, Wilts	Historic sports races	R
Aug 31	**BARC**	**Thruxton, Andover, Hants**	**Race Meeting**	INT
Sept 5	JDC	Donington Park, Derbyshire	Race Meeting	R
Sept 5-6	**BRDC**	**Silverstone, Towcester, Northants**	**Tourist Trophy (WTC)**	INT
Sept 6	**AC Milano**	**Monza, Italy**	**Italian Grand Prix**	INT
Sept 6	BARC	Brands Hatch, Fawkham, Kent	British F3 Championship	N
Sept 6	ASTRA MC	Lydden Hill, Dover, Kent	Race Meeting	R
Sept 6	BARC	Cadwell Park, Louth, Lincs	Race Meeting	N

Works Porsches Out of WSC

The main topic of conversation in the paddock at the Norisring Cup on June 28 was Porsche's announcement that the factory team would be withdrawn from the World Sportscar Championship for the remainder of the season.

This put World Champion Derek Bell and Hans Stuck out of work, though they have already been signed to contest the Brands Hatch 1000km on July 26 in a Joest Racing. Porsche 962. Further outings for the team are likely, since the drivers retain their Rothmans, Shell and Autoglass sponsorship.

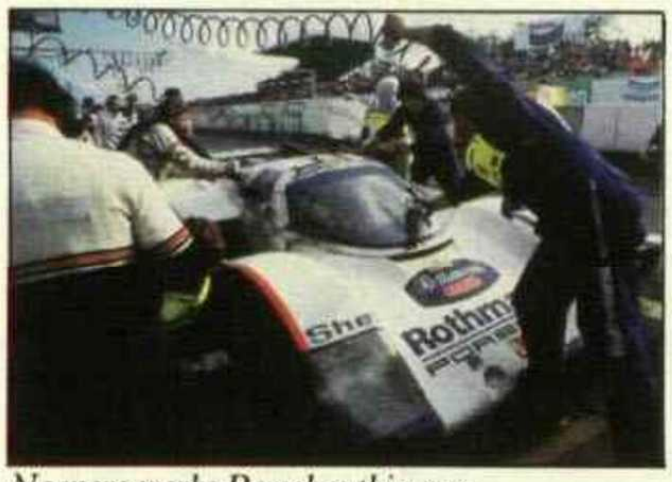
Jaguar was officially "disappointed", Tom Walkinshaw was distinctly upset, and the German press gave Porsche quite a roasting, accusing them of giving up after four defeats at the hands of the Silk Cut team.

Until last December the Weissach competitions department did not even have a 1987 Group C programme, but a lower-key agreement was reached with Rothmans and the factory announced that one or two cars would be entered in most races until the Nürburgring in August, after which the CART Indycar programme would take priority.

Only at Monza in April, when Porsche went down for the third time, chief executive Peter Schutz made a bravo statement that the factory team would step up its effort, seemingly without checking with those who actually do the work.

The factory duly won at Le Mans (its first World Championship success since the 1986 24-hour event) but by then the CART single-seater project was at least two weeks behind schedule, and the decision was taken to pull out of Group C for the remainder of the year.

There is good news too, since factory-prepared, full 3-litre water cooled engines will be made available to the four competitive private teams, those of Richard Lloyd, Walter Brun, Reinhold Joest and the Kremer brothers. So opposition to the Jaguars will actually be increased at Brand Hatch and in subsequent races. Each team will have only one engine, and Joest might have to choose whether to give it to his contracted driver, Klaus Ludwig, or to Bell and Stuck.



No more works Porsches this year.

Rapid Repairs

Last month's Ferrari GTO bash in France (MOTOR SPORT July) had its mechanical casualties, but it was not until after sprinting back to England that we heard the tale of Nick Mason's rapid repairs.

After Nick's prop-shaft broke in Paris, the part was flown back to England where it was repaired by Bob Houghton, who looks after Mason's cars. While the Ferrari followed the cavalcade in a service truck, the shaft was then flown back to Reims, where it was installed during the evening, just after we had left in our Lotus Esprit Turbo. Total delay: less than 36 hours.

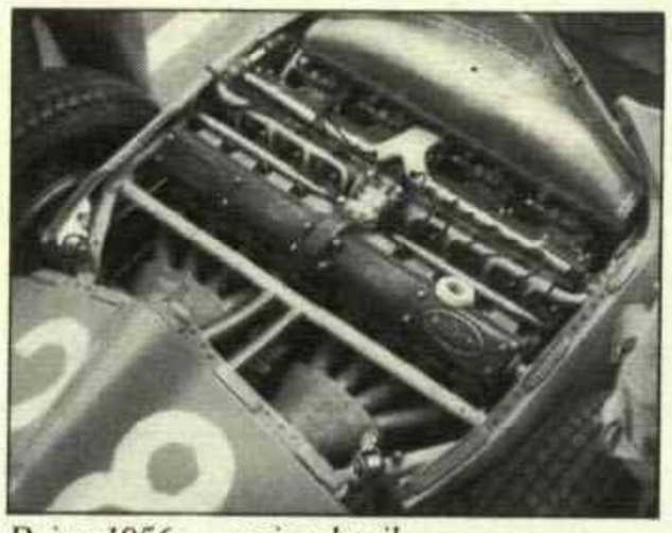
St John's Centenary

Motorsports enthusiasts cannot fail to be aware of the essential part played by the St John Ambulance Brigade at every race.

This is the centenary year of the Brigade, and an ambitious appeal has been launched to garner £10m towards its future. There will be a variety of special public events, but racegoers can help at any meeting by contributing something when the usual collection comes around.

Reims Reappearance

Amongst the Ferrari GTOs at Reims was one of the two Bugatti 251s which appeared in 1956. This unsuccessful GP car was unusual in having a 2.5-litre straight-eight fitted transversly behind the driver, but proved uncompetitive in both speed and handling.



Reims 1956 — engine detail.

Maurice Trintignant practiced both cars at the 1956 French Grand Prix at Reims, and raced the car shown below in front of the derelict pits, but it lasted only a few laps, and the cars ended up in the Schumpf Museum.



Reims 1987 — in the derelict pit lane.

New Saloon Racing Formula

FISA has produced a set of radical plans designed to dramatically alter the face of international saloon car racing over the next few years.

For the 1989 season, Group A is to be replaced by a new production car championship for which a car will only be eligible when 25,000 models have been manufactured.

Body shape may not be altered in any way, there is a wheel and tyre maximum width of 12in, engines used must be made by the same manufacturer as the body and, for normally-aspirated cars, maximum capacity will be 3.5 litres. Turbo engine limitations have yet to be finalised.

More worryingly, not only is the championship for manufacturers only, but each car must carry the logos of the championship sponsor and no other commercial backer — only the manufacturer's name may be displayed. It is not a formula which, at present, looks overwhelmingly attractive to most car makers!

FORMULA ONE

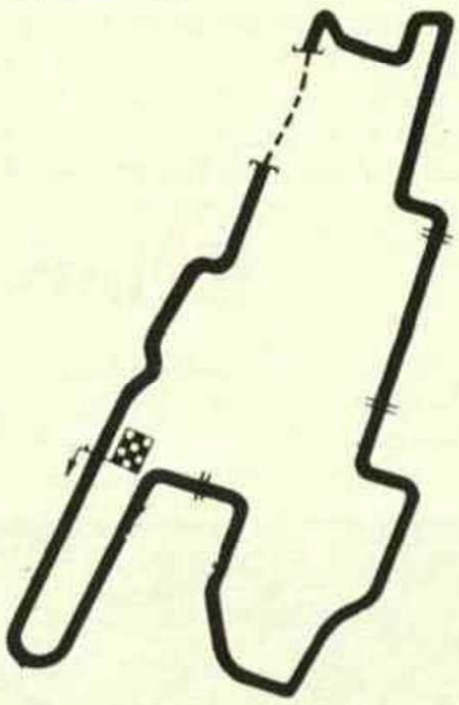
RACE DETAILS

		Fastest Lap
1 **Prost**	7th lap 1; moved to 5th lap 7; smooth, careful race to finish in the points, rather than heroics to win; tyre stop lap 39; **finished** 3rd	1.41.340 (56)
2 **Johansson**	11th lap 1; moved to 8th lap 7; passed Warwick lap 8; long pit-stop lap 17 with electronics trouble; **finished** 7th, three laps down	1.42.332 (53)
3 **Palmer**	12th lap 1; long pit stop lap 6 to repair rear suspension damaged by Patrese; rejoined race and ran hard; **finished** 11th three laps down	1.44.048 (41)
4 **Streiff**	15th lap 1; moved to 11th; lapped lap 26; 6th lap 43, right rear wheel came off lap 44 before timing line; **retired** into lap 45	1.46.048 (35)
5 **Mansell**	Led from pole position laps 1-33; slow tyre stop lap 34; dropped to 3rd; troubled by wheelspin and leg cramp; **finished** 5th	1.40.535 (36)
6 **Piquet**	3rd lap 1; puncture lap 3; tyre stop; resumed 21st; a tenacious and fighting drive back to 2nd lap 53; **finished** 2nd	1.41.196 (57)
7 **Patrese**	13th lap 1; collided with Palmer lap 6; climbed as high a 7th; pit stop to re-fasten safety harness; **finished** 9th, three laps down	1.44.255 (46)
8 **de Cesaris**	16th lap 1; **retired** lap 3, gearbox trouble	1.53.860 (2)
9 **Brundle**	14th lap 1; moved to 10th lap 7; **retired** lap 17, turbocharger failure; racing 1986 T-car	1.48.744 (14)
10 **Danner**	18th lap 1; moved briefly to 13th by lap 7; lapped lap 21; kept out of trouble; **finished** 8th, three laps down	1.47.432 (38)
11 **Nakajima**	Ran into Capelli on opening lap; then collided with Campos; **retired** lap 1	—
12 **Senna**	2nd lap 1; took lead lap 34; went through non-stop on one set of tyres; **won** confidently and easily; set new lap record	1.40.464 (39)
14 **Fabre**	24th lap 1; ran at end of field non-stop; **finished** 12th, five laps behind	1.50.309 (32)
16 **Capelli**	22nd lap 1; struck by Nakajima opening lap; **retired** lap 10 when 18th, electrical fault	1.49.341 (5)
17 **Warwick**	10th lap 1; ran strongly at end of leading bunch; hit wall lap 12; **retired** lap 13, broken suspension and driveshaft	1.47.260 (11)
18 **Cheever**	4th lap 1; 3rd lap 3; pit stop lap 7 for new tyres after being hit by Fabi; drove hard and fast to climb to 6th lap 44; **finished** 6th	1.43.951 (35)
19 **Fabi**	5th lap 1; moved to 4th lap 3; hit Cheever lap 7; **retired** at pits, frontal damage; racing T-car	1.48.325 (22)
20 **Boutsen**	8th lap 1; ran 4th laps 7-18; fading brakes dropped to 6th; tyre stop lap 36; pit stop lap 43, gear-linkage; **retired** lap 53, brakes	1.42.252 (41)
21 **Caffi**	23rd lap 1; **retired** lap 4, broken gear lever	1.53.496 (2)
23 **Campos**	Struck by Nakajima lap 1; **retired** lap 2, accident damage	2.16.237 (1)
24 **Nannini**	17th lap 1; moved to 10th lap 10; lapped lap 20; **retired** lap 23, gearbox trouble	1.47.069 (13)
25 **Arnoux**	19th lap 1; 16th lap 3; 12th lap 17 and lapped; pit stop lap 42; **finished** 10th, three laps down	1.46.937 (38)
26 **Ghinzani**	20th lap 1; long pitstop lap 5 and again on laps 16 and 22; clutch trouble; **retired** lap 52	1.47.477
27 **Alboreto**	6th lap 1; moved to 5th lap 3; then to 3rd lap 7; **retired** lap 26, gearbox trouble	1.45.016 (19)
28 **Berger**	9th lap 1; moved to 6th lap 7; moved to 4th lap 25; tyre stop lap 33; **finished** 4th, over one minute behind winner	1.42.238 (46)
30 **Alliot**	21st lap 1; lapped lap 15; pushed into wall by Arnoux lap 39 when 11th; **retired**, damaged suspension	1.45.869 (33)

QUALIFYING TIMES

		Friday	Saturday	Pos
Prost	McLaren	1.46.042	1.42.357	5
Johansson	McLaren	1.46.623	1.43.797	11
Palmer	Tyrrell	1.47.010	1.44.350	13
Streiff	Tyrrell	1.47.963	1.45.037	14
Mansell	Williams	*1.42.223*	*1.39.264*	Pole
Piquet	Williams	1.43.152	1.40.942	3
Patrese	Brabham	1.46.932	1.43.479	9
de Cesaris	Brabham	1.47.670	1.46.046	17
Brundle	Zakspeed	1.48.932	1.45.291	15
Danner	Zakspeed	1.48.867	1.45.740	16
Nakajima	Lotus	1.51.355	1.48.801	24
Senna	Lotus	1.42.985	1.40.607	2
Fabre	AGS	1.57.475	1.53.644	26
Capelli	March	1.49.969	1.46.269	22
Warwick	Arrows	1.45.234	1.43.541	10
Cheever	Arrows	1.45.296	1.42.361	6
Fabi	Benetton	1.47.064	1.42.918	8
Boutsen	Benetton	1.44.686	1.42.050	4
Caffi	Osella	1.55.787	1.46.124	19
Campos	Minardi	1.50.495	no time	25
Nannini	Minardi	1.46.449	1.46.083	18
Arnoux	Ligier	1.48.338	1.46.211	21
Ghinzani	Ligier	1.48.661	1.47.471	23
Alboreto	Ferrari	1.45.437	1.42.684	7
Berger	Ferrari	1.45.054	1.43.816	12
Alliot	Lola	1.47.470	1.46.194	20

DOWNTOWN DETROIT
4.023 km



STARTING GRID

5 **N. Mansell** (Williams-Honda V6) 1 min 39.264 secs

12 **A. Senna** (Lotus-Honda V6) 1 min 40.607 secs

6 **N. Piquet** (Williams-Honda V6) 1 min 40.942 secs

20 **T. Boutsen** (Benetton-Ford V6) 1 min 42.050 secs

1 **A. Prost** (McLaren-Porsche V6) 1 min 42.357 secs

18 **E. Cheever** (Arrows-BMW 4 cyl) 1 min 42.361 secs

27 **M. Alboreto** (Ferrari V6) 1 min 42.684 secs

19 **T. Fabi** (Benetton-Ford V6) (T) 1 min 42.918 secs

7 **R. Patrese** (Brabham-BMW 4 cyl) 1 min 43.479 secs

17 **D. Warwick** (Arrows-BMW 4 cyl) 1 min 43.541 secs

2 **S. Johansson** (McLaren-Porsche V6) 1 min 43.797 secs

28 **G. Berger** (Ferrari V6) 1 min 43.816 secs

3 **J. Palmer** (Tyrrell-Cosworth V8) 1 min 44.350 secs

4 **P. Streiff** (Tyrrell-Cosworth V8) 1 min 45.037 secs

9 **M. Brundle** (Zakspeed 4 cyl) (T) 1 min 45.291 secs

10 **C. Danner** (Zakspeed 4 cyl) 1 min 45.740 secs

8 **A. de Cesaris** (Brabham-BMW 4 cyl) 1 min 46.046 secs

24 **A. Nannini** (Minardi-Moderni V6) 1 min 46.083 secs

21 **A. Caffi** (Osella-Alfa Romeo V8) 1 min 46.124 secs

30 **P. Alliot** (Lola-Cosworth V8) 1 min 46.194 secs

25 **R. Arnoux** (Ligier-BMW 4 cyl) 1 min 46.211 secs

16 **I. Capelli** (March-Cosworth V8) 1 min 46.269 secs

26 **P. Ghinzani** (Ligier-BMW 4 cyl) 1 min 47.471 secs

11 **S. Nakajima** (Lotus-Honda V6) 1 min 48.801 secs

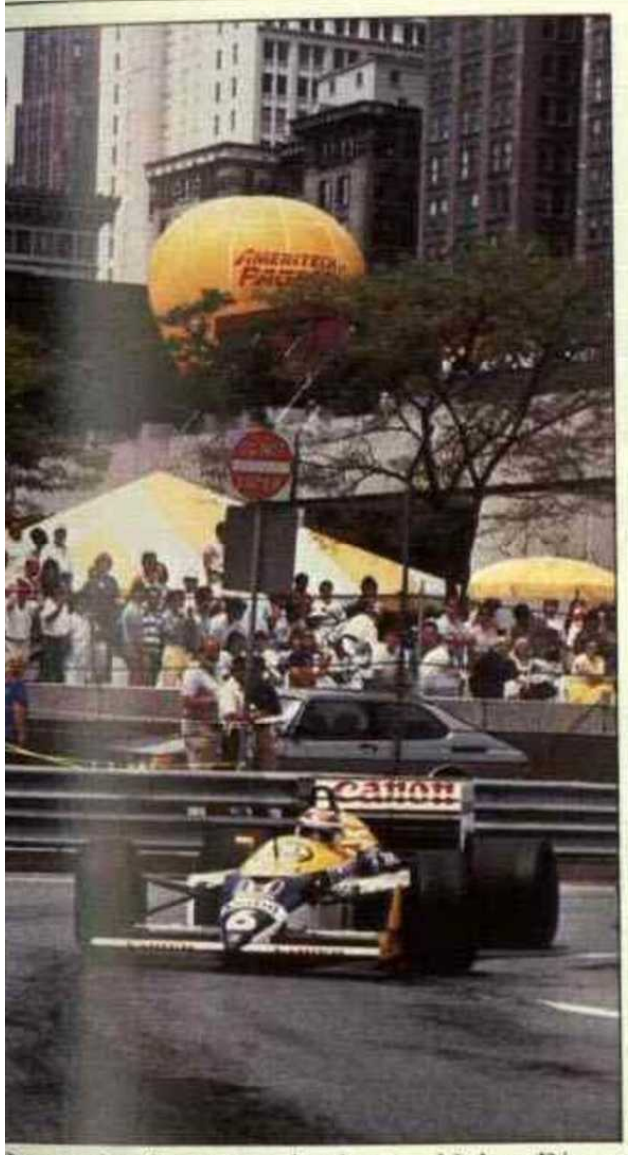
23 **A. Campos** (Minardi-Moderni V6) 1 min 50.495 secs

14 **P. Fabre** (AGS-Cosworth V8) 1 min 53.644 secs

RESULTS
United States Grand Prix, Detroit, June 21
63 laps of 4.023km circuit (253.449km/157.5 miles)

Pos	Driver	Car/Engine	Time
1st	Ayrton Senna	Lotus 99T-Honda V6 t/c	1h 50m 16.358s
2nd	Nelson Piquet	Williams FW11B-Honda V6 t/c	1h 50m 50.177s
3rd	Alain Prost	McLaren MP4/3-Porsche V6 t/c	1h 51m 01.685s
4th	Gerhard Berger	Ferrari F187-Ferrari V6 t/c	1h 51m 18.959s
5th	Nigel Mansell	Williams FW11B-Honda V6 t/c	1 lap behind
6th	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	3 laps behind
7th	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c	3 laps behind
8th	Christian Danner	Zakspeed ZAK 871-Zakspeed 4 cyl t/c	3 laps behind
9th	Riccardo Patrese	Brabham BT56-BMW 4 cyl t/c	3 laps behind
10th	René Arnoux	Ligier JS 29B-BMW 4 cyl t/c	3 laps behind
11th	Jonathan Palmer	Tyrrell 016-Cosworth V8 DFZ	3 laps behind
12th	Pascal Fabre	AGS JH22-Cosworth V8 DFZ	5 laps behind
13th	Thierry Boutsen	Benetton B187-Ford V6 t/c	retired on lap 53
14th	Piercarlo Ghinzani	Ligier JS 29B-BMW 4 cyl t/c	retired on lap 52
15th	Philippe Streiff	Tyrrell 016-Cosworth V8 DFZ	retired on lap 45
16th	Philippe Alliot	Lola LC87-Cosworth V8 DFZ	retired on lap 39
17th	Michele Alboreto	Ferrari F187-Ferrari V6 t/c	retired on lap 26
18th	Alessandro Nannini	Minardi M186-Moderni V6 t/c	retired on lap 23
19th	Martin Brundle	Zakspeed ZAK 861-Zakspeed 4 cyl t/c (T)	retired on lap 17
20th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	retired on lap 13
21st	Ivan Capelli	March 871-Cosworth V8 DFZ	retired on lap 10
22nd	Teo Fabi	Benetton B187-Ford V6 t/c (T)	retired on lap 7
23rd	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c	retired on lap 4
24th	Andrea de Cesaris	Brabham BT56-BMW 4 cyl t/c	retired on lap 3
25th	Adrian Campos	Minardi M186-Moderni V6 t/c	retired on lap 2
26th	Satoru Nakajima	Lotus 99T-Honda V6 t/c	retired on lap 1

Fastest Lap: Ayrton Senna, 1 min 40.464 secs on lap 39 (144.171 kph). New Record.
Winner's Average Speed: 137.915 kph. **Conditions:** Overcast.



Recovering from an early pit-stop, Nelson Piquet salvaged second place for Williams.



Ayrton Senna passes the Renaissance Centre on his way to a second consecutive victory at Detroit.

Streets Ahead

The Detroit Grand Prix hammered home the same message we have been hearing since the start of the 1987 season — namely that there are now three distinct categories within Formula One: non-turbos, turbos and Hondas.

It was not simply the fact that Nigel Mansell took his fifth pole position in six races which was so impressive, but the real index of the collective mastery of Williams, Lotus and Honda was that the gap between Nelson Piquet's Williams FW11B (third on the grid behind Mansell and Ayrton Senna's Lotus 99T) and fourth man Thierry Boutsen's Benetton-Ford B187 was a staggering 1.1sec!

Honda had produced yet another update of its successful V6 engine — officially and curiously dubbed the 'GE two-step' — incorporating an improved combustion chamber design to offer more power, even further improved economy and better flexibility.

This is all part of the on-going development programme which may well see Honda running through the 1988 season with its turbocharged engine running to the 2.5-bar/150-litre rule which will be applied from January 1. For the time being, of course, the Japanese engine manufacturer has simply left all its rivals wondering how they can get on terms with, never mind beat, Williams and Lotus.

Of course, it is not simply Honda which is responsible for this front-running status. Williams has done a magnificent job refining last year's car into its highly competitive FW11B specification, while the Lotus 99T, although by common consensus not as aerodynamically excellent as the Williams, nonetheless enjoys the advantage of the computer-controlled active suspension which has been painstakingly developed over the past seven years.

And of course, one can hardly overlook the drivers. Between them, Mansell, Senna and Piquet have won 14 Grands Prix since the start of the 1986 season. Mansell was in a class of his own on Detroit's partly-resurfaced street circuit, laid out round the spectacular tinted glass and concrete Renaissance Centre in 'downtown Motown', America's motor city.

Many of the drivers find this unruly scramble through the streets a most unpopu-



Detroit's unforgiving barriers are never far away. Johansson's McLaren avoided them, but was plagued by electrical trouble, finishing seventh.

lar interlude, Alain Prost in particular condemning it openly and publicly to anybody who would listen. "There are plenty of better tracks in the USA and it just seems a shame that we have to come to this one on our sole visit to America," said the reigning World Champion.

That view was echoed by many of his rivals, but Detroit remains a good place for Formula One to put its wares on show right under the noses of top motor industry bosses. Bernie Ecclestone made it quite plain that, in his view, the United States' motor industry has dragged its heels disgracefully when it comes to giving the race a worthwhile amount of support; however, as we went to press, negotiations were well in hand for a fresh contract which would guarantee the Detroit Grand Prix's presence on the calendar through to 1991.



Alboreto's Ferrari retired, leaving his pursuers Prost and Berger to finish third and fourth.

Mansell was in his usual spectacular form, having ruthlessly shoved his Monaco disappointment out of his mind. Despite a spin in first qualifying and a broken fifth gear mid-way through the second, he took pole position with ease. Senna jousted briefly with him on Saturday, but realised after his first run that there was simply no way of getting on terms with the Williams, so he spent the rest of the session trying to work out a good race set-up.

Piquet, meanwhile, did his level best to conceal his dislike of claustrophobic street circuits, grappled with third-gear selection problems and also wiped his FW11B's nose section off on a wall, after a quick spin on Saturday. But he was still a comfortable third on the grid.

Boutsen's elevation to the status of fastest non-Honda runner was the by-product of some serious engine development on the 120° Ford V6, which had hitherto been hampered by very poor throttle response. However, major changes to the electronic management system and the turbos had eliminated this problem, allowing a delighted Boutsen to

unlock some of the B187's potential on this tight circuit, happily in front of some Ford 'high rollers' including Edsel Ford II, grandson of the company's founder and a passionate motor racing enthusiast.

Behind Boutsen came Alain Prost's McLaren, the World Champion running with a substantial fuel load in second qualifying in a (successful) attempt to produce more grip, while a tremendous effort from the on-form Eddie Cheever put the American's Arrows A10 on the outside of row three.

In the Ferrari camp there was plenty of experimentation going on with new differentials and weight saving carbon-fibre clutches, the latter also being used by Lotus and Williams throughout the weekend. Michele Alboreto qualified seventh despite brushing a wall and bending a steering arm on Saturday, the Italian using his spare car after deciding he preferred it during the morning untimed session. Berger was a disappointing 12th after a rear hub problem sent him spinning backwards into one of the walls on Saturday afternoon, losing a lot of time while the rear wing and suspension were repaired.

Completing the top ten behind Alboreto were Fabi in the second Benetton, Riccardo Patrese's Brabham BT56 and Derek Warwick, whose Arrows had been sixth on Friday but slipped back after an untimely engine failure mid-way through the second session.

Further back, promising performances were put in by the two naturally-aspirated Tyrrell DG/016s. Jonathan Palmer and Philippe Streiff lined up 13th and 14th, exploiting their chassis' agility to the full on this tight circuit, Jonathan having the added satisfaction of out-qualifying fellow Englishman Martin Brundle who had taken his place in the Zakspeed team at the start of the year.

In fact, Brundle had a really miserable two days of qualifying, his new 871 briefly catching fire with a fuel tank leak in the engine bay on Friday, then sliding into the wall thanks to a brake balance malfunction on Saturday. That shunt demaged one of the front suspension pick-up points too badly for the car to be repaired at the circuit, so Martin had to take the spare 861 for the race.

Detroit's weather had been changeable for much of the weekend and when Sunday dawned dank, wet and overcast, prospects for the race looked depressing. Thankfully the conditions improved considerably although it was still rather overcast and humid when the cars lined up to take the start.

Mansell catapulted into an immediate lead, pulling comfortably away in the early stages with Senna looking equally in control of second place. Piquet was third for the first few laps, but when he was easily outbraked by Cheever at the end of the back straight it was obvious he was in trouble. Sure enough, the Brazilian came in to change tyres at the end of lap three, having picked up a puncture in one of his front Goodyears.

This allowed Cheever a few glorious laps in third place, but Fabi came swooping up onto his tail in the Benetton, running into the Arrows right rear wheel and puncturing the tyre when Cheever slammed the door on the Italian going into the 90° right-hander behind the paddock.

Fabi's car lost its nose section in the collision, and although both cars made it back to their pits, only Cheever was able ro resume after a fresh set of tyres had been fitted. The nose mounting points on Fabi's Benetton had been damaged and, there being no way of fitting a replacement, the car had to be retired.

After the first few laps Senna began to feel his brake pedal going spongy and, mindful that a similar problem had sent him into the wall at Detroit in 1985, he eased back until he felt more confident again. That strategy was to help him enormously later in the race. Meanwhile, Mansell steadied his advantage at around 12 sec, never looking even remotely flustered or worried, reeling off the laps with total confidence and control.

Unhappily for the Englishman, he was about to experience a re-run of the Monaco Grand Prix, although this time it was a human malfunction rather than a mechanical one which put paid to his chances.

At the end of lap 34, he came into the pits to change tyres, a routine stop which was



Shaded from the intense sun and glued to his lap times monitor, Teo Fabi waits to qualify his Benetton.



The three Minardi-Modernis, equipped with treaded tyres, are prepared for a wet morning warm-up.

planned in advance. It proved an excruciatingly slow change, a sticking nut on the left rear wheel drawing it out to a frustrating 17.4 sec. By the time he returned to the fray, Senna had gone through into the lead, but Mansell got his head down and pressed on in his usual determined fashion.

At the speed he was going, and with Senna still to make his tyre stop, he would easily catch and repass the Lotus before the end of the race. Or so most of us thought. That assumption, of course, was based on what turned out to be two totally false premises, the first being that Mansell would have a trouble-free run for the rest of the race (which he did not) and the second that Senna would stop for tyres (which did not happen either).

Ten laps or so after Mansell's stop, the Williams pit began to be concerned that their driver was in trouble. Initially there was a suspicion that he might have run too hard and taken the edge of his tyres. Sadly, Nigel was suffering from cramp in his right leg, something that must be a truly frightening experience in the claustrophobic confines of a Formula One cockpit. Without the prospect of moving his troubled limb, the problem became worse and worse, to the bitter disappointment of the English driver. He faded to fifth place at the chequered flag, handing victory on a plate to arch-rival Senna who also had the satisfaction of lapping the Williams shortly before the finish.

As it turned out, Senna never made a stop for new tyres. Easing up as he sensed that brake problem early in the race meant that he had a little bit more rubber left on the original Goodyears towards the end of the race. Also, while the computer-controlled 'active' suspension system may have contributed a small advantage in that area, the biggest bonus came from the fact that the Lotus' silky-smooth ride took the bare minimum of physical toll on the Brazilian, allowing him to perform at his peak for most of the race. Certainly, he looked as fresh as a daisy after climbing onto the winner's rostum.

From 20th place after that early pit stop, Piquet came charging through to a fine second place without another change of tyres for the rest of the race, while Prost took a reasonable third, satisfied to come home with a top three finish in a race which has always proved so difficult for the McLaren-TAGs in the past. Prost made a routine stop for tyres, later commenting that the team had been over-cautious in this respect and that he believed he could have gone through non-stop without too much trouble.

Fourth place fell to the sole surviving Ferrari of Gerhard Berger (Michele Alboreto having succumbed to gearbox trouble), while Cheever completed the top six behind Mansell and ahead of Stefan Johansson, whose McLaren was delayed in the pits with a long stop to sort out electrical trouble. Danner's Zakspeed was eighth in front of Patrese's Brabham, the Italian delayed with a couple of stops to re-fasten a seat harness buckle which kept coming undone. René Arnoux's slow Ligier completed the top ten.

In the non-turbo division, Palmer seemed to have lost all chance after an early pit stop to repair suspension damage sustained when he clipped Patrese's spinning Brabham. But Alliot was taken off by Arnoux, and Streiff's Tyrrell lost a rear wheel coming onto the pit straight, which allowed Palmer to inherit eleventh place overall, winning the non-turbo class. Of course, the other two classes had already fallen to Ayrton Senna and Alain Prost respectively . . . **AH**



Christian Danner has yet to record a points-scoring finish for Zakspeed, but came eighth out west.



Mansell makes a quick getaway, but Ferrari's race is already ruined: Berger (sixth on the grid) nearly stalls, while Alboreto jumps the start.

Tour de Force

Anyone who doubts which is the strongest team in Grand Prix racing today should have been at the French GP on July 5, and better still, at the two practice days prior to the race. If the Frank Williams team has a weak point, it does not show.

Nigel Mansell was as "on form" as Nelson Piquet was "off form", but the result was total domination by the Williams FW11B cars, with their Honda V6 turbocharged power. The latest Japanese engines are beginning to make the Porsche/TAG V6 engines look a bit bulky and old-fashioned, while Ferrari's 1987 engines and the Cosworth-built Ford V6 are no match for them at all.

Throughout the weekend Nigel Mansell never put a foot or a wheel wrong, and he set fastest time in both qualifying sessions to claim undisputed pole position. He then led the race from the green light to lap 36, when he stopped for a new set of Goodyear tyres.

The two Williams drivers were using opposing tactics over tyres, Mansell deciding to make one stop, Piquet deciding on two stops. The race was 80 laps in length, and new tyres were estimated to be at their peak performance for about ten laps, after which they would settle to a slightly slower performance. Mansell gambled on ten fast laps around the middle of the race, with only one stop, Piquet was aiming for two lots of ten-lap sprinting — one at one-third distance, the other at two-thirds — in spite of the handicap of two stops.

Piquet's plan was spoiled when he stalled the Honda engine at his second tyre stop, and suffered an additional eight-second penalty while it was restarted. As well as this mistake, the Brazilian made two more in the course of the race, but recovered from them. He got crossed-up under braking for the sharp right-hander at the end of the pits straight,



The Williams drivers were not threatened, but at least put on a race among themselves.

which allowed Prost to go past in the opening phase, and later in the race, while leading, he ran wide on a long, right-hand curve, allowing Mansell to dive through on the inside and take the lead, which he never relinquished. In spite of all this Piquet finished second to his team-mate, only 7.7 seconds in arrears, to make it a dominant result of first and second for the Williams-Honda team.

Their only opposition came from Alain Prost, who claimed second position on the starting grid and ran second in the race for quite a time, until his Porsche engine showed signs of weakening and he had to settle for third place, after a very tenacious drive against a superior team.

For a brief moment in qualifying it looked as though Ayrton Senna might provide some opposition to the Williams cars, with his Lotus 99T using identical Honda power, but although he made third place on the grid it was at the expense of a blown-up engine, which did not amuse the army of Japanese technicians looking after the Honda units.

In the race he was embarrassingly outclassed, the overall package Lotus could provide



Thierry Boutsen qualified fifth for Benetton.



Johansson's McLaren suffered a close encounter with de Cesaris' Brabham at the first corner . . .

(as regards speed, economy, handling and road-holding, using the same power unit) proving no match for the Williams FWIIB. It was all Senna could do to keep the Williams pair in sight for the front half of the race, and with the internal battle which was going on between the two cars from Didcot, Mansell actually lapped the "Yellow Peril" with nine laps to go!

Both Prost and Senna had to fight their battles alone, their team-mates being unable to help, for Johansson in the second McLaren was "run over" by de Cesaris on the opening lap, which called for a lengthy pit stop to replace his nose cone, and Nakajima in the second Lotus is not in the same league.

For all the effect it had on the outcome of the race the Ferrari team might just as well have stayed in Maranello. In qualifying both Ferrari drivers were beaten by Thierry Boutsen in the second Benetton-Ford V6, and in the race they both made a nonsense of the start. Alboreto had "brainfade" on the grid, and jumped the start, thus incurring a one-minute penalty, and Berger nearly stalled his engine, and was swamped by all the tail-enders before he got it up on song.

For Mr Ferrari, watching the television broadcast back in Maranello, it must have been humiliating to see his number one driver running a poor ninth (plus the one minute penalty) and his Austrian "whizz-kid" stuck in twelfth place, seemingly unable to get past Alessandro Nannini's funny old Minardi. Added to all this John Barnard, who was taken on the Maranello strength at the end of last season to inject some "McLaren Magic" into the team, seemed to be distinctly out of favour all weekend, standing around without so much as a pencil and clipboard in his hand. Without ever featuring in the race, both Ferraris retired before the finish — a very black day for the Scuderia.

By Williams standards, everyone else had a miserable time at the French Grand Prix, and while there are some circuits, such as Imola, Spa-Francorchamps or the Österreichring, which exude a sympathy even to the most ill-treated team, the Circuit Paul Ricard on the dry, barren wasteland at Le Camp-Castellet does nothing to alleviate a miserable day.



The star of the normally-aspirated division in France was Ivan Capelli's March-Cosworth.

With the British Grand Prix due to start only four days later there was little time for remorse or even analysis. It was back home and on with the next one for most people. From the beginning of practice on Friday morning there had been a strange air of hopelessness in the pit-lane. There seemed no real reason for anyone to be there, and apart from the Williams team, which was clearly hell-bent on destroying any opposition, there was a feeling that everyone else was treading water and waiting for something to happen, though nobody seemed quite sure what it was they were waiting for.

The little group comprising the Tyrrell team, Lola, March and AGS, with their "historic" racers using Cosworth V8 engines of great antiquity, had an air of unreality about them, and if they are supposed to represent what Grand Prix racing will be like in 1989 (when turbocharged engines are banned) the future looks distinctly gloomy.

The also-rans who are supposed to be in with the top league, were also looking very ineffectual in the face of the Williams-Honda force, and it was a sad sight to see the Brabham team among this part of the field, even though it still has the "lying down" factory BMW engines.

The spectator attendance was poor, a mere 48,000 counted over the three days according to official figures; perhaps it is just as well that the circuit was cut in half last year, otherwise the place would have looked very empty.

It is a long time since the French Grand Prix was a glowing example of racing in the grand manner, accompanied by gracious and elegant surroundings. The 1987 French Grand Prix can be considered an easily forgettable event for anyone except Frank Williams and his supporters. **DSJ**

French Grand Prix

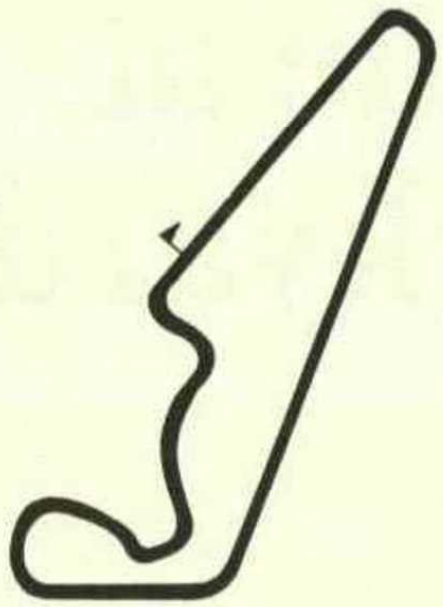
RACE DETAILS

		Fastest Lap
1 **Prost**	3rd lap 1; passed Piquet lap 19; in sight of Mansell until tyre stop lap 35; **finished** 3rd, on reduced power	1.11.324 (44)
2 **Johansson**	Nose cone broken by de Cesaris lap 1; pit stop lap 2 for new one; tyre stop lap 25; another stop lap 34, nose cone; **retired** lap 75, electrics	1.11.874 (39)
3 **Palmer**	20th lap 1; ran 2nd non-turbo; passed by Streiff lap 26; repassed lap 44; led class lap 53; passed by Streiff lap 64; **finished** 4 laps down	1.16.256 (47)
4 **Streiff**	22nd lap 1; passed Palmer lap 26; repassed lap 44; took lead in non-turbo class lap 64; **finished** 6th, 4 laps behind	1.16.433 (56)
5 **Mansell**	Led from pole position until lap 36; tyre stop; dropped to 3rd; passed Prost lap 38; passed Piquet lap 46; led to finish; **won** with ease	1.10.405 (42)
6 **Piquet**	2nd until lap 19; passed by Prost; tyre stop lap 31; 2nd lap 35, took lead lap 36; passed by Mansell lap 46; tyre stop lap 65; **finished** 2nd	1.09.548 (68)
7 **Patrese**	8th lap 1; ran 7th in early stages; turbo troubles; **retired**, lap 20	1.13.984 (5)
8 **de Cesaris**	7th laps 1 and 2; **retired** lap 3, engine failure	1.14.098 (2)
9 **Brundle**	Changed to T-car just before start; 13th lap 1; ran mid-field in early stages; raced with Ghinzani; tyre stop lap 19; **retired**, wheel fell off	1.15.549 (7)
10 **Danner**	18th lap 1; hounded by Capelli in non-turbocharged until lap 24; **retired** lap 27, engine trouble.	1.16.133 (3)
11 **Nakajima**	14 lap 1; overshot first corner lap 7; pits lap 8 for new tyres; pits lap 23 for new nose; pits lap 28, defective brake duct; **finished** 9 laps down	1.14.524 (36)
12 **Senna**	4 lap 1; ran reliable but uninspired race; tyre stop lap 33; lapped by Mansell lap 72; **finished** unimpressive 4th	1.12.231 (47)
14 **Fabre**	Next to last lap 1; ran reliably at back of field trying to keep out of the way; ran non-stop; **finished** 9th, last classified finisher	1.17.499 (3)
16 **Capelli**	17th lap 1; hung on to Danner until the Zakspeed wilted lap 24; led non-turbos in fine style; **retired** lap 53, engine trouble	1.16.290 (5)
17 **Warwick**	12th lap 1; hung on to Arnoux and Berger for long time; climbed as high as 7th; tyre stop lap 34; **retired** lap 63, turbo trouble	1.13.245 (45)
18 **Cheever**	14th on starting grid; failed to complete first lap; **retired**, electrical failure	—
19 **Fabi**	6th lap 1; puncture lap 35; pit stop lap 36; dropped from 4th to 7th; moved to 5th with Ferrari retirements; **finished** 3 laps down	1.12.101 (57)
20 **Boutsen**	5th lap 1; ran strongly with the leaders; passed Senna lap 32 and promptly **retired** with electrical failure	1.12.567 (5)
21 **Caffi**	23rd lap 1; car in trouble from start; never in the picture; **retired** lap 12, gearbox trouble	1.19.147 (3)
23 **Campos**	21st lap 1; ran consistently at back of field; had a private spin on his own; pit stop for new tyres; **retired** lap 53, turbo trouble	1.17.836 (22)
24 **Nannini**	11th lap 1; ran strongly in midfield; stayed ahead of Berger's Ferrari for seven laps; **retired** lap 24, mechanical trouble	1.14.248 (7)
25 **Arnoux**	Revised car to C-spec; 10th lap 1; ran strongly ahead of Arrows and in sight of Ferraris; pit stop lap 34; **retired**, leaking exhaust	1.13.845 (5)
26 **Ghinzani**	Revised car to C-spec; 15th lap 1; ran between Zakspeeds; pit stop lap 25; **retired**, engine overheating	1.15.367 (6)
27 **Alboreto**	Jumped start; penalised one minute; 9th lap 1; ran as high as 5th on the road; tyre stop lap 29; **retired** lap 65, engine trouble	1.12.457 (57)
28 **Berger**	Slow start; 19th lap 1; 12th lap 5; behind Nannini until lap 12; 5th lap 36; tyre stop lap 38; long stop lap 69, electrics; **retired** lap 72	1.11.675 —
30 **Alliot**	Last lap 1; running behind Tyrrells for most of race; **retired** lap 58, broken transmission	1.15.984 (41)

QUALIFYING TIMES

		Friday	*Saturday*	*Pos*
Prost	McLaren	1.06.877	1.07.843	2
Johansson	McLaren	1.08.577	1.09.095	9
Palmer	Tyrrell	1.13.433	1.13.474	24
Streiff	Tyrrell	1.13.553	1.13.525	25
Mansell	Williams	*1.06.454*	*1.06.705*	Pole
Piquet	Williams	1.07.270	1.07.140	4
Patrese	Brabham	1.09.458	1.08.993	12
de Cesaris	Brabham	1.09.499	1.08.949	11
Brundle	Zakspeed	1.11.451	1.11.170	18
Danner	Zakspeed	1.11.456	1.11.389	19
Nakajima	Lotus	1.12.268	1.10.652	16
Senna	Lotus	1.07.303	1.07.024	3
Fabre	AGS	1.14.699	1.14.787	26
Capelli	March	1.13.204	1.12.654	22
Warwick	Arrows	1.09.256	1.08.800	10
Cheever	Arrows	1.09.828	1.09.869	14
Fabi	Benetton	1.08.293	1.11.815	7
Boutsen	Benetton	1.08.077	1.08.176	5
Caffi	Osella	1.12.167	1.12.555	20
Campos	Minardi	1.13.145	1.12.551	21
Nannini	Minardi	1.10.388	1.09.868	15
Arnoux	Ligier	1.09.430	1.09.970	13
Ghinzani	Ligier	1.10.798	1.10.900	17
Alboreto	Ferrari	1.08.390	1.08.916	8
Berger	Ferrari	1.08.198	1.08.335	6
Alliot	Lola	1.13.026	1.14.422	23

CIRCUIT PAUL RICARD
3.813 km



RESULTS
French Grand Prix, Paul Ricard, July 5
80 laps of 3.813km circuit (305.040km/189.582 miles)

Pos	*Driver*	*Car/Engine*	*Time*
1st	Nigel Mansell	Williams FW11B-Honda V6t/c	1h 37m 03.839s
2nd	Nelson Piquet	Williams FW11B-Honda V6t/c	1h 37m 11.550s
3rd	Alain Prost	McLaren MP4/3-Porsche V6t/c	1h 37m 59.094s
4th	Ayrton Senna	Lotus 99T-Honda V6t/c	1 lap behind
5th	Teo Fabi	Benetton B187-Ford V6t/c	3 laps behind
6th	Philippe Streiff	Tyrrell 016-Cosworth V8-DFZ	4 laps behind
7th	Jonathan Palmer	Tyrrell 016-Cosworth V8-DFZ	4 laps behind
8th	Stefan Johansson	McLaren MP4/3-Porsche V6t/c (not running)	6 laps behind
9th	Pascal Fabre	AGS-JH22-Cosworth V8-DFZ	6 laps behind
10th	Gerhard Berger	Ferrari F187-Ferrari V6t/c	retired on lap 72
11th	Satoru Nakajima	Lotus 99T-Honda V6t/c (not classified)	9 laps behind
12th	Michele Alboreto	Ferrari F187-Ferrari V6t/c	retired on lap 65
13th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	retired on lap 63
14th	Philippe Alliot	Lola LC87-Cosworth V8-DFZ	retired on lap 58
15th	Ivan Capelli	March 871-Cosworth V8-DFZ	retired on lap 53
16th	Adrian Campos	Minardi M186-Moderni V6t/c	retired on lap 53
17th	René Arnoux	Ligier JS29C-BMW 4 cyl t/c	retired on lap 34
18th	Thierry Boutsen	Benetton B187-Ford V6t/c	retired on lap 32
19th	Christian Danner	Zakspeed ZAK871-Zakspeed 4 cyl t/c	retired on lap 27
20th	Piercarlo Ghinzani	Ligier JS29C-BMW 4 cyl t/c	retired on lap 25
21st	Alessandro Nannini	Minardi M186-Moderni V6t/c	retired on lap 24
22nd	Riccardo Patrese	Brabham BT56-BMW 4 cyl t/c	retired on lap 20
23rd	Martin Brundle	Zakspeed ZAK871-Zakspeed 4 cyl t/c	retired on lap 19
24th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8t/c	retired on lap 12
25th	Andrea de Cesaris	Brabham BT56-BMW 4 cyl t/c	retired on lap 3
26th	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	retired on lap 1

Fastest Lap: Nelson Piquet, 1 min 09.548 secs on lap 68 (197.372 kph). New Record.
Winner's Average Speed: 188.560 kph. **Conditions:** Very warm.

STARTING GRID

1
A. Prost
(McLaren-Porsche V6)
1 min 06.877 secs

6
N. Piquet
(Williams-Honda V6)
1 min 07.140 secs

28
G. Berger
(Ferrari V6)
1 min 08.198 secs

27
M. Alboreto
(Ferrari V6)
1 min 08.390 secs

17
D. Warwick
(Arrows-BMW 4 cyl)
1 min 08.800 secs

7
R. Patrese
(Brabham-BMW 4 cyl)
1 min 08.993 secs

18
E. Cheever
(Arrows-BMW 4 cyl)
1 min 09.828 secs

11
S. Nakajima
(Lotus-Honda V6)
1 min 10.652 secs

9
M. Brundle
(Zakspeed 4 cyl) (T)
1 min 11.170 secs

21
A. Caffi
(Osella-Alfa Romeo V8)
1 min 12.167 secs

16
I. Capelli
(March-Cosworth V8)
1 min 12.654 secs

3
J. Palmer
(Tyrrell-Cosworth V8)
1 min 13.443 secs

14
P. Fabre
(AGS-Cosworth V8)
1 min 14.699 secs

5
N. Mansell
(Williams-Honda V6)
1 min 06.454 secs

12
A. Senna
(Lotus-Honda V6)
1 min 07.024 secs

20
T. Boutsen
(Benetton-Ford V6)
1 min 08.077 secs

19
T. Fabi
(Benetton-Ford V6)
1 min 08.293 secs

2
S. Johansson
(McLaren-Porsche V6)
1 min 08.577 secs

8
A. de Cesaris
(Brabham-BMW 4 cyl)
1 min 08.949 secs

25
R. Arnoux
(Ligier-BMW 4 cyl)
1 min 09.430 secs

24
A. Nannini
(Minardi-Moderni V6)
1 min 09.868 secs

26
P. Ghinzani
(Ligier-BMW 4 cyl)
1 min 10.798 secs

10
C. Danner
(Zakspeed 4 cyl)
1 min 11.389 secs

23
A. Campos
(Minardi-Moderni V6)
1 min 12.551 secs

30
P. Alliot
(Lola-Cosworth V8)
1 min 13.026 secs

4
P. Streiff
(Tyrrell-Cosworth V8)
1 min 13.525 secs



You are far more likely to get a marching band than a supporting race at Indianapolis . . .

A Rookie at the Brickyard



The sculpted face of every Indianapolis 500 winner is added to the trophy.

After twenty-five years in motor racing, I suddenly found myself a "rookie" — American for a first-timer. I had, in fact, been to the famous track they call the Brickyard once before, but not in the hallowed month of May. Everything felt so different that I really did feel like a newcomer.

The Indianapolis 500 is, after all, the world's richest motor race, with a total prize fund of $3 million and the largest attendance at around 350,000 — so they must be doing something right. Add to that the fact that all the cars, and all but a handful of the engines, are built in Britain and an interesting experience is guaranteed.

We know American is a different language, so it was not surprising to find various new words which have to be learned too. That prize fund I mentioned is the "purse", and brakes rejoice in the name "binders" — which makes sense, I suppose.

My first objective was to obtain my press pass. My request had to be written, for in this world of high technology Indy boasts neither a telex nor a fax machine. That was just the first quirk I discovered about a track which has officially registered itself as the "greatest race course in the world".

To collect my credential I had to make my way through the Museum. This is not as large as the Donington Collection, but has enough exciting cars to make Tom Wheatcroft reach for his chequebook. I was quickly "processed", and the chap waved me off rapidly with the classic line "I can see the hunger in your eyes".

The credential itself was different. There was a gate ticket (complete with a photograph of last year's winner Bobby Rahal clutching the oversize trophy) plus a press pass, and a small metal pin badge. On race-day the badge had to be worn with the pass, on other days the badge by itself was fine.

Incidentally, after the race I witnessed Andy Granatelli of STP fame attempt to enter the paddock, or "Gasoline Alley" as it is known, without the badge. Although his cars have won the race on several occasions and his large bulk is nationally known, I was amused to see him barred entry until he produced that tiny piece of metal. Also barred was anyone wearing shorts. I am not sure if this is prompted by tradition, or by the possibility of having legs burned by a methanol fuel fire.

I arrived on the Friday before the race, which at a Grand Prix (Monaco excepted) would have been in time to catch all the action. In fact I missed everything except the race.

The event lasts for a complete month. It commences with testing, then the two weekends prior to the race are given over to qualifying. The only other chance for teams to test is on Thursday's "carburation day".

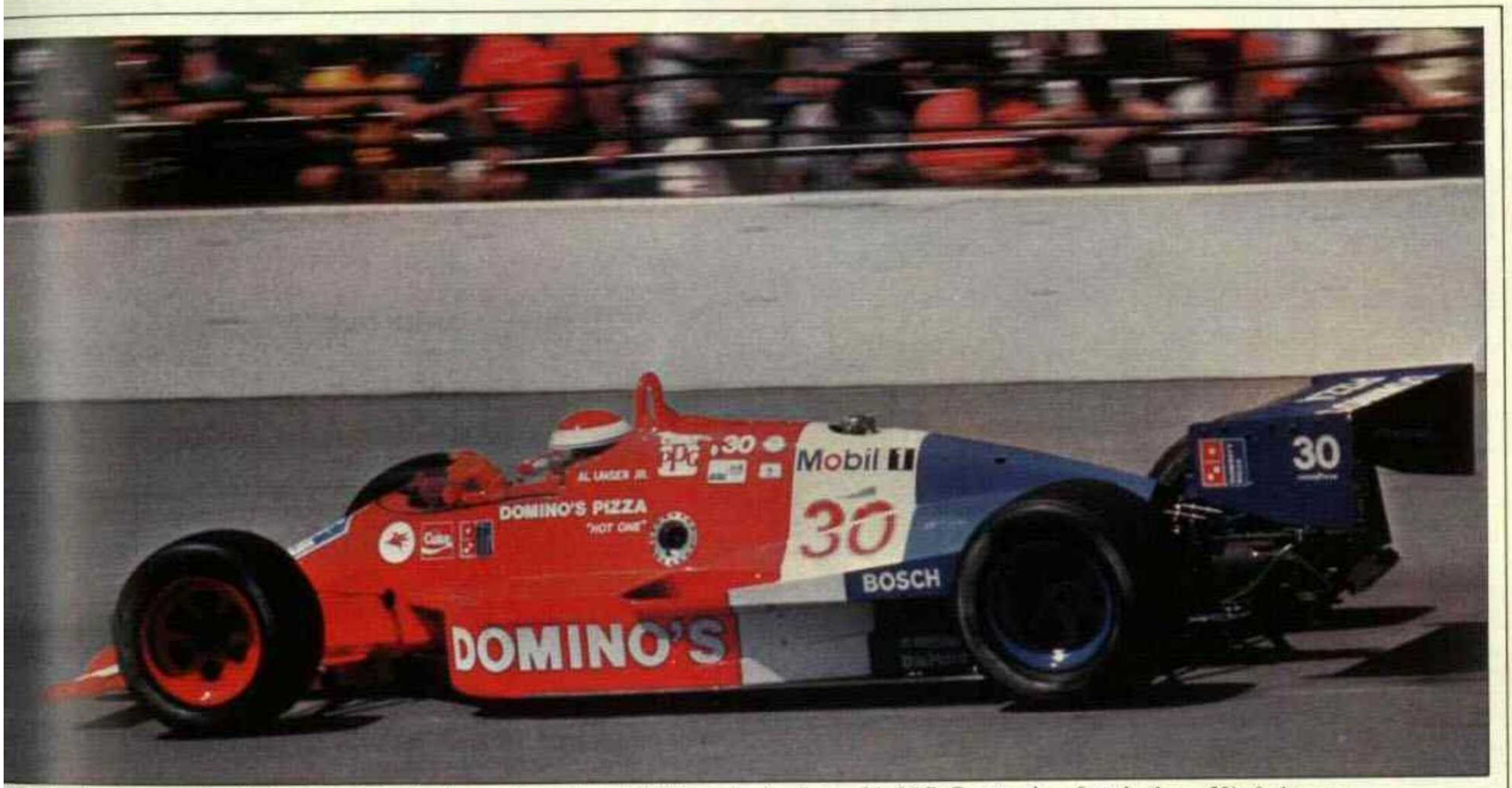
That over, you have to be ready to race. On Sunday the cars sit on the grid for an hour, follow the pace car for two slow laps, and the next thing they know they are lapping at an average 200 mph with 500 miles in front of them. There is no morning warm-up session.

When I visited the track five years ago I was very disappointed by Gasoline Alley; it was a collection of small, shabby garages. But three years ago they were torn down and several blocks of impressive workshops built. A small racing team could run very successfully out of one all year round. For the bigger teams it is home for a month.

The fee you pay to enter a car for the race also pays for the garage rent. Each car is a separate entry, so each T car, as we would call it, has to be separately qualified and earns itself a workshop. Apart from all mod cons, the workshop comes with an outside sign which the teams have painted up, including their final qualifying speed.

Can you imagine the Williams pit at Brands Hatch having a sign with Nigel Mansell's name elaborately painted on it, together with "1min 12.435 sec"? In fact "Joe the signwriter" and "Ethel the embroiderer" seem to be the most popular people at Indy. Everywhere you look you see signwritten cars, signwritten tool-kits, signwritten fuel bowsers and goodness knows what else.

On race-day itself, everyone who is anyone is dressed in nomex overalls. I mean everyone: drivers' wives, mechanics, television crews, radio commentators, and even the team's PR people. Can you imagine Anthony Marsh in nomex? Fortunately the embroiderer had been at work. They all had their names on them, so I was able to make sure the person I



March chassis numerically dominated the Indianapolis grid and Al Unser junior drove this 87C-Cosworth to fourth place. His father won.

hought was Gordon Johncock was not ctually his mechanic or nutritionist.

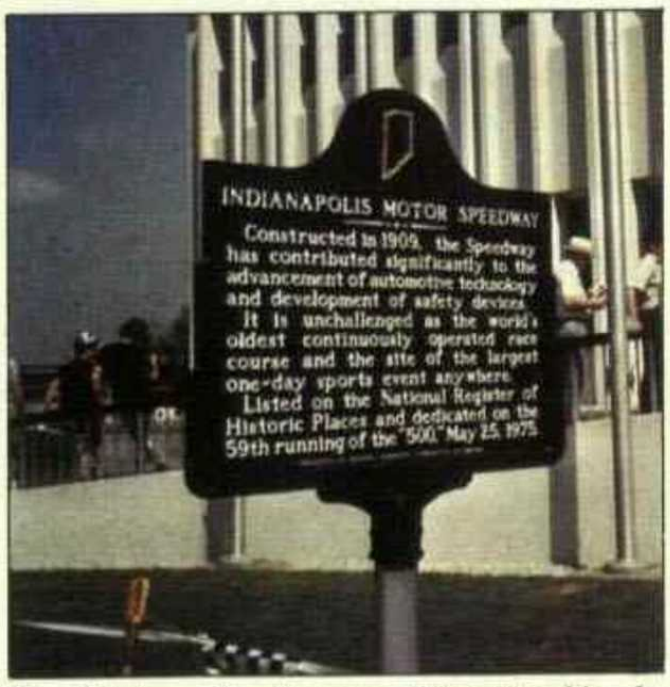
Once in Gasoline Alley I was soon bumping nto familiar faces working in the garages, all vanting to know the latest Formula One gossip. Vince Granatelli's new team is run by Morris Nunn of Ensign fame; Derrick Walker, who was a Brabham mechanic, is now Roger Penske's right hand man; Teddy Mayer was also in the Penske pit, while Tyler Alexander (formerly of McLaren and the ll-fated Beatrice team) was looking after Mario Andretti in the Team Haas pit, along vith engineer Adrian Newey. But there was no sign of March owner/designer Robin Herd. He had done his job, and decided to take part n a small British rally rather than watch the 27 March cars in the 33-car field.

Amongst the drivers there were familiar faces too. Mario Andretti was in pole position, and it is sobering to report that he is now a grandfather. Emerson Fittipaldi is one of the leading contenders, and as charming as ever, while Derek Daly is quite a local personality. Just like the Ensign days, Roberto Guerrero was driving for Mo Nunn.

There was Davey Jones, the young American who crashed a few British Formula 3 cars four years ago. He qualified at 208 mph without crashing, which must prove something. From a decade earlier I bumped into another F3 renegade, Randy Lewis, who was one of many to sleep on my floor fifteen or so years ago. Lewis, Jones and Fabrizio Barbazza, who was a star of Italian F3 just three years ago, were all, like me, rookies. Danny Sullivan, formerly of Team Tyrrell, won the race two years ago so he is an established Indy name. Sadly the only Briton, Jim Crawford (briefly a Team Lotus driver), was in hospital with leg injuries following an accident as he attempted to take pole.

Indeed Crawford, whose March had a Buick stock-block engine, was favourite to take the top spot. Although Indy is part of the PPG Indycar series, it is not organised by CART (which runs all the other races in the series) but by USAC. Their rules are slightly different, and allow the stock-block engines to run more boost than true racing engines such as the Cosworth DFX and the Ilmor Chevrolet. So Indy is the one race where the Buick has a theoretical power advantage.

After a tour of the garages, I though I would visit the pits — literally just a wall with grandstands behind, as is the practice with most race tracks in the States. That signwriter had been at it again, and each piece of wall had



The Brickyard is almost as old as Brooklands, and proud of it.

the name of the driver written on it. I was surprised to see that cars of the same team are not grouped together. Derrick Walker told me the pits are assigned partly on driver preference and partly on qualifying. Each car has a separate team manager, as apparently it is impossible in the race for one man to manage more than one car. This is because of the yellow light system.

The yellow light is used every time there is a spin, someone stops on the circuit or a piece of bodywork drops off. As far as I could gather this happens whether or not there is any danger, and I rather suspect it is used to make the race more exciting. Under the yellow, all the cars close up and follow a pace car. No overtaking is permitted, but they are released as a pack when it is safe for the pace car to pull off again. It must be very frustrating for drivers who are doing well. This year on several occasions Andretti had pulled out a sizeable lead over his nearest pursuer, only to have it completely wiped out by a yellow light.

If the yellow light comes on, the team manager has to make an instant decision whether to bring his car immediately into the pits or let him do one more lap. It all depends on his driver's relative position to the overall leader and the start line. A wrong decision can win or lose a race. Needless to say the team managers are connected to their car and to fellow team managers by radio.

The race is more than three hours long, so stretegy and team work come into play. Before the race most teams anticipated making six or seven pit-stops for fuel and tyres. In reality, they usually come in every time there is a yellow light. If you have made a pit-stop a lap before a yellow light then it is hard luck.



Rodger Ward drove this Leader Card to victory in the 1959 Indianapolis 500.

The hysteria built up on the Saturday, with many of the fans camping out along the main road (17th Street) leading to the track. Their behaviour, quite frankly, made one ashamed to be a member of the human race. The more dedicated fans, however, were inside, visiting the museum or taking a bus ride round the track. A normal admittance ticket also gives access to the centre, and the fans, while not able to get right into Gasoline Alley, could certainly get quite a close view of the cars, and also walk along the hospitality unit row and perhaps see a favourite driver.

One thing that was not different from Formula One was the fact that Marlboro had the biggest hospitality unit. This was a magnificent establishment complete with its own satellite dish. Ian Dunn, who runs the unit, told me that at Phoenix they were able to pull down Brazilian Grand Prix pictures from the amazing bird in the sky. Most of the journalists sat and watched as Alain Prost did his stuff. I marvel at modern technology.

The Indy 500 starts at 11am, and I was advised to be at the track by 6am. The giant stands progressively filled up with over a quarter of a million spectators, and when full they were quite a sight. Apart from the 3-hour race, the fans do not get a lot for their money.



The start/finish line is still bricked! Emerson Fittipaldi's March was a major contender.

A few marching bands, a parade of lesser stars in saloon cars, renderings of the *Star Spangled Banner* and *Down Home in Indiana* and that's your lot. John Webb could teach them a thing or two.

But the fans obviously go home happy, for many book from one year to another. A couple of British enthusiast friends visited the race this year and found that all tickets had been sold out for months. They had to resort to buying from a tout whose price for a $50 seat was eventually knocked down to $130. All the local hotels and motels double and even triple their normally cheap room rates.

As a rookie, my press credential gave me only restricted access. I was able to work in the press room next to Gasoline Alley but not in the smaller room overlooking the course. I was able to walk inside the spectators area on the inside of turns one and two. There is no doubt I would have been better off in a grandstand seat. After watching the first half of the race from turns one and two I decided to switch to the press room and the TV monitor, plus the local radio report.

Cars romping down the straight at 220 mph and hitting the 9° banked turns at 200 mph are quite a sight. In the race, Andretti in the Lola-Chevrolet was in a class of his own. The only man remotely in the same league was Guerrero. Sadly, in the closing stages Mario's car suddenly suffered from an engine problem which was in turn caused by a fuel system malfunction.

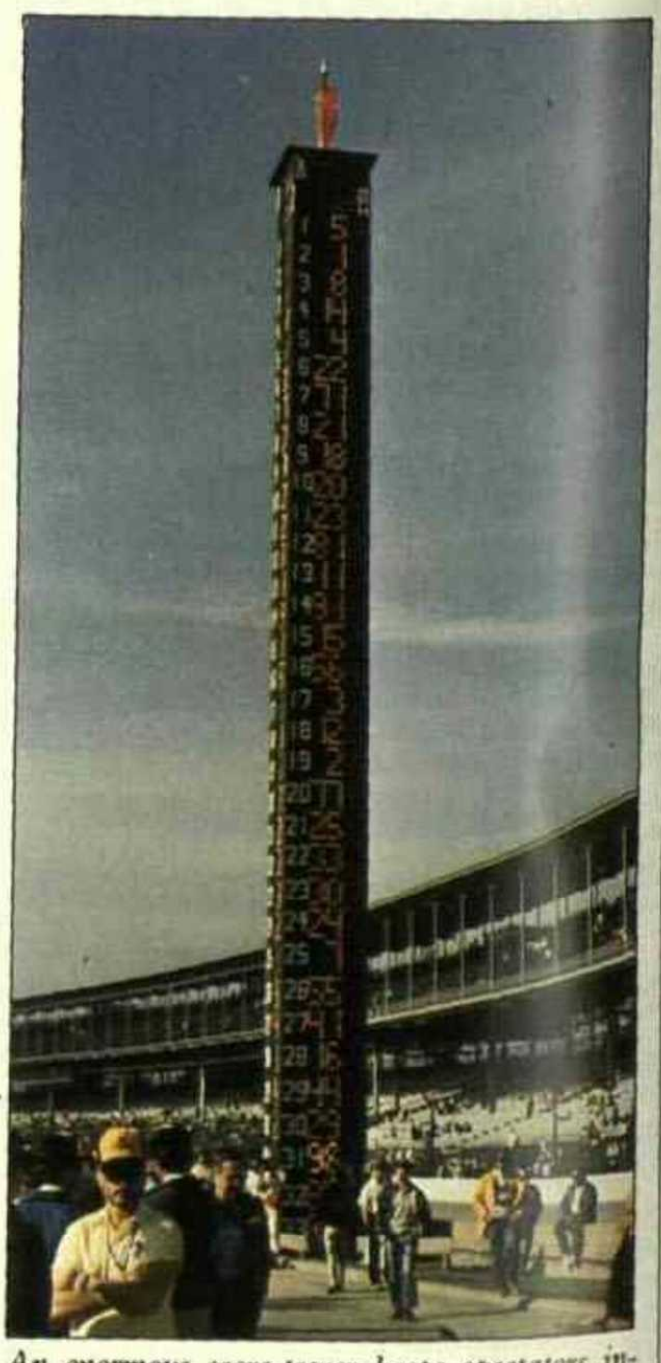
It appeared the race had been handed to Guerrero on a plate. Almost immediately, however, the Granatelli March made a final pit-stop, the clutch dragged, the car stalled, and instant fame for Guerrero evaporated. There to pick up the pieces after almost two-thirds of the field had dropped out was 48-year-old Al Unser Senior. It was his first race of the year and he was driving the third Penske entry, a year-old March-Cosworth, which he took over at the last minute because Danny Ongais was injured. It was like Keke Rosberg suddenly being hired by McLaren to drive a third car, but a previous year's model, and winning Monaco. As I said, Indy is different.

It is a race every motor racing enthusiast should visit at least once. Like the Monaco GP and the Le Mans 24 Hours, it is more than just a race. In addition to the 500, I went to a terrific sprint car meeting at the Indianapolis Fairground on the Friday night. Three of the drivers racing at Indy were there in these staggering 600 bhp, 6ft wheelbase, front-engined monsters. The spectacle of over 20 of them racing on the one-mile dirt oval takes your breath away.

There was a Midget car and Super Vee race on the Saturday evening at another track (paved this time) called Indianapolis Raceway Park, and on the Sunday night I found a real grass-roots quarter-mile oval at Kokomo, 30 miles north of Indy, where the racing (and the commentary) were great. Four race meetings in three days!

Next year I will not be a rookie, and I will try to find a cheaper hotel twenty miles out of town!

Andrew Marriott



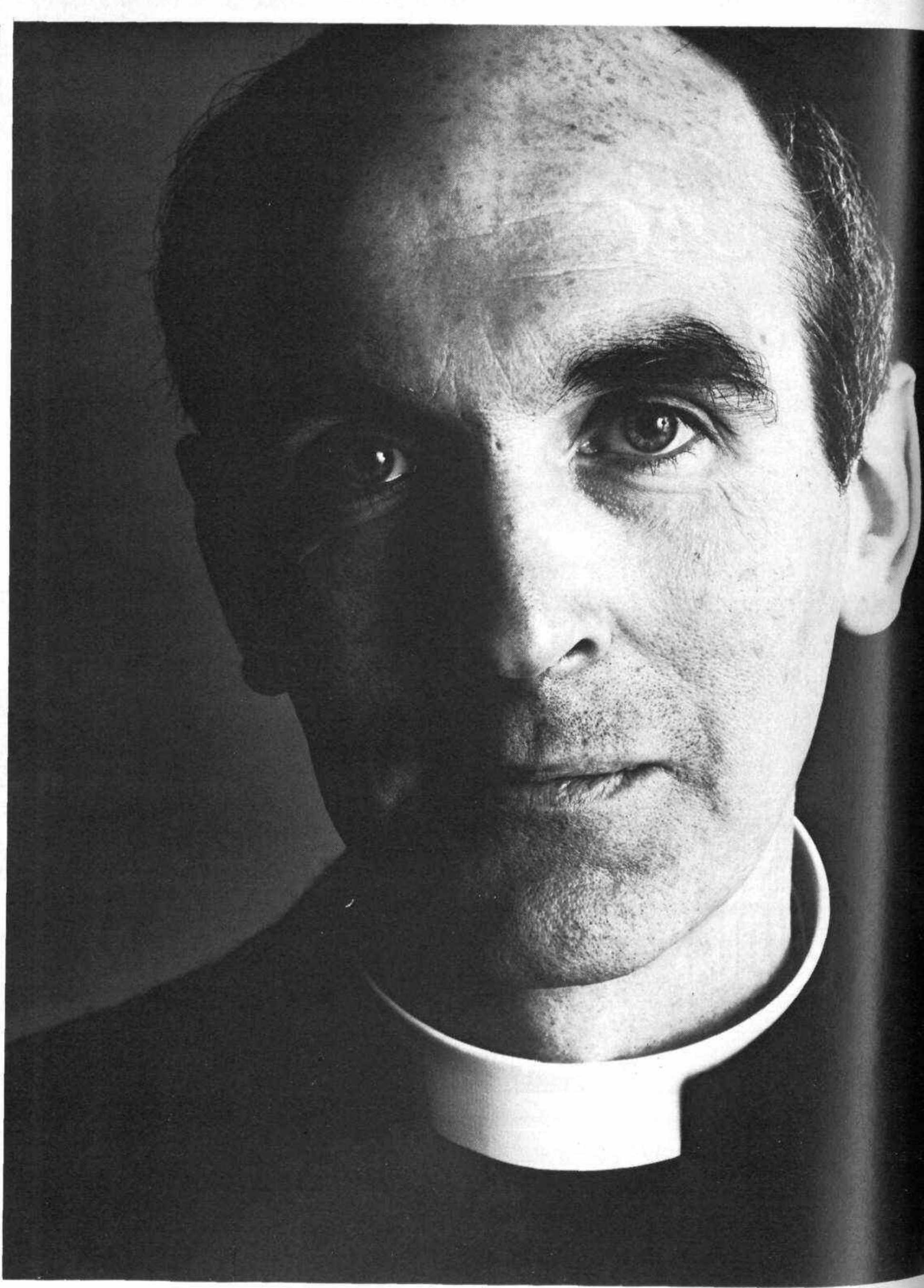
An enormous score-tower keeps spectators informed of qualifying and race positions.



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



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Mauro Baldi's winning BLR Porsche pursues Frank Jelinski through Norisring's hairpin in the first heat. Jelinski's car was later disqualified.

The Phoenix Rises

Eight hours into the Le Mans 24-Hours the Liqui Moly Porsche was a smoking ruin, almost destroyed by fire after an oil line severed.

Nine days later the 962 was rebuilt by the Richard Lloyd/John Britten mechanics and was as good as new, and the point was proved when Jonathan Palmer and Mauro Baldi convincingly won the two-heat Norisring 360km 'sprint' race, beating a top-class field by three clear laps.

Baldi won the first heat after duelling with Bob Wollek, whose Joest Racing Porsche ran out of fuel within 100 metres of the flag, and Jonathan Palmer had no difficulty in finishing third in the second heat, to beat Klaus Ludwig and Frank Jelinski's second Joest car by a lap on aggregate. In scrutineering, though, the latter was disqualified when the fuel tank was found to be oversized, at 101.4 litres, so everyone moved up a place.

Oscar Larrauri and Jochen Mass were thus placed second in a Brun Porsche, "John Winter" and Stanley Dickens third in a Joest Porsche, and Eddie Cheever with Raul Boesel fourth in the Silk Cut Jaguar, which had been delayed by a faulty fuel pressure regulator valve. The second Jaguar retired from the lead in the first heat, when the differential failed Jan Lammers.

Not all motor races are exciting, but the Norisring meeting was not dull for a minute. Mike Thackwell led the race in the Sauber Mercedes, but retired due to heat exhaustion. Hans Stuck led the first lap, but was hit by Oscar Larrauri's Porsche. Derek Bell might still have won, if he could have pulled out more than six seconds on Jonathan Palmer, but the works Porsche then succumbed to low fuel pressure. Wollek ran out of fuel and could not be classified, Ludwig was disqualified after winning the second heat with consummate ease (as he might, with an oversize tank), and the official computer timing broke down after six laps and produced a highly debatable set of results 90 minutes after the first heat had ended.

Each heat of 77 laps around the 3.2km stadium circuit lasted about 65 minutes, the cars seeming to be on a noisy roundabout. Seven of the best were Porsches, two were Jaguars and one was the Sauber Mercedes, sponsored for this race by SAT oil additives and not by Kouros.

Mike Thackwell was stopped in each qualifying session by a broken driveshaft coupling, and Peter Sauber did not expect his race to last very long. The New Zealander was sent out to lead as many laps as he could, using plenty of boost, and overtook both Stuck and Wollek on the opening lap to head the field for 30 laps.

When Thackwell stopped, exhausted by the effort in cauldron conditions, Baldi led but was then passed by Jan Lammers, the Silk Cut Jaguar XJR-8 being fast enough to win, and ecconomical enough to raise no doubts about going the full distance on the maximum of 190 litres.

Cheever's Jaguar faltered and lost seven laps with its fuel pressure problem, then Lammers' run came to an end with a broken transmission, "the only problem I've had all weekend." Baldi and Wollek then duelled for the lead, and it seemed that the Frenchman would win until his car ran out of fuel within sight of the chequered flag.

With Wollek's car unclassified, Klaus Ludwig took Jelinski's for the second heat and dominated, leading every lap and beating Raul Boesel's Jaguar by 16 seconds, with Jonathan Palmer third in the Liqui Moly Porsche.

Palmer's overall lead was perfectly safe when Bell lost fuel pressure and it seemed that Jelinski and Ludwig would be second overall, a lap behind, until their disqualification. Then, Larrauri and Mass were given second place in the Brun Porsche, delayed at the beginning in the Argentinian's fracas with Stuck and three laps behind on aggregate.

The race would have been tidier, and easier for the 80,000 spectators to understand, if it had been a continuous 360km event with the usual refuelling arrangements. But the Norisring is not a permanent racing circuit; the pits are scaffolding, and local fire regulations prohibit refuelling in competitive conditions.

This might be a convenient cover for the MotorSportClub Nürnberg (MCN), which has made a huge success out of the first heat, the so-called "Money Race" with DM250,000 going to the Supercup competitors — the second race merely qualifying the first for World Championship status and better kept as as separate event, so far as the MCN is concerned.

Spice Engineering and Swiftair Ecurie Ecosse resumed their battle in the C2 class and, for the fifth time in six races, victory went



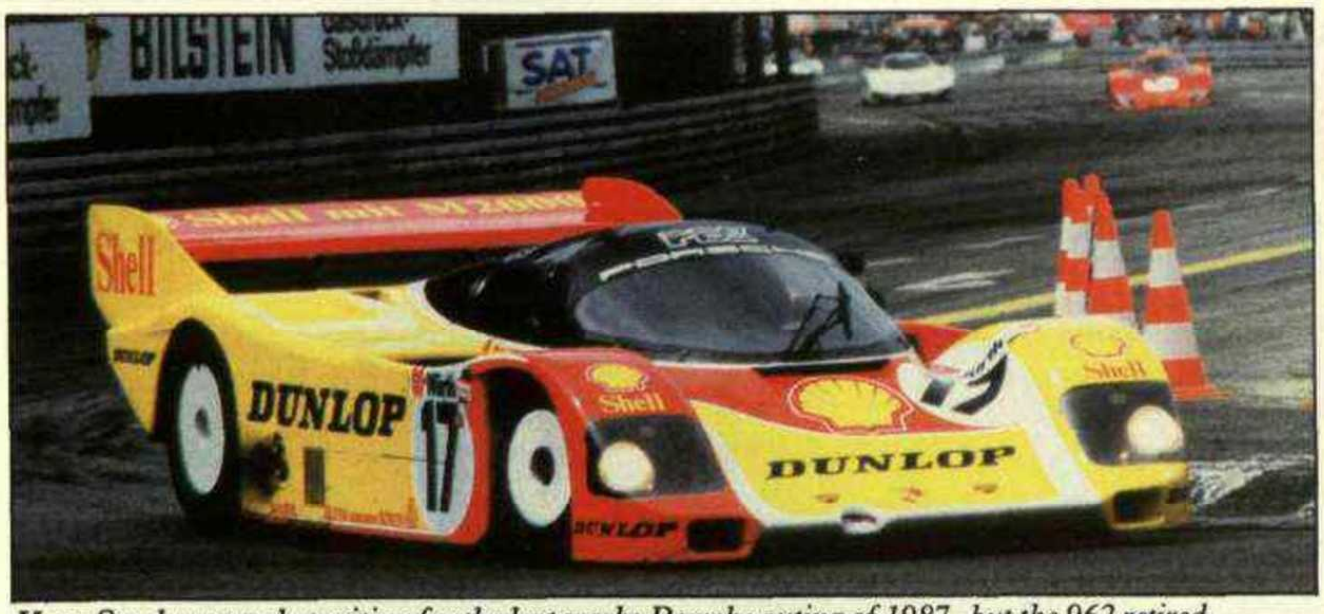
The Gordon Spice/Fermin Velez Spice-Cosworth won the C2 class for the fifth time this season.

to Gordon Spice and his Spanish co-driver Fermin Velez. As usual Ray Mallock and David Leslie kept in touch, but they were 27 seconds behind on aggregate. The two cars sixth and seventh overall, a surprisingly good result for a race in which sixteen C1 cars started.

Third in C2 were Ray Bellm and Nick Adams in a brand-new Spice Pontiac DFL, 50kg lighter than Spice's and now the replacement championship model, which is not a good omen for Ecurie Ecosse.

Martin Schanche's Lucky Strike Argo-Zakspeed C2 team was back on form during qualifying, Will Hoy easily taking the class "pole position", but soon fell back in the race with a broken nose-panel support. Schanche had high hopes for himself in the second heat, but an electrical problem cut the ignition regularly and he toured around to finish fifth in class, and twelfth overall.

There are signs of improved reliability in C2, but no team has yet been able to challenge the superiority of Spice and Ecosse, whose preparation and finishing record even puts some C1 teams to shame. Both have ambitions to be in C1 next season, and should be worth watching. **MLC**



Hans Stuck won pole position for the last works Porsche outing of 1987, but the 962 retired.

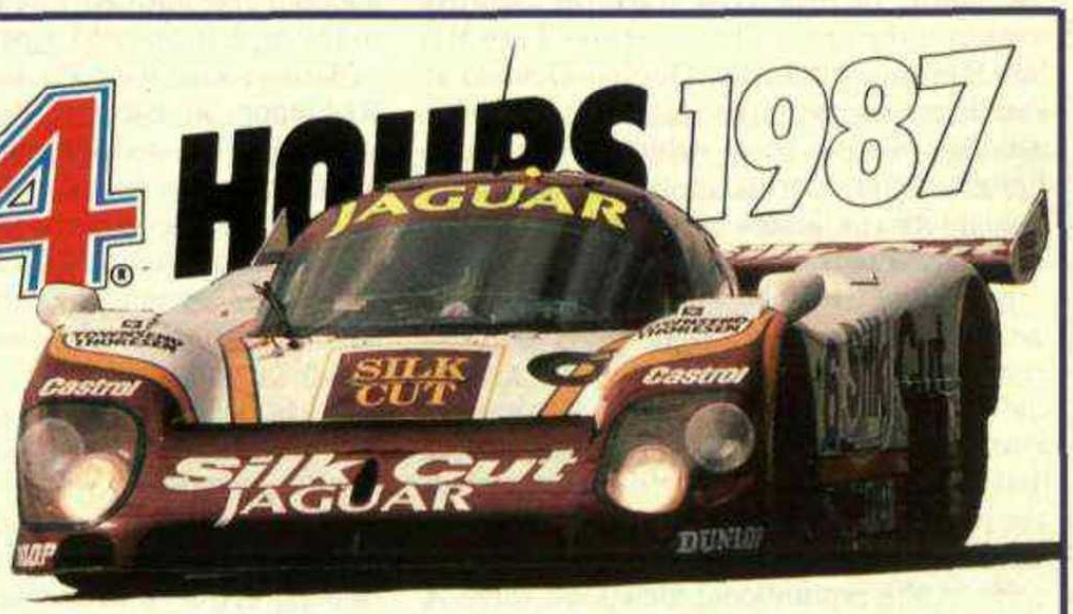
RESULTS

Norisring 360km (aggregate of two 77-lap heats), June 28

1st:	Mauro Baldi/Jonathan Palmer	2.8t/c BLR Liqui Moly Porsche 962	2h 09m 39.95s
2nd:	Oscar Larrauri/Jochen Mass	2.8t/c Brun Porsche 962C	151 laps
3rd:	"John Winter"/Stanley Dickens	2.8t/c Joest Porsche 962C	150 laps
4th:	Eddie Cheever/Raul Boesel	7.0 Silk Cut Jaguar XJR-8	147 laps
5th:	Jürgen Lässig/Pierre Yver	2.8t/c Obermaier Porsche 962C	146 laps
6th:	Fermin Velez/Gordon Spice	3.3 Spice Pontiac DFL C2	144 laps
7th:	Ray Mallock/David Leslie	3.3 Swiftair Ecosse DFL C2	144 laps
8th:	Ray Bellm/Nick Adams	3.3 Spice Pontiac DFL C2	143 laps
9th:	Maurizio Gellini/Ranieri Randaccio	3.3 Kelmar Tiga DFL C2	140 laps
10th:	Walter Brun/Jesus Pareja	2.8t/c Brun Porsche 962C	139 laps

OFFICIAL A.C.O. YEAR BOOK

LE MANS 24 HOURS 1987



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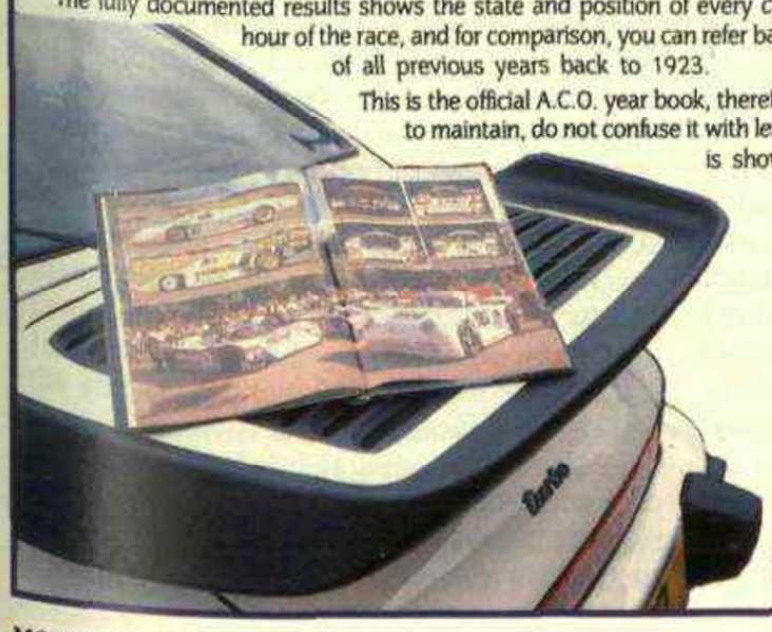
The book focuses closely on the Silk Cut Jaguar team, with Didier Braillon having spent several days before and during the race, exclusively in the Jaguar camp, in a year in which the marque is proving to be an indominatable force in the W.S.C.C.

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JW was "thoroughly sold" on the Alfa 75 as test car.

Testing Truths

Tyre companies have sought to prove the merits of their rival wares in assorted ways over the years. There was now Tory MP Ian Mills launching the Dunlop Denovo at Paul Ricard in the seventies, or BF Goodrich making its European debut at the same French circuit. More recently journalists have been invited to Jarama to assess the P700 and P600 Pirelli series.

But it was BF Goodrich which started the instant comparison tests in my European experience, the Americans allowing a wide choice at Estoril last year and a primarily Pirelli P7/P6 alternative at the Ricard debut of that company's TA low-profile rubber (then glassfibre-belted rather than today's steel-belted TA2 and TA-R1 series).

From the promotional viewpoint there is always a risk that the journalistic assessors will both destroy the machinery and dislike the product. The British contingent are good boys in the first respect, but I must say I came away from Estoril liking a Dunlop D40 cover over any other for wet-weather use! The second generation Goodrich put on a convincing display, wet or dry, and I still prefer to go production racing on that American rubber: however my own road cars were delivered on, and remain happily in use with, Michelin MXV and Bridgestone RE71.

I have just attended a most painstaking, and painfully honest, back-to-back comparison. "Painfully honest" because the host's performance product was not always the fastest assistant around a deserted and dry Brands Hatch Indy circuit.

The occasion was Firestone's British launch of "four new passenger tyre lines, each designed to meet the increasingly demanding performance requirements of the motorist." We tried only the lower profile covers, the glamour-line entitled Firehawk SV, V-rated to 150 mph in 50 or 55 aspect ratios.

Also on hand were Firehawk 660 in 185/60 R14 upon an Escort XR3i, and the same sizing, but HR-coded upon Alfa's nimble 1.7 33. Competitive brands I had time to assess fully on the Escort were Dunlop D8, Pirelli P600, and Michelin MXV. Time ran out on the Alfa 33 session, with just the Pirelli P600 assessed against the day sponsor's 660.

Armed with the knowledge that a V-rated 660 has been approved for "OE" (Original Equipment) status on Porsche's four-cylinder non-turbo models, we worked the unmodified XR3i around Brands Hatch. The track was in outstanding condition after June rain, basking in July's strong sunshine. This was perfect terrain for trying the four tyre choices listed above, including the Firestones which replace the S-660, a cover the company admits was subject to criticism for "a rather harsh ride."

Independent RAC timekeepers and an Amstrad 512 computer system kept track of our forays, with tyre pressures raised only an average 5 psi over the recommended road pressures.

Aside from retaining firm pressure on the brake pedal of the SCS anti-lock system in the Escort — which knocks the pedal back and forth with alarming variations at Brand Hatch speeds — the Ford provided a straightforward comparison with consistent speeds from its hoarse CVH and now reassuring suspension. The XR3i was unexpectedly fast on 105 bhp when compared to the 118 bhp Alfa 33 and the 156 bhp Alfa 75s, the latter chosen to employ the SV Firestone in 195/50 VR 15 sizing.

The conscientious computer told us that Dunlop D8s allowed the fastest laps, with 1min 2.9sec their best (68.88 mph average speed), and 1min 3.6sec the worst. Equipped by Pirelli, the best tour was 1min 3.2sec and the slowest 1min 2.8sec. Shod by Michelin, the times ranged from 1min 3.8sec to 1min 4.5sec, whilst the Firestone 660 covers were the most consistent with two opening laps at 1min 4.1sec, a 1min 3.7sec and two closing laps at 1min 3.4sec.

Thus the slowest time recorded by that small red Ford around the pleasurable curves and crests of this admirable driving challenge was 67.18 mph — the latter recorded on Michelin MXV which were the only covers not to show signs of excessive shoulder wear after vigorous circuit employment. "You pays your money and takes your choice" of speed versus durability.

Unfortunately a small front-end vibration on the Alfa 33 demanded rectification, so we did not have time to more than establish its slight superiority of half a second per lap over the Ford's best, at 62.4-second laps (69.44 mph) on both Firestones and Pirelli P600 in eleven completed laps.

Although I actually started the day with the glorious sounds of Alfa's 2.5-litre V6, I have saved the proverbial best to last. I drove two examples — one in black, sporting the Veloce appellation in respect of the extra body panels. Former FF1600 Champion of Brands Andy Ackerley demonstrated this car with persuasive and self-deprecating skill. "I thought it was front-drive until I found I could do this with it . . ." Pause for accelerator to be lifted on the 85 mph approach to Clearways . . . the be-spoilered Romeo turns sharply into the apex kerbing, opposite lock holding it ready for the firm braking needed as the ensuing slide ceases and the need to turn right becomes apparent.

Thoroughly sold on the Alfa as a morning test bench, I worked through five sets of covers: the competitive brands listed earlier, plus two runs of the Firestone SVs because the first set's lap time bonus was accompanied by worse understeer than expected, and because I wanted to ensure that any increased track knowledge was included in the Firestone data.

Using the notebook and lap times supplied, it was possible to come to some tyre testing conclusions. First of all, a straightforward road car on today's low profile rubber is now much more at home on a circuit than even the Seventies equivalent machine.

For example, Paddock Bend is approached at just about 100 mph and 5800 rpm in fourth gear. Brake toward the looming tyre barrier and turn right, downhill. Unless there was a mistake in line the car coped on full throttle around this testing combination, existing at 4600 rpm and some 85 mph.

I am not pretending that is fast by formula car standards, just highlighting how rapidly road cars have progressed in alliance with suspension tailored to 50-series tyres. By the

Janspeed Jubilee

To celebrate twenty-five years in the car conversions business, Janspeed of Salisbury held a recent open day at its works.

Aside from watching over 70 employees at work on the traditional go-faster manifolding, cylinder heads and carburettor kits, we were also allowed to drive two intriguing examples of future Rotomaster turbocharger installations: a twin-turbo XJ6 Jaguar of the new 3.6-litre/24-valve breed, and a single turbo implanted upon Rover's 2-litre 800.

The Jaguar's two turbochargers nestle adjacent to the offside of the dohc inline six-cylinder block. Rumour has it that Jaguar is currently examining turbocharging as part of the AJ6 powerplant's future — along with Sprintex supercharging and many other options a manufacturer needs to examine to stay in touch today — and there are obvious problems.

Once the necessary intercooling and associated plumbing has been incorporated, some engine ancillaries have to be juxtaposed opposite their original site, and the engine bay itself becomes not just crowed, but a reasonable setting for volcanic under-bonnet temperatures.

Janspeed has become involved within the last year in the tuning pattern of the future, reprogramming the electronic microprocessor management systems which rule the lives of injection and ignition systems, but that step is presently only complete for the Rover V8s. Thus the Jaguar could not be considered more than a prototype at present, running 6-7 psi boost in association with a compression "too close for comfort" to the standard 9.6:1, in founder Jan Odor's frank words.

In fact, there are lower compressions available for the AJ6, notably the catalytic convertor models at 8.5:1, which provide 184 bhp instead of the standard 224 bhp. Janspeed's turbo twins provide approximately 50 bhp extra.

On the road this means, even in the automatic transmission trim provided, the kind of acceleration rate between 30 and 90 mph that the owner of a 286 bhp BMW M-car will understand. The difference is that the power has been carefully tailored to provide stump-pulling capabilities in the 1500-4000 rpm band, rather than the sweet and comparatively high-revving BMW power quality.

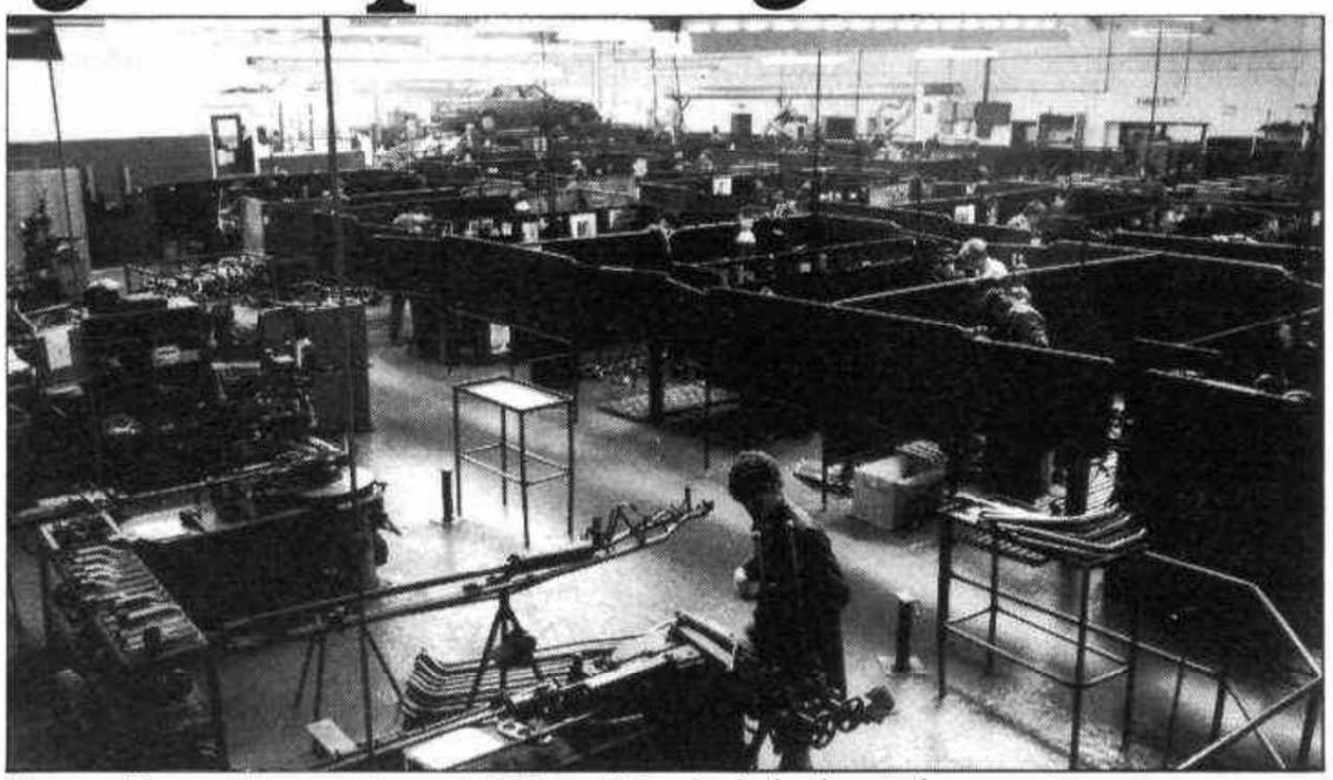
Janspeed's staff and boss were quick to point out the shortcomings in this first attempt at AJ6 turbo power, but I thought the positive qualities over-ruled many of their reservations. Noise levels are increased, but because Jaguar does such a stunning job with the standard car, it is unlikely that anyone enthusiastic enough to enjoy this Jaguar's memorable performance would object. I was constantly surprised at the sheer speed registered in the comfortable cabin, which was unmodified save for the presence of a quality leather rim steering wheel by Italvolanti-Janspeed.

The Rover also delivered 6-7 psi to a largely unmodified engine which inhaled via four valves per cylinder, but this installation looked far more practical. For the single R60 Rotomaster sits in the cool airstream in front of Rover Group's four, and there is plenty of underbonnet space on this front-drive Anglo-Japanese co-operative to dissipate heat and strategically place additional components.

As was the case for the Jaguar, unmodified suspension accompanied the turbo conversion, which was also aimed at building mid-range motoring muscle. It had been successful in this aim, but the Rover displayed more front-end floppiness over the same Salisbury Plain terrain than the Jaguar, and exhaust resonances were more pronounced.

The effect on front-drive steering reaction was not as adverse as one would expect from recent experience in the now modified MG Montego Turbo. However, from the manufacturer's viewpoint, one wonders whether Rover will be content to leave aside turbocharging on the 800 line as out of character and unnecessary? After all, there is greater V6 power offered in the 825 choices, and a torque-plus-power bonus to come when the Honda Legend Coupe's 2.7 is available to supplant the present 2.5 V6.

Thus Janspeed, and others in the aftermarket power business, may find the Rover 800 four cylinders do provide a commercial opportunity — not the widespread appeal of the previous rear-drive model for further modification, but a chance to fill one of the increasingly rare holes in a mass manufacturing range. **JW**



Janspeed's extensive workshop, with blown Rover in the background.

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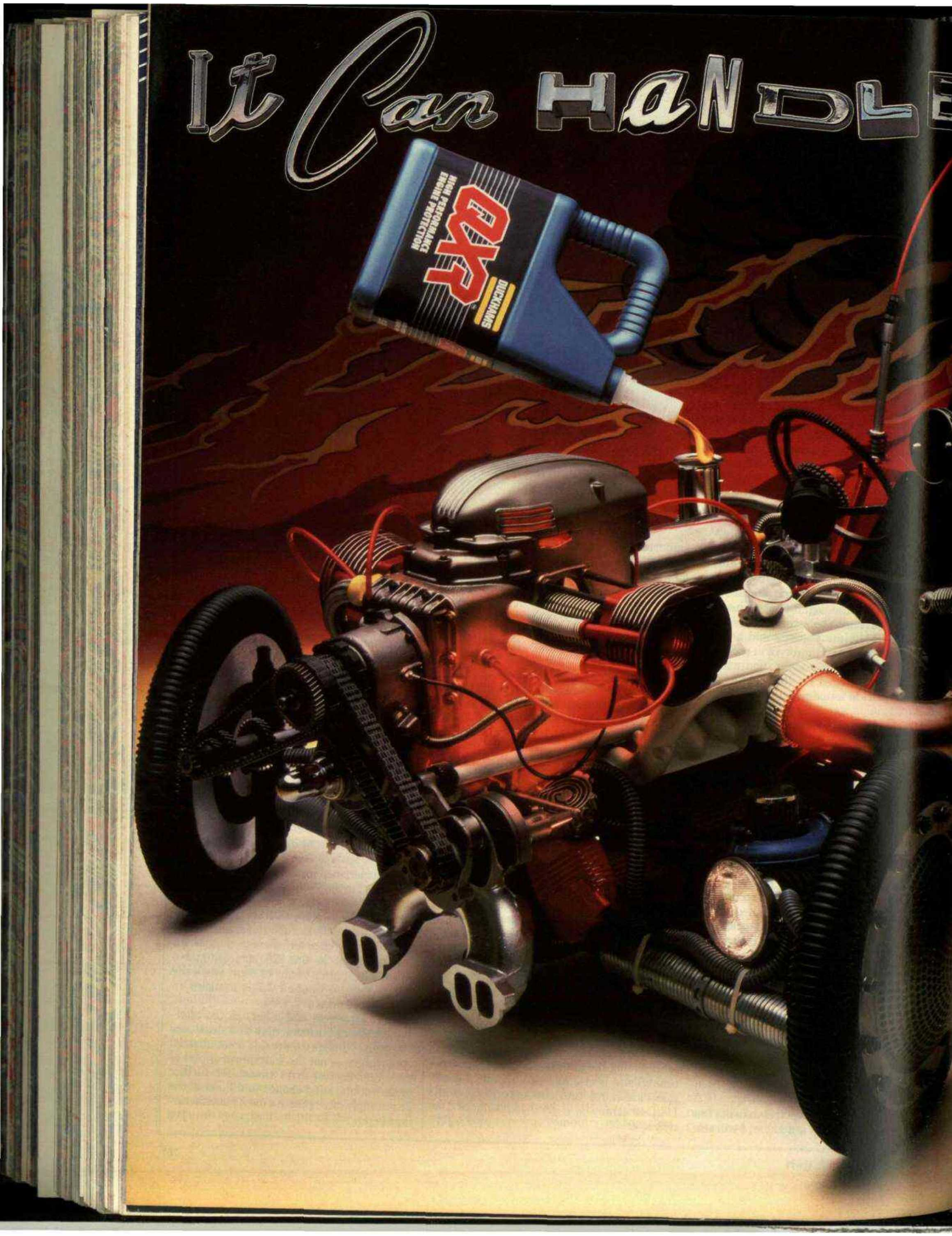
end of the day our guides, Mr Ackerley and former ATS Formula One occupant Slim Borgudd, were looking forward to laps beneath the minute barrier in these Alfas.

Our laps did not yield less than 61.5 seconds (70.45 mph), and that was on the Firestone SV 195/50 casings. Furthermore the sponsor's tyres provided more routine laps beneath 62 seconds, nudging 69 mph average for a course which includes a 40-50 mph U-bend. Second fastest were a set of Goodyear Eagle NCTs (61.7). Then, a scant tenth adrift, were Bridgestone RE71s, on which Ackerley and I had also completed the passenger laps. These Japanese covers were just 0.3sec slower than the Firestones and equally consistent. Slowest, in general and in absolute lap time, were Pirelli's P700 in a band from the 1min 2.9sec to 1min 3.4sec.

Since I am sure many will feel statistics can be made to support any argument, I will also note in purely subjective manner which tyres I preferred on the Alfa 75 and Escort XR, the only models in which I completed a minimum of five timed laps on each brand.

For the 75 I favoured the feeling of crisp and eager compliance with the driver's wishes which came from the Goodyear Eagles. The security of the Firestones could not be denied, nor could a noticeable rpm boost at Paddock and Clearways compared to the Bridgestones.

On the Ford I clearly preferred the 660 Firestone, but I cannot tell you whether it has improved the ride over the S-660 . . . Brands is not *that* bumpy! To be honest I didn't like the Ford much on any of the non-Firestone covers. Yet the Dunlop achieved the best time (underlining the importance of independent timing) and is also likely to provide a good ride, assuming previous experience with D4/D40 family is a good indicator of D8 character. **JW**


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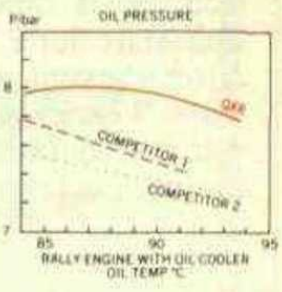
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LETTER FROM FRANCE

Dear AH,

Renaissance

The reason you couldn't find me in the great Renaissance Centre ("Ren-Cen" — ugh!), round which the Detroit Grand Prix street circuit runs, was because I wasn't there!

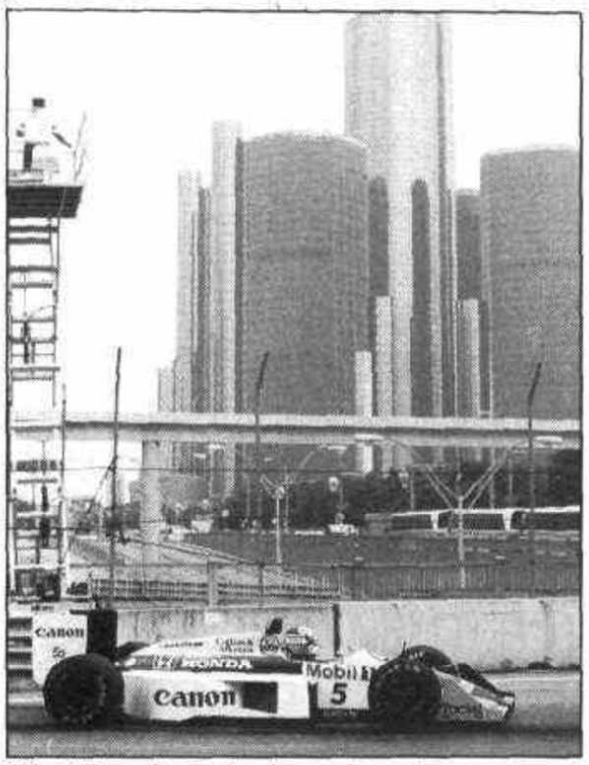
When whoever it was cancelled the Canadian Grand Prix without so much as a "sorry about that" I decided to opt out of going to Detroit as a personal protest, even though nobody noticed. Holding the Canadian and United States races on consecutive weekends made a trans-Atlantic trip worthwhile, and a visit to Montreal and the Circuit Gilles Villeneuve on the island in the St Lawrence river was one of the better trips; I could always console myself by thinking of the Detroit race as either being on the way to Montreal, or on the way home from Montreal. A visit in cold blood to Detroit didn't excite me.

People occasionally ask "What is your idea of hell?" and my answer is "Saturday evening in the Renaissance Centre before the Detroit Grand Prix." This steel and glass edifice which rises from the ashes of downtown Detroit is a masterpiece of civil engineering, comprising four huge cylindrical towers forming a square, interlinked by galleries, passage ways, moving stairways going up and down, landings, foyers, shopping precincts and just about everything a city centre seems to need — all under glass and temperature-controlled. Its main object is to demonstrate to the world that the City of Detroit is not dead, hence the name Renaissance Centre.

When it is empty and quiet it is overpowering in size and complexity, and you can sit anywhere and gaze in bewilderment as you think of the architects designing it; for it did not happen by accident, like towns and cities often do.

On Saturday evening it is "Grand Prix Party Time for Race Fans" and it makes Le Mans or the British Grand Prix seem like genteel tea-parties, with croquet on the lawn. The whole place fills with thousands of people all trying to shout above the noise of three or more rock bands, amplified to unheard-of decibels, and all playing their own brand of noise (you can't call it music) regardless of each other. Everywhere is overcrowded and if you want to escape to your hotel room at the top of one of the towers you might have to stand in a queue for 15 minutes to get in a lift. Hell can't be worse than the "Ren-Cen" on Saturday night.

I'll always remember having breakfast one morning, in comparative peace and quiet, with Marc Surer, the pleasant Swiss racing driver who comes from a farming village near Basle. We were in an "open-air cafe", except that 200ft above us was a glass roof and the rain was pouring down outside. I asked Marc what he made of "all this", waving my hand to everything around and above us in the Renaissance Centre. The look on his face was memorable as he quietly shuddered and said he would rather be back home.



The "Ren-Cen" dominates Detroit . . .

It was a sad day when Surer injured himself in a rally in which he was driving for fun, and put paid to his Grand Prix career, though he can still drive and live normally, unlike some unfortunate people. He was one of the "nice guys" in Formula One; why does it always happen to them?

Having explained (long-windedly) why you could not find me in Detroit, next month I might explain why you won't find me in Hungary.

Having a free weekend while you were all working in Detroit meant finding something to do. In England that is not difficult if your interests range from motor racing, through every aspect from Formula One, Historic and Vintage racing to hill-climbs, old-car and motorcycle gatherings, auto-jumbles, commemoration runs, "jollies" and "boon-doggles", or just rides in the country.

I settled on a unique event, known as the Stanley Cup competition, run by the Frazer Nash Section of the VSCC and AFN Limited, which used to make the Frazer Nash cars and is now a major Porsche centre and part of Porsche Cars Great Britain, which in turn is owned by Porsche AG in Stuttgart. The origins of this event go back to 1930 when Sir Arthur Stanley, who was chairman of the RAC, presented his silver cup to the winning club-team in a series of races held at Brooklands. Between then and 1939 the Stanley Cup competition was also held at Donington Park and at the Crystal Palace.

In 1985 AFN Limited, with the Nash Section, revived the competition in the form of a team-event for cars up to 1960. It involved some none-to-strenuous observed sections in which speed was of no importance, but team regularity all-important. The three cars of a team had to take the test one after another, and the time-difference between fastest and slowest member of the team decided the results. At the end of the event, the winning team had the honour of presenting a cheque for £1000, generously provided by AFN Limited, to the British Red Cross Society, of which Sir Arthur was a life-long supporter.

The tests were incorporated in a route of nearly 100 miles, starting from the Brooklands Museum in Surrey, traversing many of the Hampshire by-ways and finishing at Porsche Cars Great Britain, west of Reading. Thirty-eight teams were entered, ranging from a trio of little vintage "twin-cam" Salmsons, through a trio of Jowett Javelin saloons, to a trio of Ferraris. A wider selection of Vintage, PVT, post-war "oldies" and classic cars would be hard to find, with every team in with the same chance of winning and without the need for complicated handicaps.

The passengers had plenty to do in route finding and observation on the route, and a happier and more relaxed day with old cars would be hard to find. The revised Stanley Cup has now been run for three years and has become firmly established in the old-car summer calender, all the more unusual as it is essentially a team affair, with very little in the way of personal aggrandisement. The winners were a team of HRG sports cars.

Before returning to the world of Formula One there was another busy Historic weekend, with the Silverstone race meeting of the Vintage Sports Car Club, which was more than up to standard — it was one of the best meetings. The one-make theme this year was Alfa Romeo, with a parade for the more prosaic models (though many of these had superchargers and twin-overhead camshafts) and a scratch race for the more hairy examples; what a sight that was!

Never have we seen so many Italian supercharged straight-eight twin-cam cars, the great majority having interesting racing histories. Unlike some one-make clubs, which tend to line up their valuable possessions in serial ranks so that the populace can gaze in awe at the beautiful cars, Alfa Romeo owners use their cars and just leave them standing about in the most unpretentious manner. There was a Monza by the petrol pumps, an 8C-2300 4-seater by the toilets, a Tipo B "monoposto" by the book stall, another among the ERAs, a blown 1750 on its own on the grass, and a Le Mans "two-three" outside the bar.

As someone said: "There seems to be a mouth-watering Alfa Romeo round every corner in the paddock." It was a memorable day for owners and admirers alike.

Yours, DSJ

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Juha Kankkunen blasts through the rugged Washington State countryside to victory. Lancia team orders worked in his favour for once.

Whistle Blows at Half-Time

Almost a decade and a half ago, when Michigan's Press-on-Regardless Rally was a World Championship qualifier, a County Sheriff in the State's Upper Peninsula became a little agitated by both the presence and the speed of what to him was a racing car being driven on the public highway. What happened next was Keystone-like in its absurdity. The Sheriff, in his huge, cushion-sprung law enforcement vehicle, went off in hot but futile pursuit of Sandro Munari's Lancia Stratos, ignoring the pleas of marshals at a stage start and giving chase along the special stage itself.

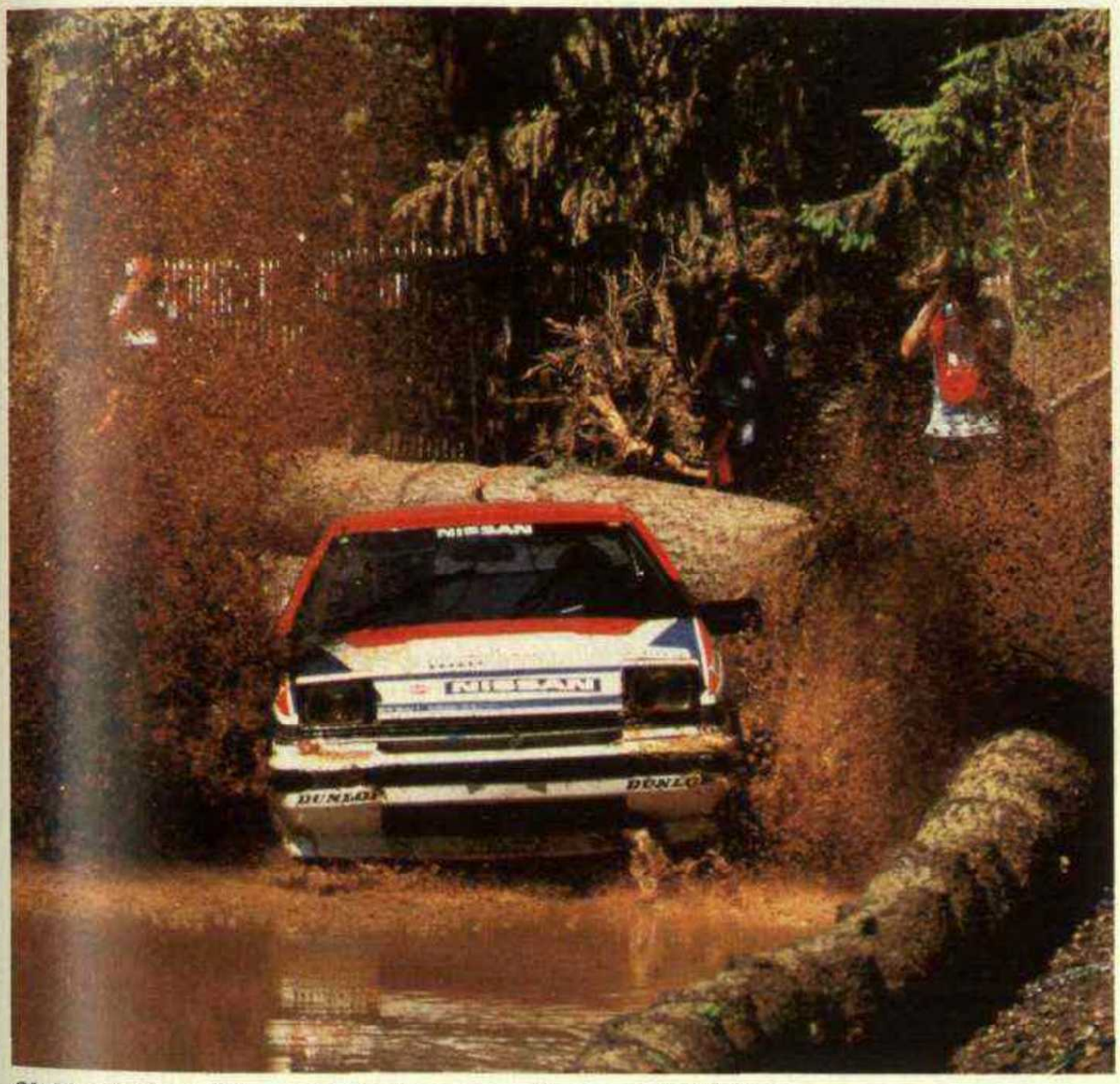
It was just one incident in many and, although many of the local people were fascinated by the influx of foreigners speaking strange tongues, most were quite unaware of what was really going on, and their only notion was that it was some kind of race on public roads.

The authorities were equally vague in their understanding. They had all given their approval in advance, but when the preliminaries gave way to competition in earnest, they were obviously quite unaware of what to expect.

This lack of appreciation of rallying was unmistakably evident, but among competitors and organisers there was supreme optimism that things would change; that the public would develop an enthusiasm for a kind of motorsport which was not centred on an oval track; and that publicists, sponsors, newsmen and film-makers would realise its potential and begin giving it full backing.

Alas, this has never happened, and the process of educating the great American public has been a losing battle. Competitors are even fewer today than they were in the early seventies, spectators still painfully scarce, news media unenthusiastic and publicists disinterested in an activity which has no

Olympus Rally



Shekhar Mehta's Nissan takes to the water on the way to eighth place.



Ninth were Per Eklund and Dave Whittock in the second Nissan 200ZX to finish.

tangible venue and no turnstiles to click.

However, US organisers persevered with representations to FISA, and last year an American event was back in the World Championship — the Olympus Rally in Washington State. It took place in the Autumn and was a qualifier in only the drivers' series of the championship.

This year it was in both drivers' and manufacturers' series, and moved to late June. The change from fog, rain and mud to sunshine and sweltering heat was welcomed by most people concerned, even though dust became a problem and the task of organising had to be crammed into six months rather than twelve.

Entry lists have never been easy to fill in the USA, and native car manufacturers have always seemed reluctant to homologate any of their models for international competition. Most US-made cars have not been suitable for rallying in any case, so competitors have generally used models imported from Europe or Japan, which is perhaps one of the major reasons for the lack of interest in rallying by US manufacturers.

There have been exceptions, of course, and we still feel that it was a Press-on-Regardless win by a Jeep Wagoneer in 1972 which prompted the then CSI, perhaps fearing an onslaught on European rallying by American Motors, to introduce a ban on four-wheel-drive cars. That ban was subsequently lifted just in time for Audi's introduction of the Quattro!

American Motors' interest in rallying eventually waned and, apart from the various subsidiary operations of General Motors and Ford, there is no manufacturer in the USA interested in mounting a programme to contest a rally series, whether World or National. Considering the present confused state of the World Rally Championship, and the clumsy manner in which FISA administrates it, who can blame them for staying out of it?

Last year the Olympus Rally had difficulty attracting entries, although the minimum of 50 was eventually exceeded by one. This year the barrel again had to be scraped, and although the number of entries seemed to vary, 47 cars eventually left the starting ramp.

Sadly, the only team left with an interest in the World Rally Championship is Lancia, and there was no doubt that the three Italian cars, backed by two refettled practice cars, would dominate the event. The works drivers were Juha Kankkunen, Markku Alén, and Massimo Biasion, and the only pre-start question was not which of these three would win, but which would be allowed to win.

In the past twelve months or so it has become commonplace for Lancia to dominate World Championship rallies to such an extent that the team management has been able to choose its own winner from among its leading drivers. More recently, the story has been that whoever is leading at half distance should keep that lead to the end, thereby confining all the fighting to the first half, after which sufficient time should remain to recover from any unexpected disaster.

Some will argue that a team manager has every right to make sure his drivers do not indulge in battling between themselves, risking retirement for the sake of personal glory rather than that of the team. After all, he who pays the piper calls the tune, a principle with which we entirely agree and which is all too often ignored nowadays.

We find ourselves in sympathy with Cesare Fiorio to a certain extent, for it is his brief to achieve maximum success for his team, not one driver more than another, but it has seemed that favouritism has crept in occasionally — during the Monte Carlo Rally for instance.

A Lancia victory by a chosen driver may be good for the team, but it certainly does not do rallying any good. On the contrary, the sport's

public image can only have been tarnished considerably by a practice which gives the impression drivers can choose among themselves which of them should win.

Another bad effect of such management control is the effective reduction of competitive distance. FISA's curbs have left rallies with greatly reduced distances and much of their traditional and vital punch weakened to a mere slap. A team manager's decision that only the first half should be tackled competitively, leaving the second half a mere token procession simply to stay ahead of the opposition, shortens the distance even further.

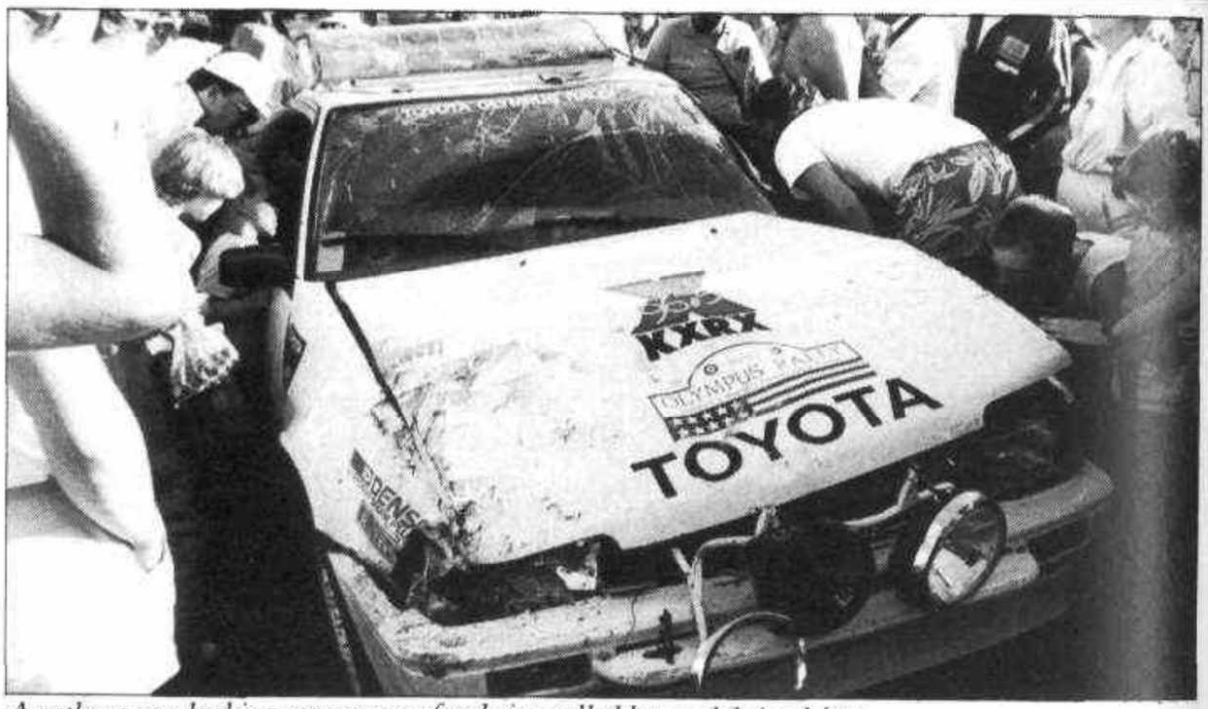
What we really need, of course, is more teams capable of matching Lancia's Group A performance, making it very risky indeed for a manager (Fiorio or anyone else) to slow one man down so that another can win.

In Washington, Lancia's opposition was hardly in the same class. Only Nissan and Toyota sent teams of any note, and only because the two Japanese manufacturers value the US market. Despite the skills of Björn Waldegård and Lars-Erik Torph in Toyota Supras, and of Mikael Ericsson, Per Eklund and Shekhar Mehta in Nissan 200SXs, their cars were no match for the Lancias, which really had things all their own way.

Fiorio's long-range team instructions from Turin were simple. If the Lancias held the lead positions when half of the total stage distance had been completed, they would keep those positions until the end. After that halfway mark, there was to be no more fighting within the team, and if positions did inadvertently change, they should be changed back before the finish to those of half-distance. He was acting in his team's interests, of course, but for the leading drivers at least, he was effectively reducing a rally of some 380 stage miles to one of just 190.

In that first half, starting with two tarmac stages which were designed to attract spectators but which did not succeed too well, it was Biasion who made the best times. Alén was none too happy, having encountered a crashed course car and then a non-competing car on a special stage, fortunately being driven in the direction of stage travel, whilst Kankkunen was slowed for a while by a broken brake-pedal box.

As the magic halfway point approached, the order up front was Biasion, Kankkunen, Alén



A rather sorry-looking course-car after being rolled by a celebrity driver.

— although Kankkunen was very close behind the leader and reduced the gap to a mere six seconds.

Finally, Biasion slowed, his engine not producing its customary power and misfiring noticeably. Then came one of those ridiculously simple occurences which often have serious consequences; a plug lead came off. down on power, Biasion was unable to prevent Kankkunen getting ahead, and at half distance the Finn was in the lead.

Biason was bitterly disappointed, knowing that although he would have a good chance of regaining the lead in the second part of the rally, he would be bound by team orders not to do so. Kankkunen, on the other hand, was delighted. Having followed instructions and given up certain victory more than once since joining the Lancia team, he found himself in the unfamiliar situation of being on the benefit side of team politics for a change.

As the rally progressed, Biasion made a series of best times, and in fact regained the lead, but this was by no means an indication of what the result would be. Just as Kankkunen had slowed, even stopped, near the end of the Monte Carlo Rally's final stage, so Biasion slowed towards the end of the Olympus Rally, allowing his team-mate Kankkunen to win by just twelve seconds. Alén finished third, and that, in fact, is the present order at the head of the World Championship table.

As for the rest of the competitors, Torph first put his Toyota off the road, and later retired when his engine blew up; Mikael Ericsson's Nissan never seemed to be running properly, and endless ignition problems delayed him so much that he eventually exceeded his maximum lateness and was out; John Buffum rolled his Audi Coupé Quattro and could not regain the road, whilst Recalde did the same to his Lancia, though he did manage to get going again; Eklund, hitting an unexpected watersplash which had been dry during practice, grabbed for the wiper switch only to discover it was the fuel pump switch, and promptly stopped!

Rough edges still need to be smoothed from what is now the USA's premier rally, and it could certainly do with more support from the authorities, the public, the news media and from competitors, but everyone who went this year seemed to enjoy it.

Biasion was disappointed, of course; Alén too, after various small problems had slowed him. But all three Lancia drivers are still in with a chance of becoming World Champion, and the fight ahead could be very interesting —if they are allowed to fight, that is! **GP**

1987 WORLD CHAMPIONSHIP

Drivers (after 7 rounds)

Juha Kankkunen (SF)	72
Markku Alén (SF)	60
Massimo Biasion (I)	54
Jean Ragnotti (F)	37
Hannu Mikkola (SF)	32
Walter Röhrl (D)	27
Kenneth Eriksson (S)	21
François Chatriot (F)	20
Timo Salonen (SF)	20
Bernard Beguin (F)	20

Manufacturers (after 7 rounds)

Lancia	114
Audi	62
Volkswagen	47
Renault	45
mazda	42
Ford	28
Toyota	22
BMW	20
Subaru	10
Nissan	9
Opel	2
Fiat	1

RESULTS

Olympus Rally, June 25-29

1st:	Juha Kankkunen (SF)/Juha Piironen (SF)	Lancia Delta HF 4wd, Gp A	5h 59m 24s
2nd:	Massimo Biasion (I)/Tiziano Siviero (I)	Lancia Delta HF 4wd, Gp A	5h 59m 36s
3rd:	Markku Alén (SF)/Ilkka Kivimäki (SF)	Lancia Delta HF 4wd, Gp A	6h 00m 06s
4th:	Rod Millen (NZ)/John Bellefleur (CDN)	Mazda 323 4wd, Gp A	6h 11m 12s
5th:	Paolo Alessandrini/Alessandro Alessandrini (I)	Renault 11 Turbo, Gp A	6h 14m 05s
6th:	Björn Waldegård (S)/Fred Gallagher (GB)	Toyota Supra 3.0i, Gp A	6h 17m 26s
7th:	Jorge Recalde (RI)/Jorge Del Buono (RI)	Lancia Delta HF 4wd, Gp A	6h 23m 07s
8th:	Shekhar Mehta (EAK)/Yvonne Mehta (EAK)	Nissan 200ZX, Gp A	6h 24m 46s
9th:	Per Eklund (S)/David Whittock (GB)	Nissan 200ZX, Gp A	6h 25m 03s
10th:	Clive Smith (USA)/Harry Ward (USA)	Toyota Corolla GTS, Gp A	6h 35m 06s

47 starters, 23 finishers



Though new to the Renault 11 and to front-wheel drive, Kalevi Aho won Turkey's premier rally.

Turkish Delight

When an Arab bids you *bore da* outside an Istanbul hotel room, there can be no doubting the international nature of the occasion. Turkey's Marlboro Günaydin Rally was indeed far more cosmopolitan in character than most events (even though it is not part of the World Championship), and not merely because its route took in both sides of the Bosphorus, with stages in Europe and Asia.

No less than 16 nationalities were represented among the 53 starters, who came from Algeria, Austria, Bulgaria, Czechoslovakia, Finland, France, Germany, Great Britain, Greece, Hungary, Italy, Poland, Rumania, Switzerland, Turkey and the United Arab Emirates — and not a factory team among them. All were privateers, though some were backed by importers, dealers or other sponsors.

The favourites were Kalevi Aho from Finland driving a Renault 11 Turbo, Mauro Pregliasco from Italy in a Group N Lancia Delta and Mohammad Bin Sulayam from Dubai in a Ford Sierra Cosworth prepared in Britain. Many others were nevertheless in with a chance, and it made a refreshing change to see a balanced field of amateurs with no heavyweight manufacturers tipping the scales in favour of professionals.

Based at Istanbul, where the Hotel Demirköy provided convenient accommodation, ample parking space but the most unbelievably bad service, the route was divided into three parts, the first and last largely in a forest area on the West Bank just north of the city, and the second further to the east, on the Anatolian side of the waterway which provides access between the Black Sea and the Mediterranean.

On the first special stage, local favourite Rene Kosibay was put out of the rally when one of his Mitsubishi Starion's wheels flew off, all its studs having sheared. Another to go at this early stage was the Rover 3500 of British pair Nick Edmond and Ken Cooper. The big car rolled, smashing the windscreen, breaking the engine mounts and splitting the clutch master cylinder in two. Another Rover 3500 was slowed when its clutch pedal pin fell out.

Bin Sulayam came to a stop on the third stage when the coupling between the gearbox and prop-shaft of his Sierra disintegrated. By the time his British mechanics had sprinted to his aid and fitted new parts, he had lost about half an hour on the stage and 27 minutes on the road, perilously close to the 30-minute maximum. Later, a broken differential was more than his slender remaining lateness could stand. Pregliasco was delayed when he hit two logs lying in the road, one of which flew up and punctured his Lancia's radiator.

Aho, on the other hand, even though front-wheel drive and the Renault 11 were both new to him, experienced no delays and was able to take the lead and hold it — albeit with blistered hands, due to an uncomfortable driving position (his seat was incorrectly positioned) and the unfamiliar steering stiffness of the FWD car. Towards the end, he had a heart-stopping moment when he encountered a horse and cart coming towards him on a special stage. He just managed to squeeze through the gap with no more than a few small side-panel scars to show for it.

Another drama came later when, on the way from the last special stage to the finish at Istanbul's St Sophia Square, the Renault's engine began misfiring and making very serious sounds indeed. The car just about made the finishing ramp, but the rally had ended not a moment too soon for the victorious Finnish pair.

There was a distinctly Nordic air about the celebrations afterwards, for not only were there representatives of Marlboro, the OKO Bank and Mobira radio telephones, but the Finnish Ambassador himself. We have noticed on many occasions that Finland's diplomatic officers overseas invariably appear to support their country's sportsmen, and it is a pity that Whitehall deems such gestures too unimportant to be considered.

The Günaydin Rally may not have had the slickest organisation in the world, and it did not need a fastidious FISA man to pick holes in it, but its informality was a delight. We need more like it. **GP**

RESULTS
Gunaydin Rally, June 26-29

1st:	K. Aho (SF)/T. Hakala (SF)	Renault 11 Turbo, Gp A	4h 05m 20s
2nd:	E. Yerliçi (TR)/A. Hanibu (TR)	Peugeot 205 GTI, Gp A	4h 16m 23s
3rd:	V. Tsobanopoulos (GR)/D. Nakis (GR)	Lancia Delta HF 4 wd, Gp N	4h 26m 16s
4th:	K. Göttlicher (A)/K. Janda (A)	Mazda 323 T 4wd, Gp A	4h 27m 58s
5th:	M. Pregliasco (I)/D. Cianci (I)	Lancia Delta HF, 4wd, Gp N	4h 30m 22s
6th:	V. Diker (TR)/U. Kongur	Opel Kadett, Gp A	4h 44m 41s
7th:	A. Merter (TR)/H. Okcuoglu (TR)	Mitsubishi Starion, Gp A	4h 50m 03s
8th:	S. Yenisey (TR)/A. Fisekci (TR)	Dacia 1310, Gp A	4h 54m 47s
9th:	E. Schrimpf (A)/J. Hutz (A)	Peugeot 205 GTi, Gp N	4h 57m 32s
10th:	E. Kaya (TR)/A. Bramahay (TR)	Dacia 1310, Gp A	5h 05m 48s

53 starters, 16 finishers



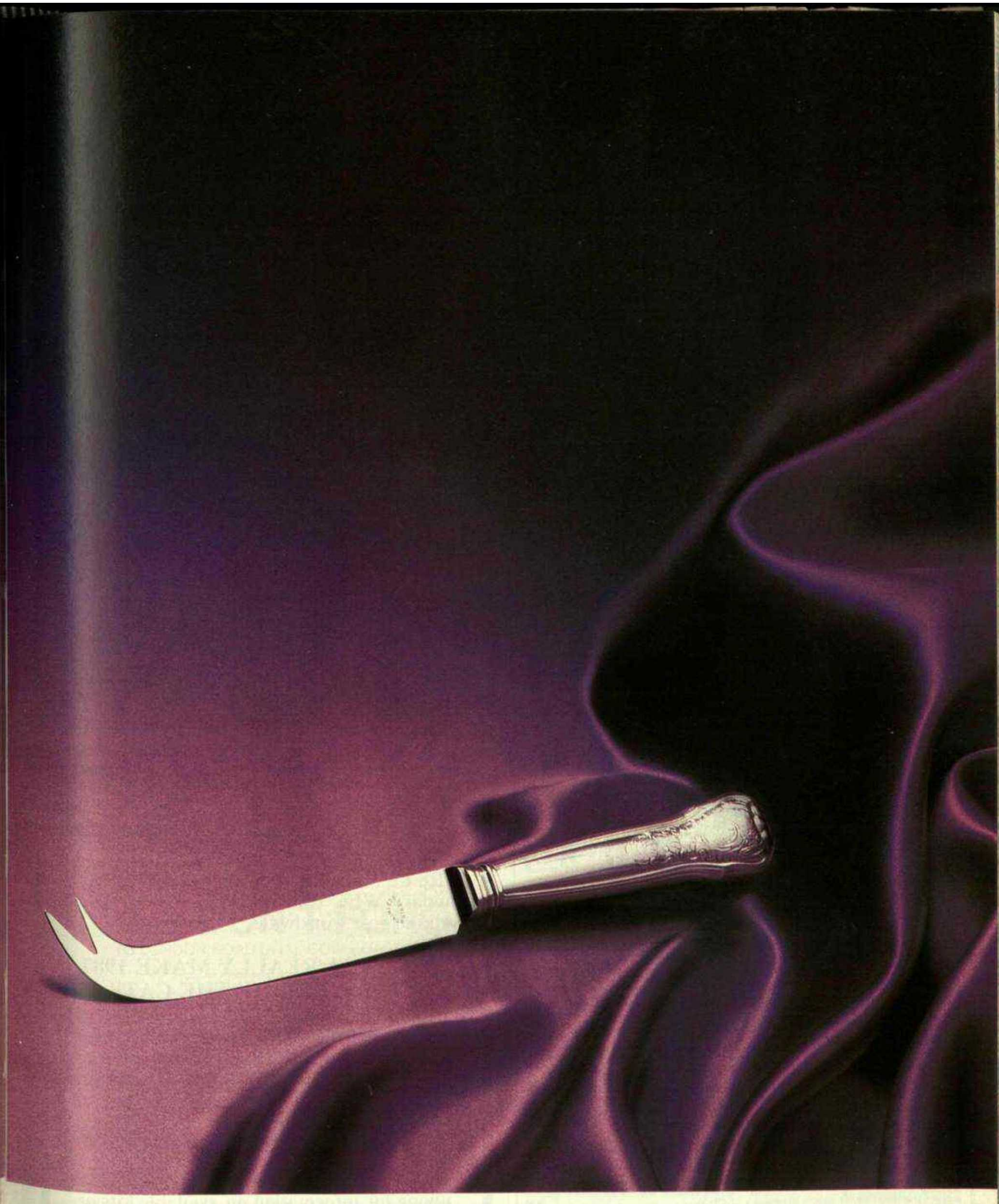
Mohammad Bin Sulayam's Ford Sierra Cosworth prepares to lead off from Istanbul.



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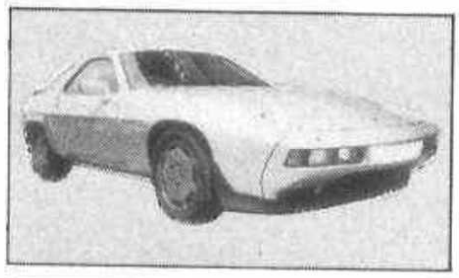
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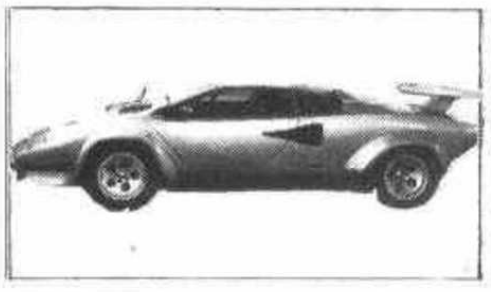
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AUTOFARM PORSCHE SPECIALISTS



Round one: Mauricio Gugelmin's Ralt-Honda (No 8) wins at Silverstone.

Stepping Stone



Round two: Stefano Modena dominates at Vallelunga in a March-Cosworth.



Round three: Michel Trollé's Lola defeats Britain's Mark Blundell at a rainy Spa.



Round four: Yannick Dalmas returns from injury to win the Pau street race in a March.



Round five: Luis Perez Sala wins from pole position at Donington in a Lola-Cosworth.

Few international racing series are so competitive as to produce five different winners in as many races — and in three different chassis. But that was the proud boast of Formula One's baby brother, Formula 3000, after its Donington round on June 28.

The race was perhaps lost by the driving and mechanical errors of other contenders under pressure, as much as it was won by Spaniard Luis Sala's Lola, but none of the three race leaders was ever out of sight of the pack, and the result was in doubt until the last of the 50 laps.

F3000 was inaugurated in 1985 for largely negative reasons (to find a new home for the redundant 3-litre Cosworth DFV and to replace the stagnating Formula Two category) and, to judge from the size of attendances, FISA's promotional guru Bernie Ecclestone has work still to do. But the raw materials are there: Nigel Mansell's pole position margin in the Detroit GP (1.34 sec) would have embraced the fastest *twelve* qualifiers at Donington! Furthermore, 34 drivers were entered for the Derbyshire event, and all but six of the 26 permitted to start were classified as finishers.

The formula for success is simple. Engines are readily available, and the regulation 9000 rpm limiter, flat bottoms, restricted wing sizes and standard specification tyres prevent competitive gaps of the kind F1 suffers. With March, Lola and Ralt chassis evenly matched, and the Cosworth unit challenged only by the Honda engine in the works Ralts, F3000 is very much a driver's formula, making it a surer stepping stone to F1 than was F2 in its twilight years.



The short sidepods and open rear bodywork of Pierre-Henri Raphanel's March are typical.

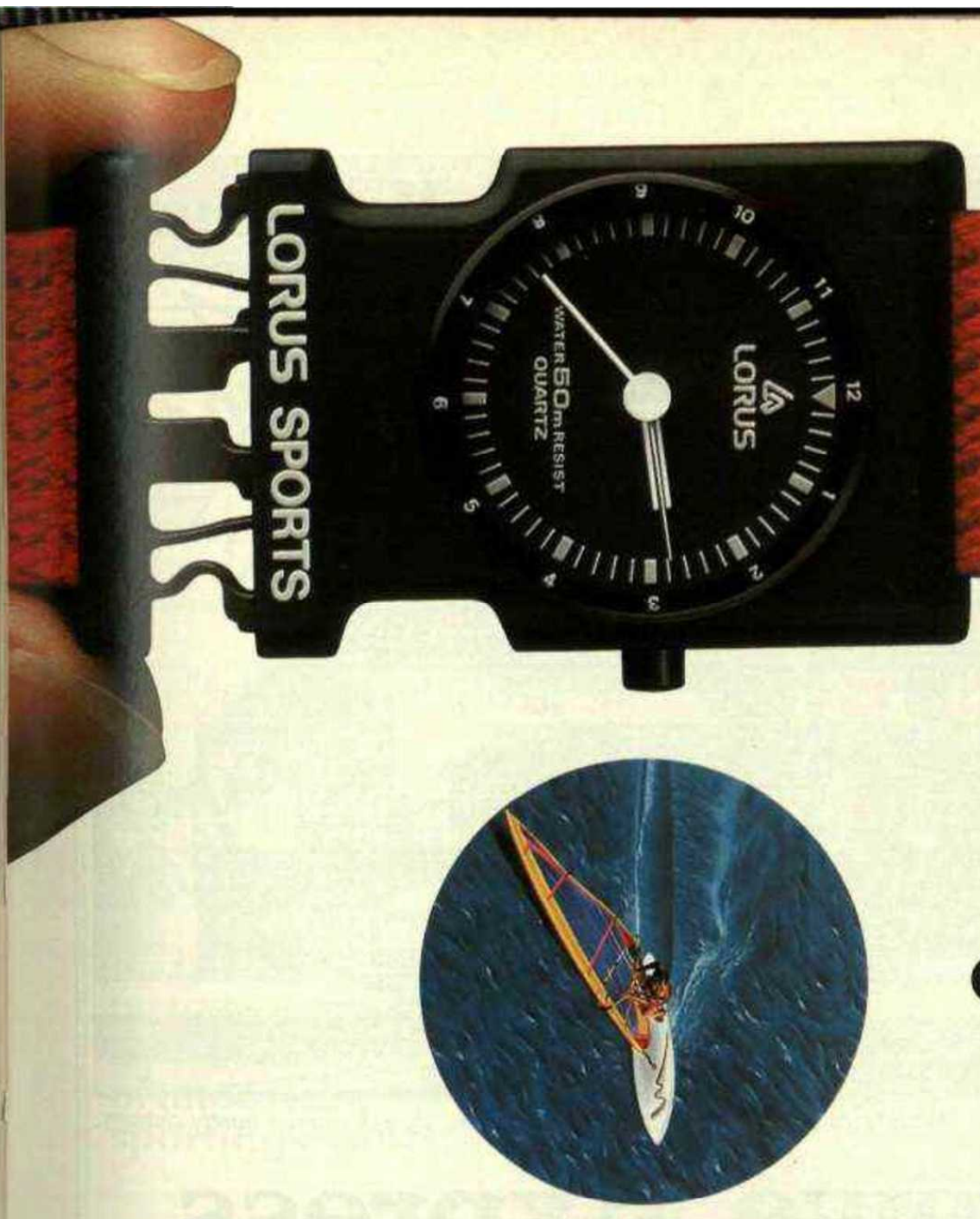
Seven current Grand Prix drivers graduated directly, including F3000's two champions to date, Christian Danner and Ivan Capelli. Naturally, the coming men who have proved themselves in national F3 championships are queueing to follow their lead, six British hopefuls among them.

The circus returns to Britain this month for rounds at Brands Hatch and Birmingham, where the Bank Holiday SuperPrix will bring colourful street-racing and big crowds to the Midlands.

GT



Roberto Moreno's Ralt-Honda spins onto the grass and out of the lead at Donington.





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Fuel-injection, giving more power from less fuel, heads the list of mainly invisible changes in the Rolls-Royce and Bentley ranges. Apart from a new design of air-dam, all other revisions are under the skin, including anti-lock brakes which are now standard, improved air-conditioning, and a larger radiator.

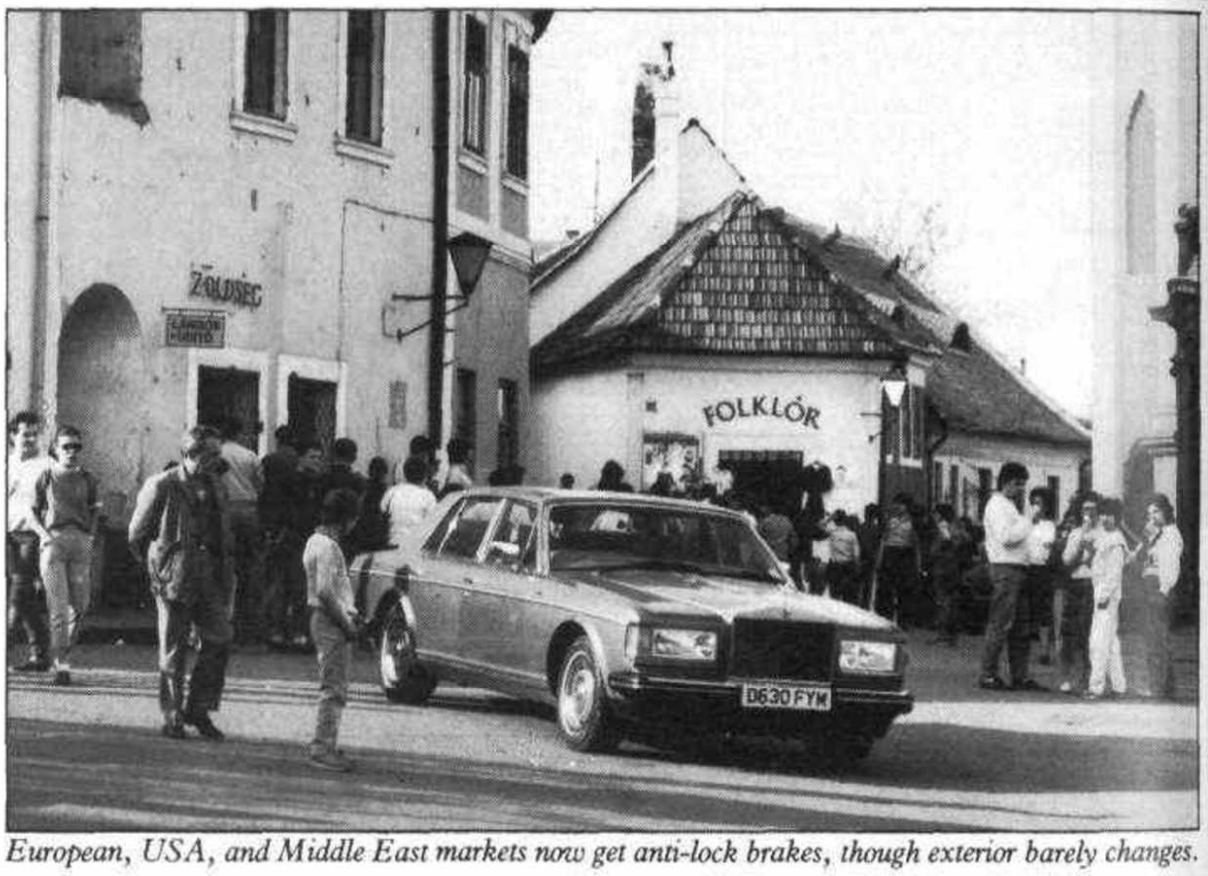
Inside, the front seats have been restyled to give improved lateral support, and now feature four push-button memory positions. New cylinder heads and low-friction pistons combine with petrol injection system to raise the power by 20%, while at the same time boosting economy.

These revisions are shared by both marques in the stable, the Silver Spirit and the long-wheelbase Spur behind the Spirit of Ecstasy, and the Mulsanne and Bentley Eight under the winged B. That leaves the Bentley Turbo R, which has also gained horsepower with the injection system, though with a smaller jump of 10%. A digital ignition system with twin distributors and twin coils and a new exhaust manifold designed to reduce back pressure are also incorporated. Sports-style seats with the memory system and a sports steering wheel emphasise the performance aspect.

A few years ago, driving a modern Bentley around a race circuit would have sounded a ludicrous proposition, but that was just what the company arranged recently to demonstrate the abilities of the Turbo R. The venue was the Hungaroring outside Budapest, a fairly tight and demanding ordeal for any road car, and a fleet of gleaming Turbos was waiting when the Press arrived.

It is rather ususual to be so far from the ground on a race circuit, which emphasised the angle of roll, but overall the handling was impressive; pressing on inevitably removes rubber from the front tyres, but the light steering allows easy compensation. Grip is really very high, and the tauter suspension settings of the latest model keep the bulky body well under control as the car switches from left to right lock. Even more important, the increased side-support of the seats does a good deal to keep the driver in place, so that he can enjoy this performance. However, they are hardly in danger of rivalling Recaro units, the bench-mark in sport seating.

No brake fade showed up on the track, although the enormous impulsion of the 6750cc V8 rapidly pushed the weighty car to very high speeds — remember that this luxury limousine can turn in 0-60 times of around seven seconds. And back on the motorway the Turbo proved that it will wind its speedometer needle off the clock at 145 mph plus.



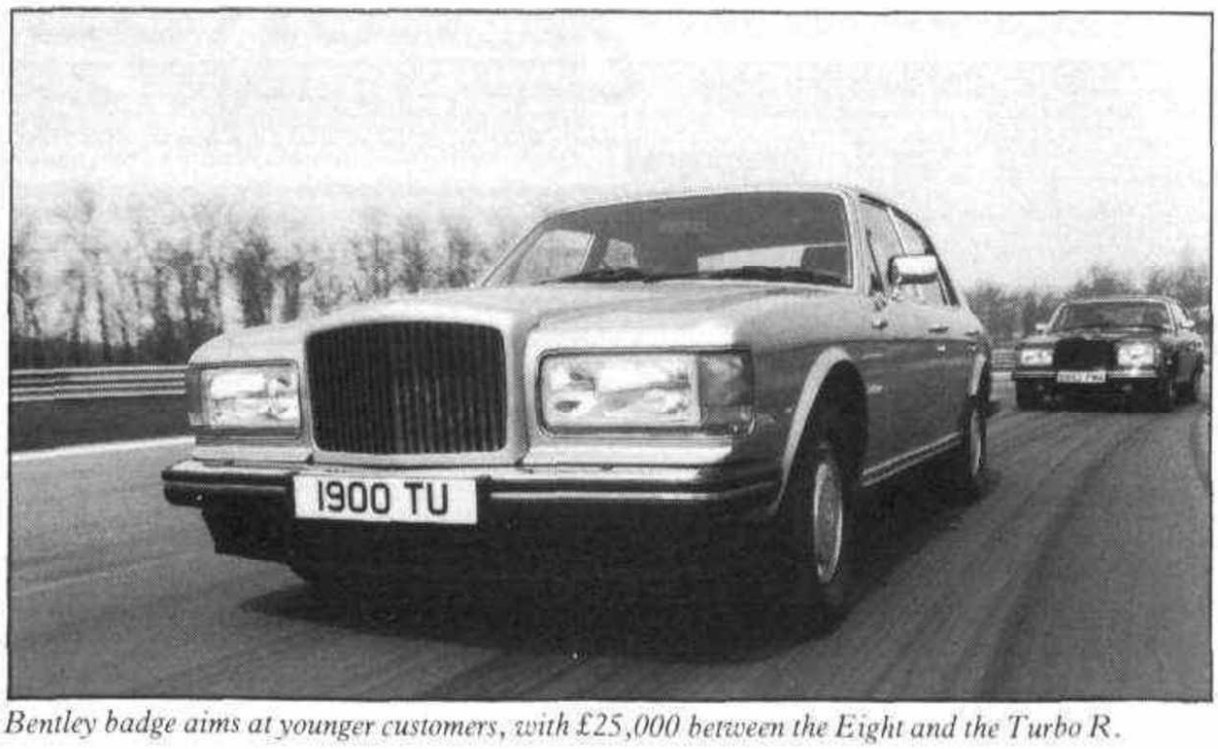
European, USA, and Middle East markets now get anti-lock brakes, though exterior barely changes.

The company's overt intention to give the Bentley name a sporting image again is quite apparent in the Turbo R. In its early form, the Mulsanne Turbo chassis was simply not up to using the performance; its soft spring rates heaved passengers around alarmingly when driven quickly through bends. Stiffer suspension on the R version means that the driver can comfortably use the grip of the fat Avon tyres, although the overall ride quality is still rather gentle and soothing. The normally-aspirated Mulsanne and Eight models also have a slightly firmer feel, in common with the Spirit.

Taking a Spirit over a winding B-road and down into the Danube valley, apart from showing off some of the beautiful scenery that Hungary has to offer, proved that these chassis revisions make a worthwhile difference: the body is no longer prone to falling behind what the wheels are up to. Now the response to steering inputs is more positive at speed, and roll seems better controlled, although the car's progress remains outstandingly smooth and placid.

Riding in a Rolls-Royce remains a very special experience; old-fashioned care is visible everywhere, from the burr walnut dashboard to the magnetically closed cover over the boot-lock. A bi-level air-conditioning system second to none is but one of the material comforts inside, but it is the astonishing quiet and calm of the interior with its lofty outlook which sets Rolls-Royce travel apart.

Prices: Rolls-Royce Silver Spirit — £68,944. Bentley Eight — £54,692. Mulsanne — £64,721. Turbo R — £79,397. **GC**



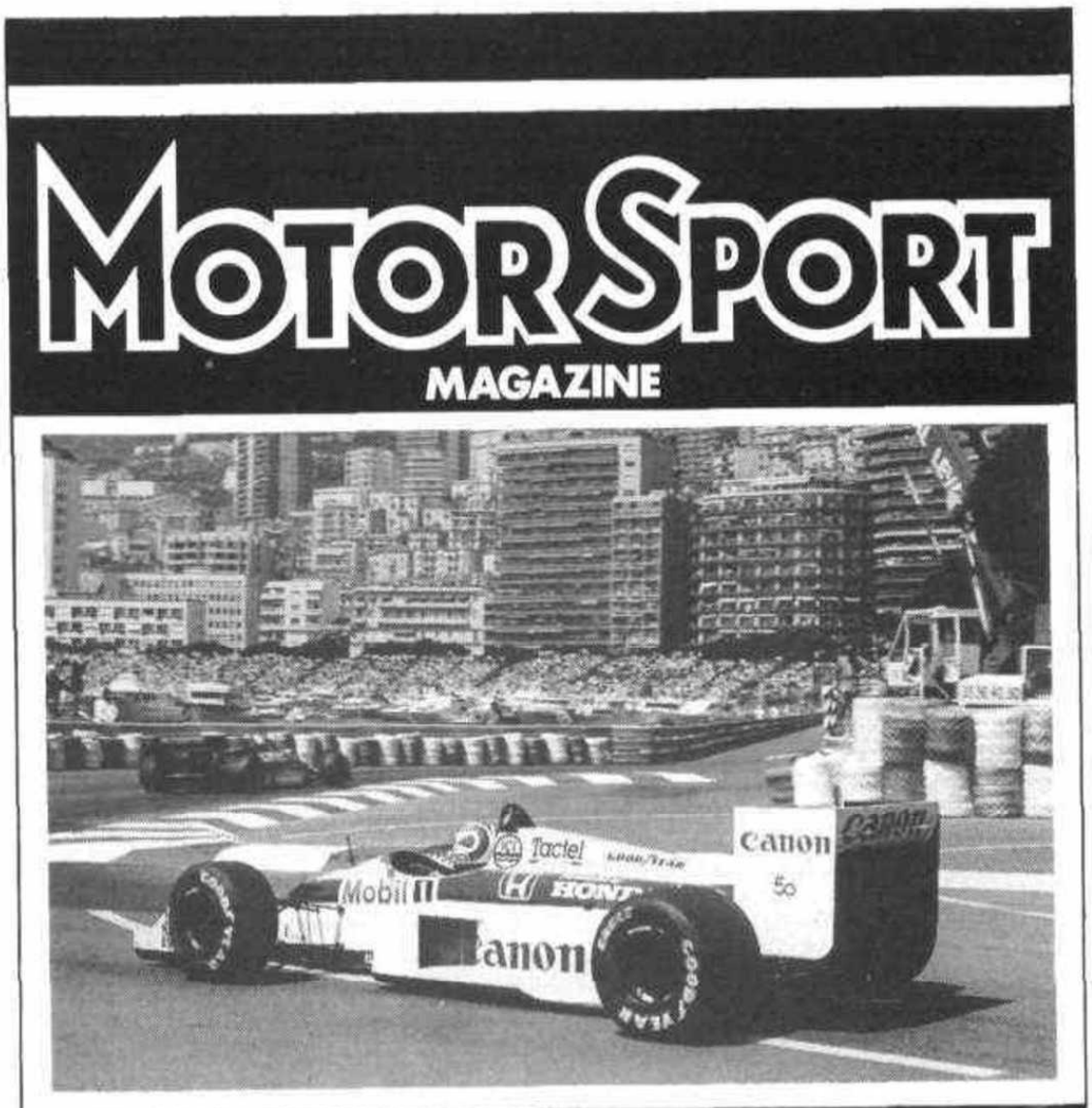
Bentley badge aims at younger customers, with £25,000 between the Eight and the Turbo R.

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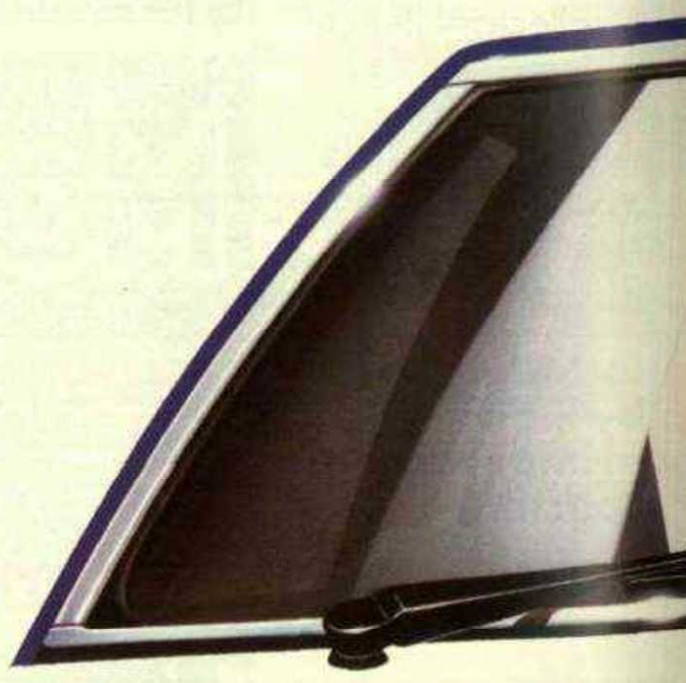
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(The offer is only available on any car loan taken out on or before 18 September 1987.) ©Midland Bank plc 1987

C A R L O A N S

Alfa Romeo 164



On the Quiet

The European Type 4 saloon family will be completed in September when the Alfa Romeo 164, a big front-drive model sharing its chassis design with the Saab 9000, the Lancia Thema and the Fiat Croma, makes its public debut at Frankfurt.

Power units will include the 148bhp 2-litre Twin Spark and the 192bhp 3-litre V6 (the two units earmarked for the British market), a 1.8-litre turbo developing 175bhp (for the Italian market), and a 117bhp 2.5-litre turbo diesel.

It looks, at last, as though the Italian make has come out of its bewildered state and made a determined effort to recapture the magic which used to be associated with its badge. Styling, by Pininfarina, is perhaps the best yet seen on this co-operative chassis; the instruments are clear and handsome; the driving position is exemplary; the ride comfort is superb, and performance excellent in all versions, the 2-litre and 3-litre models being particularly vivacious and satisfying.

Four laps of a 12-mile circuit centred on Alfa Romeo's Balocco test track near Milan is an admittedly brief introduction to the three leading models, but it was long enough to form an extremely favourable impression. Full-scale road tests will have to wait until the 164's public debut, but Alfa invited a very limited number of European publications, including MOTOR SPORT, to become acquainted with a car which is likely to be the most significant of the autumn announcements.

The presence of Vittorio Ghidella, chairman of the Fiat Group, lent weight to the introduction, and he made some interesting statements about the company which Fiat has controlled since January 1.

That Alfa Romeo will be re-established is beyond doubt, the plan to capture 1% of the European market suggesting 120,000 cars annually. In addition, Alfa Romeo has an eventual target of 60,000 car sales in America, and each new model introduced from now on will be targeted for the States. New models will include a two-door coupé version of the 164, a higher-performance 24-valve version of the V6 engine, and later a new sportscar and a front-drive replacement for the type 75.

Fiat will concentrate on volume production, Lancia on luxury and Alfa Romeo on high performance, though certainly not lacking in luxury. Ghidella is rather modest in confirming that Lancia would aim at Mercedes' customers and Alfa Romeo at BMW's, saying that "those are fine makes, with a high reputation", but that is certainly the general direction.

Alfa Romeo is also working on its own four-wheel drive system, different from Lancia's, which is likely to be seen when new versions, with more than 200bhp, appear.

Although the 164 seems to put its power down very well, film of the car cornering on the Balocco track with smoke pouring from its front tyres does underline the fact that only so much power can be applied to the steered wheels. Can a high-performing saloon be entirely satisfactory in front-drive form?

"Most people like front-wheel drive for its safety, stability and ease of driving," says Ghidella. "We think we will need four-wheel drive for more powerful versions, but at the moment there are new problems to solve."

Fiat did not have any control over the 164's design and development, but there is no doubt that it would have been front-drive anyway. Alfa Romeo has made some fairly dramatic losses in the past few years and, with a total production of under 170,000 cars in 1986, could not possibly have developed its own top-line saloon without some form of co-operation . . . and the Type 4 chassis cannot very easily be adapted to rear-drive. Now three of the four versions, all except Saab's, are made by the Fiat Group, and the economies of scale are easy to imagine.

All versions of the 164 feature transverse power units which are tilted forwards to allow a low bonnet line, and the Cd is good at 0.305. The front and rear screens are bonded in place, the wipers semi-concealed when parked, and the doors have the characteristic Type 4 wrap-over at the top. A leading feature of the 164 is the prominent Alfa Romeo heart-shaped grille at the front, vital for model identification when the Type 4's overall shapes have so much in common.

MacPherson struts are used for the front and rear suspensions, the rear having the usual semi-trailing arm wheel location, and Bosch ABS assists the braking for the four-wheel disc brakes. The steering system is power-assisted rack and pinion, and the steering column is adjustable for both height and reach, using one lock lever under the shrouding.

The V6 has air conditioning as standard equipment, and if there is one hangover from Alfa Romeo's less distinguished period, it is that there are no fewer than 22 rocker and push button switches around the fascia and centre tunnel

First impressions are of a spacious and comfortable interior, with well-cushioned seats which have all the adjustment needed to accommodate tall and short occupants; the pedals, too, are well located and there is a wide footrest on the wheel arch.

Second impressions are of good acceleration, the V6 model having a delightful and characteristic hard-edged growl which would, for many people, justify the choice of a 164 over any of its rivals. The ride is surprisingly supple and noise levels very low, almost in the Jaguar class, though there is a small penalty in roll when turning into corners at speed. The Alfa's springing does allow it to tilt a few degrees entering a corner, but the roll is controlled and is quite acceptable for a luxury saloon.

Of the models which will come to Britain in the summer of 1988, the 164 2-litre has a top speed of 130mph, and will accelerate to 62mph in a claimed 9.2 seconds, while the 3-litre has a top speed of 143mph and accelerates to 62mph in 7.7 seconds. They will both be regarded as top-performance models with a high degree of luxury, and are expected to reach the British market fully equipped, at prices which will substantially undercut those of German manufacturers.

No one is claiming Alfa Romeo's haul back to respectability will be easy, least of all Signor Ghidella, but the 164 is the first of a new generation which cannot fail to impress potential buyers. If it builds a good reputation, and succeeding models recapture some of the glamour, Alfa Romeo should be on the way back by 1990.

MLC



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Not only that but a second Sierra finished on the same lap, Jerry Mahony's car.

And yet another came third, Mike Smith's Mobil 1 entry, with 1875 miles on the clock. He could have been in Minsk in time for the breakfast show!

Which brings us to another item of news. Simultaneously with the Willhire event, another 24 hour race was run at the famous Nurburgring track in Germany. With no less than 180 starters.

And that was won by, you guessed it, another Sierra Cosworth.

As far as we know it's the only occasion when the same make of car has won two 24 hour races in the same 24 hours.

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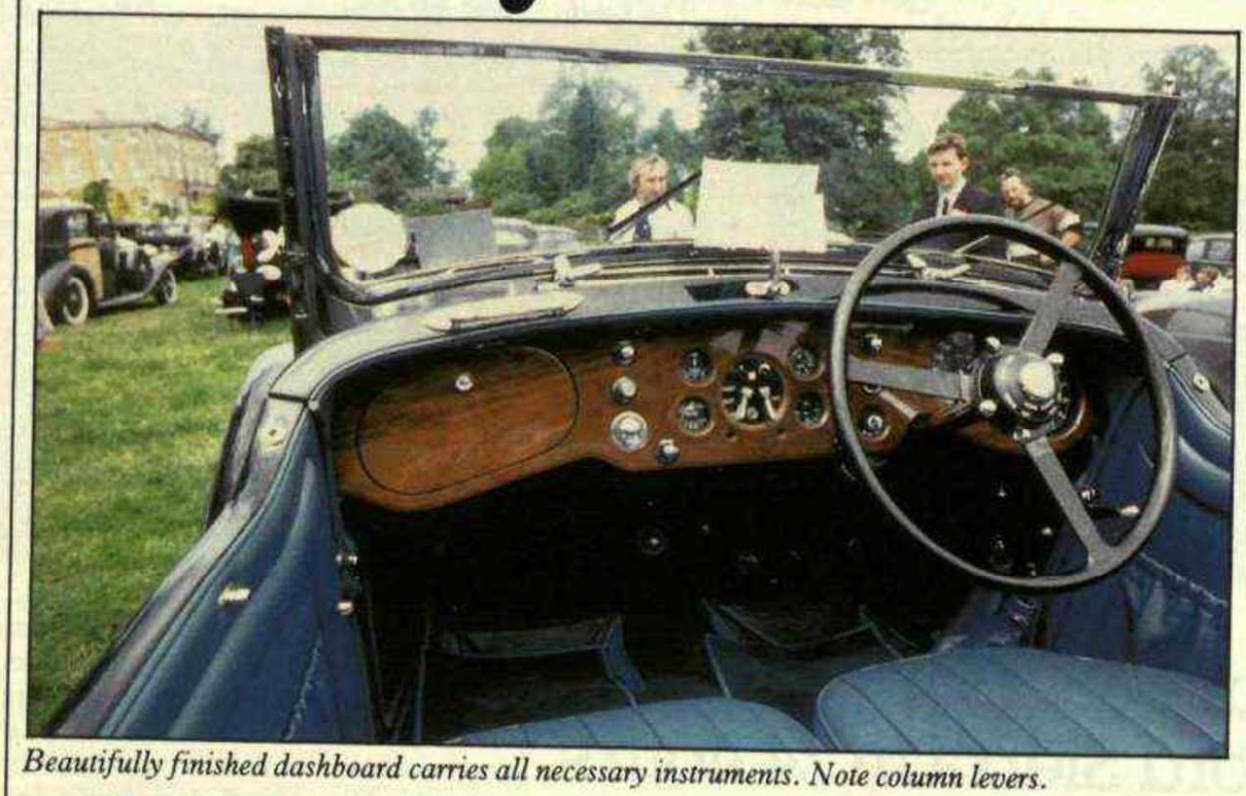
Where are you planning on going in the next 24 hours?

Ford



The Bentley's sweeping lines disguise the sheer size of this lovely car.

Derby Winner



Beautifully finished dashboard carries all necessary instruments. Note column levers.



Lunch — one of the pleasures of the meeting.

Appearing at the Rolls Royce EC's Pearl Jubilee Concours and Rally in an ordinary car would have seemed very inappropriate, so I was delighted to accept the offer to take a very well-known Derby Bentley up to Courteenhall, the Northamptonshire house providing a venue for this thirtieth annual gathering.

Richard Shaw's 1937 4¼-litre Van den Plas tourer, one of only a handful built, is in very original form and beautiful condition, with pale blue carpets matching its dark blue tonneau, and was a concours winner last year. A prime example of the British tourer at its best, the 4¼ was hailed in its day for its silence, reliability, and quiet, whether carrying a closed or open body.

The rear-hinged doors are quite small, but stepping up into the car is easy, slightly more so for the passenger. A lasting Bentley and Rolls Royce feature was the right-hand gearchange, which moved from outdoors to indoors but remained on the off-side until the column-mounted auto selector became standard in the S series. Contemporary tests imply that this does not impede access, but in fact the feet have to be threaded pretty carefully past the lever. A similar vertical fly-off handbrake lever is tucked out of the way behind the gearstick, though easy enough to reach.

To a driver brought up in a seat-belt, the cut-away doors, low seat backs and flat on the floor driving position seem strange and insecure, but the best location comes from a good grip on the broad steering wheel. In the centre of this are four levers: hand throttle, starting or choke control, ignition advance/retard, and the ride adjuster which varies the rear suspension stiffness.

Set in the polished dashboard behind the wheel are rev-counter and speedometer, and in the middle are minor gauges and the switches — no key is needed to start. Semaphore-type indicators are controlled by a large knob under the dash (which actually works back to front), and the only feature strange in today's view is the one-shot chassis lubrication pedal (press once every 100 miles).

Starting the engine is straightforward: turn the ignition switch on, retard the ignition to avoid any chance of a kick-back, move the starting lever to the 'start' position, and press the black button. With a gruff whirr, the car comes to life and immediately settles to a quiet purr. The lever snicks into first, the handbrake flicks off, and the great car rolls smoothly away.

There is no doubt that these cars deserved their "silent sportscar" slogan; despite four and a quarter litres thumping away under the bonnet, mechanical noise is almost absent at idle, rising to a distant roar at high revs, most of which comes from the hearty exhaust pipe. I had been told by the owner that 3000rpm was a happy cruising pace, and as this offers 65 mph, I expected to be able to keep up with most of the traffic.

What I did not expect was to find myself overtaking so much of it. Not only was this a fast car in its day, it is still astonishingly quick amongst today's traffic. Once accustomed to the gearchange, as delicate and close as that of a motorcycle, it was easy to thunder away from traffic lights leaving wide-eyed tintop motorists trailing.

Although the rated power of the 4¼-litre sounds somewhat low today at 125 bhp for a vehicle of this weight, the vital figure is the torque: a massive 205 lb ft explains why this thing is so fast, and why it will rumble up almost any hill in top gear, proceeding with the inexorability of a steam-roller. Yet it can be driven in a properly sporting manner, clicking down a ratio or two and powering through open bends with squealing tyres, and then pulling the lever back with fingertip pressure into top and watching the verge fly by

at a loafing 3000 revs. Third and top are synchronised, and need a little more time to engage, but the other two will slip in instantly, aided by the easy clutch action.

A firm grip is needed on the wheel when cornering; there is a moment's lag before the narrow tyres bite, and then the effort builds steadily as the car tries to run a little wide, but it balances out nicely if you are confident. And as the car's owner demonstrated with glee, lifting his throttle foot suddenly, it will slide beautifully around roundabouts — a magnificent sight.

I was so impressed by the performance of the car that Richard Shaw, enthusiastically determined to drive his car as its makers meant, suggested we took some figures:

10-30 mph: 4.18 sec 20-40 mph: 4.47 sec
30-50 mph: 5.40 sec 40-60 mph: 5.81 sec
50-70 mph: 5.72 sec

And standing starts were equally surprising:

0-50 mph: 8.5 sec 0-60 mph: 11.3 sec
0-70 mph: 16.64 sec 0-80 mph: 27.8 sec

During these runs, Richard let the needle spin to 4,400 rpm, higher than he has pushed before, but it felt as smooth as silk. Note how the acceleration slows above 70 mph, when wind resistance comes into play; nevertheless, this four-seater tourer will even now top 100 mph. And these figures were taken the day before the car's 50th birthday!

Undoubtedly, Van den Plas' drop-head tourer must be one of the most attractive to be fitted to the 4¼-litre chassis. The sloping door-line gives it a compact look, but rear passengers have plenty of room, and there are side-screens to go with the tall but elegant hood concealed under the tonneau.



Inside Albrecht's handsome Wraith Sedanca were some striking Art Deco appointments.

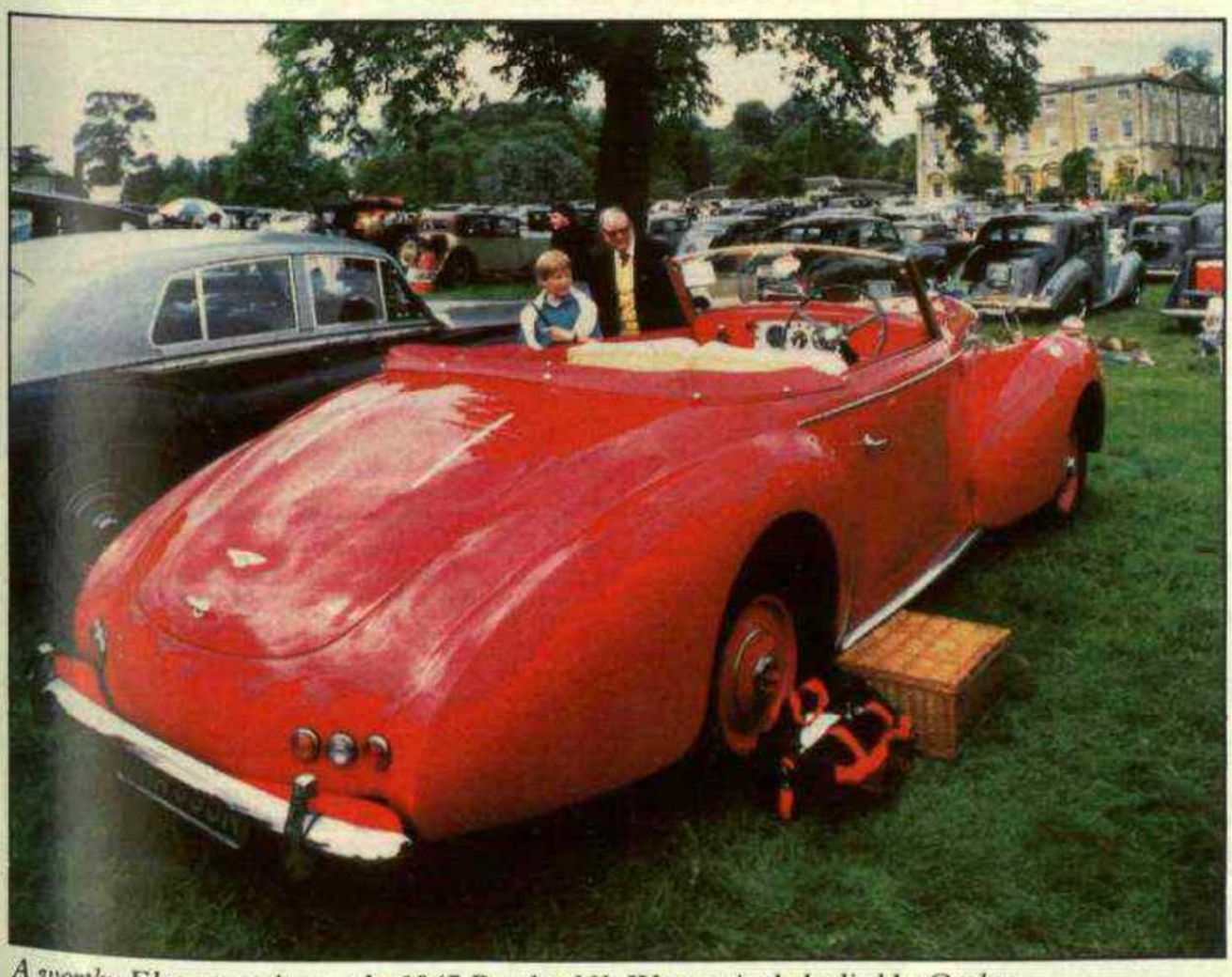
On the day at Courteenhall, the Oxford and Cambridge blue colours made it stand out even alongside its distinguished peers. As a first prize concours winner previously, the car was entered for the Masters class, but in the end this was not judged; heavy rain caused the cars to be diverted to another part of the grounds without the normal separation by class, and the committee felt that these divisions selected by card vote of members themselves would be at a disadvantage.

All other trophies were awarded, however, and winners included Roger Salter taking the Douglas Wood for best personal restoration on his Corsica-bodied 3½-litre Bentley, Harry Albrecht, Secretary of the Swiss section whose 1939 Sedanca Wraith carried off the H R Owen prize for best Gurney Nutting body, and Moore's Alpine Eagle replica was chosen Most Elegant in show. RREC Secretary Eric Barrass received the Edward Harris trophy for outstanding service, while the Observer award went to Ian Rimmer for his book on Experimental Rolls Royce and Bentley cars.

There were entries from five of the overseas Sections, including 25 from Sweden, but amongst imposing sedancas and limousines, my own favourite was a 1947 drophead coupé by Graber on a Bentley Mk VI, whose sweeping lines brought it a Most Elegant in Class rosette.

Returning to London via the A5, the Bentley again surprised ordinary cars by passing them with ease, or surging away from roundabouts ahead of them. Unlike later sportscars, wind buffeting is minimal inside, and of course the view is wonderful. Both the ride and the seats are comfortable, and the car really is so easy to drive that one can understand why its owner sometimes takes it to the office in preference to his Mercedes.

It is an ideal combination: a pre-war sportscar which is fast but reliable, elegant and spacious — summed up I think by the young lady marshall who guided us out of the Courteenhall gate. Having seen a hundred Rolls Royces and Bentleys depart already, she called after us "I really covet your car"! **GC**



A worthy Elegance winner, the 1947 Bentley Mk IV stunningly bodied by Graber.



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Cross-Channel Cruiser

It sounded like the recipe for an enjoyable trip — a sprint over to Paris and Reims to photograph the international gathering to celebrate the quarter-century of the Ferrari GTO (see MOTOR SPORT, July 1987). Obviously a fast car would be a good idea, and coincidentally there was a Lotus Esprit Turbo HC due at the same time. Lotus very promptly organised Green Cards and Customs declarations, ferries were booked, and after a Sunday Brands Hatch meeting, the bright red two-seater traversed seemingly endless road-works on its way to Dover.

Ferrari's Paris agent was the Monday morning rendezvous for this rally of GTO owners, and the Lotus was able to keep up a very high average to reach Paris by midnight, despite slowing for the fixed speed trap on the A1 some miles before the toll-booths north of Paris.

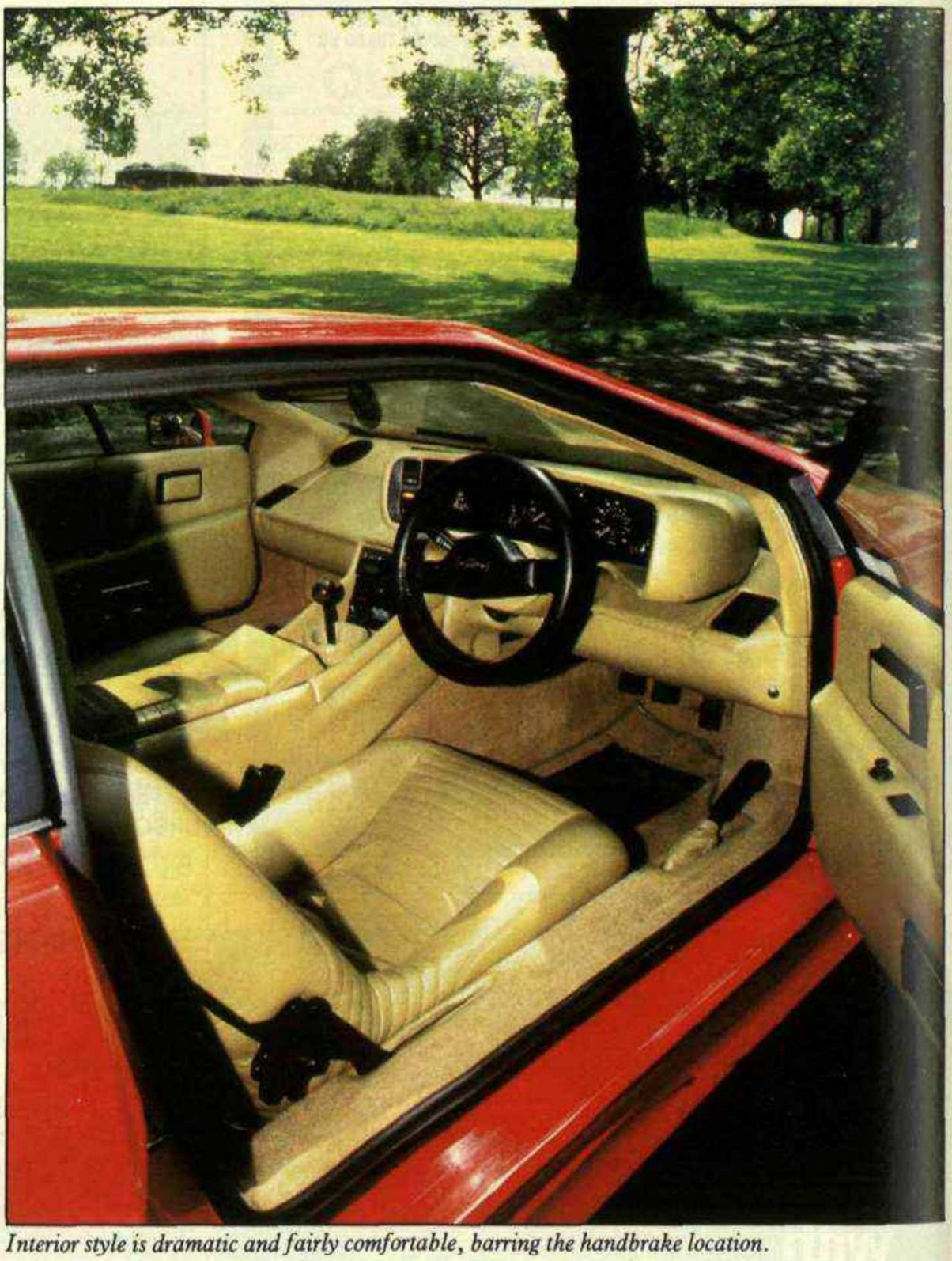
Our hotel being very close to the Ferrari dealer, there was plenty of time to inspect the cars before they left for the short drive to Reims and the remains of the Grand Prix circuit. We diverted briefly into town, discovering that although there is no view over the shoulder, the Esprit can be hustled through the Arc de Triomphe traffic by virtue of its bullet-like performance and precise steering. A stop-start suburban crawl finally led us to the autoroute for Reims, a relatively tight and sinuous road which demonstrated the car's high-speed abilities.

This was not the first time I have visited the derelict concrete pits and grandstands of what was once a major circuit, but it remains a slightly eerie experience. The massive stands are cracked and peeling, all glass has been knocked out of the four-storey control tower, and the paddock is completely overgrown. Yet this time the pit-lane was alive with cars and people waiting for the high-speed conducted tour that the Ferraris were to make.

Essentially triangular in shape, the Reims circuit is too straight to make any demands on a modern road car at any sensible speed, given that it has reverted to mere public road, so driving round it was no great test of the Lotus' character. It was on the uneven roads winding up into the village of Hautvillers, home of Dom Perignon, that its combination of superb handling and an over-hard ride began to show. Pushed hard, the front end wants to run wide, but a little more lock or less throttle immediately brings it to heel, even at high speeds.

Ours was a rapid sprint there and back, no more than 36 hours, but it served to illustrate how much country can be covered in a car of this nature. The return leg direct from Reims to Calais was very rapid indeed; leaving Champagne country at 5pm, we were back in London by 11 at night.

I could not say that we were fresh after this run: this is a hard, noisy car, which sacrifices some comfort for sheer speed. But given the right roads, it can be very exhilarating.

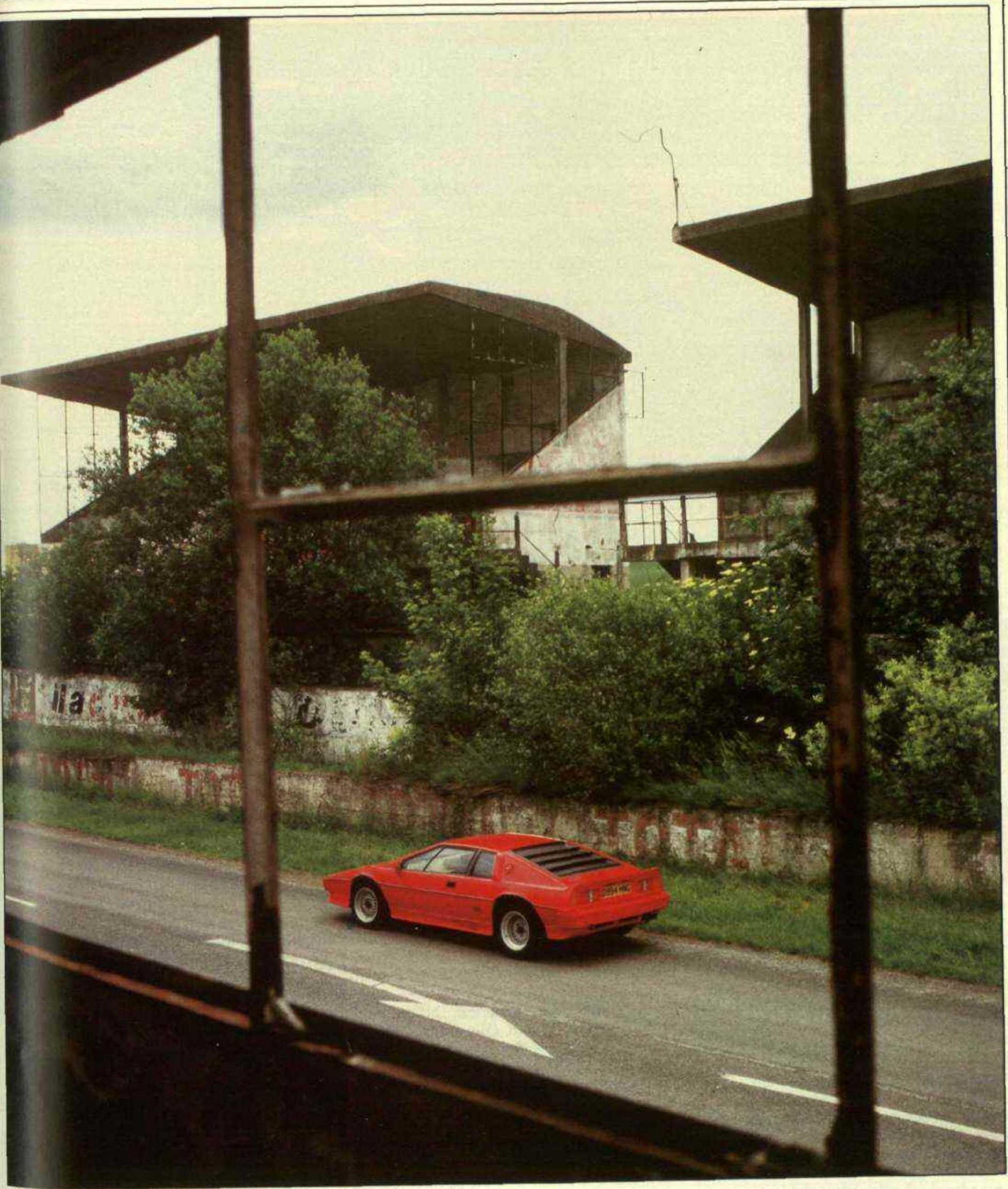


Interior style is dramatic and fairly comfortable, barring the handbrake location.

With or without the deep nose and tail spoilers which distinguish the Turbo from the plain Esprit, the chisel shape is one of the most striking on the road today. A beautiful and simple form in itself, the Giugiaro design is now well over a decade old, and undoubtedly looks like a product of the Seventies, albeit one which has lasted well. But we will have to wait another couple of years before a new Esprit arrives.

Underneath that squat and angular GRP shell is a folded steel backbone chassis of very compact layout, cradling the longitudinal engine and transaxle at the rear. A transverse box-section with two coil-spring turrets takes the loads from the unequal length wishbones at the front, while each rear hub is located by an upper and lower transverse link plus a radius arm forwards to where the backbone forks for the engine. There is a disc at each corner, the plain rears being 10.8in and the ventilated fronts slight-

Lotus Esprit Turbo HC



Overgrown stands of the Reims circuit, seen from the derelict control tower.

ly smaller at 10.2in. An unassisted rack and pinion controls the front wheels.

The latest tweak to the long-serving inline four gives it a higher compression ratio, filling out the torque curve and cutting in-gear acceleration times significantly. Not only does the 215bhp unit now dispose of 220lb ft of torque at 4200rpm, but even at a coasting 2500rpm something like 190lb ft is available, giving the Turbo HC that relaxed flexibility which its stablemate the Excel SE is so noticeably lacking.



A view south across the vineyards of Hautvillers and the valley of the Marne.

It is becoming rare now to see carburettors on performance cars, and it is an even rarer thing to find a blown engine using multiple carbs, but the canted Lotus block is fed through two twin sidedraught Dellortos pressurised by the turbo at the rear of the block. It feels punchy and powerful, but hardly silky: it rumbles at lower speeds, winding up to a busy roar with the exhaust noise of, say, an RS2000 rather than a sophisticated pedigree. During gearchanges in full-throttle acceleration, the waste-gate chuffs and puffs cheerfully as the by-pass system keeps the turbine spinning for those moments when the throttle is closed.

Naturally there is a big difference between low-rev performance and what happens when the blower is cramming air through the big Dellortos, but unlike many a turbocharged car, the Lotus will pick up immediately the throttle pedal is depressed, surging ahead at a mild but respectable rate until the tach needle is passing the figure 3, when the surge expands to a rush, accompanied by a mild hissing from behind the ear. This sort of willing response is available at all revs and in all gears, although the enthusiast will probably be choosing his gearchange points to keep within that exciting stretch between the twin peaks of torque and power — 4200 and 6200rpm. But there is room for manoeuvre — if a tight overtaking place demands both hands on the wheel for a second or two longer, the needle will happily tootle round to 7000 before demanding attention.

A comfortable spherical black knob (showing 1,2,3,4 and OD, oddly enough) controls the gearshift, which has a weighty feel to it; metal rods can be felt clanking back and forth, and the result is not a quick change. Positive, yes, but not fast; for the first 100 miles or so, I found myself double-declutching up as well as down, just to fill in the time. The lever does seem to respond quite well to a bit of force during full-throttle upshifts but overall a relaxed change works best, especially when heaving the lever through the double-bend for fifth. And reverse is quite an effort to engage, needing an awkward lift and shove.

There is not too much room around the pedals, but Lotus has probably made the best use possible of what there is: a sliver of footrest takes the weight off the clutch foot while cruising. A pleasantly-shaped Personal steering wheel is fitted, which points noticeably but not uncomfortably towards the centre-line of the car. Somewhere by the driver's right ankle is the hand-brake; this is of the type which flops out of the way whether on or off, so as not to obstruct the door opening, but although I would notice it on the way in, that was usually the last contact we had. It really is so far away that I abandoned my principles and just held the car on the foot-brake.

Straightforward BL column stalks control the usual flashers and wipers, and the horn, too, although there was a perfectly good horn-push available in the centre of the wheel. Lights and the heated rear window (yes, there is one, and yes, it is sometimes needed) are operated by slide-switches on the wing-tips of the flying binnacle which perches on the sloping dash and enfolds fuel gauge and voltmeter outside the wheel-rim, with oil pressure, coolant, revs and speed

ranged each side of a central boost gauge. All of these are small and indistinctly lit.

Ahead of the gear lever and a little close to it is the radio/cassette, easily reached, though a rapid shift up to third is likely to switch you suddenly from Afternoon Theatre to some dreadful opera on Three. Below this are three rotary knobs for temperature, fan and airflow which are simple to use and produce adequate ventilation. Power windows are of course standard, with the rocker switches on the centre panel, which provides a padded armrest.

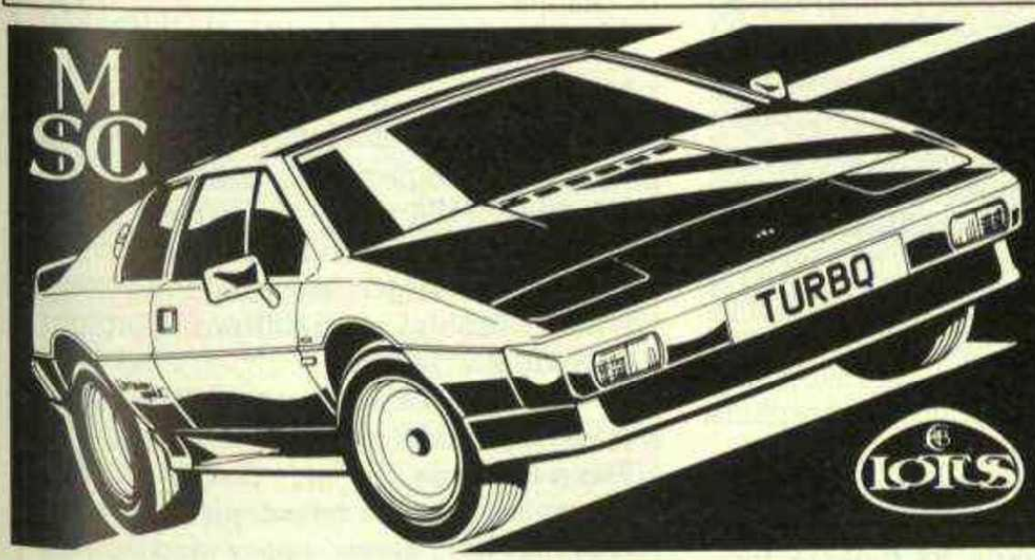
Visibility is unimpressive in any direction: rear three-quarter view is negligible over a wide sector, the door mirrors are well out of the normal sight-line, the interior mirror is too small, shudders constantly, and does not dip properly, those slats over the rear window cut out much of the view, and even the windscreen suffers from terrible glare reflected from the pale-coloured dash.

There is a shallow glovebox (containing a fire-extinguisher), but that apart, the only interior storage space of any description whatever is a shallow pocket on the rear bulkhead, which on our Continental foray was immediately crammed to bursting with atlases, Green Card, tickets, passports, wallets, and the other vital paraphernalia of foreign travel. We even resorted to keeping toll money in the ashtrays, things were so tight, and personal items stayed firmly in the boot.



High tail and deep nose indicate that this is the 150 mph Turbo.

Squeezed into the tail of the vehicle, the irregularly-shaped boot swallowed more cargo than I expected: two soft bags plus a hold-all full of photographic gear went in, and it did not seem to get too hot, despite its proximity to the engine. A single long hatch uncovers luggage and engine, and is released by tugging a lever behind the driver, whereupon it flies up in the air, greatly impressing bystanders. A subsidiary and thickly-insulated cover, secured by a couple of rather cheap metal clips, opens up to give fairly



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LOTUS EXCEL SE 1987 (D). One owner, only 5,000M, air cond, E.O.W., c/locking, Panasonic stereo, ½ sand hide, finished in Calypso Red **£20,495**

LOTUS EXCEL 1986 (C). Under 15,000M, air cond, ½ gold hide, Eagles, full service history, finished in Met British Racing Green..... **£14,995**

LOTUS EXCEL 1984 (B). 85 model year, one owner, blue hide, stereo, 23,000M, finished in Met Glacier Blue..... **£12,995**

LOTUS ESPRIT TURBO 1982 (Y). One owner, FSH, 35,000M, full champagne hide, ACU, radio/cassette, finished in copper metallic..... **£11,750**

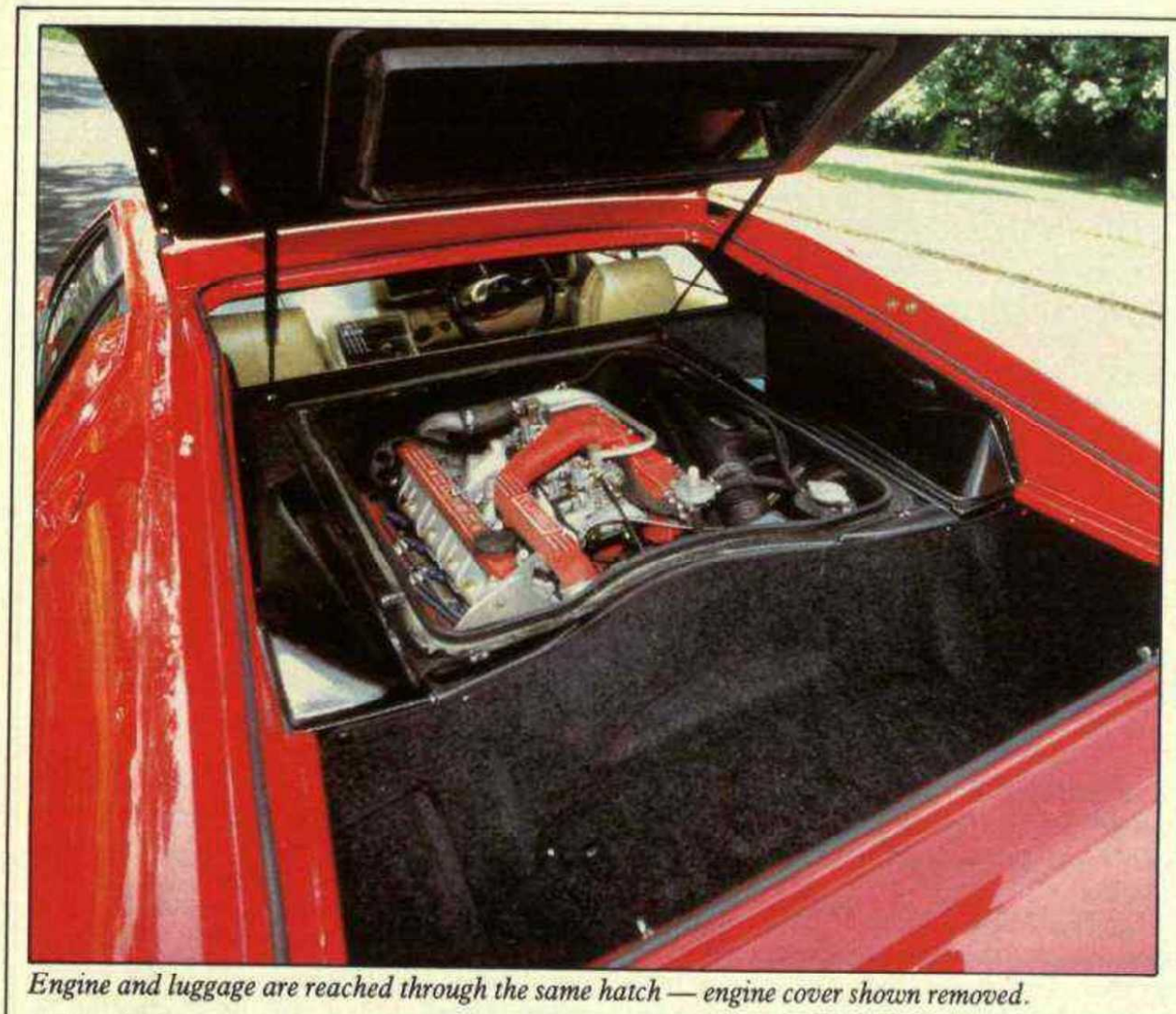
LOTUS EXCEL 1983 (A). Two owners, 35,000M, FSH, supplied by ourselves, half hide, radio/cassette, finished in JPS black..... **£9,750**

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PORSCHE 944 1985 (B). Only 19,000M, full service history, alloys, stereo, finished in Guards Red..... **£16,250**

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Esprit HC | Esprit Turbo HC | Excel SE | Excel SA Automatic



Engine and luggage are reached through the same hatch — engine cover shown removed.

limited access to the engine, whose simple four-pot bulk is livened up with bright red cam-covers and intake manifold.

Handbrake apart, most drivers will find the helm a well-arranged one, with very good support and restraint from the unusually-styled seats which have a limited but valuable adjustment for rake. The wheel is rather high for the race-track recline of the pilot, and can call for a lot of effort when swinging lock-to-lock through mini-roundabouts, but the overall response is superb: lightning twitches of the wheel are followed implicity by the car's nose, giving the whole chassis an accuracy and confidence well in tune with the racing history of the company. Bumps and holes can be seen as well as felt, the rim flicking back and forth under the driver's palms, which is fine on decent roads, but rather wearing on the long stretches of *chaussée deformée* which constitute much of France's secondary road system.

Compounding this is the ride: the Esprit certainly handles like a kart, but unfortunately has about as much suspension movement. Spring rates have been stiffened for this year, and the effect is crashy and tiring, only smoothing out at speeds which are out of the question in this country. It seems to have been tuned to cruise at perhaps 120mph, which it certainly will do with ease on the far emptier *autoroutes* of the Continent, and there is 30mph still to explore, although at these speeds the dash shakes so much that it is difficult to read the instruments. Quite a contrast to the supple and refined deportment of the Lotus Excel, with its lovely power-steering. Now, an Excel with this engine would be a very desirable car.

Stability, however, is excellent, only minimum effort being needed to follow the lane markings, and remains so during firm braking for the toll-booths. The exception is when side-winds blow, when like most mid-engined vehicles, the stubby sportscar starts to nose about. On the subject of wind, there is a great deal of atmospheric and tyre noise at speed.

With 215 horsepower and lots of torque, it is to be expected that this light and low machine will constantly be looking for a way round slower traffic. With its blistering acceleration and precise, adhesive grip, the Esprit cries out for sweeping A-roads, preferably smooth-surfaced, to exploit its impressive abilities. It copes remarkably well in the city too, where the strong engine reduces the number of gearchanges needed, as long as speeds are low enough not to make the driver grimace as he thumps in and out of the appallingly badly repaired trenches now stitching London's streets together, courtesy of Telecom and the Gas Board.

To improve on its performance would be hard: anything else (except a Caterham Seven) in the five-second bracket costs much more. Seen as a Ferrari or Lamborghini rival, which it is in dynamic and visual terms, the Lotus would seem cheap. But it is way behind these in mechanical refinement and practicality, even by mid-engined standards. At either end of the scale there are more useable mid-engined cars: a Ferrari Testarossa or a Toyota MR2 both enjoy better visibility and more convenient cockpits, though neither is as impressive to look at as the Esprit.

Other ways of spending £26,000 or so on a sports model include the Audi Quattro, Jaguar XJ-S, Porsche 944 or Mercedes 300SL, all offering more creature comforts, but again not in the same league for street presence, which must surely be a strong element in choosing the Lotus' fat wedge shape. One of the TVRs is perhaps closer in spirit to the Esprit, but unfortunately for the Lotus another rival meets it head on: Renault's GTA V6 Turbo.

Yes, the French car is slower to 60 mph by some split seconds, but its equally striking supercar styling looks fresh, and encloses four useable seats. It has V6 smoothness, develops just a little less power, has nicer fittings inside, a better ride, and costs £1000 less. Certainly, the Lotus will teach it a thing or two about racetrack handling and ultra-flat cornering, and the British car looks by far the more luxurious when trimmed in leather. But are these, plus the higher status of the Lotus badge, enough to keep customer's thoughts in the direction of Norfolk instead of Dieppe?

GC

Model: Esprit Turbo HC.
Maker: Lotus Cars Ltd, Norwich.
Type: Mid-engined two-seater.
Engine: 2174cc 16-valve dohc four cylinder. Two twin Dellorto carburettors with turbocharger, electronic ignition. Power: 215bhp at 6200rpm. Torque: 220lb ft at 4200rpm.
Transmission: Rear-wheel drive, five-speed transaxle, hydraulic clutch.
Suspension: Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: upper and lower transverse links, radius arms, coil springs, telescopic dampers, anti-roll bar.
Steering: Rack and pinion.
Brakes: Discs all round, ventilated at front, vacuum servo.
Wheels and tyres: Front: 7JK alloy rims with 195/60 VR15 tyres. Rear: 8JK alloy rims with 235/60 VR15 tyres.
Performance: 0-60mph, 5.7sec. Max speed, 152mph.
Economy: 20.3mpg overall.
Price: £25,980 basic. Test car extras: Leather upholstery £1150, Blaupunkt radio/cassette £320. Total: £27,450.
Summary: A sportscar of exceptional dynamic abilities and presence, but low on practicality even by mid-engined standards. Still one of the best turbo installations, but slow gearchange: cheap details, tiring ride.



The Turbo version of the 21 might attract younger and sportier buyers than its sister 25.

Hit, not Myth

Regie Renault did not introduce turbo-charging to the mass market, but it has done more than any other manufacturer to extend the range and appeal of forced induction, and the announcement of the 21 Turbo model completes its range of high-performance saloons. That statement clearly excludes the venerable 4, now 26 years of age and resisting all forms of advancement!

The 21 Turbo will go on sale in France in September but will not be available in Britain until next spring, the delay allowing time to adapt the standard Teves ABS brake system for right-hand drive application. It is much too soon to predict a price for the high-performing, 175bhp saloon, but French executives cautiously predict it will be around 20% less expensive than the 25 Turbo, currently pitched at £19,150 in the UK.

At the moment the 21 Turbo appears to lack any clear rivals. Renault people suggest their sights are on the Mercedes 190E 2.3 16 and the BMW 525i, although experience suggests the German products are not only fast and well made, but are status symbols too. Mention is then made of the MG Montego Turbo, but we believe that the niche will in fact be created by Ford with the forthcoming Sierra Sapphire Cosworth RS (or whatever Ford decides to call the saloon, when it appears officially at Frankfurt).

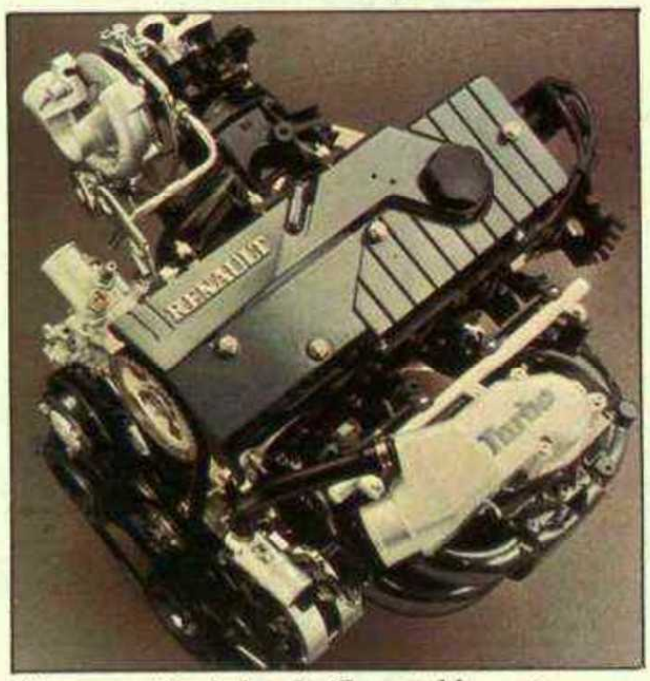
Renault is currently making a strong comeback from the doldrums which Rover Group watchers can only admire and envy, and there is every expectation that the nationalised company will at least break even in 1987, after three years of terrible losses.

The memory of Georges Besse, so cruelly gunned down in a Paris street last year, is revered throughout the company and his successor, Raymond Lévy, has made no significant changes to Besse's master-plan for recovery. The ailing AMC subsidiary has been sold, gladly, to Chrysler, and the upturn in fortune is undoubtedly product-led.

While Peugeot leads the French market sales charts, the 205 is hotly pursued by the Renault 'Supercinq' and by the 21 model. Now the 5 has been freshened up, less than three years after its launch, and the 21 range has been usefully extended with the Turbo version, which is much more likely to appeal to younger, sport-orientated customers than the 25 Turbo. It is not impossible that Renault will soon lead the French sales charts once again, and improve still further its 4% British market share.

British buyers have always regarded French cars, even fast French cars, as idiosyncratic. "Quick in a straight line, but they don't go round corners" would be a pub summary, a myth which is about to be blown by Renault's new executive express.

The 21 Turbo is extremely fast, especially in mid-range and high-speed overtaking situations, and succeeds in riding well and handling even better. Its weakness, which has to be mentioned, is pronounced turbo lag



Water-cooling helps the Garrett blower to extract 175bhp from two litres.

followed by sudden boost, shared to some extent by the 25 Turbo. At 2000rpm the 21 Turbo is as sedate as an undertaker's hearse, but at 2700rpm an afterburner has the front wheels scrabbling for adhesion on wet roads — exciting enough for the experienced driver but daunting, perhaps, for novices in winter.

To have the 21 Turbo in the right gear at the right time, though, is one of the real pleasures of motoring. The four-cylinder, 2-litre engine is remarkably refined, and noise levels are extremely low. The Garrett T3 water-cooled turbocharger boosts the power to 175bhp at 5200, and helps the all-aluminium engine to produce a prodigious 199lb ft of torque at 3000rpm. These impressive figures enable the 21 Turbo to accelerate from rest to 100kph (62.5mph) in a claimed 7.4 seconds, and to reach a maximum speed of 141mph.

The engine is mounted longitudinally ahead of the front wheels, Audi-style, and drives through the 25 V6 model's five-speed gearbox, with different ratios for more sporty appeal. Bendix (formerly Renix) engine management includes individual cylinder knock control sensors, and the 21 also has four-wheel brake discs ventilated at the front, Teves "second generation" ABS as standard, power-assisted rack-and-pinion steering, and all-independent suspension with MacPherson struts at the front and torsion bar-suspended trailing arms at the rear. The rear dampers also have coil springs, as seen originally on the Nevada (Savanna) estate car.

Built at Sandouville, near Le Havre, the 21 Turbo is finely furnished. Exterior equipment includes a full "body kit", featuring an air dam with built-in foglights and air ducts for the brakes, side-skirts, rear apron and a transverse spoiler which stands proud of the boot lid.

Inside, the Turbo version has comfortable sports seats, small-diameter height-adjustable steering wheel, computer-aided instrumentation, an entirely new "black dashboard" with orange numeration, split backrests on the rear seats, and the useful infra-ray control which is marvellous for locking and unlocking doors in the dark, or when it is pouring with rain.

Road cars are rarely suitable for racing circuits without special preparation, less still family models from major manufacturers, so it seemed brave of Renault to decant journalists at Nîmes airport and have them drive direct to the nearby Lédenon track to try the 21 Turbo, 5 GT and 11 Turbo models at full speed.

All three behaved beautifully on a circuit full of difficult corners and blind brows, but best of all were the delightful 5 GT (in its latest 120bhp form) and the 21 Turbo — complete contrasts in style but almost equally fast around the 2.6km track.

It has never been fashionable in France to knock the Regie, even when it was in dire difficulties in 1984-85, and Renault's return to full health was never in any doubt; only the speed at which this resurgence has been achieved. If the message has not got through to export markets yet, it soon will. **MLC**

FORMULA ONE

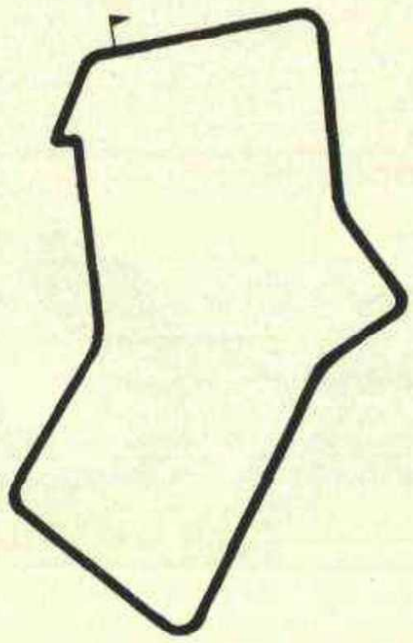
RACE DETAILS

		Fastest Lap
1 **Prost**	Superb start; took lead into Copse corner; passed by both Williams cars before half lap; held valiant 3rd; stop lap 30; **retired** while 4th	1.13.346 (47)
2 **Johansson**	10th lap 1; passed Nakajima, de Cesaris, Boutsen; **retired** when 6th, lap 19; turbo failure	1.14.380 (14)
3 **Palmer**	21st lap 1; lapped lap 12; passed by Streiff; repassed when team-mate's engine went sick; **finished** 8th and won class;	1.18.543 (33)
4 **Streiff**	23rd lap 1; passed Palmer lap 12; exhaust manifold pipe broke; engine went sick; limped to end of race; officially **un-classified**	1.18.745 (38)
5 **Mansell**	Ran firmly 2nd to Piquet laps 1-36; pit stop for new tyres; passed Piquet on lap 63; **won** by 1.9 seconds	1.09.832 (58)
6 **Piquet**	Took lead after Copse lap 1; ran through non-stop; led to lap 63; passed by team-mate; **finished** 2nd	1.10.632 (62)
7 **Patrese**	14 lap 1; passed Cheever, Warwick, Boutsen, Nakajima to move to 6th lap 19; **retired** lap 29	1.14.814 (17)
8 **de Cesaris**	8th lap 1; **retired** lap 9, engine fire	1.15.401 (7)
9 **Brundle**	15th lap 1; lapped on lap 16; engine went flat lap 40; long pit stop to change electrics and attend to brakes; 11 laps behind, **unclassified**	1.14.102 (43)
10 **Danner**	22nd lap 1; could barely keep pace with Tyrrells; ran at back of field; lapped on lap 10; **retired** lap 33.	1.19.848 (28)
11 **Nakajima**	9th lap 1; passed by Johansson lap 3; kept ahead of Arrows; moved to 6th lap 29; went through non-stop; **finished** 4th	1.13.780 (61)
12 **Senna**	4 lap 1; passed Prost lap 2; passed by Prost lap 5; non-stop run; inherited 3rd; lapped lap 58; **finished** 3rd	1.11.605 (60)
14 **Fabre**	24th lap 1; ran consistently and reliably at back of field, trying not to get run over; **finished** 9th, six laps behind winner	1.19.784 (55)
16 **Capelli**	18th lap 1; ran over kerb; split gearbox; **retired** lap 4, merry little oil fire	1.18.999 (3)
17 **Warwick**	11th lap 1; ran hard and consistent race; could not quite get the better of Nakajima; ran non-stop, **finished** strong 5th	1.14.210 (53)
18 **Cheever**	13th lap 1; ran in close company behind Wariwck; **retired** lap 46, with engine failure	1.14.346 (42)
19 **Fabi**	Late out to grid; panic with drive-shaft problems; ran reliably but slowly, worried by fuel consumption; **finished** 2 laps behind	1.13.885 (51)
20 **Boutsen**	Late out to grid; panic with drive-shaft problems; ran mid-field ahead of Fabi, delayed by puncture lap 51; **finished** poor 7th	1.14.162 (54)
21 **Caffi**	13th lap 1; could not show true ability on this very fast circuit; **retired**, turbo failure on lap 33	1.17.347 (28)
23 **Campos**	20th lap 1; ran ahead of Tyrrells quite consistently; **retired** lap 35	1.18.859 (32)
24 **Nannini**	In trouble from the start, never had a chance to get going properly; **retired** lap 11	1.17.383 (8)
25 **Arnoux**	16th lap 1; **retired** lap 4	1.17.552 (3)
26 **Ghinzani**	Excluded after first qualifying session due to mechanics working on car out on circuit, and driver ignoring chequered flag at end of qualifying	—
27 **Alboreto**	6th lap 1; could not match pace of leaders; held a steady 5th place for a long time; long pit stop lap 46; **retired** on lap 53	1.12.846 (49)
28 **Berger**	12th lap 1; passed by Cheever lap 2; repassed lap 4; passed Warwick lap 6; lost control at Abbey lap 8; **retired** unhurt, car wrecked	1.14.879 (7)
30 **Alliot**	19th lap 1; moved to 17th lap 4, to lead non-turbo class; **retired** lap 8	1.18.924 (7)

QUALIFYING TIMES

		Friday	*Saturday*	*Pos*
Prost	McLaren	1.08.577	1.09.492	4
Johansson	McLaren	1.10.242	1.09.541	10
Palmer	Tyrrell	1.16.644	1.17.105	23
Streiff	Tyrrell	1.17.208	1.16.524	22
Mansell	Williams	1.07.725	1.07.180	2
Piquet	Williams	*1.07.596*	*1.07.110*	Pole
Patrese	Brabham	1.10.012	1.10.020	11
de Cesaris	Brabham	1.10.787	1.09.475	9
Brundle	Zakspeed	1.12.852	1.12.632	17
Danner	Zakspeed	1.15.833	1.13.337	18
Nakajima	Lotus	1.10.619	1.10.998	12
Senna	Lotus	1.09.255	1.08.181	3
Fabre	AGS	1.19.163	1.18.237	25
Capelli	March	1.17.122	1.16.692	24
Warwick	Arrows	1.10.654	1.10.781	13
Cheever	Arrows	1.11.053	1.11.310	14
Fabi	Benetton	1.10.264	1.09.246	6
Boutsen	Benetton	1.09.724	1.08.972	5
Caffi	Osella	1.18.495	1.15.558	20
Campos	Minardi	1.15.719	1.13.793	19
Nannini	Minardi	1.13.737	1.12.293	15
Arnoux	Ligier	1.12.503	1.12.402	16
Ghinzani	Ligier	1.13.381	excluded	—
Alboreto	Ferrari	1.10.441	1.09.274	7
Berger	Ferrari	1.10.328	1.09.408	8
Alliot	Lola	1.16.770	1.15.868	21

SILVERSTONE
4.778 km



RESULTS
British Grand Prix, Silverstone, July 12
65 laps of 4.778km revised circuit (310.579km/192.985 miles)

Pos	*Driver*	*Car/Engine*	*Time*
1st	Nigel Mansell	Williams FW11B-Honda V6 t/c	1 h 19 m 11.780 s
2nd	Nelson Piquet	Williams FW11B-Honda V6 t/c	1 h 19 m 13.698 s
3rd	Ayrton Senna	Lotus 99T-Honda V6 t/c	1 lap behind
4th	Satoru Nakajima	Lotus 99T-Honda V6 t/c	2 laps behind
5th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	2 laps behind
6th	Teo Fabi	Benetton B187-Ford V6 t/c	2 laps behind
7th	Thierry Boutsen	Benetton B187-Ford V6 t/c	3 laps behind
8th	Jonathan Palmer	Tyrrell 016-Cosworth V8-DFZ	5 laps behind
9th	Pascal Fabre	AGS-JH22-Cosworth V8-DFZ	6 laps behind
10th	Philippe Streiff	Tyrrell 016-Cosworth V8-DFZ	8 laps behind
11th	Martin Brundle	Zakspeed ZAK871-Zakspeed 4 cyl t/c	11 laps behind
12th	Alain Prost	McLaren MP4/3-Porsche V6 t/c	retired on lap 54
13th	Michele Alboreto	Ferrari F187-Ferrari V6 t/c	retired on lap 53
26th	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	retired on lap 46
15th	Adrian Campos	Minardi M186-Moderni V6 t/c	retired on lap 35
16th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c	retired on lap 33
17th	Christian Danner	Zakspeed ZAK871-Zakspeed 4 cyl t/c	retired on lap 33
18th	Riccardo Patrese	Brabham BT56-BMW 4 cyl t/c	retired on lap 29
19th	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c	retired on lap 19
19th	Alessandro Nannini	Minardi M186-Moderni V6 t/c	retired on lap 11
21st	Andrea de Cesaris	Brabham BT56-BMW 4 cyl t/c	retired on lap 9
22nd	Gerhard Berger	Ferrari F187-Ferrari V6 t/c	retired on lap 8
23rd	Philippe Alliot	Lola LC87-Cosworth V8-DFZ	retired on lap 8
24th	René Arnoux	Ligier JS29C-BMW 4 cyl t/c	retired on lap 4
25th	Ivan Capelli	March 871-Cosworth V8-DFZ	retired on lap 4
—	Piercarlo Ghinzani	Ligier JS29C-BMW 4 cyl t/c	excluded during practice

Fastest Lap: Nigel Mansell, 1 min 09.832 secs on lap 58 (246.324 kph/153.059 mph). New Record.
Winner's Average Speed: 235.298 kph/146.208 mph. **Conditions:** Perfect; record crowd

STARTING GRID

5
N. Mansell
(Williams-Honda V6)
1 min 07.180 secs

1
A. Prost
(McLaren-Porsche V6)
1 min 08.577 secs

19
T. Fabi
(Benetton-Ford V6)
1 min 09.246 secs

28
G. Berger
(Ferrari V6)
1 min 09.408 secs

2
S. Johansson
(McLaren-Porsche V6)
1 min 09.541 secs

11
S. Nakajima
(Lotus-Honda V6)
1 min 10.619 secs

18
E. Cheever
(Arrows-BMW 4cyl)
1 min 11.053 secs

25
R. Arnoux
(Ligier-BMW 4cyl)
1 min 12.402 secs

10
C. Danner
(Zakspeed 4cyl)
1 min 13.337 secs

21
A. Caffi
(Osella-Alfa Romeo V8)
1 min 15.558 secs

4
P. Streiff
(Tyrrell-Cosworth V8)
1 min 16.524 secs

16
I. Capelli
(March-Cosworth V8)
1 min 16.692 secs

6
N. Piquet
(Williams-Honda V6)
1 min 07.110 secs

12
A. Senna
(Lotus-Honda V6)
1 min 08.181 secs

20
T. Boutsen
(Benetton-Ford V6)
1 min 08.972 secs

27
M. Alboreto
(Ferrari V6)
1 min 09.274 secs

8
A. de Cesaris
(Brabham-BMW 4cyl)
1 min 09.475 secs

7
R. Patrese
(Brabham-BMW 4cyl)
1 min 10.012 secs

17
D. Warwick
(Arrows-BMW 4cyl)
1 min 10.654 secs

24
A. Nannini
(Minardi-Moderni V6)
1 min 12.293 secs

9
M. Brundle
(Zakspeed 4cyl)
1 min 12.632 secs

23
A. Campos
(Minardi-Moderni V6)
1 min 13.793 secs

30
P. Alliot
(Lola-Cosworth V8)
1 min 15.868 secs

3
J. Palmer
(Tyrrell-Cosworth V8)
1 min 16.644 secs

14
P. Fabre
(AGS-Cosworth V8)
1 min 18.237 secs

Non-starter: P. Ghinzani (Ligier-BMW 4cyl) excluded after rule infringement, Friday qualifying



Seconds after the green light, Mansell (No 5) is alongside poleman Piquet (No 6), but Prost (No 1) is already shaping up to dart past both on the outside.

Sunrise over Silverstone

On Sunday July 12 the sun rose over the Silverstone circuit with promise of a remarkable day, even though there were those who murmured "too bright, too early; not a good sign". We had survived two days of practice and qualifying for the Grand Prix, together with practice for the numerous supporting races, and some of the supporting races themselves.

Many hardened Formula One followers had reviewed things on Saturday evening with slight disbelief, while casual race-goers, enjoying the drinking and eating which is always part of the festival of the British Grand Prix, had actually taken time off to look at the Formula One cars. They had turned back to their real occupation saying, "My goodness! They do go, don't they?".

It was really all down to the new safety measures taken by the Silverstone Circuit people. When Formula One was last there, in 1985, Rosberg had made the fastest qualifying lap at an average speed of over 160 mph, and when asked how fast he had been going down the straights, replied "Straights? What straights?", pointing out that at that sort of average speed Silverstone is one long series of corners.

By the time you finished coming out of Chapel Curve, down Hangar Straight, you were taking aim across the track to line up for Stowe corner. All this was super stuff, but those who are responsible for our enthusiasm were getting anxious about cars exiting the Woodcote chicane at 162 mph, in case one got away and flew off into the grandstands.

A major decision was taken, to effectively make Formula One cars virtually stop once a lap, just to cool down the pace. The chicane was abandoned totally, and a whole new complex built between the bridge at the top of the rise from Abbey Curve, to the apex of Woodcote corner. A new ninety-degree turn to the left called for some very heavy braking before the bridge, and having come down to second gear for this sharp corner to the left, there was a little squirt and into an opening-out right-hand bend.

All the power of the turbocharged engined cars could now be used on a fair old run at Woodcote corner, with everything nicely settled and balanced. The result? A speed-

FORMULA ONE



A vast crowd turned out to cheer Nigel Mansell to his tenth Grand Prix victory.

trap reading of 189 mph for the front runners as they crossed the start/finish line at the beginning of the pits, in place of a relatively slow 162 mph when they had had to negotiate the old chicane.

This meant 195 mph under the bridge and into the braking area for Copse corner, and during qualifying runs on Friday and Saturday a lot of drivers were taking Copse on "tippy-toe", with their fingers crossed. If speed is what Grand Prix racing is all about, then this was Grand Prix racing.

By the end of Saturday's qualifying, Nelson Piquet was on pole position, a mere seven-hundredths of a second ahead of his Williams-Honda team-mate Nigel Mansell, and they had both averaged over 159 mph for the complete lap. I am glad they have slowed Silverstone down — it is now much more exciting!

Piquet's average speed for the revised circuit was 159.267 mph and the Williams-Hondas were in a class of their own. Even Ayrton Senna, who was third fastest using the same type of Honda engine in his Lotus, was a whole second behind the cars from Didcot. As everyone uses a "standard" Goodyear-issued tyre, it must mean that the Didcot engineers are ahead of the Hethel engineers when it comes to getting all the other variables in the right order and in the right quantity.



Derek Warwick's Arrows dives past Teo Fabi's Benetton at Copse, on his way to fifth place.

To give a sense of proportion on "the state of the art", the fastest 3½-litre non-turbocharged car was the Lola-Cosworth DFZ of Philippe Alliot, at an average speed of 140.882 mph and a start/finish line pass of 158.9 mph. An interesting piece of trivia is the fact that Piquet and Mansell were *averaging* a higher speed for the whole lap than the 3½-litre cars were reaching through the trap out of Woodcote corner.

The disturbing thing is that the non-turbocharged cars are supposed to represent what Formula One will be in 1989, when turbocharged 1½-litre engines are banned. Some of us are going to have to take up something more exciting, such as ping-pong.

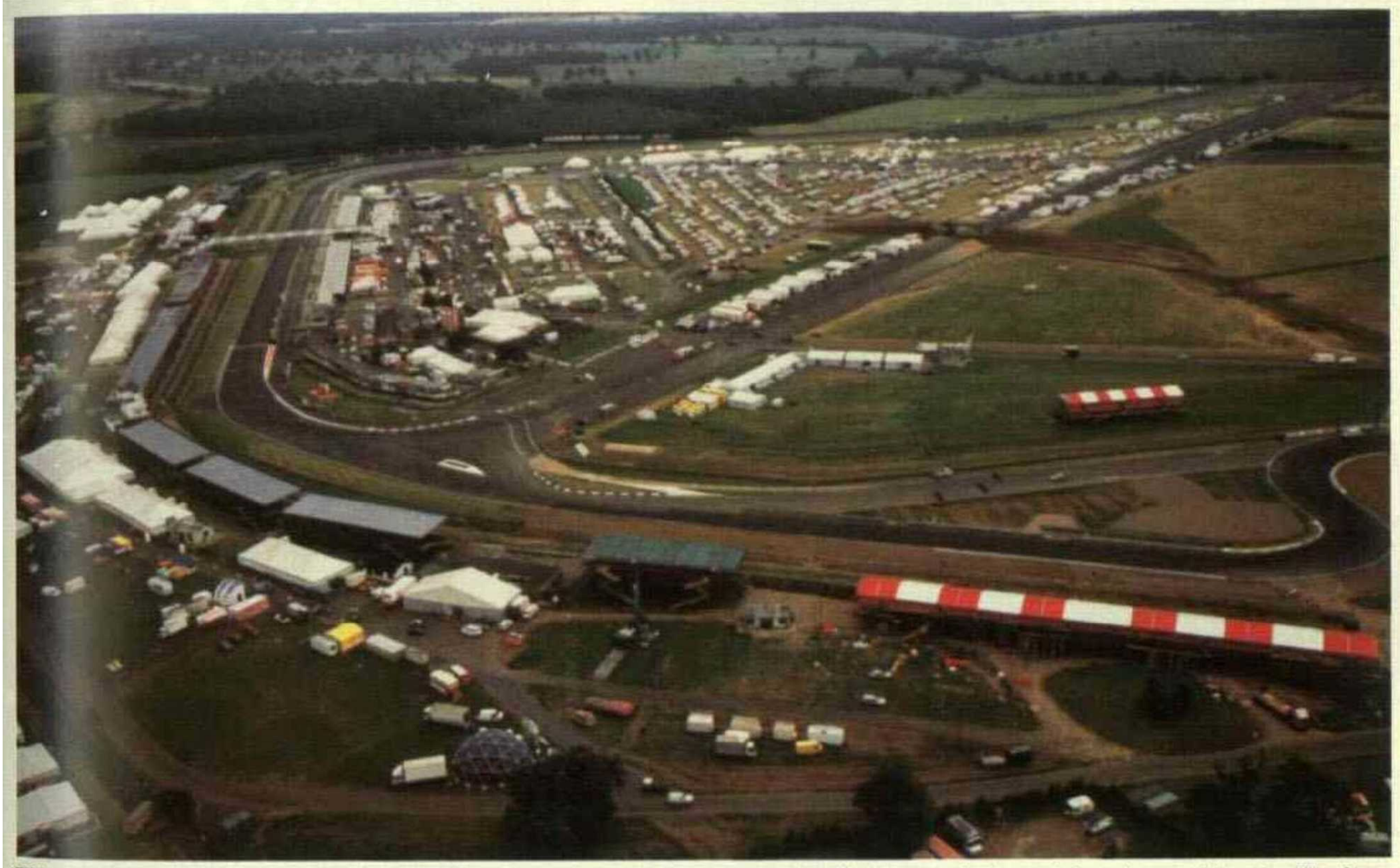
All the rest of the regular Formula One runners were out and about and trying as best as they knew how, but whatever they did paled into insignificance alongside the performance of the Williams team. Alain Prost in the McLaren-Porsche, Boutsen and Fabi in the Ford-powered Benettons, the Ferraris of Alboreto and Berger, and the Brabhams of de Cesaris and Patrese were looking good, in a hopeless sort of way; but just when you thought a driver was doing well, you found he was 2½-3 seconds a lap slower than Piquet and Mansell, and 3 seconds at an average of nearly 160 mph is an awfully long way. The non-turbo "cars of the future" were clearly going to be lapped about every 10 laps during the 65 laps over which the British Grand Prix was going to be run.

During all this speed and excitement the Ligier team was getting very frustrated with all manner of niggling little things going wrong, so when Ghinzani came to rest out on the circuit during Friday qualifying the French mechanics went out to the car and worked on it at the side of the track, totally against regulations. To compound the felony, when they got it going Ghinzani charged off, and when the session finished he was so wound-up that he ignored the chequered flag. As a result of a Stewards meeting he was excluded from the rest of the event, which meant the race as well.

Silverstone has never been so full, not only with spectators but on the infield, with competitors in every sort of racing event you can imagine, cars for show, cars for parades and demonstrations, hospitality and junketing areas, trade areas, caravan and camping sites, helicopter landing areas and so on.

About the only pieces of green grass you could see were the beautifully kept strips along each side of the track itself. Thousands upon thousands of spectators were already inside the circuit by Saturday evening, and the rest were waiting to get in as the sun rose to herald a superb morning.

The official programme of events started at 6am on Sunday morning, an hour after the gates opened, with coach rides round the circuit. Action went on continuously until the last event, which was due to start at 5.35pm in



This aerial view of Silverstone on the Thursday before the race shows the new corner (right) which increased exit speeds from the now chicaneless Woodcote.

the evening. There was everything that anyone could want, from Formula Three racing to Formula One racing, from superkart demonstrations to a trio of V16-cylinder BRMs from the 1950s, from stunt-flying little biplanes to a trio of Spitfires; from a parade of sports/racing cars from 1927-1987 to celebrate 60 years of the British Racing Drivers Club to a skid-school display.

I remember saying to my colleague AH some years ago, when talking about the pace of Formula One: "Don't be in the toilet when the green light comes on, or you will miss the race". Grand Prix races these days are over that quickly, but at Silverstone on Sunday there was so much happening that you could not even contemplate visiting the toilet. It does not do to try to visualise the amount of organising going on behind the scenes to make it all happen, but accept that it is enormous.

So suddenly, there we were — twenty-five drivers on the grid, ready to unleash something like 18,000 horsepower in the mad rush to the first corner, and then try to keep their cars under control for 65 laps. No wonder the adrenalin flows when the green light comes on — and I am only standing by the edge of the track!

Watching from the top of the rise out of Abbey Curve you can see the cars out of Stowe corner and down to Club, and the lead Piquet and Mansell had over the rest on the opening lap made it quite clear that it was all over. There were only two cars in the race, the rest might just as well have pulled off and let Piquet and Mansell have a clear track for the 65 laps.

True, Prost had made a screamer of a start, jumping both Williams down the outside, but going into Maggots Piquet passed him, and Mansell went through before Stowe. Prost maintained third place up to his tyre stop, but an inoperative clutch slowed him, and finally pieces of broken clutch spigot bearing broke the ignition sensor off the flywheel and everything died.

It was not going to be a quiet demonstration by the two Williams drivers, for they do not see eye-to-eye about such things, and, even if Frank Williams tried to control them to run round as a demonstration, it is unlikely they would obey him. They were both out to win and, providing they do not fall over each other, the team allows them to get on with it.

The only risk is that one day they will tangle and both cars will be steaming wrecks by the trackside, while one of the "also rans" cruises by to win. If that happens I imagine the Didcot Labour Exchange will be having applications from two out-of-work racing drivers.

Before the start, both drivers were given the turbo-boost settings to use, well under the FIA limit of 4 bar, and they knew fuel consumption was accurately monitored by the Honda people and the digital display on their instrument panels would tell them whether they were spot-on, or running too fast or too slow.

The only unknown factor was tyre wear; that depended on how fast they went and how they handled their cars, so it was down to them. The aim was to go through non-stop, but it was up to them to review the situation as half-distance approached and make their own decisions. The Williams pits were geared up to expect tyre stops anywhere between lap 35 and lap 45, and radio communication allowed the drivers to transmit their decisions if they decided to stop.

Running a consistent first and second, Piquet led Mansell at a blistering pace, leaving everyone else behind. At 9 laps they began to lap the tail-enders as expected, but were soon to lap the mid-field runners. Then they were lapping cars such as Arrows and Benettons, yet both blue and yellow cars looked and sounded at total ease as they weaved in and out of the traffic.

After about 15 laps Mansell was aware of vibrations coming through the car from the road, due to an out of balance tyre, or uneven tyre wear, and as the halfway point arrived he made the decision to stop for new tyres. This added only 20 seconds to lap 36, so he did not lose his second place. Piquet was obviously going to go through non-stop, which would mean he would be getting short of rubber and grip in the closing stages, but hopefully he would have enough time in hand.

Mansell was straight back onto the pace after his stop, lapping at under 1 min 12 sec while Piquet was lapping at over 1 min 12 secs. They both speeded up, but Mansell was gaining at about 1 second a lap, so he threw all caution to the wind, ignored his fuel-consumption read-out and gave it all he had.

As he got closer and closer to Piquet the instrument panel was telling him he would never get to the finish but would run out of fuel, but he decided it was going to be "all or nothing". It was a total gamble and as they took Stowe Corner on lap 63, with 2½ laps to go, Mansell got by into the lead. The patriotic supporters all round the circuit let out a roar that was reminiscent of the "good old days" at Imola when Ferrari used to win. Mansell had set up a new all-time lap record for Silverstone on lap 58 in 1min 09.83sec (153.059 mph), and Piquet could only respond with 1min 10.632sec on lap 62.

As Nigel Mansell took the chequered flag his fuel-consumption reading had gone beserk, and half-way round his slowing-down lap the engine died. His tank was completely dry, but it didn't matter, his gamble had paid off.

It was a rather "miffed" Nelson Piquet who was the first one to complete the slowing-down lap, having to thread his way cautiously through the thousands of spectators who flooded the track to greet Mansell. For many of them he never arrived, since he eventually came round in a course marshals van, and he was gone by before anyone realised what had happened. At the finishing line he was suitably acclaimed.

In a very distant third place came Ayrton Senna, having driven his Lotus 99T as fast as the Lotus engineers could allow him, but it was nothing like good enough to even keep the Williams cars in sight.

With stars such as Prost, Alboreto, Berger and Johansson falling by the wayside, the Japanese driver Satoru Nakajima in the second Lotus arrived in fourth place. He was two laps behind the Williams pair, and one lap behind Senna, but it was a praiseworthy drive for the man from Japan in his first Grand Prix at Silverstone. More important was the fact that his drive into fourth place gave Honda a running-flush of 1st/2nd/3rd/4th, though unlike Alfa Romeo or Mercedes-Benz in the "good old days", Honda needed two separate teams to achieve the 1-2-3-4.

It had been a splendid race in the midst of a fantastic fiesta of speed and action, and even if the traffic jams lasted well into the evening, everyone must have enjoyed it. With a race-day attendance of over 100,000, and untold millions of television watchers paying money into the FISA/FOCA kitty (I hope), the RAC Motorsports Association and their thousands of helpers must have felt it was all very much worthwhile.

One's views of the outcome of the British Grand Prix would naturally depend on where one's support lay. Mansell fans went home jubilant; Piquet fans "umphed and mumphed", for Nelson looked to have had victory in the bag. Whichever way, Williams team supporters really had something to celebrate, while everyone else in Formula One, and I do mean *everyone*, went away humbled — totally dominated by a superior force, and that force is generated at Didcot.

As I rode home over the Berkshire Downs on my little Honda 400/4, which I had used to defeat traffic jams, I paused and looked back. It was 9.20pm and there was the most superb sunset I have seen for a long while.

I stopped and watched as the sun went down over Didcot power station, silhouetted on the horizon, and thought: That's fair enough, for in the shadow of that power station is Williams Grand Prix Engineering, and thanks to Honda from the land of the rising sun we have had a Great British Grand Prix.

DSJ



Nelson Piquet commanded most of the race, but his team-mate's pursuit was relentless.

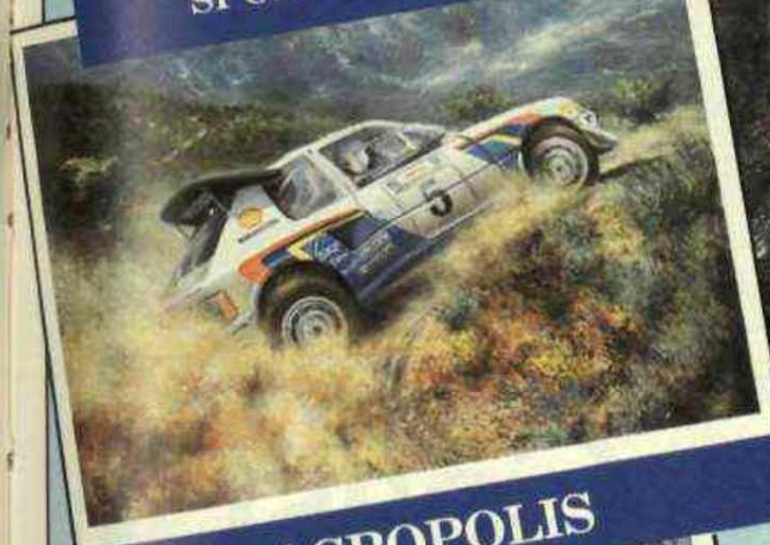


Before he could deprive Boutsen of seventh place, de Cesaris' Brabham retired spectacularly!

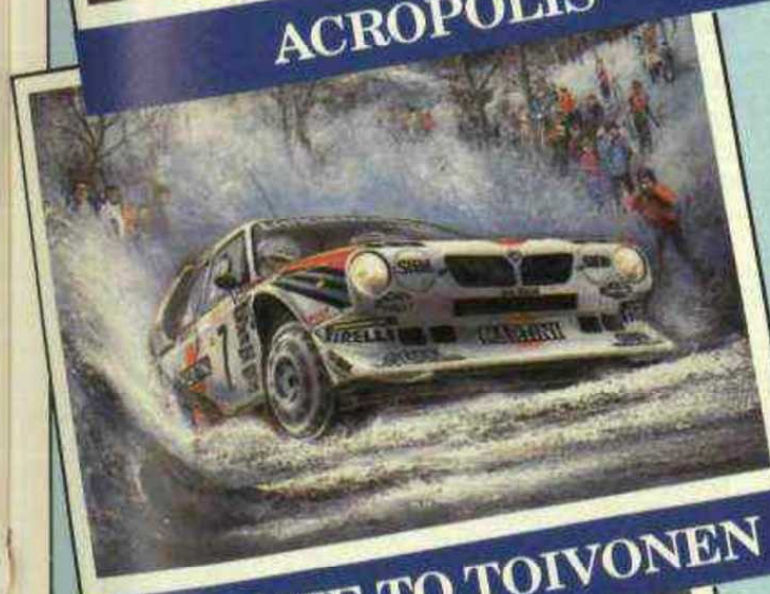
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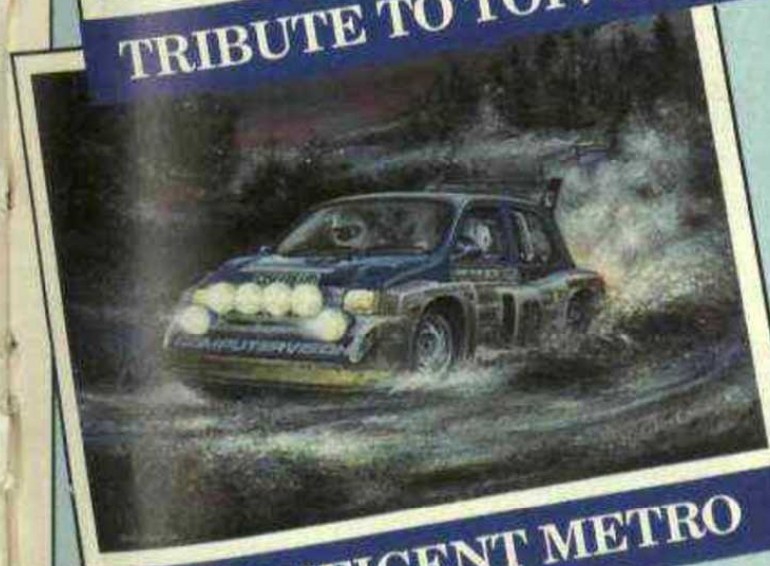
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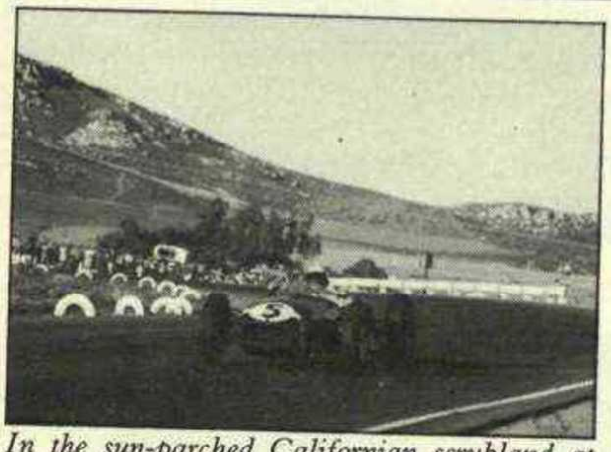
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In the sun-parched Californian scrubland at Riverside, Stirling Moss won the 1960 Grand Prix in Rob Walker's Lotus 18.



The BRMs of Graham Hill and Richie Ginther outdrag John Surtees' Ferrari and Dan Gurney's Brabham at the start of the 1963 Grand Prix. Hill's triumph was the first of his three in succession.

Coast to Coast

There have been many Formula One World Championship races staged in the USA, but not all have carried the title United States Grand Prix. The first such F1 race took place on the Sebring airfield circuit in Florida in 1959, moved across the country to Riverside, California, in 1960 and then settled at Watkins Glen, in upstate New York, from 1961 through to 1980.

The USA is, of course, a huge country and well able to support more than one major international Grand Prix event. This was emphasised when Long Beach, the Californian coastal city, initiated a Monaco-style race through its streets in 1976, lasting on the calendar through to 1983 after which it switched its allegiance to CART Indy racing as a less expensive alternative to Bernie Ecclestone's international F1 circus.

1982 also saw the instigation of a race through the streets of Detroit, which this year was the sole US-based Grand Prix, while Dallas hosted a single race in 1984 which, sadly, was never repeated. Within the next few years we can expect the return of a Californian venue onto the calendar, possibly a street race at San Diego or a fixture at the revitalised Laguna Seca track. **AH**



Jack Brabham and Bruce McLaren dominated the first United States Grand Prix at the Sebring airfield course in December 1959. McLaren won after Brabham ran short of fuel on the last lap.



In 1964 John Surtees finished second, his car bedecked in blue and white because Ferrari had fallen out with the Italian Federation.



Marshals retrieve Innes Ireland's Lotus 21 from the Watkins Glen undergrowth after a practice spin in 1961. Two days later he won his, and the works team's first Grand Prix victory.



Jim Clark scored the BRM H16 engine's sole Grand Prix success, with the Lotus 43 at Watkins Glen in 1966.

United States Grands Prix



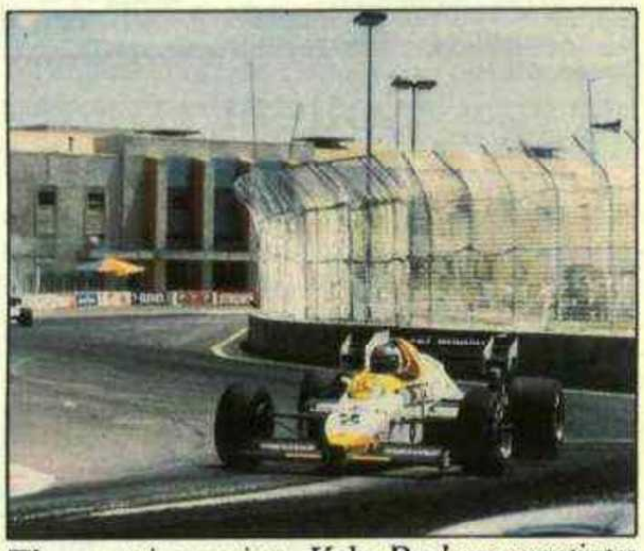
Jochen Rindt's Lotus leads at the start of the 1969 Grand Prix at Watkins Glen. Afterwards DSJ had to shave his beard, having staked his whiskers that Rindt would never win a championship race.



Michele Alboreto's Tyrrell chases de Cesaris' Alfa in Detroit in 1983. Alboreto's victory was the last for the 3-litre Cosworth in F1.



Eventual winner Clay Regazzoni's Ferrari heads the pack through the second corner of the 1976 US Grand Prix West, the first of eight races through the streets of Long Beach, California.



The great improviser. Keke Rosberg negotiates the crumbling Dallas track in 1984, scoring Williams' first GP win with Honda power.



Gilles Villeneuve leads the 1979 race, after lapping Watkins Glen 10sec faster than anyone else in the rain in qualifying. He won the race too . . .



In a drab car park behind the Caesar's Palace casino in Las Vegas, Alan Jones' Williams led the final Grand Prix of 1981 from start to finish.

Annual Outings

Look at the grid for most rounds of the World Sportscar Championship, and you can can count perhaps 30 Group C cars. Stand in the *tribunes* at the Sarthe at five minutes to four on a certain June weekend, and your total could well reach 55 cars — though a mere 47 started this year's Vingt-Quatre Heures du Mans.

Two groups make up the difference: those Group C contenders using Le Mans as a high-profile launching pad for a car which may only contest part of the series, such as the Japanese rounds, plus those teams who build or buy a car simply for this one event, the most famous race in the world. Naturally, France is to the fore, with the Tricouleur carried in past years by Rondeau and now by WM and Cougar.

Nissan, Toyota and Mazda all made their 1987 European debuts at the Sarthe: Nissan with new V8 engines, Toyota with 16-valve versions of the 2.1-litre four-cylinder engine, and Mazda with improved versions of the triple-rotor 757C, an extremely raucous sports car which was the only Nipponese entry running at the end.

On home territory and in 1000km races, the Toyotas and Nissans are leading competitors, and the Porsche and Jaguar teams may be challenged seriously in the Fuji 1000km on September 28 and the Sendai sprint a week later. And one year, but who knows when, they may come to Le Mans to win!

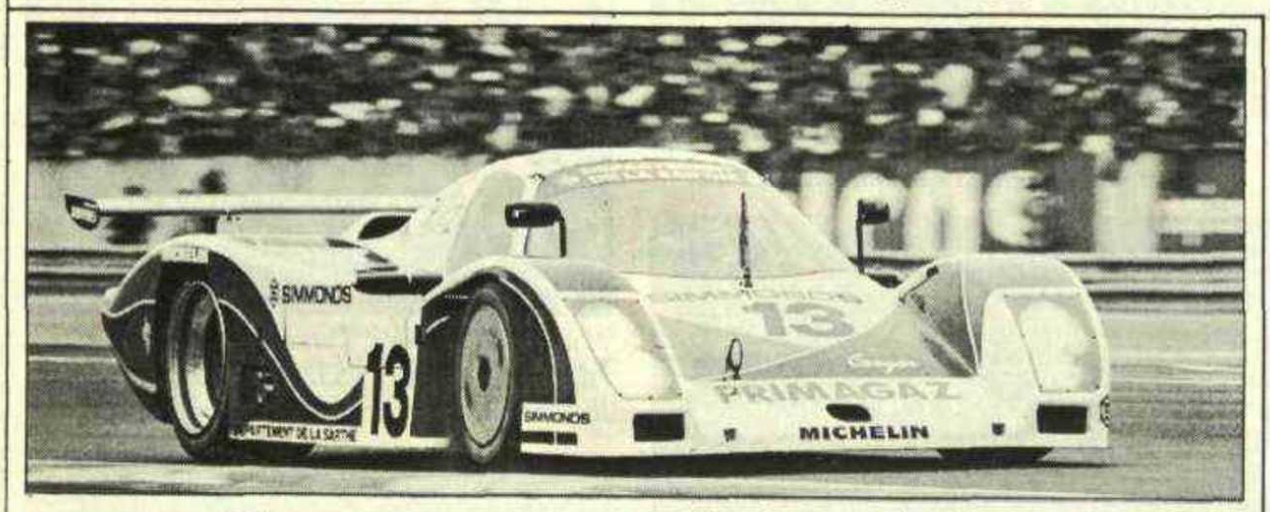
The relevance of Group C to the 24-Hour race is increasingly being questioned. Klaus Ludwig, a fine and brave driver, refused point-blank to race there again after Jo Gartner's death last year, and several more are very close to joining his boycott: Hans Stuck, Jochen Mass and Bob Wollek (three-quarters of the works Porsche team!) would certainly prefer to be anywhere else on that weekend in June, and many more professional drivers share that view.

More than anything, the six-kilometre Hunaudières straight worries the drivers, who are completely at the mercy of their racing tyres. John Sheldon, Jonathan Palmer, Jean-Louis Schlesser, Win Percy, Mike Thackwell and many more have experienced blow-outs at over 200mph, and understand the helplessness of their situation. The cars, they say, are too fast for the circuit. But so, too, were the Porsche 917s.

Porsche's Norbert Singer believes Le Mans will go the same way as the Mille Miglia, the Targa Florio and the old Nürburgring, and whether you agree with him or not the tide of opinion is against this race. When enough people militate, FISA can be expected to take firm action, despite the opinions of endurance commission members Pierre Aumonier and Alain Bertaut.

Between 1923 and 1939 the Le Mans race was exclusively for production cars, and it was only on the resumption in 1949 that prototypes were admitted on the grounds that there were insufficient numbers of modern production sports cars available. To suggest a return to production-based racing is not as unseemly as it might appear.

Perhaps the Automobile Club de l'Ouest should be considering a contingency plan to invite production-based teams only; would a race for Porsche 961, Ferrari GTO and Testarossa, Chevrolet Corvette, Jaguar XJ-S, Aston Martin Vantage and Lamborghini Countach-type cars be such a bad idea? **MLC**



Cougar

The Automobile Club de l'Ouest really needs good French entries to raise interest and attract large crowds. The partisan crowd is polite and respectful when Porsche wins yet again, warms to the contest when Jaguar puts up a good fight, but likes nothing more than a good show by a French team. This year, Yves Courage was their man.

Courage is the patron of the Porsche franchise in Le Mans, so is readily forgiven for using a Porsche 962 engine in his C20 Group C car. It has good ground effects, having gone well at Monza and Silverstone, but was really designed to go very fast in a straight line; its best speed trapped at Hunaudières was 361kph (224mph).

Further down the straight it was almost certainly travelling at 230mph, its computed maximum, and at one critical point it was also the sixth fastest car leaving the new chicane at the Dunlop Curve.

The first Cougar Group C cars, which appeared at the start of the formula in 1982, were powered by Ford DFL engines, effectively picking up the threads when fellow Le Mans resident Jean Rondeau ran short of funds. Rondeau and Courage actually made their 24-Hour debuts together in 1972, when they shared a Chevron B21 with Barry Robinson, but evidently they preferred to construct their challengers as rivals.

The Cougar chassis, like that of the Porsche, is made of sheet aluminium, the rear end is substantially Porsche around the flat-six, twin-KKK engine, but the appearance and aerodynamics are the work of Marcel Hubert. Driven by Courage (briefly), Pierre-Henri Raphanel and Hervé Regout, the Primagaz-sponsored Cougar ran perfectly for 24 hours, save for a low fuel pressure problem which stranded the car for 20 minutes on Saturday evening. But for that it would certainly have finished second to the Bell/Stuck/Holbert works Porsche.

Mazda

The Mazdaspeed team claimed seventh place, and the IMSA class, with the 757 model, which has a honeycomb aluminium chassis designed by Nigel Stroud, who is also responsible for the original Richard Lloyd Porsche chassis. One of the three rotors lost compression in Terada's car, leading to retirement; but the one driven by David Kennedy/Mark Galvin/Pierre Dieudonné ran well apart from a minor rear suspension problem during Saturday evening, though fearfully assaulting the eardrums of those further up the pit-lane each time it rejoined the track.

Mazda's budget has been cut this year as a result of a stronger presence in rallying, and this was the team's only European outing of the season. The effort continues to publicise the rotary engine concept, but the 757 is little faster than the best C2 cars and outright wins are not within reach. Nothing more has been seen or heard of the turbocharged Mazda rotary which appeared at the Fuji race two years ago, but was far too fuel-thirsty to compete in C1.



Le Mans Reflections

WM-Peugeot



Most cars aim for reliability, straight-line speed and good cornering ability. So what can one say about the new WM-Peugeot which was trimmed, for its debut, purely and simply to go down the straight faster than anything else? Operated by Gerard Weltier and Michael Meunier (whose initial letters form WM), the P87 is a sensational looking device, and after a disappointing dip into C2 last year the team decided to blaze a new trail in 1987.

Both the P86 and P87, like all the WMs which date back to 1979, are powered by the Peugeot-Renault-Volvo (PRV) 2.8-litre production V6 engine, developed by Citroën engineer Denis Mathiot. Up to 900bhp is claimed for qualifying, the latest engine having a unique Bosch Motronic management system which is superior to the mechanical injection of the P86 model (pictured). The team is based at Beauvais and the sleek lines, with enclosed rear wheels, were refined in the St Cyr wind tunnel.

They called the P87 "Projet 400" since it was designed to run at 400kph (248mph). Indeed it did, just prior to the big race, in the hands of François Migault on a stretch of closed autoroute! It was comfortably quickest, too, at Hunaudières, at 381kph (236.7mph), a speed which some people remembered Jack Oliver achieving in the Porsche 917 at the trials in March 1970.

Over an entire lap, though, Roger Dorchy's best efforts produced a time of 3min 38.68sec, twenty-first overall. The cars were also immediately in trouble with lack of fuel pressure, Migault's succumbing to overheating before the competitors moved away for the pace laps. There was no pleasure in seeing the two cars have their annual rebuild in the pits during the first three hours of the race; they covered 13 and 14 laps respectively.

Peugeot sport supremo Jean Todt attended this year's race, and it is fair to assume that either Peugeot will try to turn WM into a respectable team in the next twelve months, or will pull out the plug!



Nissan

We know, because it is said repeatedly, that Nissan is on a long, careful build-up in Group C. It is never stated when the build-up will reach its climax but it would be naïve to dismiss the effort altogether. It has plenty of potential, as the Swedish driver Anders Olofsson showed during the trials in May when driving last year's V6-engined R86V, but he damaged the car badly during practice, as did his French co-driver Patrick Gonin when eleventh overall in the race.

The R86V was a "semi works" March Engineering entry, and the powerful V6 production-based engine was prepared by the Californian Electramotive company whose technical director John Knepp was not even allowed to see the factory's latest 3-litre V8 engines.

The works entries have a revised and updated March chassis, and were driven exclusively by six Japanese drivers who deliberately and consistently drove well inside the car's potential. Hoshino's qualified 17th and Hasemi's 20th. After lack-lustre runs they both retired after dawn with engine problems which may have been head gasket failures, judging by the symptoms.



Toyota

Toyota has officially taken over the Group C effort from the Dome company, which actually designed the sheet aluminium monocoque, and designer Masahiro Ohkuni has further refined the 87C chassis. The team's competitiveness is blunted by the continued use of the 2.1-litre Toyota 3S-G 16-valve engine, which can develop up to 680bhp but for the race was run at lower boost and little more than 550bhp. It is expected that Toyota will produce an entirely new power-unit for next season.

John Wickham, former BARC competitions manager and latterly with the Spirit and RAS teams, manages the Toyota effort in Europe on behalf of Tom's, the official tuning company associated with the marque. Toyota, at least, is prepared to enter the spirit of competition which is more than can be said at the moment of Nissan.



Kenneth Neve's 1914 TT Humber with some of its guests at the Oulton Park Party.

Party for an ex-President

A very enjoyable party was given by former VSCC president Kenneth Neve at Oulton Park circuit on June 12, to commemorate the fifty-first year of his participation in vintage motoring competitions. He has competed with 30/98 Vauxhall, Type 35A Bugatti and Rolls-Royce and, of course, the 1914 TT Humber which was present, just back from a class-win at Colerne.

Naturally, among around 130 guests were many VSCC personalities with their cars, and a little modest lappery was indulged in by some before lunch. It was fitting that the 1903 60hp Mercedes, 1908 GP Itala, 1908 GP Panhard-Levassor, and that big Edwardian Daimler tourer were in action, their drivers well-known to regular readers of these columns, and Ron Footitt was briefly exercising the AC-GN over the extended circuit.

To mention all the fine cars present would be impossible, but one was attacted by a nice Derby Bentley, three Lea-Francis, the Alvis contingent, at least two magnificent open vintage Bentleys, a Packard coupé, open and closed-bodied Lancia Lambdas, a "Chinn-Gang" Frazer Nash, Averil Scott-Moncrieff in her Bugatti (my notes say "attractive", appropriate on both counts), a single-seater Lagonda Rapier and another GN with the Vitesse engine (which makes three GNs with the chain-drive behind the cylinder for the overhead-camshafts, if you include John Blake's and the "Wasp"). Anthony Heal had driven his twin-cam 3-litre Sunbeam all the way from Beaconsfield.

After lunch our host made a nostalgic speech in which he praised Tim Carson for having run the VSCC so effectively during his long spell as secretary, without ever letting it get too serious. Tim and Cecil Clutton replied for the guests. You will soon be able to read about Kenneth Neve's long association with interesting motor-cars in his forthcoming book, published by Grenville. **WB**

VSCC Colerne

These speed trials were not open to the public, but the results were interesting. FTD went to Rodney Felton (Alfa Romeo) with 22.97 sec. Fastest vintage car was Bob Roberts' Sunbeam "Tiger" at 23.22 sec, and fastest sports-car T Llewellyn's vintage Bentley at 25.39 sec. Outright class winners, excluding the above, were Edwards (AM), Spiers (Alvis), Dunn (Riley), Burrell (Bentley-Royce) and Margulies (4CL Maserati). Clutton's 1908 GP Itala was the fastest Edwardian car, recording 34.84 seconds, but Kenneth Neve's 1914 TT Humber won this class on handicap. **WB**

Trackside Tales

A VSCC member with an interest in narrow-gauge railways has lent us a copy of *One Man's Railway* by J B Snell (David & Charles, 1983), which tells the story of J E P Howey and the well-known Romney, Hythe & Dymchurch Railway, which he built in memory of his friend, Count Louis Zborowski.

The book contains new material about Howey himself and his cars and motor-racing friends, apart from a full history of the famous 15in gauge, 14-mile railway. Howey raced Bugatti, Leyland Eight and the first Chitty-Bang-Bang at Brooklands. An interesting point is that the two locos ordered by Zborowski (regarding which we were instrumental in getting his ex-LSR car "Babs" and the engine "Count Louis" together at the Fairbourne railway some time ago), can be identified by the "LZ1" and "LZ2" stamped on their con-rods and valve gear . . .

The book is well endowed with pictures, including one of the loco powered with R-R Silver Ghost engines. It is still obtainable, including a paper-back edition (for £3.95 plus postage and packing) from bookstalls at the RHDR itself, which might well be an excuse for a visit . . . **WB**

McEvoy Survivors

Jeremy Collings, the Star enthusiast who has meticulously restored the smart white supercharged Star McEvoy Special, tells us that a few more McEvoy cars have survived. These include a derelict Wolseley-Hornet Special, two-seater and four-seater Morris Minors, a 10/4 Morris McEvoy Special, a very original McEvoy-tuned BSA for which a Zoller supercharger is sought, a McEvoy Lagonda Rapier, possibly some of the McEvoy MGs and the supercharger from what was a McEvoy Daimler Special. **WB**

Party For a Book!

When Andrew Whyte's second volume of the *Jaguar Competition History* was ready for release, having taken nearer eight years to write than the anticipated two, John Haynes held a notable party at the Sparkford Motor Museum in Somerset. This was partly to greet the book's publication, but also to commemorate past Jaguar Le Mansvictories.

The TWR Jaguar team was given the day off and brought by coach from Coventry; past winners Duncan Hamilton and Tony Rolt were present, as was Win Percy who had escaped from a horrific accident a few days before in this year's Le Mans.

Flanking the speakers, who included Duncan Hamilton, was a Silk Cut Group C Jaguar lent by Jaguar Cars, Duncan's D-type XKC 051, Martin Morris' well-known D-type XKC 404 which won in 1954, and the 1953 Le Mans-winning C-type. In the Museum is Haynes own Jaguar collection.

Other personalities present included Walter Hassan, Harry Mundy, Jack Lee, Phil Weaver, Bob Blake, Joe Sutton, Keith Cambage, Harold Hodkinson (who developed Dunlop's disc brakes for Jaguar) and Tom Jones, all of whom need no introduction to Jaguar followers—or to those who read this incredibly complete book! Drivers from past eras included Peter Sargent, Cyril Wick and rally driver Bobby Parkes; note that the Lister-Jaguars were not overlooked.

It was splendid, too, to see all the TWR Silk Cut team present — Roger Silman, Tony Southgate, Allen Scott, Alastair McQueen, Eddie Hinckley, Kevin Lee and Paul Davis—even if they did have to give best to Porsche this year. **WB**

Brooklands Reunion

Following the VSCC meeting at Silverstone, we drove to Weybridge for the Brooklands Society Annual Reunion.

Staying at the famous Hand & Spear, we found Mr and Mrs Owen Wyn Owen, who had brought "Babs" on its trailer behind a Range Rover. The 27-litre Liberty-engined Parry Thomas LSR car ran on the banking once or twice, but it was not in a very good mood, a broken gearbox cross-shaft having to be bodged. The engine had not been run for two years, and in the hotel courtyard ten gallons of water were needed to fill the coolant system, which called for work with various priming-cocks.

Dudley Gahagan gave his usual VIP runs on the Byfleet banking before a very large crowd of onlookers; his Bugatti had developed magneto trouble, so he had commandeered a fine Le Mans Bentley from Stanley Mann. He packed Sir Peter Masefield, Lady Masefield, David Gilbert, the local mayor and myself into it for two fast runs, on one of which he outbraked a GP Bugatti into the run-off! Dudley then drove his ERA and the Napier-Railton lent by the Midland Motor Museum.

Other genuine racing cars included Daniels' ex-Birkin single-seater blower-4½ Bentley (equipped for road use with a spare wheel on each side), the Dixon Riley which won the 1934 and 1936 500-Mile races, the 10½-litre Delage, the GN Kim II, Dunham's Alvis, the 200-Mile Race Alvis, Nash's 1912 Lorraine-Dietrich *Vieux Charles III*, the Coupe de *l'Auto* Delage, the Akela 200-Mile Race GN, Robbie Hewitt's Fox & Nichol Lagonda, the Marendaz Special No 1, and various motorcycles and Morgans. The total entry numbered 300.

Before the banking demonstrations, there was a parade of Lanchesters, presumably because one or two examples of this illustrious marque were raced at the Track. The Tiger Club sent over six biplanes to perform a "Salute to Brooklands" (to be repeated at Redhill Aerodrome on July 26) and on all sides Brooklands personalities were encountered.

Unhappily, ill-health prevented the Society's President TASO Mathieson and Vice-President Alan Hess from attending. But we did meet George Harvey-Noble, Bert Denly, Harry Clayton (who knows all about the banking!), John Morgan, Leslie Bellamy, Wilky Wilkinson, Lindsay Eccles (who had a run in Haajanen's ex-Staniland 2-litre GP Bugatti), Bert Hadley, Harry Rose, George Abecassis, Frank Kennington, Ian Connell, "Mort" Morris-Goodall, Tim Carson, Charles Mortimer and many others.

It is impossible to pick out *all* the interesting cars which came to Brooklands for this memorable day, but they included Bunny Tubbs' enormous Gobron-Brillé from Kent, Demaus' Arab, the V8 Harker Special, the



The Napier-Railton returns to Brooklands.

ex-Michael May Alvis, Parris' magnificent H6 Hispano Suiza tourer, Sutherland's 8C Maserati, a 1906 40hp Berliet, Hescroff's Montlhéry AC Six, a smart Calthorpe Sporting Four and Agg's fine open 36/220 Mercedes-Benz.

The Richard Bolster Special made FTD in the paired runway sprints, with two runs each in 13.4 seconds, ahead of the Avon Bentley (14.6 sec) and the MG PA "Cream Cracker" (14.9 sec). The lap-record Napier-Railton and Sparrowhawk's 4.3 Alvis both did 15.1 sec. Fastest motorcycle was Henry Body's 1929 Douglas (13.3 sec) and quickest three-wheeler Spencer's 1930 Morgan (19.0 sec).

There was the usual VIP lunch, at which it was good to see Society and Museum officials together on very affable terms, and Sir Peter had a drinks session for his friends after the runway sprints. Even the weather was in co-operative mood, so the twentieth anniversary of the Society and the eightieth of the Track itself were very appropriately celebrated. **WB**

V to C Miscellany

Those interested in motorcycles as well as in cars should note that the Festival of 1000 Bikes, with a vintage flavour, takes place at Brands Hatch on September 20. Admission costs £3 (no charge for children) and parking is free.

When we interviewed the late Sir Leonard Ropner Bt (MOTOR SPORT, May 1968), about his 30/98 Vauxhall racing at Brooklands, he was running a Rolls-Royce Silver Cloud 1 and a Phantom 1 Park Ward tourer. We hear that the latter Rolls-Royce was sold to Van Martens in Holland, who disposed of it to the dealer C A R Howard. It has since been purchased by someone in Bromsgrove, who is anxious to discover when its original blue paintwork with polished bonnet was changed for its present all-black finish.

A thought for students of Bugatti history: Christies described a Type 40 four-seater in its Monaco Auction Sale as holding the "four-cylinder record" at Prescott.

We regret to learn that the Calthorpe and Alvis competition driver Ian MacDonald, whom MOTOR SPORT interviewed some time ago, has died at the age of 94. At 92 he was asked to take a driving-test, which he passed satisfactorily.

Last month's story on the Merlin-Aerees referred to Civilian Coupé light aeroplane flown by the car's builder. The statement that this was made at Hendon was incorrect, as it should have read Hedon. **WB**

Anniversary Souvenirs

Two excellent souvenir booklets have been issued to celebrate the eightieth anniversary of Brooklands: one by the Museum, called *Under Starter's Orders* and the other by the Brooklands Society, titled *Brooklands Commemorative Brochure — 1907, 1937, 1987*.

The first was circulated at the June 7 celebrations and contains congratulatory messages on the Museum's foundation from HRH the Queen Mother, HRH Prince Michael of Kent, His Grace The Duke of Richmond & Gordon, the Hon Gerald Lascelles, Tom Sopwith, George Edwards, the Hon Sir Clive Bossom Bt, C Shea-Simmonds, Sir Austin Pearce, Dr J Fozard, the Rt Hon Geoffrey Pattie and Ian Robertson.

This landscape, loose-leaf publication has articles by Sir Peter Masefield, the chairman of the Brooklands Museum Trust, and others on aviation (by Mike Goodall and Dr Barfield), on the Hennebique bridge (with a copy of the original order for it), Noel Pope, cycle racing, Brooklands archaeology, and the recovery of the Loch Ness Wellington bomber. Morag Barton writes of the Museum, and Rivers-Fletcher and myself contributed nostalgic articles.

The Society's 52-page booklet also contains articles by His Grace The Duke of Richmond & Gordon, the Hon Sir Clive Bossom Bt, Sir Peter Masefield, and other reminiscences by TASO Mathieson, Alan Hess, Bert Denly, Kay Petre, G Harvey-Noble, Harry Clayton (with dramatic pictures of his "over-the-top" MG accident), Charles Mortimer, Graham Brown and myself.

Both books are extremely well illustrated and although most of the photographs have been used previously, blowing them up has much enhanced them. Some of the full page and half-page pictures in the Society publication are magnificent, covering aviation and motorcycles, as well as the great personalities (Locke King's account of how he built Brooklands is reprinted) and many views of the old Track. **WB**



The fine array of vehicles in Newton Abbot market during the 1920s includes Model T Fords, Austin 12s, bull-nosed Morrises, and Lancia buses.

The Roads of the 1920s

We left Owen John driving various cars in the short-lived General Strike of 1926. I have a personal recollection of this emergency, as a boy living in south London. The newspaper told of a bus being overturned in Piccadilly, and although we were nowhere near this incident, it alarmed me that such terrorist happenings could be taking place in London's West End. Yet how mild, compared to inner-city riots of recent times! I was somewhat placated to learn that racing drivers such as Parry Thomas were manning the strike-bound London buses, however . . .

Perhaps to escape memories of the strike, OJ enthused over his continental touring in a Morris Leon-Bollée. He remarked that France had been popularised by that novel of Mr and Mrs Williamson, *The Lightning Conductor* (I cannot understand why some enterprising film producer has not made a cinema or TV play of this romantic motoring story), and by the writings of Hilaire Belloc (who has the pedestrian middle-classes so nicely sewn up in relation to the Ford-owning lower-classes and the rich in their Rolls-Royces).

OJ also noted how attractive was the country of the Vosges, called the "Blue Alsatian Mountains" in an old song (which reminds me that I used to think the "Old Bull & Bush" of another song was fictitious, until I came across a reference to the real pub of that name on the Great North Road. The cavalcade of crude Grahame-White Buckboards passed it on the Press demonstration I mentioned last month on their return route to Hendon).

OJ had had a letter from an hotelier who was off to the Continent to see whether the food and drink surpassed that offered in his own English country hotel. OJ thought that on his return there might be some improvement, but that nothing would better his native Wisbech asparagus. Maybe he felt guilty of so much praise for the Continent, because next he bestowed praise on summertime in England and Ireland (although as I write the wind is blowing and the rain falling in June). OJ became quite poetic, in fact, over the beauties of England in summer, but in the pages of MOTOR SPORT I will spare you that. He also had another slant to his commendation of closed bodywork — it protected his head and his eyes from a hot sun. Moreover, clothes could be smart in a saloon car, whereas a dust-coat was necessary in open touring cars.

Then OJ was off to play golf at Sandwich, in *The Autocar* Trophy match. He went down with J K Starley, Rover's managing director, sitting behind the driver in the latest four-cylinder Rover Saloon, a car like his own. It was able, he said, to challenge six-cylinder cars, and was sprung as well as the best cars ought to be.

The run was easily accomplished because of the new road through the "Garden of England"; after negotiating the "horrid south-east suburbs" good time was made, after a 7pm start. But in spite of the speed possibilities of that new 1926 highway, OJ disliked it, seeing from it little more than if he had travelled by train, though getting to his destination more quickly. He described the new road as an ugly, businesslike superhighway, good as a speedway but seldom more elegant than the Great North Road.

So here, over sixty years ago, was a hint of subsequent motorways. OJ observed that, although such a road ruined the outlook from some great houses, other places were allowed by its presence to sleep in the everlasting calm of by-roads and back-waters.

The travellers paused in Maidstone to rest their driver, after which he was game to run without another stop to Cliftonville, where they stayed at the Queen's High Cliff Hotel. The fine hospitality was appreciated, but did nothing for either gentleman's golf. This run reminds me of one I did not long ago from mid-Wales to Margate and back in a day, which was made quite easy by the M25 ringing London and, as it was an icy and snowy Sunday, by the 4WD and ABS of the Ford 2.8 Granada Scorpio I was using.

On that London-Cliftonville journey, OJ remarked that the driver was nice and gentlemanly, which was appreciated because most of OJ's friends, on taking him out for a drive, thought the best way of impressing him was to try to make him grey with terror (it is the same for any motoring writer, as I well know, especially if the driver thinks his car is likely to be written about!).

After the golf, in which neither OJ nor Starley got anywhere, OJ came back to London by train, an experience he described as appalling compared to the comfortable drive down in the Rover. They bumped and clanked slowly along the sad north Kent coast and only got a move on after Rochester. OJ then dug out his own Rover — how nice is the feeling of regaining one's car after a day out at a meeting or, as in this case, after a train journey! He was able to surprise an uncle for Sunday lunch and still get home about 2.30pm, after motoring along the Great West Road.

On that dismal train ride he had studied the clever Rover publicity stunt of Dudley Noble, whereby four people travelled in a 9/20hp Rover "Nippy Nine" a distance of 2007 miles, on a £5 note for petrol and other car requirements. After all this, one is surprised that OJ confessed to sometimes getting bored with motoring and taking to the railway, saying the mighty Great Western from London direct to Exeter or a sleeper from King's Cross to the north had cars cold. Perhaps! But I must say I haven't been in a train or coach for years and years — the last time must have been when the car I was using broke down and I was obliged to go from Kingston-upon-Thames to the office by rail. I recollect being surprised at how costly this was, and how frustratingly slow.

Commenting on road behavior in 1926, OJ thought riders of motorcycle combinations were out for blood, probably their own; and he regarded as none more brave than the fair sex, "mostly long pink legs", who were on every flapper-bracket or pillion seat.

He went on to the subject of all cars becoming alike in appearance, which seems odd at this period but has been much accentuated since the war; this may have been brought on in 1926 by the beginning of the Americanism of cars such as Citroën and Morris. It made OJ think in terms of the two-stroke engine, presumably because it was different, and he recalled the Dobson-Valveless car he once had, of which he was also reminded because some of the new 1926 racing cars had two-cycle engines. This car used to eat its piston-rings, and at the very time OJ was remembering it his two-stroke Atco motor-mower stopped working, as did the similar Evinrude engine in a boat outside on the river, although OJ's Ner-a-Car motorcycle was satisfactory.

Well, I never have liked tiny-cylinder two-strokes, though aware that this type of power-unit functions splendidly in modern racing motorcycles and commercial vehicles. Perhaps I have never quite forgotten the engine in a certain 172cc Excelsior-Villiers bike that invariably holed its piston's deflector-crown in races at Brooklands in the 1930s. When we bought a post-war mower, we made sure it had a little Clinton *four*-stroke motor, in spite of which our odd-job man, on the rare occasions when even it proved an obstinate starter, was convinced that was because it was a two-stroke!

At the 1926 AA annual general meeting OJ got into hot water from the ever-defensive Mr S F Edge, over his advocacy of closed bodywork. So OJ set it all out again, adding the advantage of coming back to dry seats after parking a car in the rain and of not having to endure the torment of sitting on hot ones if the vehicle has been left standing in the noon-day sun. He even dismissed an open-car user in Carcassonne, by reminding him of the dust the Mistral wind invariably brought with it.

On the matter of safety when driving enclosed cars, OJ used stop-lights and turn-indicators on his Rover saloon, operated from the Eural Ring on the steering-wheel, as he had on his Crossley. This gave the effect of a firework display when he wanted to change direction, and amused his local policeman; OJ would have found it incredible that now, and for a very long time indeed, stop-lamps and turn-indicators have been *compulsory* on all but the older cars . . .

It is significant perhaps, in view of this enthusiasm for closed cars, that Austin had just introduced its Seven saloon, at £169. Today closed cars represent the everyday run of motoring, and only vintage-car people and very few others are alive to the joys of open-car, fresh-air (away from cities) driving. But quite why Edge was steamed up about criticism of open cars in 1926 remains obscure, although he had been a bit worked up some years earlier about differentials, as we saw last month! It may have been because the bulk of the exhibits on the AC stand at the 1926 Show were open cars. A four-door six-cylinder AC saloon had just been announced, and was shown finished in Durobelle cellulose of AC-3 blue. It cost a lofty £650, however.

Let us leave OJ for the time being, about to set off on an August tour of the West Country and Potteries in his Rover, which had done 600 miles "most excellently", so he did not see why another 600 should trouble it. **WB**

Obituary: Lance Prideaux-Brune

This modest enthusiast died within weeks of his wife Constance, at the age of around 90, his close association with motor racing remaining unknown to many of the present generation. For a time he ran the Aston Martin Company, prior to Sir Arthur Sutherland taking it over, so it can be said that but for him AMs could not have won the 1932 Rudge Cup at Le Mans.

Through the Winter Garden Garage in Tottenham Court Road he was able to help the manager Dick Anthony campaign Miss Fawcett and Geoffrey White in the Morgan at Le Mans, and in later times he financed Raymond Mays, making the successes of ERAs such as R4D possible and helping the Raymond Mays sports car to be built.

Lance and Constance ran a number of dh coupés for which he designed the bodywork, such as on Aston Martin chassis. Replicas of these were built by Winter Garden Garages, and with them this unassuming but enthusiastic pair took part in pre-war rallies and *Concours d'Elegance*. **WB**

Obituary: David Scott-Moncrieff

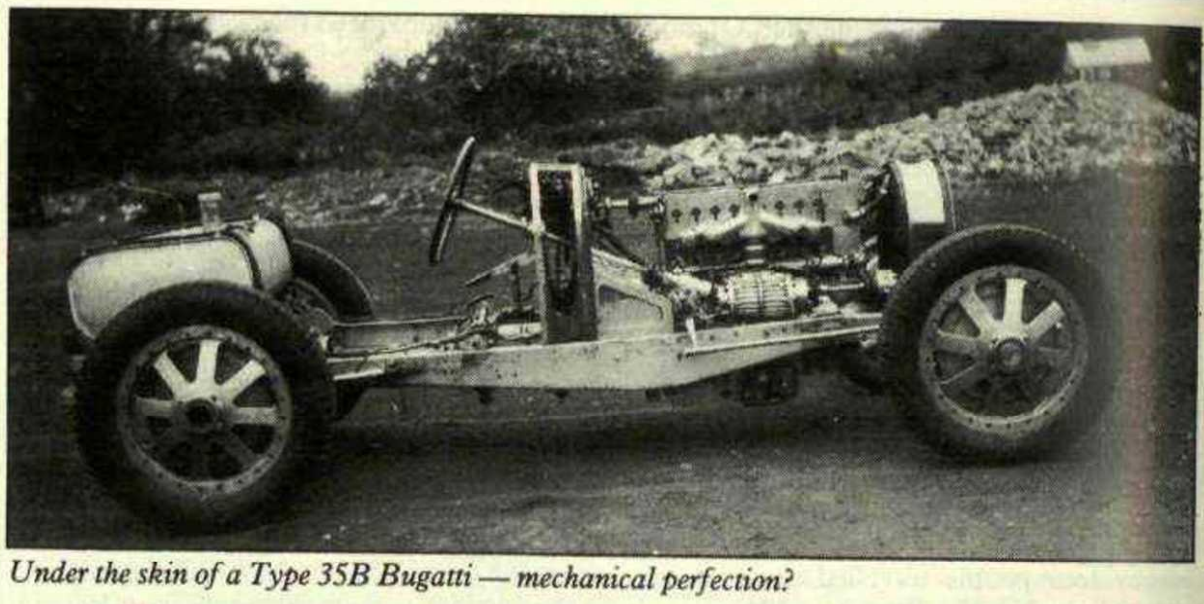
Dear old Scott-Moncreiff has gone from us, sadly within a few days of his 80th birthday party. But this versatile sporting motorist's funeral was the wake he had asked for, attended by all manner of older cars.

Bunty, as his friends knew him, was of a famous family. After Eton and Cambridge he entered the motor trade in 1927, selling improbable cars, I suspect because that way he could drive what he liked. He dubbed himself "The purveyor of horseless carriages to the nobility and gentry", and who will forget his advertisement in MOTOR SPORT headed by a picture of Chitty II upside down, captioned: "Seen from the bar at Brooklands"?

Bunty had an enormous amount of fun as a used-car dealer, but I think his favourite cars were big Mercedes, Hispano Suizas and 30/98s. He gained enough knowledge of them to write a book of personal anecdotes about most of those made between 1930 and 1940. He was a born writer — of the first serious history of Benz and Mercedes published in this country, of tales of the supernatural, and of a book about a tour of Europe in a 5-litre Bugatti when the war was scarcely over. Bunty loved travel in unusual places and his stories of people and places were masterpieces of fun and Edwardian-style glamour.

He and his sons opened a business primarily concerned with used Rolls-Royces, from Leek, site of the ancestral home, Basford Hall. But the Scott-Moncrieffs (he had married the charming Averil) continued to run and race all kinds of machinery, from Lotus to Bugatti, and Bunty continued to write about them, making even the dullest saloons seem desirable. If you do not believe me, read his *Cars I Have Owned* (MOTOR SPORT, August 1950).

Right to the end this remarkable man, one of the true characters of our time, raced his 30/98, and Averil her Bugatti, in VSCC events and continued to travel abroad — he made light of various illnesses with extreme bravery. No-one will be remotely like him again. To his sporting wife and his sons, we convey our deepest sympathy. **WB**



Under the skin of a Type 35B Bugatti — mechanical perfection?

Blown Bugattis

It is well-known that Ettore Bugatti, as well as being an eccentric in his lifestyle, was eccentric over the design of his cars, resisting independent front suspension, twin-overhead-camshaft engines and hydraulic brakes far longer than others. He was also against supercharging for a long time, until forced to adopt it when outclassed in races.

Forcing the mixture into the cylinders with a pump, nowadays usually in the form of turbocharging, with only an occasional return to mechanical supercharging, is again in vogue. So let us see what steps Bugatti took to publicise supercharging after putting blowers on his racing and sports-car engines.

Having produced blown versions of the famous straight-eight Type 35 GP and four-cylinder Type 37 racing cars, Bugatti used an almost similar engine to the blown Type 35B for his exciting Type 43 four-seater Grand Sport model. To convince potential customers this was a Good Thing he arranged, late in 1927, for the celebrated French motoring journalist W F Bradley to test this Bugatti both supercharged, as sold, and non-supercharged.

Ettore was at the time claiming that supercharging did not necessarily mean high fuel consumption, quoting 43 mpg from his blown 1½-litre model when averaging 45 mph over long road runs. He provided a Type 43 for Bradley in its normal Roots-supercharged form, and immediately afterwards let him try this same car after the supercharger had been removed and two Solex carburettors substituted. What transpired was that, on a 40km run, the blown Type 43 gave 17.43 mpg and in unblown form only 11.94 mpg. Rather a surprising result, you might think, especially as in blown guise Bradley reported the Bugatti to be faster, more accelerative and more flexible.

In fact, the journalist was only an observer, the Type 43 being driven by racing driver M Costantini. Petrol thirst was checked by using a tall tank on the back seat (where it replaced the normal seat cushions) possessing a glass sight-gauge marked off in litres.

The first run commenced from the factory in Molsheim, and went over narrow, winding, rather hilly lanes at the foot of the Vosges. The average speed was 46 mph for the 24.85 miles, so 17.45 mpg was notably good. Having satisfied himself that fuel consumption was *improved* by supercharging, Bradley then had Costantini do acceleration tests from a standing-start, to 3000rpm and 4000rpm. This was considered more accurate than using speedometer readings; if wheelspin away from rest was ignored, these equalled speeds at those rev-readings of 63 and 83.6 mph.

Type 43 owners may be interested to learn that the times recorded were 30.7 sec and fractionally less than 41.4 sec respectively, averaged over a number of runs — it is interesting that even the experienced racing driver improved his times progressively! The Bugatti weighed 21 cwt 68 lb.

To show that supercharging did not bring with it rough low-speed running, 200 metres were covered in top gear at an average of 6.13mph for three timed runs. Again, Costantini became progressively more proficient at this, improving by almost minus five mph between his first and last run, which at least suggests he had not practised beforehand.

The Bugatti was then taken back to the factory and two carburettors on a normal inlet pipe fitted. The mixture was weak, so far more gear-changes were needed to maintain the same average speed as before over the 40km route; in spite of this weak setting, in supercharged form the engine gave the better petrol consumption by as much as 5.49 mpg. Then, as would be expected, the unblown car was inferior in acceleration, taking on average 10.3 sec longer to reach 3000 rpm, and more than 25 sec longer to 4000 rpm, the gain for the blown engine being 23 sec to 4000 rpm on its quickest runs.

The slow-speed runs were then done with the twin-carburettor engine, a freak jerky performance anyway; the unblown engine throttled down to a slower pace on two runs, but was beaten to the crawl by the supercharged engine on its best run.

The apparent superiority of the supercharged Bugatti was enhanced by Bradley saying that in blown guise the fuel mixture was rich, spoiling the slow-running, whereas for the unblown runs the carburettors were set up as for the Targa Florio (for the Type 35T GP cars, presumably) and were too weak in the cold of an Alsace December. The unblown engine had the lower compression ratio of the blown power-unit (4.5:1), which could have reduced its efficiency.

To round things off, the rich mixture of the supercharged Type 43 was later to some extent corrected, when fuel consumption improved fractionally and the acceleration time improved to 34 sec from 0-4000 rpm (Costantini did his best of five runs first and last, so there seems to have been no deception), and a standing start kilometre was covered in 25 sec (probably an error, as this would be 13.21 mph faster than Kaye Don's class record with a 35B). Road conditions were said to have prevented the car from doing a timed kilometre, but the speedometer read 112 mph more than once, Costantini going up to 5500 rpm, whereas with the unblown engine he could not get more than 4500 rpm.

The supercharger blew at 400g/sq cm. Bradley remarked that it could have been rendered silent had the blower-drive been by chain instead of by gears (the charm of the Type 43, though, is enhanced by the noises it makes!), and observed that supercharging improved turbulence within the cylinders. Was this Ettore's answer at that time to those advocating twin-cam heads? **WB**

Fragmentary Evidence

Our *Fragments* on the Reynard (MOTOR SPORT, June 1987) has produced an interesting letter from Mr J J Hall of St Albans, quoting an advertisement for a Reynard Special for sale by Guy Griffiths back in April 1935, the asking price being £75. The car was described as "a 1500cc 14hp competition two-seater, in cream, with outside exhaust-pipes, the actual car used at Donington and Phoenix Park", but with full touring equipment. It had a Ricardo head, which does not seem to go with a Meadows engine, so we wonder if this car had really any connection with the Reynard we described, although the large brakes and inclined radiator would correspond. Does anyone recall this racing Reynard? Our correspondent points out that the Reynard we illustrated was registered not in Oxfordshire but in London. **WB**



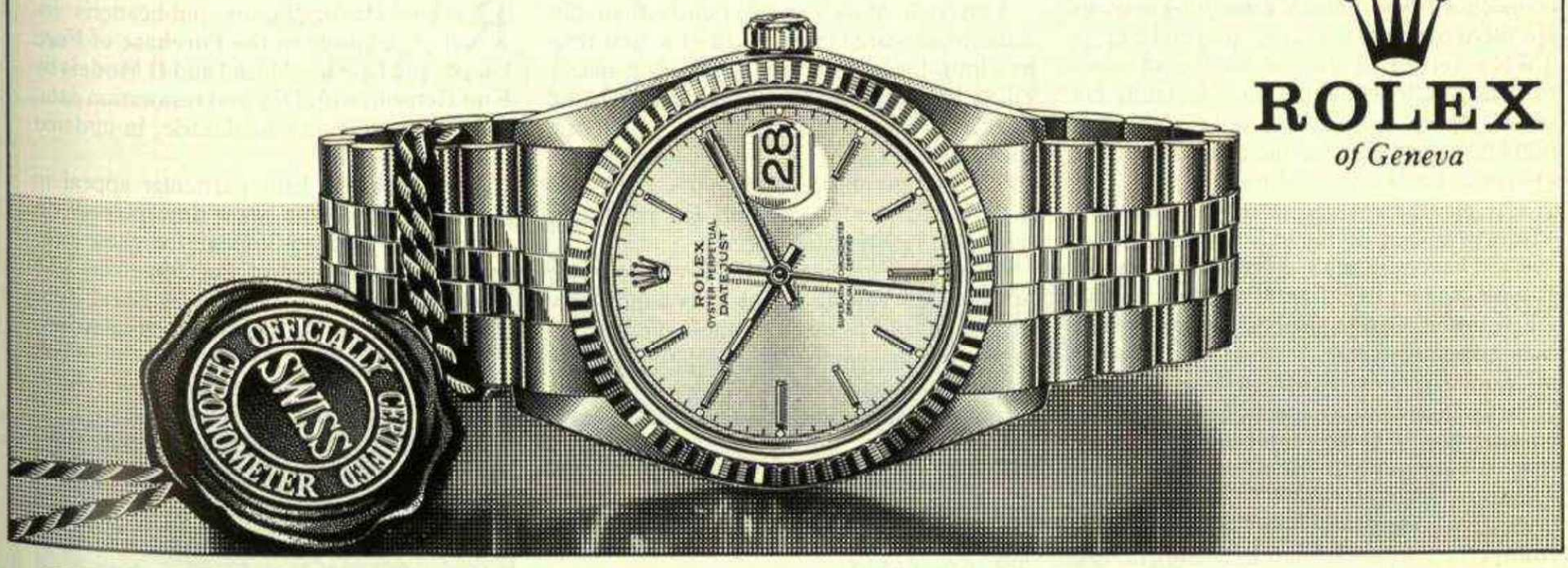
Bill Summers' 6CM Maserati inches up to the line ready for his run.

VSCC Shelsley Walsh

Much history has been established at Shelsley Walsh since 1905, and another little bit was added on June 4 at the VSCC hill-climb. Entries were down, but the event was highly enjoyable in the "Wimbledon" sunshine. What a pity, though, that the racing cars now have to wear silencers — these standardised "cans" look out of place, expecially on ERAs and protruding from the "Tiger".

The last-named Sunbeam had recovered from its Silverstone *contretemps*, and Bob Roberts had it going well. The Becke nearly asphyxiated its driver, according to commentator Hull, Felton had 300 bhp to propel the *monoposto* Alfa up the hill and Webster took the Spikims Bantam (blown Singer 9) off the line quietly, whereas the offside rear wheel of Threlfall's Ford Riley (no, not *that* sort!) Special spun merrily. Danaher in the 4CM Maserati was very neat at this starting-off business . . . Spollon got ERA R8C away skilfully, eschewing driving gloves; wheelspin was excessive from the shining Giron-Alvis; and Summers' 6CM Maserati had a rasping exhaust note.

Edwardians were out in force — the 1908 GP Panhard getting away comparatively slowly but clocking 53 mph through the speed-trap, the Gordon Bennett Star sounding every inch the veteran it is, the 1913 Th-Schneider revving like a later car, and Neve for once stalling the engine of the TT Humber. Tarring blipped the big Napier at the off, and Hickling's 1917 Dodge loudly squealed a tyre. Enticknap and Caroline drove Super Aero Morgans (a single rear wheel no apparent disadvantage) and Talbot BGH 23 was out again. **WB**



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BOOK REVIEWS

Jaguar Sports Racing & Works Competition Cars From 1954
by Andrew Whyte. 624 pp. 10¾"×8". (G T Foulis & Co, Sparkford, Yeovil, Somerset BA22 7JJ. £39.95).

Here at last is Andrew Whyte's stupendous coverage of all anyone could conceivably want to know about Jaguar in motor racing and other competition.

The book is not only comprehensive — and you can repeat that! — but there is the assurance that the author is *the* trustworthy Jaguar authority. After all, he was apprenticed to the company from 1955, and worked for it when the D-type racing programme was at full blast; after a break for National Service he returned in 1963, rising to become Jaguar's PRO by 1972.

I well recall how, when he was a bachelor (since rectified!) Andrew lived and breathed things-Jaguar at all times of the day, and for as much of the night as his friends would remain with him, talking and discussing the company and its achievements — a true Jaguarman!

So who better to compile this definitive two-volume history? This latest work, taking the story from 1954 to the present, is apt to deplete the breath of even a hardened book-reviewer! For not only is the main history fully detailed, but you have references to the short-lived XKSS, the still-born XJ13 project and the "unhappy" Broadspeed connection. Bob Tullius' Group 44 exploits are there too, and the story goes right up to TWR's return of Jaguar to the winner's rostrum, a tale which has most certainly not ended. Many readers will relish this great tome for its insight into the great days of the D-type at Le Mans and elsewhere.

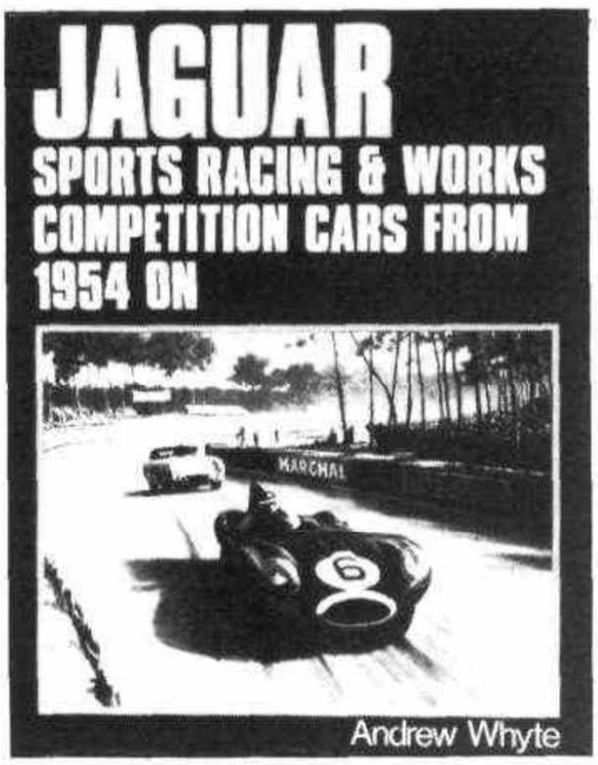
The appendices are equally formidable, covering as they do the individual history of every D-type, XKSS, and special-bodied E-type Jaguar; detailing 87 cars must have taken much sorting out! A history of club racing engines at international level, profiles of "works" Jaguar drivers, and specifications of many Jaguar racing engines add to the full coverage in this remarkable book, as do more than 1000 photographs, many new to me. There are 16 colour pages.

A great book to mark the thirtieth Anniversary of Jaguar's last Le Mans win. **WB**

To Hell And Back — An Autobiography
by Niki Lauda. 188pp paperback (Corgi, £2.95).

For the twelve years which separated Jackie Stewart's last World Championship and Alain Prost's first, Niki Lauda bestrode the motor racing stage like a Colossus. Not only did he win more races than his contemporaries, he also engendered more controversy.

The Nurburgring crash and Fuji withdrawal of 1976, the break with Ferrari in 1977, the sudden first retirement in 1979, the Kyalami



drivers' strike of 1982 and the press conference which announced his second retirement at Zeltweg in 1985 are all discussed in this, the first Lauda book to cover his full career. Concentration on the McLaren years avoids too great an overlap with his previous publications, and there is more emphasis on the man's family and business lives, and on contentious issues, than there is on individual races.

This is a more candid Lauda than has hitherto appeared in print. For the first time he admits his fear after the crash which nearly killed him, and his bewilderment at being unable to match Alain Prost's qualifying speed for McLaren. Typically, however, he still refuses to concede that anyone might be a better race driver than himself. It is a matter of self-belief rather than conceit.

Although the transposition of two columns in the career results appendix is annoyingly confusing, and pictures are limited to a small centre section, *any* Lauda book is a compulsive read — and this modest paperback is certainly no exception. **GT**

The Minic Book
by Peter Bartok. 160 pp. 8½"×9½". (New Cavendish Books, 23 Craven Hill, London W2 3EN. £14.95).

Cavendish Books, noted for the high-class quality of its publications, offers to model-car enthusiasts (how spoiled they are, these days!) a full history of Minic miniatures in all their guises — cars, commercial vehicles, racing cars, children's toys, tractors, army vehicles — together with reprints of Triang catalogues and the like. This attractive landscape-format book is a delight for those who wish to recall the Minic garages, ship-models, and so on, which are shown in 154 colour and 69 black and white illustrations. It makes you want to collect them all over again! **WB**

Those who like Jeeps and colour pictures of them should make a note of **Jeep** by Henry Rasmussen, which MRP of Croydon sells for £9.95. It runs from the pre-WW2 prototype right up to the 1986 Wrangler, with many others in between. **WB**

Under the aegis of the Michael Sedgwick Memorial Trust the excellent book about HRG sports cars appeared, and now another title has been added. This is a magazine-sized paperback work on the **Malvernia** car built by the Santlers, and encompasses the origins and history of this very early British car (Santler, incidentally, was responsible for the 1913 Dorman-engined Little Midland light-car). The author, Dr R A Sutton, used a splendid Sherlock Holmesian analysis to prove that his Malvernia (or Santler) should be dated 1889, which was very readable.

The book should become essential reading for all veteran-car people. It costs £5.95 post-free from G B Heath, Spring Cottage, 20 High Street, Milford-on-Sea, Lymington, Hampshire SO41 0QD. **WB**

Commercial-vehicle enthusiasts might like to note that MRP has published **The Supertrucks Of Scammell** by Bob Tuck, a 160-page landscape book full of pictures which will intrigue those who like these "heavies". It costs £9.95. **WB**

Recent Haynes/Foulis publications include a **Guide to the Purchase of Ford Escort and Cortina Mark I and II Models** by Kim Henson, with DIY and restoration data, and Roger Gillham's **Scalextric**, in updated form.

The latter will have particular appeal to model-car folk who want information on tracks, cars and equipment for these race games over the years, not forgetting the clockwork tinplates, the James Bond cars, even the motorcycle and sidecar miniatures. The book sells for £12.95. **WB**



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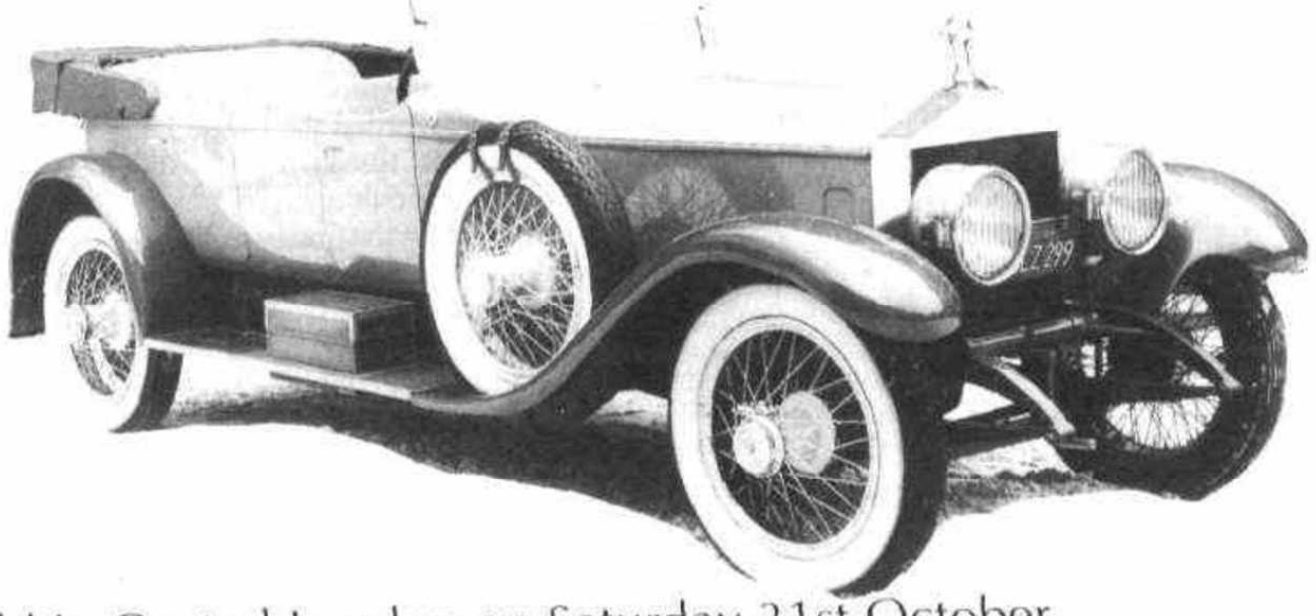
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Tipo Bs and Monzas to the fore for 10 laps of all-Alfa action.

Variety Club



Not easy to drive, Mann's Alfa Romeo-engined Multi-Union.

Another splendid vintage Silverstone event occupied many of us on the last Saturday in June, when the Hawthorn Meeting took place over the club circuit.

There was sponsorship from Christies, FGF (Aston) and Plessey Microwave (one person wondered if the last-named was just the pep-up his old car needed), but no logos on cars or drivers — yet! A parade of Alfa Romeos, led by the 1927 RLSS 22/90hp James Young tourer acting as the course-car, and an Alfa Romeo race added to the variety which is always an attraction of such racing.

First they raced in a six-lap scratch race, Summerfield's blown Avon-Bentley winning easily from Sparrowhawk's big 4.3-litre Alvis, and Grist's Monza Alfa which took the Bill Philips Trophy. The Bentley-powered Avon Standard lapped at 76.77mph. It was nice that Schellenberg ran his 4½-litre Bentley, but he jumped the start . . .

Morley in the 24-litre Napier-Bentley appeared to have the ten-lap Boulogne Trophy Race buttoned up from the off, but he too had jumped the start. So Nick Mason's 35B Bugatti took the flag, having lapped fastest at 78.55 mph. Morley was second ahead of Cardy's 35B, with Harper's Aero Morgan a brave fourth.

The following scratch race, this time over five laps, produced much the same result, the Avon-Bentley winning at a slightly slower pace. Sparrowhawk improved his placing in the MOTOR SPORT Brooklands Trophy with second place, with Smith's Nurburg Frazer Nash third.

The five-lapper for light cars, Edwardians and others was impossible to follow due to the credit-lap system, but was won by Roger Collings' evergreen 1903 Mercedes, beating Rowe's Lagonda and Sharpe's TT Replica (not that sort!) Frazer Nash. The Mercedes lapped at over 60, the 'Nash at 72.36 mph. The enthusiastic Valentine Lindsay drove the ex-Corner 1914 GP Opel.

The ten-lap Alfa race was great stuff, especially as all agreed to use correct-size tyres. Wessells' Tipo B lost a crownwheel tooth in practice, so he drove Chris Mann's Monza; and, as one of the organisers, Felton took his Monza (only to retire) and gave his 3.2-litre *monoposto* to Mayman.

Mayman led for eight laps, but the magneto got tired and Black's ex-Charles Martin 3.2-litre Tipo B wore him down, to win by 1.9 seconds. Black also recorded the fastest lap.

Charles Mann was third in his Multi-Union. He found it difficult to drive, but how nice it was to see it out for the first time since he raced it in California and at Brands! It was 32.4 seconds quicker than de Cadanet's 2.9-litre P3, and was also followed in by the Monzas of Harper, Grist and Sir Venables-Llewellyn, the latter in Felton's replica-bodied car.

Felton was back in his *monoposto* Alfa for the exciting but processional 10-lap Allcomers race; he failed to hold off Mayman in ERA R4D by 10.4 seconds, the ex-Mays car lapping fastest at 87.31 mph. Ludovic Lindsay brought the ERA "Remus" home third, ahead of Black's Alfa Romeo. The Alfas, now on 16in tyres, had lapped 4.49 mph and 2.43 mph faster than before.

The pre-1961 sports-car race was contested by some fine cars at which the VSCC would once have looked askance. Bacher's 1959 rear-engined Cooper-Monaco (lapping fastest at 82.11 mph) and Nick Mason's "birdcage" Maserati, cocked a snoot at the Jaguars, Harper's C-type coming third, ahead of the HWM-Jaguar, HWM 1. Nick was lucky to be a runner, as his Maserati had not been improved in the practice shunt — Bob Roberts spun the V12 4-litre Sunbeam "Tiger", and a king pin was damaged badly enough to eliminate it.

The "big" event was the Hawthorn Memorial Trophy race over 15 laps. Sadly, Mason's V16 BRM had broken a piston and his substituted 250F Maserati failed to last a lap, breaking a drive-shaft coupling. The Hon A Rothschild dressed up as usual as if for a long struggle, but his P25 BRM failed to repeat its April success.

Neil Corner in the 1960 3-litre Dino Ferrari drove magnificently, running away from the Lotus 16s of Mayman and Mann which could do nothing about it, crisp though they sounded. Harper's was first pre-war car home, R4D well in front of Charles' C-type Connaught. Corner lapped at 93.97 mph, but so easy was his victory that this was 2.97 mph (1.4 sec) slower than his class record. Harper took the Ashley Trophy.

A five-lap scratch race and a five-lap handicap concluded a busy and enthralling day. **WB**



Valentine Lindsay put up a best lap of 56.42 mph in the 1914 GP Opel.

RESULTS

Boulogne Trophy Race: 1, Mason (Bugatti), 75.88 mph; 2, Morley (Napier-Bentley); 3, Cardy (Bugatti).
Alfa Romeo Race: 1, Black, 80.79 mph; 2, Mayman; 3, Mann.
Hawthorn Spanish GP Trophy Race: 1, Mayman (ERA), 85.31 mph; 2, Felton (Alfa Romeo); 3, Lindsay (ERA).
Sports-Car Race: Bacher (Cooper-Monaco), 80.55 mph.
Hawthorn Trophy Race: 1, Corner (Ferrari), 92.43 mph; 2, Mayman (Lotus); 3, Mann (Lotus).
Six-Lap Scratch Race: Summerfield (Avon-Bentley), 75.46 mph.
First Five-Lap Scratch Race: Summerfield (Avon-Bentley), 74.37 mph.
Second Five-Lap Scratch Race: Summers (Riley), 64.98 mph.
First Five-Lap Handicap: Collings (1903 Mercedes), 51.54 mph.
Second Five-Lap Handicap: Drewitt (Riley), 67.30 mph.
Fastest lap of the Day: Corner (Ferrari), 93.97 mph.
MOTOR SPORT Brooklands Memorial Trophy for pre-war Brooklands or Brooklands-type cars: Sparrowhawk 62 pts, Mayman (ERA and Alfa Romeo) 49 pts, Summerfield (Avon-Bentley Special), 36 pts.
Next round: Oulton Park, July 25-26.

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

LETTERS

Adios Amigo?

Sir,

I am the owner of a Costin Amigo, the interesting wooden-chassis, aerodynamic GT designed and built by Frank Costin between 1968 and 1972. I have made contact with the owners of another six of these cars but am unable to trace the fate of the one or possibly two outstanding vehicles.

Chassis numbers were suffixed zero and so the second chassis built was 020. Photographic evidence shows it was painted silver, had Minilite wheels and was registered JCC 202H. Costin data is hazy but it is believed that the car had an accident early in its life and may have been rebuilt as chassis 040 for which I have no information.

I telephoned the Vehicle Enquiry Unit of the DVLC at Swansea to ask for their procedures and they advised me to apply to them in writing, enclosing a search fee of £3.50. During the conversation, the registration number was fed into the DVLC computer and I was told there was no record of the number.

In view of previous comments about the DVLC, I didn't give up, hoping that the archives would produce something. I sent off the search fee, explaining my reasons and giving my Historic Sports Car Club membership details as further evidence of *bona fide* interest.

My fee was subsequently returned with standard reply which advised that information in DVLC records was only released in a very limited number of circumstances in order to protect the privacy of the individual and to meet the provisions of the Data Protection Act.

Whilst I have a healthy respect for privacy and the law this seems cursory treatment. I understand that the DVLC does not wish to become a mailing agency but surely simple information on whether a vehicle has been written off or was ever registered is not confidential. Possibly a search fee could cover the DVLC contacting current owners with the request for information, or vehicle transfer forms could include space for new owners to indicate their willingness to be approached by the DVLC in this way.

Help from MOTOR SPORT readers would be appreciated, as would any information about Amigo body moulds, parts, production and racing history.

RICHARD WHITTLESEA
Clay Coton, Northamptonshire

Another Definition

Sir,

Peter Fawcett's sentiments (MOTOR SPORT, June 1987), especially about letting owners of TT Replica and Le Mans Replica Frazer Nashes enjoy peaceful and un-debased use of the word replica, are absolutely right

But at the risk of turning MOTOR SPORT into a branch of *Roget's Thesaurus*, I must point out he still hasn't got the right word, which is "pastiche".

Maybe some day the competition scene could be enlivened by pastiche car racing. I guess it would fit in about where banger racing does today.

T J TARRING
Captain, Frazer Nash Section, VSCC

Affording a Ford

Sir,

Reading DSJ's article "Motoring with a Capital M" (MOTOR SPORT, April 1987) his questioning the price of a second-hand GT40 brought out a point I think of from time to time. It is a pleasure to learn that someone else is available to commiserate with.

Reflecting back on a mid-1960's Trans-Am sedan race at Bryar Motorsport Park, New Hampshire, there were Donohue, Jones, Revson and others. There was also a GT40 in sparkling red livery which a nearby Ford Dealer was displaying with a list price of £12,000.

In the mid-sixties, the value of a single dollar could acquire a young person the fortune of twenty candy bars. Today, it is a bargain to purchase three candy bars for a dollar; just recently a shop was offering two candy bars for a dollar. On the candy bar currency, then, it now takes ten dollars to purchase the equivalent of what a single 1960s dollar purchased.

If we go with that exchange rate, for which read devaluation of the dollar, then in 1960s dollars the GT40 should cost about £12,000 now to break even with its original purchase price. Any price above £120,000 would then be profit, would it not?

BRUCE PHILBRICK
Sheffield, Massachusetts, US



The Frontenac Ford, Denis Conan Doyle at the wheel.

The Conan Doyles' Ford

Sir,

I came across a photograph in my 1929 album showing Denis Conan Doyle in a Frontenac Ford owned by him and his brother Adrian.

I was taken up the road in it and was impressed by its acceleration as it spun its rear wheels and left rubber on the road. Other than an ohv head I cannot remember any mechanical details, nor can I recall any mention of these rare Model T specials in all the years I have been reading your interesting journal. I believe the cars originated and were raced in America. I don't think the Conan Doyles raced their car in England.

Modified T Fords must have been of considerable interest. Do you or any readers know any more about them?

J B ALTHAM
Cambridge

The Conan Doyles did use this Frontenac Ford in speed-trials and we have at times referred to such very fast Fords, notably the one raced at Brooklands by Stirling Moss' father. **WB**

Southport Leidart

Sir,

Your interesting article on the Leidart-8 (MOTOR SPORT, May 1987) reminded me that AWY 817, or possibly a sister car, appeared in the last ever 100-mile race on the beach at Southport on August 14, 1937.

Works-entered by A C Leith, it was driven by Sir Ronald Gunter, who was obviously impressed by its 1936 performance at Wetherby. At 3622cc it had the fourth-largest capacity in the race, behind A L Baker's 5954cc Minerva and the twin 4234cc Vauxhalls of Tony Brooke and Dick Whitworth.

Handicapped to cover 56 laps, Gunter managed a mere five before No 12 succumbed to overheating caused by a cracked cylinder head, while Billy Cotton's supercharged MG went on to win.

Leith himself said that only one car was built, which seems likely.

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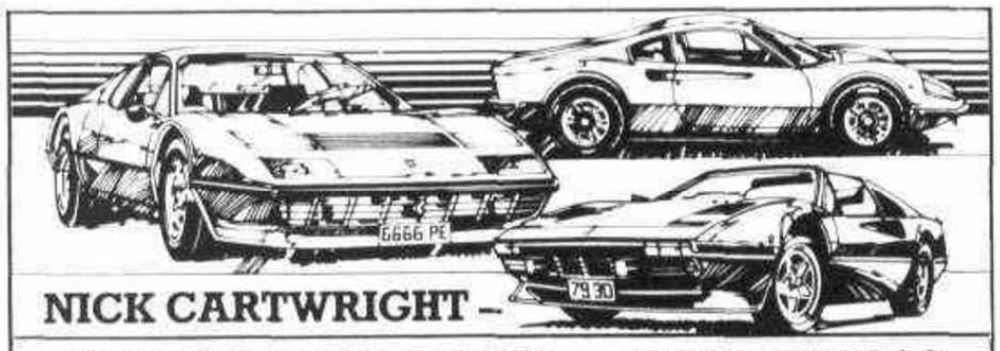
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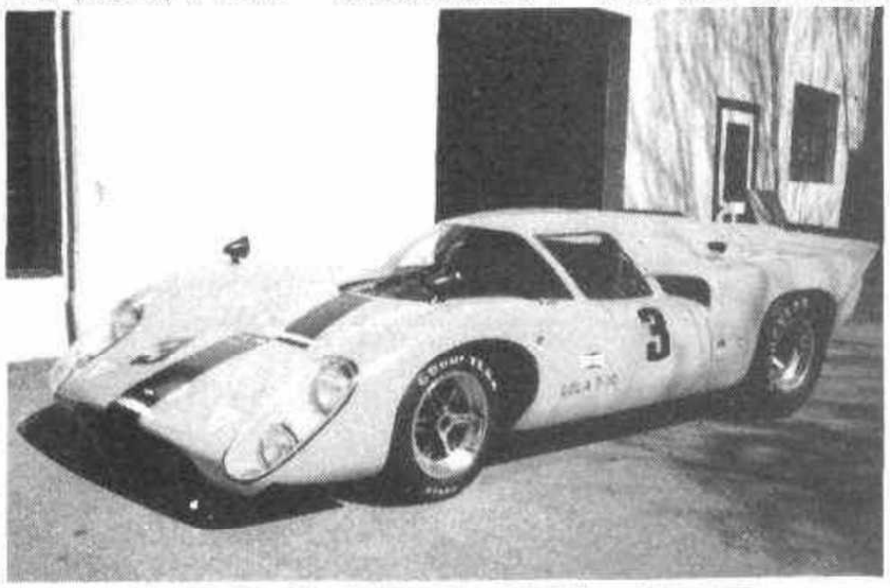
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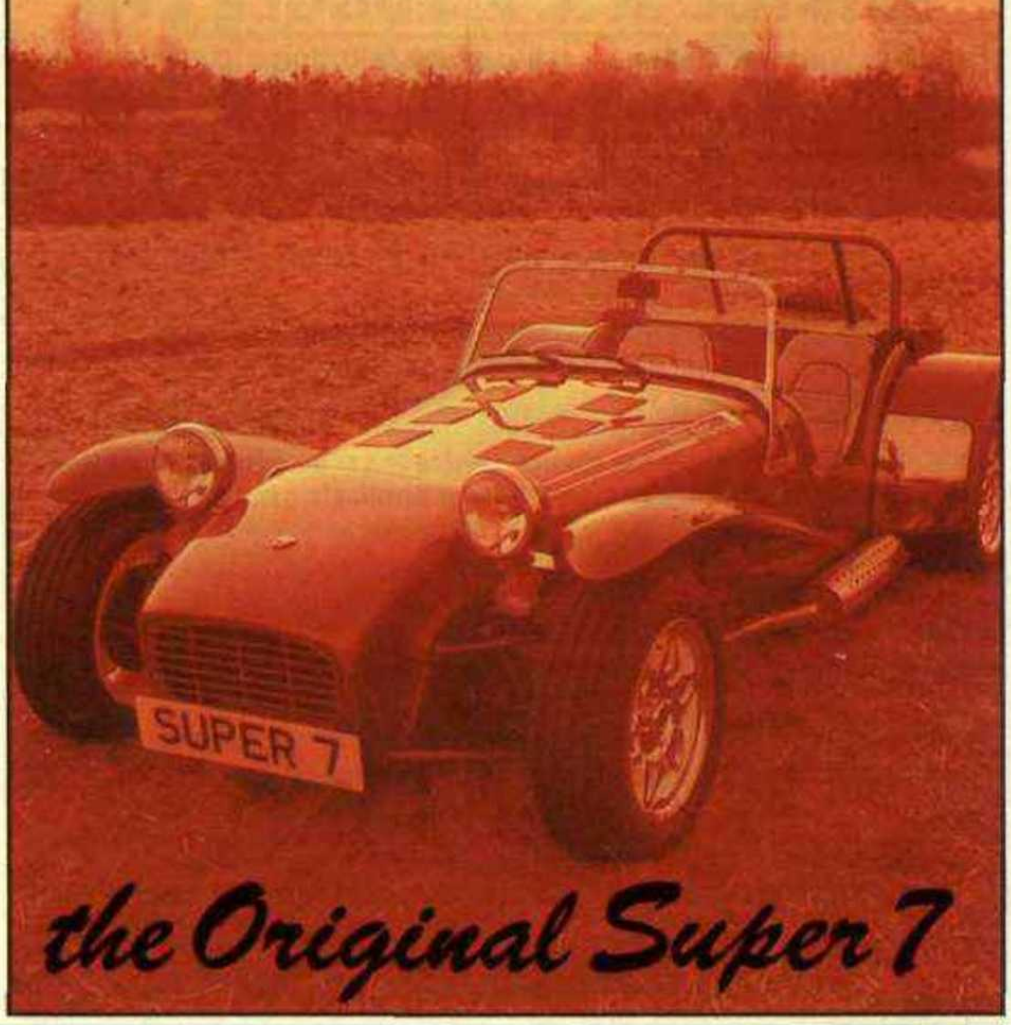
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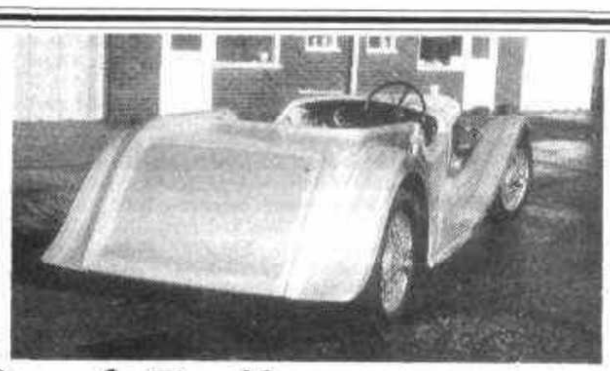
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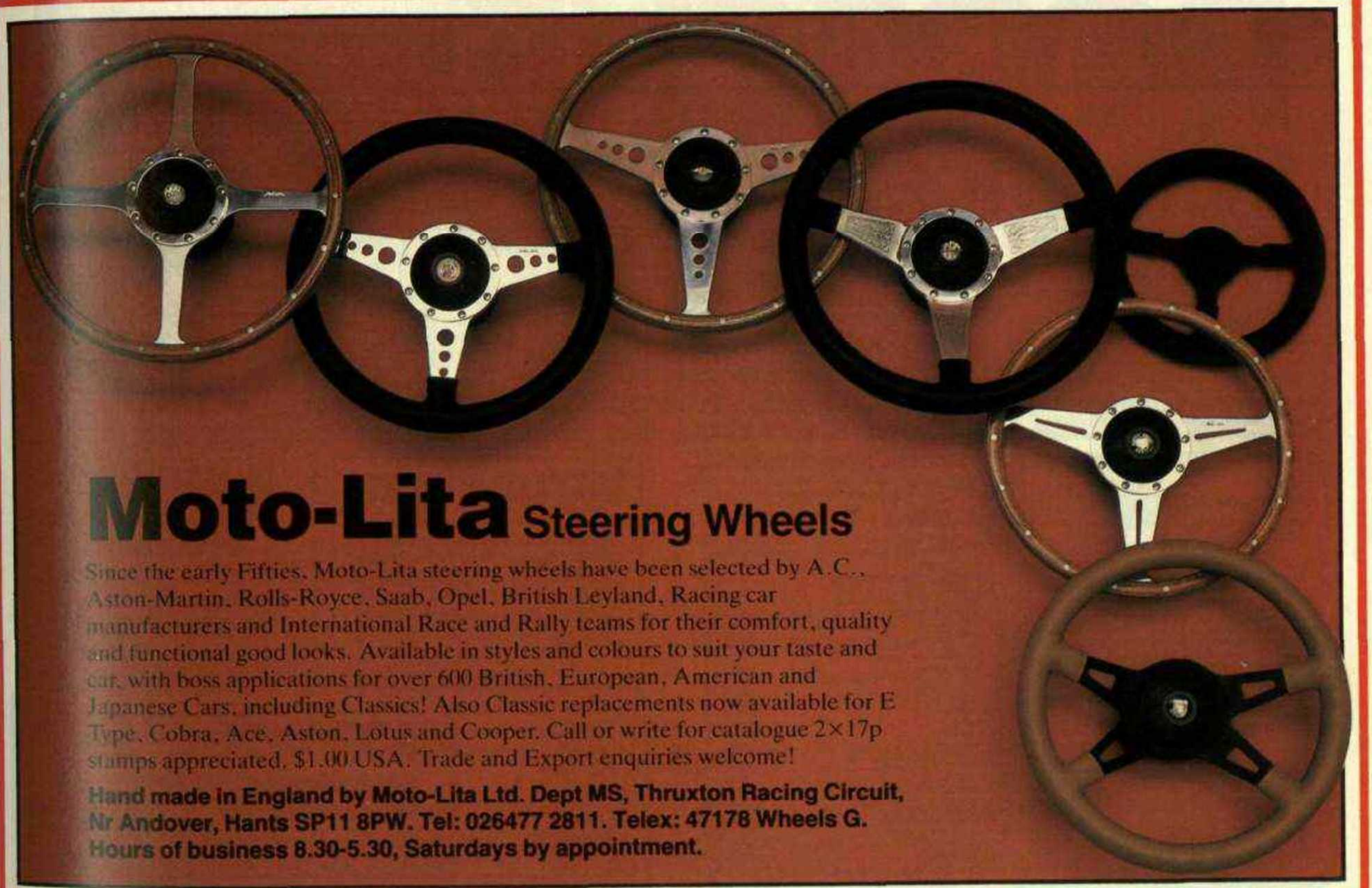
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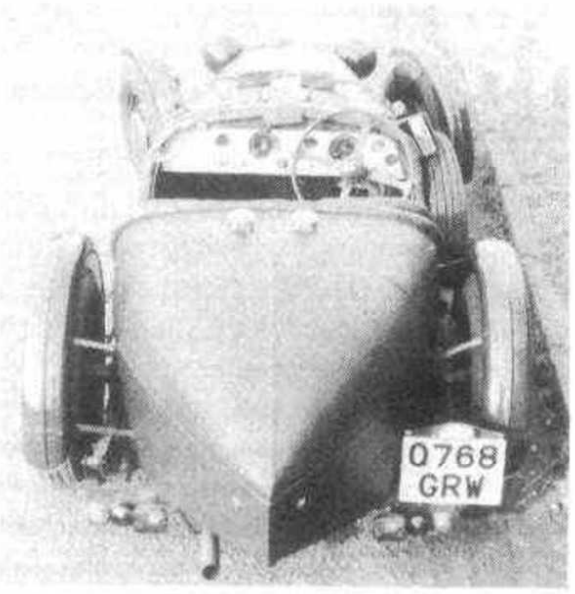
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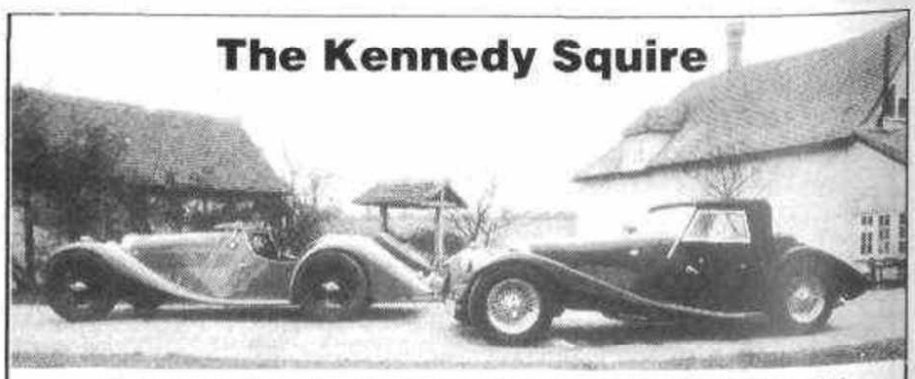
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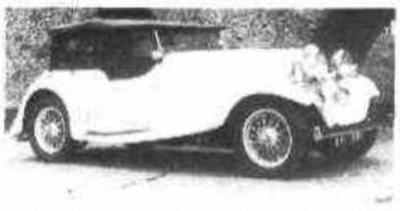


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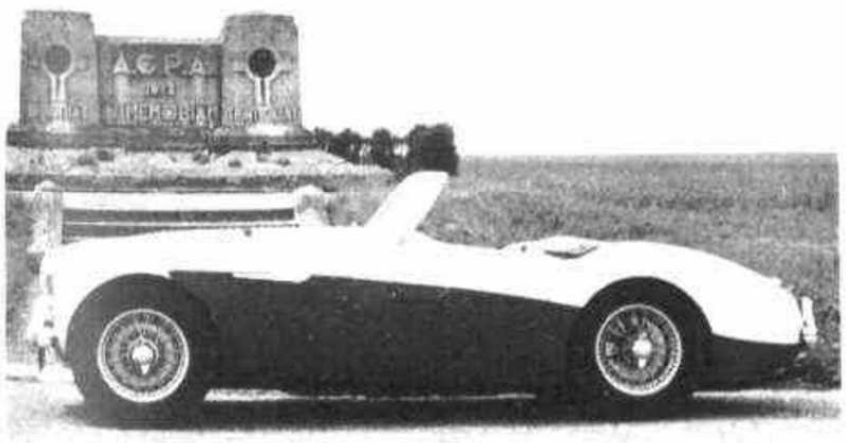
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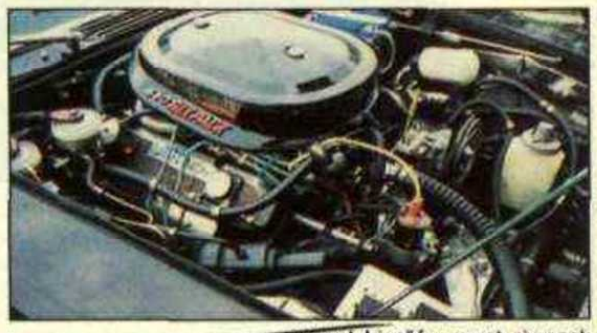


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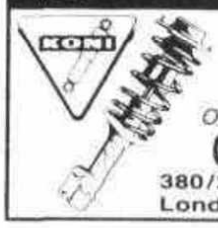
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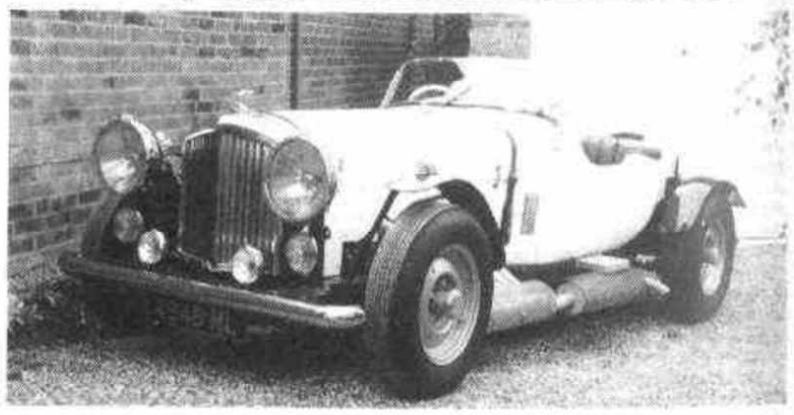
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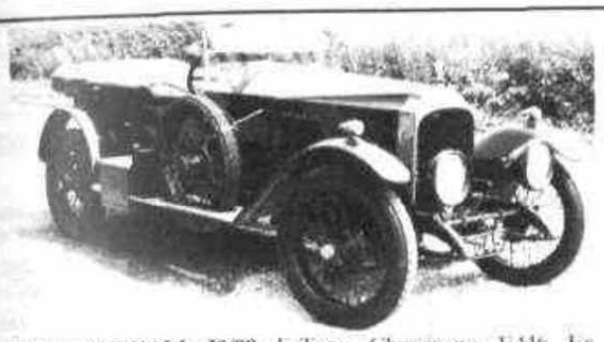
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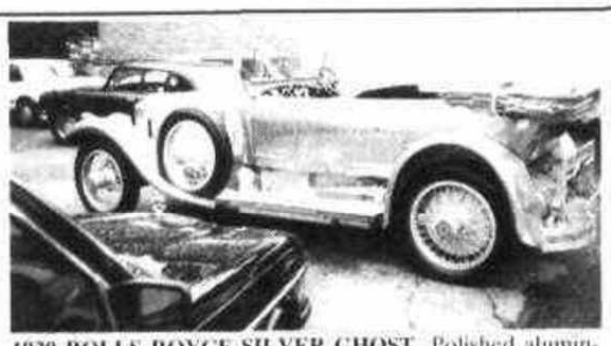
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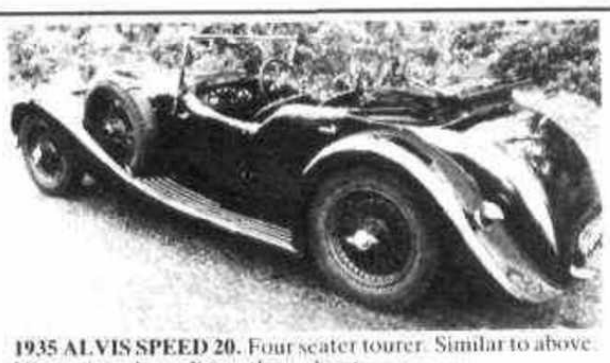
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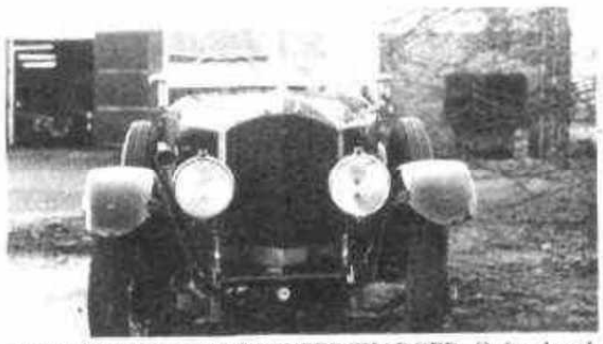
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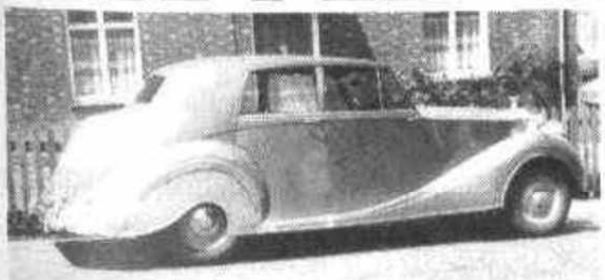
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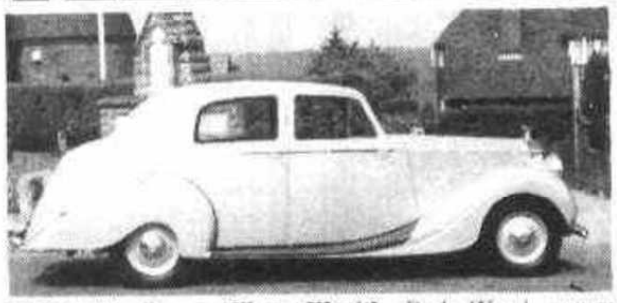
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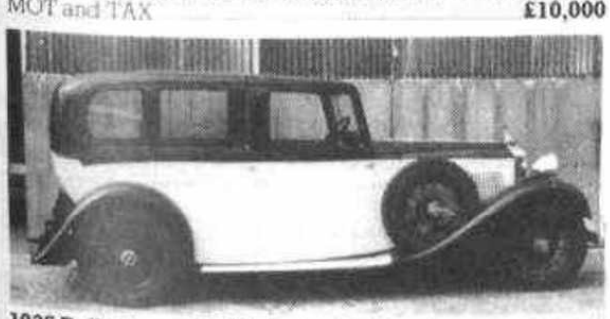
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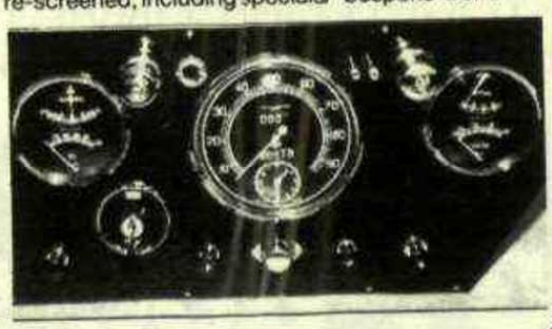
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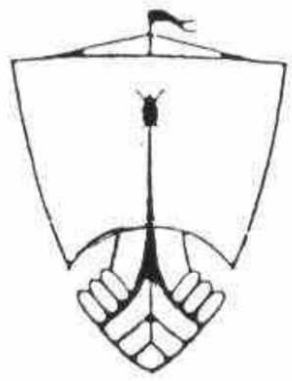
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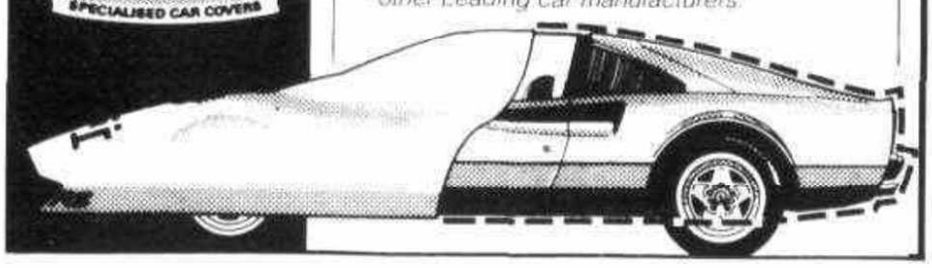
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350i CONVERTIBLE SII Met black, half leather, 390SE door mirrors ..... **LIST**

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SS1 1600 Istrian blue ..... **LIST**

SS1 1600 Turbo Red ..... **LIST**

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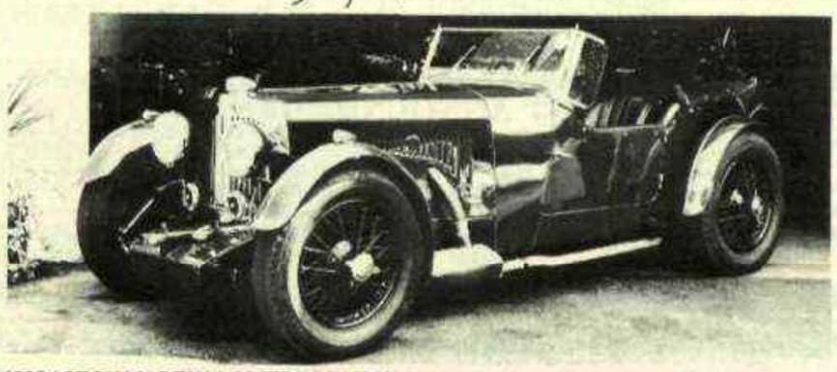
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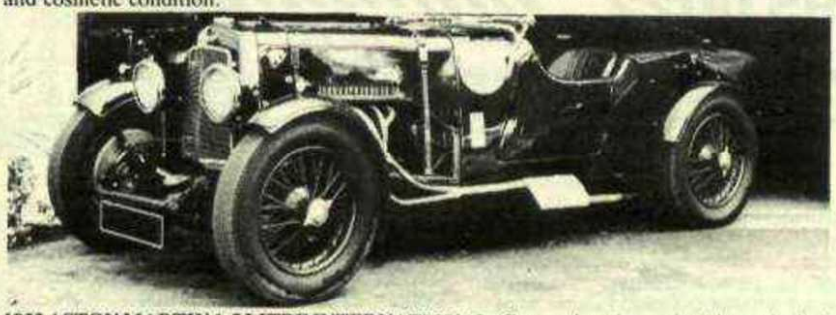
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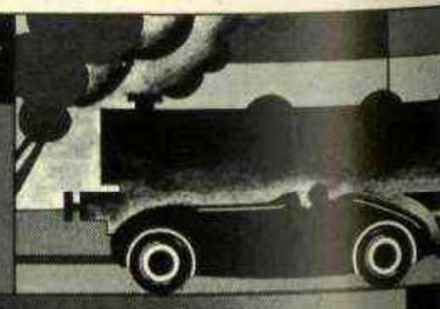
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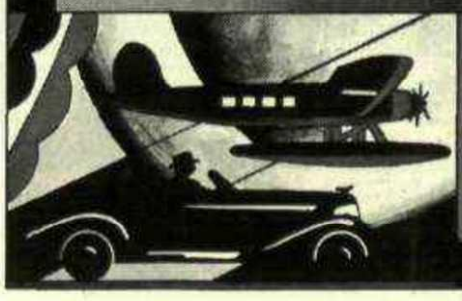
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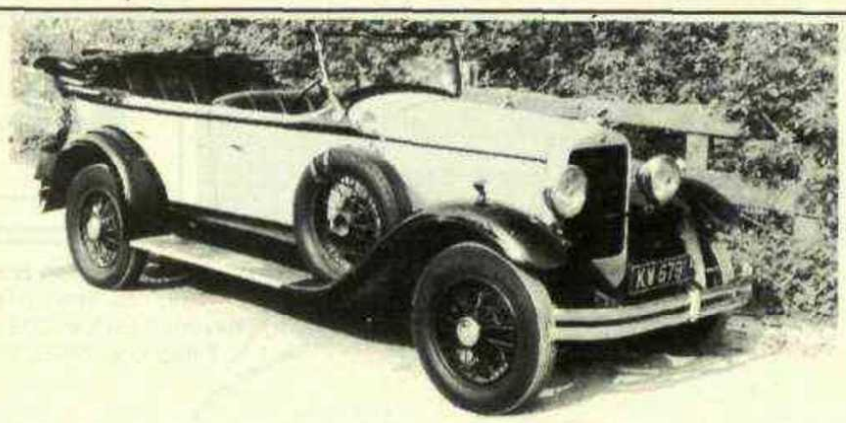
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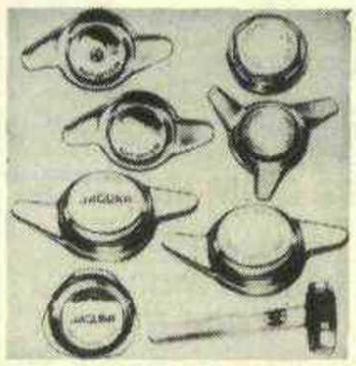
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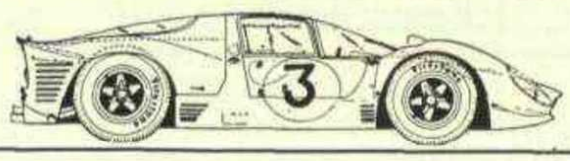
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528i/535iM *83, Opal/Pine, ESR, TRX's, C/Ratio, LSD, Splrs, St, 58,000 miles..... **£9,995**
525iA 87, Emerald/Pearl, ESR, Headlamp Wash/Wipe, Stereo, 7,000 miles..... **£15,495**
525ETA 87, Lachs/Anth, ESR, Alloys, A/Rests, Fogs, Stereo, 4,000 miles..... **£15,995**
525ETA 86, Bronze/Nutria, ESR, Alloys, RHR, Alarm, St, A/Rests, 9,000 miles..... **£13,395**
520iA 87, Bronze/Nutria, MSR, H/L W/Wipe, Stereo, 9,000 miles..... **£13,695**
520iA 86, Platanen/Pine, MSR, Alloys, Stereo, 10,000 miles..... **£11,995**
520iM 86, White/Anth, Foglamps, 12,000 miles..... **£11,395**

BMW 6 Series

M635 87, Diamond/Black Hide, 3,000 miles..... **POA**
M635 *86, Black/Black Hide, Air Cond, 22,000 miles..... **£28,995**
M635 85C, Zinno/Llama Hide, Anti-Theft, Rear H/Rests, Stereo, 19,000 miles..... **£25,995**
M625 85, Agate/Blk Hide, Sound System, 19,000 miles..... **£23,995**
635iA 87, Bahama/Nutria hd, Air Con, Cruise, Stereo, 86 Colour, 5,000 miles..... **£28,995**
635iA 87, Zinno/Pearl hde, Sports Sts, A/Theft, GTG, Stereo, 4,000 miles..... **£28,995**
635iA 86D, Dolphin/Black Hide, Air, Elec Spts Sts, Stereo, 4,000 miles..... **£27,495**
635iA 86, Zinno/Pearl Hide, Air, Cruise, RHR, Sound System++, 16,000 miles..... **£25,995**
635iM 86 Mod, Bronze/Black hdM, Tech Steering Wheel, Stereo, 13,000 miles..... **£22,995**

BMW 7 Series

735iASE 87 NEW MODEL, Lapis/Silver Hide, Memory Sts, Lumbar Supports, Anti-Theft, 1,000 miles..... **£35,995**
735iASE 86, Cosmos/Pacific, Full SE Spec, 14,000 miles..... **£21,995**
735iASE 86, Bronze/Nutria Full SE Spec, Stereo, 19,000 miles..... **£21,395**
735iASE 83Y, Opal/Pine, Alarm, 35,000 miles..... **£12,995**

SPECIALIST CARS

AC Ace-Bristol 1960, Blue/Blue, Left Hand Drive, 41,000 miles..... **£24,995**
BMW M1 1980, White/Black Hide, 8,000 miles..... **POA**
Merc 280SE 3.5 Conv, 1970, Thistle/Green Hide..... **£39,995**
Range Rover Vogue EFi Turbo 1985C, Met. Blue/Grey, Air Con, E/Roof, Stereo, 12,000 miles..... **£18,995**
Rolls Royce Corniche FHC 1981, Willow Gold/Dark Brown hide, Piped Magnolia, 39,000 miles..... **£39,995**
Rolls Royce Silver Cloud II Tinenta 1965, Green/Green, 26,000 miles..... **£39,995**
Ferrari 365 GT4 2+2, Metallic Blue, Left Hand Drive, Very Low Mileage..... **£24,995**

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THOSE WHO THOUGHT MONACO UNEVENTFUL THIS YEAR, OBVIOUSLY MISSED SOMETHING.

The Grand Prix was far from spectacular this year, but the same can hardly be said of Christie's Monaco sale on May 26th.

World records were broken, making this £4.3 million* specialist car auction the most valuable ever held in Europe.

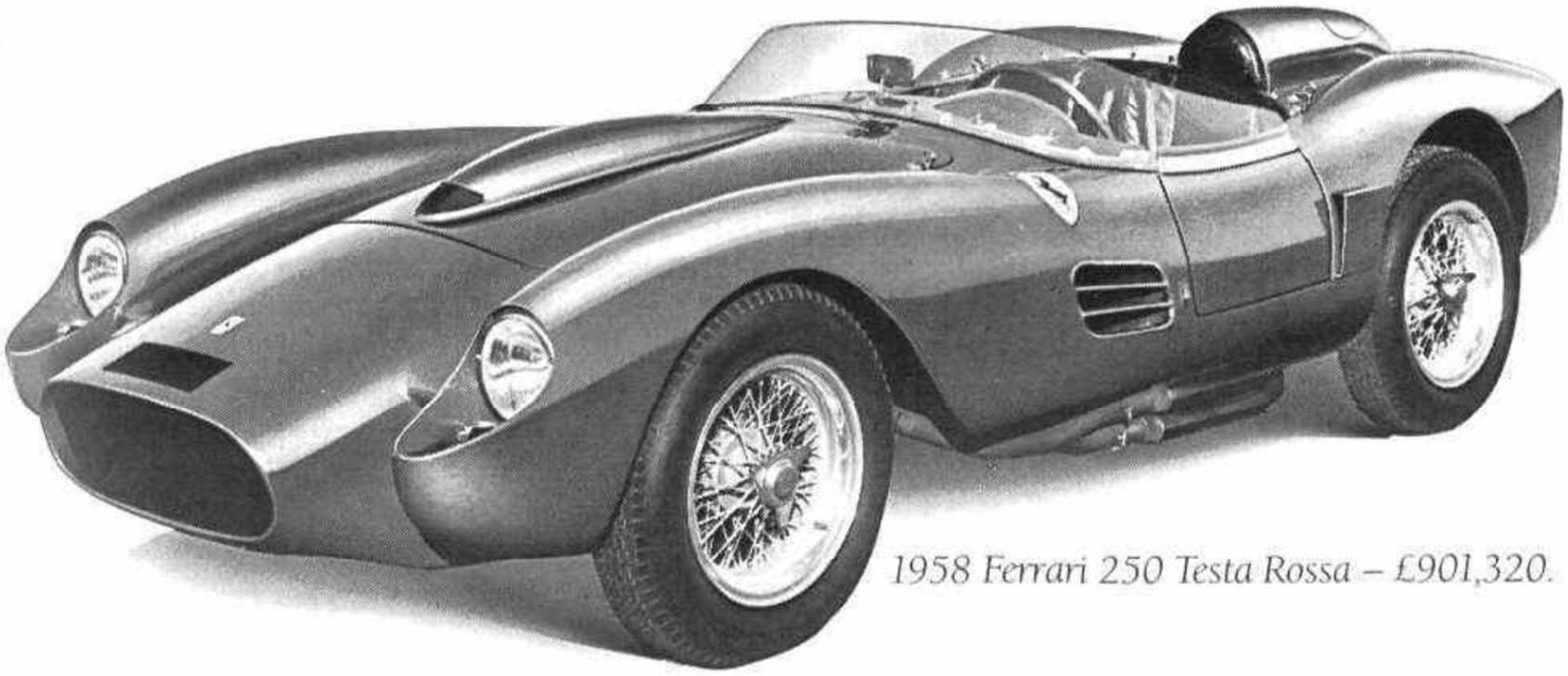


1963 Ferrari 330 GTO – £940,750.

A 1958 Ferrari 250 Testa Rossa went under the hammer for a new record price of £901,320; only to be stripped of its title a short time later by a 1963 Ferrari '330 GTO' which fetched £940,750.

While another record was set by a 1932 Bugatti Type 54 two seat Roadster, which sold for £563,325.

The next Christie's theme sales are devoted entirely to sports and competition cars and will be held at Motorfair at Earl's Court in October.



1958 Ferrari 250 Testa Rossa – £901,320.

Considerable interest has been generated amongst collectors worldwide, as there have already been a number of exceptional entries. Not least of which, is the collection of 1968 World Formula 1 Racing Champion, the late Graham Hill.

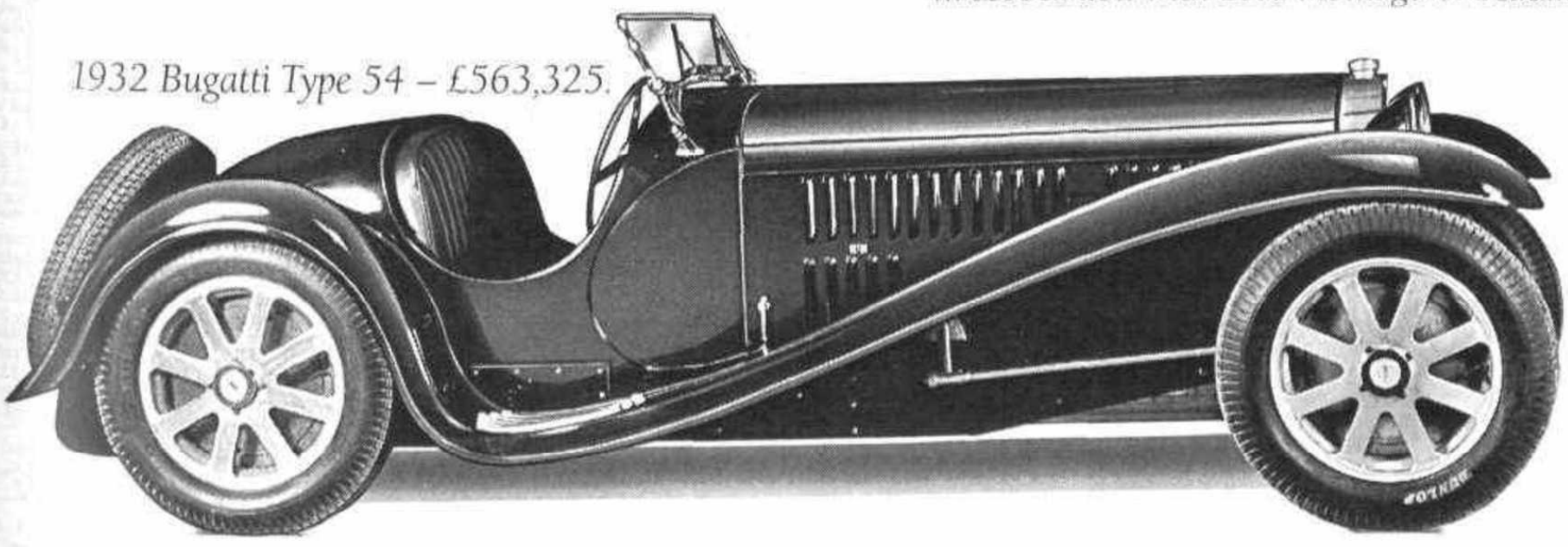
Entries for the October sale are still being accepted. For further information please contact Robert Brooks at Christie's, 8 King Street, St. James's, London SW1Y 6QT. Tel: 01-839 9060. Telex: 916429. He will be pleased to discuss the sale with you.

Catalogues available, price £15 post paid, from the vintage car department.

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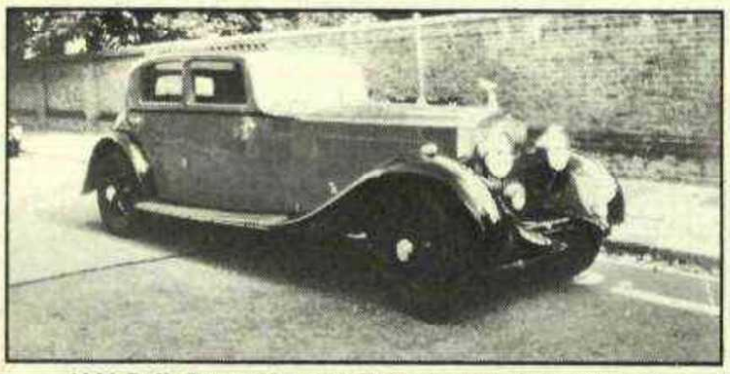
1932 Bugatti Type 54 – £563,325.



*Sale was conducted in French francs, sterling prices are based on an exchange rate prevailing at the time of sale.

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1932 Rolls-Royce Phantom II Continental Sports Saloon by Thrupp & Maberley.
Red with black wings. Restored.



1961 Rolls-Royce Silver Cloud II 4-door Sports Saloon.
Shell and tudor grey with red leather. Low mileage.



1975 Rolls-Royce Corniche Series 1 Convertible.
Ivory with dark brown leather. One owner and 24,000 miles.

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1980 (V) Mercedes 450 SEL, LWB Saloon. Metallic petrol blue/cream leather trim, 2 owners, fitted: auto air conditioning, electric sunroof, pas, alloy wheels etc etc. Maintained regardless of cost £7,49

1980 (W) MGB GT MK 3 FHC. Brooklands green striped cloth trim, one owner, fitted overdrive, radio etc, mint condition £3,69

1978 (S) BMW 730 Manual Saloon. Metallic silver navy velour trim, fitted pas, sunroof etc. £2,99

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1951 Jaguar XK120 Roadster. 71,000 miles from new, two owners. Ivory with original trim. Superb to drive **£21,500**



1935 Frazer Nash BMW 315 Sports Tourer. Finished in Cream and Dark Green. Beautiful condition **£8,950**

1925 Rover 9hp Four cyl. Tourer. Fully rebuilt mechanics, rewired. Finished in dark Red. Charming **£5,900**
1926 Morris Cowley Bullnose Two Seater & Dickey. In fine condition. Dark Blue/Black wings **£7,250**
1931 Wolseley Hornet Swallow Two seater Sports **£4,950**
1935 MG PA Two Seater. Finished in Red. Full engine rebuild. Original. Needs some tidying **£7,950**
1936 Rover 14 6 cyl. Sports Saloon. Stored for last 20 years. Now running and ready for cosmetic improvement **£2,000**
1936 Vauxhall 12/6 Saloon. Beautifully original. Dark Maroon, brown leather. 70,000 miles **£3,150**
1938 Singer 9 Bantam Saloon. Excellent example. New M.O.T. Blue & Grey ... **£2,750**
1938 Railton 10hp Little Fairmile Drophead Coupe. Immaculate restoration **£7,250**
1948 Jaguar 3½ Litre saloon. Black with original biscuit leather trim. Two owners. Stored for last 20 years. New M.O.T. Running well **£7,800**

Austin Selection
750 Racing Car. V.S.C.C. eligible. Described in Practical Classics as the prettiest ever built. 90 mph. Superb workmanship **£9,500**
1932 Austin 7 Box Saloon. Original and in running order **£1,875**
1934 Austin 12 Ascot Saloon. Original and in running order **£1,875**
1936 Austin 7 Ruby Tourer. Dark Blue. Concours condition **£3,950**
1937 Austin 7 Ruby Saloon. Concours **£1,950**

1955 Triumph TR2. For full restoration. Swansea registered PYE 5 included at **£2,750**
1965 Austin Healey 3000 MkIII. Red. Overdrive. Beautiful condition. 70,000 recorded miles **£10,500**
1966 Aston Martin Short Chassis Volante. One of 37 built. Red. Immaculate .. **£29,500**
1982 Lancia Beta Estate. Auto. Pale Blue **£1,875**

Arriving shortly: **1935 Alvis Speed 20 Tourer.** Imported from U.S.A. Fine condition. **1929 Lancia Lambda 8th Series Long Chassis Tourer.** Restored. **1947 M.G. T.C.** Black. Red leather. Restored.

THE BARGAIN BARN CONTAINS: **1973 BMW 2000 Touring.** 11 months M.O.T. £750. **1975 Rover 2000 SC** in Blue. Good. £495. **1934 Tatra** complete chassis. Swansea reg. BLN 391. **Two Lea Francis radiators**, one **Hyper**, one **12/40**. A new **Vauxhall 12 gearbox**. 1936.

NOSTALGIA

this season's debutante

I am hoping to display the **1967 FORD GT MkIV LE MANS** ***(pictured last month)*** **at 'THE GOAT' PUB MEETING on AUGUST 2nd.** Now under friendly new tenancy, my 'local' is achieving new records in attracting massive turnouts at what must be the largest non-affiliated monthly gatherings in the UK! The only problems this brings is in finding places to park, and having to queue for drinks — so please be patient and sensible! **Many thanks to all our supporters and one request to Car Clubs — if you intend turning out *en masse*, please check with me that you aren't all arriving on the same day . . .** 30+ TR2/3/3A/4/4A/5/6 + 7s made a splendid sight on July 5th, but thank goodness other clubs didn't suddenly materialise as well!

I AM HOPING THAT BY THE TIME YOU READ THIS I SHALL HAVE ONE OR POSSIBLY MORE 1963/5 AC COBRA Mk2/3s AVAILABLE, IN LEFT AND RIGHT-HAND DRIVE FORM.

THE 1987 AC COBRA 302 MK 4. These handbuilt, all-aluminium sportscars are probably the highest quality vehicles manufactured today. Only 75 are produced every year, and most are destined to be sold officially through Ford distributors in the U.S.A. **I am therefore proud to offer a very limited number of these genuine, brand new AC Cobras in Left-Hand-Drive form only.** Very few new cars can claim to be 'investments', but the Mk4 Cobra has already proven so to be. In this respect it is the equal of its illustrious parent — the 1965/68 AC Cobra 289 Mk3; in all other aspects it is, I may say, superior! *230b.h.p. DIN 5 litre V8 Ford HO engine, 5 speed manual g/box. Full weather equipment. 0-100 mph in approx 13 secs., 140+ mph. Your choice of colour and trim. Delivery 6/8 weeks.*

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A BRAND NEW R.H.D. COBRA IS IN THE OFFING — RING FOR DETAILS



1953 COOPER BRISTOL GRAND PRIX. This superb F2 single-seater is the Ex-works/Winkelmann Cooper, and has been totally restored over several years by Barry Simpson/TT Workshops. VSCC registered & fully eligible for F.I.A. International Historic events. Totally perfect presentation throughout including 'Concours' engine compartment & chassis. Considering the availability & cost of historic Grand Prix cars today, it is extremely reasonably priced! Note: 1987 Cartier FIA Historic Car Championship, and HSCC Pre '65 Single-Seater Championship both confirmed.





EXCLUSIVE FINE ART PORTRAITS OFFER: 'COB 1' (my 700 b.h.p. Twin turbocharged 7-litre AC Cobra) is depicted in a superb 27" × 19" colour portrait (above), for £10 — or as an equally splendid 24" × 30" b/w photographic print for £5. Similar b/w prints of 1951 Jaguar XK120 Roadster Reg. No. XK1, and 1965 Ferrari 275 GTB/LN are also available at £5 each, or all 3 b/w's for only £10. All are suitable for framing, prices include p&p. SEND PAYMENT TO ADDRESS BELOW (add £2 for overseas).

IF YOU WERE AT LE MANS ON JUNE 13th, PERHAPS YOU CAN HELP ...?

I have no photographic record of my *1967 FORD GT MkIV* *(see last month's ad)* in front of the Le Mans Pits, or of it subsequently covering 4 laps of the Circuit during the Historic Parade at lunchtime on the Saturday

If you have any clear photos of the Ford during this exceedingly damp event, I'd love to hear from you.

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Mercedes 600 6-door State Landaulette. 1968. Magnificent black, parchment hide upholstery. As new appearance. All power including reclining rear seats and hood — unique opportunity to acquire the ultimate cabriolet limousine POA

Alfa Romeo 2000 Spyder 1975 £5,950
Right Hand Drive. 5 speed. White. Lovely example of this classic Alfa Romeo.

Aston Martin DB6 1969 £10,950
Midnight Blue, dark red hide interior. Full Webasto sunroof, automatic, PAS, chrome wire wheels, radio/stereo.

Aston Martin V8 Vantage 1979 £21,950
Special order metallic green. Brown hide interior. Air conditioning. Ex works car. 51,000 miles. Service history.

Austin Mini Cooper 997cc £3,500
The rarest of all Coopers finished in period tartan red with Old English White roof. Red and grey interior. Potential concours winner.

Bentley MkVI Convertible 1951 POA
The superb classic styling of this Park-Ward bodied power-operated convertible, makes this a rare and very sought after motor car.

Bentley SII Continental 2 Door Flying Spur £30,000
Porcelain white with green Connolly hide interior. Whitewall tyres. Extremely handsome example of this much sought after Continental.

BMW 635 CSi 1983 £12,950
Henna red, black hide interior. Uprated engine and suspension. Limited slip diff. Recaro seats. Electric sunroof, radio/stereo.

BMW 323i 1985 £9,950
Black, black leather interior. Recaro seats. Sunroof. 5 speed. Alloy wheels, etc.

Cadillac Eldorado Convertible 1981 Model £24,950
Only 4000 miles from new, as new appearance in dark metallic blue with white hide interior.

Citroen Reflex Safari 1982 £2,995
Metallic blue. PAS. Electric windows.

Clenet Classic £36,950
"4-Place" Roadster finished in magnificent red and jet black hand crafted coachwork, black mohair hood with contrasting black leather interior containing electric seats, windows, door locking. Power steering automatic transmission, tilt adjustable steering position. Chrome wire-wheels fitted with white wall tyres. Period chrome exhaust pipes, this show stopping motor car has every conceivable refinement and then even more!!!!!!!!

Daimler 420 1969 £7,950
Magnificent black, beige leather interior. 49,000 miles. PAS, automatic, chrome wire wheels, original tool kit and book. Full service history.

Daimler Light 20 Saloon 1936 £9,950
Masons black over midnight blue, midnight blue leather interior featuring sunburst on doors. Potential concours winning condition. MUST BE SEEN

Delahaye Type 175 1948 POA
Three position cabriolet by "Figoni and Falaschi". Finished in Royal Blue metallic with lobster red leather interior, piped with contrasting grey featuring sunburst on door panels. "Cotal" electric gearbox, chrome wire-wheels fitted with period white-wall tyres. Absolutely splendid appearance endorses the motor car as one of the greatest 'art-forms' ever.

Ferrari 308 GTSi Quattrovalve POA
Koenig body conversion, turbocharged 1984. Midnight blue, blue hide, white piping. FSH, split rims, P7s. Absolutely stunning.

Ferrari 400i 1984 £31,950
Chiaro blue with magnolia interior. Front and rear air conditioning, full specification. Full service history. 24,000 miles.

Ford V8 Pilot 1950 £5,995
Masons Black, midnight blue Connolly hide interior. 3" whitewall tyres. Classic styling. Delightful original example.

Ford Galaxy 500 Sunliner Convertible 1963 £9,950
Beautiful original powder blue, white power top. Duo metallic blue interior, right hand drive. Original log book, registration documents, etc. 1 owner, 31,000 miles from new. Absolutely unique. Must be seen.

Hillman Minx Convertible 1959 £2,795
Very rare. Complete with factory hard top.

Jaguar 3.4 Mkl Saloon 1959 £3,495
Manual, overdrive. Dove grey, red leather interior.

Jaguar SS 1½ Litre Saloon 1936 £16,950
This example is probably the finest available anywhere. 46,000 miles. Body and paintwork are absolutely as new. Seeing is believing.

Jaguar XJS HE 3.5 1982 £8,950
Silver, black hide interior. Automatic, PAS, cruise control, etc.

Jaguar XK140 £9,950
Fixed head coupe, finished in silver with contrasting beige leather interior. Superb appearance.

Jaguar 3.4 MKI Saloon 1959 £4,950
Splendid original old English white cellulose with grey leather interior and automatic transmission.

Lincoln Continental 4 Door Pillarless Convertible 1966 £9,950
Extremely rare Right Hand Drive in Regal Red with white interior. Power roof, seats, windows etc. Extremely original and beautiful.

Lotus Super 7 £7,950
Aluminium with black wings, alloy wheels. Full weather equipment. A superb example.

Mercedes 190SL 1958 £10,950
Ivory with red hide interior. Factory hard top.

Mercedes 200 1983 £5,995
Signal red, black cloth upholstery. 5 speed, PAS, electric sunroof, central locking.

Mercedes 280SL £13,950
1970. Automatic PAS, classic white, black hard top, extensively restored. The most stylish SL built.

Mercedes Convertible 280SE 3.5 £26,950
Magnificent white coachwork with black leather interior. Black mohair hood, tinted electric windows, automatic transmission, power steering.

Mercedes 380SLC 1981 £15,950
Black, beige velour interior. Special Mercedes alloy wheels. Electric sunroof and wheels, etc.

Mercedes 600 "Grosse" Pullman 1965 £34,950
Magnificent white/blue leather to front compartment with blue velour to rear. Fitted with every conceivable option including cocktail cabinet and reclining rear seats.

Mercedes 600 Custom Limousine 1980/81 LHD POA
This car was totally customised for a King by B&B in Germany. Under 2,000 miles from new. As featured in the book 'Extraordinary Automobiles'.

Mercedes 600 Saloon 1965 £23,950
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Panther J72 1976 £19,950
Signal red, black hide interior. 1 titled owner, 10,000 miles, chrome wire wheels, factory hard top. As new appearance.

Porsche 356C Coupe 1965 £10,950
Beautiful dove grey, red leather interior, radio, exceptionally attractive. The last 356 Porsche officially imported into this country.

Porsche 911 Turbo 1984 POA
Guards Red. Pearl white hide interior. Low mileage. Air conditioning.

Range Rover Convertible 1982 Y Reg £17,950
White with blue and white hide interior. Automatic, power hood, electric windows, chrome wheels, flared wheel arches, running boards, walnut dashboard, radio/stereo.

Rolls Royce Silver Dawn 1953 £35,000
Masons black over sand, tan leather interior. This vehicle has been refurbished to the highest possible standard in recent years and was the winner of its class at the RREC Annual Concours last year. Truly stunning.

Rolls Royce Silver Wraith 1953 £27,950
Hooper Teviot Touring Limousine. Magnificent masons black, beige hide interior. Cocktail cabinet. Electric division. A most beautiful and pleasing design. Featuring P100 headlights and soft flowing line.

Rolls Royce Silver Shadow "II" £27,950
Factory Left Hand Drive. Caribbean Aqua over shell grey coachwork with grey Connolly leather interior and West of England woolcloth headlining. Top tinted windscreen. Whitewall tyres. An exceptional example.

Rolls Royce Silver Wraith II LHD 1979 £27,950
Specially ordered in acrylic white, dark brown hide interior. Small rear window with painted roof. Special chrome cappings on all door shuts, cocktail cabinet, leather dash and kneeroll, etc. The most elegant Wraith II we have ever seen.

Rolls Royce Phantom V Park Ward Limousine 1960 £37,950
Royal Blue, magnolia hide piped in blue, blue Wilton carpeting, cocktail cabinets, dark tinted windows, whitewall tyres.

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

Rolls Royce Corniche Convertible 1976 £32,950
Superb Ivory Acrylic coachwork with contrasting brown everflex hood, complimented by brown Connolly leather interior including dashboard, top and kneerolls with fawn West of England woolcloth headlining. Whitewall tyres.

Rolls Royce Silver Spirit 1981 Left Hand Drive £31,950
Midnight Blue. Beige hide interior. Low mileage.

Rover 3500SE X Reg £3,000
Automatic. Electric windows.

Saab 900 Turbo 1983. Left Hand Drive 5 Door £3,995
Silver, blue velour interior. Sunroof, PAS, radio/stereo.

Sunbeam 90 Convertible 1954 MkIIA £5,950
Metallic Forest Green. Red interior. Superb specimen. Full 4 seater. 3 position hood.

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

Triumph TR4 1964 £4,950
British Racing Green. Surrey top, black interior, overdrive, excellent example.

Turner GT £4,950
Finished in ivory. Wire wheels. Rebuilt to concours standard.

Vauxhall Victor 101 VX490 Sports Saloon £1,950
Beige with black flash. Black interior. Extremely handsome example of this 60s classic saloon.



Lamborghini Jalpa 1985 C Reg £27,950
Signal red, black hide interior. Targa roof. Air conditioned. Radio/stereo.



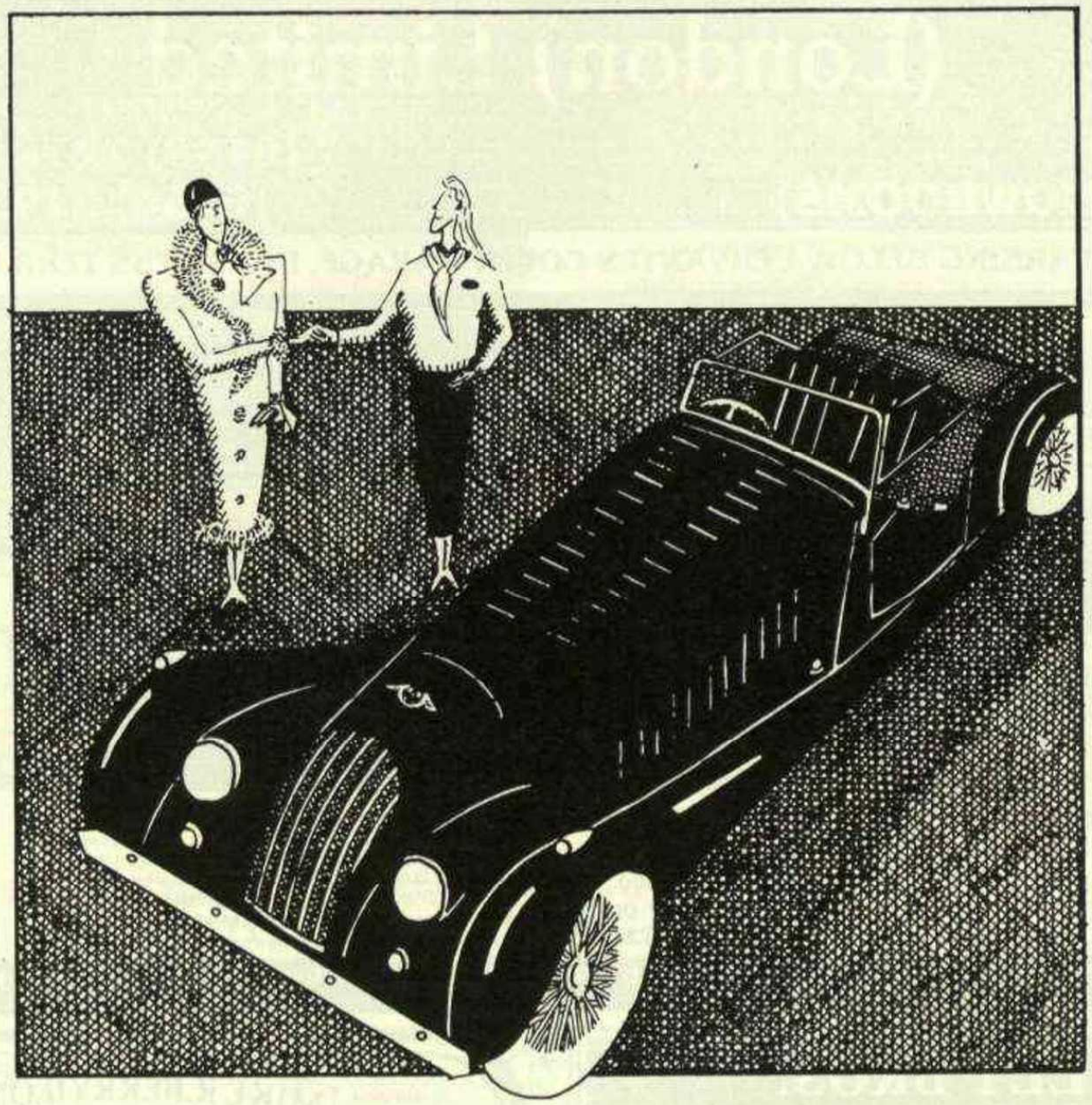
Dax Cobra Tojeiro 3½ Litre V8 Jan Speed Turbo £18,950
Magnificent pearl white custom paint. Red leather with white piping interior. Full instrumentation and roll bar. Radio/stereo. The most outstanding specimen we have seen.



Rolls Royce Corniche Fixed Head Coupe 1980 £29,950
Caribe Aqua with dark blue Connolly hide interior. 4 head restraints. 59,000 miles with the benefit of full service history. A lovely example supplied with the option of chrome wire wheels.

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1981 BENTLEY MULSANNE LEFT HAND DRIVE tastefully colour-coded in Vermillion to Turbo appearance, with contrasting beige hide piped interior. This motorcar has the benefit of being U.K. tax paid, and with the improving Summer, should be great fun to be used on the Continent, with the dual air conditioning. **£29,500**

1982 SILVER SPIRIT Left hand drive, one owner, full history.	£29,500
1978 SILVER SHADOW. Left hand drive, 20,000 miles, one owner.	£24,500
1965 PHANTOM V Left hand drive, touring limousine with A/C.	P.O.A.
1964 SILVER CLOUD III CONVERTIBLE Stand steel fully restored.	P.O.A.
1958 BENTLEY S1 CONTINENTAL CONVERTIBLE by Park Ward. P.A.S.	£49,500
1958 BENTLEY S1 CONTINENTAL FASTBACK by H.J.M. restored.	£27,500
1953 SILVER DAWN Left hand drive, a potential show winner.	£39,500

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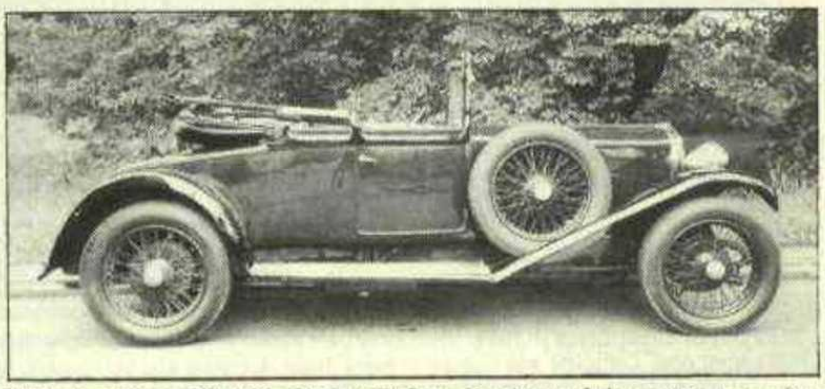
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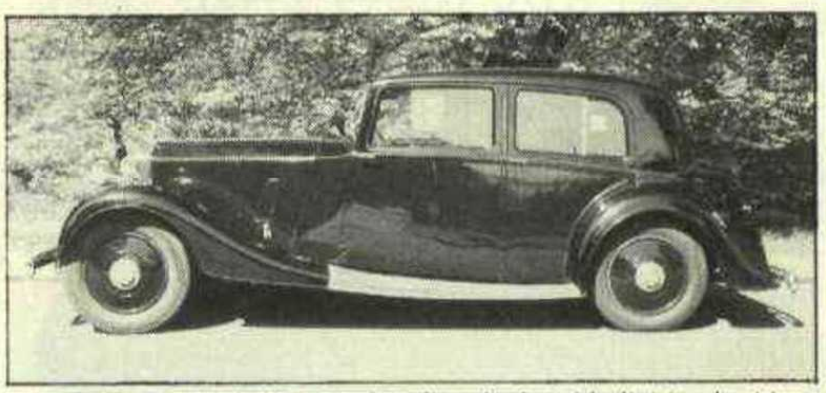
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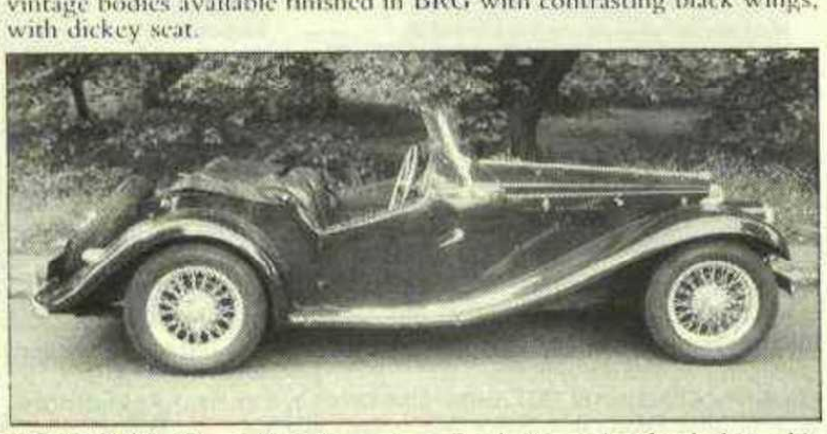
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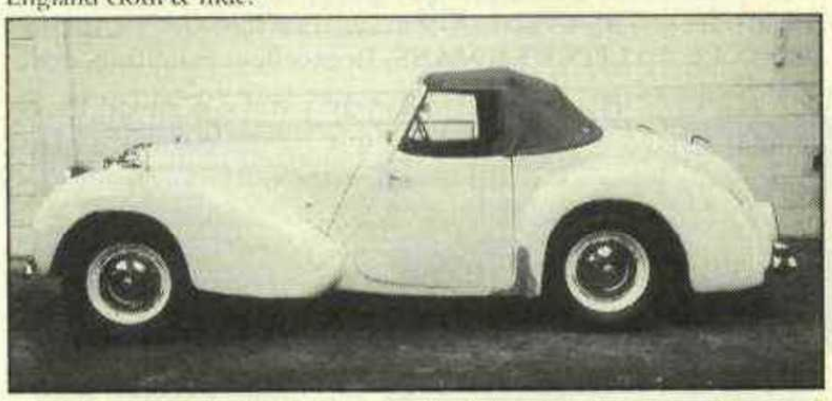
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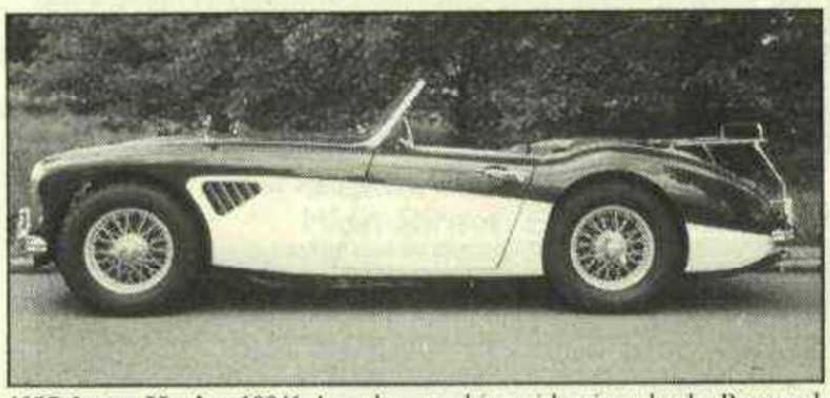
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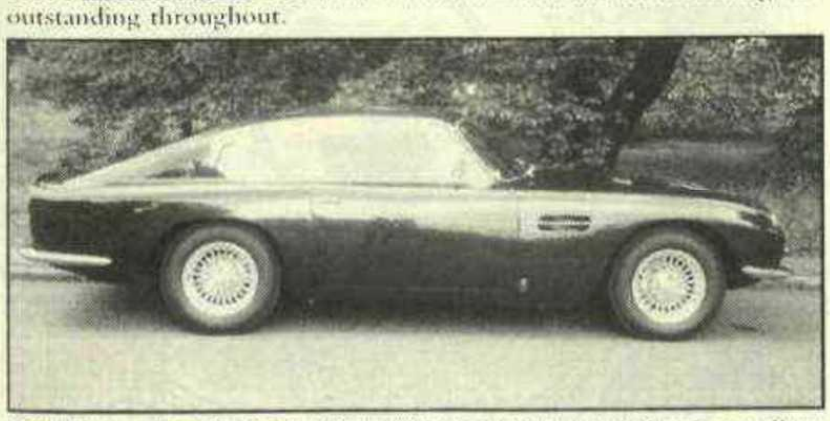
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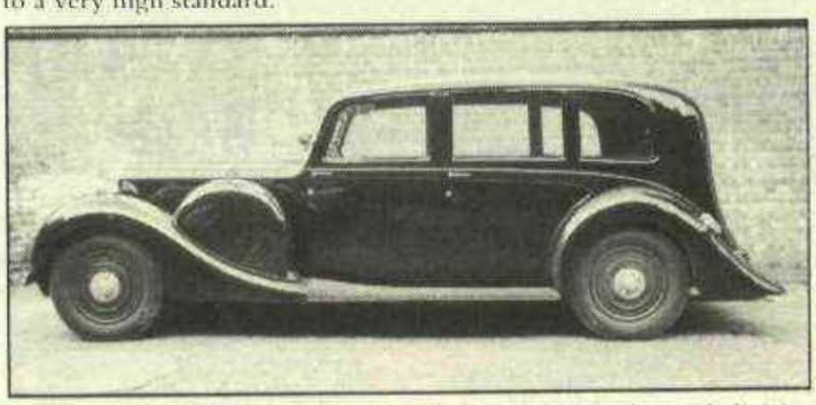
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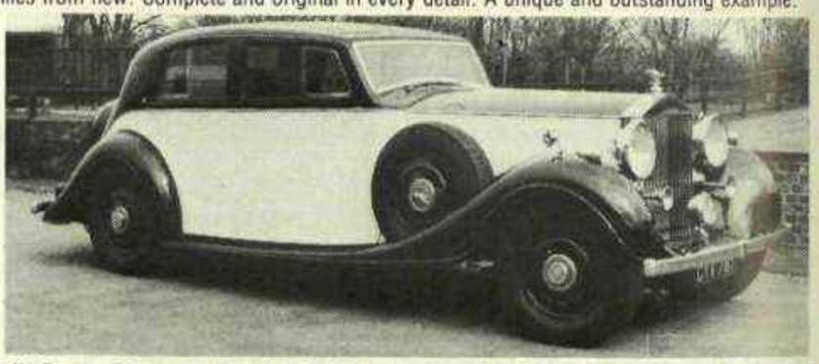
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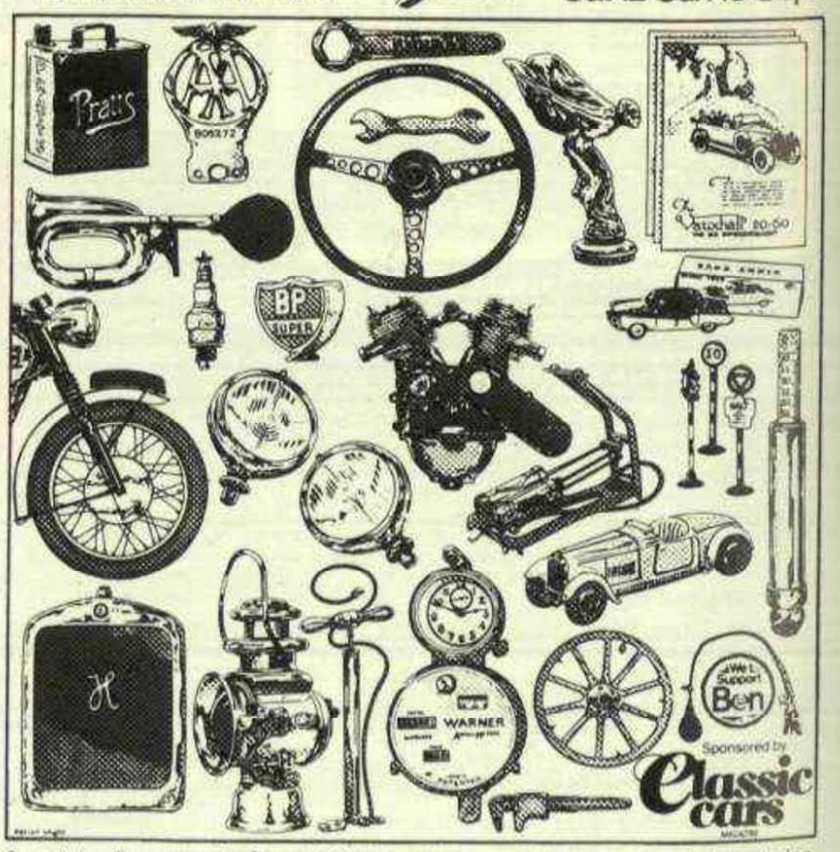
Rolls-Royce Phantom III, 1936 Touring limousine by Thrupp and Maberly. original throughout with extensive history.
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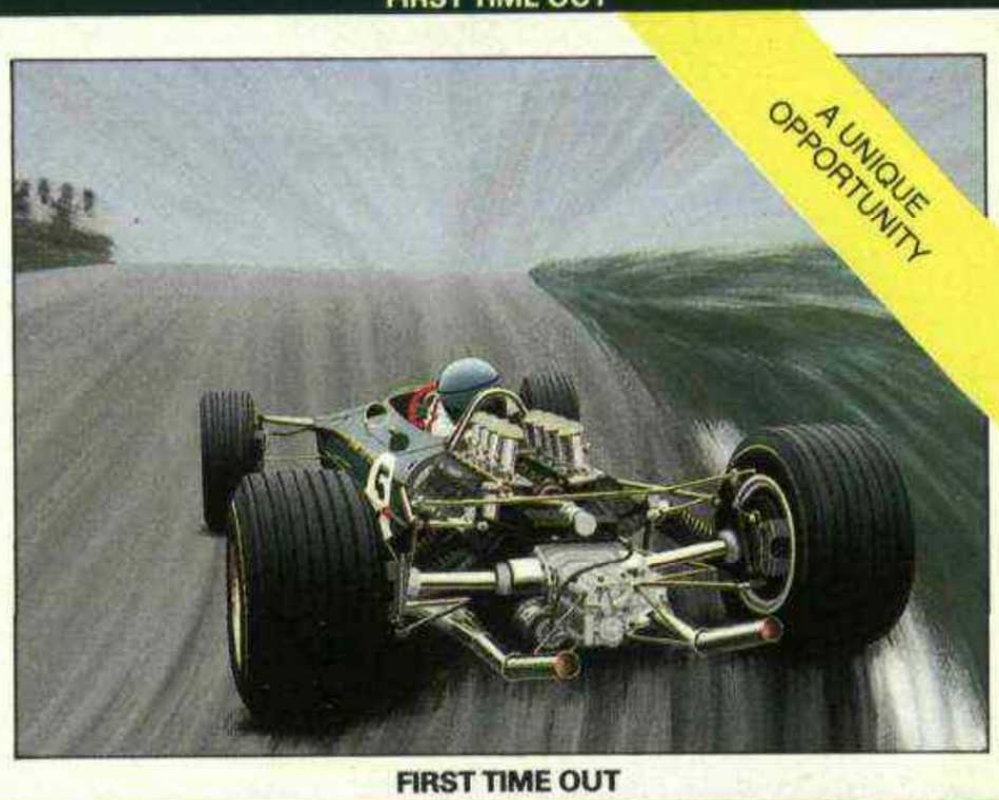
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On June 4th 1967, Jim Clark debuted the Lotus Ford Type 49 at Zandvoort. In celebration of the 20th anniversary of this debut and of the legendary first victory for the most successful F1 engine ever, Arthur Benjamins has executed an extraordinary painting of Jim Clark oversteering through the Hunzerug from which we have produced high quality prints which allow you to study in close-up the detail of the Lotus Ford Type 49 and, from a distance, to marvel at Arthur Benjamins' impressions of speed.

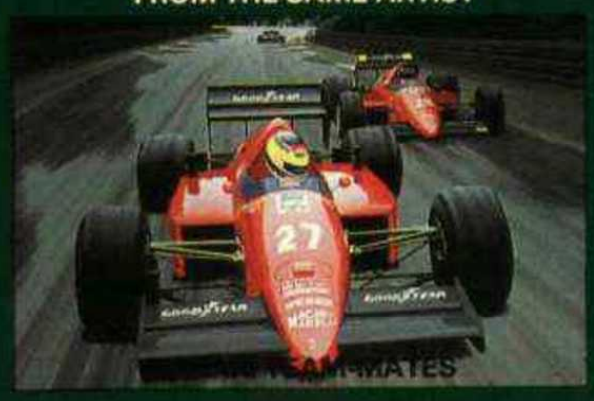
FIRST TIME OUT



FIRST TIME OUT

OVER ALL PRINT SIZES 24 x 18 APPROX

FROM THE SAME ARTIST



'FERRARI TEAM-MATES'
featuring the Ferrari F186's of Michele Alboreto and Stefan Johansson

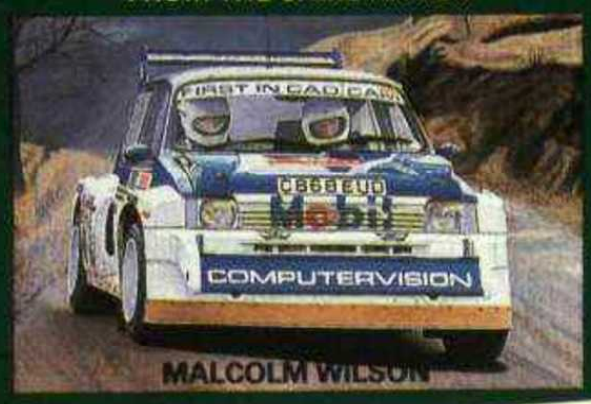
At the end of May 1980, Ari Vatanen scored his first outright World Rally Championship victory with his Rothmans Escort on the Acropolis Rally, the prelude to his World Driver's Championship in 1981. To celebrate this first victory, Rein Brugman has produced another memorable painting featuring Ari, in his usual sideways style, beneath the monastery. This superb painting truly captures the atmosphere and spectacle of rallying during the Escort era.

ACROPOLIS VICTORY



ACROPOLIS VICTORY

FROM THE SAME ARTIST



MALCOLM WILSON

'MALCOLM WILSON'
featuring Malcolm Wilson in the Metro 6R4 in the 1986 Monte Carlo Rally.

PLUS VIDEOS

NINE DAYS IN SUMMER
1967 saw the debut and development of the Ford D.F.V. engine in the back of the Team Lotus cars of Jim Clark and Graham Hill. This film tells two stories which run parallel to each other, the development of a new engine and the personalities behind it, interspersed with the action of nine Grand Prix races from Holland to Mexico including a magnificent one-two at Watkins Glen at the beginning of what was to be a great era in Grand Prix racing. This film is a true classic. 50 mins. **£14.95**

FIRST TIME OUT/RS:- VICTORY AT JARAMA
Zandvoort 1967 was the scene of the debut for the Lotus D.F.V. Fords driven by Jim Clark and Graham Hill. This short film follows their fortunes at this event which remarkably Jim Clark won. The new engine, designed and built late 1966 for the start of the 1967 season, was an immediate success and went on to power cars to over 150 more Grand Prix victories, of which none could have been sweeter than this one: First Time Out.

RS:- Victory at Jarama
In October 1971 the works Ford Capris and Escorts went to Jarama with the chance of winning the European Championship for both manufacturers and drivers. This film follows the progress of the cars driven by, amongst others, Dieter Glemser, John Fitzpatrick, Jochen Mass and David Matthews. 30 mins. **£14.95**

THE VATANEN TOUCH
If you're a fan of rallying's greatest era, you'll love this film featuring the incredible Ari Vatanen in his Rothmans Escort battling against Hannu Mikkola, Jimmy McRae, Tony Pond etc. in the 1980 British Open Championship. Plenty of sideways motoring and action from the Mintex, Circuit of Ireland, Welsh, Scottish and Manx Rallies, plus interviews with Ari himself as he competes against one of the greatest forest drivers of all to take the 1980 crown. **£17.25**

All prints are available as unlimited or limited editions. Printed on the highest quality heavyweight art paper, the finish is stunningly similar to that of the original oil paintings.

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Malcolm Wilson	£8.45 exc. p&p	£28.40 exc. p&p	£38.45 inc. p&p	£58.45 inc. p&p
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Warning: SMOKING WHEN PREGNANT CAN INJURE YOUR BABY AND CAUSE PREMATURE BIRTH

Health Departments' Chief Medical Officers