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**LE MANS: Mazda at last**

**MARATHON: Which way now?**



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## CONTENTS

Around and About -	730
Book Reviews -	775
British Grand Prix -	744
Brooklands Reunion -	766
Cotton On -	748
Formula One Scene -	740
French Grand Prix -	735
Goodyear Competition -	750
Le Mans 24 Hours -	751
Letter to Readers -	734
Letters -	777
New Cars:	
Alfa Romeo 33 16V -	764
Volvo 850 -	764
Pirelli Classic Marathon -	770
Rally Review -	756
Road Test:	
Toyota MR2 (T-bar) -	760
Three Pot Thoughts -	772
Track Test:	
TVR Tuscan -	763
VSCC Mallory Park -	771
VSCC Shelsley Walsh -	765

**FRONT COVER:** Ecstatic crowds watched Mansell set the track alight for his third British GP win, spiced by seeing Senna stop half a lap from the finish.

## MOTOR SPORT SUBSCRIPTIONS

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## MATTERS OF MOMENT

# Signitis

**S**igns are everywhere now — beside and on the roads, on hoardings, in shops and in garages. It seems a long time since motorists challenged them as disfiguring the environment and *The Autocar* even dared to criticise the AA's "yellow peril" roadside signs.

Cars themselves, once objects of respect, suffer likewise, with high prices paid for personalised number plates and much snobbishness attached to having the latest registration prefix. Back windows are all too often used to display "clever" signs, with young farmers proclaiming they do it in wellies, others informing us that "If you can read this you are too — close," often in such small type that even those with 100% eyesight can hardly read the message, and there are the more obscure ones, such as "Care — child in car" (does this mean we must not overtake?) and seen on a Volvo 740 recently, "Caution — Show-dog in transit," (a pit bull-terrier, perhaps?) (Readers may care to collect others for us.)

We have moved on a long way from the days when many owners raised great objection to the suggestion that their vehicles should be numbered. When, in 1903, it was thought that acceptance of numbering might be a means of getting higher speed-limits, gentlemen still did not take kindly to having to display numbers on their cars. When Brooklands opened for racing in 1907, ordinary cars had long been numbered, the competitors thought it undignified to have their racing cars so treated, so instead they were identified by jockeys' "silks" regardless of the fact that jockeys were then the poor employees of wealthy race-horse owners and that the gents in their coloured silks must have looked pretty ludicrous, anyway.

Now all that has changed and cars are burdened with dangling-dollies, those stupid stickers, go-quicker stripes, rally lamps and so on — which is perhaps better than them being relegated to the non-status of mere utilitarian objects. From thoughts of signitis it is but a short step to signs of silliness. For example, there is this curious suggestion that drivers applying to take the driving test should have to understand not only the Highway Code but also take a First Aid Test. Good grief! In how many cases would this assist accident casualties? Most would-be new drivers find it difficult enough

to answer Highway Code questions, let alone have to bother about fibulas and tibias. Do you know in what average distance a car can be pulled-up on a wet or a dry road from X-mph? If you do or do not, does it make any difference to the way in which you drive? However, proposed double tests could be a blessing, in as much as the fewer who manage to pass the Driving Test, the fewer cars there will be on our clogged-up roads.

Then there are the suggestions that the slower vintage cars using the Motorways should have extra bright rear lamps and carry day-glow boards, in view of recent sad accidents to two A7s, run into by faster traffic. But surely the lighting required by the existing regulations are sufficient? It is the driver who fails to calculate closing distance who is to be blamed for a collision, a case of misused speed and faulty judgement; although if individual users of cars cruising at 35 to 45 mph feel safer day-glowed, that is up to them! Better, perhaps, not to use Motorways after dark.

There are signs that the BBC TV is reverting to its former "all-balls" view of sport, judging by the eternal cricket, endless tennis and interminable golf-matches it broadcasts, while neglecting decent coverage of Le Mans and returning to cricket on the morning after the French Grand Prix, with no mention of the win by a British driver, Nigel Mansell. The stars of other sporting action are discussed, interviewed, seen receiving their trophies, etc. F1 racing is put on at odd hours, the French GP being dependent that afternoon on how long the Wimbledon tennis finals took, and when a Grand Prix ends there is just a moment with the victorious drivers seen on the podium and it is all over. The huge crowds who watched the French and British Grands Prix should convince the BBC of the popularity of motor racing. Could you please, Anne Robinson, draw the attention of those whom you call "them upstairs" to this unwarranted situation?

On a happier note, there are signs that manufacturers of the kind of cars you and I drive are using competition successes to publicise their products, Peugeot, Ford and Mazda for instance, which can only be good for the sport which I assume you prefer, or find equally enjoyable, to the "all-balls" sort. WB

## Louis Vuitton Concours

The Hurlingham Club was the venue for the 2nd Louis Vuitton Concours d'Elegance in which 46 cars participated. Seven class winners were selected with the "Best of Show" being won by the 1956 Aston Martin DB3S, the Moss/Collins car that was second overall and first in class at Le Mans in 1956. Other winners included two Bentley Continentals, a 1936 Lagonda LG45, a 1938 Rolls-Royce Phantom III (Hooper), a 1933 Aston Martin Le Mans and a 1938 Lagonda V12 Rapide which also won the Special Award of the Jury.



The winning 1956 Aston Martin DB3S which has recently returned to Britain after 30 years in Australia.

## AUGUST FIXTURES

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

Date	Organiser	Venue	Event	Type
22-28 July	Automobile Club Argentina	Buenos Aires, Argentina	Argentina Rally	INT
26-27 July	Northern Ireland MC Ltd	Belfast, Antrim	Ulster Rally	INT
26-28 July	Automobile Club von Deutschland	Hockenheim, Germany	German Grand Prix, F3000	INT
27-28 July	BRSCC	Brands Hatch, Fawkham, Kent	Interserie car races	INT
27-28 July	BRDC	Silverstone, Towcester, Northants	International Historic Festival	INT
28 July	BARC	Gurston Down, Broadchalke, Wilts	Hillclimb	R
28 July	LIMRC	Lydden, Dover, Kent	Rallycross Supaprix	INT
28 July	BARC	Mallory Park, Kirkby Mallory, Leics	Modified Production Saloons	R
28 July	BRSCC	Snetterton, Norwich, Norfolk	FF1600, S2000, MGs	R
28 July	BRSCC	Donington, Castle Donington, Derby	BTCC	INT
3 August	Ulster AC	Craigantlet, Castlereagh, Ulster	Hill Climb	N
3-4 August	VSCC	Prescott Hill, Cheltenham, Glos	Hill Climb	C
3 August	BRSCC	Castle Combe, Chippenham, Wilts	Caterham 7s, AM Intermarque	R
3 August	BRSCC	Oulton Park, Tarporley, Cheshire	Vauxhall-Lotus	INT
3-4 August	BARC	Snetterton, Norwich, Norfolk	BF3000, F3, Renault	INT
3 August	750 MC	Cadwell Park, Louth, Lincs	Sports, saloons, s/s	R
4 August	BRDA	Brands Hatch, Fawkham, Kent	Rallycross	N
4 August	SMRC	Knockhill, Dunfermline, Fife	Race Meeting	R
4 August	BRSCC	Mallory Park, Kirkby Mallory, Leics	Esso saloons, MGs, Clubmans	N
4 August	BRSCC	Lydden, Dover, Kent	S/s, saloons, sports, MGs	R
9-11 August	Magyar AutoKlub	Budapest, Hungary	Hungarian Grand Prix	INT
10-11 August	Midland AC	Shelsley Walsh, Hereford, Worcs	Hill Climb	N
10-11 August	OPRC	Oulton Park, Tarporley, Cheshire	BTCC	INT
10-11 August	AC von Deutschland	Nürburgring, Germany	European Historic Championship	INT
10-11 August	BARC/LIMRC	Lydden, Dover, Kent	Classic car weekend	R
10 August	500 MRC	Kirkistown, Cloughey, Belfast	Race Meeting	C
11 August	BRCV	Duivelsbergcircuit, Maasmechelen	Rallycross	INT
11 August	BARC	Thruxton, Andover, Hants	British F3000	N
11 August	BRSCC	Cadwell Park, Louth, Lincs	Forward, FF1600, Porsches	N
17-18 August	Hagley & DLCC	Loton Park, Shrewsbury, Shropshire	Hill Climb	N
17 August	Larne MC	Nutts Corner, Belfast	Rallycross	R
18 August	BARC	Harewood Hill, Nr Leeds, Yorks	Hill Climb	N
18 August	LIMRC	Lydden, Dover, Kent	Saloon car spectacular	R
18 August	NRV	Eurocircuit, Valkenswaard	Rallycross	INT
18 August	SMRC	Ingliston, Edinburgh	Race Meeting	N
18 August	BARC	Mallory Park, Kirkby Mallory, Leics	F Renault, Renault Clio, R5 Turbos	N
18 August	BRDC	Silverstone, Towcester, Northants	Iscar saloons	R
18 August	BRSCC	Pembrey, Llanelli, Dyfed	Race Meeting	R
18 August	BARC	Snetterton, Norwich, Norfolk	Sports, saloons, single-seaters	R
18 August	CPRC	Cadwell Park, Louth, Lincs	FF1600, MGs, BMWs, Sports	N
18 August	BHRC	Brands Hatch, Fawkham, Kent	F3000	INT
18 August	AC von Deutschland	Nürburgring, Germany	WSC	INT
20-26 August	Rally of the Thousand Lakes	Jyväskylä, Finland	Thousand Lakes Rally	INT
23-25 August	RAC de Spa	Spa-Francorchamps, Belgium	Belgian Grand Prix, F3000	INT
24 August	OPRC	Oulton Park, Tarporley, Cheshire	FF1600, MGs, saloons	N
24 August	BRSCC	Brands Hatch, Fawkham, Kent	FF1600, Alfas, Porsches, MGs	R
24 August	BDC	Silverstone, Towcester, Northants	Bentleys, ACs, Morgans	R
25 August	VSCC	Cadwell Park, Louth, Lincs	Vintage racing	C
25 August	BARC	Gurston Down, Broadchalke, Wilts	Hill Climb	N
25 August	BARC	Donington, Castle Donington, Derby	Renault Raceday	N
25 August	Denver Grand Prix	Denver, Colorado	CART	INT
26 August	TEAC	Lydden, Dover, Kent	Rallycross	N
26 August	HSCC	Mallory Park, Kirkby Mallory, Leics	Historic and classic cars	R
26 August	BRSCC	Castle Combe, Chippenham, Wilts	TVR Tuscan, GpN saloons	N
26 August	BRDC	Silverstone, Towcester, Northants	F3, FF1600	INT
26 August	BARC	Thruxton, Andover, Hants	International Truck Raceday	INT
26 August	BARC	Pembrey, Llanelli, Dyfed	BARC/MGOC 30-lap race	R
26 August	BRSCC	Snetterton, Norwich, Norfolk	Thundersaloons, Hondas, Toyota F3	N
26 August	BHRC	Brands Hatch, Fawkham, Kent	BTCC	INT
31 Aug-1 Sep	BOC	Prescott Hill, Cheltenham, Glos	Hill Climb	N
31 August	NNK Nord Osterdal	Tynset Motorsenter	Rallycross	INT
31 August	LIMRC	Lydden, Dover, Kent	Trucks, Inter saloons	R
31 August	500 MRC	Kirkistown, Cloughey, Belfast	Race Meeting	N
31 August	BARC	Oulton Park, Tarporley, Cheshire	BARC Championship Raceday	R

Before going to a particular event, we strongly advise you to check with the organisers or circuit that the scheduled meeting is taking place

## The 3rd World Cup Rally

The indefatigable Philip Young, mastermind behind the Pirelli Classic Marathon, has come up with yet another scheme which looks set to take the historic rallying scene by storm. Billed as the 3rd World Cup Rally, Young and his Marathon team have come up with the idea of running a London-Cape Town event for cars built before 1970, to be held in November, 1992.

Having enlisted the help of Jim Gavin, who was Clerk of the Course for the 1977 London-Sydney Marathon and with the late Henry Liddon was route planner of the 1970 London-Mexico and 1974 London-Sahara-Munich World Cup rallies, the route has been designed to run down the west side of Africa rather than the more usual way of running via Nairobi and East Africa. This means that a good many countries, such as Zaire, Angola and Namibia, will be visited

that have never hosted international events before, but the organisers have assured everyone that any political problems will have been overcome beforehand.

Up to 75 cars will be accepted which, the organisers stress, should be biased towards strength and stamina rather than outright speed. They have even gone so far as to suggest that big Triumphs, Austin 1800s, 3-litre or V8 Rovers, any Mercedes, Volkswagen Beetles, all Citroëns, Ford Zodiacs, Ford Cortinas, Hillman Hunters, Sunbeam H120 Rapiers, Austin A90s and Peugeot 404s and 504s all have good potential as inexpensive rally cars.

The organisers have allowed a great deal of latitude when it comes to uprating cars. Engines from the same manufacturer but from different models will be allowed and any kind of gearbox and back axle can be used, the only proviso being that they had to be available before 1970.

Since the event is being run as a Category 2.3 Historic Rally, competition licences will be unnecessary and the amount of advertising allowed on the car is unlimited. The entry fee is likely to be approximately £6000, an amount commensurate with the entry fee for the first World Cup Rally when one takes inflation into account. Other costs will include fuel and running costs while those for hotels should be negligible. In fact the organisers have stated that when the event is not running through the night, the best form of accommodation will be a tent.

At present a returnable deposit of £250 can be made now with invitations being despatched in October, 1991 on a first come, first served basis.

Further information can be obtained from Philip Young at the Rally Office on 0892 24746 or from the Rally Office at Rally House, 85 St Johns Road, Tunbridge Wells, Kent TN4 9TU.

## Fun for One

"The bigger the boys, the more expensive their toys." That's how the saying goes, so the Rocket should be on the Christmas list for every young man about town.

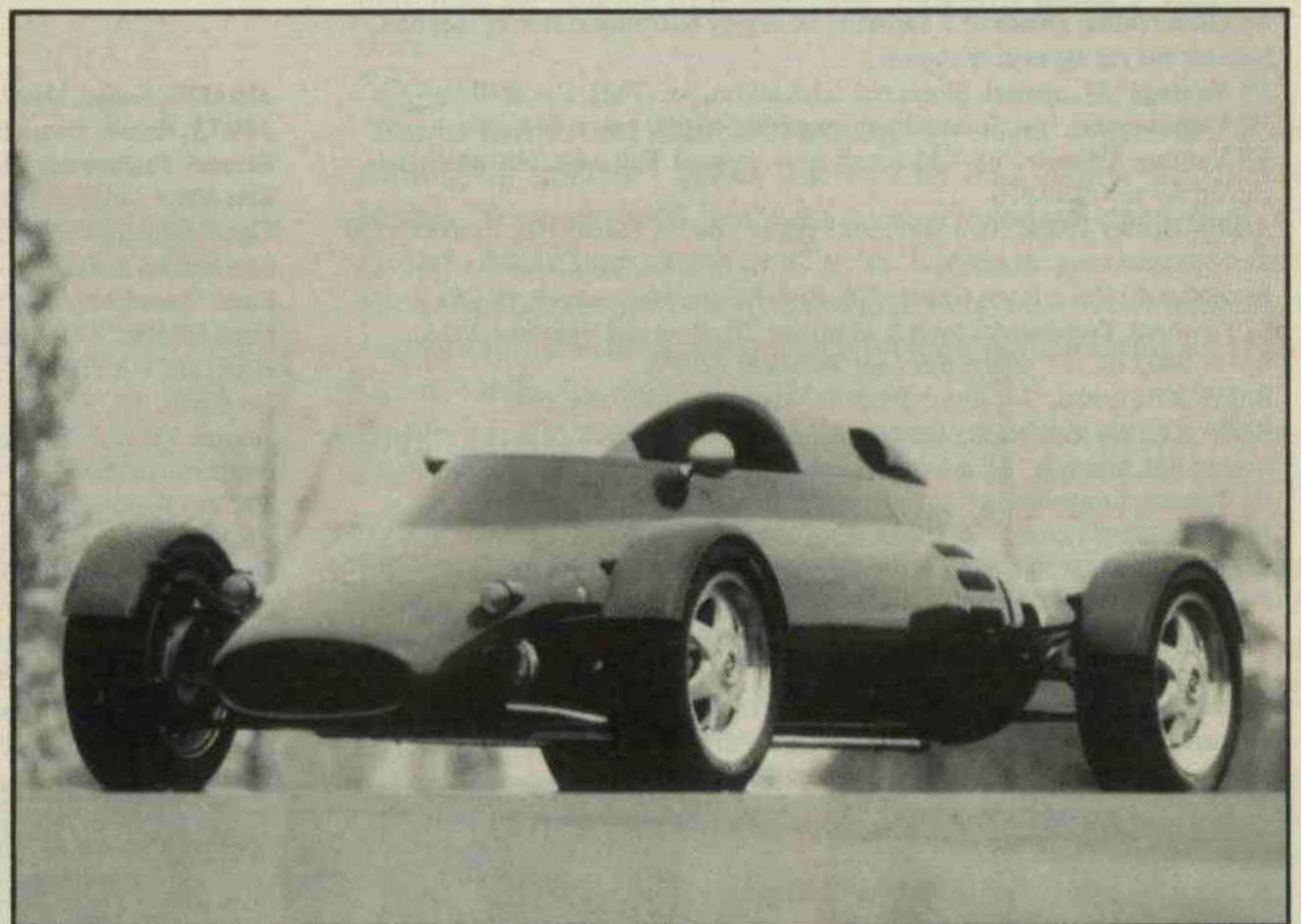
Designed along the lines of a Fifties formula car, the Rocket is the brainchild of Chris Craft and Gordon Murray whose credentials in top level motor racing go back over two decades. With a power-to-weight ratio better than that of a Ferrari F40 the Rocket is, in Murray's words, "the ultimate one-plus-one commuter."

Concealed by the rear bodywork, the power unit is a Yamaha four-cylinder, liquid-cooled motorcycle engine which revs to 11,500 rpm. With five valves per cylinder, the 1-litre engine develops an astonishing 143 bhp, and since the Rocket weighs merely 351 kg (775 lb) the power to weight ratio is in excess of 400 bhp per ton.

Acceleration should be stunning by the standard of four-wheel vehicles. The Rocket goes from standstill to 60 mph in about four seconds as the driver works his way through a 10-speed transmission, and should reach 100 mph in eight seconds.

Top speed is estimated at 140 mph, less perhaps with a "pillion" passenger aboard because part of the enveloping bodywork has to be removed to reveal the passenger seat.

Craft and Murray conceived the idea of making a latterday Lotus 7 around 1972 when they were both involved in Alain de Cadenet's sports car project. The steel



Potentially quicker than a Ferrari F40, the Craft/Murray machine seats one, plus a very close friend.

spaceframe chassis is a sturdy construction with stressed aluminium alloy panels, and the outer bodywork is made of sandwich construction plastic; only the motorcycle-type mudguards are made of carbonfibre.

Apart from the engine and Brembo racing brakes, virtually all the construction is bespoke, manufactured for Craft's Light Car Company in Cambridge. Bob Curl

developed the Rocket from Murray's original drawings, and construction is in the hands of Tony Mundy, whose Jamun Racing company is to the fore in Formula Ford.

11 firm orders have been taken for the Rocket, which costs approximately £35,000 including car tax and VAT, and the first production car off the line has been ordered by Sir Jack Brabham.

## 1991 Christie's International Historic Festival, Silverstone

If last year's meeting is anything to go by, the Christie's International Historic Festival at Silverstone on the weekend of July 27/28th looks set to be another successful meeting with a plethora of historic racing machinery taking to the tracks.

First race of the day on the Saturday is the 8-lap Christie's Cup for pre-war sports cars

at 1.00pm followed an hour later by another 8-lap race for Fifties sports cars in the British Aerospace series. The third race of the day is the Historic Grand Prix Cars race for pre-'57 Grand Prix cars at 3.00pm followed by the AT&T Istel Steigenberger Super-sports Cup race for CanAm and big engined sports cars of the Sixties. Final race

of the day, at 5.00pm, is the 8-lap race for pre-'65 Grand Prix cars. All five races are the first part of a two part race.

The running order for each race is the same on Sunday, although the timings are different, and the latter day also includes the additional FIA European challenge for Historic Touring Cars which lasts 1 hour.

Interspersed between all the races on Saturday are a series of displays which on Sunday are reduced to just one.

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 DB6 Manual, '69, Celeste blue tan 5 speed £26,850.  
 DB6 Vantage '66, Dubonnet/Black, Special order spec, CWW, LSD, £39,850.  
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 V8 '76, Electric Blue, Black, ESR, History, Superb, Auto, £24,850.  
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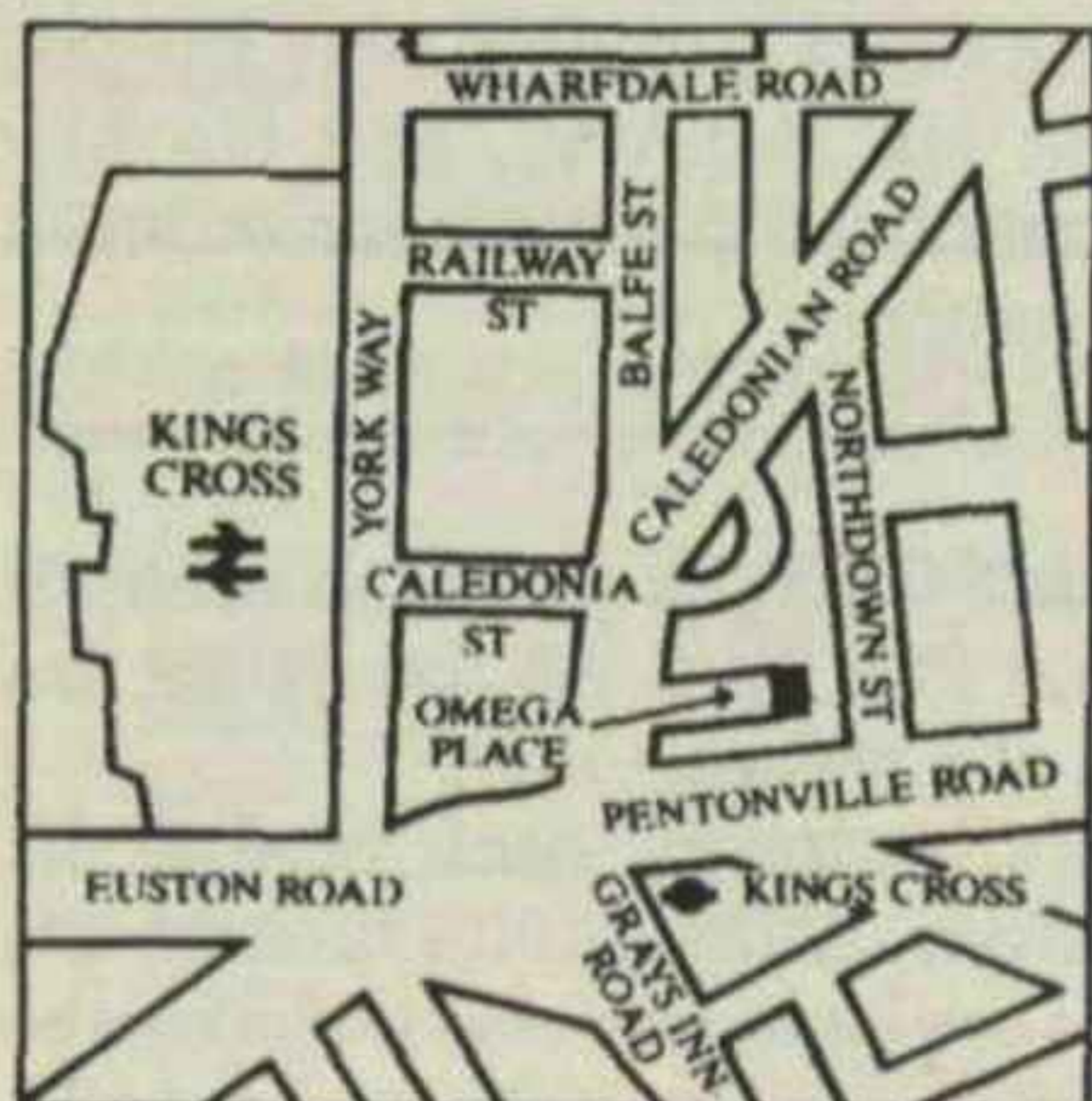
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## Specifics,

Ferrari had firmed and climbed slightly - now softened. Aston firming on interest - prices low - rarity and quality demanded. Healey, Triumph, MG, Sunbeam good demand for clean, ready to go cars - boom time junk is dead. Alfa, Lancia, Fiat - rare clean cars good - usability important. Porsche and Mercedes - well maintained - serviceability critical. No demand for hand-built hybrids irrespective of 'value for money' factor.

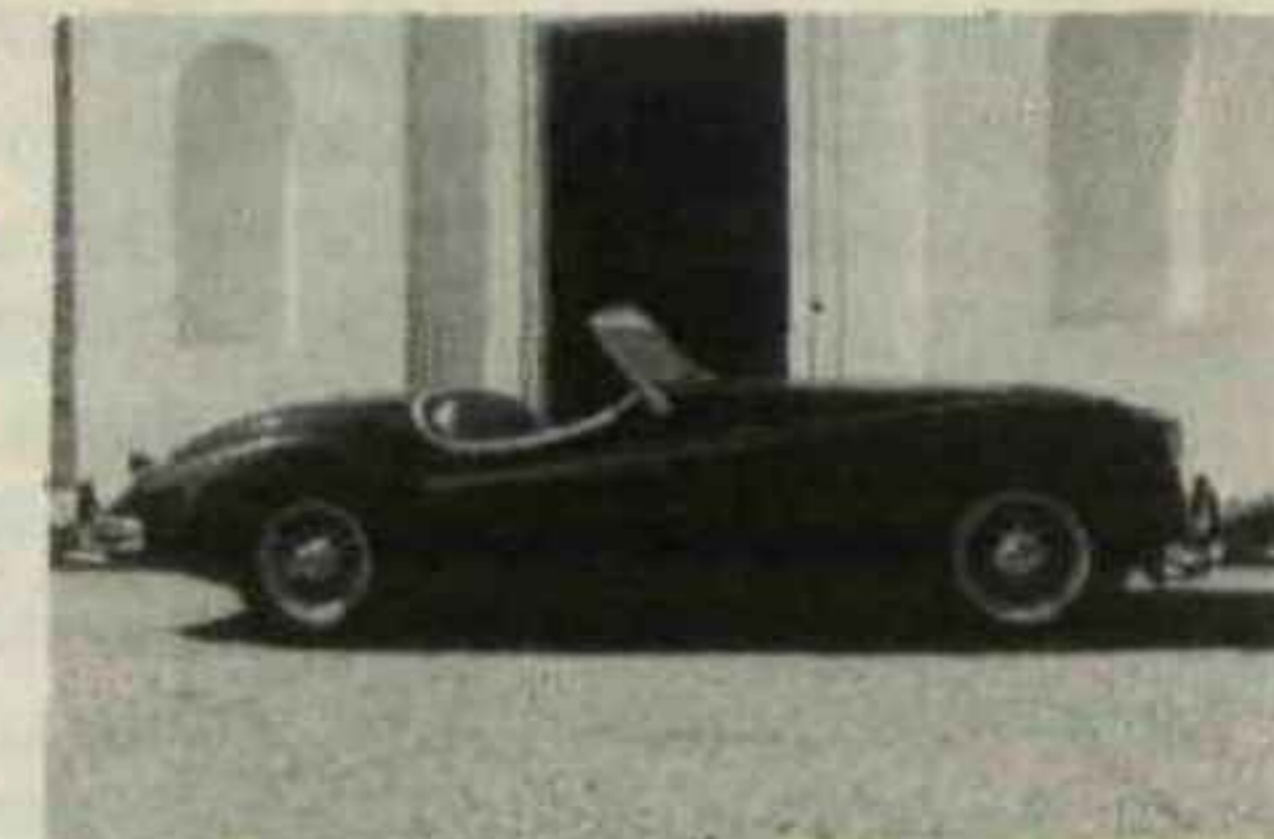
Buyers profile - advantage still being taken of the smaller differences between the indifferent and the good, mid-range classics now compete with the bygone tax concept of the company car. Depreciation of modern cars can only be accelerated by discounting of new ones. A Saab 9000 turbo driven for 15,000 miles over 12 months will cost you a fully restored TR5 - A BMW 750il driven for 10,000 miles over 9 months will cost you an Aston Martin V8 Oscar India. Our address is below. AW.



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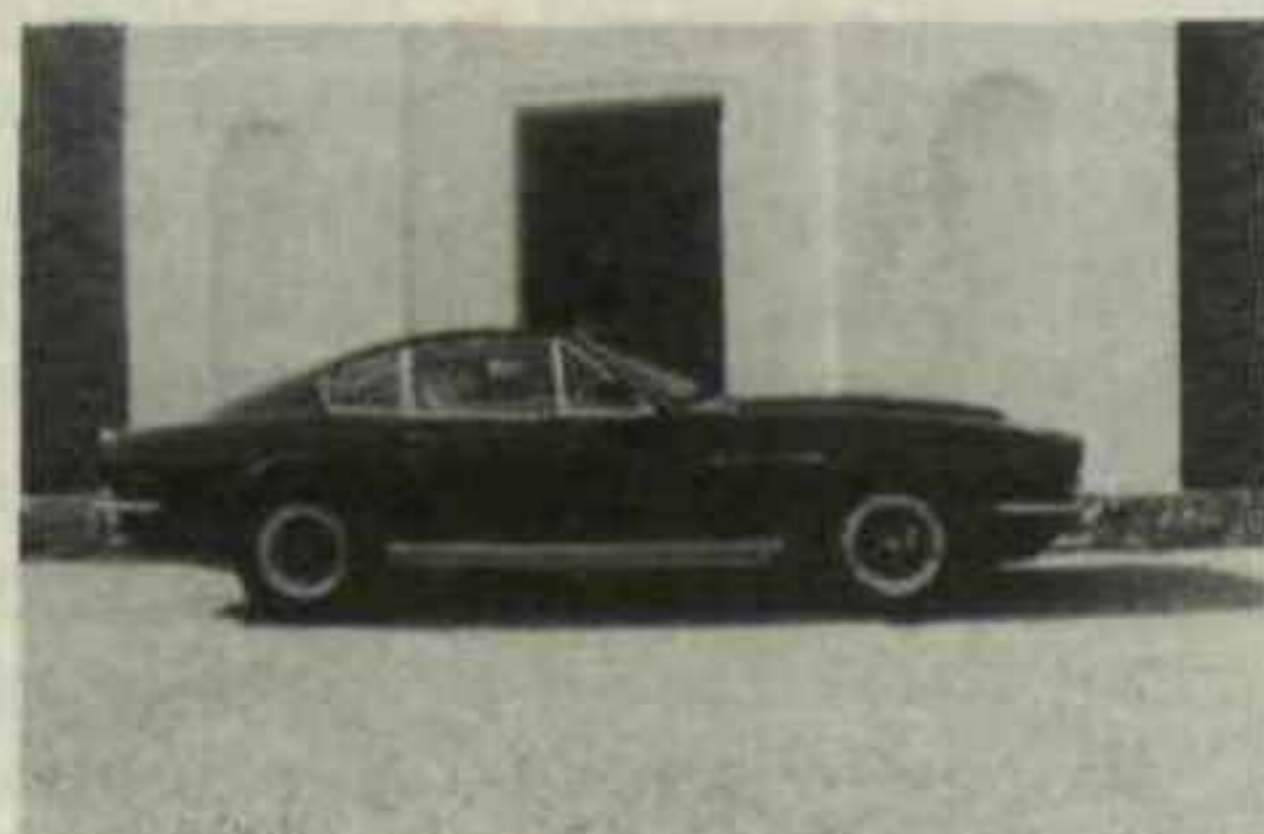
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## A Little History

Dear Reader,

In 1989 Maurice Hamilton wrote a readable and straightforward history of the British Grand Prix, going back to the first race to carry that title. It was a race held on an artificial road-type circuit laid out on the Brooklands Motor Course and organised by our Royal Automobile Club in 1926. The following year the RAC again organised a British Grand Prix at Brooklands, but after that the race lapsed for various reasons, not the least that Grand Prix racing itself went through some difficult times in Europe. By 1933 Grand Prix racing was back on course, but the RAC never felt themselves to be in a position to organise another British Grand Prix.

By 1937 Grand Prix racing had reached a new high level in Europe, so high in fact that it seemed to be beyond the reaches of the RAC and the British enthusiasts, but fortunately not all of them. In the Midlands a road-type racing circuit had opened in Donington Park in 1933, through the hard work and acumen of Fred Craner and the Derby & District Motor Club. Racing was mostly of a Club nature over short distances, but in 1934 the club put on a 100 mile race for Grand Prix-type cars, the entry coming from private owners with lesser types of Grand Prix cars. In 1935 Donington Park was the scene of a race for Grand Prix-type cars over the full distance that Grand Prix rules called for and the event, run under an RAC permit, was given the title of the Donington Park Grand Prix. The winner was Richard Shuttleworth with his privately owned Tipo B Alfa Monoposto, a car that was already obsolete as far as European Grand Prix racing was concerned, but the best available to an amateur English driver.

In 1936 the Donington Park Grand Prix was won by Richard Seaman and Hans Ruesch, a Swiss driver, in the latter's ex-Scuderia Ferrari Alfa Romeo 8C/35, a car that was barely a year old and seen in England for the first time. For 1937 Fred Craner and the Derby & District Motor Club announced really exciting plans to lengthen the circuit and put on a full-blown Grand Prix event with entries from the cream of the current Grand Prix teams,

namely Mercedes-Benz and Auto Union. It was as audacious as if today a small English club said they were going to apply for a World Championship event. The RAC provided the International Permit as in previous years, but when it was suggested that the event might take the title of the British Grand Prix, to stand in line with the French Grand Prix, the German Grand Prix and all the other European events, this was vetoed. The Royal Automobile Club owned the right to the title of the British Grand Prix, even though they had not organised one since 1927. Undeterred, Fred Craner and his colleagues went ahead with their plans and retained the title of the Donington Park Grand Prix, often abbreviated to the Donington Grand Prix.

The 1937 event was a huge success and could be considered to be Britain's contribution to the Grand Prix season, and the British Grand Prix in all but name. The Donington Park Grand Prix was now well established and was held again in 1938, the 1939 event being cancelled due to the outbreak of war. So the history books record that the Royal Automobile Club organised a British Grand Prix in 1926 and 1927, and Fred Craner and the Derby & District Motor Club organised Grand Prix races at Donington in 1935, 1936, 1937 and 1938, the last two being to full Grand Prix requirements of the time, and accepted Internationally as part of the Grand Prix season.

In 1948 the Silverstone airfield was turned into a motor racing circuit, while Donington Park was still requisitioned by the Army as an Ordnance Dump. Silverstone was better than nothing and a successful race was organised in October of that year and given the title of the Grand Prix of the Royal Automobile Club. The following year it was held again, earlier in the year and given the title of The British Grand Prix, the first time a race on British soil had carried that title since 1927.

In 1950 the International governing body of motor sport drew up the rules for their World Driver's Championship, and the British Grand Prix at Silverstone was the opening round in this new Championship series and was given the honorary title of the Grand Prix of Europe. Since 1950 there

has been a British Grand Prix every year, right through to the present day, the RAC and its motor sporting arm organising it each year and varying the venue, using the Aintree circuit, then the Brands Hatch circuit, but always returning to Silverstone where it looks like staying until the end of the century.

Why all this history? For the simple reason that there are a lot of people who think the first British Grand Prix was held in 1950, and in fact some of them even think Grand Prix racing started in 1950! But worse than that, in the programme for the 1991 British Grand Prix was the bald statement that the first British Grand Prix was held in 1935. The point was made because one of the historic cars in a parade was the actual Alfa Romeo Tipo B that Richard Shuttleworth had driven to win the 1935 Donington Park Grand Prix, at a time when the RAC were very lukewarm about a Grand Prix at Donington Park, and anyway they had already organised two events with the title British Grand Prix. Now in their own programme they are claiming the 1935 race not only to be a British Grand Prix, but to be the *first*. Poor old Fred Craner must be turning in his grave.

I know a lot of people will be saying it is not important, but I think it is important that we keep the facts straight, for not only does history pay silent tribute to the people involved all those years ago, but if they had not had the enthusiasm for motor racing that they did we might not be enjoying it like we do today. Unlike the history of some well known racing cars, in which there are "grey areas" and periods of "nobody really knows what happened" so beloved by the builders of fake Grand Prix cars, the history of the British Grand Prix is well documented, and an interesting and long history it is, only surpassed by the French Grand Prix, or to be more exact, the Grand Prix de l'Automobile Club de France, the Italian Grand Prix and the Belgian Grand Prix. It was the Grand Prix de l'A.C.F. that started it all in 1906. I never forget that and I hope you will not, because I owe my Grand Prix obsession for 57 years to the roots that were planted by the French 85 years ago.

Yours, DSJ





The two contenders in the French GP were Nigel Mansell and Alain Prost, the Frenchman having to give second best to the charging Englishman.

**T**he French Grand Prix was near to sinking into oblivion in the dust and heat of the arid Paul Ricard circuit near the Mediterranean coast, with a bland and rather dull circuit, to which the public never really flocked in great numbers. The French Federation took a gigantic step in encouraging the transformation of the little circuit at Magny-Cours to enable it to cope with the Formula One giant "circus", thus getting the French Grand Prix back into the middle of France, and encouraging a greater attendance. It seemed to have worked, for race day was said to have attracted an attendance of something like 100,000 spectators.

The whole weekend developed into a battle royal between McLaren-Honda, Williams-Renault and Fiat-Ferrari, with no holds barred and the race itself was a splendid confrontation between Nigel Mansell and Alain Prost, both much happier in "fighting the good fight" as rivals than ever they were as team-mates. On any circuit the front row of the starting grid has got to be a good place to be and in qualifying Prost was making the most of a new Ferrari, designated 643, with Jean Alesi also in a new car. The changes in design were mostly chassis, suspension and aerodynamics, the front of the monocoque having the fashionable "Tyrrell Nose" while the inboard front suspension layout was neater and tidier and all tucked into the front of the cockpit section, like most other cars these days. The side radiators and air intakes were more compact and the routing of the air through the rear suspension was much more like the original John Barnard "Coke bottle" shape. Power was still supplied by the five-valve-per-cylinder V12 engine, coupled to the electronically controlled gearbox as in the previous car. Looking at the new car it seemed obvious that it should have appeared at the beginning of the season, along with the new Williams and new McLaren; there was not the feeling that it had been conceived since the season began.

With Renault being on their home ground it would be easy to say that they made a special effort, but the fact is they always make a special effort, no matter where they are racing, as do the Williams team. Suffice to say that Mansell and Patrese had the

best material available, and both made good use of it during practice and qualifying. If McLaren and Honda had not had Senna driving for them they would have been in dire straights, Gerhard Berger giving the true indication of the actual potential of the team. As the end of Saturday qualifying approached there was a keen needle-match going on between Mansell, Prost, Patrese and Senna.

Friday qualifying had been held in oppressive heat, so much so that engines were not breathing as well as they might, and provisional pole-position had gone to Senna with 1 min 16.557. Prost, Patrese, Alesi and Mansell had all been trying to get below 1 min 17.000, Mansell being the closest with 1 min 17.095. Senna's lap was typical of the Brazilian when he looks to have a difficult task on his hands. "Hero Time" was clearly 1 min 17 secs, as Mansell, Prost, Alesi and Patrese had shown, and with total confidence he went out and recorded 1 min 16.557, half a second quicker than the best of the rest. Once again there was a tangible feeling of disbelief all along the pit lane, with everyone posing the question "How does he do it?"

On Saturday conditions were a lot cooler, the sun being obscured by a haze and engines were breathing more freely. The whole pace speeded up by about three seconds, partly because of the lower temperature but naturally as drivers got more used to the new circuit. Everyone was going quicker, even those drivers who had little hope of getting into the top 26 with a place on the starting grid. It was still Patrese, Prost, Mansell and Senna setting the pace at the front and with only a few minutes left the situation was tense. The four drivers in question were all in the 1 min 14 sec bracket, with only decimal places

separating them. Patrese was on .559, Prost was on .789, Senna was on .859 and Mansell was on .895, and Senna still had a second run to make. The tension in the McLaren pit was intense, but Senna sat waiting, calm and confident. The moment came and away he went with just time for a warm-up lap and then the "flyer" before the qualifying hour ended. As he started his warm-up lap disaster struck, not to the McLaren-Honda V12, but to Olivier Grouillard's Fomet 1 which could be seen out on the circuit with a spume of oil smoke pouring out of the back. In his own way he was as committed as Senna for he was in 21st place on the grid, and the Fondmetal team were desperately in need of 20th place, which is where the FOCA starting-money payments stop, even if you do qualify on the grid!

Senna now had an oily track on which to try and take pole-position, but once committed there is no turning back and he ended his flying lap in the throes of a spin across the timing line, which is situated just after a sharp corner. He spun the McLaren down the pit straight without hitting anything, and his time was faster than his first qualifying run had been, but not enough to improve his position of 3rd place on the grid, behind Patrese and Prost. Under normal circumstances the fast boys were crossing the finishing line, coming out of the last corner, at over 90 mph. On his fastest lap, going sideways over the line in the throes of a spin, Senna's McLaren recorded 66 mph. The Longines-Olivetti timing equipment can only tell the truth, regardless of what is actually happening. A very happy Riccardo Patrese took the honour of being on pole position, and nobody begrudged it.

While the drama for the front of the grid

**NON-QUALIFIED**

No	Driver	Nat.	Car/Engine	Tyres	Best Lap	Result
11	Mika Hakkinen	FIN	Lotus 102B-Judd EV8	G	1 min 19.491s	DNQ
18	Fabrizio Barbazza	I	AGS JH25-Cosworth V8 DFR	G	1 min 20.110s	DNQ
17	Gabriele Tarquini	I	AGS JH25-Cosworth V8 DFR	G	1 min 20.262s	DNQ
10	Stefan Johansson	SWE	Footwork A12B-Cosworth V8 DFR	G	1 min 21.000s	DNQ
21	Emanuele Pirro	I	Dallara BMS 191-Judd V10	P	1 min 20.539s	DNQ
34	Nicola Larini	I	Lambo 2-Lamborghini V12	G	1 min 20.628s	DNQ
35	Eric van de Poele	B	Lambo 2-Lamborghini V12	G	1 min 21.304s	DNQ
31	Pedro Chaves	P	Coloni C4-Cosworth V8 DFR	G	1 min 22.229s	DNQ



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*Not all fuels are the same*

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was being enacted there was as much drama going on at the back of the grid, for of the 30 drivers who were attempting to qualify the last four are eliminated. Hakkinen (Lotus) just could not match the performance of his team-mate Herbert, both AGS drivers failed, even though the cars were resplendent in new colours, and last of all was an unhappy Stefan Johansson, still deputising for Alex Caffi in the second Footwork car. The Porsche firm made the drastic decision to withdraw their V12 engines from the Footwork team, and return to Weissach for some serious thinking. Faced with huge penalties from FISA for missing races, the Footwork man-



Andrea de Cesaris picked up another useful point for the Jordan team.

## STARTING GRID

27 <b>PROST</b> Ferrari F1/91B 1 min 14.789s (2) 1 min 17.386s (1)	6 <b>PATRESE</b> Williams FW14 1 min 14.549s (2) 1 min 17.472s (1)
5 <b>MANSELL</b> Williams FW14 1 min 14.895s (2) 1 min 17.095s (1)	1 <b>SENNA</b> McLaren MP4/6 1 min 14.857s (2) 1 min 16.557s (1)
28 <b>ALESI</b> Ferrari F1/91B 1 min 15.877s (2) 1 min 17.303s (1)	2 <b>BERGER</b> McLaren MP4/6 1 min 15.376s (2) 1 min 18.087s (1)
19 <b>MORENO</b> Benetton B191 1 min 16.961s (2) 1 min 19.711s (1)	20 <b>PIQUET</b> Benetton B191 1 min 16.816s (2) 1 min 20.449s (1)
24 <b>MORBIDELLI</b> Minardi M191 1 min 17.020s (2) 1 min 20.635s (1)	15 <b>GUGELMIN</b> Leyton House CG911 1 min 17.015s (2) 1 min 19.728s (1)
23 <b>MARTINI</b> Minardi M191 1 min 17.149s (2) 1 min 19.426s (1)	4 <b>MODENA</b> Tyrrell 020 1 min 17.114s (2) 1 min 19.530s (1)
26 <b>COMAS</b> Ligier JS35B 1 min 17.504s (2) 1 min 20.427s (1)	33 <b>de CESARIS</b> Jordan 191 1 min 17.163s (2) 1 min 20.097s (1)
25 <b>BOUTSEN</b> Ligier JS35B 1 min 17.775s (2) 1 min 19.187s (1)	16 <b>CAPELLI</b> Leyton House CG911 1 min 17.533s (2) 1 min 19.555s (1)
3 <b>NAKAJIMA</b> Tyrrell 020 1 min 18.144s (2) 1 min 21.020s (1)	8 <b>BLUNDELL</b> Brabham BT60Y 1 min 17.836s (2) 1 min 22.277s (1)
12 <b>HERBERT</b> Lotus 102B 1 min 18.185s (2) 1 min 21.230s (1)	32 <b>GACHOT</b> Jordan 191 1 min 18.150s (2) 1 min 20.374s (1)
30 <b>SUZUKI</b> Lola L91 1 min 18.224s (2) 1 min 22.058s (1)	14 <b>GROUILLARD</b> Fomet 1 1 min 18.210s (2) 1 min 20.640s (1)
7 <b>BRUNDLE</b> Brabham BT60Y 1 min 18.826s (2) 1 min 20.999s (1)	29 <b>BERNARD</b> Lola L91 1 min 18.540s (2) 1 min 21.613s (1)
22 <b>LEHTO</b> Dallara BMS 191 1 min 19.267s (2) 1 min 21.323s (1)	9 <b>ALBORETO</b> Footwork A12B 1 min 18.846s (2) 1 min 21.966s (1)

agement made a hasty deal with Brian Hart Engines, to use the Hart development of the Cosworth DFR, as used by the Larrousse team. This meant some rapid redesign to install the V8 Hart in place of the V12 Porsche, in the Footwork A12 chassis. Neither car was adequately tested before practice began and various troubles plagued them both, Alboreto just scraping on to the back of the grid, but Johansson failing by 2 seconds. It is going to be difficult to not give Footwork the accolade of "Shambles of the year" when the season finishes.

Race day conditions were good, with thin cloud keeping the intense heat of the sun to bearable proportions and after the French President had shown approval of the new Magny-Cours circuit, and the public had shown their approval of the new location for the French Grand Prix by filling the place to overflowing, all was ready for the 72 laps of the little "Slot-car" track. Senna elected to race the McLaren T-car and for a change Mansell was not dickering-about between his two cars, the designated race car behaving itself all weekend. Patrese, as usual, was quietly philosophical about his car being his car, with no worries nor complications, and very happy to be on pole position. The two Ferrari drivers were more than content with their new cars, and the billiard smooth circuit making the Leyton House drivers more happy than they have ever been, so that they could begin to use the potential of the Ilmor V10 engine.

The start was clean enough, but did not go according to some plans, for Patrese got the dreaded "random Beta particle" in his gearchange electronics and got a false neutral instead of second gear. Apart from this baulking Senna slightly, it gave Prost a clear run at the first corner. He had made a superb start from second position on the grid, and ever the opportunist, Mansell had profited from his position behind the Ferrari. In half a lap the scene was set, Prost was away and wide awake and waiting for no-one (pity he doesn't drive like this all the time!), Mansell was in second place and determined to match anything that Prost

could produce, and in third place Senna had already made his strategy. Conscious of the fact that all things being equal the McLaren-Honda was only just a match for the Williams-Renault, and now the new Ferrari, he decided to run a fast but regular race to watch developments in front of him, not being worried by anyone behind him, even Berger who was in his slipstream, or Alesi who was equally close behind. Poor Patrese was back in ninth place by the time he got himself sorted out. As the opening lap dust settled a green Jordan car could be seen way off the circuit stuck in a run-off area; it was Gachot who had come off second best in a scuffle. The other Jordan was reasonably placed in 12th position.

There was uneasiness in the Honda pit when Berger's McLaren stopped on lap 7 with engine failure, and Senna's only hope of winning seemed to be that of waiting for Prost and Mansell, or preferably both, to run into trouble. Tyres were going to play a small factor among the front runners who were all on Goodyears, but that factor was mostly down to the team mechanics who would be doing the tyre changes. Prost and Mansell seemed to be very evenly matched and were lapping at a relatively "slow" pace compared to qualifying, some 7 seconds a lap slower. But so was everyone else. It was turning out to be something of an endurance race, with the wiggly circuit having to be covered 72 times, calling for consistent driving and a pace to suit the driver/car combination.

Andrea de Cesaris had suffered a spin which dropped him from 11th place down to last, but he was pressing on back up through the tail-enders and was in the throes of catching Brundle's Brabham-Yamaha when Prost caught up with him. This slight check on the pace of the leader was just what Mansell wanted and he closed up rapidly. While Prost was positioning himself to deal with the situation ahead, Mansell did a brilliant piece of "out fumbling" and got the Williams-Renault ahead of the Ferrari even as they passed the slower cars. It was a brilliant manoeuvre by Mansell and the French populace cheered him loudly for Renault

were now leading the French Grand Prix. By this time Patrese had fought his way back up to fifth place, behind Senna and Alesi who were third and fourth.

The rest of the competitors were in a race of their own, with Piquet and Moreno in the Benetton being hard-pressed by Gugelmin in the turquoise Leyton House, its Ilmor engine being a good match for the works Cosworth engines. This Brazilian trio were having a good little scrap, Gugelmin eventually splitting the two Benetton drivers. It was an interesting little interlude, but of no consequence in the real picture of the French Grand Prix, for that was still the scene of Mansell and Prost, Ayrton Senna being a distant spectator as the battle raged. The World Champion had settled into a comfortable rhythm, letting the chasing Alesi actually set the pace.

Patrese was the first of the leading bunch to come into the pits for new tyres, followed by Senna and Prost, the Ferrari stop being unbelievably quick which put him in a challenging position back on the track, ready for when Mansell made his tyre stop. Alesi was in and out quickly, so the overall picture did not change, but then Mansell was in and though the stop was quick it was not as quick as the Ferrari one had been, and before Mansell got back on the track Prost was back in the lead, with a number of back-markers between them.

One thing about Mansell is that he seldom gives up, and we now saw him at his best. The slower car between him and Prost were actu-

ally going pretty quickly, being the Benetons of Moreno and Piquet and the Leyton House of Gugelmin, as well as the Ligier of Thierry Boutsen. Mansell knew that Prost was vulnerable when it came to fumbling his way through slower traffic, for he had profited once already by the Frenchman's weakness, so why not a second time. We were now beyond half distance but time was on Mansell's side, though he did not waste any of it. By lap 50 the Williams had its nose up the back of the Ferrari and they were lining up to lap Patrese who was running in fifth place. On lap 55 at one of the slow corners Prost found himself surrounded by Williams-Renaults and when they sorted themselves out it was Mansell ahead of Patrese and Prost in the same place he had been when it all started going into the corner. This time Mansell had gone round the outside, previously he had gone down the inside to out-fumble Prost. "Our Nigel" was excelling himself and if Senna had been close enough he would have been impressed with what he saw. It took Prost four laps to find his way past Patrese, by which time Mansell was long gone.

It was all over, Mansell swept on to a super victory, one that he whole-heartedly deserved, a victory truly won after a good clean fight. The Renault racing department were over-joyed, convinced for some time that their V10 engine was the equal of anything produced by Honda or Ferrari, and now they had demonstrated it in front of their

own people. The working relationship between Patrick Head and the Williams team on the car and Bernard Dudot and the many people in Renault-Sport on the engine, is one of the better things to have come out of the international aspect of Formula One.

In the closing stages of the race Alesi had made a brave little show of trying to get by Senna, and take third place, but it was fruitless, the Brazilian being in charge of a poor third place all the time. Only four drivers completed the full race distance, Patrese and de Cesaris being one lap down, the Williams driver being plagued by the "random Beta particle" again near the end of the race, while the Jordan driver made his team very happy with a sixth place, won the hard way, which must have made those who finished behind the green car think a bit deeply.

When it was all over the Stewards of the Meeting fined Mauricio Gugelmin ten thousand US dollars for committing a "dangerous manoeuvre" during an incident between him and Mansell on the 70th lap, an "incident" that neither driver seemed to have been aware had happened: it probably looked "dodgy" on the television screen, exaggerated as always by the use of long-focus lenses. In addition to the fine the Stewards imposed a ten-second penalty, but fortunately that did not affect the Leyton House driver's finishing position. His team-mate Ivan Capelli had a very short race, for he spun and stalled his engine while avoiding someone else's accident. DSJ

**RESULTS**

**FRENCH GP, Nevers-Magny-Cours, July 7th  
72 laps of 4.271 km circuit (307.512 km; 191.079 miles)**

Pos	Driver	Nat.	Car/Engine	Tyres	Time	Best Race Lap	On Lap
1st	Nigel Mansell	GB	Williams FW14-Renault V10	G	1h 38m 00.056s	1m 19.168s	49
2nd	Alain Prost	F	Ferrari F1/91B-Ferrari V12	G	1h 38m 05.059s	1m 19.944s	49
3rd	Ayrton Senna	BRA	McLaren MP4/6-Honda V12	G	1h 38m 34.990s	1m 20.570s	54
4th	Jean Alesi	F	Ferrari F1/91B-Ferrari V12	G	1h 38m 35.976s	1m 20.425s	56
5th	Riccardo Patrese	I	Williams FW14-Renault V10	G	1 lap behind	1m 20.028s	65
6th	Andrea de Cesaris	I	Jordan 191-Cosworth V8 HB	G	1 lap behind	1m 21.051s	57
7th	Mauricio Gugelmin	BRA	Leyton House CG911-Ilmor V10	G	2 laps behind + 10 secs pen	1m 22.309s	53
8th	Nelson Piquet	BRA	Benetton B191-Cosworth V8 EXP	P	2 laps behind	1m 21.873s	64
9th	Pierluigi Martini	I	Minardi M191-Ferrari V12	G	2 laps behind	1m 21.719s	50
10th	Johnny Herbert	GB	Lotus 102B-Judd E V8	G	2 laps behind	1m 23.201s	47
11th	Erik Comas	F	Ligier JS35B-Lamborghini V12	G	2 laps behind	1m 21.916s	26
12th	Thierry Boutsen	B	Ligier JS35B-Lamborghini V12	G	3 laps behind	1m 21.641s	34
13th	Roberto Moreno	BRA	Benetton B191-Cosworth V8 HB	P	retired on lap 64	1m 23.693s	36
14th	Stefano Modena	I	Tyrrell 020-Honda V10	P	retired on lap 58	1m 23.480s	48
15th	Olivier Grouillard	F	Fomet F1-Cosworth DFR Hart	G	retired on lap 48	1m 22.837s	30
16th	Eric Bernard	F	Lola L91-Cosworth DFR Hart	G	retired on lap 44	1m 22.133s	42
17th	J.J. Lehto	FIN	Dallara BMS 191-Judd GV10	P	retired on lap 40	1m 23.748s	32
18th	Mark Blundell	GB	Brabham BT60Y-Yamaha V12	P	retired on lap 37	1m 23.282s	26
19th	Aguri Suzuki	J	Lola L91-Cosworth DFR Hart	G	retired on lap 33	1m 23.448s	24
20th	Michele Alboreto	I	Footwork A12B-Cosworth DFR Hart	G	retired on lap 32	1m 24.369s	16
21st	Martin Brundle	GB	Brabham BT60Y-Yamaha V12	P	retired on lap 22	1m 23.636s	16
22nd	Satoru Nakajima	J	Tyrrell 020-Honda V10	P	retired on lap 13	1m 24.420s	12
23rd	Gianni Morbidelli	I	Minardi M191-Ferrari V12	G	retired on lap 9	1m 23.687s	5
24th	Ivan Capelli	I	Leyton House CG911-Ilmor V10	G	retired on lap 8	1m 23.623s	7
25th	Gerhard Berger	AUT	McLaren MP4/6-Honda V12	G	retired on lap 7	1m 23.297s	6
26th	Bertrand Gachot	L	Jordan 191-Cosworth V8 HB	G	retired on lap 1	-	-

Winner's Average Speed: 188.271 kph; (116.986 mph) Conditions: Hot and overcast

Fastest Lap: Nigel Mansell (Williams FW14-Renault V10) 1m 19.168s on lap 49; 194.215 kph (120.679 mph)

If we did not live in a world of change we would be in real trouble, because you cannot stand still; if you don't go forwards there is only one alternative and that is to go backwards, and that usually means deterioration. You can delay things by moving sideways, but it is only a temporary relief from reality. The month of July really brought this home to the world of Formula One because on successive weekends the "circus" had to face the challenge of performing on new circuits, with a whole new set of parameters to work to. Apart from the engineers having to feed in totally new information into their computers, the drivers had two new circuits to learn and race on.

The first change was the French Grand Prix moving from the Paul Ricard circuit in the south to the rebuilt circuit at Magny Cours, effectively in the middle of France, and the second change was the British Grand Prix visiting Silverstone once more and finding a totally different circuit on the same piece of land. Personally I left the French Grand Prix with mixed feelings, and the British Grand Prix with complete enthusiasm for what had taken place on the long-established famous airfield.

At Magny Cours, just to the south of the town of Nevers, the French seem to have built a sort of Milton Keynes new-town in the heart of some really lovely countryside, so the first sight you get as you drive over the country lanes approaching the village of Magny Cours is a bit of a cultural shock. When you drive over the fly-over bridging the famous Route National number 7 things do not improve very much for the whole new complex is so big that it is a bit bewildering. The pit-lane garage/workshops are big enough to take a trio of double-decker buses and Formula One cars look a bit lost. The parking lots for the team transporters should accommodate the growth of big articulated lorries for ten or twenty years, while in the motorhomes and Hospitality Units park there was enough free space to accommodate at least three Kart tracks.

Above the pits has been built a veritable



*In contrast to the rest of the new circuit, the pit-lane at Magny Cours is archaic in its narrowness.*

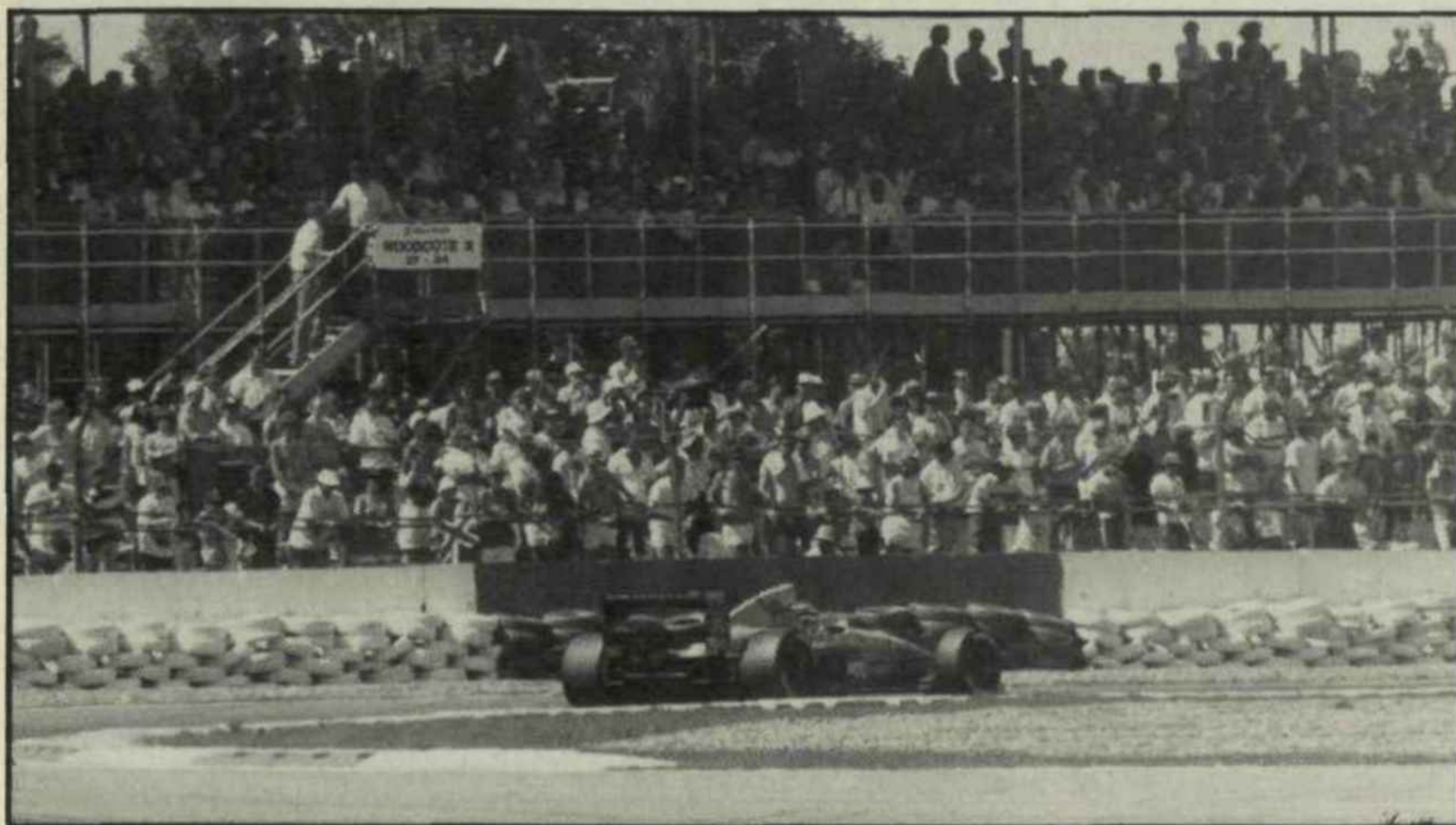
## Changing Times

modern office-block containing the Press room and hospitality suites for all and sundry. Down at ground level the actual pit-lane is archaic in its narrowness and the track itself seems almost an afterthought. You get the impression that the designers and builders got completely carried away with their enthusiasm for the New Town in the middle of nowhere and completely forgot about the circuit itself. In effect they had little option but to put it on the piece of land that was going to be used for the Super Market car park. In order to get the required length the circuit doubles back on itself and as there is no local geography to provide names for featureless corners, names like Estoril, Adelaide and Nürburgring are used, which is a bit of an insult to those circuits. The history of Magny Cours as a venue for motor racing goes back about thirty years but it never developed much beyond a mini-club circuit round a field. Now it has become the

1990 Showpiece for French motor racing and the venue for the French round of the World Championship series of races. It makes you weep for Rouen-les-Essarts, Clermont-Ferrand, Reims-Cueux and even Dijon-Prenois, but if it is what the modern world of Formula One entertainment and television coverage needs, well they have got it for better or for worse. Judging by the cost of the whole affair it is here to stay for a long while.

One week later the "circus" was at the New Silverstone, and what a difference. The airfield perimeter track has grown steadily since 1948 to become one of the fastest Grand Prix circuits ever with a continuous programme of improvement and development, vying all the time with the development and improvement of the Grand Prix car. The two have grown up together to the benefit of both and as the years have gone by new landmarks for the circuit have come and gone. I well remember the first time anyone put in a lap at 100 mph which caused great excitement, then the 120 mph lap came and went, followed by 130 mph laps. The first lap at 150 mph really was a landmark and when Rosberg put in a qualifying lap at 160 mph there were those people who began to wonder if we had gone far enough. My personal view was that the time had come to make Silverstone really fast, by building banked corners and cutting out the odd left-hand bend like Becketts and make a super-speedway with the first lap being at 200 mph and taking it from there. I must admit that I found very little support for such an idea and when the plans for the new Silverstone were revealed I was very enthusiastic and forgot my ideas for a super-speedway.

As lap speeds on the old perimeter track kept rising, minor modifications were made to contain the speed within reasonable bounds at various points, but still the lap speeds went up. It was after the lap

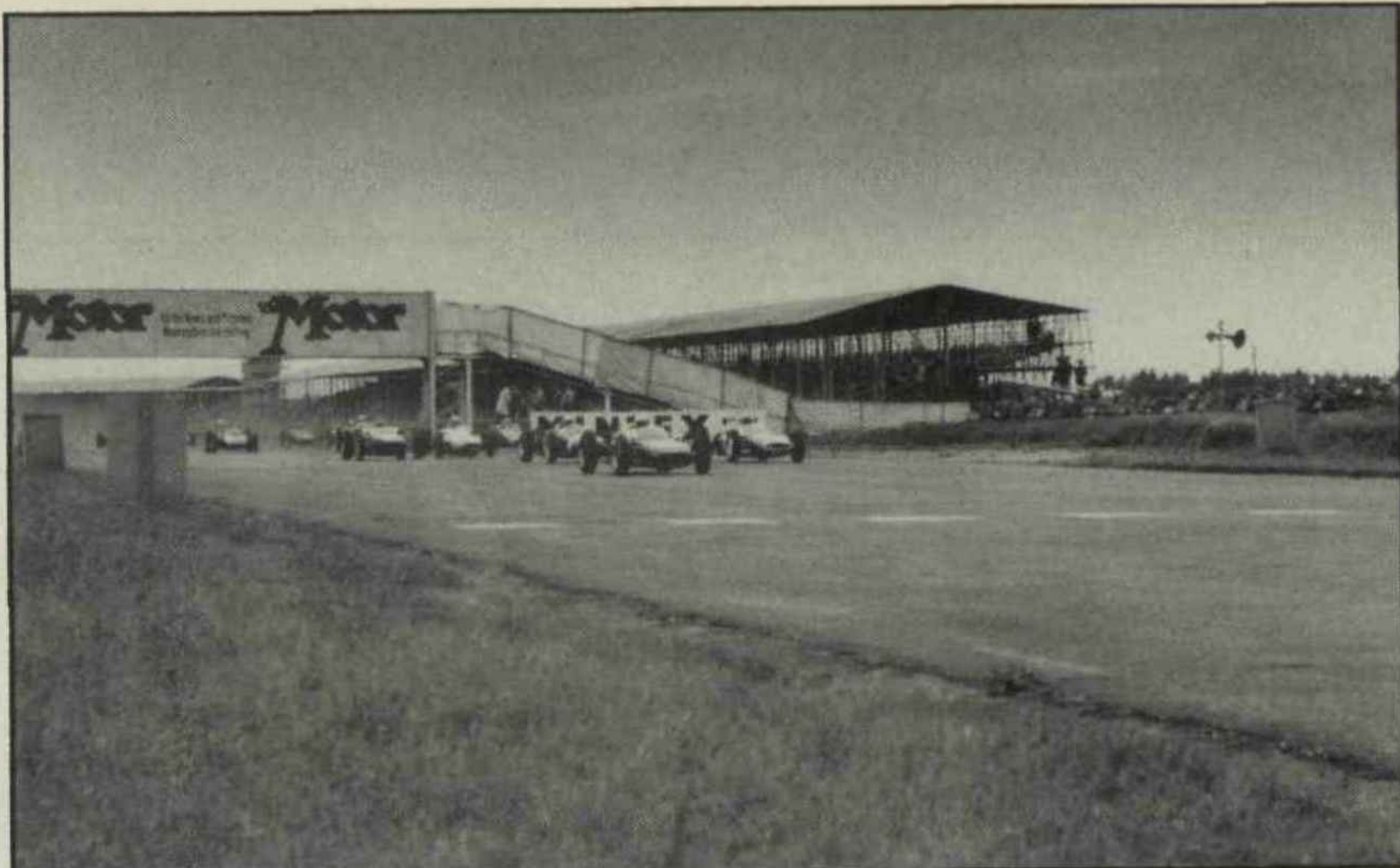


*While new corners have been added at Silverstone, existing ones have been modified to make the new circuit interesting and challenging.*

speed reached 160 mph that the FIA circuit inspectors began to start muttering about "chicanes", an easy way out to reduce lap speeds that are the kiss of death to most circuits. Before anything silly like a "chicane" half way down Hanger Straight could be suggested the Silverstone owners produced a master plan to build a new Silverstone circuit on the foundations of the old one and it was accepted with commendable enthusiasm by the FIA.

In barely six months the whole existing circuit has been reprofiled, old corners have been scrapped, new corners have been built, and some existing ones have been modified. The result is that the Silverstone circuit still runs round the edge of the very large field that was once a wartime airfield, but it twists and turns, goes down artificial slopes, up new inclines and presents a very interesting and challenging circuit. It is slower than the old circuit, the lap speed being 145 mph average, with maximum speeds around the 180 mph mark. I don't suppose many of us have ever driven at 145 mph for a fleeting moment, let alone tried to average 145 mph for three miles round a circuit. From the beginning of Silverstone as a racing circuit high-speed cornering has been its notable feature, and it still is, with the new Beckett curves and the downhill swoop at Abbey and Bridge corner being particularly daunting.

When the Austrians carved out the Osterreicherung in the hills above Zeltweg, and the Belgians rebuilt the Francorchamps circuit we realised that there was still hope for Grand Prix racing to remain the motor racing pinnacle. When we looked at what the Germans did at the Nürburgring and



Grand Prix racing at Silverstone is barely recognisable from the form it took thirty years ago.

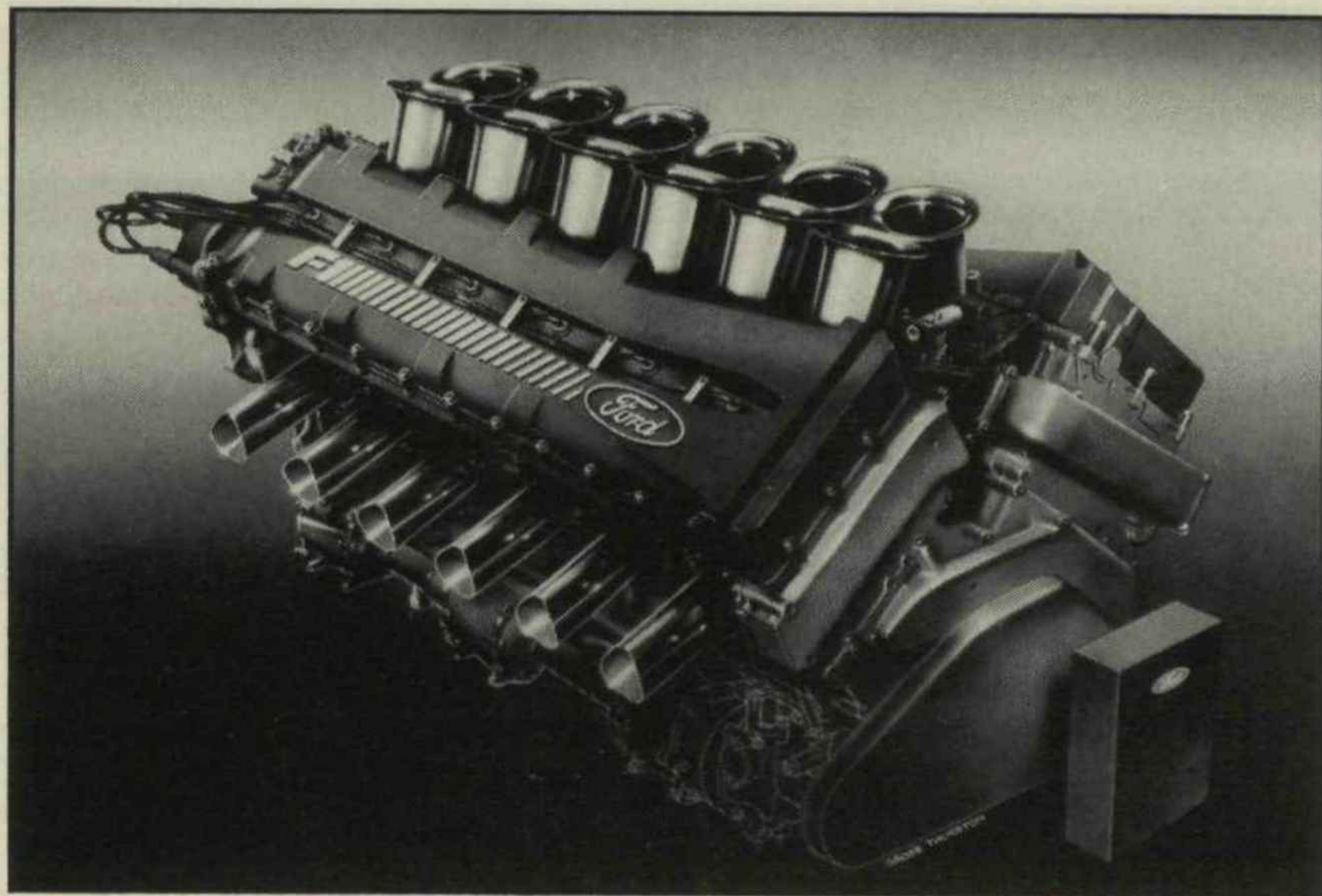
the French did at Paul Ricard we had doubts about the future of Grand Prix racing. The new Magny Cours circuit began to raise those doubts again, but thankfully the new Silverstone has dispelled them, so on average the Formula One scene is alright.

Behind the visible Formula One scene, in the confines of motor homes with darkened windows, there is anything but a feeling of being alright. There is so much advancement being made on all sides of the technical aspects of Formula One these days that there is a shortage of good engineers, and after the Canadian Grand Prix two from the top flight took off for pastures new, leaving their teams a bit like

a healthy boat with a good crew but no captain. John Barnard left the Benetton team and Dr. Harvey Postlethwaite left the Tyrell team. The Benetton team has as many sides to its make up as the Benetton family have colours in their knitwear advertising. At Silverstone it was announced that Tom Walkinshaw had acquired a 35% interest in the Benetton share of the team. It was not mentioned who owned the rest, but the supply of engines from Cosworth and the engine management technology supplied by Ford all mounts up to a pretty big financial involvement by Ford, especially as Ford own Cosworth anyway. Purely as an aside it is worth remembering that Tom Walkinshaw is very closely allied to Jaguar



With Tom Walkinshaw's investment in the Benetton team, rumours are widespread about his possible future involvement.



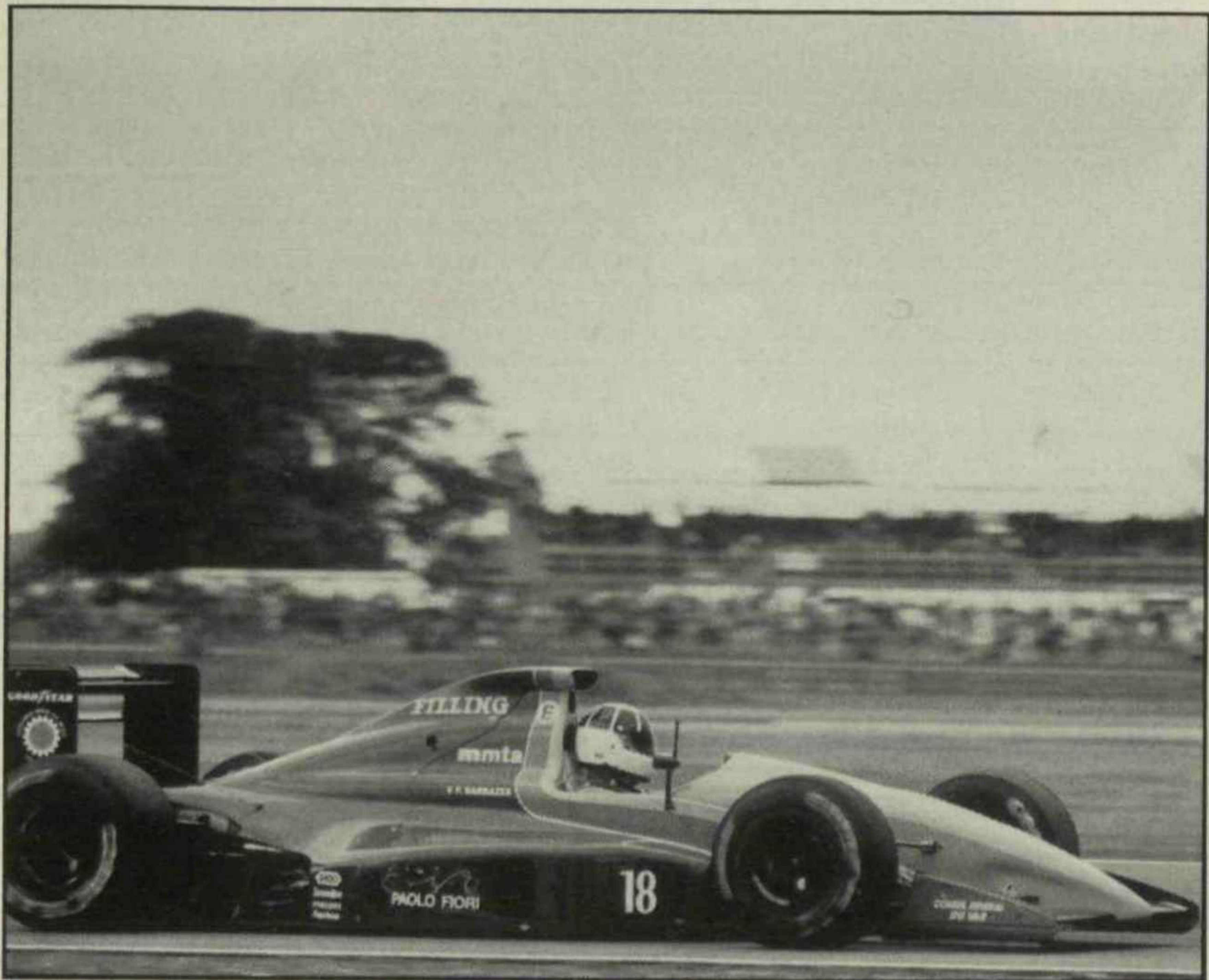
It is in Formula One in 1992 that the first V12 bearing the Ford name will be seen.

and Ford own Jaguar. Did I say the Benetton team has many sides to its make up?

Ford have already agreed to finance the building of a new V12 engine for the exclusive use of the Benetton team in 1992, but will the B192 car with the V12 engine still be in the hotch-potch of colours of the world of Benetton, or will it be white with a blue ellipse on the side? There are those who think it might even be purple or green and be called a Jaguar. These people are quick to point out that the 1991 Jaguar sports/racing cars have very little Jaguar about them, using a long-distance version of the Cosworth (Ford) V8 Formula One engine, so why not a Ford Grand Prix car called a Jaguar built with the racing know-how of

Tom Walkinshaw Racing and Cosworth Engineering.

It is known that Dr Harvey Postlethwaite has joined Mercedes-Benz but exactly why is anybody's guess, and 'anybody' is making some pretty fanciful guesses, some of which may come true. Strongest feeling is that there will be a Mercedes-Benz team in Formula One in 1993 and serious opposition to them will come from a car bearing the Jaguar name, powered by a V12 engine. A lot of people seem to over-look the fact that Jaguar have been into V12 engines in their production cars for a very long time, whereas Mercedes-Benz have only recently gone into production with a V12 engine. There is certainly much in store for



There are some teams, like AGS, whose interests would be far better served were they to return to F3000.

the future of Formula One. I was going to say "there is never a dull moment in Formula One" but just now there are some dull moments for some people in Formula One.

While the entry list for Grand Prix races is still over-subscribed we still have the complication of which teams can start in a race. The limit on cars starting a Grand Prix has been fixed at 26. The maximum number allowed on the track for practice is 30, so by taking each driver's fastest practice lap as the yardstick, 4 cars are eliminated. With more than 30 entries there has had to be pre-qualifying to pick the 4 fastest of the also-rans, to join the 26 accepted entries, these 4 being able to dislodge anyone from their guaranteed place during the two hours of qualifying. The task of deciding who has to take part in pre-qualifying is a tricky one and is done on the team's performance during the last eight races of last year, and the first eight of this year, so the recent British GP was the "all change" point. A new team like Jordan naturally had to start at the bottom and spend the first eight races of this year pre-qualifying. Their race performances have been so good that they are sixth overall in team order, and pre-qualifying is now a thing of the past. The Brabham-Yamaha team, on the other hand, now have to join pre-qualifying as during their six months as a 'seeded' team their race performances have not been good enough, even though they have shown good promise at times. The Footwork team, who were not exactly 'front runners' when they were the Arrows team, have had a disastrous six months and are relegated to pre-qualifying whether they go on using Cosworth DFR engines or get their Porsche V12 units back. The Scuderia Italia team with their Dallara cars powered by John Judd's V10 engines have earned their place among the hierarchy, being just behind the Jordan team in the overall order. The AGS team who have made little progress in the first half of this season have suffered the inevitable relegation, and Fondmetal and Coloni have never really looked like getting out of pre-qualifying.

From the German GP onwards the two AGS cars, the two Brabham-Yamaha cars, the two Footwork cars and the singleton Fomet and Coloni have to spend 8am to 9am on the Friday of practice vying for the four best lap times, to enable them to join in the official qualifying periods and try to oust four of the accepted cars; not an easy task. All this complication is due to too many people wanting to join the Formula One bandwagon, a very lucrative bandwagon for the successful but a very difficult one to get on, and an even more difficult one to stay on.

If Mercedes-Benz and Jaguar appear on the scene I can see the rules regarding qualification being hastily revised. As Mr. Ecclestone once said to me, "if some of the teams would go back to Formula 3000, where they belong, we would not have all this nonsense of pre-qualifying." DSJ





The only time Nigel Mansell was headed all weekend was at the green light when Ayrton Senna got the better start.

## Bastille Day Celebrations

SILVERSTONE, JULY 14th

In my report of the 1991 Monaco Grand Prix (Motor Sport June 1991) after the combination of McLaren/Honda/Senna had won their fourth race on the trot I wrote the following: "When someone appears and beats the McLaren/Honda/Senna combination fairly and squarely, not by luck or misfortune, it is going to be well worthwhile being there, for what ever the combination is it will be something very special." I think I can now say without fear of contradiction, that the occasion arrived in all its glory at the rebuilt Silverstone circuit on the occasion of the British Grand Prix, and something in the region of 150,000 people were there to witness it. That combination was Williams/Renault/Mansell, though to read our daily newspapers you would think Mansell did it all himself.

He made fastest time in the Friday morning test-session, fastest time in the Friday Qualifying period, fastest time on Saturday morning, fastest again in Saturday Qualifying, fastest in the Sunday morning "warm-up" session, and fastest lap in the race which set a new record for the new Silverstone circuit. His pole position lap was at a speed of 144.420 mph, his race average was 131.227 mph and his lap record was 135.325 mph. Nigel Mansell was the undisputed master of the whole three days of the British Grand Prix, and he used a Williams FW14 car powered by a Renault V10 RS3 engine.

Where were all the rest? They were all there in great force and trying hard but failed to stop the meteoric flight of the Boy from Birmingham. The Williams-Renault team had begun to show their true potential at the San Marino GP, and then at Monaco. By the time of the Canadian GP the warnings to McLaren/Honda/Senna were clear and by Mexico defeat of the all-conquering Anglo-Japanese team was a fact, to be hammered home in the French GP. At our own Grand Prix at our "home of motor racing" the domination was complete. It did not arrive over-night but is the result of Williams and Renault, together with all their supporters and suppliers, keeping hard at it to gain a tiny advantage here, another there, a one percent improvement on this and a one percent improvement on that on the myriad of components that go to make up a modern Formula One car. It would be too simple to say that the Williams chassis

is better than the McLaren, or the Renault V10 engine develops more power than the Honda V12. It is minute attention to every aspect of a racing car that might show a small improvement over the opposition. While Patrick Head and Adrian Newey work away on the car and all its complexities, and the aerodynamics, Bernard Dudot and the Renault engineers work away at engine development, not just in the search for more horsepower and more torque, but more efficiency coupled with more economy, allowing the Williams to start the race with less fuel load for example. If the aerodynamics are more efficient than the opposition than Renault power can be used for other things than overcoming air drag, or if the opposition have to use more of their horsepower to overcome higher drag for the same 'down-force' and cornering power, so much the better, and if the Williams driver can save one hundredth of a second on a gear change, then in 100 gearchanges he already has a second advantage. This minute advantage on all fronts is the way Williams and Renault have

### NON-QUALIFIED

No	Driver	Nat.	Car/Engine	Tyres	Best Lap	Result
26	Erik Comas	F	Ligier JS35B-Lamborghini V12	G	1 min 26.392s	DNQ
10	Stefan Johansson	SWE	Footwork A12B-Cosworth V8 DFR	G	1 min 26.544s	DNQ
18	Fabrizio Barbazza	I	AGS JH25-Cosworth V8 DFR	G	1 min 28.122s	DNQ
17	Gabriele Tarquini	I	AGS JH25-Cosworth V8 DFR	G	1 min 28.136s	DNQ
14	Olivier Grouillard	F	Fomet 191-Cosworth V8 DFR	G	1 min 26.299s	DNPQ
34	Nicola Larini	I	Lambo 2-Lamborghini V12	G	1 min 28.042s	DNPQ
35	Eric van de Poele	B	Lambo 2-Lamborghini V12	G	1 min 28.827s	DNPQ
31	Pedro Chaves	P	Coloni C4-Cosworth V8 DFR	G	1 min 29.735s	DNPQ

been approaching their joint Formula One venture in perfect harmony.

That Nigel Mansell would rise to the occasion to use all these small advantages to the full in his endeavours to win has never been in doubt, though during the hard learning period there were times when you could not help wondering if he really understood the engineering philosophy of Williams and Renault. But no matter, he did a near perfect job at the British Grand Prix, much to the joy of his thousands of vociferous supporters. I say 'near perfect' job with well-meaning criticism, because by his own admission he did not make a perfect start when the green

## STARTING GRID



<b>5</b> <b>MANSELL</b> Williams FW14 1 min 20.939s (2) 1 min 22.644s (1)	<b>1</b> <b>SENNA</b> McLaren MP4/6 1 min 21.618s (2) 1 min 23.277s (1)
<b>6</b> <b>PATRESE</b> Williams FW14 1 min 22.109s (2) 1 min 23.436s (1)	<b>2</b> <b>BERGER</b> McLaren MP4/6 1 min 22.476s (2) 1 min 23.045s (1)
<b>27</b> <b>PROST</b> Ferrari F1/91B 1 min 22.478s (2) 1 min 24.726s (1)	<b>28</b> <b>ALES</b> Ferrari F1/91B 1 min 22.881s (2) 1 min 24.520s (1)
<b>19</b> <b>MORENO</b> Benetton B191 1 min 23.265s (2) 1 min 25.715s (1)	<b>20</b> <b>PIQUET</b> Benetton B191 1 min 23.626s (2) 1 min 25.107s (1)
<b>15</b> <b>GUGELMIN</b> Leyton House CG911 1 min 24.044s (2) 1 min 25.834s (1)	<b>4</b> <b>MODENA</b> Tyrrell 020 1 min 24.069s (2) 1 min 24.925s (1)
<b>22</b> <b>LEHTO</b> Dallara BMS191 1 min 24.141s (2) 1 min 24.997s (1)	<b>8</b> <b>BLUNDELL</b> Brabham BT60Y 1 min 24.165s (2) 1 min 26.117s (1)
<b>33</b> <b>de CESARIS</b> Jordan 191 1 min 24.169s (1) 1 min 24.319s (2)	<b>7</b> <b>BRUNDLE</b> Brabham BT60Y 1 min 24.345s (2) 1 min 25.803s (1)
<b>3</b> <b>NAKAJIMA</b> Tyrrell 020 1 min 24.560s (2) 1 min 26.229s (1)	<b>16</b> <b>CAPELLI</b> Leyton House CG911 1 min 24.587s (2) 1 min 25.951s (1)
<b>32</b> <b>GACHOT</b> Jordan 191 1 min 24.592s (2) 1 min 25.323s (1)	<b>21</b> <b>PIRRO</b> Dallara BMS191 1 min 24.654s (2) 1 min 25.136s (1)
<b>25</b> <b>BOUTSEN</b> Ligier JS35B 1 min 25.174s (2) 1 min 25.530s (1)	<b>24</b> <b>MORBIDELLI</b> Minardi M191 1 min 25.222s (2) 1 min 27.367s (1)
<b>29</b> <b>BERNARD</b> Lola L91 1 min 25.537s (2) 1 min 26.235s (1)	<b>30</b> <b>SUZUKI</b> Lola L91 1 min 25.583s (2) 1 min 26.438s (1)
<b>23</b> <b>MARTINI</b> Minardi M191 1 min 25.583s (2) 1 min 27.279s (1)	<b>12</b> <b>HERBERT</b> Lotus 102B 1 min 25.689s (2) 1 min 27.207s (1)
<b>11</b> <b>HAKKINEN</b> Lotus 102B 1 min 25.872s (2) 1 min 26.936s (1)	<b>9*</b> <b>ALBORETO</b> Footwork A12B 1 min 26.192s (2) 1 min 27.193s (1)

\*9 Alboreto started from pit lane.



Nelson Piquet was outshone by team-mate Roberto Moreno until his engine expired.

lights shone, and Ayrton Senna in second place on the grid, beat him away and led through Copse, the new Becketts and down Hanger Straight, but then Mansell out-braked him into the new tight Stowe Corner and was away. Senna had planned to run a controlled race, conserving his tyre wear to aim to make a non-stop run over the 59 laps, in the hope that Mansell might have to stop for new tyres. His McLaren-Honda V12 had never really been a match for the Williams-Renault throughout testing and qualifying, no matter how hard he had tried, and anyone who was watching Saturday's qualifying will know that he tried very hard.

McLaren had five cars in the paddock for Friday and Saturday and Honda had various versions of their V12 engines installed, Senna having the choice of three cars and Berger the choice of two. We know that

Honda engines never blow up, but one did on Berger on Friday and another on Senna on Saturday. The engines were being wound up very tight in the Japanese attempt to combat the French, and were paying the price. Nothing simple like a broken valve or a timing gear, they were big and expensive bangs with the under-tray full of 'shrapnel'; one member of paddock fraternity had a piece in his pocket as a souvenir!

For a change Mansell had to 'fight the good fight' without any help from his team-mate, for though Patrese was just behind him on the grid he only got as far as the first corner when he was punted by Senna's team-mate Berger, and the Williams spun off into the gravel with too much damage to hope to continue racing. A somewhat mortified Patrese limped the car round to the



Riccardo Patrese never completed the first lap after a mishap with Berger.

pits into retirement, while Berger chased after Moreno's Benetton which had made a super start. Once by, Berger seemed securely in place behind Senna, but they were both already a long way behind the flying Mansell. This little fracas on the first corner put the rest of the field into some confusion, with a few un-intentional nudges and bumps.

In the opening stage Mansell was in a class of his own, pulling relentlessly away from Senna who looked content to pace himself in a secure second place, there being no possibility to actually 'race', while the two Ferraris of Prost and Alesi were shaking off Gugelmin in the turquoise Leyton House-Ilmor V10, getting past Moreno and setting their sights on Berger's McLaren. Both Ferraris were the new 643 models, as appeared in the French GP, and a third new one had been completed during the practice days. The new Silverstone may have a lot of corners compared to the old perimeter track, but some of them are VERY fast, notably the Becketts swerves, and Abbey and the new Bridge corner, and the Ferraris did not look as promising as they had in France.

The scuffle with Patrese at the first corner had damaged a front wheel on Berger's McLaren which was causing a bad vibration, so before the two Ferraris caught him he slowed up and headed for the pits for a change of wheels and tyres all round, which dropped him to sixth place, behind Piquet who was getting into a good stride after being put off his stoke by the first corner trouble. Berger was regaining ground rapidly after his stop, but had he looked back he would have seen the Emerald green Jordan of Bertrand Gachot going splendidly and by far the "best of the rest". The young "European" had tangled with another car at the start and suffered a spin, so that he was 24th at the end of the opening lap, the only car behind him being Alboreto's Footwork-Cosworth which had been forced to start from the pit lane.

Gachot's progress up through the tail-enders and mid-field runners was quite something, picking them off one by one until he was up behind Piquet in seventh place by lap 22. Both Jordans had gone well in qualifying and after the first qualifying period de Cesaris was actually ahead of



Brundle trundles into the pits with engine maladies after a practice gave grounds for optimism in the race.

both Ferraris, both Benettons and both Tyrrells, as well as many others. Their stability through the high-speed Becketts swerves was visibly impressive. In the race de Cesaris was holding eighth place but his rear tyres were wearing badly and he had to stop for new tyres all round which dropped him way down the field, but like his young team-mates he was soon fighting his way back towards the front. It came to a violent end when something broke in the rear of the car and pitched it into the barriers at Abbey curve at very high speed, the driver escaping unhurt, but was that early tyre wear a warning that something was wrong.

Out in front Nigel Mansell was being encouraged by the crowds all round the circuit, and no doubt by many millions sitting in front of their television sets, but everything was well under control. Some of the lesser runners were anything but under control, Ivan Capelli muffing a gearchange as he approached the first corner of the new Woodcote complex, and spinning off into the gravel and out of the race. Moreno had been leading his team-mate Piquet but an ominous trail of oil smoke was following his Benetton. It was oil leaking from the gearbox and after a few laps the inevitable

happened. Gugelmin's early good run ended when he made a pit stop for a change of tyres, which did not go too smoothly, and then the under-body broke loose and the aerodynamic battering and vibration just about pulverised the Brazilian's legs and he was forced to give up.

The lone Footwork and the lone Ligier that qualified for the grid both disappeared from the scene without making much of a showing, and Martin Brundle's Brabham-Yamaha retired with a broken throttle control. He had been forced to take the t-car due to engine trouble in his race car, and was looking quite promising in mid-field before being put out. Team-mate Mark Blundell had been keeping station with him for much of the time and actually got as high as eighth place at one point, but a stop for new Pirellis put him back to 12th place. With only six laps to go he looked set for a finish when the Yamaha V12 expired.

The two Ferraris had been running along close together in their chase of Berger's McLaren, and though Prost was ahead of Alesi in the opening stages the young newcomer got tired of that and forced his way past his team-leader in a fairly unruly manner, and they stayed in that order until they started to lap the mid-field runners.



## Nice one Nigel - two on the trot!

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FLY WITH THE EAGLES

**GOODYEAR**

Coming up to lap Suzuki's Larrousse-Lola Alesi collided with the Japanese driver's car, punting it off onto the barriers and wrecking the nose of the Ferrari. Prost reacted remarkably quickly and avoided the wreckage, to annex third place, and Alesi limped on to the pits and into retirement.

Berger's pursuit of the Ferraris after his pit stop was impressive and he eventually caught and passed Prost on lap 43, to retake third place behind Senna, which was all impressive stuff for the McLaren team except for the fact that Mansell was way out ahead of them both, virtually out of their sight. More as an insurance than from necessity Mansell made a stop for a new set of Goodyears, and was away before Senna's McLaren-Honda came into view. In the closing laps Mansell felt his gear change mechanism was giving signs of trouble, so he drove as carefully as he could, having sufficient lead over Senna to ease off slightly and make fewer gear-changes.

Piquet made a stop for new Pirelli tyres, which put him back between the Tyrrell-Hondas of Modena and Nakajima. As he was lining up to take Modena, Mansell came up to lap them both, and Piquet applied his immense track-craft to profit from the 'traffic' created to get past the Tyrrell, even though they were now a whole lap down on the Williams-Renault. With four laps to go Piquet got past Gachot's Jordan, to take fifth place, but as he openly says "The Benetton-Cosworth V8 has got a long way to go to

become a proper front-runner".

As Mansell started his last lap, with McLaren-Honda, Ferrari and the rest truly beaten by the Williams-Renault, he was almost holding his breath, remembering what happened in Canada, but he need not have worried - the gods were with him this time



Nigel Mansell, British hero, laps up the crowd's adulation.

and he took the chequered flag to thunderous cheers and emotional enthusiasm from an immensely patriotic crowd. There was consternation in the pit lane when Berger arrived in second place, followed by Prost. Senna's Honda V12 had died on him, out near Club Corner, later said to be due to the tank being empty of fuel, even though the on-board computer maintained there was plenty in the tank! The Brazilian could do nothing, except feel like Mansell had on the last lap of the Canadian GP.

As he came round on his slowing-down, or cooling-off, lap Mansell stopped and let Senna clamber on the side-pod for a lift back to the finish area. Meanwhile the enthusiastic crowds poured over the fences and onto the track in a display of enthusiasm equal to an Italian Grand Prix at Monza. The big difference was that once the prize giving ceremony was over they all went back over the fences and the two support races that were scheduled to complete the very busy program, of which the Grand Prix had been the star feature, were able to take place.

It was fitting that Mansell should enjoy such a splendid victory in front of his home crowd, but equally fitting that Renault should triumph on July 14th "Bastille Day" - a very important date for the French. At the beginning of the season Monsieur Patrick Faure, the head of Renault-Sport who design, built and develop the V10 Renault engines, said "If you want to create a winning image for yourselves in the public eye, you've got to be in the first three. Anything less than that and you are just one of the faceless crowd". After winning in Mexico, winning the French Grand Prix, and now winning the British Grand Prix on "Bastille Day" he must be well pleased. It is true to say that Renault have never been part of the faceless crowd, ever since they started in Formula One with their turbocharged car. That memorable day was the Thursday practice for the 1977 British Grand Prix, held on Saturday in those days. The date was July 14th. DSJ

RESULTS

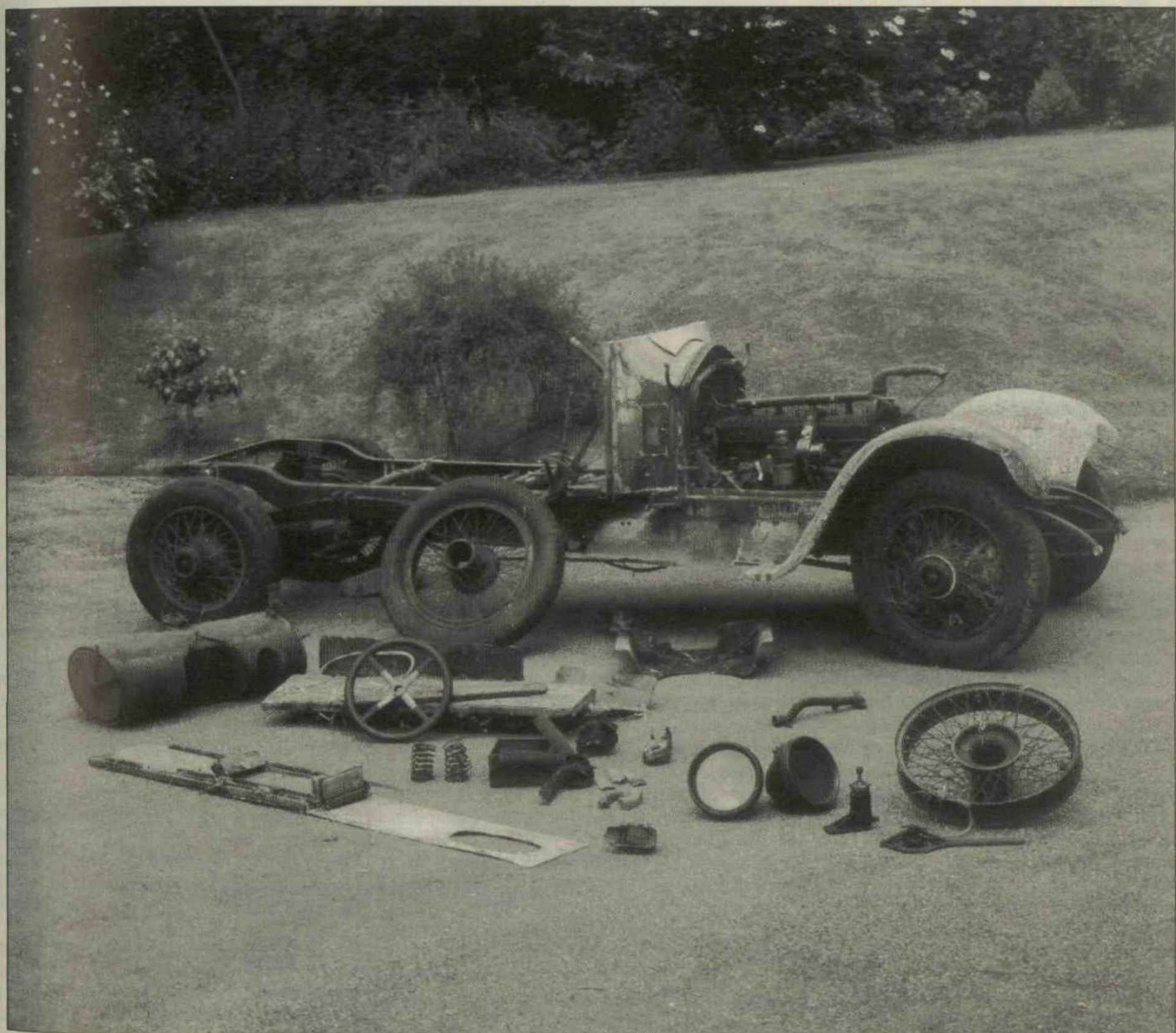
British GP, Silverstone (new) July 14  
59 laps of 5.226 km circuit (308.306 km; 191.573 miles)

Pos	Driver	Nat.	Car/Engine	Tyres	Time	Best Race Lap	On Lap
1st	Nigel Mansell	GB	Williams FW14-Renault V10	G	1h 27m 35.479s	1m 26.379s	43
2nd	Gerhard Berger	AUT	McLaren MP4/6-Honda V12	G	1h 28m 17.772s	1m 26.633s	51
3rd	Alain Prost	F	Ferrari F1/91B-Ferrari V12	G	1h 28m 35.629s	1m 26.589s	48
4th	Ayrton Senna	BRA	McLaren MP4/6-Honda V12	G	1 lap behind	1m 27.509s	43
5th	Nelson Piquet	BRA	Benetton B191-Cosworth V8 EXP	P	1 lap behind	1m 27.857s	53
6th	Bertrand Gachot	L	Jordan 191-Cosworth V8 HB	G	1 lap behind	1m 28.869s	23
7th	Stefano Modena	I	Tyrrell 020-Honda V10	P	1 lap behind	1m 27.936s	57
8th	Satoru Nakajima	J	Tyrrell 020-Honda V10	P	1 lap behind	1m 29.379s	49
9th	Pierluigi Martini	I	Minardi M191-Ferrari V12	G	1 lap behind	1m 30.222s	41
10th	Emanuele Pirro	I	Dallara BMS191-Judd V10	P	2 laps behind	1m 29.485s	49
11th	Gianni Morbidelli	I	Minardi M191-Ferrari V12	G	2 laps behind	1m 28.856s	56
12th	Mika Hakkinen	FIN	Lotus 102B-Judd V8	G	2 laps behind	1m 29.379s	49
13th	J.J. Lehto	FIN	Dallara BMS 191-Judd V10	P	3 laps behind	1m 28.305s	55
14th	Johnny Herbert	GB	Lotus 102B-Judd V8	G	4 laps behind	1m 29.877s	50
15th	Mark Blundell	GB	Brabham BT60Y-Yamaha V12	P	retired on lap 53	1m 29.316s	41
16th	Andrea de Cesaris	I	Jordan 191-Cosworth V8 HB	G	retired on lap 42	1m 29.246s	40
17th	Jean Alesi	F	Ferrari F1/91B-Ferrari V12	G	retired on lap 32	1m 27.998s	30
18th	Aguri Suzuki	J	Lola L91-Cosworth V8 DFR (Hart)	G	retired on lap 30	1m 31.133s	28
19th	Thierry Boutsen	B	Ligier JS35B-Lamborghini V12	G	retired on lap 30	1m 31.192s	20
20th	Martin Brundle	GB	Brabham BT60Y-Yamaha V12	P	retired on lap 29	1m 30.935s	23
21st	Michele Alboreto	I	Footwork A12B-Cosworth V8 DFR (Hart)	G	retired on lap 26	1m 31.804s	25
22nd	Mauricio Gugelmin	BRA	Leyton House CG911-Ilmor V10	G	retired on lap 25	1m 31.207s	5
23rd	Roberto Moreno	BRA	Benetton B191-Cosworth V8 EXP	P	retired on lap 22	1m 30.204s	16
24th	Eric Bernard	F	Lola L91-Cosworth V8 DFR (Hart)	G	retired on lap 22	1m 31.493s	21
25th	Ivan Capelli	I	Leyton House CG911-Ilmor V10	G	retired on lap 17	1m 31.078s	9
26th	Riccardo Patrese	I	Williams FW14-Renault V10	G	retired on lap 1	2m 48.923s	1

Winner's Average Speed: 211.190 kph; (131.227 mph)

Conditions: Warm and sunny

Fastest Lap: Nigel Mansell (Williams FW14-Renault V10) 1m 26.379s on lap 43; 217.784 kph (135.325 mph)



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*7 September 1991*

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# CHRISTIE'S

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Months of uncertainty about the future of the Sportscar World Championship have been cleared up by a very positive meeting of FISA's World Council in the days that followed the 24-Hours of Le Mans.

The success of the 24-Hour race was at the centre of every debate. If the Automobile Club de l'Ouest had withdrawn from the World Championship series then there wouldn't have been a championship, but it turns out that the ACO has no wish for further disputes with FISA.

Two years of wrangling, uncertainty and bitterness have not prevented the investment of £20 million into the circuit and its facilities. The ACO, the city of Le Mans and the region of the Sarthe, together called *Le Syndicat d'Initiative* had a very natural desire to protect this huge investment, and adherence to the five year contract with FISA seemed to be the only way forward.

This is not to say that the ACO is happy about every aspect of this year's race. Far from it. The townspeople were disconcerted to be physically barred from approaching the cars and the teams, but there were enough spectators coming along just to see the Peugeots in action to increase the attendance figure by 10 per cent, to a quarter of a million over five days.

There were clashes of culture between the ACO, which has traditions going back to 1923, and FISA which virtually took over the running of the event. Monsieur Balestre gave one of his command performances on Friday, saying that the circuit was once a goat track and inferring that it would have remained one, but for FISA.

Monsieur Jean-Pierre Moreau, President of the ACO, managed to smile through clenched teeth, and continued to be placatory even into the next week despite the absolute failure of the 3.5-litre cars to demonstrate any staying power. In a nutshell, eleven 3.5-litre cars started the race and only three remained in the race at quarter-distance, one of which was classified at the finish.

It is supposed that when the works teams of Jaguar, Mercedes, Peugeot, Nissan, Toyota and Mazda apply themselves to the business of going the distance next year, some of them will succeed. Spurring them on will be 3.5-litre teams representing BRM, Spice, Brun, Konrad, Kremer, ALD, Lola and March, and current thinking is that there could be 24-26 cars contesting the World Championship series, rising to around 36 for the 24-Hours on June 20/21. Keeping track of the race on Sunday isn't likely to be difficult, at any rate.

Next year's Sportscar World Championship will comprise up to nine 500 kilometre races, plus Le Mans. The extended race duration will be welcomed by devotees, and it seems to signal an end to Bernie Ecclestone's ambitions to turn the SWC series into a "made for TV" package.

He has, we hope instead, turned his attentions to a new FIA European Touring Car series which will consist of five or six races (not a championship) supporting some European Grands Prix. The British



Grand Touring cars made up an important part of the grid in sportscar races in the Seventies.

and Germans hope that FISA will adopt their regulations, but it seems more likely that something more like "supersaloons" will be specified, an idea once mooted as Procar.

That does take the heat off the Group C championship. It was noted that Mr Ecclestone went to the Constructors Commission in a placatory mood and proposed a series of 1000 kilometre races, or four 24-hour races.

It was the constructors and manufacturers themselves who rejected these proposals, the 1000 kms races because they thought the public had already spurned them and the 24-hour races because the intervals between would be so great that exposure would be reduced.

A limit of six has been placed on any make of car involved in the 1992 Sportscar World Championship, with the exception of Le Mans. This is a realistic target for March and Lola, pressing ahead with their Judd V10-engined Group C cars, though it remains unclear why there has to be any arbitrary upper limit on the number of cars representing one make.

Porsche dominated the grids between 1983 and 1990 because they made a good, competitive car that anyone could buy, and no doubt March and Lola would like to be in that position next year.

FISA's communique states that competitors who have entered a team of two cars, and are accredited by the manufacturer of the chassis, may take part in the championship and score points. A maximum of four additional cars of the same make (of chassis) may be entered by other competitors, and score points on condition that they take part in all the events.

"At the next meeting in October regulations will be finalised to define the conditions in which competitors may enter additional cars in individual events," says the communique. "These cars must have the same make of chassis as the cars entered in the championship and will not score points, except in the Le Mans 24-Hours event."

The ACO President Jean-Pierre Moreau showed a very positive attitude in the days that followed, and quelled any speculation that Le Mans could be withdrawn from the championship (for instance, on the legitimate grounds that FISA cannot offer enough cars to guarantee the success of next year's race). "I think that people

recognise the interest of endurance racing," he told our sister paper *Motoring News*. Already the length is increased to 500 kilometres, a step in the right direction, and I think that in the next couple of years we will have another 24-hour event in the USA or Japan. . . . and why not some 1000 kilometre races?

"What we want is to have the final decisions taken in October so that the race planning and publicising can be carried out properly. I think that there has been an evolution in the mentality of the constructors and that they have realised the importance of the 24-hour race. Next year could be interesting as virtually everybody will be on the same footing with 3.5-litre engines. Predicting the winner will be a very hazardous occupation!

"Also, certain people who were very much against the 24-hour event are now changing their minds, and I feel that everybody is now beginning to pull together to ensure the success of the event. We are generally happy with the way in which things are evolving."

This statement by M Moreau establishes the level of stability that is desperately needed at the present time, and appears to guarantee the future of the Sportscar World Championship.

Without that stability, and without an upturn in the world's economy, Eric Broadley and Dave Reeves might find that designing and producing their new Group C cars is the easy bit. . . . finding customers could be much more difficult.

It remains to be seen how successful next year's 24-Hours of Le Mans will be without any back-up division. In 1972, the first year of the 3-litre formula, more than half the Le Mans grid comprised Grand Touring cars, many of them Porsche 911s and Ferrari Daytonas.

Certainly there was a terrific speed differential, perhaps greater than today's drivers would tolerate, but those GT cars were an essential part of Le Mans, the bass drums of an orchestra otherwise filled with lightweight wind instruments.

In all likelihood the Syndicat has decided to call a truce, and to work hard with FISA to arrange the best 24-hours that the 3.5-litre formula can support. Should that not be a success, the ACO could (and surely should) demand a free rein to devise a back-up formula more appropriate to the occasion.

# ROUND AND ROUND LE MANS THE RUGGED MAZDA RAN.

(Porsche, Mercedes, Jaguar and Peugeot also ran.)



**MAZDA, WINNER LE MANS 1991.**

Le Mans 1991. And in just 24 hours Mazda sweeps into sporting history.

The Mazda 787B was first past the post, ahead of all the pre-race favourites – the Porsches, Mercedes and Jaguars. It was the first Japanese car ever to win this gruelling race.

Even better, Mazda was sixth and eighth. Three cars entered, three finished.

(More than you can say for 47 of the other 56 starters.)

This is the toughest test of them all. **MAZDA**  
Mazda has passed it with flying colours. Building Excitement

Welcome to the final round of the MOTOR SPORT/GOODYEAR competition in which the prize is a fabulous weekend for two at the Belgian Grand Prix on the weekend of August 24/25th.

Not only will the lucky winner receive two tickets for the Grand Prix at the fabulous Spa circuit, but they will be flown to Brussels on Friday, 23rd August, be put up at the 5 star Sheraton hotel, view the race from the Raidillon Grandstand and then be flown back to London on Monday, 26th August.

If ever there was a way to watch a Grand Prix, this has to be it.

Unhappily there can be only one winner, but despair not, for there are hundreds of pounds worth of consolation prizes. Thanks to the generosity of GOODYEAR there are 10 rally jackets, 20 sweaters and 50 books, all commemorating Goodyear's 250 wins in Grand Prix racing to be won.

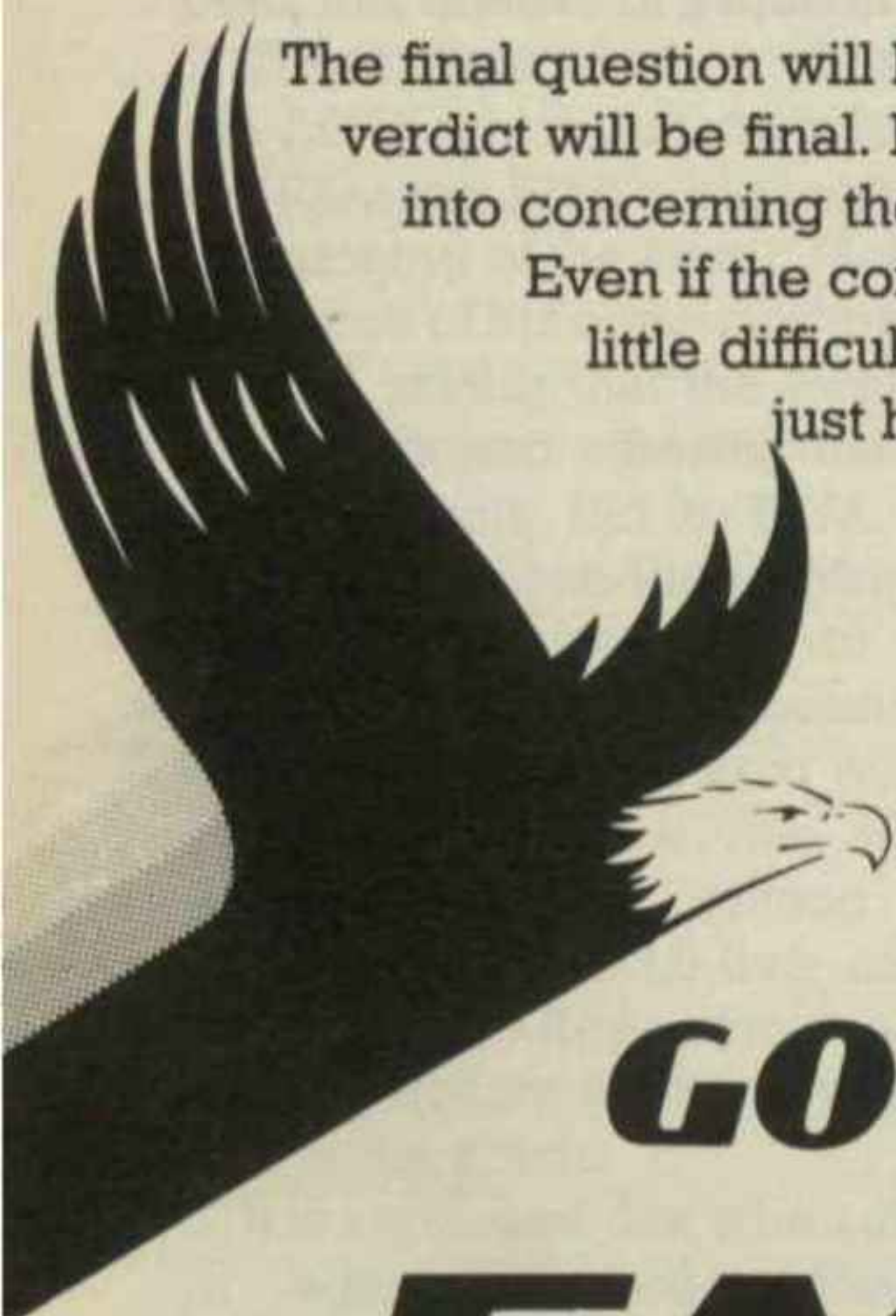
All answers will have to be received at MOTOR SPORT, Goodyear Competition, Standard House, Bonhill Street, London EC2A 4DA, by first post Monday, 12th August.

Entrants must answer all questions using the forms provided or photocopies, but only one entry per household please.

Unfortunately for obvious reasons the competition is not open to employees of Teesdale Publishing Co Ltd or of Goodyear Great Britain Limited.

The final question will be a tie-breaker and the judge's verdict will be final. No correspondence will be entered into concerning the results.

Even if the competition at first glance looks a little difficult, give it a go. You will be surprised just how many you can answer with just a little research. Good luck to everyone who enters.



**GOODYEAR  
EAGLES  
FLY WITH THE EAGLES**

1. Which was the Lotus team's 400th Grand Prix?
2. At which race did Niki Lauda get disqualified from 3rd place as his car was found to be 2kg overweight?
3. Who is the designer generally credited with pioneering the use of carbonfibre in Formula One?
4. In which year did Ayrton Senna first win his home Grand Prix?
5. In which year did Engine Developments Ltd build its first Grand Prix engine?
6. Which Arrows model was the first to be built with carbonfibre? Was it  
A. The A2    B. The A8    C. The A11
7. Who was Marc Surer's predecessor in the Brabham team in 1985?
8. Who won Lotus' 100th pole position?
9. In which race and in which year did Jonathan Palmer score his first World Championship points?
10. Andrea de Cesaris has driven for all of the following teams: Brabham, Ligier, Minardi, Rial, McLaren. True or False?
11. Which Grand Prix team did Franco Forino drive for?
12. With which team did Nicola Larini make his Grand Prix debut?
13. Who scored AGS' first World Championship points?
14. In which Grand Prix did Onyx first compete?
15. In which race did the McLaren-BRM V12 make its first Grand Prix appearance?
16. Which race was Graham Hill's next Formula One victory after Monaco '69?
17. Which Grand Prix was the Ferrari team's next 1-2 after Zandvoort '83?
18. In which Grand Prix did the Williams team score their first 1-2?
19. Who deputised for Stefan Bellof in the Tyrrell in the '84 German Grand Prix?
20. Who won the 1906 French Grand Prix in a 13-litre Renault?

Tie breaker: Please state in no more than 15 words why GOODYEAR should stay in Grand Prix racing.

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The Peugeot's took the front row of the grid despite their times being almost four seconds slower than the fastest Mercedes. The French team's race, however, did not last long.

The writing was on the wall. Thousands of British enthusiasts made the ritual visit to the famous *Restaurant des Hunaudieres*, to find that this bastion of French cuisine, right alongside the fastest part of the Le Mans circuit, had a new sign over the door: *Shanghai les 24-Heures*.

The Orientals had arrived, and by Sunday evening they'd conquered. Mercedes were the pace-makers, running in formation at the head of the field on Saturday evening, but only one of the three cars reached the finish after costly delays put it down to fifth. . . . and Mazda was the winner, a seemingly impossible result that made sense when you thought about it rationally.

Jaguars were placed 2-3-4, but to everyone's amazement they were just not fast enough, handicapped (as were the Mercedes and Porsches) by FISA's heavy 1000 kg scrutineering weight.

Early in April FISA did Mazda a big favour, but the European manufacturers were so busy eyeing each other's preparations that they didn't take proper note. The controlling body slipped an amendment through allowing Mazda to retain the scrutineering weight of 830 kilogrammes all season, removing the need to ballast up to 880 kg for Le Mans.

It was a crucial concession. Mazda's quad-rotor engine develops at least 630 horsepower, but less than the 700 bhp claimed for it. The power-to-weight ratio

was in the order of 760 bhp per tonne, higher than the ratio for the 1000 kg Mercedes, Jaguars and Porsches. In fact Mercedes and Jaguar both claimed an output of 730 bhp, and the 3.2 litre Porsches would have reached 720 bhp.

The Mazdas were correspondingly lighter on their brakes (like Mercedes, Mazdaspeed used carbon brakes this year), suspensions and tyres; it was easier work for the drivers, and the cars were more economical. When the true test came, they were consistently three or four seconds a lap quicker than the Jaguars, and this advantage was fundamental to the result.

There was one more ingredient for Mazda, and that was the role of six-times winner Jacky Ickx as management consultant. The Belgian has always been surrounded with an aura of success in sports car racing, especially at Le Mans, and he handled his duties with the benefit of great experience.

Winning drivers Johnny Herbert, Volker Weidler and Bertrand Gachot worked more as a team this year despite a hint of longstanding bad feeling between Gachot and Weidler, and unlike last year there were no silly incidents involving the 787B going off the road in the first hour of the race.

Underlining the success, David Kennedy/Stefan Johansson/Mauricio Sala were sixth in a Mazda which was slightly

delayed by a driveshaft that needed to be changed, and eighth in the older, slower 787 model were Pierre Dieudonné, Takashi Yorino and Yojiro Terada.

Mazda was the first Japanese manufacturer to win at Le Mans in the 68-year history of the race, and it was a very well deserved success. Managed by Takayoshi Ohashi, Mazdaspeed has supported the 24-Hours strongly and sportingly since 1982, always with rotary-engined cars and, except for last year, with great reliability.

The rotaries have won the IMSA GTP class for the previous three years and had best results of seventh overall in 1987 and 1989, but they hid their real form under a bush last year with a bout of unreliability, both from drivers and the cars.

Nissan and Toyota must surely have been in mourning when the result came through. The two major Japanese manufacturers have spent heavily at Le Mans since 1986 but success has eluded them. This year, for whatever reasons, they have not supported the Sportscar World Championship and were not eligible to compete at Le Mans, a situation that must have seemed unbearable when news came of Mazda's victory.

The race went very well for Mercedes until lunch-time on Sunday. Jean-Louis Schlesler snatched pole position in dramatic fashion, beating the superquick Jaguar XJR-14, with the other team cars fourth and fifth. Due to FISA's odd regulations, though,

# One race.



The striped beast you see above is the new turbo-charged 300 bhp Escort RS Cosworth.

It's got a headstart on the competition.

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According to Car Magazine "It's the most exciting dingbat Ford of all."

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the first ten places on the grid were reserved for 3.5-litre cars and the Silver Arrows were pushed back to the sixth and seventh rows. . . . not that it mattered, once the race was under way.

Tom Walkinshaw had already made his first controversial decision, increasing the engine capacity of the venerable Jaguar stock-block V12 from 7.0 to 7.4 litres. Last year his successful team hadn't used all its fuel allocation, he explained, so this time the drivers would have more power at their disposal.

Yet the XJR-12s were 100 kg heavier and the net result was cars that were terribly heavy on fuel. Davy Jones, John Nielsen and Michel Ferté, who eventually claimed second place, resorted to tricks like coasting into corners and shifting early, but it wasn't the sort of race they could enjoy.

Derek Warwick and Andy Wallace both had minor "offs" which could be blamed on the unusual driving style, more in keeping with the Mobil Economy Run than the Le Mans 24-Hours, and they had to be content with fourth place a couple of laps behind Teo Fabi, Kenny Acheson and Bob Wollek.

It was not a happy race for the Porsche teams, and we soon saw the Porsche's early forecast was correct — several experienced a variety of suspension breakages, and those that didn't succumbed to overheated engines!

Seventh place overall for Hans Stuck, Derek Bell and Frank Jelinski was all the the most successful Porsche team, that of Reinhold Joest, could manage this time.



The leading Mercedes C11 emits a puff of steam from the air intake indicating that it has almost run its course.

Mercedes looked in good shape. There had been some mild criticism of the decision to run the C11 for Jean-Louis Schlesser and Jochen Mass in the sprint races, but it had paid off handsomely. Mercedes led the Teams' Championship after Silverstone, Schlesser and Mass led the Drivers' Championship, and most importantly, the turbo V8 model had been thoroughly developed at 1000 kg.

When the Sauber Mercedes team started

running at Le Mans the engineers and drivers had almost nothing to learn about the cars at 1000 kg. . . . Jaguar and the Porsche teams were just beginning!

With just a touch more boost ("no more than I could use in a race") Schlesser made the fastest time of all on Thursday evening at 3 min 31.270 sec, edging out Andy Wallace's 3.5 litre XJR-14 by three-quarters of a second. Wallace had over-revved the Grand Prix parented engine, too, and Walkinshaw was so angry at the whole business that he flung his earphones on the floor and withdrew the fragile prototype!

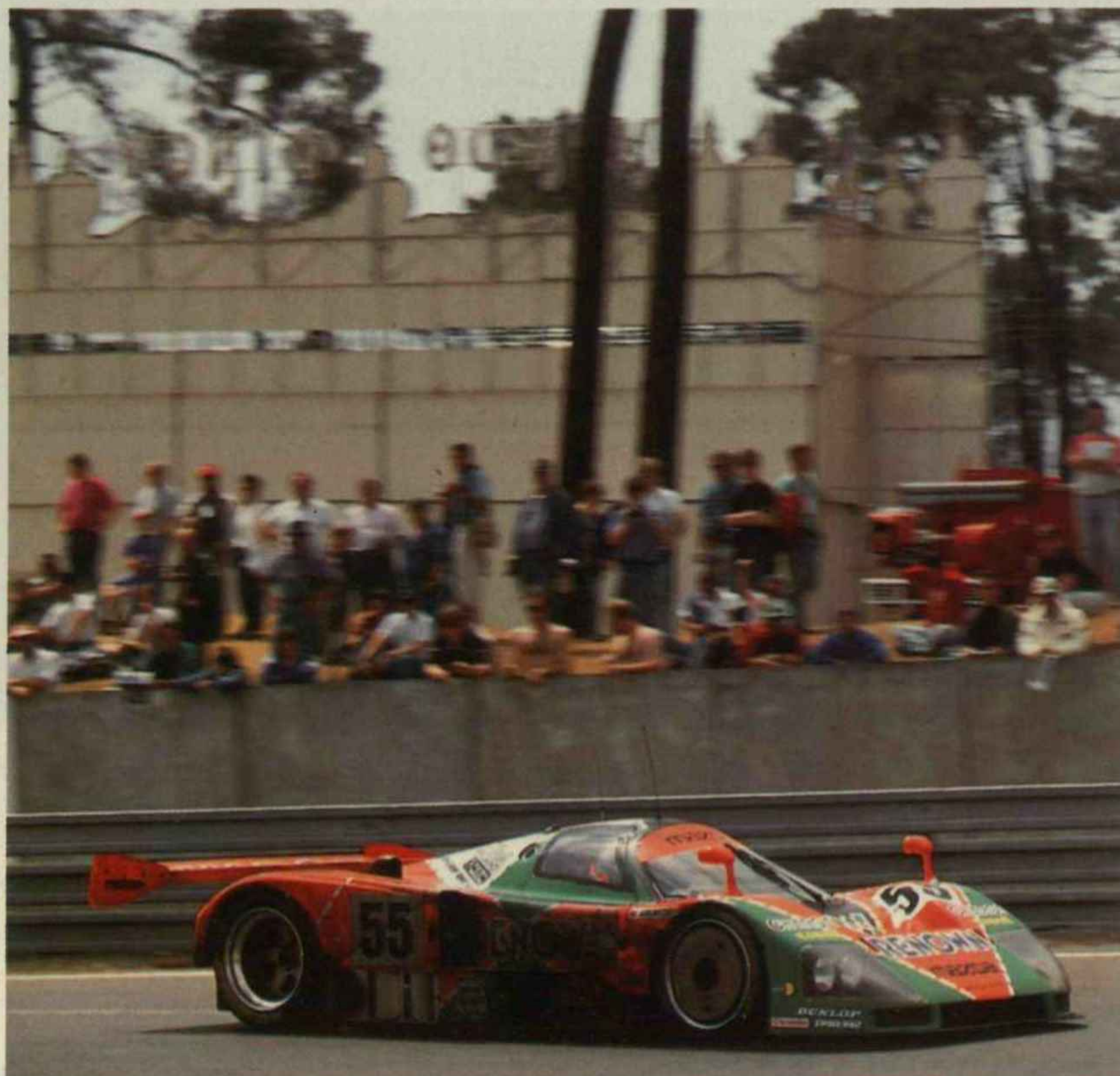
Walkinshaw intended to withdraw the 14 from the race, anyway, after half an hour. It hadn't been designed or developed for 24-hour racing and wouldn't have lasted until dusk. He entered the car because FISA insisted (Mercedes also had to enter the C291, but ran only two qualifying laps) and to claim pole position.

With Schlesser's Mercedes put back to 11th place Wallace should have been on pole, but Walkinshaw's fit of pique allowed Peugeot to line up at the front, and very popular that was with the quarter-million crowd.

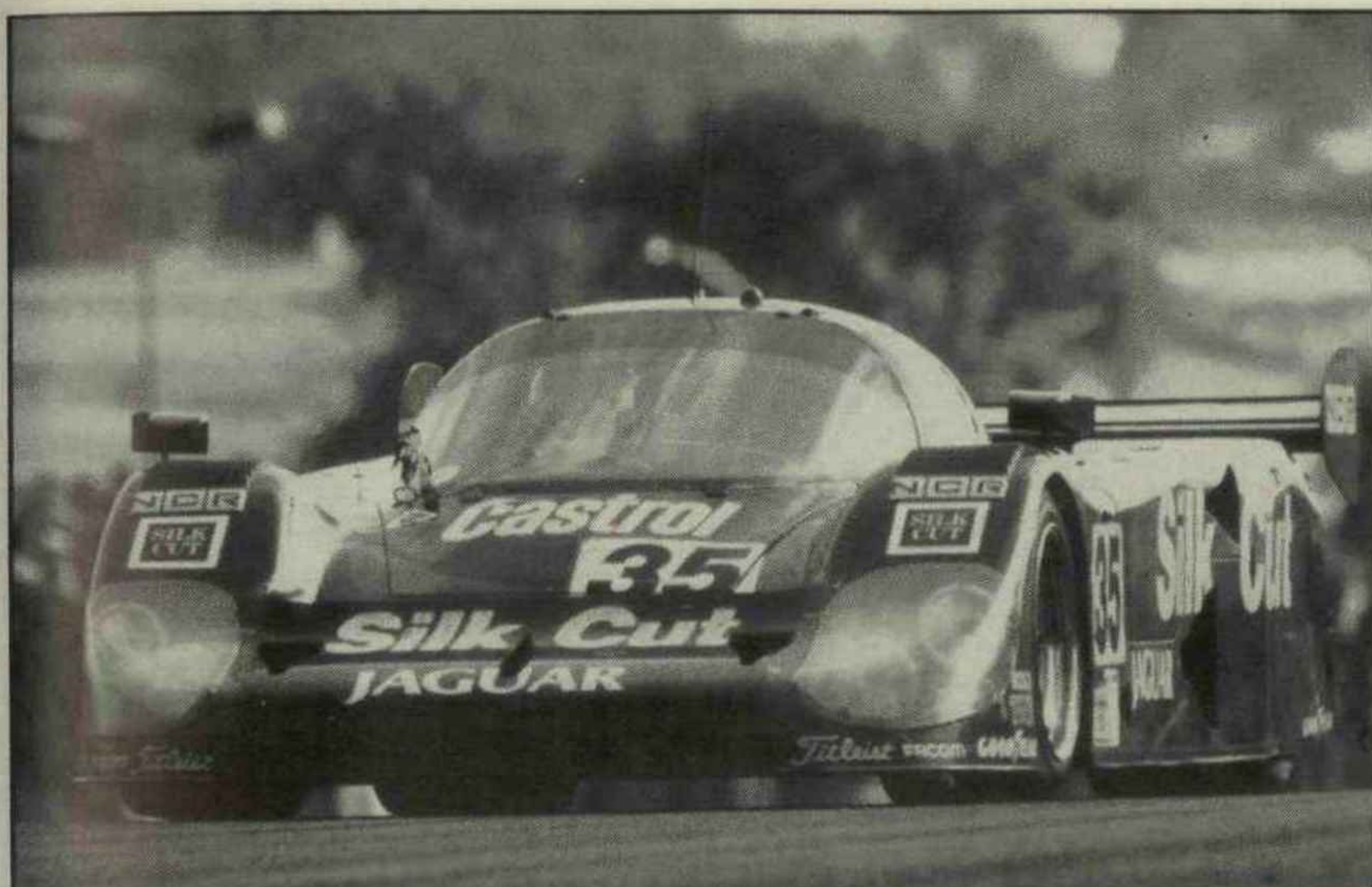
Philippe Alliot and Keke Rosberg set off in great style to head the race for 45 minutes, until the first refuelling stops were due. Team director Jean Todt was realistic enough to know that his V10-engined 905s would not last until nightfall, this being a preparatory exercise for 1992, but a fierce fuel fire wasn't part of the plan at the first stop.

Alliot's 905 was surrounded with flame just as Jean-Pierre Jabouille prepared to climb aboard, but the fire marshals moved fast to extinguish the blaze. The car was soon back in the race but retired with a failed engine in the second hour. Rosberg's lasted until evening, then retired with a broken transmission.

Only Oscar Larrauri's hard-driven Repsol Brun Motorsport Porsche 962C separated the Mercedes after two hours,



The winning Mazda may have looked scruffy by the end of the race, but like its two sister cars, it continued running like a train.



The Jaguars may have had their best team result since the fifties, but they still failed to win the race.

and at the three hour mark they were in 1-2-3 formation nearly a lap ahead of all rivals. Leading the race, on their first visit, were rookies Michael Schumacher, Karl Wendlinger and Fritz Kreutzpointner, and there they stayed until Wendlinger, the 22-year-old Austrian, made an untypical mistake and spun out of the Dunlop chicane, straight from the pits on cool tyres.

The damage wasn't great, just a new rear wing being required, but the C11 went down to sixth place nearly two laps behind the Jonathan Palmer/Stanley Dickens/Kurt Thiim Mercedes. It was now that the inexperience of the young crew showed up, because they spent the next six hours striving to catch Schlessers' car.

It was pointless, of course, as the private Porsche teams were breaking up, the Jaguars were too slow, and with 18 hours to go the contest had really only begun.

Soon after dark Schumacher carved nearly five seconds off the lap record, established last year by Steve Millen in a 900 kg Nissan R90C, but soon after that the Mercedes plan began to fall apart.

Stanley Dickens ran over some accident debris in the C11, losing time straight away while the floor was patched up. It transpired later that the forward engine mounting was damaged and eventually the crankshaft damper failed, forcing retirement at breakfast time on Sunday.

The youngsters, meanwhile, had reported their C11 jamming in fourth gear. Two lengthy stops to adjust bent selectors took 35 minutes, nine precious laps, and in the final analysis the Wendlinger/Schumacher/Kreutzpointner Mercedes lost the race by seven laps.

For Mercedes, everything depended on Schlessers' car which rumbled along in the lead from the sixth hour like a silver metronome. It looked bomb-proof, but with little more than three hours to run, and with a cushion of four laps over the Mazda, Alain Ferté came to the pits with steam pouring from the engine.

The alternator support bracket had frac-

tured, allowing the water pump drive belt to free-wheel. It was as simple as that, but

the 730 horsepower engine couldn't cope without water circulation for three minutes (the time it took the Frenchman to drive from Tertre Rouge) and the V8 was cooked.

There was a time when it looked as though Mercedes couldn't lose. Some people in the team might have wished they were at Le Mans in 1990 to iron out the minor, but costly, problems because there won't be another chance for the C11. Next year all the major players will start as equals with their 3.5-litre engines, but we can suppose already that Mercedes will start favourites because of the nature of the C291.

A few crumbs of comfort were available to Jaguar. It was actually the best team result since 1957, although the last D-type success included a victory; it put the Silk Cut Jaguar team at the head of the Teams Championship and Teo Fabi ahead of Schlessers and Mass in the Drivers Championship.

The 1991 Le Mans race will always be remembered, though, as the one which Mazda won. MLC

**RESULTS**  
**LE MANS 24 Hours, June 15/16**

Pos	Drivers	Car	Time
1st	Weidler/Herbert/Gachot	Mazdaspeed 787B	362 laps, 23h 58m 35.912s
2nd	Jones/Boesel/M. Ferté	Silk Cut Jaguar XJR-12	360 laps
3rd	Fabi/Acheson/Wollek	Silk Cut Jaguar XJR-12	358 laps
4th	Warwick/Wallace/Nielsen	Silk Cut Jaguar XJR-12	356 laps
5th	Schumacher/Wendlinger/Kreutzpointner	Mercedes C11	355 laps
6th	Kennedy/Sala/Johansson	Mazdaspeed 787B	355 laps
7th	Stuck/Bell/Jelinski	Joest Porsche 962C	347 laps
8th	Dieudonné/Yorino/Terada	ORECA 787	346 laps
9th	Reuter/Toivonen/Lehto	Kremer Porsche 962C	343 laps
10th	Larrauri/Pareja/Brun	Brun Porsche 962C	338 laps
11th	Migault/Robert/Raulet	Cougar-Porsche C26S	331 laps
12th	Misaki/Yokoshima/Nagasaka	Fedco Spice SE90C	326 laps

**NOT CLASSIFIED**

Schlessers/Mass/A. Ferté	Mercedes C11	Engine	319 laps
Andskar/Fouché	Trust Porsche 962C	Transmission	316 laps
Haywood/Weaver/Taylor	Schuppan Porsche 962C		316 laps
Trollé/Bourbonnais/Brand	Cougar-Porsche C26S	Engine	293 laps
Piper/Iacobelli/Ricci	PC Automotive Spice SE89C		280 laps
Lassig/Yver/Altenbach	Obermaier Porsche 962C	Suspension	232 laps
Thiim/Palmer/Dickens	Mercedes C11	Engine	223 laps
Elgh/Ratzenberger/Hoy	Schuppan Porsche 962C	Engine	202 laps
Winter/Schneider/Pescarolo	Joest Porsche 962C	Engine	197 laps
Leslie/Martini/Krosnoff	Suntec Jaguar XJR-12	Transmission	183 laps
Grand/Maisonneuve/Lapeyre	Graff Racing Spice SE89C	Engine	163 laps
Huysman/Stirling/Santal	Brun Porsche 962C	Engine	138 laps
Adams/Donovan/Jones	Chamberlain Spice SE89C	Electrics	128 laps
Giorgio/Coppelli	Veneto Equipe Lancia Ferrari	Transmission	111 laps
Salamir/Cohen-Olivar/Tarres	Kalamin Porsche 962C	Engine	101 laps
Konrad/Reid/Lombardi	Kalamin Porsche 962C	Engine	98 laps
J. Almeras/J-M Almeras/de Thoisy	Almeras Porsche 962C	Accident	86 laps
Sheldon/Rickett/de Lesseps	Chamberlain Spice SE89C	Engine	85 laps
Euser/Zwolsman/Harvey	Euroracing Spice SE90C	Engine	72 laps
Rosberg/Dalmas/Raphanel	Peugeot 905	Transmission	68 laps
St James/Wilson	AO Racing Spice SE90C	Accident	47 laps
Dumfries/Olofsson/Danielsson	Cougar-Porsche C26S	Engine	45 laps
Thuner/Fabre	ROC SGR002	Suspension	38 laps
Alliot/Jabouille	Peugeot 905	Engine	22 laps
Needell/Lopez	Kremer Porsche 962C	Accident	18 laps
de Henning/Gonin	ALD C91	Transmission	16 laps

Fastest lap: Schumacher 3m35.564 on lap 102 at 227.125 kph (141.130 mph) RECORD.

Drivers' World Championship: 1. Fabi 47; 2 = Mass, Schlessers 37; 4. Warwick 30; 5 = Alliot, Baldi 29; 7. Euser 28; 8. Reuter 25; 9 = Schumacher, Wendlinger, Toivonen 23; 12 = Herbert, Weidler, Zwolsman 20; 15. Sala 16; 16 = Boesel, Jones 15; 18 = Brundle, Wollek, Acheson 12; 21 = Sigala, Larrauri 11; 23 Nielsen 10; 24. Pareja 9; 25 = Fouché, Andskar 8; 27 = Kennedy, Johansson 6; 29 = Dieudonné, Jelinski, Stuck 4; 32 = Barilla, Elgh, Terada, Yorino, Bourbonnais 3; 37 = Trolle, Cohen-Olivar, Salamin, Robert, Migault 2; 42. Brun 1.

Teams' World Championship: 1. Silk Cut Jaguar 55; 2. Sauber Mercedes 50; 3. Mazdaspeed 30; 4. Peugeot Talbot 29; 5. EuroRacing 28; 6. Porsche Kremer 25; 7. Repsol Brun 15; 8. Courage Competition 12; 9. Konrad 4; 10. Salamin Primagaz 2.



Carlos Sainz justified Toyota's decision to send him to New Zealand by winning the event and extending his championship lead.

The New Zealand Rally has, for a number of years, experienced a love-hate relationship with FISA. It has been in and out of the World Championship several times, and even this year was not among the first list of definite qualifiers announced by FISA. Instead, it was in the short list of four from which three qualifiers were chosen late last year, long after the bulk of qualifying rounds had already been named. Furthermore, it is a qualifier only in the drivers' series, not the series for makes. Many people quite rightly consider the former to be more significant than the latter, but FISA takes the opposite view and regards the driver's series as a sort of Second Division.

The rally enjoys immense popularity among those who compete in it, including the visiting professional crews and teams, but yet FISA considers it below the standard required for inclusion in the makes' championship. One wonders at the value of observers' reports!

Even as the Heatway Rally, before approaches were made to have it included in the World Championship, it regularly attracted competitors from Europe, and in the early Seventies names such as Andrew Cowan and Hannu Mikkola appeared in the list of winners.

It was in 1977, under the title of Radio New Zealand Rally, that it first joined the world series, which was then for makes only. After that, it has been in and out like a yo-yo, and perhaps this was something to do with reports brought back to Europe in 1977 by the Fiat team which, initially, seemed to consider that the organisers were inexperienced in the wiles of high level rallymanship and were capable of being bluffed. It turned out that they were not, and a few tricks backfired.

The rally used to alternate year by year between the North Island and the South

## Sainz' Kiwi Adventure

Island. Indeed, one year it used both, competing cars and support vehicles being taken across the blustery, seldom-calm Cook Straits by ferry. But it has not been to the South Island for a decade and nowadays it remains in the North Island, no longer even visiting Wellington from which the event was at one time organised.

This year, start and finish were located in Auckland and the route confined to the northern part of the island. The first day, a Wednesday, comprised a short evening section within the environs of Auckland, including a one-and-a-quarter mile special stage. The next, with ten special stages, went via Hamilton and close to the west coast before turning inland to Rotorua. The Friday contained twelve stages and formed a long, narrow loop running eastwards to Opotiki and then southwards to Gisborne before returning to Rotorua.

On the Saturday, the return trip to Auckland included eleven more stages, and the final day, confined to the area just North of the city, six more. In all, there were forty special stages, making up some 390 miles in a total distance of 1275 miles.

The New Zealand Rally's dirt road special stages are often compared to those of Finland, without as many jumps. They are loose, often slippery, very twisty, but not at all rough. Some are public roads, others through forest land, where care must be taken during practice not to have any brushes with timber trucks.

Toyota Team Europe, having made a World Champion of Carlos Sainz last year, is aiming for the makes' title this year. It would not have been unreasonable of the team to have given the New Zealand Rally a miss, as it is not a round of the latter series.

However, knowing that the chances of repeating last year's victory were good, they decided to send one car for Sainz and Luis Moya, so that they could aim at improving Sainz' lead in the drivers' series over Juha Kankkunen, his former teammate now back in the Lancia camp. A Group N version of the Celica GT-4 was entered by Toyota Italy for Alessandro Fassina and Massimo Chapponi, and another was driven by New Zealand pair Ross Meekings and Steve March.

As Lancia has three drivers behind Sainz in the drivers' championship table, it was not unnatural that at least two of them should be sent to New Zealand. Kankkunen and Juha Piironen drove a Martini-backed Delta Integrale, whilst the similar car of French pair Didier Auriol and Bernard Ocelli was in Fina colours.

Subaru also took two of their Legacies. They were Prodrive cars from Britain, but their engines were Japan-built flat fours. The crews were Markku Alén/Iikka Kivimäki and Peter Bourne/Rodger Freeth. New Zealanders Brian Watkin and Stewart Roberts drove a locally prepared Group N version of the Legacy.

Ingvar Carlsson and Per Carlsson, winners in 1989, drove a 323 GT-X for Mazda Rally Team Europe, whilst expatriate New Zealander Rod Millen came from California to drive one of his own 323 GT-Xs with Tony Sircombe. The car from Belgium had an engine built in Japan, whilst Millen, who is contesting the Pacific-Asian Championship used an engine built by a Swedish tuner. Other 323s were driven by Ray Wilson/Bob Saunders and Neil Allport/Jim Robb.

Mitsubishi was represented by Ralliart Australia with a Galant for Ross Dunkerton

and Fred Gocentas, a pair also contesting the Pacific-Asian series, whilst Ford man Brian Stokes, twice a national champion, drove a Sierra Cosworth 4x4 with Jeff Judd. Also in a Galant, rather than the Sierra Cosworth which he had originally entered, was Finnish Group N exponent Tommi Mäkinen with his usual co-driver Seppo Harjanne.

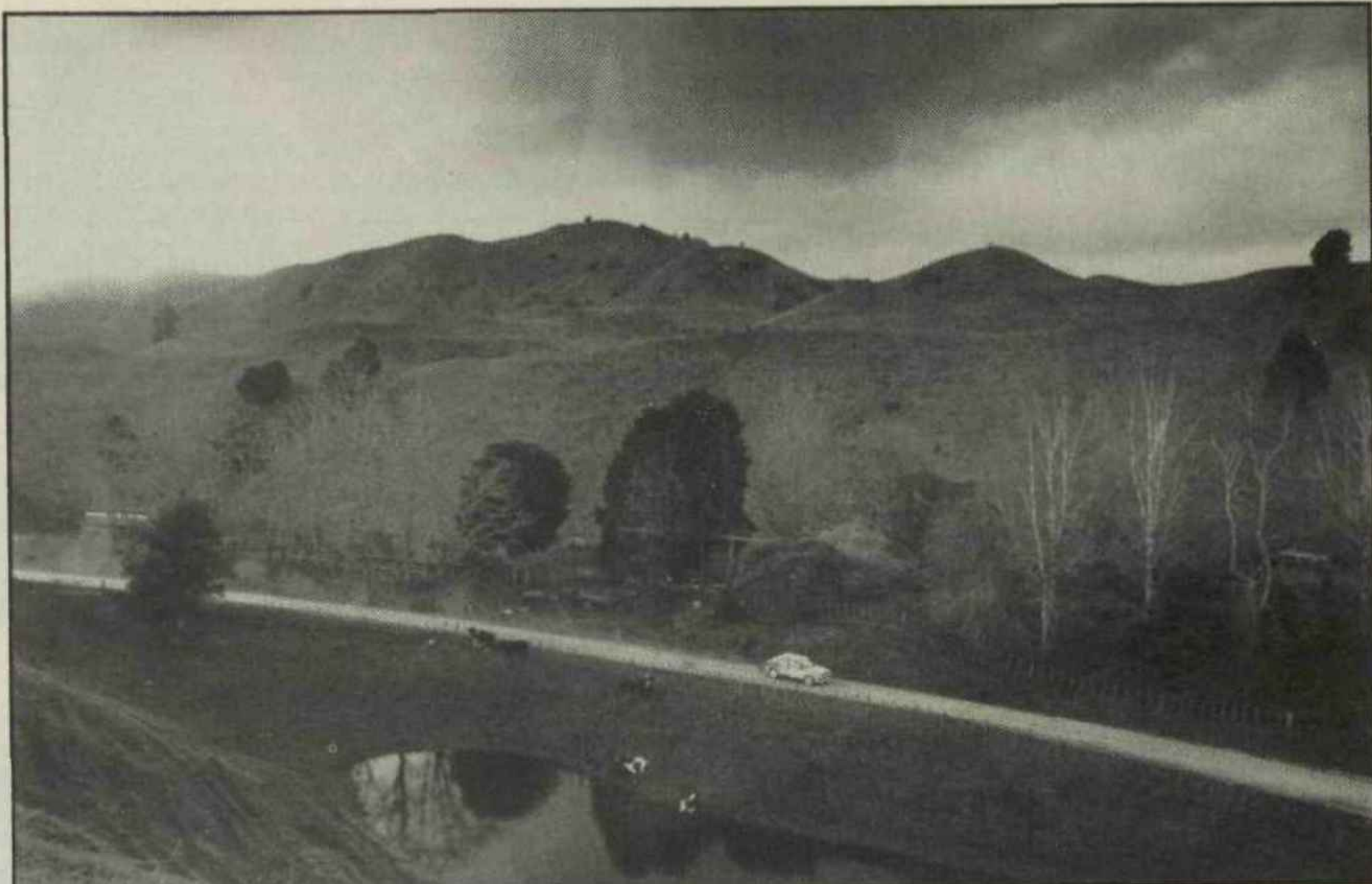
Although there had been considerable rain during the practice period, mostly in the early days, the roads had suffered little, if any damage. Like those of Finland, they have good foundations and drain quickly. Those in the western part of the country were a little soft, perhaps, but those of the eastern sections remained hard and, if anything, abrasive, resulting in fairly rapid tyre wear.

The opening "superspecial" stage was, as most of these are, nothing more than academic. As we've often said before, you can't win much on these preliminary tests, but you can certainly lose a lot if you aren't careful. Alén, Auriol and Kankkunen were jointly quickest, two seconds ahead of Sainz and Carlsson.

The next morning, Sainz took the lead and kept it all the way to the finish, although both Kankkunen and Auriol were constantly snapping at his heels. It was a fight in which serious mechanical failures played little part, and the result was a furious battle which held everyone's attention.

After losing half a minute due to a spin, Auriol decided to completely revise the set-up of his Lancia. He was new to New Zealand's roads and had been unable to carry out any worthwhile, high-speed testing in advance. Both rear camber and front spring stiffness were changed, and the result was a car which his team-mates would not have liked, but it seemed to suit Auriol, for he began matching Sainz' times occasionally.

Sainz needed a new door window — it simply smashed as he closed the door — whilst both Kankkunen and Auriol had brake defects, the former due to a small hydraulic lead and the latter when a pipe



Juha Kankkunen kept up the pressure in his Lancia but had to be content with second place.

union came undone. The Frenchman also lost time when his windscreen wipers failed just as it began to rain!

During the Thursday there were heated words exchanged at some controls when co-drivers, mostly early runners, found that some marshals were not exactly familiar with the job of filling in time cards. However, a word in the ear of a senior official later resulted in an immediate directive and control efficiency improved considerably afterwards. Alén's engine began overheating after its turbocharger inter-cooler pump failed, whilst a bad tyre choice left him with no tread at all after just ten miles.

It was not long before Bourne's rally came to an end. Subaru preparation had been rather rushed because the cars only arrived two days before the start, and matters were made worse when he blew an engine during a test session, necessitating a hasty rebuild of a replacement. He could not have been particularly surprised, therefore, when his car began leaving a dense smoke trail. Very quickly afterwards, the

engine blew and he was out.

Millen lost some road time after some difficulty was experienced replacing a broken strut, whilst team-mate Carlsson suffered the ignominy of running out of petrol. It was hardly his fault, as the gauge was found to be faulty, but considerable time was lost as he waited in a stage for a mechanic to run some two miles with a jerrycan. At the end of the day, he was down in 48th place, last but two, and facing the prospect of being baulked by slower back-markers.

Towards the end of the day, Mäkinen's exhaust pipe loosened at the front and the hot blast melted his radiator, boiled the fluid in his clutch master cylinder and destroyed his alternator diodes. Miraculously, thanks to a long road section, things were put right with no loss of road time, but the alternator change had to be deferred until the next day.

Fassina's foray from Italy came to a premature end when an electrical defect stopped his Toyota, whilst Wilson's Mazda came to a halt due to a blown piston.

At Rotorua, where plumes of steam erupt from hot sulphur springs in the surrounding countryside, Sainz' lead over Kankkunen was just 18 seconds. Auriol was another 69 seconds behind, and Alén another 34. Australian driver Dunkerton led the Antipodeans, in fifth place.

The next day, Sainz showed that he was not content with his slim separation from Kankkunen and made a series of best times to move further ahead. The Lancia drivers also pulled out all the stops but it seemed that they could make no impression on the Spaniards and their Toyota. Signs of body damage, though not serious, bore witness to their efforts. Auriol had even spent a little time caught up in a fence.

Dunkerton had a slipping clutch replaced, whilst Millen was having a trying time indeed coping with failure after failure of turbochargers. It seemed that a whole batch of them had not been put together correctly, and they were blowing one after



The Prodrive-entered Subaru of Peter Bourne blew its engine in the early stages.

the other. Eventually, an older, well-used unit was installed and that held together.

Stokes put his Sierra off the road and when he found that he could not get back up the steep bank he simply drove on, down into a field and promptly found a gate through which he returned to the road.

Auriol lost time when front differential failure left him with rear-wheel-drive only for some five miles, whilst Alén had his turbocharger changed after he complained that his engine was down on power. Earlier, the Finn had to pay a considerable on-the-spot fine for speeding, no doubt reminding him of his similar transgression in 1977 when he outran a police car, only to be confronted at his hotel very quickly afterwards.

Mäkinen's rally ended when his head gasket blew, no doubt having been damaged as a result of the previous day's overheating. The Group N lead was then taken over by Meekings who, during the day, had suffered a broken strut, an inadvertently disconnected intercom, and engine overheating which could only be kept just below the danger mark by full use of the car heater.

Carlsson had been making progress through the field, helped by a stewards' decision quite the reverse of those made by their counterparts in other World Championship events. Rather than run among the back-markers, he had been allowed to take a spot immediately behind the last of the seeded drivers.

The journey back to Auckland, via a short stop at Hamilton, began with a little ground frost here and there. Surfaces were slippery, but due to being soft rather than frozen. Kankkunen went off the road twice in his efforts to catch Sainz, and the latter simply extended his lead from 40 seconds to almost a minute and a half.

Auriol's gearbox, which was not changed the previous evening as there had been no time, was leaking oil, and this was not at all appreciated by those behind him who found oil on the road at stage starts. He was still pushing hard to get ahead of his Finnish team-mate, though his chances were slim as Kankkunen also had the bit between his teeth.

Alén cracked a brake disc but everything else seemed fine. By this time, he had no chance of improving on his fourth place, but was well clear of those behind, so he spent the remainder of the rally testing, sometimes running without a spare wheel.

Dunkerton had been indulging in corner-clipping, sometimes lifting inside wheels over ditches in the fashion of Europeans, but he did this in one place where it should not really have been attempted. A wheel went into the ditch and the car promptly rolled, coming to a stop upside-down on a tree stump. The driver was trapped in the car for some time, until a concerted effort by many hefty arms wrenched the steering column out of his way so that he could be hauled out, fortunately unhurt.

With just the six stages of the final day left, Sainz still had a lead of almost a minute and a half over Kankkunen, whilst Auriol was another 35 seconds behind. By this time, the



Local man Neil Allport brought his Mazda home to fifth place.

two Lancia drivers realised that there was little to gain by continuing to push, and everything to lose by even a small mistake. On the other hand, Kankkunen knew that he could very well take the lead if Sainz suffered a mishap, so even if he did ease off, he certainly kept it to himself.

The only battle left by this time was between Allport and Stokes who had started the day in fifth and sixth places, just nine seconds apart. Allport all but lost the fight when he ditched, but Stokes also had a mishap when he lost a tyre and dropped something like three minutes. Not only did he fail to get ahead of Allport, but he allowed Millen to get in front of him. Behind him, Carlsson had done remarkably well to climb through the field to eighth place.

Run in splendid countryside on superb special stages, the New Zealand Rally certainly deserves its place in the World Championship, and not just what FISA considers to be the second rank. The sooner both championships are based on exactly the same series of events, with New Zealand included, the better.

The situation in the makes series remains as it was after the Acropolis Rally, with Toyota leading Lancia by just three points, but among the drivers Sainz has increased his lead from seventeen points to twenty-two. Even though there are seven more drivers' events to go, it must be psychologically reassuring that this difference is greater than the number of points allocated to a rally winner. GP

**New Zealand Rally - 26 - 30 June, 1991  
Results**

1. Carlos Sainz (E) / Luis Moya (E) ..... Toyota Celica GT-4, Gp A ..... 6h 57m 18s.
  2. Juha Kankkunen (SF) / Juha Piironen (SF) ..... Lancia Delta Integrale, Gp A ..... 6h 58m 33s.
  3. Didier Auriol (F) / Bernard Occelli (F) ..... Lancia Delta Integrale, Gp A ..... 6h 59m 36s.
  4. Markku Alén (SF) / Ilkka Kivimäki (SF) ..... Subaru Legacy RS Turbo, Gp A ..... 7h 03m 02s.
  5. Neil Allport (NZ) / Jim Robb (NZ) ..... Mazda 323 GT-X, Gp A ..... 7h 28m 19s.
  6. Rod Millen (NZ) / Tony Sircombe (NZ) ..... Mazda 323 GT-X, Gp A ..... 7h 30m 51s.
  7. Brian Stokes (NZ) / Jeff Judd (NZ) ..... Ford Sierra Cosworth 4x4, Gp A ..... 7h 31m 40s.
  8. Ingvar Carlsson (S) / Per Carlsson (S) ..... Mazda 323 GT-X, Gp A ..... 7h 42m 38s.
  9. Ross Meekings (NZ) / Steve March (NZ) ..... Toyota Celica GT-4, Gp N ..... 7h 46m 43s.
  10. Brian Watkin (NZ) / Stewart Roberts (NZ) ..... Subaru Legacy RS Turbo, Gp N ..... 7h 47m 17s.
- 61 starters; 31 finishers.

**World Championship Situation**

**Drivers (After 7 of 14 rounds)**

Carlos Sainz (E) ..... 95 pts. Kenneth Eriksson (S) ... 24 pts.  
 Juha Kankkunen (SF) .. 73 pts. Mikael Ericsson (S) ..... 21 pts.  
 Didier Auriol (F) ..... 54 pts. Armin Schwarz (D) ..... 18 pts.  
 Massimo Biasion (I) ..... 39 pts. Mats Jonsson (S) ..... 15 pts.  
 Markku Alén (SF) ..... 30 pts. 46 drivers have scored points.

**Makes (After 5 of 10 rounds)**

Toyota ..... 57 pts. Nissan ..... 10 pts.  
 Lancia ..... 54 pts. Mitsubishi ... 8 pts.  
 Subaru ..... 18 pts. Mazda ..... 6 pts.  
 Ford ..... 14 pts. Daihatsu ..... 2 pts.



Photographed against a background redolent of fashionable Tuscany, alongside its Supra and Celica stablemates, the 1991 Toyota MR2 is promoted under the colour supplement banner headline: "The latest from Modena? No, the latest from Toyota." A small sub-heading under a Japanese character adds, "what is desirable should also be attainable."

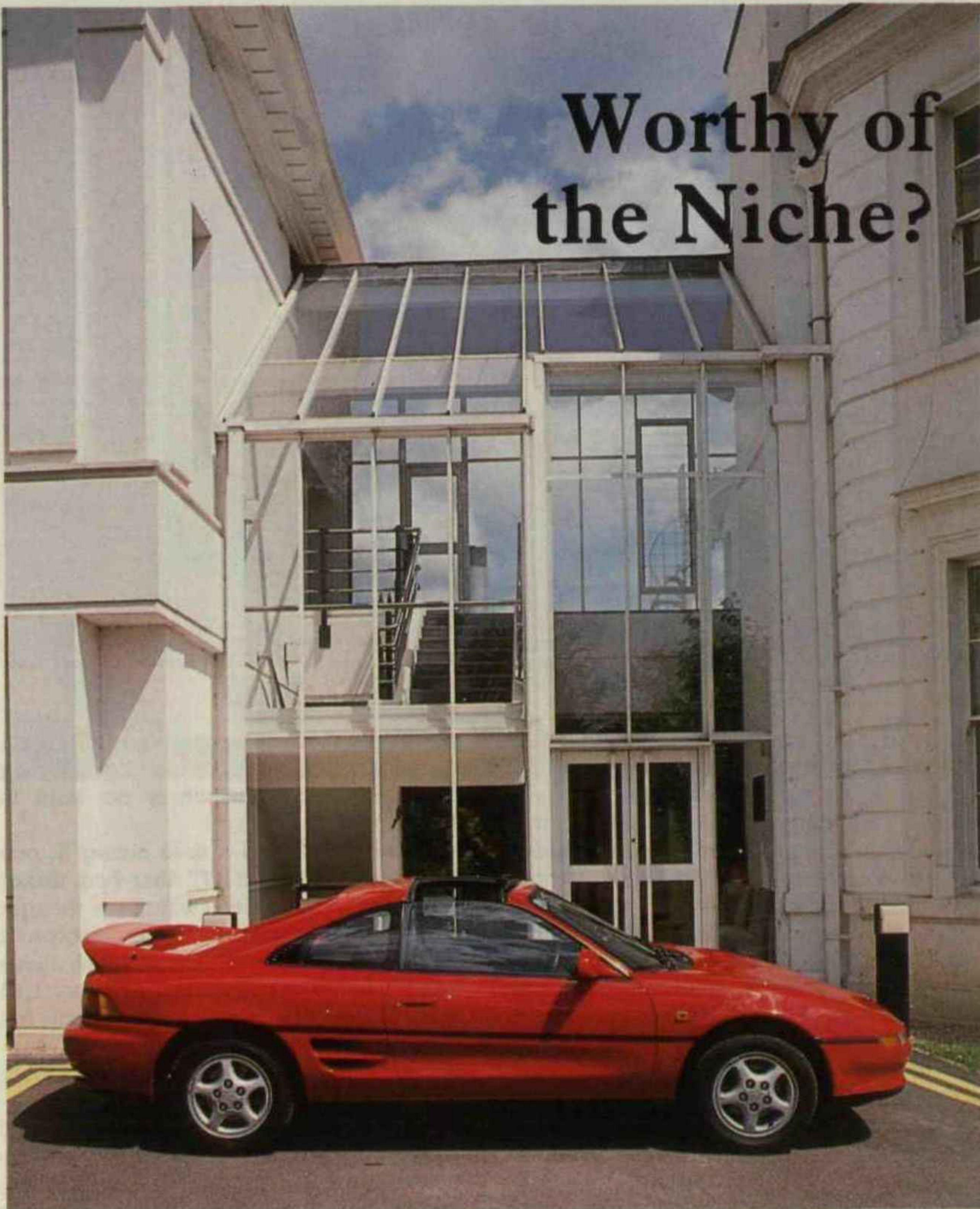
Even at a sniff beyond £18,000 for the glass panelled roof of the T-bar MR2 we tested, the MR2 occupies a unique slot on the British market. Amongst mass production sports cars it is the only mid-engine representative. You must search long and hard for any alternative now that the Fiat X1/9 is long deceased. Only British specialists such as Ginetta proffer the choice of cheaper mid-engine motoring (from £14,487), but with the best will in the world none of us will cite the 1.6-litre Ford CVH motivation as a match for the DOHC 16-valve Toyota. Nor can Ginetta's resources stretch to the sort of extensive dealership chain and service abilities that Toyota can muster.

Even amongst the Japanese manufacturers there is a commercial reluctance to take Toyota on a nose to nose basis: the Honda CRX is due for an extensive overhaul, along with the rest of the Civic range from which it sprung, but that is a distinctly front-drive coupé that now has to battle with the Mazda MX-3. Thus the mid-engined MR2 has proven a comparatively large seller in sports two seater terms, often racking up UK sales equivalent to many manufacturers' speciality hot hatchbacks.

Two years after its sales peak of 3000 units per annum in 1988, the original 1.6-litre MR2 was phased out of the British market having notched up total sales of some 13,580 units. Since then, however, there has been a considerable expansion on the mid-engine theme, now all of 2-litres, which has sold profitably in Britain despite criticism from some quarters of inherent handling flaws.

We found no such defect in the Toyota during road, track or grass track use, the latter allowing us to balance the car in long power slides with one hand. While we respect those who have found fault with the model's track manners, we did not find anything other than a rather uninspired understeer in a series of skid pad tests which only emphasised appalling driving habits. The alleged cornering defects were apparent only in track use to journalists and about which Toyota GB commented stolidly: "we have made no changes to the suspension of the MR2 since introduction; in fact the only change for 1991 is that the seven-speaker stereo system now incorporates the RDS traffic service."

We enjoyed the MR2 for its calculated combination of speed (performance was exactly as claimed for top speed, but better in acceleration than expected), reasonable 26.6 mpg economy on cheaper unleaded fuels, and an assembly quality that was emphasised by leather seating in the test



## Worthy of the Niche?

*The Toyota MR2: the only mass-produced mid-engined sports car on the British market.*

example. Snags included far more fiddling with the roof than is acceptable today — several convertibles are far easier to live with — and an engine and gearchange that are matched by plenty of ostensibly more mundane saloons.

### The UK Range

Originally priced from £14,000.68 at its April 1990 launch, the MR2 range now spans £15,485 to the £18,413 of the MR2 range leader that we assessed; all have catalytic convertors. The £15,000 MR2 is easily identified by the lack of a rear spoiler and it has the torque but largely unsporting 3S-FE 119 bhp engine. For £812.13 more you can have an automatic transmission which also takes Toyota into a unique selling position.

The most popular all-round performance versus price choice is the MR2 GT, which mates the 158 bhp 3S-GE engine with a spoiled coupé body that features a glass sunroof. This has all the performance of the car we tested, but costs £1485 less than the MR2 GT T-bar, which has leather upholstery to rather impractically complement the twin removable roof panels.

### Technical Analysis

The MR2 ("Midship Runabout 2-seater") has been sold in Japan and Britain from 1984. Since that time the MR2 has dramatically gained in size and weight so that the wheelbase has now become the same as that of a Porsche 944 while the front/rear track dimensions are within 2mm of the obsolete German coupé. The 2-seater mid-engine principles, however, have remained in what has become a 2800 lb vehicle, over half of which is placed aft of the centre line. The enlarged body has considerably smoother contours than those which preceded it and that has helped knock three decimal points from the quoted aerodynamic drag factor.

Of more relevance to the customer, though, has been the sustained effort to reduce cabin noise, previously always a bane of mid-engine motoring, so that, for example, fluid-filled mountings are used for the engine which itself now has a stiffened block. Toyota have succeeded to the point at which you begin to ask, "where is the sporting exhaust note?" Exit one Japanese engineering team in despair at the contrariness of the British character.



The 158 bhp 2-litre engine which powers the GT and T-bar versions.

Compared to the 7700 rpm wonder of the previous MR2 engine (which also did distinctive front engine/rear-drive duty in other contemporary Toyotas) the replacement 2-litre units offer much beefier power curves, but less pure driving pleasure. Statistically power went from 123 bhp at 6600 rpm to 158 bhp at the same peak, but torque increased from 107 lb ft on 5000 rpm to 140 lb ft at 200 rpm less.

The higher output MR2 unit lists items such as variable length induction tracts for the fuel injection DOHC, 16-valves and electronic management (including anti-knock sensing) for an engine that ingests 95 octane unleaded yet is asked to deliver 79.4 bhp per litre with the aid of a 10:1 compression ratio. Exhaust gases are delivered for further cleansing by a stainless steel manifold.

The chassis work with such a pointed rearward weight bias (despite a transverse engine and a forward bias for a 5-speed transaxle) was centred on struts fore and aft. These were damped by low pressure gas systems and have quite slim roll bars. The only truly obvious steps to counter that weight distribution are the inch difference in front and rear wheel widths (supported by a 10mm/0.4 in differential in the standard Super Contact Continental tyre sections. There is also a massive compensation from the coil spring rates; the rears are over 65% harder than the fronts, but neither are guilty of allowing an unduly harsh ride.

We were privileged to attend a pre-launch driving session in Britain with Japanese engineers accompanying us in pre-production vehicles a few months before UK sales began. We can thus confirm that the tamer engine was a genuine attempt to try and keep prices affordable for those who had bought the inevitably cheaper original, whilst the suspension was then at a fine tuning stage for the British market. It is possible that Toyota GB were concerned by critical stories emanating in Japan of MR2 handling behaviour in

*extremis* but, so far as we could discover, all these stories concerned the 200 bhp plus turbo model which is not sold in Britain.

We were allowed a final outing in one tired pre-production GT that had firmer rear damping installed, which we thought tidied up the handling a bit, yet on a back-to-back run with the original, there was no doubt that Toyota engineers had been forced to relinquish the sheer fun element in favour of marketing and consumer demands for more showroom features and comforts.

### At the Wheel

Despite sombre shades in heavy plastics, the MR2 cabin always feels a light and airy place, courtesy of the standard sunroof or the twin T-bar panels. Instrumentation is fairly simple, stretching to three supplementary dials, a 160 mph speedometer

and a 9000 rpm tachometer that is redlined at 7200 rpm. Convenient interior releases are provided for the lid over a slim, but properly arranged and trimmed, rear boot, the fuel filler flap, engine cover and a bonnet that hides the spacesaver spare.

The only major surprise was that Toyotas have been trapped by that old TVR foible of having the handbrake and gearlever virtually interlock at certain points in their arcs. The gearchange itself veers toward clonky with its partial cable activation, but unlike a VW Passat/Corrado, it would not be fair to level any real criticisms at the change quality, for that seems fast and fluid in all circumstances, road or track.

The view over the front bonnet is typical mid-engined "front row of the stalls" in character, but is marred by some scattered reflections, worst in the mirror when gazing at the Porsche 959-style hoop rear spoiler. Three-quarter vision is certainly adequate to join motorways and the overall feeling is of the most practical mid-engine motor cars we have driven the since the £50,000 plus Honda NSX.

Dynamically the MR2 was a bit of a disappointment, but not for any of the ballyhooed safety reasons. The engine whirrs about its work without a trace of individuality, the controls support every activity with light precision, but the car does not say very much to you except "I am an extremely suitable choice for those who want the looks of a more expensive 2-seater without any of the hassle or heart-breaks."

A perfect graduation car from the Hot Hatchback set, then? Not really, because its performance advantage over the best of that rapid clique is confined to that creditable 137 mph maximum, of real use only in Germany, and then under continually more restricted circumstances. Our MR2 GT provided less absolute driving excitement over twisty sections than a Peugeot 205/309 GTI, which seems a slight betrayal of its mid-engine layout.



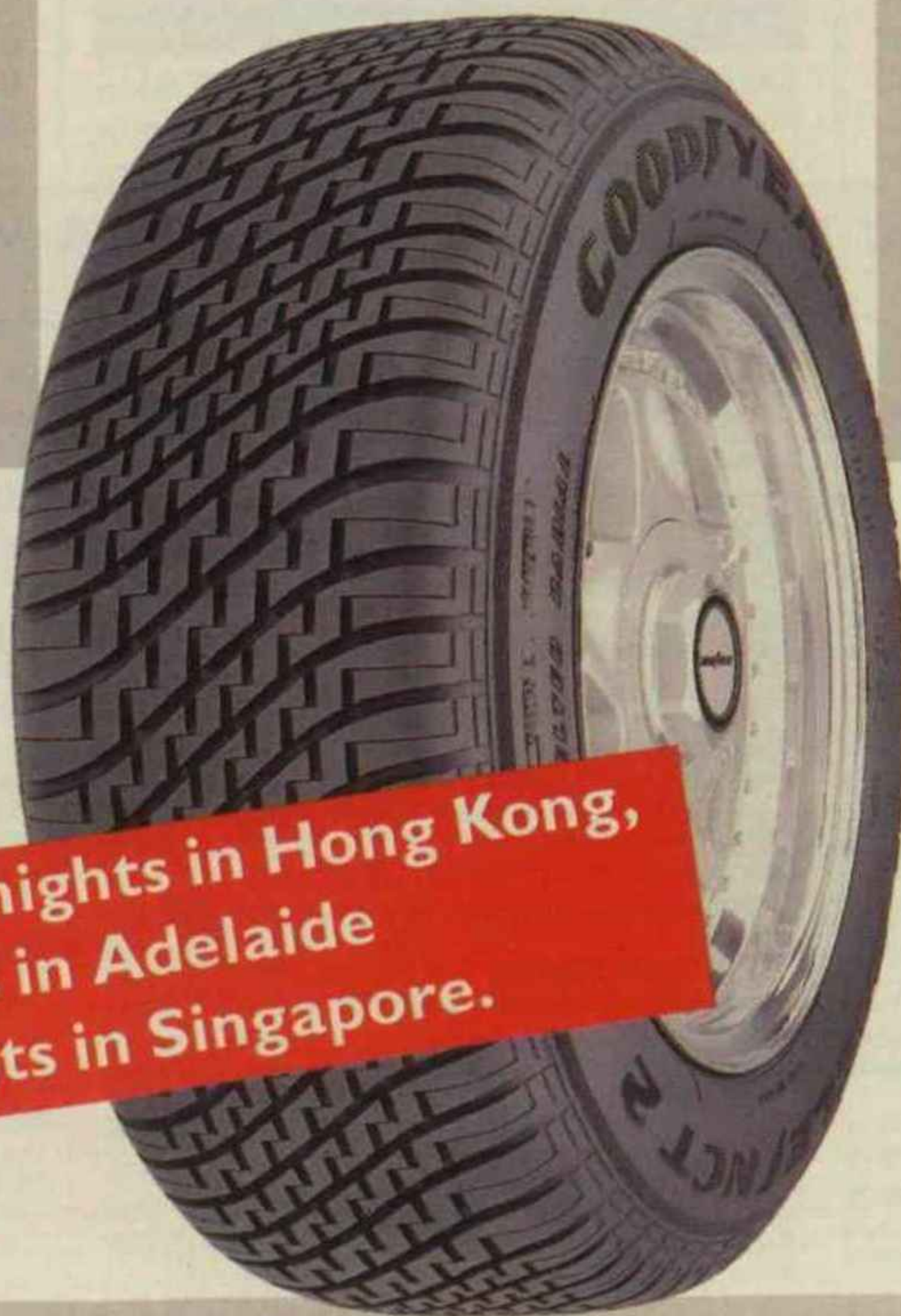
Despite the yards of black plastic material, the interior retains an airy look.



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Luggage space is small but useable.

Surely a mid-engined car must confer an enormous handling advantage over the front-drive machines, good though they are undoubtedly are in the Nineties? Certainly it is a pleasant change not to have the wheel rim writhing in your palms as power is applied, but the low-geared (near four turns lock-to-lock) steering does not take advantage of the absence of power steering to generate intimate road-to-driver messages of conditions beneath those effective Continental covers.

Toyota themselves talk honestly of increasing absolute G-forces from 0.84 of the first MR2 to 0.89 in this generation, but when you try and appreciate such abilities on a deserted skid pad, the MR2 turns into such a stolid understeerer that you might just as well have front-drive. We tried quite a lot of tricks to unstick the back and it simply did not happen, though we know of one very experienced journalist who did find the MR2 slewing unexpectedly away from him at Donington. "I just decelerated on the way into the first (Redgate) corner, and it was gone so fast it surprised me," said the seasoned observer candidly. There was no accident, nor likely to be one in that driver's hands as he felt, "it was easily possible to correct the slide and I did not feel tempted to try it all again."

In our experience the latest MR2 proved comfortably supple in ride and capable in hard road cornering. Our only real black mark would have been awarded for the lack of ABS electronic anti-lock braking in what was obviously designed to be a mass market appeal sports vehicle, one which could end up in very inexperienced and hot-blooded hands.

As a showroom choice, all MR2s appear with items such as central locking and electric windows, anti-theft alarms and a seven-speaker stereo system that smacks of the "mine's bigger than yours" syndrome. In fact the radio and cassette reproduction quality were excellent, but not an awesome advance over many conventional four-speaker layouts we have tried.

The roof panels were frequently used during our 600 or so miles with the bright red Toyota and so we discovered that they were really a lot more tiresome and cumbersome than we would have thought possible. Fit and finish are fine so long as you get the prongs properly located on each replacement manoeuvre and have the locking handles in the right position. The sheer weight of the glass panels makes it hard to line them up in the soft bags



The rear spoiler denotes that this is either a GT or T-bar version.



Toyota's sports two-seater has found a significant niche in the market.

provided behind each seat and that means the total time from "phew, it's hot in here" to a welcome motoring breeze is longer than in current convertibles.

### Verdict

We have had a lot of detail moans about the MR2 in its later guise that suggest it does not provide quite enough driving pleasure to forget the inevitable drawbacks of a tightly packaged and priced mid-engine sports car. That nobody provides Toyota with any direct opposition is a commercial disgrace for their recipe is far from flawless. Maybe Mazda could have the guts to take advantage of their Japanese pioneer role at Le Mans? The masters of the marketing niche could package up an affordable mid-engine engine machine around the compact benefits of the rotary engine finally to overcome the price practicality hurdles.

Meanwhile, if you want a durable and affordable mid-engine car with a more than fair dash of speed, Toyota and their MR2 are the only way to go... but never let us hear you muddling such machines with "The latest from Modena." JW

## MOTOR SPORT TEST RESULTS - TOYOTA MR2 (T-BAR)

### SPECIFICATION

**ENGINE:** Engine water-cooled, light alloy head, iron block; inline four cylinders; DOHC, 4 valves per cyl. Capacity: 1998cc (86 x 86mm). Nippondenso motor electronic ignition and fuel management. 10:1 cr, 3-way catalytic convertor. Max power: 158 bhp @ rpm. Peak torque: 140 lb ft @ 4800 rpm.

**TRANSMISSION:** Mid-mounted transverse engine, rear-drive via 5-speed manual transaxle; single plate diaphragm spring clutch plate of 224mm/8.8 inches.

#### GEAR RATIOS:

First ..... 3.285  
Second ..... 1.960  
Third ..... 1.322  
Fourth ..... 1.028  
Fifth ..... 0.820 ..... 22.11 mph per 1000 rpm  
Final drive ..... 3.944

**BODY:** Steel monocoque 2-door 2-seater with lift-out glass inlays to form Targa roof. Central locking. Petrol tank of 55 litres/12.1 gallons. Aerodynamic drag factor: 0.32 Cd.

**DIMENSIONS:** Wheelbase, 94.5 inches/2400mm; front track, 57.90 in/1470mm; rear track, 57.01 inches/1450mm; width, 66.90 inches/1700mm; length 164.6 in/4180mm; height, 48.82 in/1240mm. Kerb weight: 2827lb/1285 kg.

**FRONT SUSPENSION:** MacPherson struts, double acting gas damping, coaxial coil springs, 17mm anti-roll bar. Steering: rack and pinion, 3.7 turns lock-to-lock on an 20.5:1 ratio; 10.6 metres turning circle.

**REAR SUSPENSION:** Independent, coil-sprung struts, telescopic gas dampers and 18mm anti-roll bar. Front springs rated 65 per cent softer than rear.

**BRAKES, WHEELS, TYRES:** Vacuum power-assisted, vented front and rear with twin piston calipers front, single rear; mechanical handbrake linkage to act on rear discs. Front discs, 10.6 inch/258mm diameter; rears, 10.35 inch/263mm diameter. Light alloy 6JJ x 14 inch front wheels; 7JJ rears; 195/60 R 14 front & 205/60 R rear.

**PRICE:** £18,413 UK taxes paid.

**MANUFACTURER/IMPORTER:** Toyota (GB) Ltd, The Quadrangle, Redhill, Surrey, RH1 1PX.

**CLAIMED PERFORMANCE:** Max speed, 137 mph; 0-60 mph, 7.6s.

### TEST RESULTS

Conducted at Millbrook Proving Ground using 1991 Corveit electronic measuring gear.  
**Weather conditions:** Damp, drying tarmac.

### ACCELERATION:

0-30 mph ..... 2.9 seconds  
0-40 mph ..... 4.1 seconds  
0-50 mph ..... 5.8 seconds  
0-60 mph ..... 7.2 seconds  
0-70 mph ..... 9.5 seconds  
0-80 mph ..... 11.6 seconds  
0-90 mph ..... 15.2 seconds  
0-100 mph ..... 19.6 seconds  
0-110 mph ..... 19.6 seconds

### FLEXIBILITY:

Third gear 50-70 mph ..... 4.8 seconds  
Fourth gear 50-70 mph ..... 6.4 seconds  
Fifth gear 50-70 mph ..... 10.0 seconds

**Standing 0.25 mile/400 metres:**  
15.5 seconds @ 90.8 mph.

**Maximum speed:** Millbrook 2.029 mile bowl, lap speed:  
137.04 mph.

**Maximum gear speeds:** At 7200 rpm:

First ..... 37.8 mph  
Second ..... 68.6 mph  
Third ..... 94.7 mph  
Fourth ..... 123.3 mph

**Overall Fuel Consumption:** Test Average: 26.64 mpg.  
Best: 27.21 mpg. Worst: 21.09 mpg.

**Government mpg figures:**

Urban: 28.2 mpg  
75 mph: 37.7 mpg  
56 mph: 49.9 mpg.

I confess to being mystified by TVR products, falling totally out of touch when our Mr Gordon "GC" Cruickshank relinquished his V8 and I was no longer subject to his enthusiastic propaganda on the subject. It was therefore a total surprise when the Blackpool factory PR, James Pillar, rang and asked the writer to take over the number 1 "celebrity" car in the 1991 TVR Tuscan Challenge round at Mallory Park. An unusual event, for it was split into two grid starts of 10 laps apiece, a format that seemed very popular with the crowds and yielded us an encouraging debut placing of sixth at an average 94.18mph.

TVR seem to be on something of a boom period at present, production now nearing a thousand units a year. All are twists to a theme of gutsy V6 Ford or 3.9 to 4.5 litre Rover V8 driving the rear wheels. A tubular steel space frame lies beneath their glass-fibre bodies, but the £22,000 to £25,000 racing Tuscan (no road version, as yet) shares few components with other models for public sale. Visually the nearest showroom equivalent will be the Griffith V8, for which there were 300 orders to satisfy when production commences this August.

My Shell-backed Tuscan was made available for a test session before the event. There it transpired that TVR stalwart (and regular race winner) Gerry Marshall had "put your name in the frame for this drive. . . . I just wanted to see a journalist race a man's car for a change," boomed the man who won again at our event, setting a flamboyant new 49.10s (98.98mph) lap record in the process.

It says something about the Dunlop slick shod TVR, and its 400+ bhp motivation in less than 1000kg, that it made the Collins road-attired 500 bhp Sierra RS — which I also raced that day — feel comparatively civilised! There is just a single seat under the scaffolding that serves as a TVR roll cage, the passenger side cowled in and a simple Momo steering wheel to remind you this yellow and white machine is built simply to race.

The Stack tachometer reads to more than 8000 rpm, and I am told that the latest specification engines from TVR Power and the Graham Nash team at Coventry (formerly NCK) like life at 8250 rpm. I was instructed to use 7000 on a freshly rebuilt unit and that still allowed me bundles of pulling power, some 360 lb ft created at 5500 rpm. Within the long stroke alloy V8 lurk many leading suppliers, Carrillo providing steel connecting rods, Cosworth the forged pistons and Goetze the piston rings; the block is cross-bolted for extra strength in the manner that has served Rover 3500 saloon cars.

The ex-Sierra Cosworth rear-drive gearbox, a vaguely linked Borg Warner T5 unit is the worst feature of the car, particularly vague across the gate. The lightweight polyester bodywork and its signwriting reminded me that I had the mechanical services of TVR employee Paul Giddings for this Bank Holiday speed festival. Carbonfibre ducts feed air to the V8, which has forward runs to the complex exhaust manifold. Independent wishbone suspension featured 400lb in rear coil springs and 800lb in fronts for my outing,



The TVR Tuscan "celebrity car" which has provided exhilarating and hair-raising fun for those who have driven it.

## Exhilarating!

plus firm dampers that were also being compared with Bilstein products. The car used only a front anti-roll bar, though there is provision for a rear bar.

The enlarged V8 motor was a delight from the start, spitting to 3500rpm and then clearing its quadruple Dellorto carbureted throats to roar belligerently to 7000rpm. The sequence from Mallory's exceptionally tight hairpin to the main straight saw the V8 at its best. It hauled the Tuscan from a second gear wuffle to an awesome 7000 rpm and some 135 mph in fourth.

The handling then came as a shock, for the brakes clamped down the speed so suddenly that the Tuscan immediately started to dance away from the driver. If you fix this trait via wheel cambers, the Tuscan apparently do not corner so vigorously on their 9 by 16 inch OZ wheels. I left well alone, and learned not to use all the braking power at once, and to avoid the worst of the cambered bumps on the 135 to 90mph deceleration to the fastest corner, Gerards.

Practice was enlivened for me by James McAlpine departing the track in the sheets of flame that have become familiar in two previous seasons of TVR racing. No great damage was done on this occasion, but my car also caught fire during an incident at Snetterton when Sports/Saloon car exponent Tim Harvey was at the wheel. The cause was the same, a rubber fuel connector between tank and filler orifice detached and sprayed the side exhaust. My other Mallory Park problem has also been reported by dozens of previous TVR racers; the throttle jammed open. This happened as I was entering the hairpin, but I obviously wasn't going fast enough, for I still had room to knock the ignition off for long enough to return the throttle.

Before the event TVR Chairman Peter Wheeler told me to expect racing like no other one-make series. "You will find no pushing or shoving. These cars inspire real loyalty in the driver, 70 to 80 per cent of them are now on their third season with us." Another insider said simply, "you will find it is the rugby of motor sports." If you include the startline scrum, this is the most accurate

description. I knew the two starts had occurred by the amount of flying glassfibre shards that bounced on my Bell visor or ricocheted from the curvaceous body.

I will never forget the spectacle of those two TVR outings. Even though I had puffed my way over to the first grid after setting a new lap record in the Ford, the TVR pack provided incomparable action. From the second that 19 starters let their clutches bite in apparent 3500 to 3800 rpm unison, war had been declared. I was one of ten folk in the same 50-second practice time bracket, so it was bound to be a bit hectic. Unlike the turbocharged Sierra, the Tuscan liked to get away from the grid promptly and I found myself improving on an eleventh placed grid position.

In both races there were thunderous start line clashes. The first one I witnessed did not cease until one protagonist had lost a wheel, whilst the second one featured two team-mates busy wedging each other into the armco. Just like GP racing at its finest, but the TVRs continued to buck and rear their way around the Mallory Park lake, which now features a Fantasy Island centrepiece where the birds occasionally spare a protected glance for ignorant and noisy humans at play.

Arm aching, eyes streaming with laughter, and visor made grubby by slipstream bombardment of oil and water from chief playmate Clive Greenhalgh (we lapped within 0.03s of each other), I crossed the finish line a total convert to TVR racing. So long as somebody else does the next wet one for me. The Gemini Tuscan and I were nearly half a minute behind Gerry Marshall and 0.64s adrift of the TVR chairman in the most exhilarating sprint event I have experienced.

There are faults with the TVR product and some rough edges to its racing series, but the Blackpool men exhibit more enthusiasm for direct participation in the sport as a factory than any contemporary. Such keenness shows in the emergence of more and TVR machinery that is accessibly priced to share their sense of breezy fun. JW

# Historic Racing Round-up

One of the appeals of historic racing, particularly in Britain, is that it covers the whole history of racing. The British enthusiast can enjoy events for cars built before the First World War, in the vintage era, in later pre-war years and the 1950s, right up to the 1980s.

Each enthusiast, it seems, is most attracted to the era when he first discovered motor racing; those who "caught the bug" at Brooklands or Crystal Palace before the war are likely to be more passionate about cars of the Twenties and Thirties, while the postwar "baby-boom" generation, whose adolescence coincided with the Fifties, will favour the 250F Maseratis and D-type Jaguars of that period. Of course, interest in one period quickly spreads to others — otherwise very few people would be racing pre-war cars today.

Those whose interests are in cars built before the end of 1960 are catered for here better than in any other country in the world, thanks to the efforts of the long-established Vintage Sports Car Club, and others, whose events will be familiar to readers. But what of the younger enthusiast, whose "golden age" is the later 1960s and early Seventies, or even later? The principal body promoting racing in Britain for cars of this era is the Historic Sports Car Club, whose relatively low profile means its events do not have the same public recognition as VSCC races. And although most support at HSCC meetings comes from the owners and drivers of period production sportscars, the Club does provide an incentive for preserving and using pure racing machinery, particularly those built in the 1960s and very early Seventies.

It also promotes an interesting series for even newer Formula One cars, in fact more or less any obsolete F1 car. This drew an excellent field for the 25-year celebration at Donington in May, but only eleven cars lined up for next round of the series, at the Brands Hatch Super Prix meeting. They still provided a first-class race with the Wolf pair of John Fenning and Mike Littlewood again the centres of attention. But this time Brands expert Tony Gordon could not be caught, setting a new lap record in his Williams FW08C on his way to leading the Wolves over the line.

The HSCC's Historic Formula Racing Championship admits all cars built to international single-seater formulae before the end of 1971. This means that Formula Atlantic and F2 cars race have to compete with the much more powerful F5000 and Grand Prix machinery. For the past two or three years Don Wood (Surtees TS9B) has been virtually the only competitor regularly campaigning a Formula One car in this series, and in 1991, as in the past, is not always able to get to grips with the fastest F2 machinery. He won outright at Donington, but managed only sixth at Brands Hatch and third at the HSCC's July Oulton Park meeting. The F5000 cars, too, are often defeated

by the smaller-engined contenders in this series, though the talented Simon Hadfield did take an outright win at the international Spa meeting in May, in Sean Mooney's McLaren M10B, and Littlewood has been prevented only by unreliability from achieving the same sort of results in Mike Pendlebury's Palliser.

The Formula Two class of this series has been dominated by the ex-Jaussaud March 712 of Paul Gardner; he won at Donington, and was leading at Oulton Park when his wing collapsed. Northern Irishman Arnie Black, whose Crossle 19F had chased Gardner to the line at Donington, was a non-starter in the second round after a piston broke in race morning practice, allowing Michael Schryver (Lotus 69) to take a comfortable win.

The F2 owners have meanwhile had further opportunity to give their cars a run in the European Historic F2 Challenge, being run for the first time this year. This is attracting a lot of British interest, with Schryver and Steve Hitchins in Lotus 69s and Mooney in his newly-restored Brabham BT35X all featuring high in the placings. After a shaky start in the first round, the series contender to emerge so far is Frenchman Alain Filhol, who has the benefit of BMW power in his ex-Eifelland/Quester March 712; his toughest competition, apart from the Brits, has come from Swiss drivers Fredy Kumschick (Lotus 69) and Hans Peter (Brabham BT36).

Hitchins was winner of the opening round, at Spa in May, leading all the way. Gerard Gamand in a March 712 and Peter in his red Kumschick Racing Brabham were in the initial pursuit, but both struck trouble before the race was over, and it was Mooney who finished second. Filhol joined the series at Brands Hatch and was end-to-end winner, though hotly pursued by Schryver all the way.

Filhol then got in a bit of practice by winning a non-championship Nürburgring race in June — from Kumschick and Peter — and took over the series lead with victory at Monthéry on 30 June. He was again chased home by Kumschick here, these two finishing well clear of Gamand. Hitchins was fourth, but almost pipped by Mooney at the post, Peter having retired from third place near the end.

The HSCC was best known in recent years for its promotion of races for Can-Am sportscars and similar, but these events have all but disappeared in Britain, the blame for their demise being levelled at the RAC's silencing regulations. This has resulted in events being dominated by smaller machinery, but has had the converse effect of strengthening the International Super Sports Cup which, although administered from Britain, holds most of its races on the Continent.

There were however only three competitive big cars — all McLarens — in the opening round at Spa, and in one of these

Charles Agg was end-to-end winner, in spite of destroying the 8.4-litre engine in his M8F just before the finish-line. Richard Eyre's M8C/D was second in class and Alain de Cadenet's M6B third. At the Nürburgring in June, Agg won narrowly from David Franklin's M6B, rebuilt after its major 1990 Donington accident, with John Hunt (Lola T222) the next big car to finish. The order at the Norisring later in the month was Agg-Hunt, Eyre having been involved in a start-line collision. The only V8 campaigned locally so far this year has been Roly Nix's McLaren M8C/D, but although he won overall at Donington in May, he was beaten at Brands by two 2-litre cars.

The 2-litre cars in fact seem to be taking over the role that the bigger machinery used to play, providing fast and spectacular racing. Greg Hart (Lola T212) and Richard Arnold (Chevron B19) pushed Nix all the way at Donington, with Arnold taking second after Hart had spun. The B19s of Swedish ace Jonas Qvarnstrom and former F1 driver Brian Redman were third and fourth, with Hart recovering for fifth.

At Spa the brilliant Hart completely overshadowed the Can-Am cars, qualifying on pole and then hounding Agg's McLaren for the first couple of laps, before the much more powerful car was able to make a break. Hart also won in both German races, with Qvarnstrom second in all three Continental rounds. Kent Abrahamsson (Chevron B16), another Swede, was third at Spa after Californian resident Dutchman Ed Swart, a contender in this category in its heyday, retired his B19 from second place; in the first race at the Norisring Abrahamsson actually beat his compatriot, but was third on aggregate.

Making an appearance in this last race was German superstar Dieter Quester at the wheel of a BMW-backed Chevron B16 but the car let him down. This combination is the most likely to give Hart a run for his money this season.

Some of the closest racing seen in this sort of cars has, for some years, been in the HSCC's 2-litre GT class. Open to cars that raced before the end of 1968, it is dominated by Chevron B6 and B8 models. Phil Buck is unbeaten so far this season, having won at Donington, Brands Hatch and Oulton Park, and also in all three Super Sports races. It should however be mentioned that at Spa he could not catch the B8 of Bjorn Knutson, until the Swede was sidelined by brake troubles. In spite of the results, the races have all been extremely hard-fought, and a different man has taken second place each time. The HSCC is also administering a new series for newer 2-litre cars on behalf of their owners this year. The first two races, at Thruxton on May Day and at the Brands Hatch Super Prix, saw Toj cars take victory. Sean Walker in a 1975 model won in Hampshire but had to give best to Pendlebury's older car in Kent.

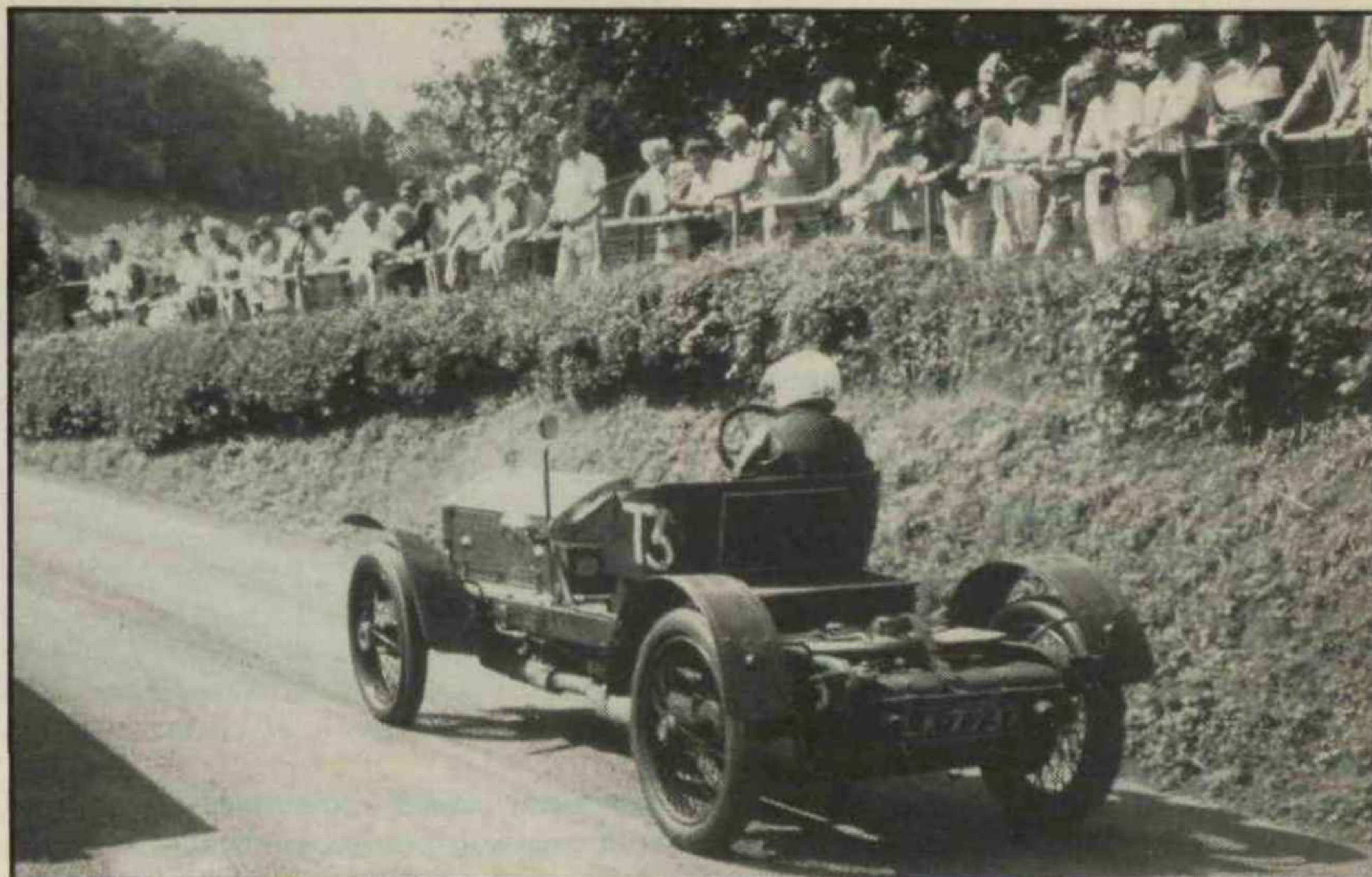
The new series is full of promise, with Osellas and a Sauber as well as the Tojs joining the more usual names such as Chevron and Lola.

KHRC

The thunderstorm moved away and VSCC weather prevailed for its Shelsley Walsh hillclimb and at Mallory Park the next day. On the way to the historic MAC hill in the twin-cam Ford Sierra (no troubles, in 11,000 miles), we encountered 35 modern Morgans, and on the Sunday, historic farm-tractors and exotic sports cars on their way to Weston Park, and other old vehicles going to the Bromyard Festival, reminder that fun motoring was in full swing.

The VSCC Shelsley Walsh meeting was sponsored by the Penrite Oil Company, which knows about oils for the older cars, and which not only laid on an excellent reception for its guests, but also a display of Frazer Nash and other cars outside its marquee; Alex and Kate Moore of the associated Classic Oil Company own a 319 FN-BMW and a T44 Bugatti Weymann saloon. The course was opened by the ex-Fane 328 BMW and the Cognac as a mark of respect for the late AFP Fane, record-holder in 1937, who was killed on active service in 1942, and the late Ron Footitt, Captain of the VSCC Frazer Nash Section from 1969-72 and very fast driver of the Cognac, into his 60's. After the meeting two paddock shelters, renovated by sponsorship from John Aldington, had their plaques unveiled in memory of these two drivers. (These rows of shelters, very Brooklands-like, were erected in 1937; you can have one dedicated to you for £250, or £400 plus VAT for companies).

Shelsley specials were a bit thin on the ground, but Grey's Hardy Special won its class (39.69 sec) and Leyland ran his immaculate GN Grub (55.85 sec), built up by parts supplied by the late Basil Davenport who held the course record with the GN Spider three times, (46.4 sec in 1929). The 1991 class winners were Dunn's Riley in 40.91 sec, a new class record, Stretton's



Unchanging scene! PJ Tarring's 1908 11½-litre Napier competing at Shelsley Walsh last month as such cars did before the First World War.

## Heatwave Shelsley

Frazer Nash, best vintage car (41.98 sec), the Avon-Bentley (39.63 sec), Smith's Frazer Nash taking the vintage section (41.39 sec). In the racing car classes, the winners were the Hardy, Hernandez's low-hung A7 quickest vintage runner (43.10 sec), A Mayman's ERA R4D with a record ascent in 34.97 sec, vintage best Majzub's Bugatti, also in record time (36.23 sec), while the 1908 Panhard-Levassor set a fresh Edwardian record in 47.10 sec, a contrast to the 135.85 sec taken by the 1913 belt-drive GN. Collings' veteran Mercedes 60 won on handicap, (clocking 52.55 sec), beating the 1908 Napier 60 (59.02 sec) and the 1913 Th-Schneider climbed in 50.69 sec). Gould used drastic

methods to cure the Silver Hawk's clutch slip, driving against a Paddock telegraph pole, which seemed to have made things too fierce, as he stalled the Sage engine on the line but then won the class-handicap (57.95 sec).

The Harker Special was a non-runner, with a crack in one of its two V8 cylinder blocks and Tim Walker's Frazer Nash had its engine exposed to show that it is a Parry Thomas creation from the Young Special, another oddity being back wheels smaller than its front ones.

So Mayman made FTD, the runners-up to R4D being Martin Morris in R11B in 35.79 sec and Bruce Spollon's R8C (36.25 sec).

WB

## Veteran to Classic Miscellany

Following our review of the new book on the Voisin cars, a reader has reminded us that the Charbonneau Museum in the Avenue Georges Clemenceau in Reims houses a fine collection of car and aeroplane exhibits, including a 1932 Voisin saloon once owned by Gabriel Voisin himself. The cars date back to 1897 Bollée and 1898 De Dion Bouton three-wheelers and the between-wars exhibits include Henri Farman's personal 1912 Farman, King Alfonso XIII's 1925 Panhard-Levassor tourer, two Lorraine-Dietrich with Weymann and Vizcaya aluminium bodies, a Citroën Rosalie owned by HM Queen Alalia of Portugal, a 1910 Sizaire-Berwick Labourdette saloon, two 1934 Hispano Suizas, one formerly the property of dancer Ida Rubinstein, the other a 1934 V12, a Villars-bodied 1936 Unic, a Bugatti Atlante coupé, a competition V12 Type 145 Delahaye, Marshal Petain's Renault

Vivastella, a 1930 Delage saloon and a 1931 Messier with hydro-pneumatic suspension — we quote from the museum catalogue.

More modern French classics include JP Wimille prototypes, Type 235 Delahayes, a 1953 Salmson, the armoured 1948 Delahaye of Maurice Thomez, and Facel Vega, Alpine, Matra, DB Panhard, Monopole, and other competition cars. In addition there are some 2000 model cars, posters, children's cars, etc. and there are the aviation exhibits, covering three Bugatti aero-engines, a Voisin aeroplane, and much else besides. The museum was the scene of the recent Exposition L'Automobile et L'Aviation and the Curator is M Claude Viry. For those of our readers who may be in the area, the museum is open daily until November from 10am to 7pm, (but closed during the two-hour French lunch-break!), charge FF30 per adult, students FF20, children from six to ten years old FF10. WB

Dating back to 1951, the annual Coatalen-Sunbeam rally was attended this year by STD Vice-President Roger Carter who came in his well-known 1934 Twenty tourer, and John Coombes, both of whom were at the original event. The Age-Distance Award was won by J Grundy (rebodied 18.2hp tourer, from Aberdeen). H Harrison (rebuilt Mann Egerton Speed-20) won the Pride-of-Ownership Award, from A Heal (who had driven his twin-cam 3-litre Super Sports Sunbeam up from Beaconsfield) and C Tyrer (1927 Sixteen tourer, which he has owned for 37 years, bought over from IoM). Bill Barrott, the recently retired Secretary, was presented with the Walter Coombes Trophy for meritorious service to the Register and his Monte Carlo Rally saloon took the prize for best under-bonnet condition. Present among the 40 or so cars attending were two Sunbeam Dawns, a 1921 sv Sixteen, and the 1930 Sixteen shared by WB and DSJ for many years, now renovated, with a new tourer body replacing its one-time estate car body.

## VETERAN TO CLASSIC

The Brooklands Society held its 24th Annual Reunion at Brooklands on June 30th, the theme being the 1931 racing season. The enormous numbers of spectators' cars soon outflowed the sizeable car parks, a reminder of how the Society has developed since the original MOTOR SPORT Reunions at the old Track for those who had had associations with it pre-war, in any capacity but preferably as drivers. This year's Society proceeds, be it noted, were in aid of the Brooklands Museum Trust.

The day was declared the official opening of the Brooklands Museum, so a large congregation of VIP guests took drinks with Ian Connell, President of the Society, and Sir Peter Masefield, Chairman of the Museum Trust. It was possible to view the transformation of the original Clubhouse, now containing an Art Deco Bluebird restaurant (the name derived from the happy-go-lucky aerodrome hanger-cafe for the early pilots, burned down in 1909), the Courage Bar, the Members' Lounge, the Barbara Cartland ladies' sitting-room, Billiard room, Reference Library, Reading room, Boardroom (subsidised by the Ford Motor Company), Chequered Flag Conference room and six syndicate rooms, Manager's Office (promoted by the Bentley DC) that was once the Clerk of the Course's domain, Visitors' Reception area, Cinema and, I nearly forgot, the Museum itself.

Most of these facilities can be rented by members of the newly formed £500 + VAT Club, for meetings, seminars, conferences, exhibitions, etc. Mr Locke King would have looked a bit askance, maybe? The Clubhouse balcony has been strengthened, as a viewing gallery of what remains of the paddock area (not much, but the old racing sheds, etc are to be restored). It is all extremely well done; but not quite Brooklands as the pre-war fraternity remember it.

The Museum has as its main exhibits the engineless ex-Whitney Straight Duesenberg (which did not quite take the lap record) and the ex-Joyce sprint AC but it badly needs more ex-Brooklands cars. For the opening it had been embellished with Frazer Nash exhibits lent by AFN Ltd, one of which Aldy drove at Brooklands, but the others mostly post-war cars, and all due to be transferred to the restored Robin Jackson shed when this is ready. Apart from that and the Tim Fry Riley that ran in Club events in the 1930s, what have a sports MG, a 1922 696cc (I didn't measure it) A7 Chummy, a scruffy blancmange Ford Ten saloon, an Austin 10 chassis, a tiller-steered 1898 Allen Runabout, an Hispano Suiza saloon and a sleeve-valve Vauxhall saloon got to do with Brooklands? They are supplemented by five miscellaneous motorcycles, and the Gold Star Grindley-Peerless lent by Mr Tubb. In the entrance were the ex-Dugdale Edmonson MG Magnette and the 1903 Siddeley presented by Hugh Hunter. The latter is alleged to have been the first ever car (when Dame Ethel Locke King owned it) to have run round the



The 24th Annual Reunion at Brooklands was a huge success with a good turn-out of cars and spectators.

Track but I used to get into trouble with Hugh when I queried whether this would not have been Dame Ethel's 40hp Itala which led the Opening Day Parade in 1907, the Dame not being the kind of lady to trail behind in her little Siddeley. Before that, how can one tell? The Panhard used for Track duties, Contractors' cars, a certain Germain, all had similar claims, prior to that eventful June day 84 years ago.

Leaving the static show, outside it was all action, with ascents of the 1909 Test Hill, and demo and timed runs along the war-time runway by permission of Trafalgar Brooklands Ltd. Pride of place in the paddock went to the lap-record Napier-Railton, which Victor Gauntlett is anxious to sell but had let Dudley Gahagan demonstrate. Dudley was having a busy day, running as well his ex-AC Dobson ERA and the ex-Oats Amilcar Six. Other Brooklands cars included a Double-Twelve Alfa Romeo, the Dick Seaman K3 MG, the Bentley Jackson, the ex-Michael May Alvis, Dunham's third generation outer-circuit Alvis, the Pacey and McKenzie Bentleys, the Super Sports Frazer Nash which Aldington and Inderwick drove in high speed trials at the Track, Robbie Hewitt's ex-F&N 4½-litre Lagonda, Tarring's Napier 60, the Kerr-Bate Special, the ex-Hawthorn Riley which Clive Windsor-Richards, who was present, raced in 1938/39, and BK Goodman's 1908 Hutton which took part in the 1908 O'Gorman Trophy Race.

Among the Morgan fraternity was the famous Lones three-wheeler, which unfortunately oiled a plug and was defeated by the formidable Test Hill (where even the Dunham Alvis stopped near the summit, but restarted) and the Super Sports Aero with which G Harris competed in 1929. The motorcycle assembly included the ex-Ralph Seymour Rudge, the 1923 Zenith-JAP with which RA Mallett enlivened Brooklands in 1924/25, the ex-Leverson Gower Cotton and a 1934 Mk 6 KTT Velocette that had run in Clubman's races in the 1930s, while CE "Titch" Allen had brought the little 1927 Francis Barnett that set records at the Track at over 50 mph, as a static embellishment. Then there were the half-and-halves or

"me-toos" such as the re-created single-seater A7 with the ex-Kay Petre engine and Chris Gordon's Silver Hawk, troubled with clutch-slip, said to have entered from 1920-25, although this has yet to be established. Rivers Fletcher was without his Alvis, which had some trouble en route and was towed away by another Alvis to Aldershot for repairs.

Up the Test Hill anything went (hopefully) from P1 Rolls-Royce saloon to a 1924 Rhode, and static Paddock exhibits ranged from vee-radiator Star to Prince Henry Vauxhall, from Gahagan's T57 Bugatti to a 1912 Rover. It was a day for meeting old friends (I was pleased to see GP Harvey Noble and other pre-war drivers in fine form) signing books, taking photographs, etc. One heard of artifacts (like a 1916 BARC badge and the spare oil-cooler from Hawker's ill-fated Sopwith Atlantic) still turning up and saw part of the Museum's new film. It was very much the Society's day — you can join it for a £10 subscription; the Secretary is B Reynolds, 38, Windmill Way, Reigate, Surrey, RH2 OJA (0737-241858). WB

### PADDOCK JOTTINGS

(I cannot resist this heading, which I used as "The Prowler" in my Brooklands contributions to Alan Hess's magazine *Speed*, before I joined MOTOR SPORT — WB). Apart from racing drivers aforementioned, others present at the Reunion included Charlie Martin, Leslie Ballamy, who came in his Chrysler 66, Tom Delaney, who brought the Esplen/Shipleigh ex-Brooklands Hyper Lea-Francis, Powys Lybbe, Norton Bracey, Mort Morris-Goodall, Stafford-East who drove the GN "Kim II", Mike Edmundson, and others. Then there was the lady of 91 who knew the Track from early times, went to Parry Thomas' funeral, and has kept in touch with motor racing since then; she showed me a scar on her wrist from an injury received when she was at Le Mans in 1955, a victim of the horrific Mercedes-Benz accident. And Ivy Edwards, now Mrs Tremayne, whose husband used to help Bob Dicker paint the numbers on the racing cars and who regarded Brooklands as her childhood playground, was there. Her children had put her in the car, telling her it was just a day out, and took her to this,





The Test Hill was opened to any vehicle from a P1 Rolls-Royce Saloon to a 1924 Rhode.

her first Reunion. Returning to the ex-Brooklands cars, side-by-side in the Paddock stood two Altas, one the ex-Beadle car driven by its owner David Baldock, the other the rebodied ex-Hugh Hunter car, at present engineless. I also saw a hand-cranked children's ornate rocking-horse, inappropriate I thought, until I remembered that the JCC had a Funfair at the first Double-Twelve Hour race, in case the spectators became bored.

The other aero-engined car beside the Napier-Railton was B Moore's 21-litre Metallurgique-Maybach, which did not race

at the Track in this form, but in the Reunion sprint was timed at 22.19 sec, going over the line at 52 mph, and at 63 mph on another, slower run, which compares with 24.07 sec and 59 mph by Tarring's 11-litre Napier, which ran a Match Race against a Sunbeam at Brooklands in 1911. This sprint was of probably a bit more than a 1/4-mile from a standing-start. FTD was made by Stanley Mann's record-holding Bentley, in 15.75 sec, (90 mph), which contrived to record 94 mph on a slower run.

The class winners were: **Up to 1200cc:** 1st: F Bruce-White's All'cok (which has won an

earlier Brooklands Society sprint) in 17.73 sec, (78 mph); 2nd: RS Way (A7 single-seater), 18.84 sec, (76 mph); 3rd: JD Simpson (Lagonda-Rapier), 20.59 sec, (72 mph). **Up to 2000cc & 1100cc s/c:** 1st: P Green with his ex-Seaman/Straight MG Magnette, another car well known at Brooklands (see MOTOR SPORT, October, 1984), in 18.59 sec, (72 mph), 2nd: IJ Turner (Type 37 Bugatti), 19.98 sec, (71 mph), 3rd: D Gahagan's Amilcar, 24.35 sec, (68 mph). **Up to 3000cc:** 1st: HR Dunham with the well known Brooklands Alvis, in 17.96 sec, (81 mph), 2nd: LJ Marriott (12/70 Alvis Special), 21.55 sec, (64 mph), 3rd: JA Carpenter (Alvis Firefly Special), 21.64 sec, (64 mph). **Over 3000cc:** 1st: S Mann (Bentley), 15.75 sec, FTD, (94 mph) 2nd: A Sparrowhawk (Alvis), 16.51 sec, (88 mph), 3rd: VL Davis (Bentley-Jackson), 17.19 sec, (85 mph). The speeds in brackets for the speed-trap are the best recorded, not necessarily those made on the run when the fastest time was clocked.

So, a vastly enjoyable day, with the Brooklands Society President, Ian Connell, who raced Darracq, Vale Special and ERA cars at the Track as well as other makes such as Alfa Romeo and R-type MG at other venues, including Singer and Delahaye at Le Mans, in happy mood. At the close of proceedings a presentation was made to Brian Dinsley, for his services to the Society. WB

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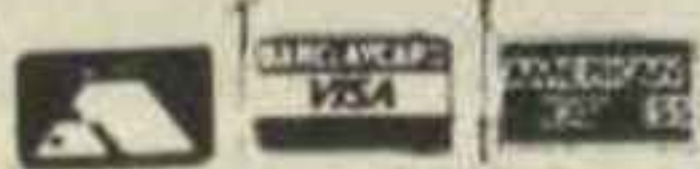
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**“Y**ou can count me out for next year!” “Never again, that was far too hard!” “The organisers should be shot!” These were just some of the reactions heard on the closing stages of the fourth Pirelli Classic Marathon. As competitors drifted into the breakfast halt on the outskirts of Cortina before driving to the Finish in town, it was as if the venue had become the centre of voluble, but slightly dazed, zombies.

Even before the event had got underway seven days before from London's Tower Bridge, it had been generally believed that this year's event would have a sting in the tail, but few were prepared for its viciousness when it came. It was as if the 130 strong convoy had been led a merry dance through Europe and the Alps before being zapped in northern Italy. The event, though, had nevertheless been tough enough until then to have sifted out the good and the lucky from the rest long before that final night.

For all that, the nature of the beast had dramatically changed since the year before, and it was not all for the best. Mention the name Richard Hudson-Evans within earshot of certain officials and some competitors and a dark scowl followed by a curse would be the least impolite form of reply. Hudson-Evans is the journalist who reported on last year's event for another paper and voiced concerns over some of its aspects. While his remarks about the tight road sections were quite legitimate, he took the issue several steps further and rather “spilled the beans” about the way some of the stages were being timed. The consequence this year was that every part of the route, including the timed sections on closed roads, were tightly policed by the RAC MSA under whose authority the Marathon was being run.

Rallying at this level falls into two different segments which in rallying shorthand are termed “Category 2.1” and “Category 2.2”. The former is the one in which the cars have to meet stringent safety requirements, the occupants wearing safety helmets, fire resistant clothing etc, and the pertinent authorities have to provide emergency vehicles, while the latter, with which the Marathon has complied until now, still demands certain safety features on the car, such as roll bars and fire extinguishers, but the occupants are free to wear what they like.

While international regulations stipulate that event organisers must not set average speeds along road sections exceeding 50 kph (approximately 30 mph), the difference between the two categories is arrived at when it comes to the closed road sections, or stages. “Cat 2.1” cars, with all their safety gear, must get from Start to Finish in the quickest time possible, and every second counts. In “Cat 2.2” the organisers have to set a “Bogey” time which whether beaten by a second or a minute is irrelevant as no penalty points will be picked up in either case. While there is nothing wrong with this as a principle, the problems arise when interna-



*The MacKenzie/Kimberley Triumph TR4, part of the winning Duckhams TR Team, which scooped the event.*

## At The Crossroads

tional regulations again stipulate that the speed over these sections cannot average more than 80 kph (50 mph). While that sounds quite a high speed, do not forget these are closed roads, the cars, while old, have been highly honed into first rate competition cars and that the drivers are all wound up to reach the Finish line as quickly as possible.

The heavy-handed policing of the event by RAC MSA and FISA officials this year completely turned around the nature of the event; the whole thing from a competitor's point of view became more of a “holding” operation than a “go-getter” event. In other words, if you were unfortunate to drop a few seconds or minutes for any reason, you could not possibly hope to claw back that time over timed sections as it was likely those ahead of you would also “clean” those sections, in other words beat the “bogey”, so you were dependent on those ahead of you making a mistake or having a misfortune, while those at the front just had to concentrate on not making a mistake.

To say it took some of the “buzz” out of

the event was an understatement, but what left an even more bitter aftertaste was the unsympathetic attitude of the RAC MSA officials. Every request by the Marathon organisers to waive the 80 kph rule on certain sections was turned down with the rule book being cited, something the RAC MSA were quite prepared to overlook on their own event, the Historic Rally of Great Britain, earlier in the year. Questions should surely be asked about whether the promoter of one event should be the one to adjudicate regulatory matters on a rival's event, and why the MSA's nominated Steward for the Marathon was the same man as for their own Historic Rally.

Despite this shift in emphasis, the leader board throughout the event still looked as one would expect it whichever way it was run, except that most of the star names had tripped up during the week. Roger Clark had the most unfortunate start when he checked out of TC0 over half an hour late. In other words even before reaching Tower Bridge, he had lost his Alpine Cup and was knocked spinning down the run-



*Mini Coopers were again the cars to have, the McCartney/Crawford example winning the event.*



eam's award.

ning order, but he still continued on the event, even if it was as car 0 and Course Car, after the first couple of days. Clark's stoical attitude was quite unlike Timo Mäkinen's who lost a lot of brownie points and pretty well everybody's goodwill when he lost six minutes trying to find a Time Control. He protested vehemently to the organisers about "unfair" roadworks, but when they turned a deaf ear to his blandishments and threats he left early next day in a big huff. Stirling Moss, meanwhile, lost his place among the leading runners early in the event, but *not* his Gold Cup. That was far more important to him and by slipping down the running order a little, it took much of the pressure off him and his navigator Zoë Heritage.

By the time the convoy reached Italy, Gijns van Lennep in his big Healey had become a constant shadow to Ronnie McCartney's Mini Cooper, while everybody was cheered to see the husband and wife team, the Bournes, right up there holding their own in third place in their Morgan.

This was the order as the event entered the final night, a 14-hour stint, beginning and ending in Cortina. Unlike last year when the entire event had been done on the easy-to-read tulip diagrams, the route had turned to maps on the third day, which were continued uninterrupted to the end and included the night section as well.

Everybody was on slight tenterhooks beforehand, not knowing to expect, including ourselves. Evan MacKenzie and MOTOR SPORT had teamed up again in his Triumph TR4, which had come to the event in absolutely first class condition thanks to the efforts of Chris Carter of Chestnut House, who had prepared the car, and Moss UK, without which not only our car, but something like 25% of the field would not have been there were it not for the spares this company makes which ensures that so many cars can be kept on the road.

Unfortunately our Alpine Cup prospects had disappeared at the end of the fourth day when we had wrong slotted, like everybody before us, including the eventual winner and many a respected co-driver, along a forestry track when a small country

road appeared to be blocked. Our trouble was that we headed a small group going down the lane which became the end of that queue by the time we all had turned around, but we were the ones to get stuck behind a rather aggrieved farmer and his tractor.

When we finally reached the start of the Regularity before the final run into Merano, we had 22 kms to cover in 24 minutes. Something had to give, for we could not keep to the 48 kph speed demanded of the Test and still reach Merano within our time. We consequently sped past several cars who were diligently trying to keep to the average, checked in to the secret Control at the end of the Regularity, and then drove like a bat out of hell into the busy streets of this Alpine town to reach the day's final Control, inconveniently situated in the town centre, with six seconds to spare. The trouble was that we were more than 60 seconds out on the Regularity Run target and had consequently blown our Alpine cup. Our query to the very ineffective Competitors Liaison Officers, who are meant to bat on the side of the participants against the organisers, about the inadequacy of route details from the Road Book fell on deaf ears, but it was a phrase that was to be heard again before the event had finished.

Being in the Duckhams-backed TR team, we still had a duty to do our best for team-mates Gordon Bruce/Derek Tucker in their TR3A and John Atkins/Rob Lyall in their TR4. The team was just ahead of the Sprites, but a country mile behind the Tigers as the final night began.

Even before the rough stuff commenced, we saw the sad figure of Moss' Healey coming back down the road before us, an "off" on a wicked right-hander claiming him and his precious Gold Cup. We saw Ron Gammons' MGB sitting by the road-

side and we also saw, with a mixture of pity and jubilation, the Pithers' Tiger stranded by the way. This meant that the Duckhams Team TR had been promoted to first place.

As the night progressed, there were few terrors, although the organisers had cleverly left a void in the route instructions which had to be collected from a town soon after midnight. It was now, it was whispered, that the "real rallying" would begin.

As we sat at our next Time Control, I could see that the short section coming up was going to be tight, and warned Evan as such, but never dreamed that it would turn out the way it did. To do 28 kms in 34 minutes was tight but the route, partly on loose gravel roads, looked tortuous and twisty and there were several opportunities to wrong slot, especially as the field was working from 1:200 000 maps which the organisers had stipulated were necessary.

As it turned out, it was murderous. There were cars going in literally every direction, many getting damaged. At one crossroads in particular, cars arrived from every direction and decided on the toss of a coin which way to go next. For ourselves, after breaking every navigator's rule and allowing ourselves to be wrong slotted by following another car, we ultimately found ourselves alone. Completely unaware at that time of the chaos that was gathering apace over this section and as the minutes ticked away, there came that extraordinary sinking feeling that not only was I letting Evan MacKenzie down, but the whole TR team as well.

It did not take us too long to find our way back to the map again, but by the time we reached that Control, we were 15 minutes late, and I despaired at my stupidity, only to see the Atkins/Lyall TR4 checking in, and they were 10 minutes ahead of us on the road. "What a mess," or words to that effect was how Lyall greeted us, and then it



Stirling Moss chases a Sunbeam Tiger up an Alpine pass.

began to dawn on us that the whole world had gone raving mad that night.

No longer we were following Mark Gillies' lovely Alfa Romeo Giulia Sprint and the Harrisons' Ford Zephyr II, nor were we being perpetually chased by the massive Mercedes-Benz 220SE of Alistair Caldwell. For the remaining six hours of the event, we never saw hide nor hair of any of them again.

The rest of the night and early morning runs were anti-climactic. Starting the night in 38th place overall, we had hoped to move up a few places, but it was a matter of luck about the team award, which actually was more dear to us. What we did not expect, when the provisional results were published, was that we would end up in 13th place and second in class while longstanding leaders McCartney/Crawford had been displaced by fellow Mini-Cooperistes Martin-Hurst/Bilton who had started the night in 15th place.

Naturally this high placing did not truly represent where we were in the Marathon, if one took into account the unfair penalty we had incurred at Merano, nor did it represent anything to anybody. It was if a child had picked up all the toy cars that were more or less in running order, thrown them up in the air, and put them back into position wherever they landed.

Fortunately reason in this case prevailed, the road penalties incurred at the guilty Time Control and subsequently were scrubbed and the reason given. . . inadequate information provided by the organisers to follow the route properly.



*A novel form of throttle control.*

Consequently this demoted the provisional leaders back down to eighth place and the winners' laurels were deservedly picked up by McCartney/Crawford.

Van Lennep's bid for the lead came to a halt after he had got held up by the police which was then compounded by a navigational error while the Bournes received a two minute penalty after checking into a Time Control two minutes too early. This let the Mini-Cooper of Coulter/Howcroft into second place and the Austin Healey 3000 of McBride/Frazer into third place. Of more importance to us, however, was the fact that the Duckhams TR team won the team prize.

Despite the changing nature of the event this year, it was far better from a navigator's point of view, for although there were moans about the map-reading, there was far more for the "sack of potatoes" to do. Such is the event that every car that took part has its own interesting story to tell, remarkable tales of her-

oism, foolishness and sadness; but the Marathon itself has come to a crossroads in its life.

While all who participated still want to keep the vestiges of competition, there would be a great many who would reject the idea of wearing helmets and fireproof overalls every day for a week in hot climates, while those at the front dislike the idea that the only way of keeping ahead is by not losing points. If the Marathon is to survive, it may well have to be run as a dual category event, Cat 2.1 and Cat 2.2, with all that that implies. With the advent of 1992, and all that it means about Europe, maybe the time has come to run it under the auspices of a more sympathetic national governing body on the Continent with feeders coming in from other countries. This would encourage even more European competitors everybody is keen to see enter. Whatever the outcome, the Pirelli Classic Marathon has become a marvellous institution and one whose future should be safeguarded.

Finally there should be a special mention made about the marshals on the event. No matter whether they were sitting under an umbrella hiding from the rain, shivering in the cold atop a mountain, sweating in the heat beside a road or sitting in the middle of nowhere at 3 in the morning, they were unfailingly cheerful, polite and always welcoming you as if you were the first car through. It is the commitment of these people, along with the camaraderie of fellow competitors, which makes this such an inspiring event.

WPK



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The VSCC had a successful race meeting at Mallory Park on July 7th, the tight little 1.35 mile circuit where spectators can see the racing almost the entire way round with the lake as a picturesque backdrop, well suited to the older cars, on this the VSCC's first visit. The Paddock is rough surfaced and one has to wait until the track is clear to enter it, as no vehicle bridge is provided, but otherwise a good place to go racing. The cars go by so fast and close to the Press box that it is difficult to read their numbers, and when I went to watch behind the armco at the start-line, with a Track pass, Mr Pownall, the RAC Steward, summarily ejected me; such treatment has not been experienced at other circuits. In retrospect, Mr Pownall's concern for my safety is very touching, but embarrassing, seeing that he disregarded that of others who soon occupied the same position, watched from the outside of a fast corner protected only by the same armco and piles of new looking tyres, or, if they represented famous Studios, were allowed to walk about the circuit unmolested, with no protection at all! What have I done to deserve such touching consideration?

But to the racing! First, a six lap Scratch Race, won by Hannis' Speed-20 Alvis Special at 70 mph (the official results ignore decimal places), from Robinson in Roberts' 1.7 Riley Special and Fletcher-Jones' Lagonda Rapier Special. Then the 12 lap vintage racing cars Scratch Race, which produced the expected furious duel between Boswell's Bequet-Delage and Caroline's Morgan — "David v Goliath!" The bigger car won by 3.2 sec, at 78 mph, with Harper's Morgan upholding Malvern honour 10.7 sec in arrears of the faster Morgan, ahead of Stretton's tail-out Frazer Nash.

The pre-war sports cars raced next, over ten laps. Summerfield had his Avon-Bentley really wound up, doing fastest lap and holding off Stanley Mann's Bentley by 6.6 sec, blown 4½-litre beating non-blown 8.2-litres, Bronson's blown Riley Special lasted the distance, its lead only lost in the closing stages, Spiers' 4.3 Alvis 0.4 sec. in front in third place, all three credited with an average of 73mph. Sparrowhawk's 4.3. Alvis retired on the grid. There followed a most exciting 12-lap Scratch Race for the pre-war racing cars, which Anthony Mayman dominated, naturally, in ERA R4D, with Chris Mayman in ERA AJM 1 passing Jaye's Alta into second place on lap three, to remain there to the flag, losing by 9 sec to "The Master". Jaye was out after seven laps, Ure in Mann's ERA R9B taking third place, followed by David Morris (R11B), Stephen (R12C), ERAs in the first five places, spaced out by the end. Rileys (Davie and B Gillies) took the next two places and Bronson's Riley this time lasted for eight laps. Spollon (ERA R8C) retired from 4th place after seven laps, Ricketts (R1B) after five. The winner's speed was 81 mph with fastest lap at 86 mph.

This excellent race was followed by a six lap Handicap won by Berens' A7 at 65 mph, from Monk's touring Alvis Special and Belle-venie's 3.3 Talbot Special. After that Sir John Venables-Llewelyn was never headed in winning the Williams Trophy Race (10 lap



Good Edwardian turn-out, with over 11 litres between smallest and largest.

## VSCC at Mallory Park

Scratch, for two-seater GP cars) for the 8th time in Lord Raglan's red T51 Bugatti. Interest was increased because Anthony Mayman was Bugatti-mounted, and this superb driver brought his T51 home second, 6.4 seconds after John had received the chequered flag, after a stirring duel with Julian Majzub's T35B. The leaders did 80 and 79 mph respectively. Boswell was outclassed but had the big Bequet in 4th place, just 0.6 sec in front of David Heimann's 35B. Alfa Romeo colours were carried by Paul Grist and his Monza finished 7th, behind Mark Gillies in the White Riley, at 76 mph, ahead of five more Bugattis and the other Gillies' Riley.

The post-war racing cars next had their 12 lap race, Stretton's rear-engined Cooper beating Mayman's Lotus 16, coming within inches of the armco as it swept into the pits straight. The Coopers of Porter and Payne were next home. Mann's ERA was black-flagged for a trailing oil tank strap. In contrast a big field of Edwardians made interesting circuitry in their race, although a scratch contest with a field varying from the winning 1908 12-litre GP Itala to Walker's 600cc Le Zebre cannot be taken too seriously. Gould's 998cc Tamplin expired, leaving the maestros

to stream home, in the order Itala, Th Schneider, 1908 Napier, 1903 Mercedes and the Bugatti "Black Bess". Cohn's little 1903 Mercedes non-started with a twisted gear-box shaft.

The day ended with two five lappers, Handicap and Scratch, won respectively by Blakeney-Edwards' Frazer Nash and Caroline's Morgan. The fastest race was that won by Martin Stretton's rear-engined Cooper at 89 mph.

We seem to have had a Ford flavour recently and an interesting one in the Mallory Paddock was Holt's single-seater Model-A with original galvanised-iron body, Rutherford push-rod eight overhead-valve head, fed by twin d/d Winfield carburetors on a four-port manifold, an Overland Whippet radiator, Franklin steering-box and hydraulic front brakes. J Summerfield's Riley hybrid had an extraordinarily low chassis with tubular front axle on ¼-elliptic springs and a twin-SU Riley 9 engine. Points to date in the MOTOR SPORT Brooklands Memorial Trophy contest:- Anthony Mayman, 134 pts; Dave Caroline 70 pts; Alex Boswell, 49 pts. Next round: Cadwell Park, August 25th. WB

### ERA Explanation

Last month we got ERAs that ran at the first VSCC Silverstone Meeting of 1991 a bit tangled. It is R11B which in the 1950s was shared by A Jeddere-Fisher and Douglas Hull. The ex-Hamish Moffatt ERA is R3A, which he shared with Nigel Arnold-Forster. Hamish did not sell it to the present Japanese owner, but to Chris Mann. It was Mann who passed it on to Tetsuya Takahashi, who fortunately gets Tony Merrick to drive it for him in VSCC events. While putting things right, the racing Model-T Ford described last month has its rear shock absorbers mounted transversely, not the front ones, as a photograph confirms. WB

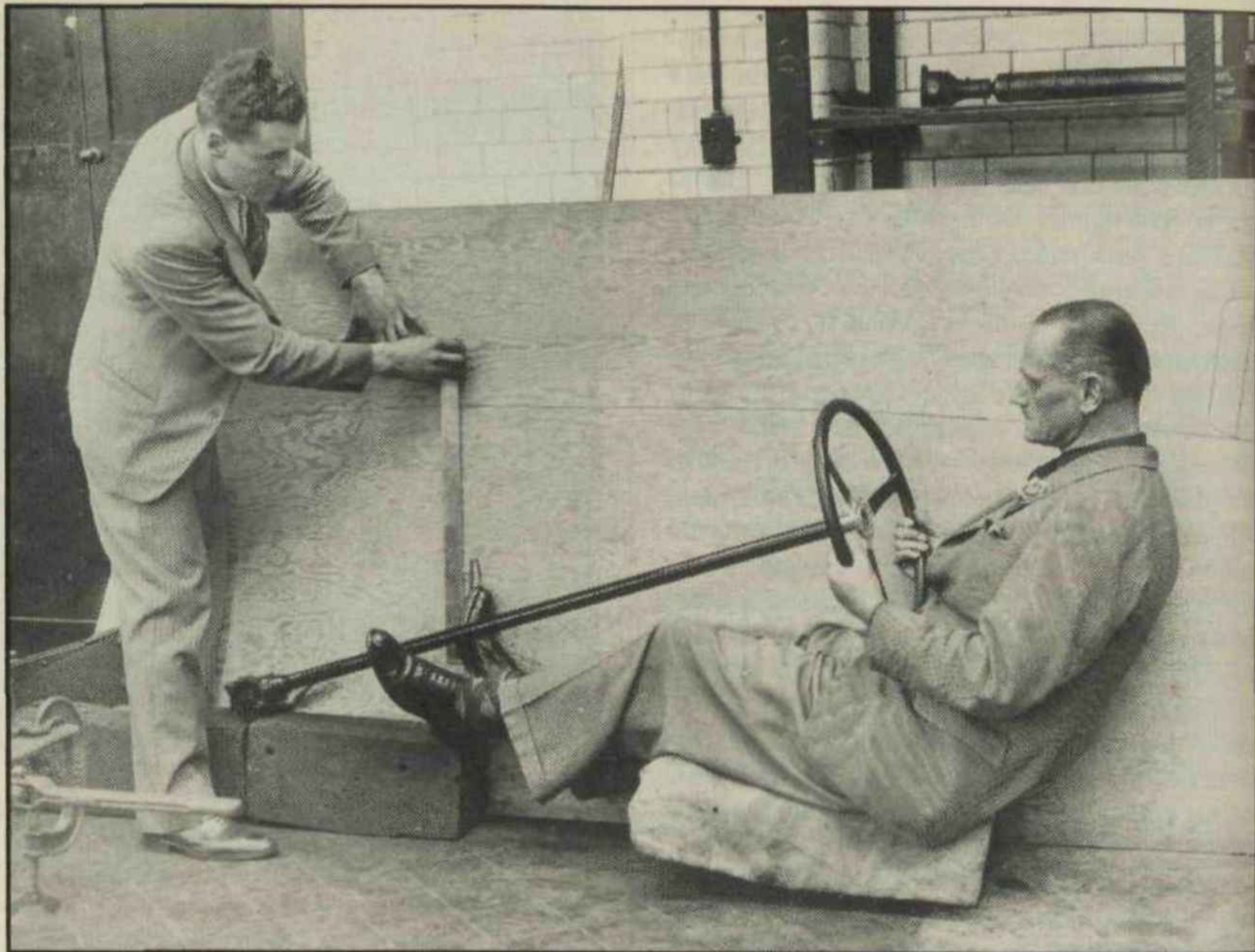
### The Things They Say . . .

"The first ever Grand Prix to be held in Britain was at Donington on Saturday October 5, 1935. . . ." From a Business Expansion Limited hand-out about the sale by Coys of Kensington of the Tipo B monoposto Alfa Romeo which won the Donington GP that year, signed by Caroline Potts. When will it be remembered that the first race with the title of British Grand Prix was held at Brooklands in 1926 and repeated in 1927, both races won by Delage cars? In fact the lady later capitulated to the extent of saying that the Donington race was the first road-racing Grand Prix to be held in Britain. WB

One of the pleasant things about running MOTOR SPORT is the communication one receives from readers and clubs, which even if space does not permit comments and quotes, keeps us in touch with that side of the motoring world. Thus it was that I came upon an item of considerable interest in the June Newsletter of the Pre-War Austin Seven Club, whose Membership Secretary, for those owners of pre-war A7s who have not yet joined, is John Tatum, 90 Dovedale Avenue, Long Eaton, Nottingham, NG10 3HU.

The item I am referring to was a reproduction, from *The Motor Cycle* of 1949, of a study by a writer called "Ubique" of the future of in-line three-cylinder engines in the motorcycle context. This had been prompted by thoughts of the record-breaking achievements of an MG with just that unusual number of cylinders. This is an excuse, as if any excuse were needed, to digress into the realms of how very effective were the record-breaking onslaughts of MG cars, both before and after World War Two. Record-breaking can be more exacting than racing, inasmuch as to succeed you have to improve on a performance which is the best-yet in a given category and the longer the distance or duration, the greater the chances of failure. Whereas in a race the retirement of other cars and a modicum of luck can play a greater part.

The MG Car Company of Abingdon-on-Thames really did do some quite outstanding things in the record-breaking field, which put it in a highly commendable position, a credit to MG engineering and to British prestige. For instance, when fierce rivalry broke out between Austin and MG as to who would be the first to reach prestigious 750cc targets such as 100 mph for one hour, MG took the advantage. In February 1931 Capt George Eyston



Major Goldie Gardner being tailored for the seating position for the MG Ex 135.

OBE, MC, was timed at Montlhéry Track near Paris at 103.13 mph in the Powerplus supercharged racing MG Ex 120 and later in 1931, with the same MG, he set the 750cc class hour-record to 101.1 mph, being badly burned after the car caught fire at the conclusion of the run.

Driving the new Ex 127 record-breaker, the "Magic Midget", Ernest Eldridge, deputising for Eyston who was still in hospital, did five kilometres at 110.28 mph, which Eyston, recovered, and clad in asbestos overalls and a gas-mask, raised to 114.77 mph before the end of 1931. The saga continued, to such great effect that by the end of 1932 MG held every record up to 24-hours in the 750cc Class H, divided

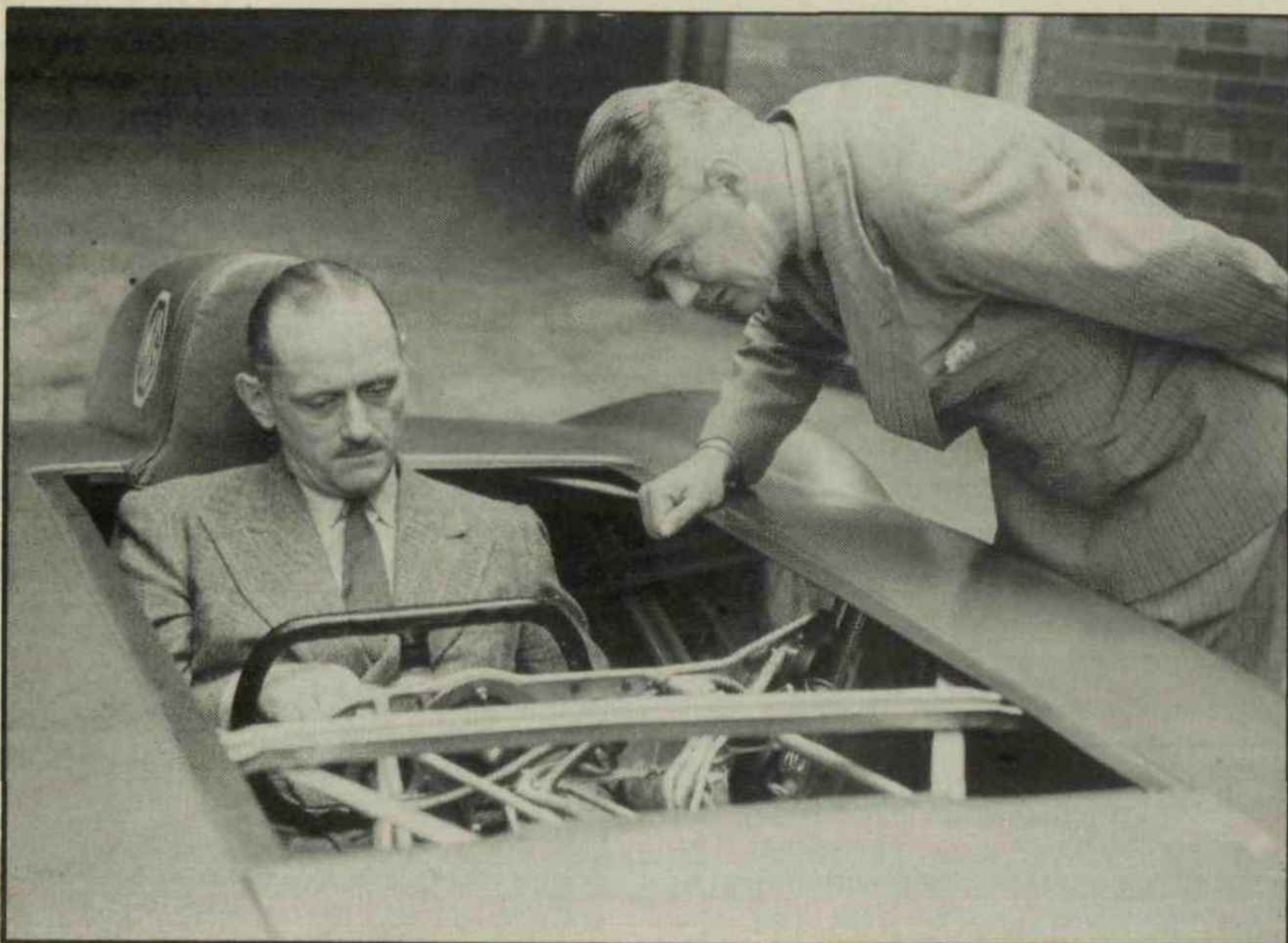
between a blown J2 and Ex 127 and drivers Eyston, little Bert Denly and the versatile journalist/racing man Tommy Wisdom. The kilo and mile had been covered by Ex 127 at over 120 mph, so the MG was the first 750cc four-wheeled car to have first achieved 100, 110 and 120 mph.

After the celebrated MG Ex 127 had been acquired by the German enthusiast Bobbie Kohlrausch and rebodied and somewhat modified mechanically, he took it to Gyon in Hungary in 1935 and set four Class-H records at up to 130.51 mph and the following year at Frankfurt broke three more, at up to 140.6 mph.

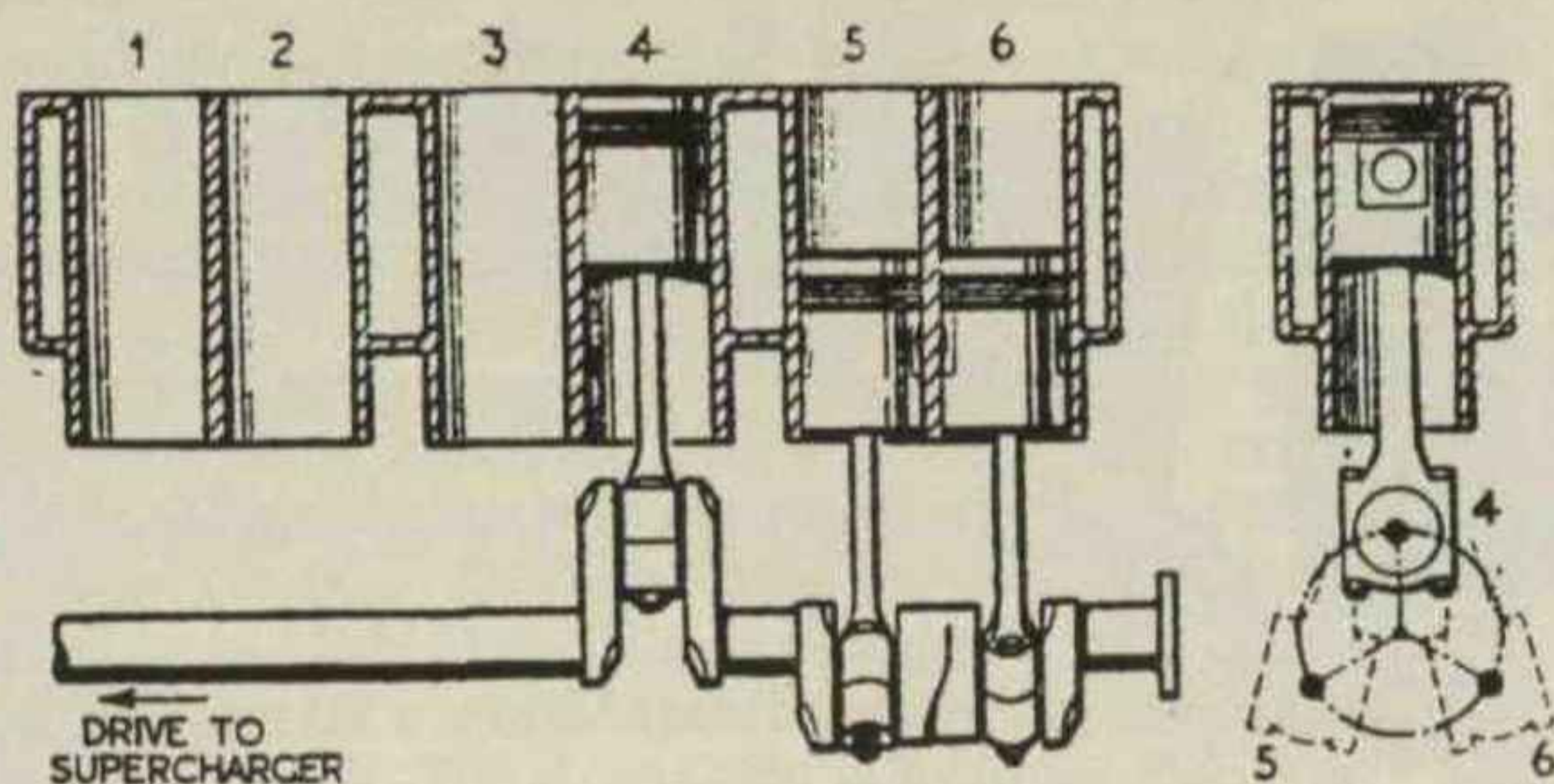
So MG added two more 750cc firsts to their very convincing repertoire — 130 and 140 mph. Incidentally, as previously, Kohlrausch painted the Union Jack on Ex 127, but in Germany the Nazis forced him to remove it.

In fairness to the Austin Motor Company of Longbridge, Birmingham, it must be said that Lord Austin's long insistence on side-valve engines even for racing, and then the death in 1938 in a Brooklands calamity of Murray-Jamieson who had eventually designed the twin-cam racing A7s, reduced competition in the Class-H category, in which the fast Ridley Special had crashed, after doing 105.92 mph in 1931, injuring Lord Ridley.

MG continued their record-breaking activities after the war, in an extremely ingenious manner, a further tribute to their engineering abilities. For example, Major Goldie Gardner, DSO, MC, acquired the slim single-seater Zoller-blown K3 Magnette with which Ron Horton had raced successfully at Brooklands and used the revised Powerplus-blown car to raise Class-G (up-to-1100cc) records held by Maserati, the faster of these two records set up on the Frankfurt *autobahn* being 142.63 mph, raised with re-instated Zoller



Major Gardner points out a detail of MG Ex 135 to Lord Nuffield.



Conversion from 6-cylinder to 3-cylinder in Gardner's MG was by utilising only the three rear cylinders with the crankshaft having three throws and giving a shorter stroke.

blower to over 148 mph. Gardner continued his more successful record-bids, with the ex-Eyston MG Ex 135, using a Centric supercharger and fully-streamlined Reid Railton-designed body, clocking 203.9 mph at Dessau in May 1939, a significant achievement.

Technically this speed on 202 bhp was meritorious, and a credit also to Goldie Gardner, who had leg injuries received from a flying accident and motor racing to contend with. Nor was it the end of this record attempt, because the mechanics bored-out the engine's cylinders (after they had been officially measured following the 1100cc round runs) with the power unit still

in Ex 135, to 1106cc, to put it in the Class-F (up-to-1500cc) category. Then, with WW2 on the near-horizon, Gardner broke three 1½-litre records, the fastest the fs kilo at 204.2 mph. So with only 1100cc, MG had a car more than half as fast as John Cobb's 26,900cc Railton Special which in 1939 held the LSR, and which had come within 153.6 mph of the speed of Eyston's 73,000cc Thunderbolt. The intention had been to push 750cc records up to even higher speeds, using a six-cylinder engine, but Hitler and his Nazis stopped play. . . .

After the war the record-breaking was resumed, again with consummate success. Space precludes describing how Gardner,

having temperately severed connection with the MG Company, but retaining the services of mechanics Enever and Jackson on a diplomatic basis, set more records in various classes, leaving the quickest 1½-litre record at 189.5 mph by August 1952, using a blown push-rod MG TD engine in his Gardner-MG. Very complete coverage of this is contained in *Maintaining The Breed* by Lt Col John Thornley, OBE, (MRP, 1950) reprinted in 1951, 1956, 1971 and 1990, quite one of the best one-make motor racing books ever. So to try to obtain a copy if you wish to know in great detail what was done to enable the Gardner-MG to take 500cc records from Count Lurani's Guzzi-powered Nibbio at 118 mph, using a six-cylinder engine with two cylinders blanked off, or set 2-litre records at up to 177 mph with a non-supercharged, four-cylinder experimental twin-cam Jaguar engine which gave 146 bhp at 1100 rpm, in the car, etc.

I have no intention of poaching on John Thornley's preserves in these fascinating matters. I must enlarge, however, on the later Class-I and J records established by Gardner, using an in-line three-cylinder engine because — I trust you have been patient? — this is, as it were, where we came in because in 1949, to attack the new 500cc records which Nibbio had lifted to 129 mph, Sid Enever of MG's devised a three-cylinder 493.8cc power unit with its crank-throws at 120 deg. It was this MG engine which had made the then-Editor of



Having just broken three records, Gardner signs autographs for the German police.

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## VETERAN TO CLASSIC

The *Motor Cycle* request that article by "Ubique" about the possible future of such engines for motorcycle use.

The Gardner-MG, with MG monograms again on its flanks, was taken to Jabbeke in 1949 and set three new Class-I records, the kilo at 154.91 mph, doing nearly 160 mph in one direction. The following year, with No 6 piston removed to get the Gardner-MG into Class-J (up to 350cc), Major Goldie Gardner broke three records in that class, doing the two-way mile at 121.048 mph, the 330cc engine running at 8200rpm. Major Gardner, in spite of his previously referred to disabilities and a further injury at Utah, continued to smash records up to the age of 63, when ill-health called a halt.

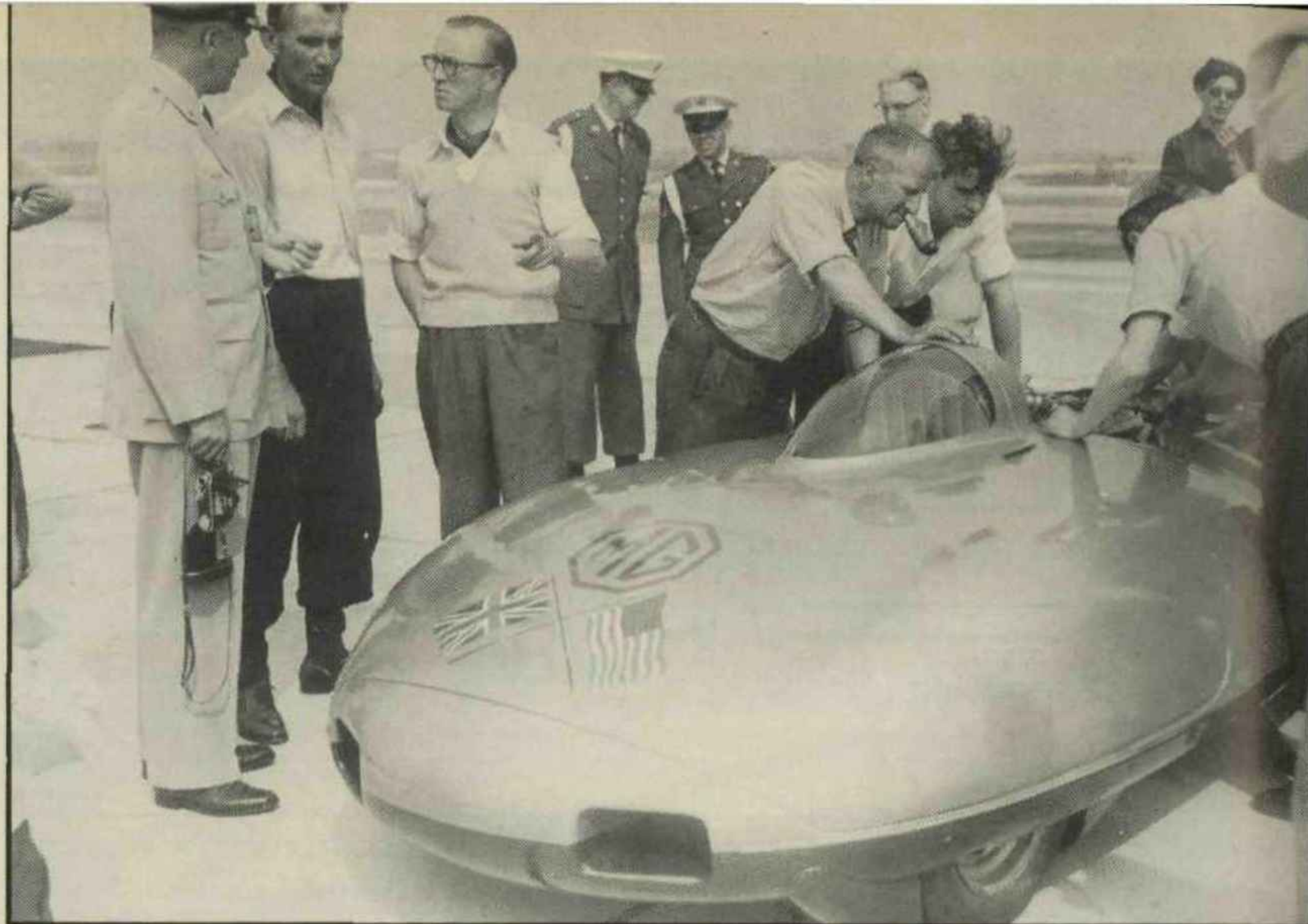
As for MG Ex 135, it was the first car with a 350cc engine to exceed 120 mph, with 500cc to exceed 120 mph, with 750cc to pass 150 mph, with 1100cc to exceed 120, 150, and 200 mph, as a 1½-litre to better 200 mph, and with the Jaguar 2-litre power unit, to do over 150 mph — some record! It should make all MG enthusiasts very proud to recall this.

All its variations, apart from use of the Jaguar engine, were basically K3, the three-cylinder engine, for instance, having its crankshaft extended as a plain shaft through what would have been throws, 1,2, and 3, using the two front main bearings, to drive the Shorrocks supercharger. In the end MG achieved nearly 255 mph from 1506cc using a twin-cam engine based on the production car of this type.

Coming to three-cylinder engines in ordinary cars, around the turn of the century some manufacturers listed such models, including Swift, Panhard-Levassor, Clyde, Duryea, Minerva, Brooke, Belsize, Argyll, Maudslay and Durkopp. It was commonplace for steam cars, and Henry Royce's 1905 15hp Royce had that number of cylinders, although he made only six, against 19 twins at this time.

The reasons why three-cylinder engines were used is difficult to evaluate, but presumably compactness and the ability to use multiples of existing cylinder blocks when graduating to a six-cylinder car may have had some influence. But when discussing that experimental in-line three aforesaid, "Ubique" recalled the problem of rocking couples caused by the power impulses being applied to crank throws at different planes. He was cautious about the prospects for such engines in the post-war period and made only passing reference to two photographs of a small in-line-three-cylinder car engine that accompanied his article. This was almost certainly an experimental engine built around 1939 by Austin, perhaps with the idea of competing with the 570 cc Fiat Topolino, although the specialist A7 books make no mention of it and only one Austin historian seems to have done so. Why Austin went for a "three-pot" is a conundrum, unless to save under-bonnet space. It was of about 6hp, with a 120 deg crankshaft.

The flat-twin-cylinder, or horizontally-opposed, engine is almost perfectly balanced and in the early 1920s was used by Jowett, Rover, ABC, Wolseley, Unit No 1, Kiddy, Coventry-Victor-engined Amazon,



MG Ex 181 with which Stirling Moss did over 245 mph and Phil Hill nearly 255 mph at Utah in 1957 and 1959 with a 1489 cc, Shorrocks-blown twin-cam MG engine giving 290 bhp at 7300 rpm and this engine in 1506 cc form respectively. John Thornley is third from the left.

Matchless, etc. The perhaps easier-to-cool narrow-angle vee-twin was for cyclecars, adopted from the two-wheeler world, where it had to be squeezed into motor-cycle frames, although GN (and Buckingham) had developed their own 90 deg vee-twin with heavier flywheel. Then the Austin 7 arrived in 1922 and encouraged the four-cylinder theme for little cars among British motorists, such cars already popular in Europe. In spite of arguments that, in those days of owner-maintenance, four valves took less time to grind-in than eight, and that twins were less delicate to strip and administer to than fours, the multi-cylinder small car soon ousted most of the flat or vee twins, the Jowett excepted.

The three-cylinder in-line power-unit was difficult to carburate and it suffered from primary and secondary couples, causing vibration, which may be why Austin did not proceed with their "Six-Three" engine (hp/number of pots). *The Autocar* had apparently tested it and found it "brisk and smooth," although I am not sure whether its identity was revealed. It was the 900cc four-cylinder Austin 8 which replaced the A7, and after the war Fiat replaced the four-cylinder Topolino

with the air-cooled vertical-twin 500. Citroën had preferred a flat-twin, but we have recently seen this go out of production, while Fiat's more difficult to balance vertical-twin lives on!

In the motorcycle world Scott had a big three-cylinder engine and in 1945 I was able to try the 1108cc version of this "three-potter" in a Morgan 4/4, which I drove to Harrogate to Rivers-Fletcher's Cockfosters Rally and back. But no more was heard of this 78 x 78mm in-line-three, which gave 40 bhp at 4000 rpm. DKW had their two-stroke 3/6 engines, of various sizes, developed from a 1940 prototype, which Saab copied in 1955, at first as the 748cc Model 93 which was in the 1960s up-rated up to the triple carburettor 850cc 60 bhp Monte Carlo version.

Otherwise, the "triple-pot" theme seems to be a lost cause, apart from its revival for their smaller cars by Japanese manufacturers like Daihatsu and Suzuki. (I was impressed with the 796cc Suzuki Alto FX which I tested in 1984). Now Ford and GM are experimenting with the two-stroke, three-cylinder OCP engines. Never mind! It has been an excuse to remind ourselves of some very impressive MG record-breaking. WB

## Early Auction

Motor auction sales began soon after the cars themselves had become desirable purchases but the beginning of the present spate and intensity can be attributed to Lord Montagu staging the first Christie's auction at Beaulieu. Consequently, it was interesting to discover that there was an auction sale at Brooklands in the first season of its existence. Stanley Sedgwick has drawn my attention to this sale, in an advertisement dated October 16, 1907. It was conducted by Hampton & Sons of Pall Mall, and took place on Saturday October 26th, and every car could be tried round the Motor Course free of charge beforehand.

The catalogue listed 21 cars, from a 90hp Mercedes, down to an 8/11hp Panhard phaeton. In between were such

delectable-sounding offers as an 80hp Napier racing car "ready for the Track", a 60/70hp Peugeot phaeton, a 50/60hp Peugeot, a 50hp Napier five-seater, three Napier 40s, a De Dietrich of the same horsepower, and a 28/36hp Daimler for which a hood was specified. The other makes were Siddeley, Charron, MMC, Minerva, Wolseley, Crossley, Mors, Argyll, Martini, 16/20 Sunbeam landaulette and Panhard, and the last to come under the hammer was a 60hp Napier chassis. Rather curiously, magneto ignition and four-speeds-and-reverse were quoted for most of the cars on offer, although they would have been almost universal for most of them. Another facet of Brooklands Track recalled! WB



**Williams — The business of Grand Prix racing**

by Alan Henry. 232pp. 9½in x 6in. Patrick Stephens Ltd, Sparkford, Yeovil, Somerset, BA22 7JJ. £15.99.

Among the many books which have appeared in comparatively recent times devoted to F1 racing, describing the races, the drivers, the teams, the personalities and how top-powers such as Honda and others operate, many of which I find rather dull and repetitive, this latest one by Alan Henry stands out as a masterpiece. It held my attention, unlike so many others, and with a Foreword by Nigel Mansell, OBE and due for publication the day after the British Grand Prix, with Williams-Renault again in the ascendent, it looks all-set for a considerable publishing success.

It is not a flamboyant book. The dustjacket is brighter than the book itself and there are no colour pictures, but nevertheless the photographs embellish the story admirably. There are plenty of quotes from those who matter on the Williams' scene, and Alan Henry knows what he is about, as the late Grand Prix correspondent of *Motoring News* and now for *The Guardian* and editor of *Autocourse*. He has not fumbled anything in setting out the remarkable career in motor racing of Frank Williams, the triumphs, the despair, the victories and the grief, even to a detailed description of the road accident in France which put Frank into a wheelchair — and however morbid, such information is irresistible to most of us. . . . But the true purpose of this remarkable book is to how Frank, with a one-track ambition, went from near poverty to the control of the Williams F1 team, and how such multi-million companies function day-by-day, race-by-race.

In his Prologue, Alan Henry makes a significant case, up to World Cup and Olympic Games level, for Grand Prix racing from the business and team-accomplishment angles, but his opening chapter about Frank Williams' early days, living on a shoestring with other young men who existed only for this exacting sport, might well be shown to any girlfriend, wife, aunt or even grandmother whom you want to ensure understands what the urge to motor race is about. . . . It is very much in the "Right Crowd" idiom and we discover how patriotic Frank was, believing implicitly that an Englishman was a cut above the rest, calling the Union Jack the Union Flag, in those carefree, fun-days when he shared a flat, and amateurish racing, with Piers Courage, Sheridan Thynne and other titled and/or monied young enthusiasts.

After which the story becomes more serious, about Patrick Head's engineering influence, with fascinating and informative accounts of how Williams Grand Prix Engineering looked at the then-current F1 cars, acquired a wind tunnel, evolved into carbonfibre construction, etc. There follows the entry of Honda and Renault power, Frank's deals with the Saudis, and the running of the successful Williams team as a business and how it chooses its drivers, Rosberg, Mansell and Piquet in particular. Because Alan Henry gives a fair smack of the "inside" happenings, is very outspoken about how Honda meanly broke their engine contract after Frank's crippling accident, and continues to use plenty of quotes from the top people in the organisation, this book is good entertainment, as well as an important contribution to motor racing history. The two appendices list all the race results by Williams' entered GP cars, from Piers Courage's debut with the ex-works Brabham BT26 at Brands Hatch in March 1969 to the 1, 2 finish of the Williams-Renault FW14s in Brazil this year, retirements included, and complete specifications tables of all the Williams F1 cars, through the Cosworth, Honda, Judd and Renault engine variations.

I enjoyed this book and Williams' followers will lap it up. It tells the story simply but comprehensively, even to the romances, the accidents, the set-backs, in what is essentially a technical discourse. Congratulations, Alan! His words fire one's enthusiasm for the tenacious, unlucky Frank Williams, who once advertised, rather optimistically, under a photo of a fast-cornering Brabham, "Who is Frank Williams? He sells Racing Cars And Guarantees Them!" One of the 53 pictures is of the gigantic Renault articulated transporters which carry the precious F1 cars about Europe from race to race; I like to think that those who run ordinary Renault cars are sometimes inspired by the magnitude and accomplishments of the Williams-Renault team. After reading Henry's latest book, they will be.

WB

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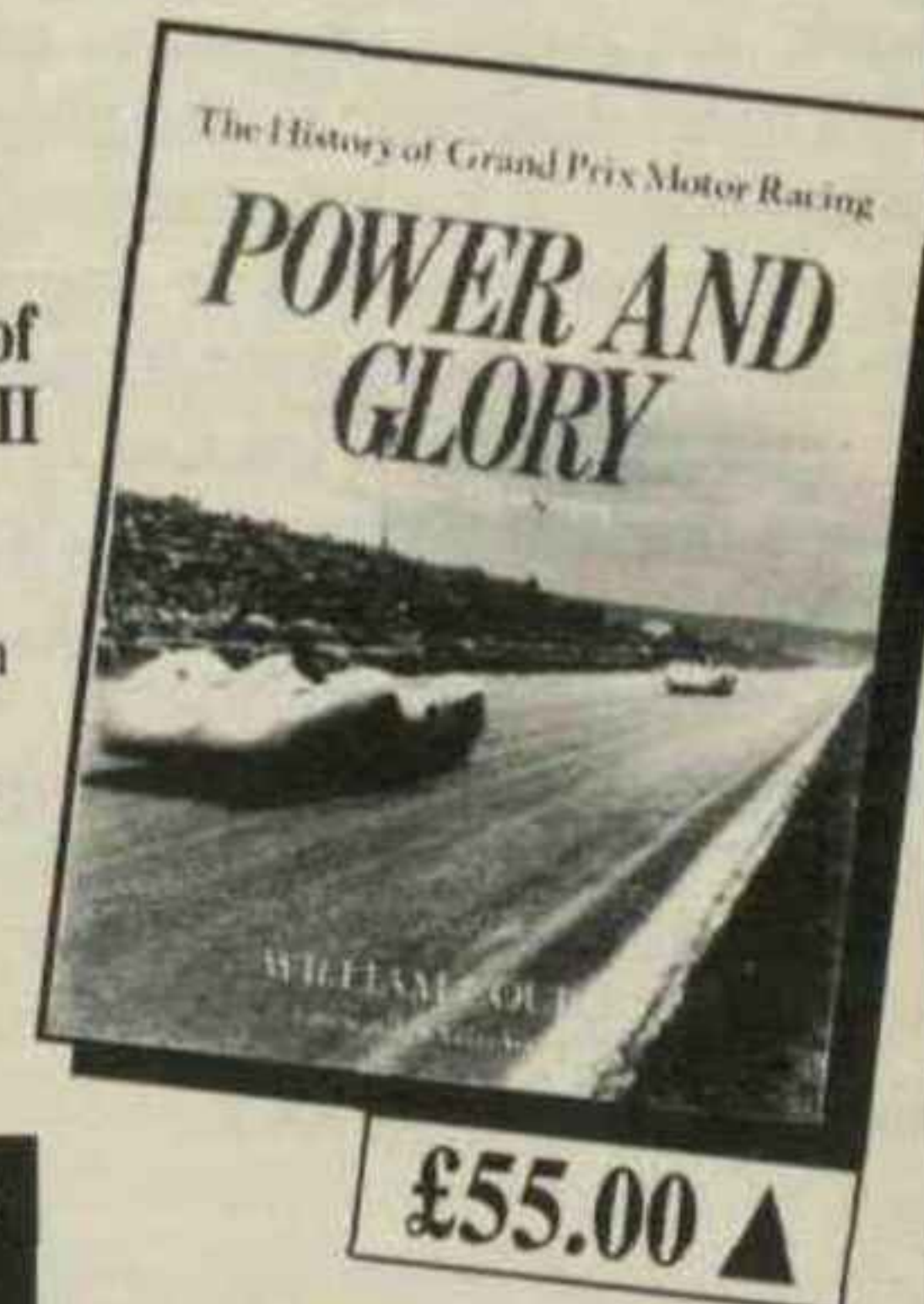
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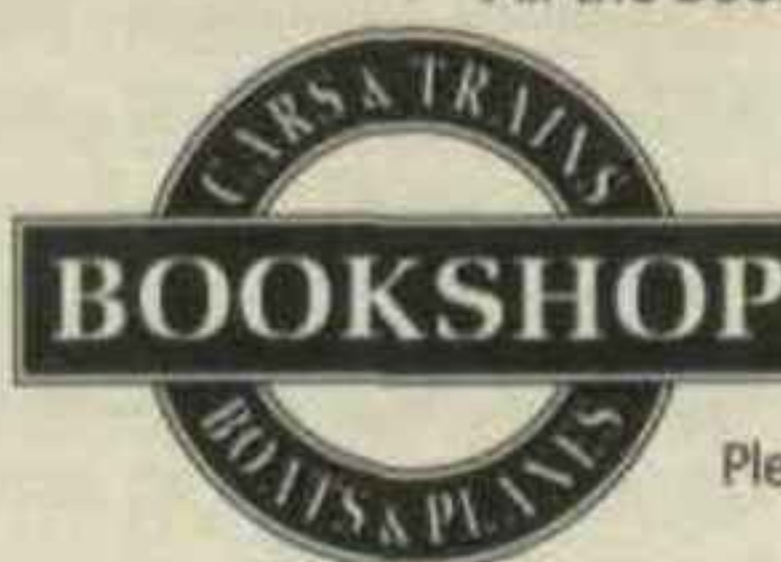
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## Olé, Toledo!

by Edouard Seidler, 135 pp. 9½ x 7¼in. Motor Racing Publications Ltd, Unit 6, The Pilton Estate, 46 Pitlake, Croydon, CR0 3RY £9.95.

Not all one-make histories are about cars from the distant past. This one, by the well-known journalist who interviews the leaders of the world's Motor Industry, tells how the Seat has flourished since 1948, when it was in partnership with the Spanish Government, how this has happened in spite of Fiat pulling out of the operation in 1980, and how after this a group of enterprising Spaniards engineered a great revival, so that with the help of Ital Design, Porsche and Karmann, the Seat Ibiza enabled the company to expand to its horizons of 2500 outlets in 31 countries six years after it had but 150 dealers, aided by Volkswagen alliance in 1986.

The book is about dramatic events, perhaps the most dramatic in the history of the post-war Motor Industry, and Seidler is the writer to know the inside story. He introduces the brand-new Seat Toledo, for which 133 mph is claimed for the 16-valve GT version. The soft-cover book, in fact, reads more like a manufacturer's blurb than an unbiased one-make history, which its sub-title *The Saga of Seat and the Car which is giving it a New Dimension* fosters. The print, though, is large, which may be a comfort to our older readers who have a vested interest in Seat affairs. WB

## Vauxhall — The Postwar Years

by Trevor Alder. 192 pp. 11 x 8¼in. GT Foulis & Co Ltd, Sparkford, Yeovil, Somerset, BA22 7JJ. £9.99

A complete history of the celebrated Lutonian cars has yet to be written; followers of Vauxhall have to be content with a rather truncated work by the manufacturers, the pictorial history by Michael Sedgwick (Beaulieu Books, 1981), with some more to be gleaned from Kenneth Ulyett's *Vauxhall Companion* (Stanley Paul, 1971). The official history runs from 1857 to 1946, so leaves an appreciable gap.

It is this gap which has now been ably filled by Trevor Alder's book about the post-war Vauxhalls. He admits that some of the information he would have wished to include has been lost in the mists of time. But I am impressed by the sound help he was able to enlist, making this book very complete, each chapter, for example, including a complete list of all models produced in the category covered.

The coverage runs from the Vauxhall Ten (which survived for a while into the postwar period, having created a niche for itself when it was first announced because a clever use of wide plug-gaps enabled a weak mixture to suffice, giving 40 mpg or better from this quite spacious car) to the latest 4WD Cavaliers. Indeed, the models included range from the Albany to the Wyvern, through such well-remembered

Vauxhalls as the Cadet, Carlton, Magnum, Velox, etc, while conversions are also covered, but not the Opel variants. The commercials in car-based form get their own chapter. To achieve all this Alder has drawn on the expertise of such as Mario and Edmund Lindsay, Lindon Lait, Martin Cooper, Miriam Carroll of the Vauxhall Press Office and the NMM library. So the work is notably complete, rare prototypes and all. The book also abounds in good pictures, some in colour, and I like the idea of using either period views, or club vehicles that are in standard form; there are many of those always welcome road scenes, some identified in the captions but others posing interesting puzzles as to where they were photographed — for instance, I would like to know where a train pulled by a steam tank-loco emerged into a road, close to a blind bend, a comparatively modern scene judging by the no-parking yellow lines. Other pictures prompt similar speculation.

The real purpose of the book, however, is to fill in comprehensively gaps in our knowledge of post-war Vauxhall cars and history, aided by Appendices about this history year-by-year, production figures, competition achievements, and the 15 specialist Vauxhall clubs — which reminds me that, although I have not had news of it for some considerable time, the pre-1957 VOC had a big following and recorded cars for sale at quite reasonable prices, as does the Singer OC Club. Such cars may not be everyone's idea of a good thing, but in Alder's book you can read about the Lotus-Carlton and Calibra, and the droop-snoot Firenze, remembered because that so-efficient Vauxhall Press Officer, Michael Marr, brought one to the MOTOR SPORT offices for me to try, just prior to his retirement. Unexpectedly, I liked this conscientious book. WB

Shire Publications Ltd, Cromwell House, Church Street, Princes Risborough, Bucks, HP17 9AJ have issued three new titles (Nos 263, 265 and 266) in their "Shire Albums" motoring history series. The first of these is *The Land Speed Record* by David Tremayne, the expert on this subject. It is a fine concise coverage, as far as 32 pages can cover such a long and complicated happening, running from 1898 to the jet-age and beyond. The criticisms I have, however, are that David might have used more appropriate photographs of the Malcolm Campbell 350hp V12 Sunbeam and the 4-litre V12 Sunbeam with which Segrave later raised the record. For the former he has used a picture of the car in its revised National Motor Museum guise, saved admittedly after many vicissitudes, but over-cowled, and over-tired, and for the picture of the car which took the LSR to a slightly higher speed at Southport in 1925 he has made do with a shot of it in much later, Railton-redesigned form after it had been rebuilt for Sir Malcolm, and with fairings behind the wheels that were never used in anger, surely? I note that Tremayne

claims that the photograph I was lucky to get of "Babs" going temporarily on fire at Silverstone, on the first day I had used a new Canon Sureshot camera, is his own! Moreover, he says it is Wyn Owen who is coping with the carburettor fire. Wrong! It was Roger Collings.

The next little work in the series is *Motor-car Mascots and Badges* by Peter W Card. This is a useful study for those not equipped with the more profound coverage of both subjects. It is going to be interesting to collectors and historians and with well over 103 clear illustrations of badges and mascots in the 32 pages and more on the colour front cover, the value of these "Shire Albums" is well portrayed.

Card has divided his book into chapters on manufacturers' approved mascots (with an attempt to give the sizes, dates and the applicable Rolls-Royce cars on which the various versions of the famous Sykes "Spirit of Ecstasy" was used), accessory mascots, ie those by proprietary makers, comic, artistic and sexy, glass mascots, including those of Lalique, and Club Badges, with a short finale on radiator badges and notes for collectors, with the various Bentley badges sorted out pictorially. I have nothing serious to criticise, except that the BARC badges, now so much sought-after, were (in full members' size) lapel, not wrist, badges (the cords supplied with them presumably caused confusion) and when the author says that these BARC badges of the war years and later are the most rarely found today, it should have been made clear that only one fullscale war-time badge was issued, that for 1915, with a poor substitute in 1916. Then the BARC car-badge is said to have been used "in the 1920s and 1930s", but in fact it was not introduced until 1931 and Goldie Gardner's name is given as "Gardiner" in one caption. Otherwise, an attractive little book; incidentally, the MG Tigress mascot has been chosen as the Frontispiece illustration.

The third in this popular series is *Motoring Specials* by Ian Dussek, who has bravely compacted this difficult subject into the prescribed 32 8¼ x 5¾in pages. "Regulars" will have seen most of the pictures previously, but all are very clear and appropriate, and 50, including two drawings, plus a colour front cover of "Bloody Mary", cannot be bad value for £1.95, the price of all three of these booklets. Dussek's text is crisp, his subjects running from Jappic to Higham Special, ie from 350 to 27,000cc. Trials specials, Allard, Batten etc, and A7s are there and a rare photograph is that of a very young John Bolster at Shelsley Walsh studying what I think is HP Prestwich's Akela-GN Special, circa 1932/33. Good fun all three, and excellent value. These Shire motoring titles run from *Aston Martin and Austerity Motoring* to my *Vintage Motor Cars* and *The VW Beetle*. WB.

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

## Connaught B Series

Sir,  
May I make one or two comments on that most interesting article (*The First to Succeed*, MOTOR SPORT) concerning the B Type Connaught.

Factory claims of 240 bhp, even on alcohol fuels, out of the Alta 4-cylinder engine should surely be taken with a large pinch of salt. Geoffrey Richardson, who is mentioned and who in fact bought B5, never achieved more than 209 genuine horses on his brake. In beating the works Maseratis by nearly a minute at Syracuse, Tony Brooks was probably giving away at least 30 bhp which emphasises the good road holding the car possessed.

I do not think Ken Flint ever did much with his car, but Geoffrey Richardson had a fair amount of success with his as a private entrant. He was never headed by any other Connaught after the factory withdrawal from racing. He ought to have had an entry in the Grand Prix in preference to the two Ecclestone cars, neither of which came anywhere near Geoffrey's lap times in practice or the race.

In other hands B5 was involved in a nasty accident at a vintage Oulton Park meeting in the mid Sixties and more recently it was displayed in the National Motor Museum for a while.

Paul H Shaw  
Stourport on Severn, Worcs

Sir,  
The article *First to Succeed* is very interesting, and I particularly enjoyed the illustrations of the streamlined car. I should point out that we designed the aerodynamic body without the aid of a wind tunnel. Our wind tunnel at Connaught Engineering was built long after we designed the B series, and its purpose was to enable us to investigate ground effect; the tunnel was to have a "rolling road" to assist us in this work. As far as I know the wind tunnel was never used. The first time we ran it there were complaints about the noise from the houses behind us.

In designing the streamlined Connaught B series, I had formulae to calculate the NACA intakes, the radiator air intake and the fin area. Everything else was done by eye and hand waving. A wind tunnel model was made and put in the tunnel at Kingston Tech, at about the same time that we were testing B1 at Silverstone. The wind tunnel results matched the observations made on the track, and the only change to the car was to cut one inch off the windscreen to enable the driver to breathe at speed.

All Connaught A and B series cars were fitted with Wilson epicyclic pre-selector gearboxes as originally designed for the

ERA, and they do not have clutches. ("McAlpine retired the works streamliner when its clutch went on lap 31," from page 685). Connaughts had all sorts of reasons for retiring from many races, but never did they have clutch trouble!

CE Johnson,  
Woking, Surrey

## "No Substitute for Litres"

Sir,  
I am always delighted to see anything about the 200 hp V8 Darracq in print. As Bill Boddy pointed out in his article, this engine is in my possession. There are, however, many myths written about it.

When I first began to search for information about the car, so that I might reconstruct it exactly as it was, I soon realised that virtually everything written about the car in its time was incorrect. Sir Algernon Lee Guinness, who owned the car from July 1906, furthered the confusion by saying: "I don't know why you all call it the 200, as it only has two 80hp engines." I can only assume that this was to confuse his opponents. I found, in fact that the 200 has the later style of larger cylinder block of 170 x 140. This I calculate out at 25432 cc. It is, incidentally, a very efficient design for its time. The majority of Edwardian cars are long stroke but not the 200, and thus it has less friction. It also has semi-hemispherical combustion chambers, massive valves taking the full width across the head, virtually down-draught carburation and higher compression ratio than most of a similar age. I drew a graph, computing all factors on known information, and came up with the figure of 235 bhp at 1500 rpm.

On its first time out, in December 1905, two days after its completion, the 200 only added two miles an hour to the speed which had been achieved by the 100hp Darracq. The 200 did become progressively faster as things like ignition, carburation etc were "sorted out".

I believe that Kenelm Lee Guinness first began by making plugs for the 200, as it was one of the first engines that had a high tension magneto and consequently plug mis-firing.

I would like to point out that when Sir Algernon Lee Guinness equalled the Stanley Steamer record at Saltburn in July 1909 he did not apply for official recognition in the necessary seven days. This, I feel, was because the 200 had not actually beaten the Stanley Steamer, but only equalled it. Sir Algernon, however, was awarded the British and European record.

I have always understood that the Fiat "Mephistopheles" began with 38 litres, but immediately blew up! Not really surprising. I believe that the 200 Darracq is the largest strictly car engine in existence and it is BIG by any standard and quite impressive in every way. You might be interested to know that the moving parts of the engine, including the flywheel, weigh a total of 371 lbs. The water header-tank is in brass and the rear combined oil/petrol tank is in copper. The re-building of the 200 engine has been

slow, but I naturally want to ensure that it is 100% correct. There is so much history attached to the car.

Gerald D Firkins  
Harrow, Middlesex

## Alvis Advice

Sir,  
I see in your VSCC Silverstone report that my old single-seater Alvis has been converted to Monza Alfa lookalike. I fear this is not so — the single-seater is still in America as far as I know and unaltered.

Mr Jamieson's car is almost certainly the Alvis-Riley that I built for Richard Loveday many years ago! It had a 4.3-litre Alvis engine, a Riley 12 chassis, Alvis Firefly front axle, Alvis 12/70 rear axle and a Silver Crest gearbox. As allowed by the VSCC it had post-war Alvis hydraulic brakes. The Riley chassis was much lighter than any Alvis chassis so the car was quite a nimble device. Richard had a monumental accident with it in some Continental race and I have a recollection that David Duffy used it to good effect while he owned it. Glad to see that it is still going well — but it isn't the single-seater!

BH Clinkard, Lt Cdr (Ret'd),  
Assington, Colchester

## Unnecessary Dangers

Sir,  
With reference to your report on the Patrick Lindsay Pre-War Scratch Race at the VSCC Silverstone meeting (June 1991), specifically the penalty of 10 seconds and the start from the back of the grid applied to Messrs Hannen and Lindsay, if disqualification had been applied as suggested, the race would have been equally spoilt. As reported, the race proved very interesting due to the progress through the field by Hannen. It would appear that had he started from the front row the race would have been somewhat processionary as he would have won with a clear margin.

The main purpose of my letter, however, is to comment on the need for penalties. The report mentions failure to observe a flag signal in practice, but does not elaborate. A likely reason was that the drivers were guilty of ignoring a yellow flag signal. If so, this rightly should be regarded as a serious matter as there has been concern for some time that drivers have not paid sufficient notice to such danger signals. It is of particular concern to those who act as volunteer marshals and have to rely on the protection of yellow flags when dealing with an incident on the track itself during practice or a race. As such I do not regard the penalty excessive as it still allows the driver to race and the spectators to see him in action, but it should deter him from trying to obtain an advantage whilst putting marshals at unnecessary risk.

M Pritchard  
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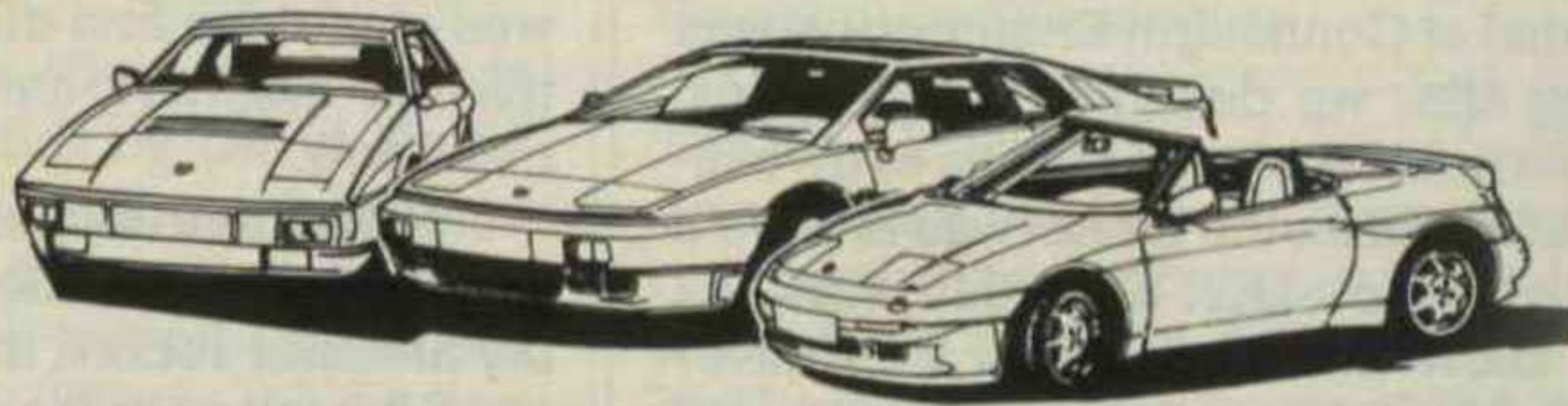
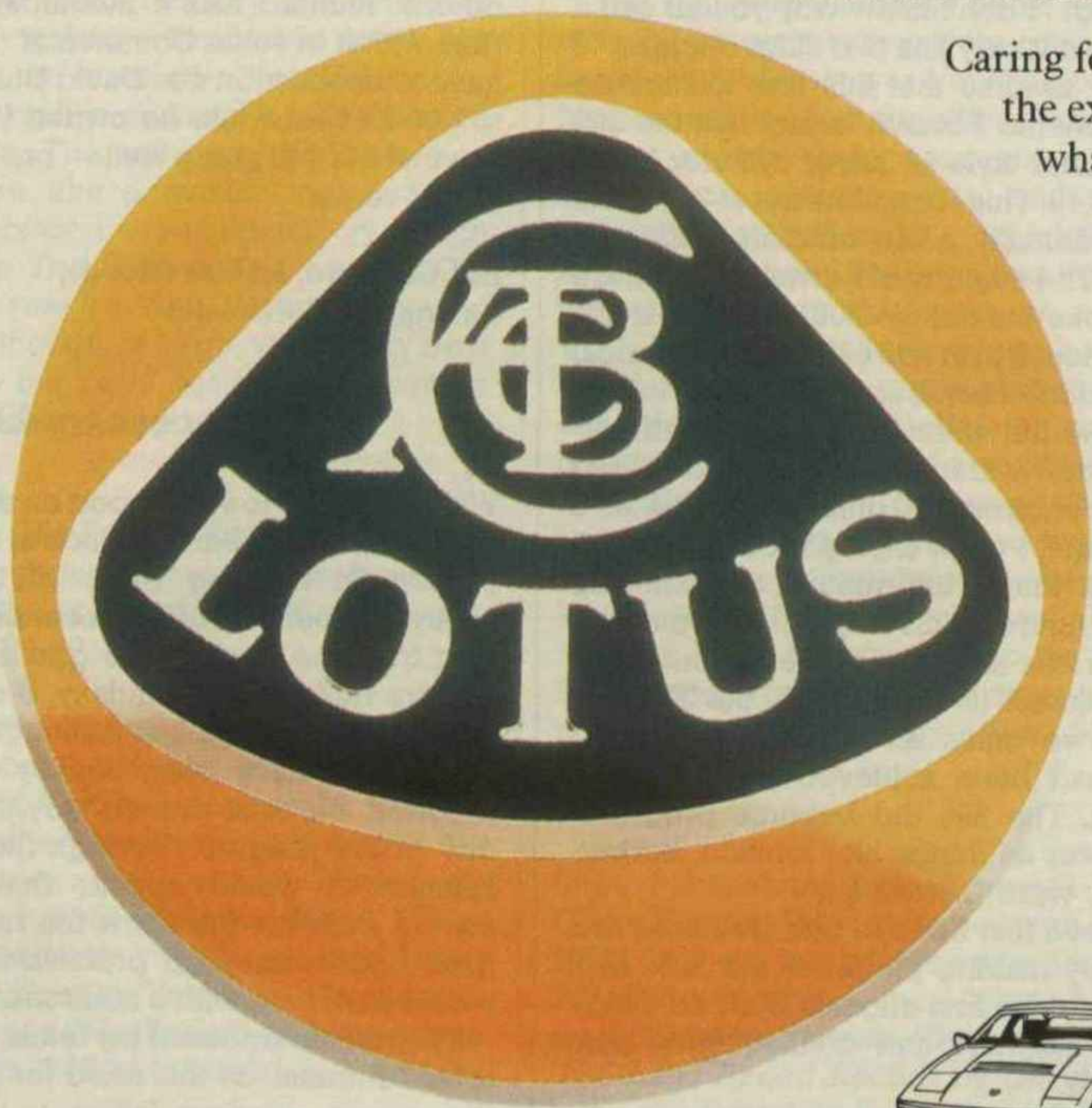
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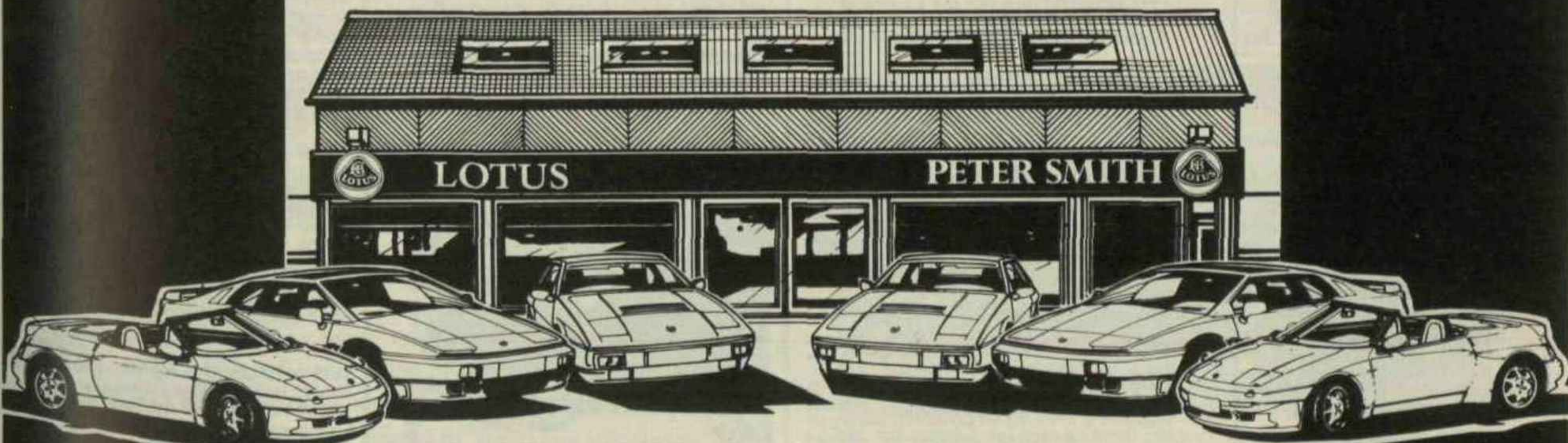
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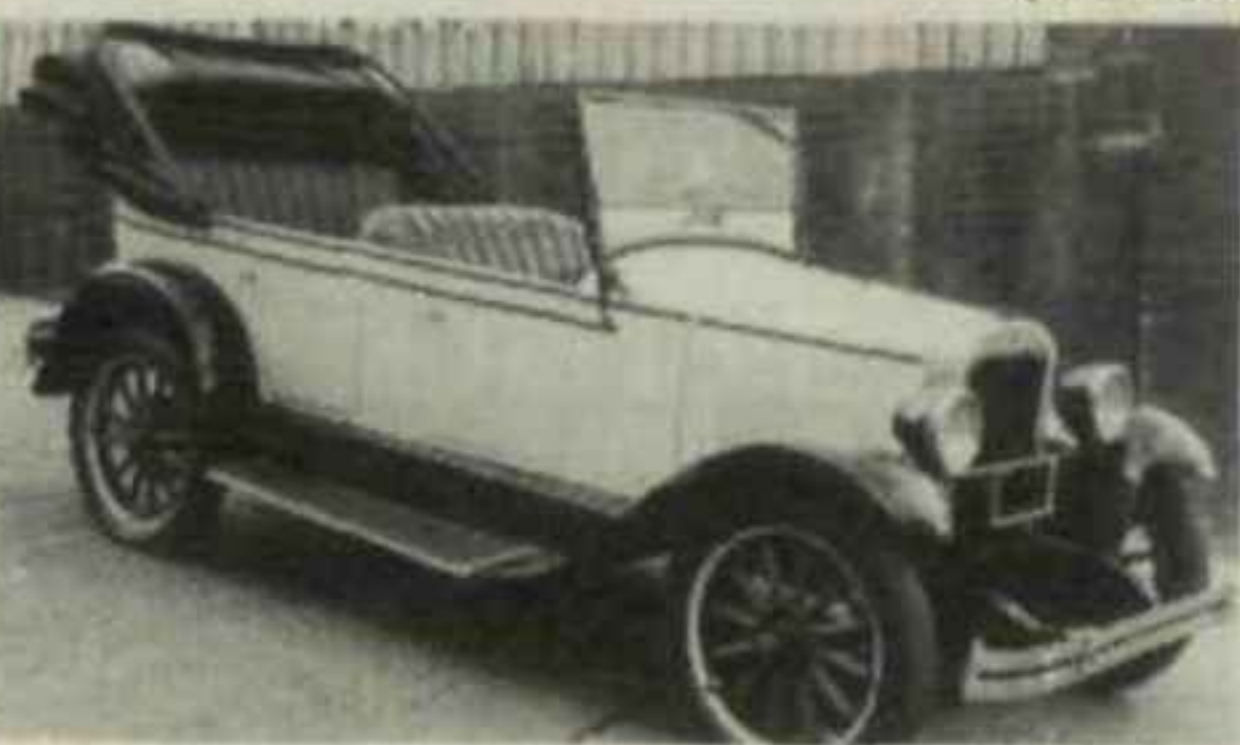


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**1927 CHEVROLET CAPITAL** Phaeton Open Tourer, fully restored, very beautiful, left hand drive, £12,950. 071-485 1015 (Trade).

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**TRIUMPH STAG**, P reg., automatic, original yellow. Hard/soft tops recently undergone major expenditure on coachwork and mechanics, £6,950 p/exchange either way. Tel: 081 529 2158. (PF)

### FOR SALE — continued

**VOLVO 1800ES, 1972**. Manual/overdrive, dark blue, tan leather interior, 22,000 miles since complete refurbishment. Excellent example of rare car, must sell, emigrating, £4,995. (970197)



**MERCEDES BENZ 300 Adenauer Limousine**, 1958, black, magnolia interior, fully restored, left hand drive, rare and interesting, £19,000. 071-485 1015 (Trade).

**NAYLOR TF**, 17,000 miles, medium red with black leather and hood, every conceivable extra, mint, £11,995. Tel: 081 950 1245. (970202)

**MERCEDES BENZ 280SL**, manual, 1983, Signal red, red hard top, take type alloy wheels, 31,000 miles, immaculate condition, £17,950. Tel: 034 282 2274. (T) (221085)

**ALFA ROMEO 2000 SPIDER VELOCE**, 1984, LHD, red with tan leather, 39,000 miles, with many extras, including stainless exhaust, superb condition, £6,500 ono. Tel: (0932) 786819 office or 853085 home. (PF)

**MGA ROADSTER 1957**, wire wheels, LHD, sound condition, excellent driver, full MOT, £6,750. Tel: 081 529 2158. (T) (PF)

**MG MIDGET 1980**, Special anniversary edition. Black with tan trim, many extras, waxoyl protection, absolutely superb condition, £4,500 ono. Tel: (0932) 786819 (office) or 853085 home. (PF)

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**AUSTIN HEALEY 3000 MKIII 1966 Phase II** wire wheels, sound bodywork, requires cosmetic restoration, LHD, £11,500. Tel: 081 529 2158. (T) (221085)

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**ALFA ROMEO MONTREAL**, 1976, as new condition, only 22,000km from new, LHD, 2.5 litre, 195bhp, red, stored in warm garage. Viewing can be arranged. Price £21,000 o.n.o. Telephone 0642 311956. (970104)

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**FOR SALE — continued**

**FERRARI 328 GTS.** November 88, red, black trim, LHD, 6,000 miles, 1 owner, FSH, as new, summer use only, FOC member, £45,950 private sale. Tel: 081 300 0602 after 30th July.



**PANTHER KALLISTA 1.6.** A reg., 40,000 miles, cream, elm panelled interior, Blaupunkt system, many extras, FSH, impeccably maintained, very reluctant sale, £6,950 o.n.o. Telephone 0483 236958 evenings. (09521)

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**FOR SALE — continued**



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**AUDI QUATTRO TURBO 1986.** Tornado red, black hide, 48,000 miles, FSH, main dealer every 5,000 miles, owned from new, immaculate, £10,000 ono. Tel: (0732) 61008. (CC1292)

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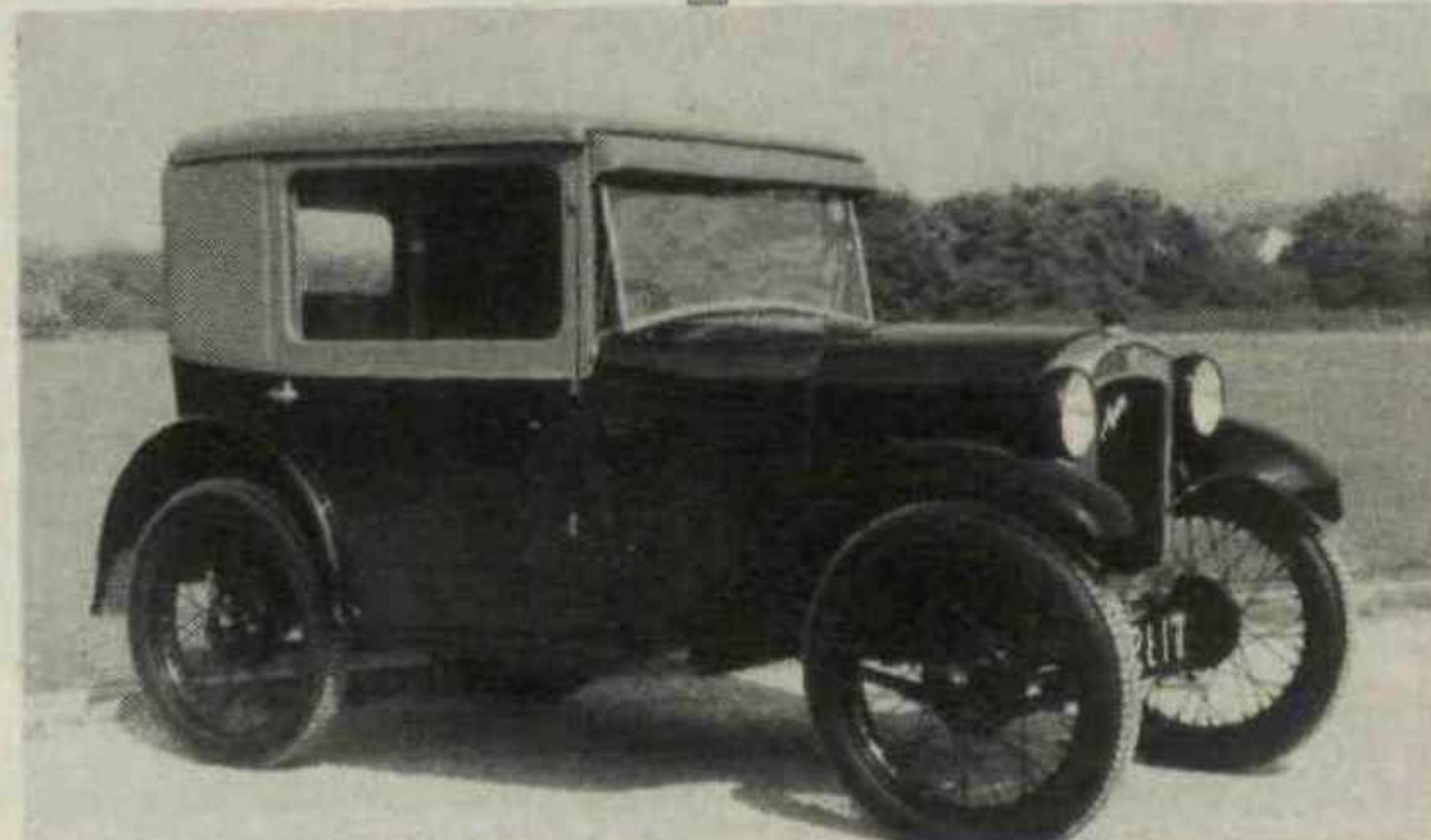
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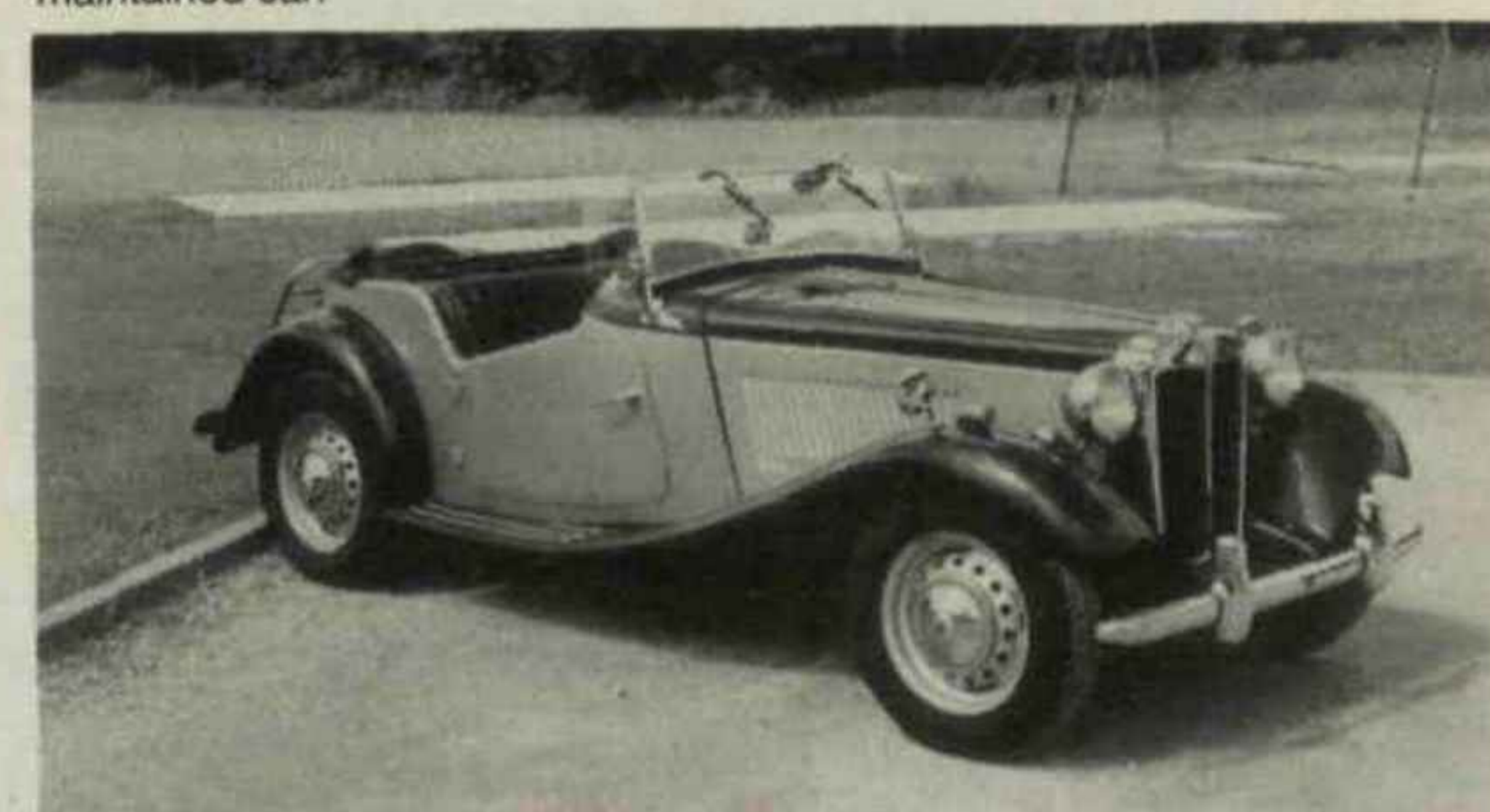
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**LEA FRANCES 12/40 P-Type 4-seat Tourer,** 1928, part dismantled and none original body, complete except instruments, £5,000. Telephone 0449 721872. (CC)

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**COBRA REPLICA,** Ford 302 engine, top loader gearbox, LSD, hood, tonneau, low mileage, period plate, excellent condition, £16,500 o.n.o. Telephone 021-360 1267. (CC010982)

**ALFA ROMEO MONTREAL,** 1972, Rosso, V8, restored, MoT, new leather, £13,000. Telephone (0332) 863827 (home), 372311 (office). (CC095411)

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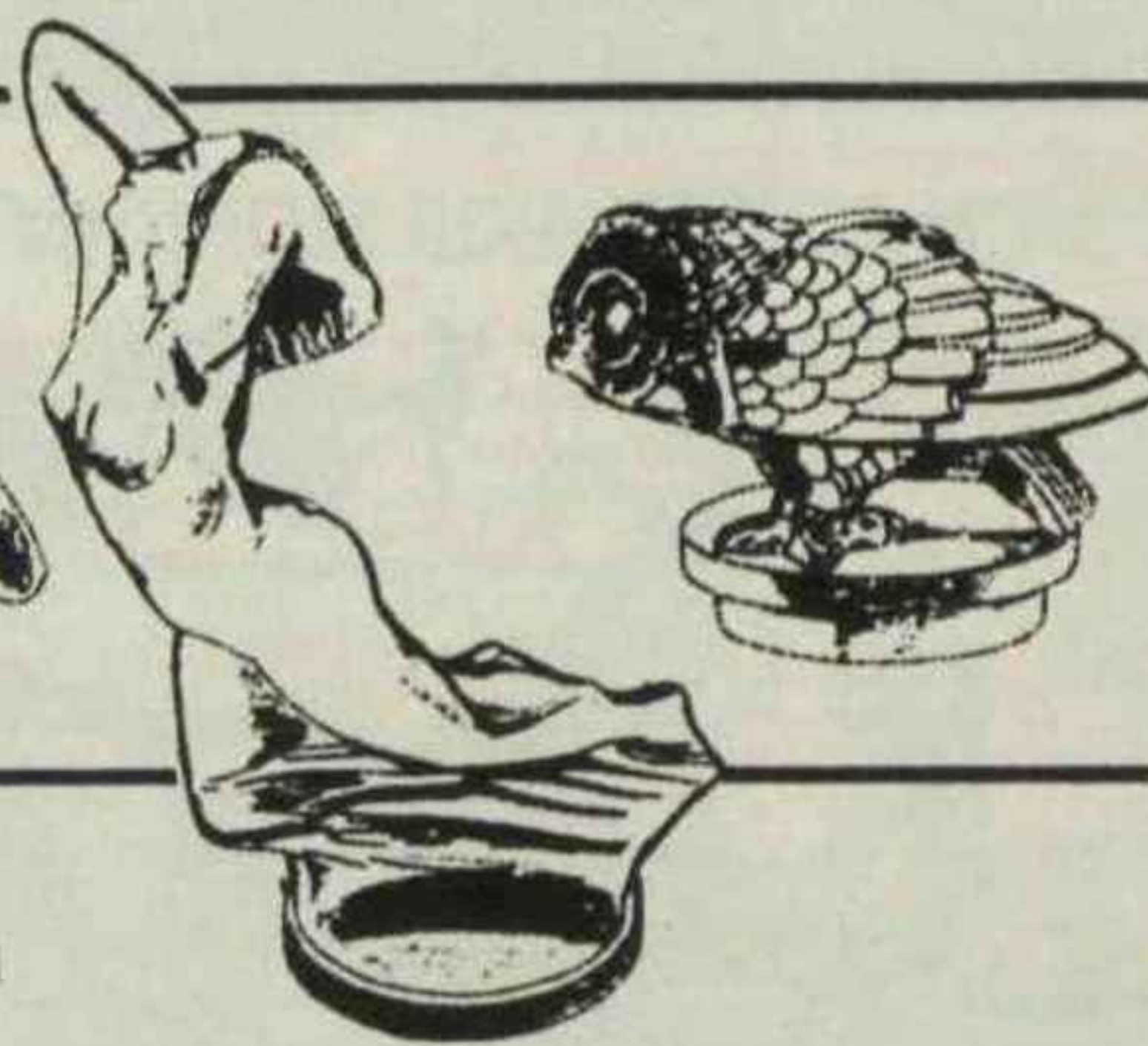
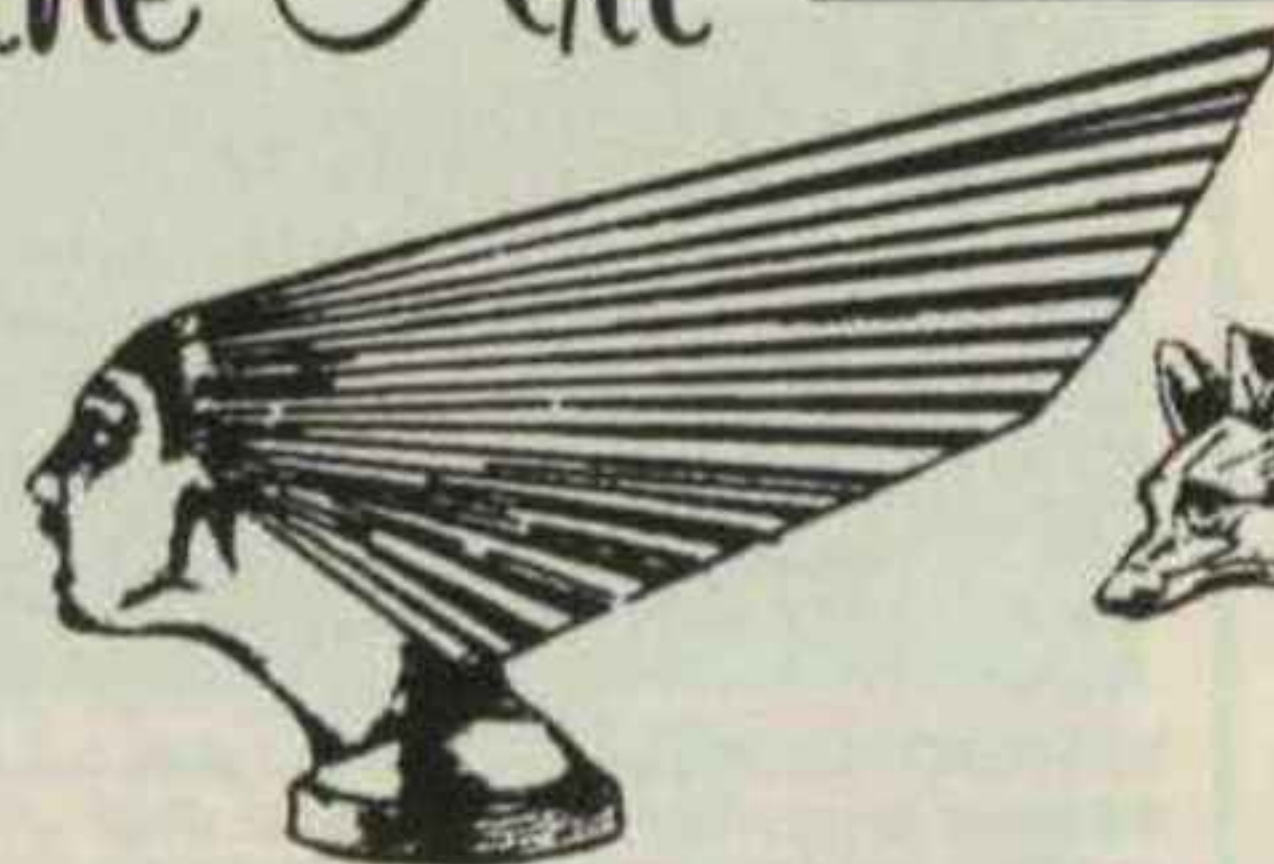
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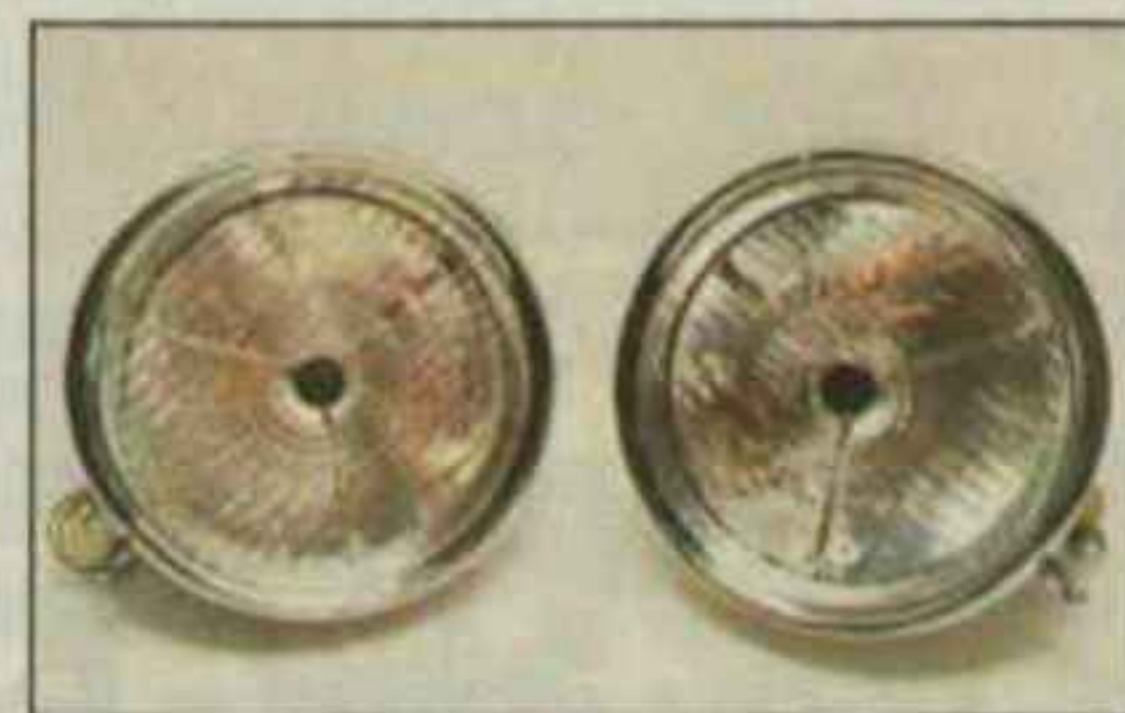
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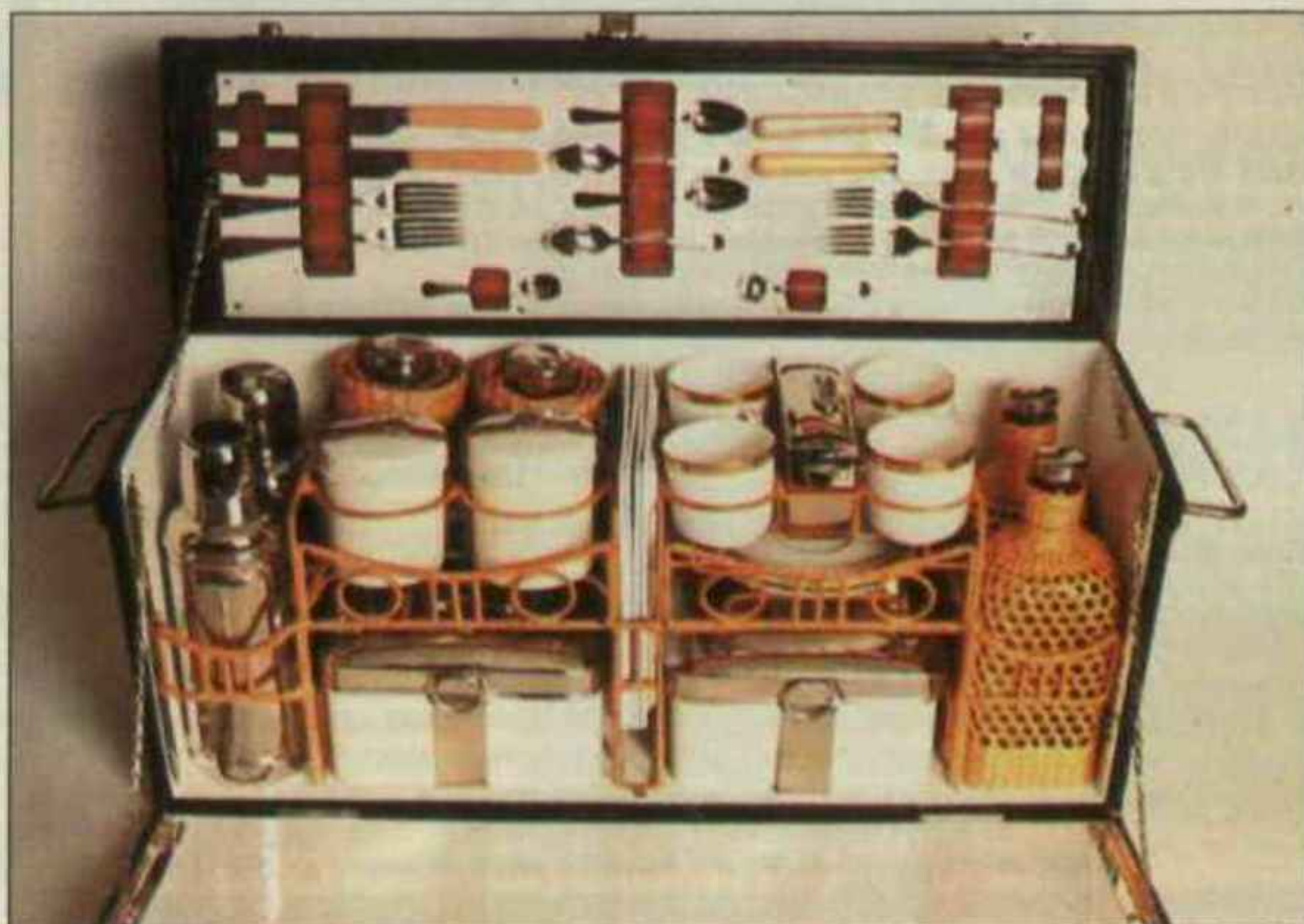


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- FERRARI BB 365. 1975, one of only 47 RHD models made
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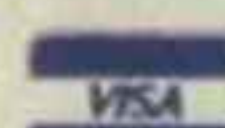
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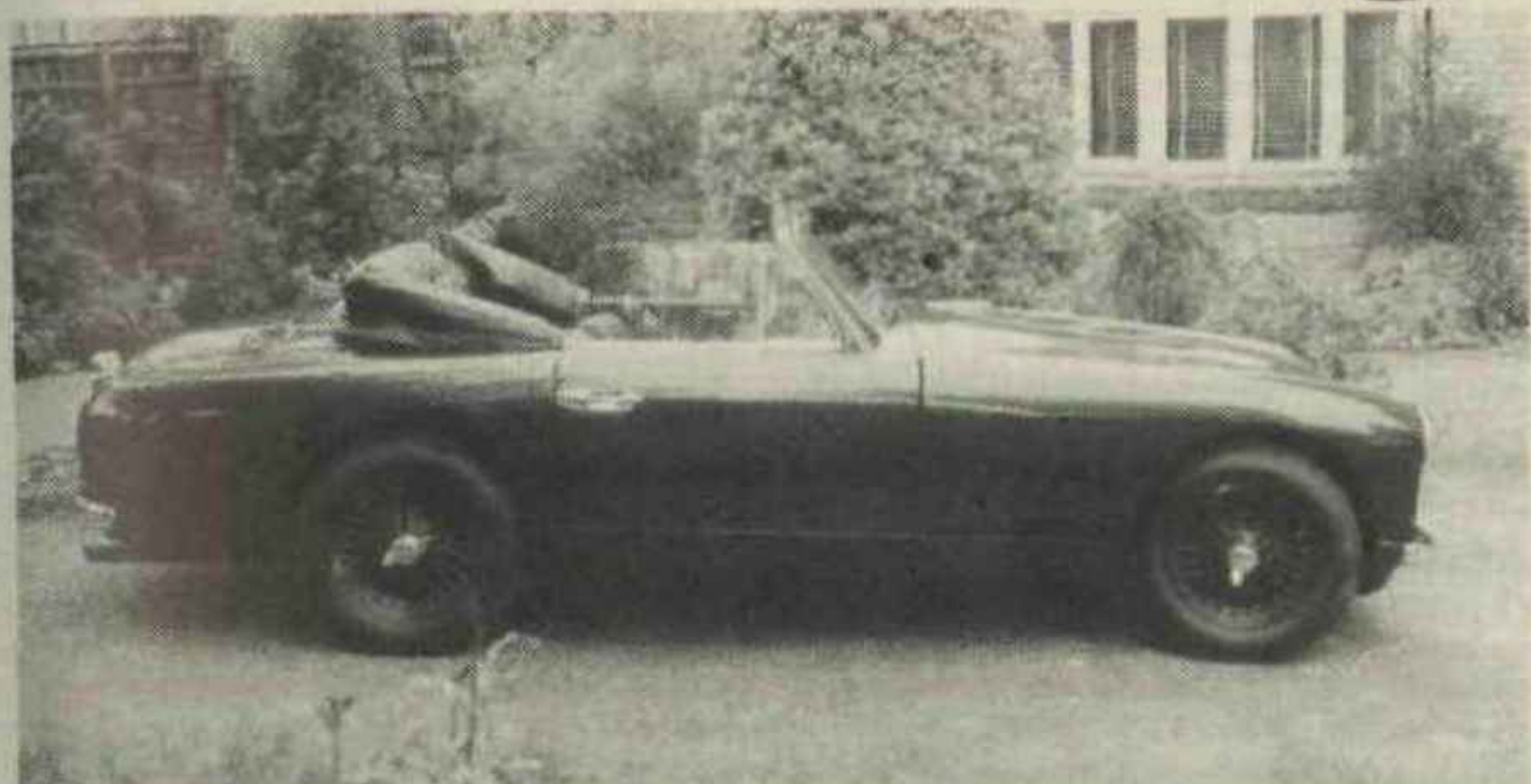
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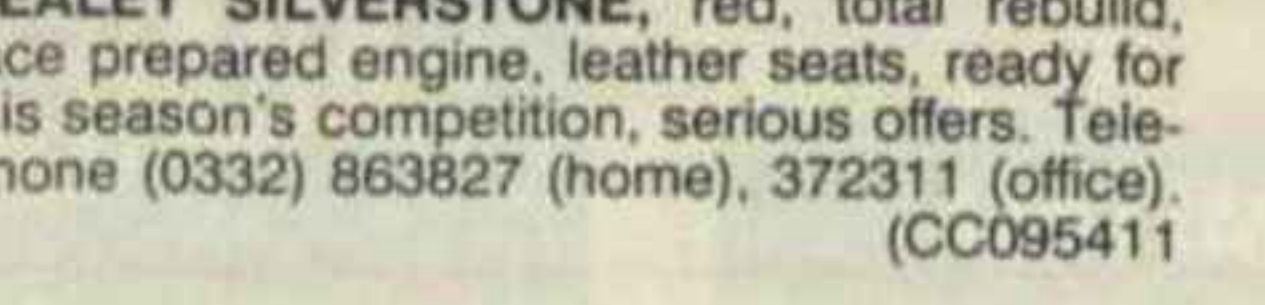
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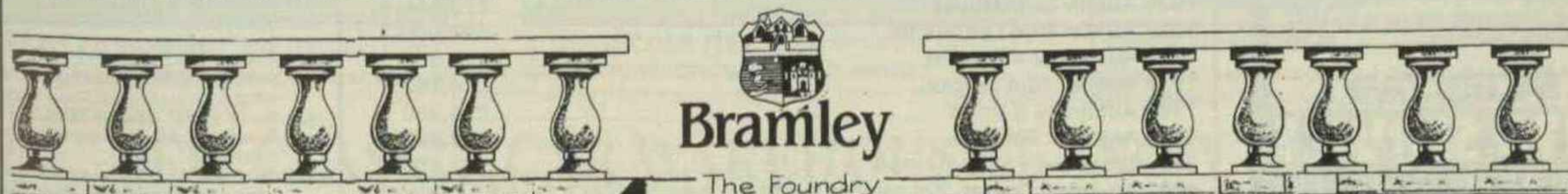
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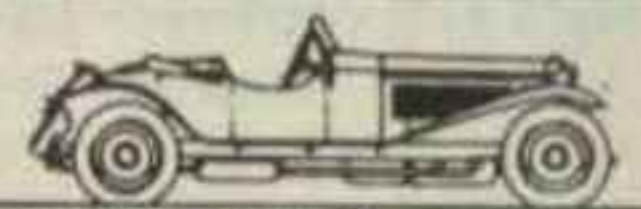
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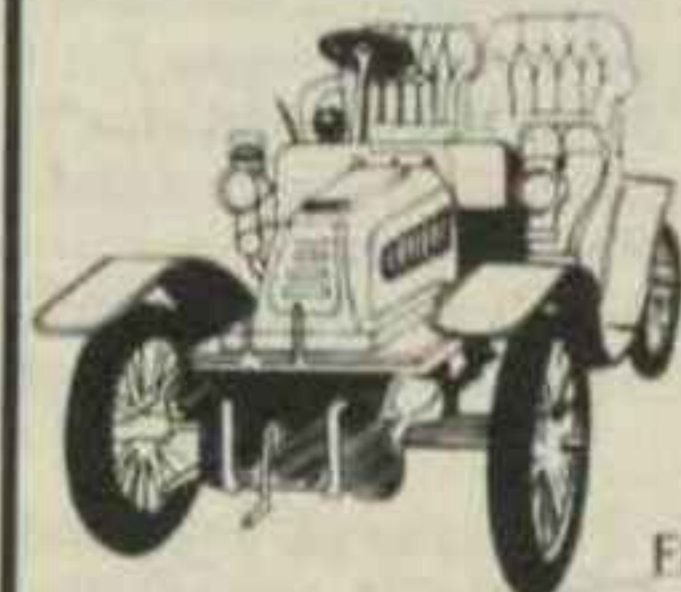
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 Aston Martin V8 Volante 1979. LHD, red/tan  
 Aston Martin Lagonda 1980 Met. Blue  
 Aston Martin V8 Lagonda 1974. One of seven made  
 Aston Martin V8 Volante 1980, auto, blue, BBS alloys  
 Aston Martin V8 1977 'S' Auto. 62,000 mls., black  
 Auburn Straight Eight Boat Tail Speedster 1932  
 Bentley S1 Continental Convertible by Park Ward, 1958.  
 Bentley Mulsanne Turbo LHD, 1985, black/burgundy  
 Bentley 'R' Type 1955, the famous Rob Gooda race car  
 Bentley T II '79 model, FSH, Morland over pewter  
 Bentley S1 Continental James Young, 1 of 3 made  
 Bentley S3 Saloon. Acrylic white/grey hide  
 Cadillac V8 Roadster 1931, 24ct gold, unique  
 Cadillac Eldorado Convertible 1976, Triple white

Ferrari 512 BB 1981, 22,000 mls Rosso red  
 Facel Vega Hk500 Coupe 1960, Steel blue. Magnificent  
 Gulfstream 32' Turbo Diesel Motorhome, 1989, every extra  
 Jaguar E-Type Roadster V12 1973, Manual, Primrose  
 Jaguar XK 150 150 Roadster Cumulus grey  
 Lamborghini Countach 1988, white rear wing  
 Lamborghini Countach 'G' Reg. 25th Ann. 3,000 mls. Red  
 Land Rover Profile, LHD, 11,000 kms, 1987, Pearlescent  
 Land Rover Coyote 1989, LWB, by Vintagefield. Unique!  
 Maserati Ghibli 1969, 4.9 SS Coupé, LHD  
 Maserati Ghibli 4.9 SS Manual, 1971, red/black. Beauty!  
 Maserati Khamsin 'P' reg., Auto, ice blue with natural hide  
 Maserati Merak SS 1979, ruby red metallic, tan hide  
 Mercedes 600 Saloon 1965, black. Stunning example!  
 Mercedes Benz 600 6-Door State Landaulette 1974, LHD,  
 15,000kms, finest available. Show winner  
 Mercedes 500K Replica by Heritage, 3,000 miles, black  
 Mercedes 500SL 1984, air con, leather, rear seat

Mercedes 190SL 1960, black. Stunning, LHD  
 Panther De Ville V12. Cinnamon/spice, 12,000 mls, air  
 Porsche 356 Super 90 Cabriolet. 1960, Ice blue metallic  
 Proteus 'D' Type 3.8 Longnose. All alloy. The best!!!  
 Rolls Royce Camargue 1982, black, black hide piped red, FSH  
 Rolls Royce Cloud I Convertible by H.J. Mulliner  
 Rolls Royce Corniche FHC 1975, FSH, Bailey Handling  
 Rolls Royce Phantom V James Young. LHD, unique  
 Rolls Royce Phantom VI Y reg., black, low mileage  
 Rolls Royce Silver Shadow LHD 1976 black/black  
 Rolls Royce Phantom I 1929, Sedanca by Hooper  
 Rolls Royce Silver Cloud I Chapron coachwork  
 Rolls Royce Silver Cloud II LWB, by James Young, SCT 100  
 Rolls Royce Silver Dawn LHD, 1954, auto, Masons black  
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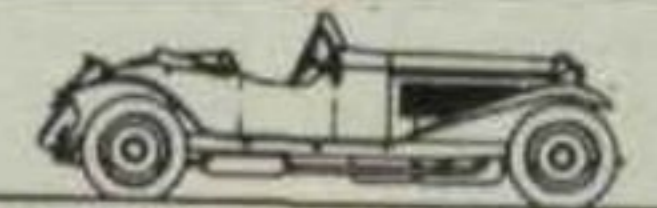
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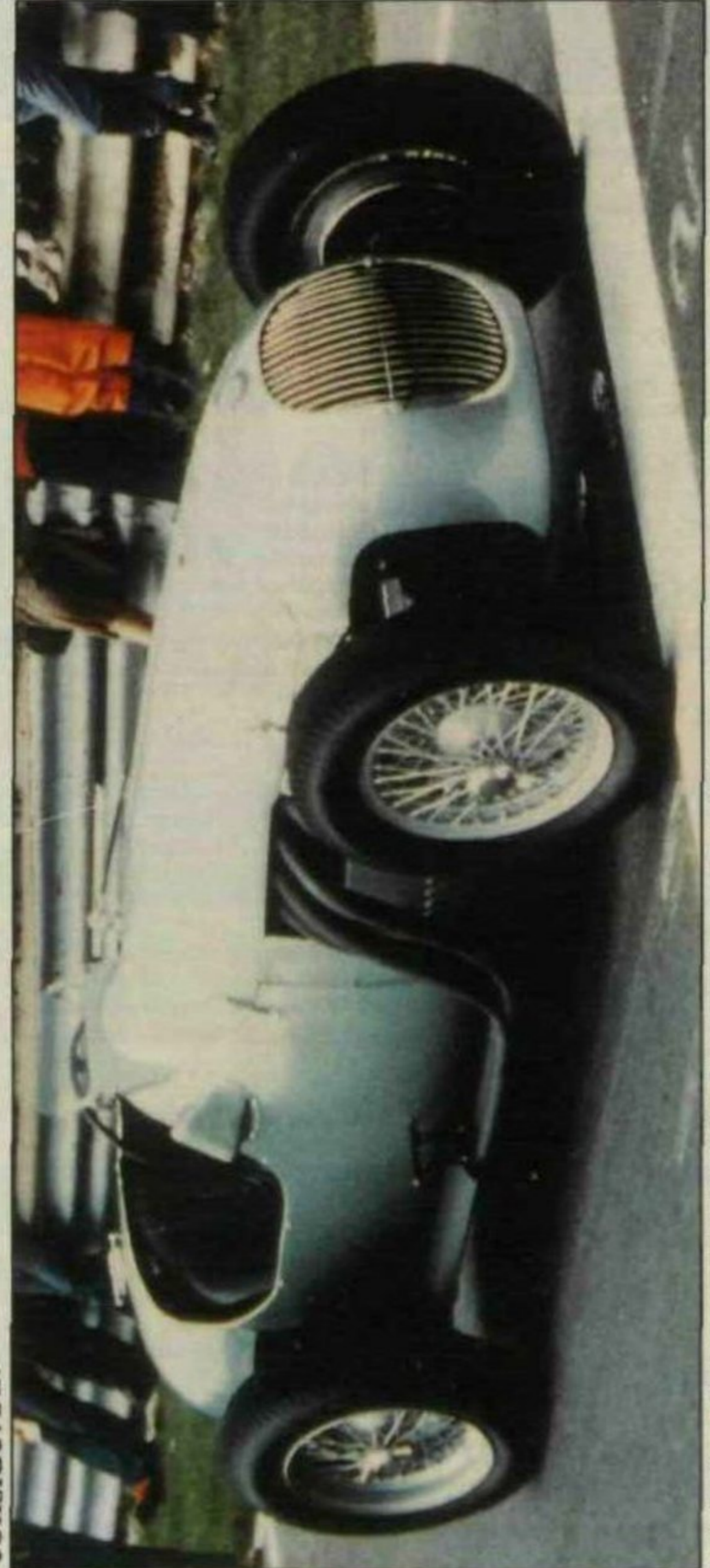
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 1989 PORSCHE 911 CARRERA SPORT COUPE. Black, 19,000 miles.  
 1989 PORSCHE 911 SPORT CABRIOLET. Blue, 21,000 miles.  
 1988 (SERIES) PORSCHE 911 SSE CABRIOLET. Red, 26,000 miles.  
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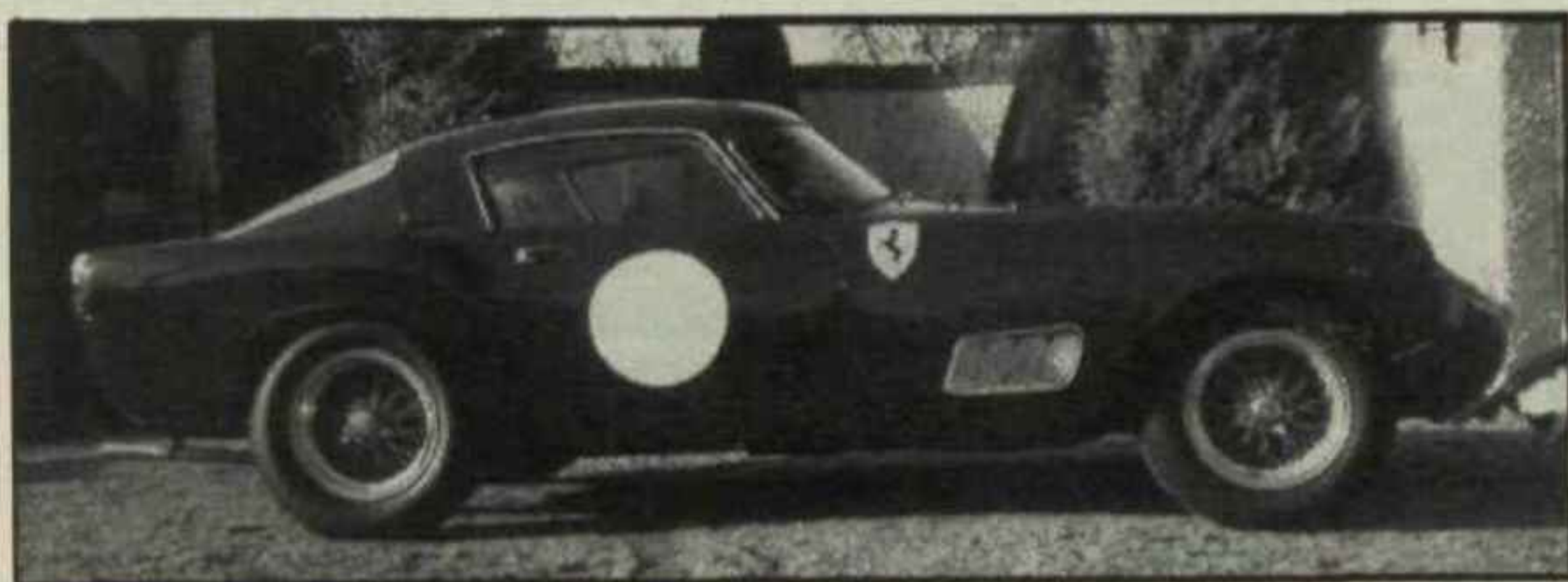
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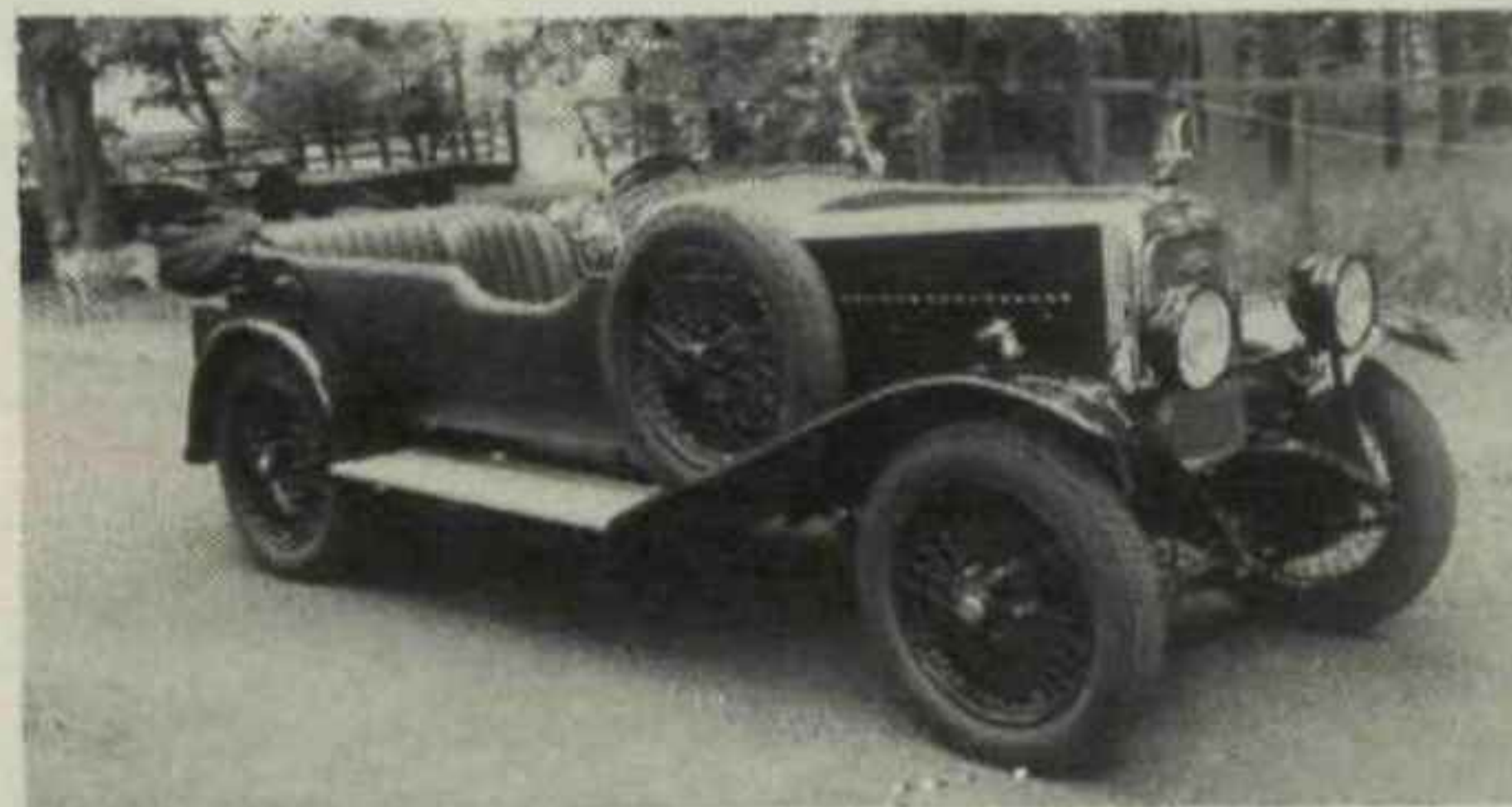
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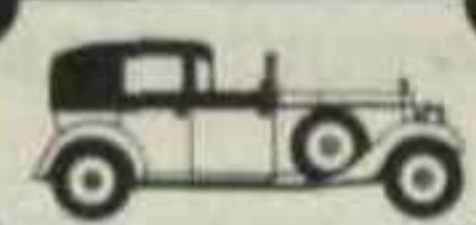
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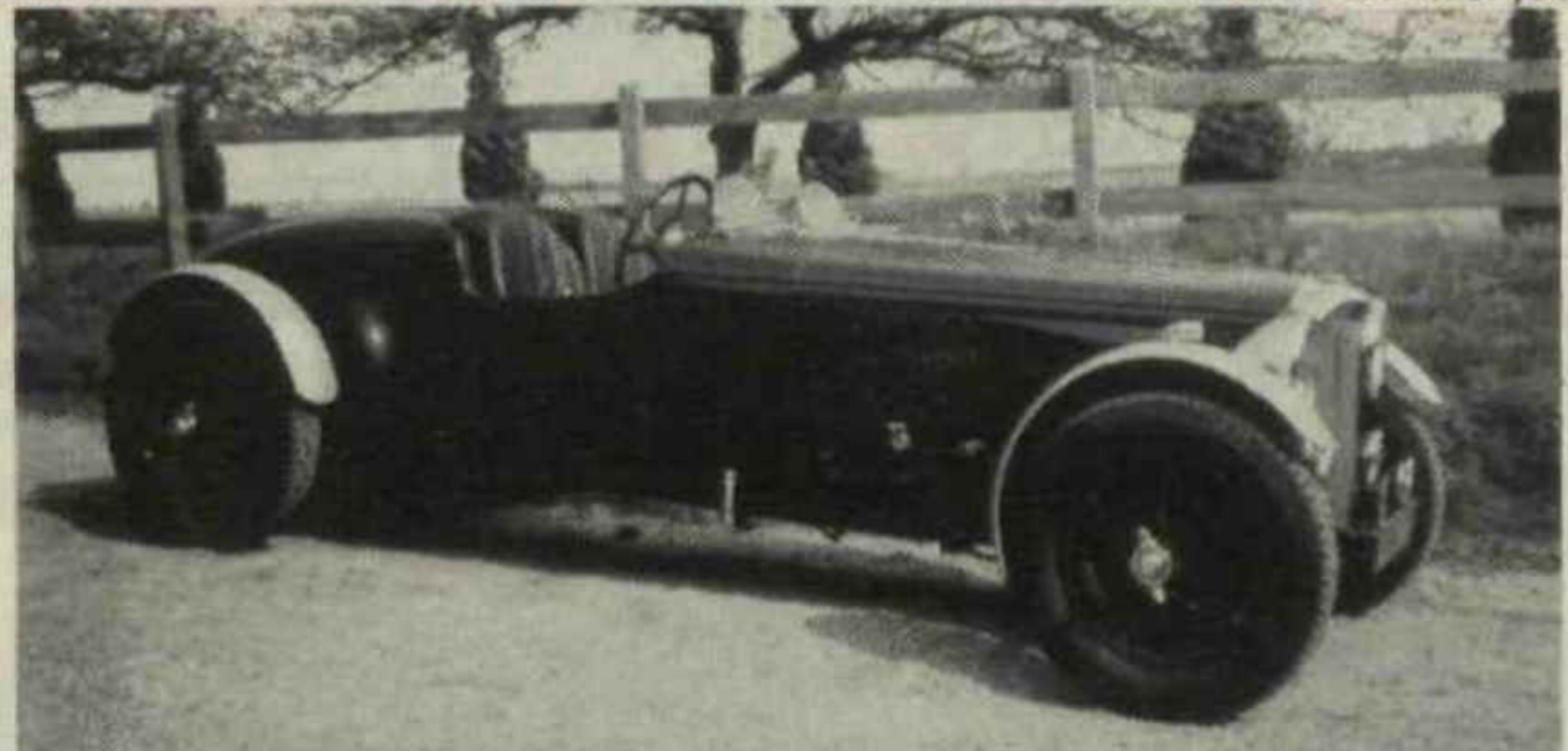
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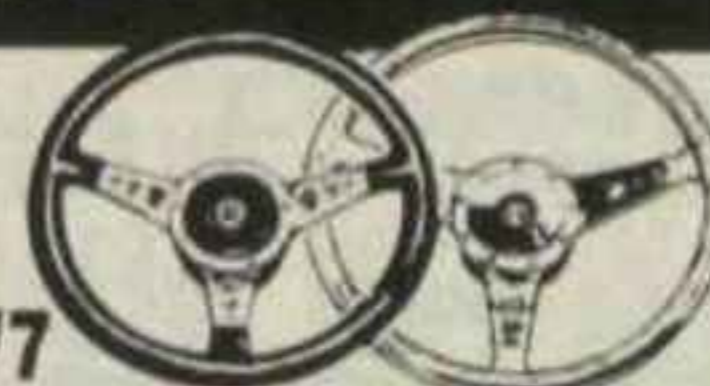
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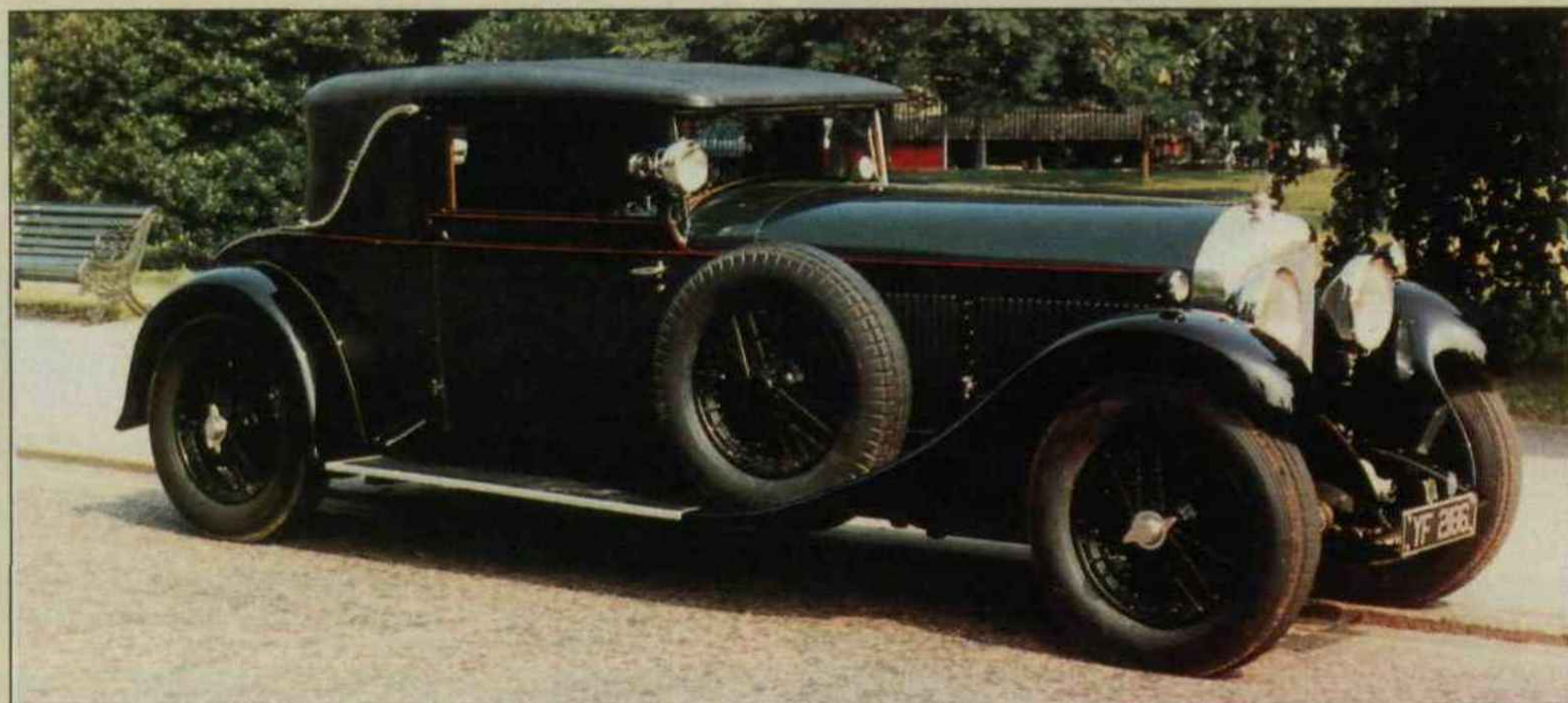
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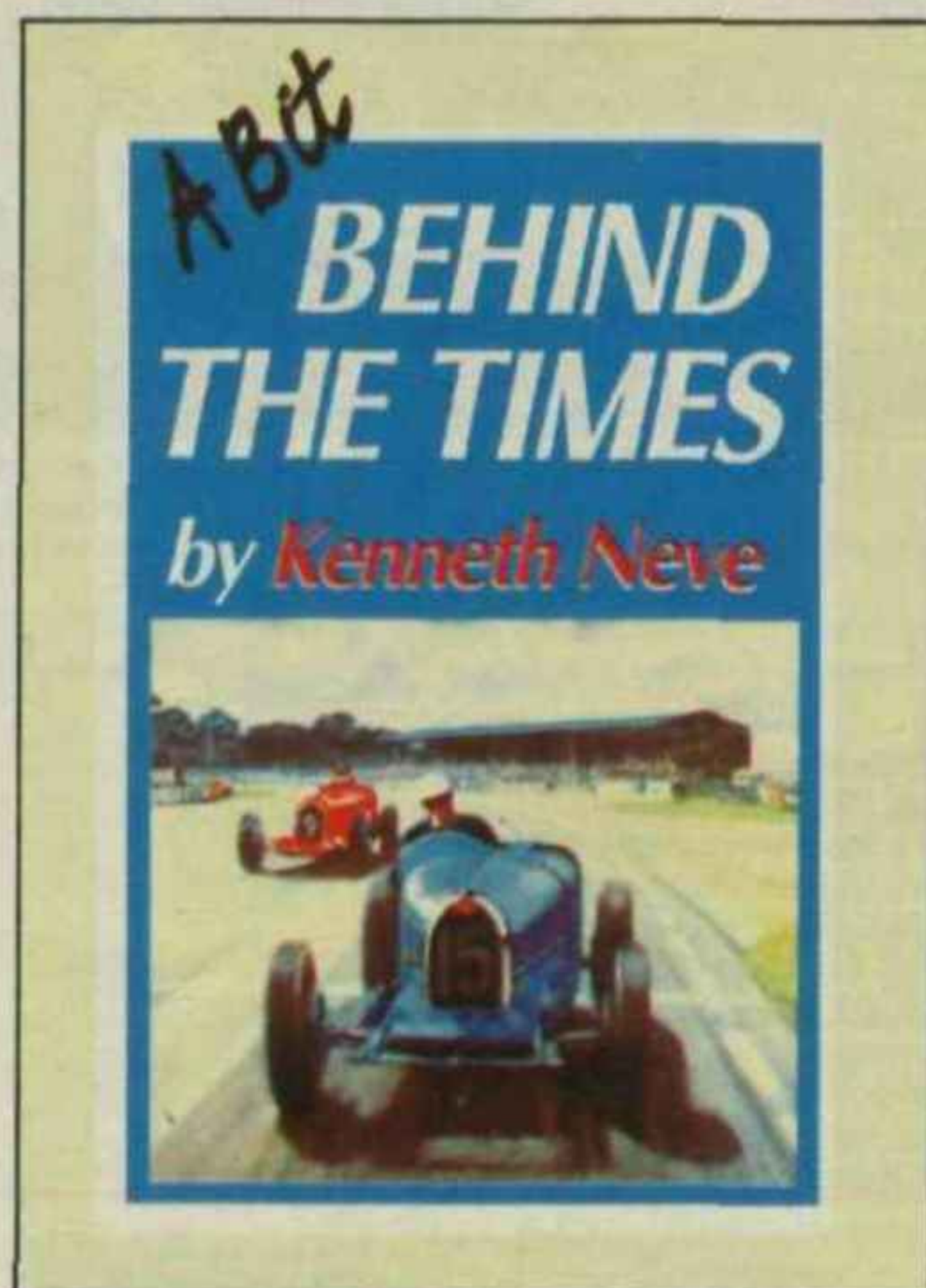
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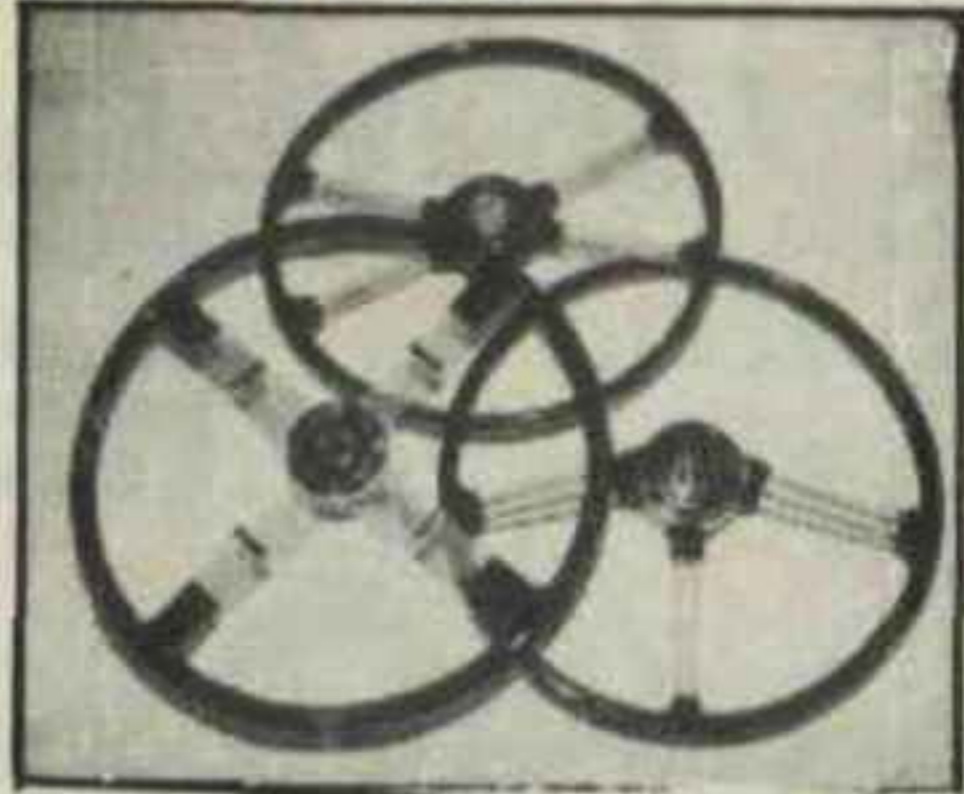
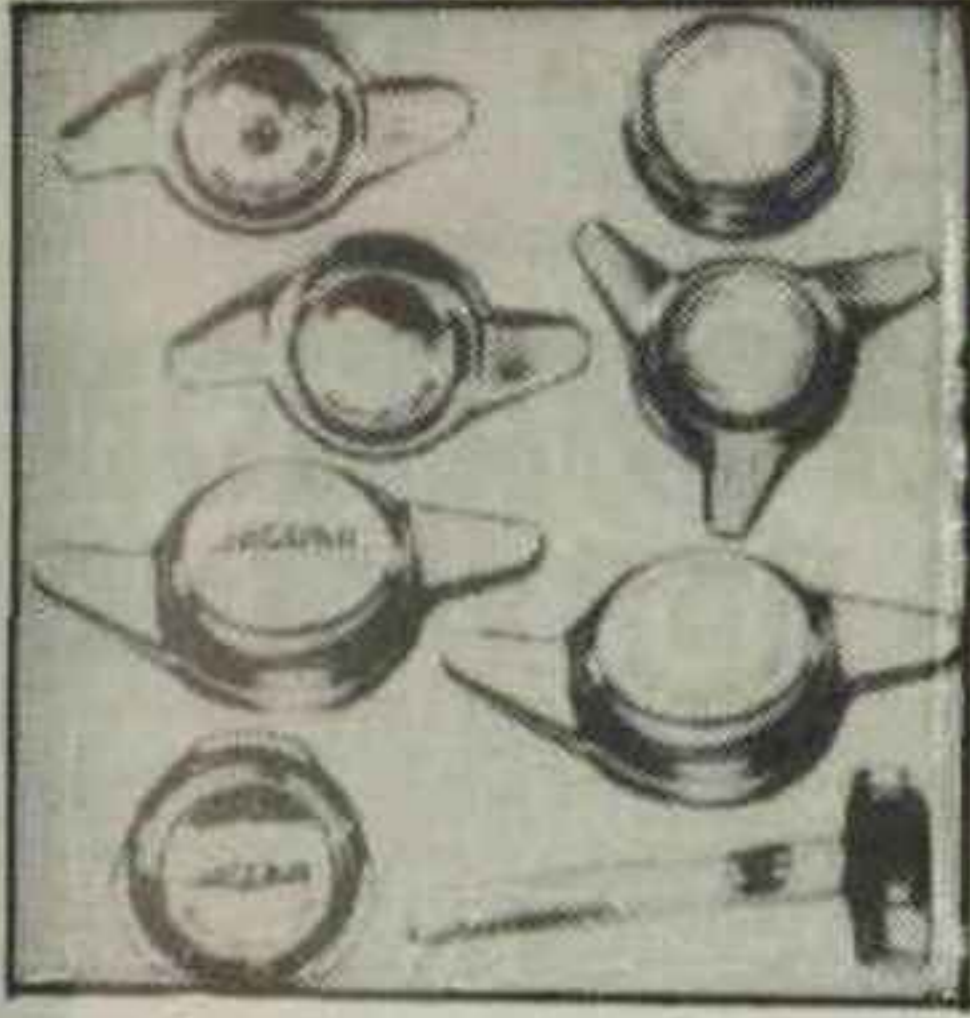


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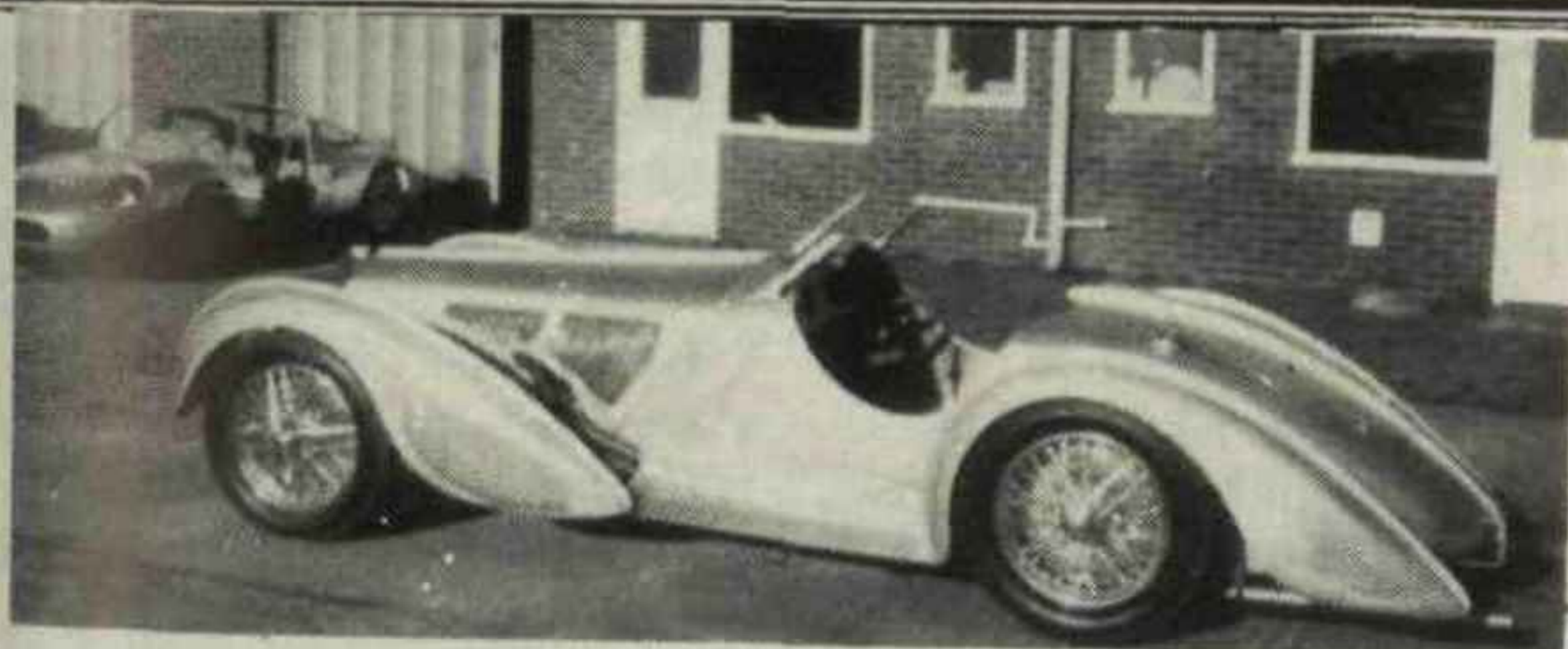


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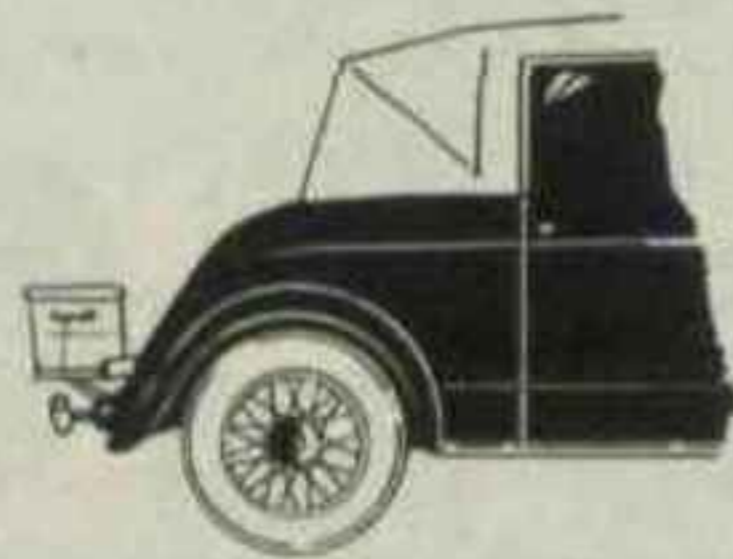
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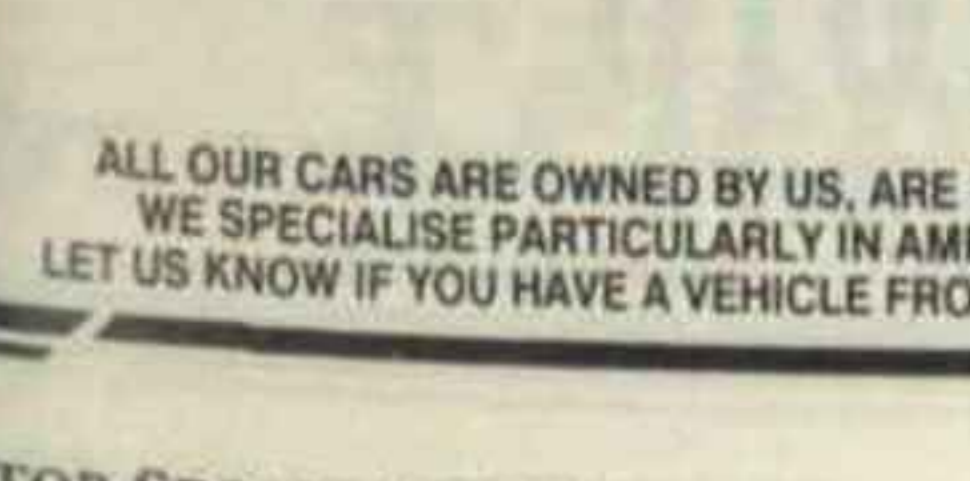
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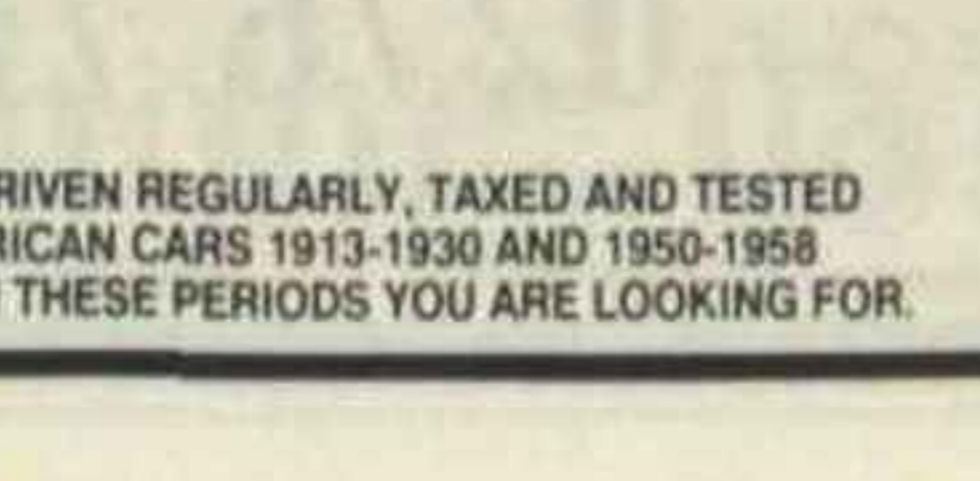
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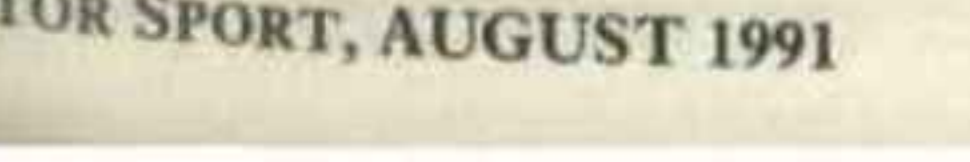
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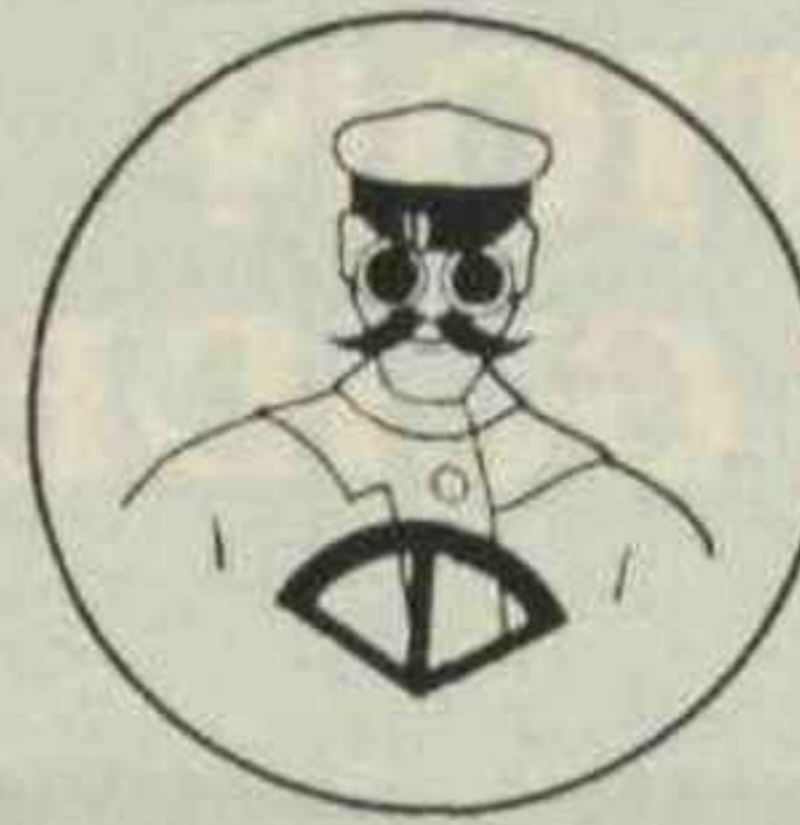


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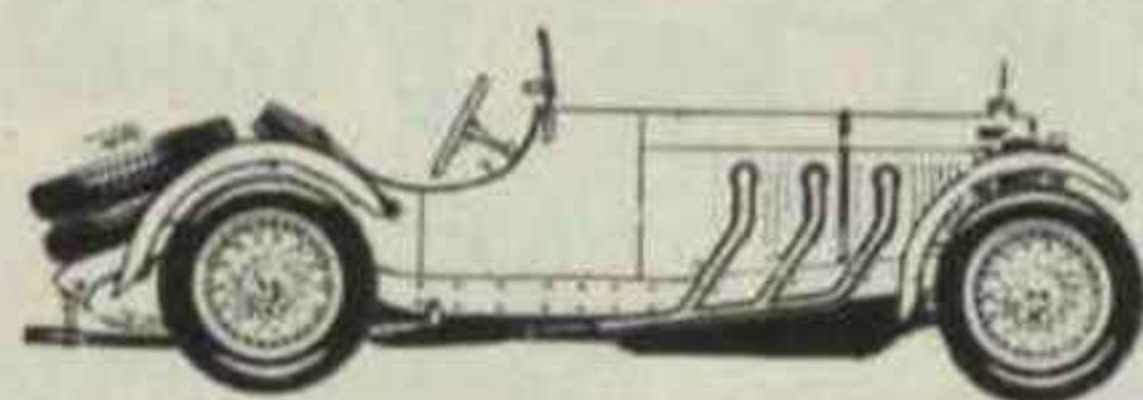
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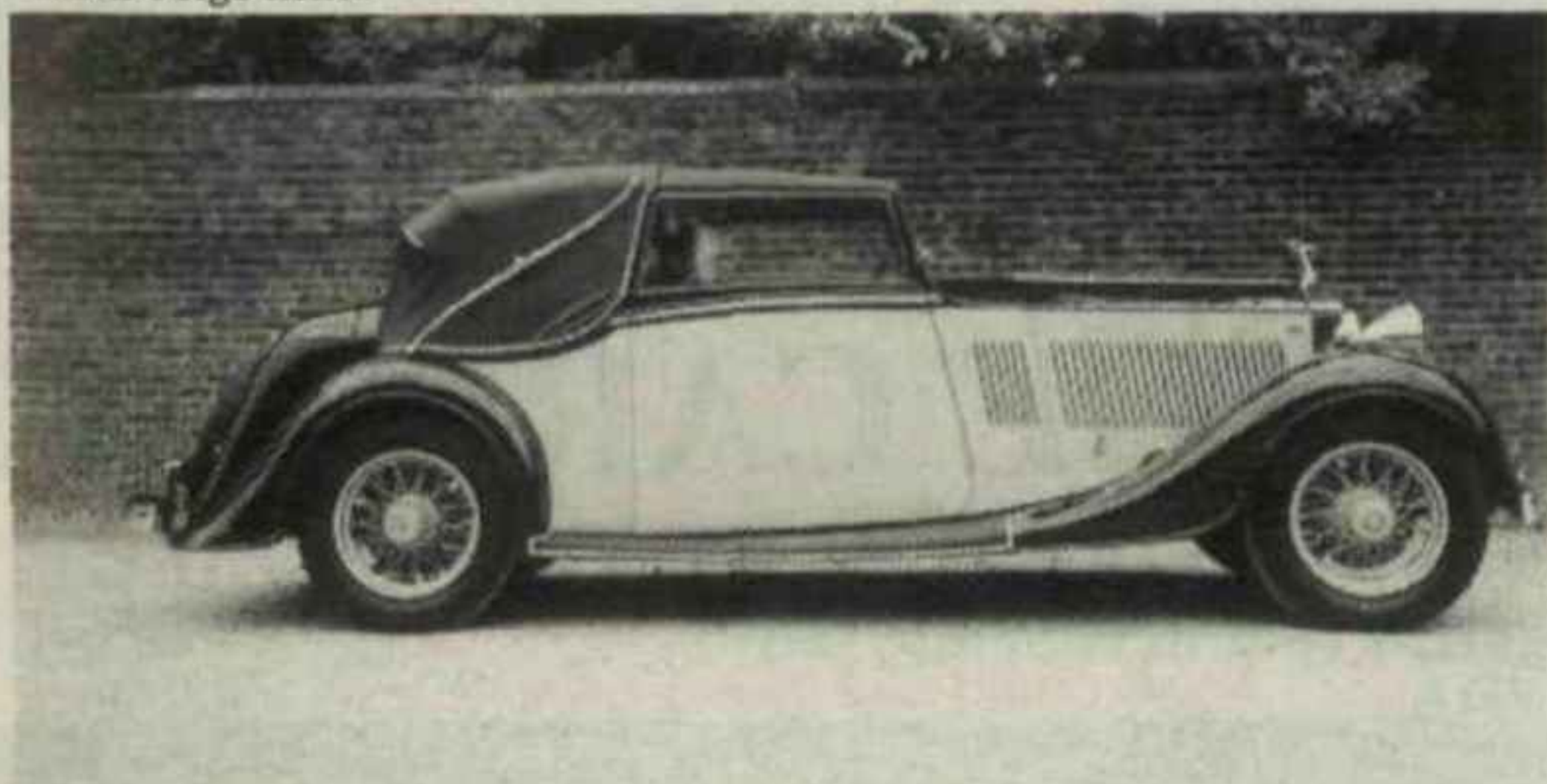
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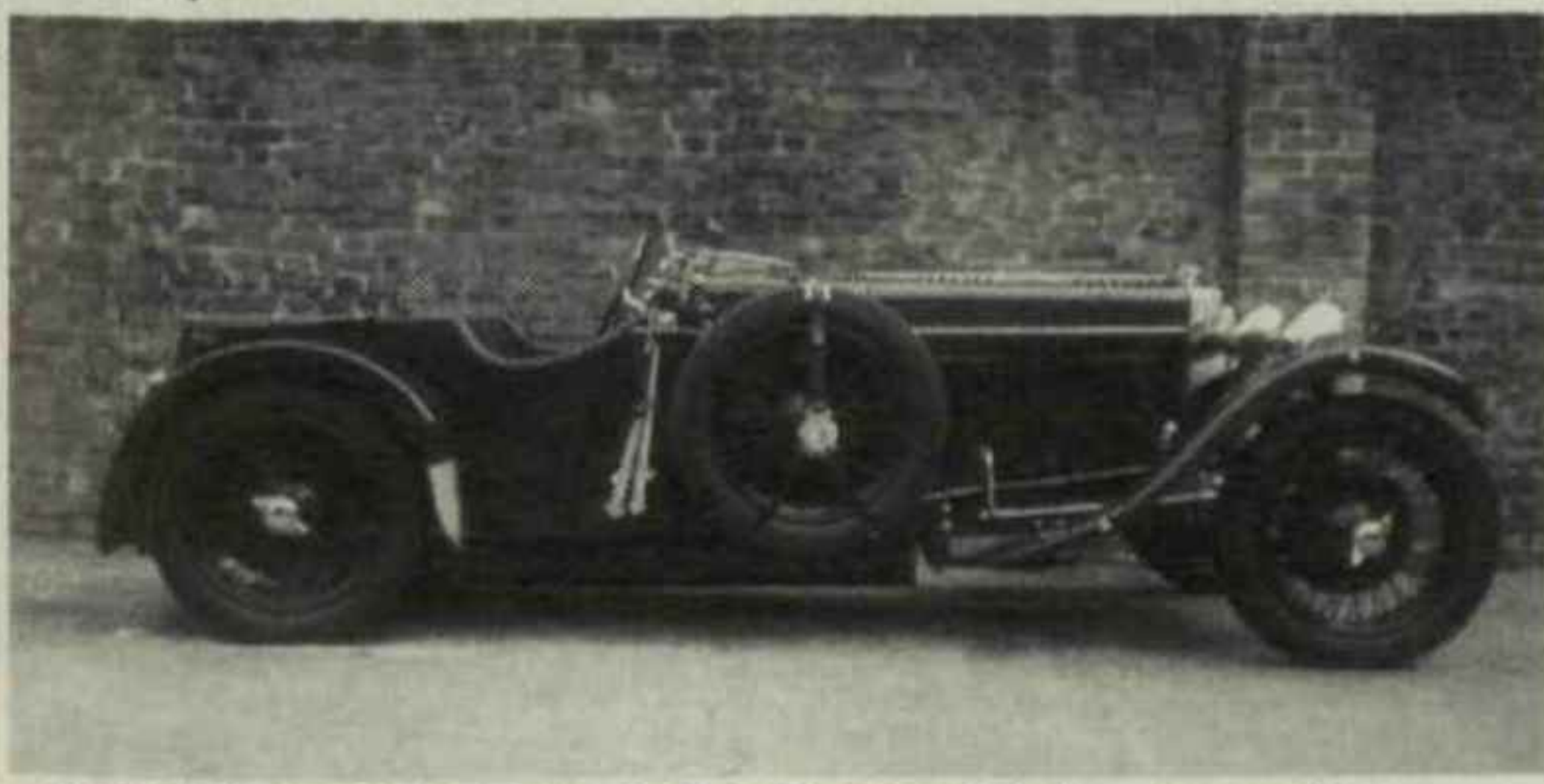
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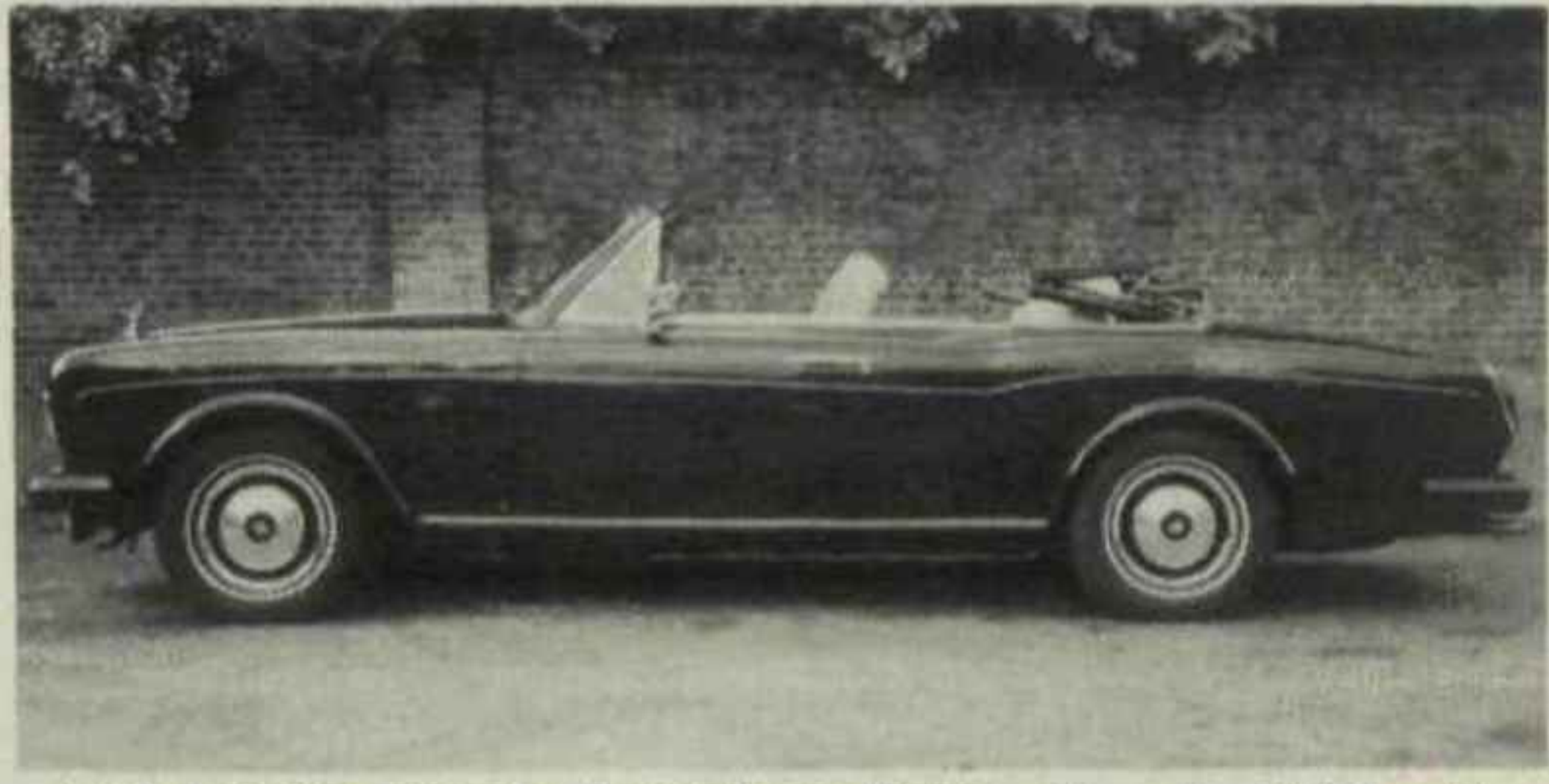
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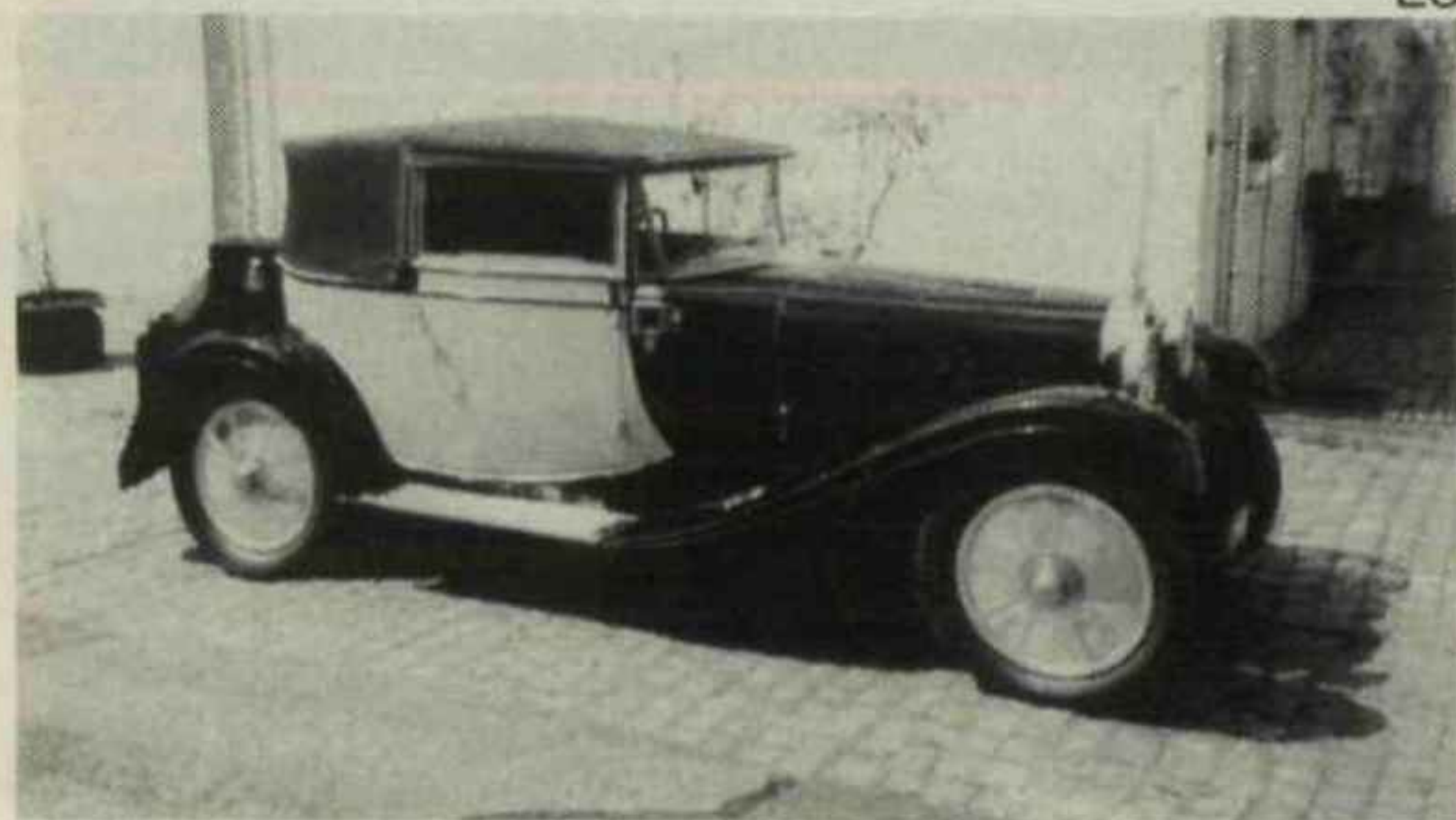
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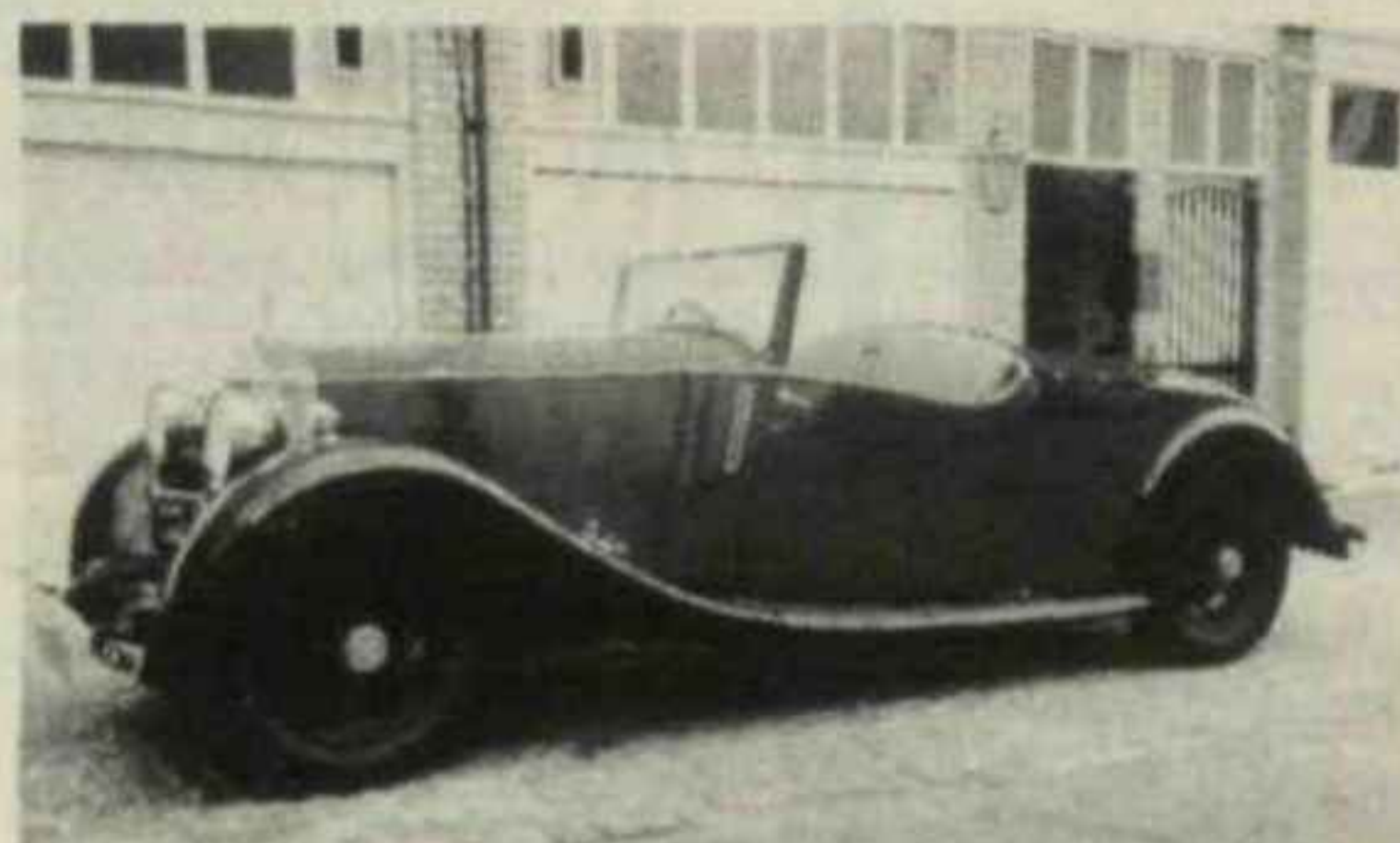
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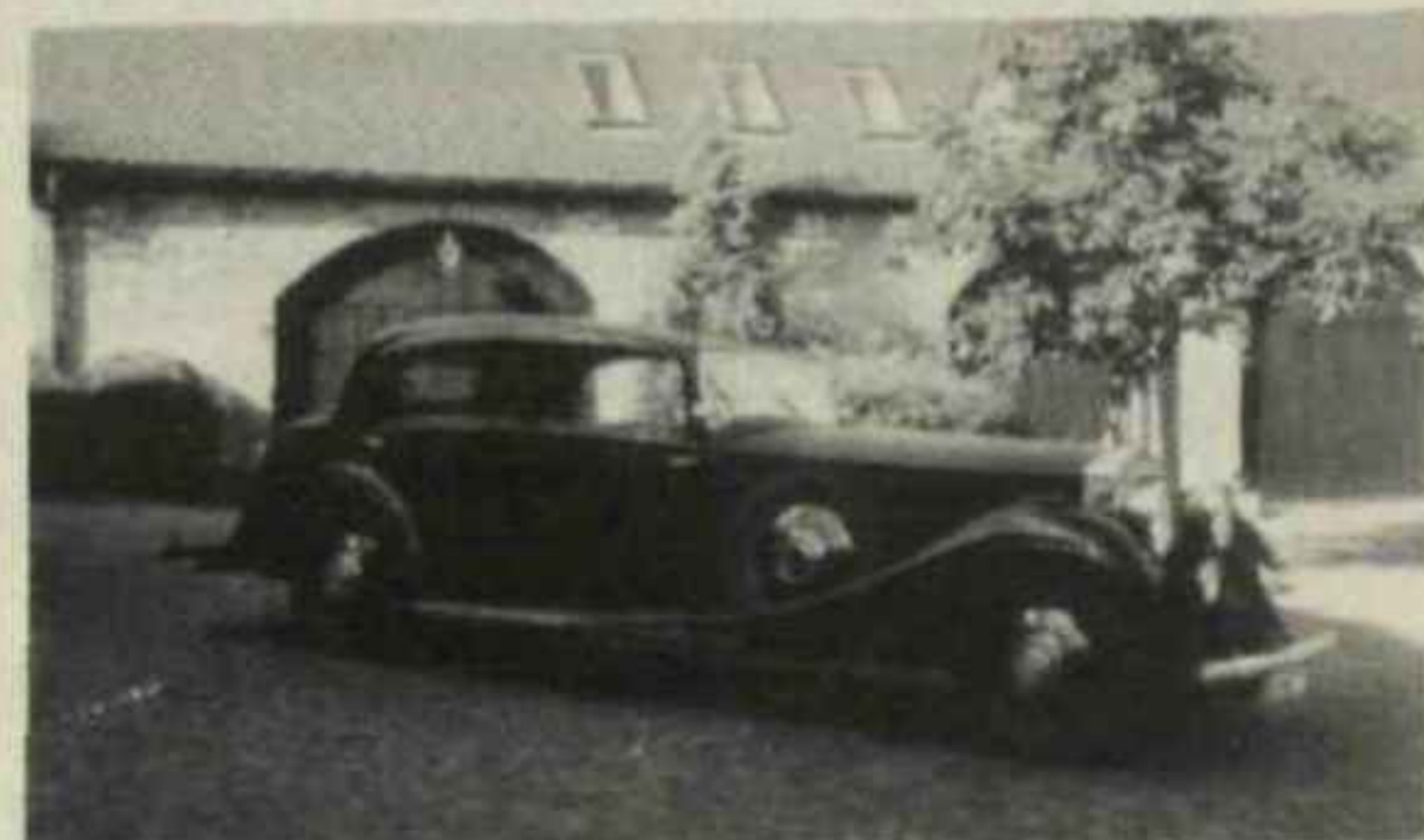
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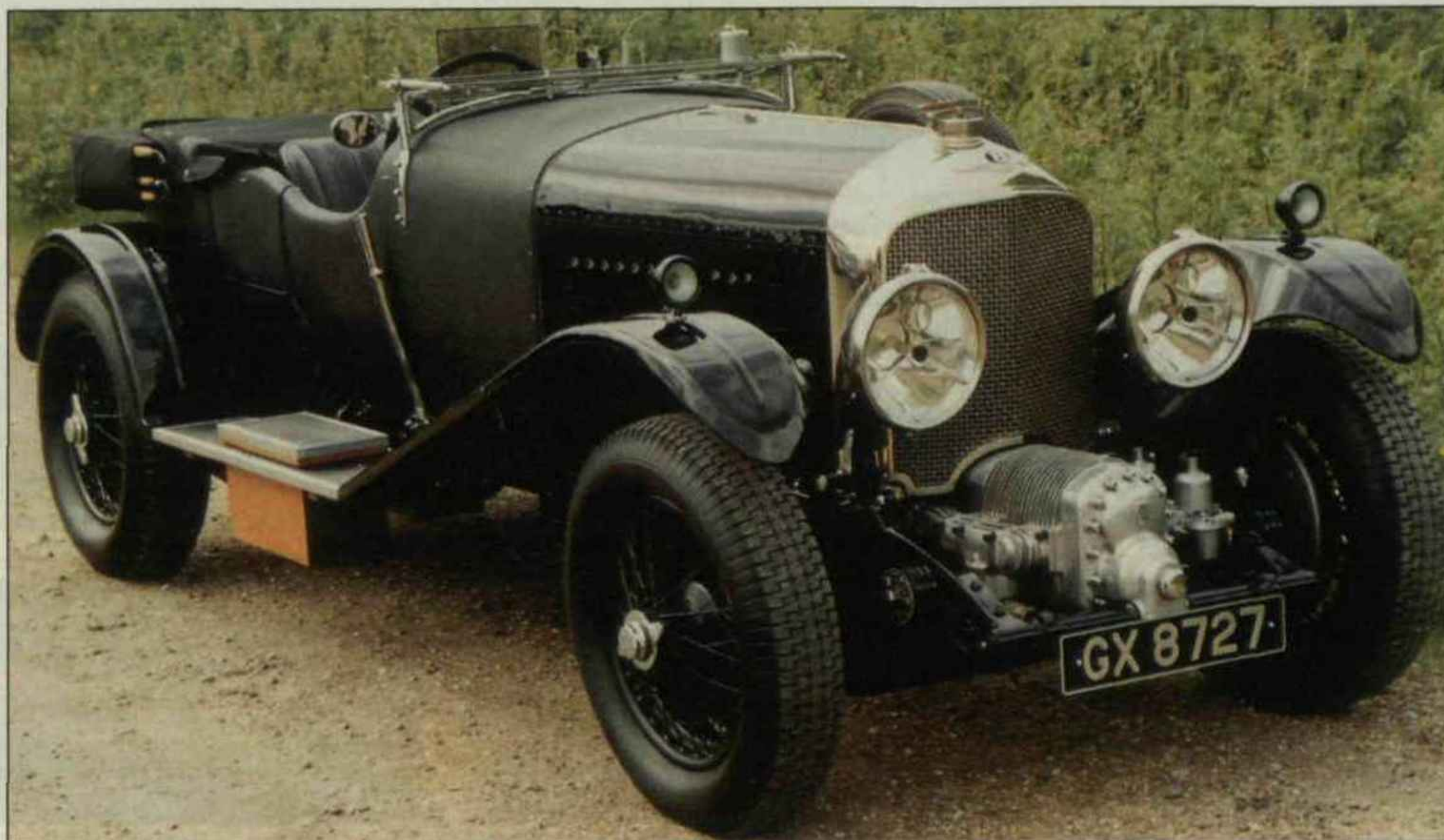
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## STORAGE & RESTORATION

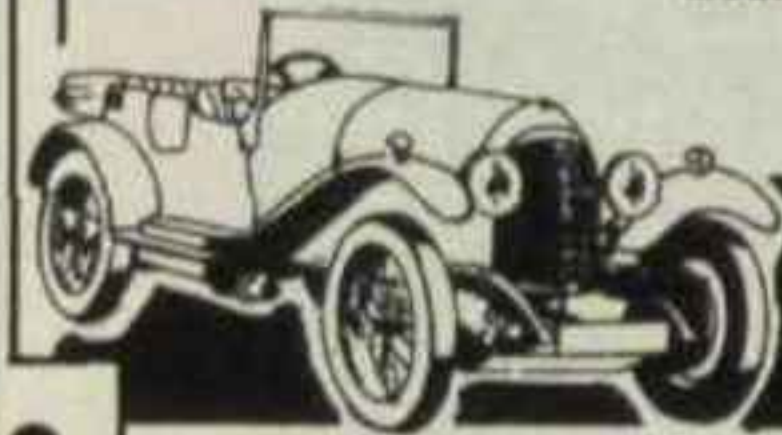
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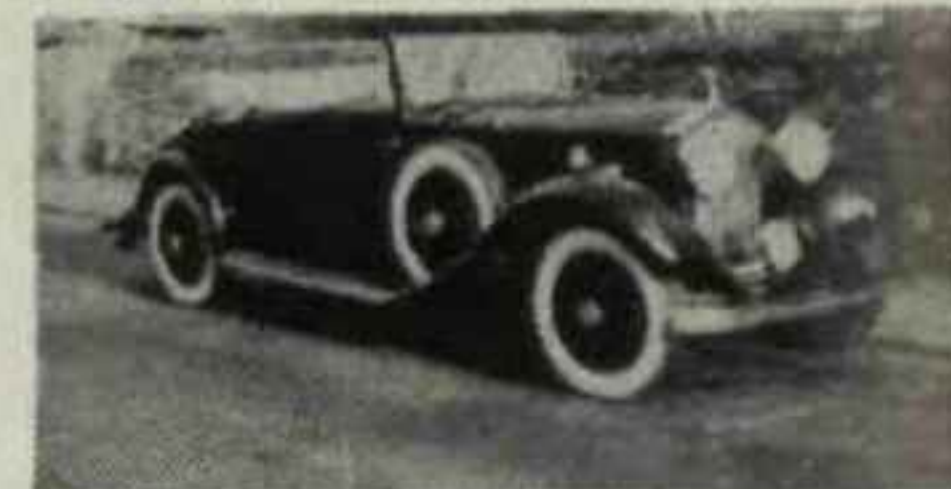
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Part exchanges considered. Callers preferably by appointment. Enquiries welcome.



1901 LINON 4 1/2 hp Vis-a-Vis	£32,000
1925 REO Speed Wagon charabanc	£28,000
1926 FORD T 4-seat tourer. LHD	£15,250
1926 FORD T 4-seat tourer. LHD	£12,500
1926 CHEVROLET Superior K tourer. LHD	£12,500
1926 ALVIS 12/50TE Narrow tourer	£45,000
1928 LAGONDA 2-litre speed model tourer	£58,000
1928 HUMBER 14/40 4-seat tourer	£24,000
1929 MORRIS Oxford Empire tourer (Photo)	£18,000
1929 CITROEN AC4 4-seat tourer. LHD	£8,950
1932 CITROEN C4 IX saloon. LHD	£5,000
1932 CITROEN C4G saloon. LHD	£5,000

1932 ROLLS ROYCE 20/25 drophead. (Photo)	£54,000
1936 B.M.W. 329 type I cabriolet	£23,000
1937 ALVIS 4.3 litre saloon	£29,250
1937 M.G. TA 2-seat sports	£17,850
1950 RILEY RMB (2 1/2 litre)	£9,850
1954 CITROEN 11BL saloon. LHD	£8,750
1958 JENSEN 541 coupe, 3 carbs, w/w, o/d	£16,500
1962 A.E.C. Regent 5 double deck 'bus	£6,750
1964 A.E.C. Regent 5 double deck 'bus	£4,950
1964 ROLLS ROYCE Silver Cloud III	£27,500
1982 CITROEN 2CV6 Charleston	£700

WANTED: Nice examples of interesting cars & motorcycles, vintage, PVT or classic

# DAVID BALDOCK

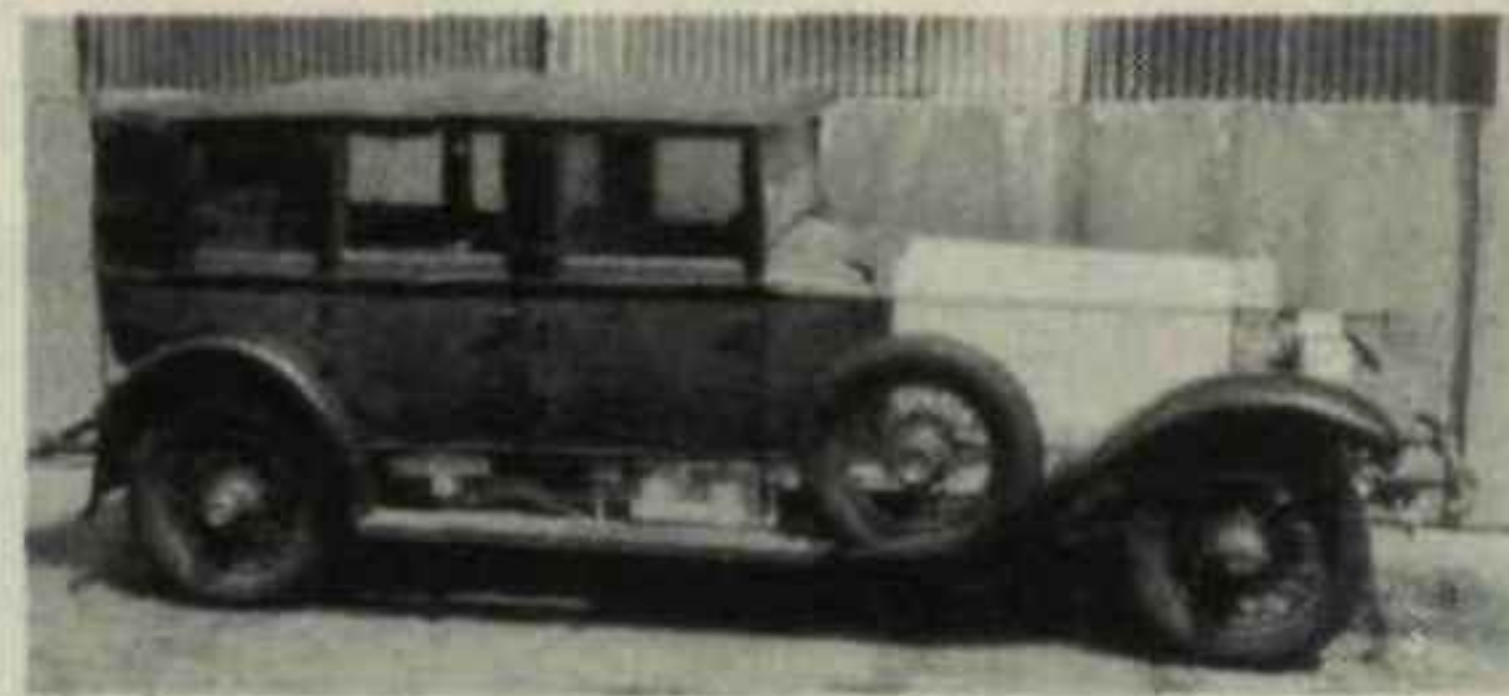
CHEQUERS GARAGE,  
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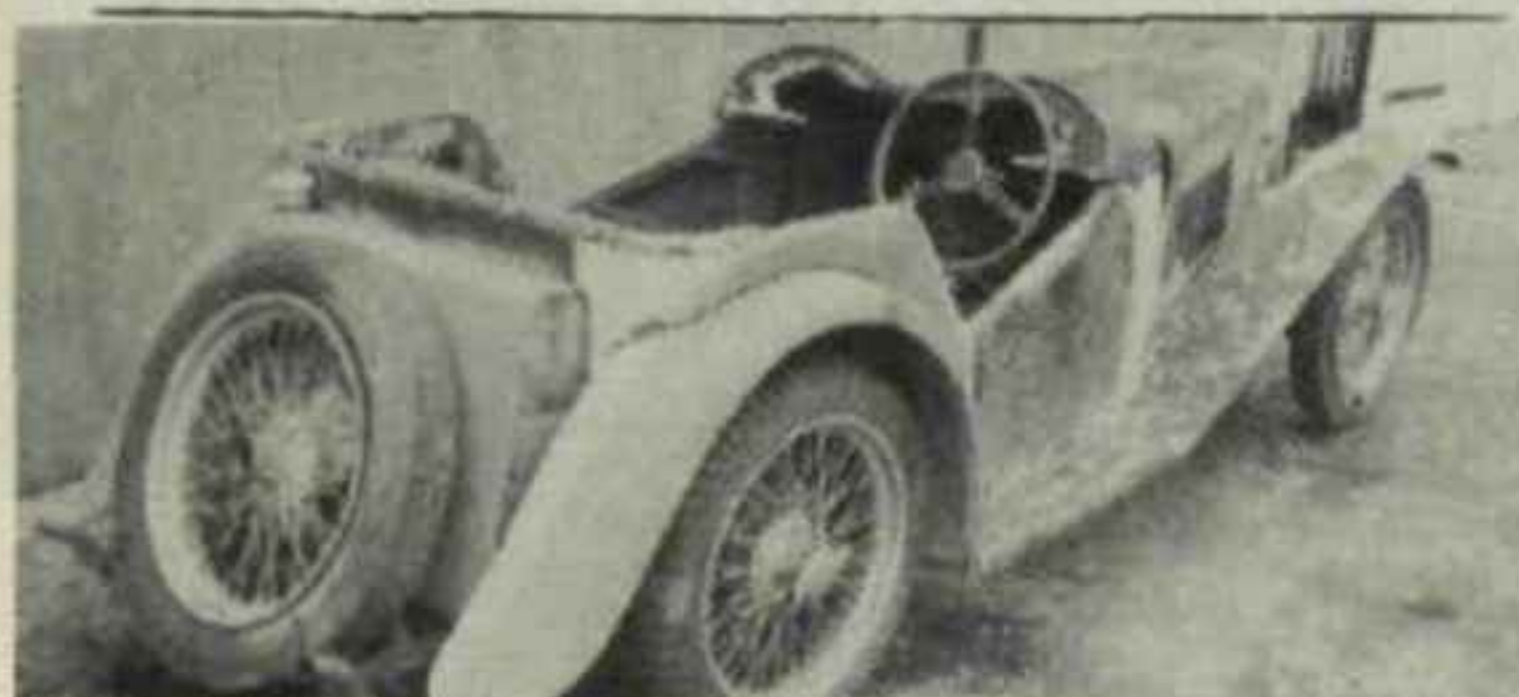
1935 Rolls Royce 20/25 HJ Mulliner Saloon....  
£16,000



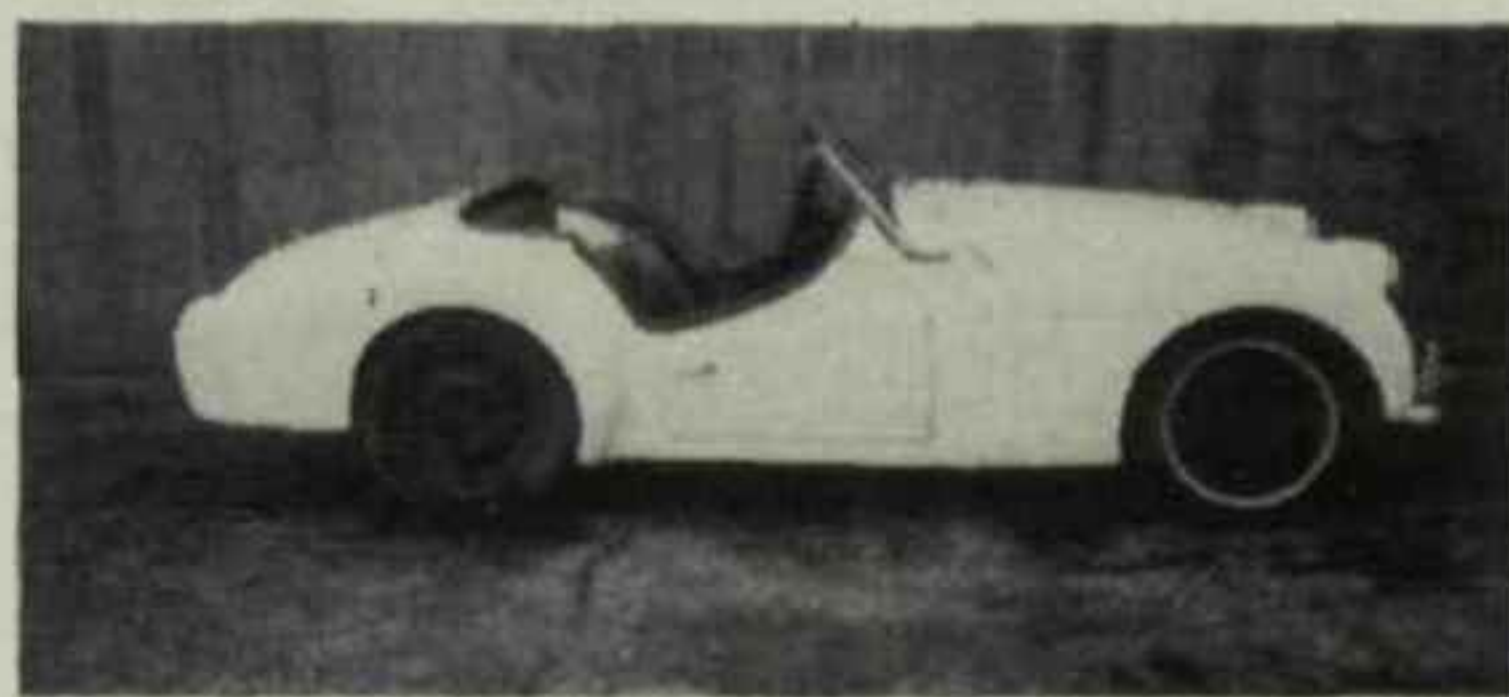
1935 Rolls Royce 20/25 Hooper Limousine.  
MOT, goes well .....£17,500



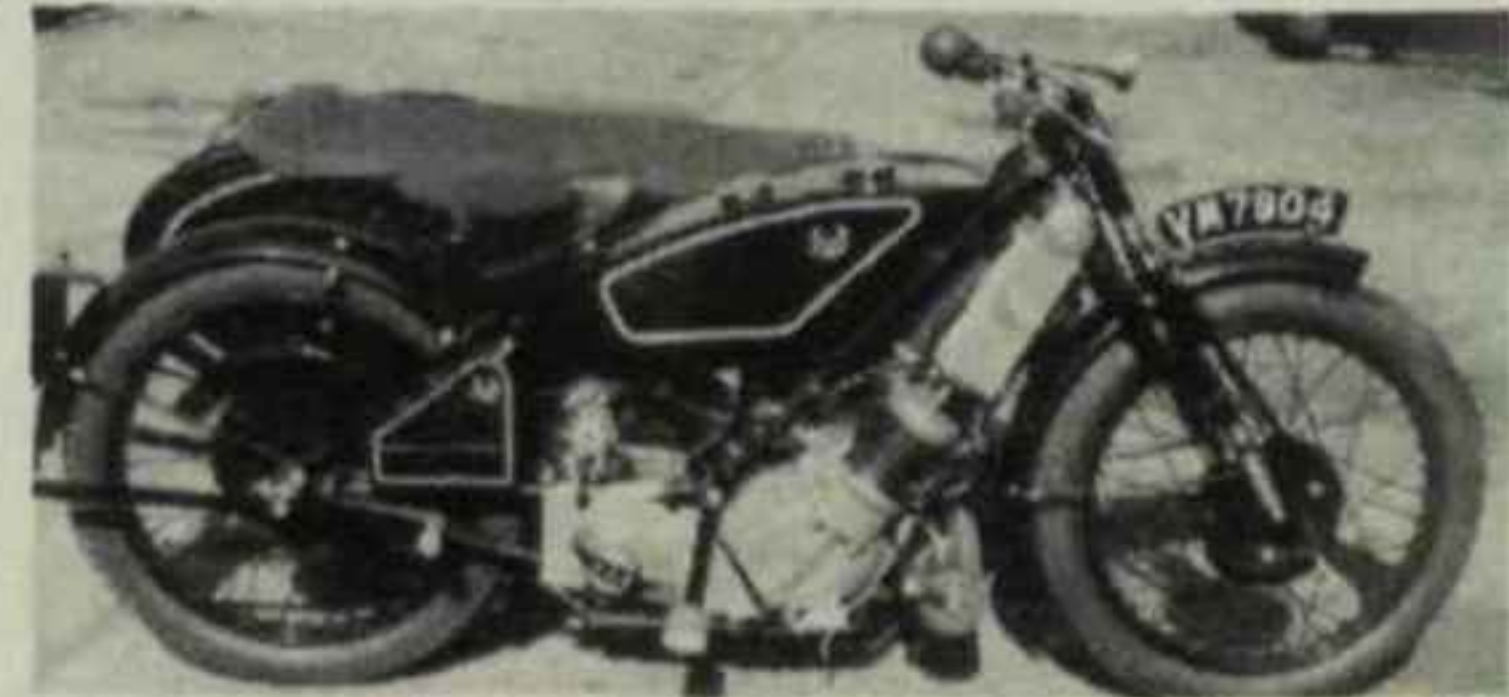
1928 Rolls Royce PI. Left drive, runs....£26,500



1936 MGTA. Two seater for restoration...£6,500



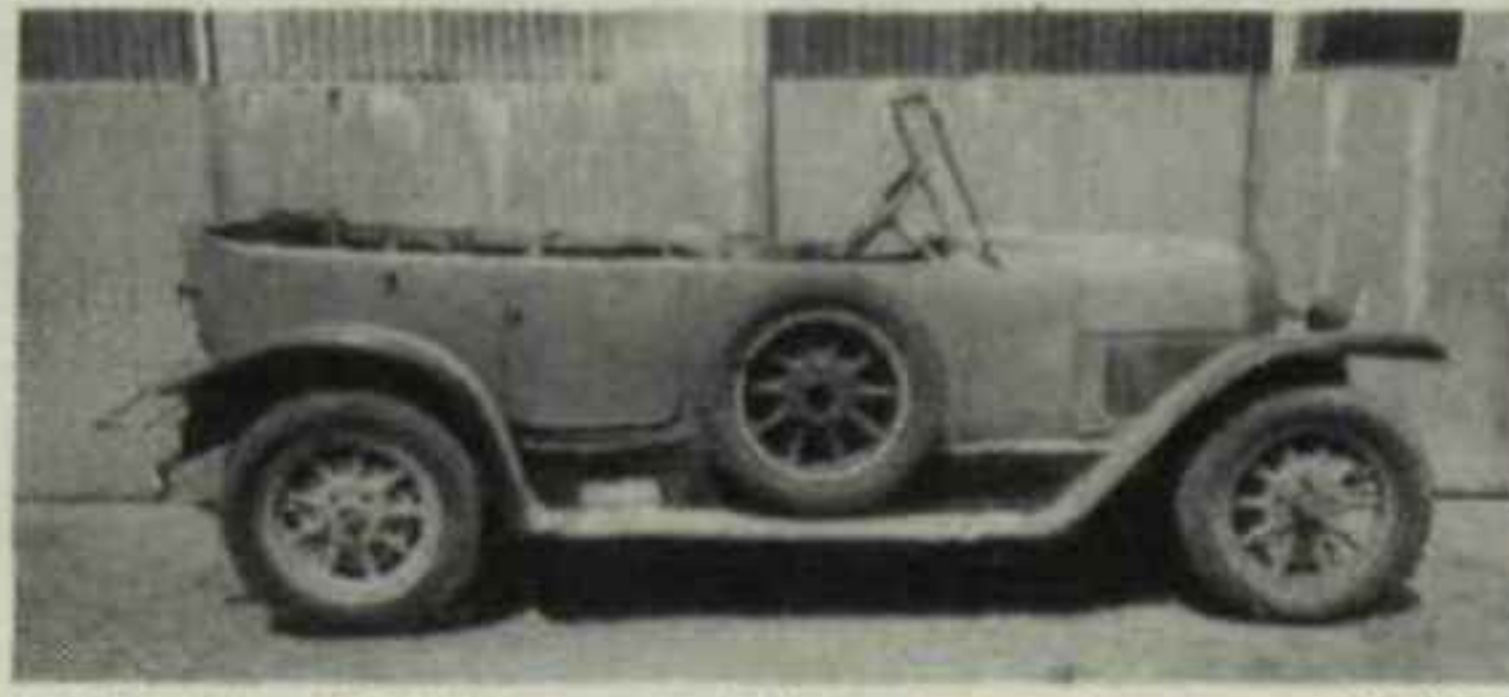
1963 Triumph TR3B. Unrestored, runs...£2,750



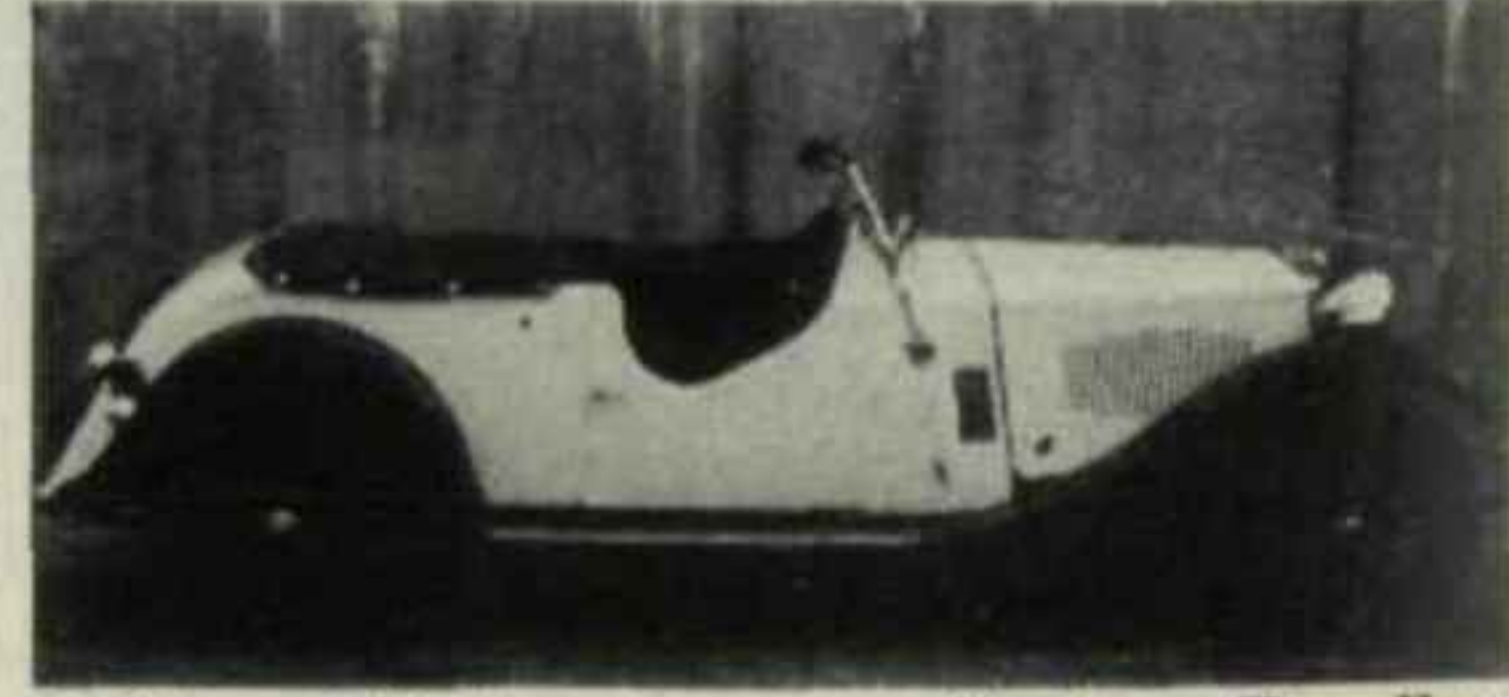
1929 Scott Super Squirrel and sidecar. Well restored.....£6,750



1931 Sunbeam 18.2 Tourer .....£16,500



1923 Fiat 505 Tourer. Unrestored .....£4,350



1933 Riley Lynx 9HP. Excellent example .....£21,500

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# Paradise

GARAGE



1960 JAGUAR XK150S 3.8 FIXED HEAD COUPE. Very rare and highly desirable specification.



1928 W. O. BENTLEY 4½ LITRE TOURER by GURNEY NUTTING. All correct. Outstandingly original, an extremely rare example.



1954 BENTLEY R TYPE CONTINENTAL by MULLINER. 4½ LITRE. Manual gearbox. Excellent condition with good history.

## A Selection From Other Vehicles in Stock

1956 AC ACE. AC engine. Unrestored original.  
 1965 AC COBRA 289. One of the finest available.  
 1963 ASTON MARTIN DB4 SERIES V SALOON. Excellent.  
 1965 ASTON MARTIN DB5 VANTAGE CONVERTIBLE. Superb.  
 1966 ASTON MARTIN DB6 SALOON. 5 speed manual.  
 1970 ASTON MARTIN DB6 MKII SALOON.  
 1964 AUSTIN HEALEY 3000 MKIII. Fully restored.  
 1927 W. O. BENTLEY 6½ LITRE. Aluminium VANDEN PLAS.  
 1953 BENTLEY R TYPE SALOON. Excellent original order.  
 1960 BENTLEY S11 CONTINENTAL 2 DOOR FIXED HEAD COUPE.

1962 BENTLEY S11 CONTINENTAL 2 DOOR FIXED HEAD COUPE.  
 1963 BENTLEY S111 CONTINENTAL FLYING SPUR. Superb.  
 1957 JAGUAR XK140 ROADSTER. Excellent restored example.  
 1959 JAGUAR XK150 3.4 FIXED HEAD COUPE. Original order.  
 1969 JAGUAR 240 SALOON. Dove grey. Very low mileage.  
 1970 JAGUAR E TYPE 4.2 SERIES II. Low mileage.  
 1973 JAGUAR E TYPE V12 ROADSTER. 5 speed manual.  
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 1934 MG KN SPECIAL. Well known and highly competitive.  
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 1968 MGC ROADSTER. Fine restored condition.  
 1971 ROLLS ROYCE PHANTOM VI TOURING LIMOUSINE by M.P.W.

1914 CONNAUGHT 3/4 H.P. motor cycle. Fine restored example.  
 1963 B.S.A. ROCKET GOLD STAR. Restored to top standard.

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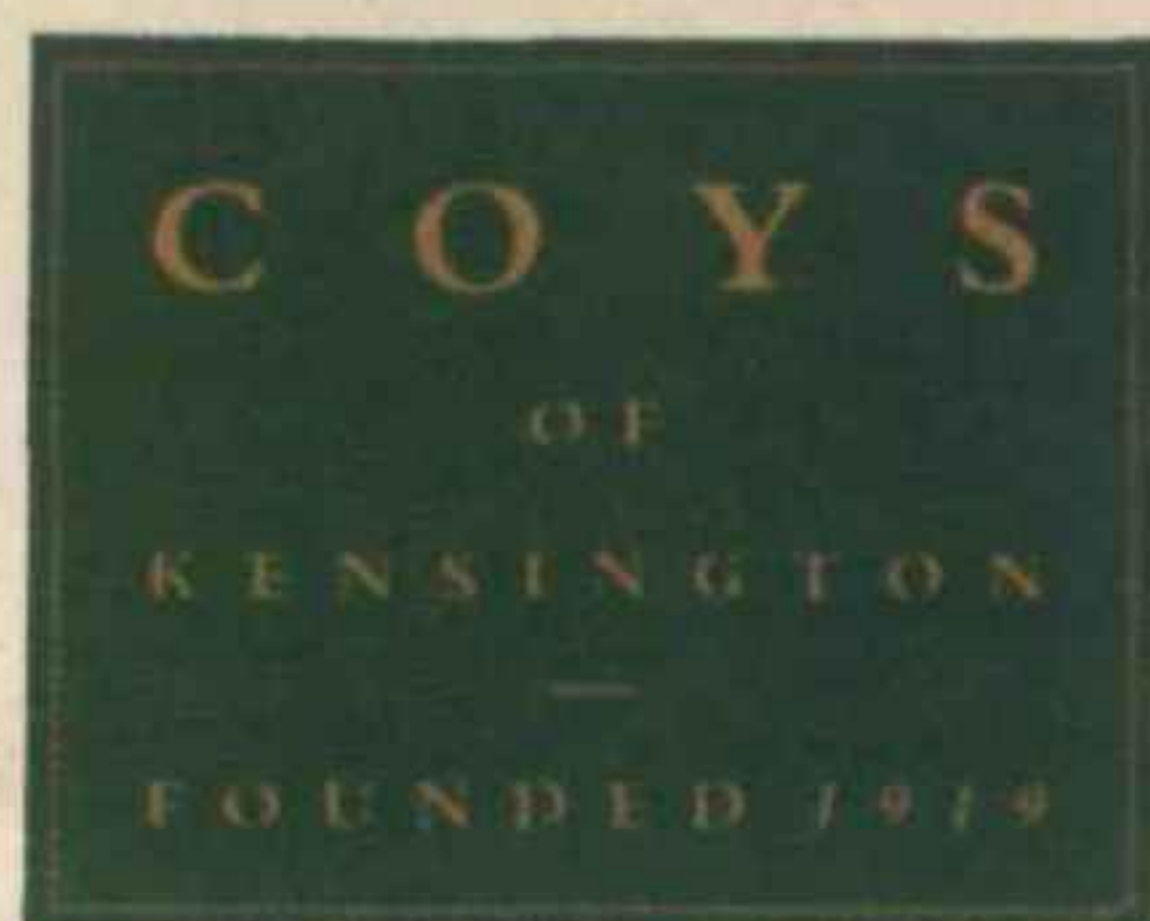


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