

MOTOR SPORT



ALAIN PROST: A hat-trick of Grand Prix wins

PIRELLI CLASSIC MARATHON: Mini vs MG

RECORD BREAKING: Pre-war attempts examined

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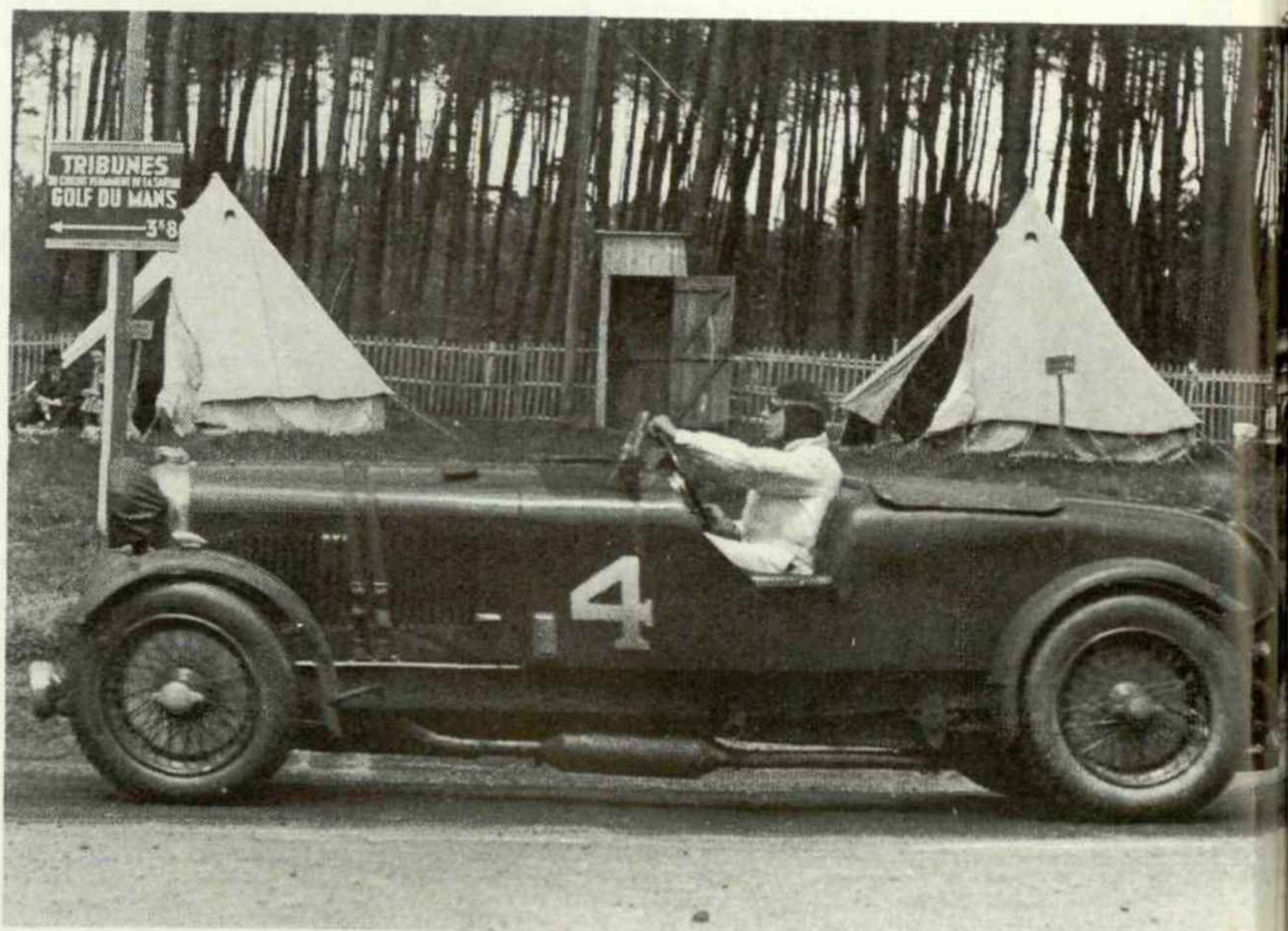
1935 LE MANS WINNING 4 1/2 - LITRE LAGONDA RAPIDE

OLYMPIA MONDAY 19th NOVEMBER

'T'WAS A FAMOUS VICTORY. THE 4 1/2-
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FRONT COVER: *Alain Prost completed a hat-trick of victories with his win in the British GP at Silverstone.*

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MATTERS OF MOMENT

Petrol Problems

The rich petroleum industry, automatically associated with tough 'oil barons' in the Ewing image, palatial office premises, and understandable jealousy over brand names, has a lucrative customer in the world's vehicle users. In the main, it can be said that it has served us well. Even before it saw the enormous profits that could be earned it made it possible for autocarists to buy the essential fuel from other than chemists' shops, by introducing the two gallon can to the new garage trade. Stored in sheds and out-houses, these must have constituted quite a fire-hazard — but fortunately arson was not then a popular pastime

Refuelling a car in those days could be quite a business. Chauffeurs confronted with a long journey had to hump those cans about and one recalls that the Austin Twenty had its tank beneath the front seat, so that it was necessary to ask the passenger to alight so that the cushion could be lifted to expose the filler-cap. Some small cars had gravity-feed tanks in the scuttle, with the filler-necks protruding from the dashboards, inviting unwelcome drips onto the passenger's lap if he or she remained while petrol was being poured in.

With the petrol companies opening more and more filling stations all that changed, with motorists submitting gladly to the self-service provided, although no longer now at about a bob-a-gallon (say 5p), the price charged back in 1928. Supplying the magic fluid had become Big Business. Pipelines were constructed across deserts to facilitate its delivery, the Suez Canal took on a great significance, and more recently the floors of the North Sea and other oceans have been drilled at vast expense to tap more of the valuable oil. May it, and paper which man uses so prolifically, never run out!

Those mythical oil barons rose to the challenges of engine development. Octane ratings increased, enabling high compression ratios to be used without

the 'pinking' bogey. In the field of competition motoring, the alchemy produced special racing brews, up to the extremes used by Mercedes-Benz before the war, which smelt of boot polish to an eye-watering extent. Tetra-ethyl lead was blended to render practical the power outputs of the Rolls-Royce R-type racing aero-engine which won outright for us the Schneider Trophy and current Air Speed Record and led to the R-R Merlin in the Hawker Hurricanes and Supermarine Spitfires which won the Battle of Britain.

Recently, however, the petroleum giants have treated us rather shabbily. No longer can we have a choice of benzole or alcohol mixtures to let engines keep their cool. Five star for high-performance cars has gone and two-star for the older engines, lawn mowers and small generators is in very isolated supply. Vintage car owners may see costly damage done because they are being forced to use incorrect fuel. The availability of unleaded fuel is commendable but only those with strong environmental beliefs are encouraged to use it when the price saving is a mere 13p or so per gallon at a time when the £2 gallon forever haunts us. Especially if 'green petrol' proves less economical and implies a performance drop. The taxman, who has taxed petrol since 1909 and 'raided the road fund' since 1925 and now inflicts on us a savage levy on every gallon of petrol we buy, should make lead-free fuel exempt from tax, as the government did with benzole in 1909.

Another petrol problem is the increasing number of car fires reported in the papers. Like the Porsche Carrera RS burnt out in Chelsea and others, some with fatal results. Whether these have resulted from less efficient car maintenance, less sensible handling of petrol or from a change in the content of the inflammable spirit itself, remains a mystery. But it is a factor to be carefully watched

WB

Congratulations to Austin Rover on its success with two specially prepared Rover Metros which smashed 21 Land Speed Records at Millbrook at the beginning of July. The records broken in Class F (1100-1500cc) were the 5km, 10km, 5 miles and 10 miles flying starts and the standing starts for 12 distances. The 1 hour, 3 hours, 12 hours and 24 hours were also broken. The cars ran on Gulf Oil's Super Unleaded and consumed 1800 litres in the course of their run. Maximum speeds of over 130 mph were reached with an average speed of 121 mph over the 24 hours. **WPK**

Last month we underlined the pre-war records established at Brooklands which the Bentley-Jackson, itself a pre-war car, broke recently at Millbrook banked track. It should be noted, however, the the British Class-B 200-mile record that before the war belonged to Cyril Paul (6-litre Delage) had already been broken by Stanley Mann's 6½-litre vintage Bentley in 1988.

The Bentley-Jackson has now raised this from 103 mph to over 110½ mph. The absolute British 200-mile record, however, still stands to the credit of Kaye Don and the 2-litre Sunbeam, set up at Brooklands in May 1929, at 115.96 mph. **WB.**

The organisers of the Louis Vuitton Concours d'Elegance being held at Stowe on Saturday, July 28 are in the happy situation of being oversubscribed. Stars of the show will include a 1932 Le Mans Bugatti, the Alfa 8C which came third in the 1936 Mille Miglia, a number of Bentleys, a posse of Silver Ghosts and, inevitably, a plethora of Ferraris plus many others.

£6.00 on the day, tickets can be bought at a reduced price in advance from Louis Vuitton Concours d'Elegance, 37 Chelsea Wharf, Lots Road, London, SW10 0QJ. **WPK**

September 22 is the date that MOTOR SPORT will again be holding its own concours. The venue is Silverstone

and the occasion is the HSCC meeting, so there will be plenty to see. Entry is by invitation only, but if you think you have an unusual or unique car you would like to enter, please write and send photographs to to William Kimberley at MOTOR SPORT.

Making its first public appearance for several years at the International Historic Weekend at Silverstone on the weekend on July 28/29 will be the 7-litre 1967 Ford GT Mk IV, belonging to Rod Leach of 'Nostalgia'. One of only eight made, this car, chassis no J12, was the last one made and is the only one presently not resident in the USA.

The racing itself commences at 1.00pm on Saturday with an Austin Healey Club race followed by part 1 of the Mulberry 100 Mile race and a host of other races including part 1 of the Christie's Sports Car race. On Sunday the Mulberry race starts proceedings at 12.45 with the last event, the BRDC pre-65 GP car race scheduled to start at 5.40pm. **WPK**

AUGUST FIXTURES

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

Date	Organiser	Venue	Event	Type
22 July	Royal Automobile Club de Belgique	Spa Francorchamps, Belgium	Spa 24 Hours (ETC)	INT
22 July	ASA Dijon Prenois	Dijon, France	WSPC	INT
22 July	AC Enna	Enna-Pergusa, Sicily, Italy	International F3000 Championship	INT
22 July	Royal Automobile Club de Belgique	Francorchamps, Belgium	GpA Championship	INT
23-29 July	Automobile Club Argentina	Buenos Aires, Argentina	Argentina Rally	INT
28 July	Historic SCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
28 July	Lydden IMRC	Lydden Circuit, Dover, Kent	Race Meeting	N
28-29 July	BRDC	Silverstone Circuit, Towcester	Race Meeting	INT
29 July	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	Race Meeting	NR
29 July	BARC	Knockhill, Dunfermline, Fife	Race Meeting	NR
29 July	Automotosport Srl	Misano, Italy	Italian Touring Car Championship	INT
29 July	Lydden IMRC	Lydden Circuit, Dover, Kent	Race Meeting	N
29 July	Automobil Club von Deutschland	Hockenheim, Germany	German Grand Prix	INT
4 August	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
4 August	Ulster AC Ltd	Craigantlet, Ulster	Hill Climb	N
4 August	BRSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
3-5 August	Rally Vno de Madeira	Madeira	Rally Vno de Madeira	INT
4-5 August	BARC	Snetterton, Norwich, Norfolk	F3 Championship	INT
5 August	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	R
5 August	BRSCC	Mallory Park, Kirby Mallory, Leics	Race Meeting	R
5 August	VSCC	Prescot Hill, Gotherington, Glos	Hill Climb	R
5 August	ASA Dijon Prenois	Dijon, France	GpA Championship	INT
10-11 August	AC von Deutschland	Nürburgring, West Germany	European Historic Championship	INT
11 August	Silverstone RC	Silverstone Circuit, Towcester	Race Meeting	C
11-12 August	BRDC	Oulton Park, Tarporley, Cheshire	Race Meeting	IR
11-12 August	Midland AC Ltd	Shelsley Walsh	Hill Climb	N
12 August	BARC	Mallory Park, Kirby Mallory, Leics	Race Meeting	NR
12 August	Magyar Autoklub	Budapest, Hungary	Hungarian Grand Prix	INT
12 August	BRSCC	Cadwell Park, Louth, Lincolnshire	Race Meeting	R
18 August	500 MRC	Kirkistown, Cloughey, Belfast	Race Meeting	N
18 August	750 MC	Snetterton, Norwich, Norfolk	Race Meeting	R
18-19 August	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	International F3000 Championship	INT
18-19 August	Hagley & DLCC	Loton Park, Alderbury, Shrewsbury	Race Meeting	N
18-19 August	BRDC	Silverstone Circuit, Towcester	Race Meeting	IR
19 August	Brands Hatch Leisure RC	Cadwell Park, Louth, Lincolnshire	Race Meeting	NR
19 August	BARC	Snetterton, Norwich, Norfolk	Race Meeting	NR
19 August	Ac von Deutschland	Nürburgring, West Germany	International F3 Championship	INT
25 August	Brands Hatch Leisure RC	Oulton Park, Tarporley, Cheshire	Race Meeting	NR
25 August	Bently DC	Silverstone Circuit, Towcester	Race Meeting	R
26 August	Lydden IMRC	Lydden Circuit, Dover, Kent	Race Meeting	R
26 August	BARC	Donington Park, Castle Donington, Derbyshire	Race Meeting	NR
26 August	Vintage Sports CC Ltd	Cadwell Park, Louth, Lincolnshire	Race Meeting	C
26-27 August	BRSCC	Birmingham, West Midlands	International F3000 Championship	INT
26 August	RAC de Spa	Spa-Francorchamps, Belgium	Belgium Grand Prix	INT
27 August	BRDC	Silverstone, Towcester, Northants	British F3 Championship	INT
27 August	BARC	Thruxton, Andover, Hampshire	Race Meeting	NR
27 August	BARC	Pembrey, Llanelli, Dyfed	Race Meeting	NR
27 August	Brands Hatch Leisure RC	Brands Hatch, Dartford, Kent	Race Meeting	NR
27 August	Brands Hatch Leisure RC	Snetterton, Norwich, Norfolk	Race Meeting	NR
27 August	Lydden IMRC	Lydden Circuit, Dover, Kent	Race Meeting	N
27 August	TEAC	Lydden Circuit, Dover, Kent	Race Meeting	R
27 August	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
31 Aug-2 Sept	BRDC	Donington Park, Castle Donington	International Race Meeting (WSPC)	INT
1 September	BARC (NW Centre)	Oulton Park, Tarporley, Cheshire	Race Meeting	N
1 September	500 MRC	Kirkistown, Cloughey, Belfast	Race Meeting	N
2 September	BARC	Brands Hatch, Dartford, Kent	International F3 Championship	INT
1-2 September	Bugatti Owners Club	Prescot Hill, Gotherington, Glos	Hill Climb	N



A scene from *Days of Thunder*, a Tom Cruise film with a strong motor racing story line.

For all film buffs, *Days of Thunder* is not to be missed. Starring Tom Cruise and Robert Duvall, it is set in the world of NASCAR racing. Even if the thought of giant American stock cars leaves you cold, the action sequences in the film will soon convert you into one of the 'Good ol' Boys'.

Being a Tom Cruise film, there has to be a romantic interest, but it does not get in the way of the racing too much.

Days of Thunder opens in the UK on August 10. WPK

The Autoglass Tour of Britain is scheduled to run from September 23-29. At the time of going to press, the event was in some doubt due to the lack of entries. The decision whether to continue will be made at the end of July. If it does 325 racing miles are planned against 205 miles of rallying and there will be a further quota of rallycross, autotest and slalom competitions. WPK

The writings of Barrie Price, chairman of the Bugatti Trust, are always worth reading, as was his speech before the Duke of Edinburgh at the inaugural luncheon to launch the opening of the Trust's Archives Building at Prescott.

In the course of his speech, Mr Price had this to say about the comparative outputs of cars by Ettore Bugatti and the manufacturers of other superior quality cars. "During Ettore's most active period, 1925-1930, output of all types of Bugattis totalled approximately 13 cars per week. To put the matter into perspective, Hispano Suiza was building approximately three cars in Paris and probably five at their Barcelona plant, while Rolls-Royce averaged 20 in the same period. Of course, both of the latter firms were heavily engaged in aero-engine work. The most prolific producer of high quality cars in Britain during this period was Sunbeam, which was capable of knocking out 60 cars in a good week. WB

The captioning of the picture of Barry Clarke's A7 Ulster last month as a 1937 car was an error, not a suggestion that the worthy Barry had installed later parts in his car for the Ulster Race at Silverstone. In fact, the car was entered as a modified, supercharged 1930 model and the Ulster production run ended in 1932. Only three blown cars ran in the VSCC Ulster event, of which Clarke's made easily the fastest lap, at 59.06 mph, which compares with the best lap by Spence's winning modified 1930/31 car with non-blown engine, of 64.13 mph. All the afore-said blown Ulsters were modified cars, so did not necessarily have the original Cozette compressors. The seven non-boosted A7s that finished this scratch race ahead of Clarke's blown Ulster lapped quicker, so one wonders how much benefit a supercharger makes on these engines? But all these were either modified, hybrid or special A7s. It is significant that the best lap by Diffey's standard 1929 Ulster was at 59.32 mph, faster than Barry's blown car; but Diffey's lasted for only six of the ten laps. WB

To commemorate the year when Silverstone circuit was granted Grande Epreuve status and the RAC renamed the race the British Grand Prix, Grand Prix Sportique of Tetbury, Glos have launched a Limited Edition print entitled *Grande Epreuve*. It depicts Baron Emanuel de Graffenried, who has signed each one, winning the 1949 British Grand Prix at Silverstone in his privately entered Maserati 4CLT. WPK

Richard Crump has acquired the Type 122 Miller raced years ago by Count Zborowski. It is being overhauled in the Chris Leydon restoration shops in Lahaska, in America but should return to the UK sometime in 1992. Exciting! Another VSCC member has found what sounds like the Sage-engined Solver-Hawk used for record-breaking at Brooklands in 1920. WB

Club News

The Vintage SCC holds its annual speed hill-climb at the Bugatti OC's Prescott course near Cheltenham on August 5th, the first competitor starts at 11am. Admission costs £3, transfer to Paddock £2, accompanied children under 15 free, but no dogs. The VSCC Cadwell Park racing will again occupy August Bank Holiday Sunday at this very sporting circuit, well suited to vintage and historic cars, near Louth in Lincolnshire.

Guernsey Old Car Club is staging a rally on 5th/6th August for pre-1940 cars from the mainland. The speed limit on the Island of 35 mph should ensure that competing cars are not tried too hard! The entry fee of £325 includes the cost of the ferry, hotel and meals. Details from JG Doggart, Delamere House, Les Canus, St. Sampson's, CI.

For those who encompass two as well as four wheels the Sunbeam MCC is holding a Road Safety Run in Kent on July 29th. It is for pre-1931 motorcycles and three-wheelers over a 36-mile route, starting at 11am from the Whitbread Hop Farm and Museum at Beltring, Paddock Wood, Kent. Veteran riders will have a shorter 27 mile route to traverse.

An important fixture on the club calendar is the Eight Clubs Race Meeting at Silverstone, in which long-standing Clubs such as the 750MC and the Hants & Berks MC combine their activities. Note the date now — October 20th. The Hants & Berks MC continues its social round but is also active in marshalling at rallies as important as the Lombard RAC (November 25-28). The Hon Secretary actually lives in Berkshire in contrast to other officials from Surrey, Hampshire and Bucks. He is Bill Bonney, 283 London Bridge Road, Woodley, Reading, RG5 4BE if any local enthusiasts are looking for an all-round motor club.

The Morris Register's excellent Journal, edited by Harry Edwards, has been going for 30 years and the /summer issue managed colour pictures of the London-Brighton Run and a history of the 1926 Morris one-ton truck rebuilt as one of the mascots of the royal School of Mines.

The MCC holds its 86th anniversary Edinburgh Trial on October 6th, starting from Weedon and finishing at Buston. Entries are limited to 250 and you have to be an MCC member — which nicely underlines the size of this pioneer club. Entries close by August 18th to A Margetts, 21 Madresfield Road, Malvern, Worcs, WR14 2AS.

The Alvis OC's Northern Alvis Day at Harewood House is on September 9, entries closing on September 5, to M Fletcher, Rockwood Cottage, Sheat Bank Road, Blackburn, Lancs.

Motor racing broke out in Mexico at the Grand Prix weekend, and now I begin to realise just why those who witnessed it first hand were so ecstatic about that heady wheel-banging battle between Gilles Villeneuve and René Arnoux at Dijon back in 1979.

The display that Nigel Mansell and Gerhard Berger put on might not have observed the full code of driving ethics, as they touched on more than one occasion, but it was as if F1 was letting its hair down as they both resolutely refused to accept defeat. In the end it was Mansell who got to the line first after an utterly inspired bit of overtaking round the *outside* at Peralta with a lap to go, and he duly chased home team-mate Alain Prost for a Ferrari 1-2 that thoroughly upset pre-race predictions of a McLaren-Honda rout.

For the first 60 laps it looked as though Ayrton Senna had things *dans le valise*, but a slow puncture finally took its toll as he was trying to nurse his MP4/5B home for third place. Berger, too, had had tyre problems, pitting early for fresh Goodyears before tigering back.

It might have been something of a processional race until lap 50, when Prost and Mansell really began to make inroads into Senna's former 17 second lead, but thereafter it proved a real humdinger. The sport needs more like this one.

The morning warm-up brought a brief note of hilarity when a dog escaped onto the track and brought a short stoppage, Mansell being one of the most vociferous drivers having encountered it in Peralta of all places. Later Olivetti and Longines issued their official speeds for the first intermediate point and the start/finish line, giving P. Famelicus (the Mexican for dog begins with the letter p, *famelicus* means hungry) respective maxima of 34.01 and 33.39mph! Any amusement inherent in the situation – several parties wanted to inspect its passes, while others felt it had better straightline speed than a couple of



Alain Prost and Nigel Mansell celebrate their 1-2 victory.

Mexican Magic

lesser teams' cars - palled when stories spread that the chase car had rounded up the creature by the simple expedient of striking it . . .

Berger and Senna dominated the session, run on a track that was dry but had been washed clean by overnight rain. The weather forecast was bad for the race, but as it turned out the gods were kind and the Mexican GP went ahead in pleasantly cool conditions.

Prost, Mansell and Alliot had spins, while Senna celebrated the imminence of his 100th GP start by smacking cream cake into Jo Ramirez's unsuspecting face.

When the more serious business got underway, most of the Goodyear runners came to the line with Cs, but Williams and

Onyx opted for Bs. As it transpired, it was to be a poor choice for the former, but good for the latter. "Full tank running on Bs on Saturday had shown them to be as quick as Cs," said a rueful Frank Williams. "We tried a B/C mix in the Sunday morning warm-up, then Bs, and went faster on the latter. But, of course, the track's always quicker then, so in retrospect what we should have done was go on to Cs right at the end, just to see."

Alesi and Alboreto had some unwanted exercise when their race cars stopped on the warm-up lap, the Frenchman's car having a recurrence of its qualifying electrical problems, the Italian's developing an oil leak on the grid. Both took their spares.

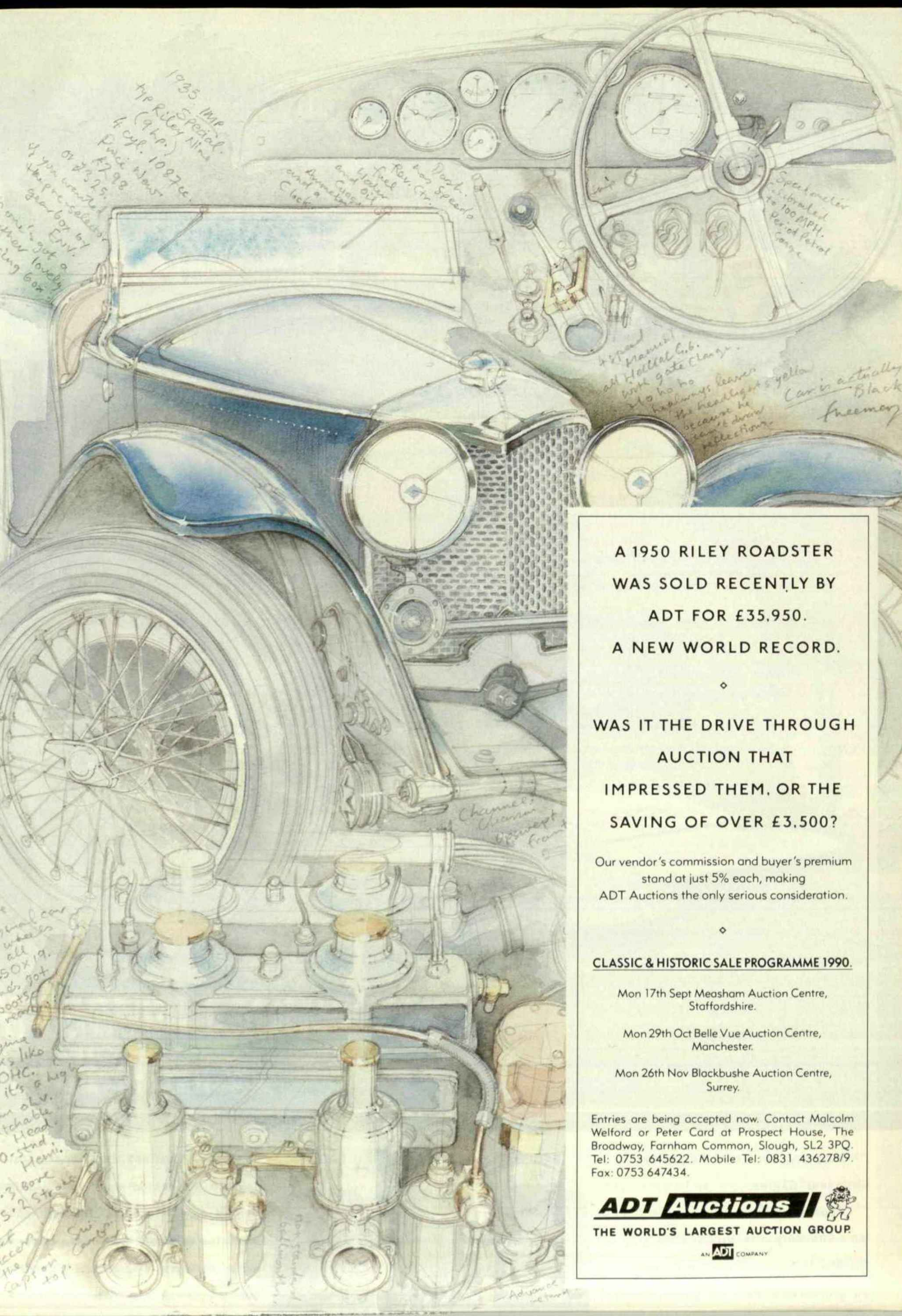
In the McLaren camp Ron Dennis and co opted to pressure Senna's tyres a little less than Berger's, a ploy which was to have a crucial effect on the possible outcome.

At the green it was Patrese who stormed away first, with Berger lagging slightly and Senna diving round him. Mansell lost a little ground after a good getaway. Further back, both Lehto and Bernard were also smartly away, and by the end of the lap the order was Senna, having swept by Patrese along the pit straight, the Williams driver, Berger, Boutsen, Piquet, Mansell, Alesi, Warwick, Martini, Donnelly, de Cesaris, Nannini, Prost, Modena, Alboreto, Suzuki, Barilla, Alliot, Larini, Grouillard, Brabham, Lehto, Bernard, Nakajima (tapped into a spin by Donnelly), Foitek and Pirro.

Next time round Gerhard moved ahead of Riccardo, the Italian already realising that his tyre choice wasn't right, while Prost picked off Nannini and Brabham pitted with the first manifestation of the electrical problem that would bring him in



After a poor practice, Alain Prost swooped through the field to claim victory.



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and out of the pits as his team tried changing various components. "Nothing did the trick, so it must be something in the loom," said team manager Nigel de Streyster.

David retired eventually on lap 12, but not before Alliot had nearly rammed the stationary Brabham as David paused, apprehensive about a flickering exit light at the end of the pit road. Philippe had made a quick stop for tyres on lap 12 that dropped him to the tail of the field.

Senna had a two second lead after five laps, but already Gerhard could sense trouble. "I could feel my front tyres going off after three laps, and after 10 the left had a deep blister. I knew if I had to stop I had to do it early, to give myself a chance to recover ground, so I came in on lap 13." In the stop he opted for Bs on the left and Cs on the right, and stormed back into the race in 12th place.

Ayrton, meanwhile, was into one of his majestic demonstrations. By lap 20 he was 15s ahead of Piquet, who was going like a train in the Benetton after disposing of Patrese on lap three and Boutsen two laps later. In his wake Mansell and Prost were beginning to make inroads into the gripless Williams duo's advantage, while Nannini was following Prost after passing Alesi on lap 15. The Frenchman had Donnelly on his tail, Martin having worked neatly past team-mate Warwick on lap five. However, after only 10 laps the Ulsterman felt his tyres were past their best, and spent the rest of his race nursing the Lotus.



Despite the sixth pole of his career, Gerhard Berger was again unable to finish ahead of the Ferraris.

Berger was thirsting after them having overtaken Modena, while Martini and de Cesaris were next up, into lonely races. Barilla was chasing Alboreto, as he would until power loss for Michele dropped him into the Minardi's clutches on lap 46, and then came Foitek, Grouillard, Lehto, Alliot and Larini, who had also stopped early for fresh rubber. Gone by this stage were Pirro, whose engine blew as he passed the pits on lap 11, Brabham, the brace of Larrousse Lolas and Nakajima. The latter

trio all disappeared on their 12th laps, Bernard losing his brakes after working up to 15th, Suzuki and Nakajima clashing in the esses.

"My car felt really good in the opening stages," said Aguri, "but then the left rear tyre was gone by lap five. I was going slowly, making room for the faster cars, when Nakajima ran into the back of me."

Lehto's unhappy race lasted only until lap 27. "Guess what?", said the unhappy Finn. "My engine was so down on power



In the early stages of the race, Martin Donnelly slipped past team-mate Warwick, but was unable to impede the advance of either Prost in the Ferrari or Nannini in the Benetton.

that I wasn't even able to use sixth. I stayed in fifth to save fuel! After my good start everyone came past me again, and then the engine finally quit."

By the 30 lap mark Piquet's tenancy of second place, keeping Senna honest, was coming under closer scrutiny from Mansell and Prost, who five laps later had worked into third and fourth places. On lap 36 Nigel had a look inside Nelson going into turn one, and made it next time round after a neat slingshot. Initially he didn't get away much, but a tyre blister on the Benetton began to worsen, and Prost duplicated Mansell's move on lap 42. Two laps later Nelson dived into the pits, worried about the increasing vibration and took another set of Cs. Patrese had done likewise on lap 43 after a quick spin, and both then proceeded to climb back up the order.

Up until the 45 lap mark, Senna's lead looked unassailable, nine points in the bag. The problems he'd had balancing the car in qualifying looked a long, long way away. But then Mansell and Prost began to make some serious progress, and the thought began to gel: was Ayrton in trouble?

Gradually that thought gained substance, by lap 48 the gap between the McLaren and the lead Ferrari was 12.2 seconds. Ayrton had stabilised it a lap later, but it went down to 11.4s before it opened another second on lap 51 as Mansell encountered Grouillard in the esses. Within two laps, however, it was down to 9.5s. This wasn't defensive driving. Ayrton

definitely had a problem.

"I could feel the car getting unstable and I guessed it was a tyre problem," he revealed. "I called the pits but they didn't hear me first time; I called again and was advised to stay out."

"The closer it got to the end, the more sensible it seemed to keep Ayrton out there, since third place would be better than nothing," said Ron Dennis.

Almost immediately after Grouillard, Mansell then lost a lot of ground behind Modena, again through the esses, and suddenly Prost was climbing all over him. The Frenchman had had an awful time all through qualifying, spinning on his second run on Friday afternoon, and complaining of dire lack of grip all through Saturday. But he had set up his Ferrari very carefully for the race, running less wing than Nigel, and had been in highly optimistic frame of mind before the start despite his lowest grid position in 10 years. After initial full tank understeer had neutralised he was revelling in his handling and as they completed lap 54 it was a clear three-way fight for the lead.

Coming down to turn one on lap 55 the two red cars swept up behind Foitek's Onyx. Mansell was momentarily right behind it as he pulled the maximum slipstream, but then Prost suddenly jinked out to the far right of Mansell and Ferrari number one slithered into second place to the screams of the spectators.

By lap 60 the writing was on Senna's wall. He and Prost passed the pits nose to tail and going into turn one Alain pulled

out from behind and went calmly into the lead. His 41st win was only laps away.

The angry Mansell made short work of Ayrton, repeating Prost's move the next lap, and by lap 62 Senna was eight seconds away from the lead. Two laps later, Mansell half spun, but Senna's fresh tenancy of second place lasted mere corners as his right rear Goodyear exploded into ribbons of rubber, and he trundled slowly in to retire. He took the blow graciously.

"In part today was my fault, because I didn't have to consult Ron. I could have gone in on my own for a new tyre."

"I think we called it wrong, even though Ayrton's eventual retirement was caused by a puncture rather than a tyre wear problem," said a philosophical RD. Indeed, one of the strips left attached to the wheel showed clear evidence of puncture damage.

From his position in the pits Ayrton then had a grandstand seat for the final gripping fight between Mansell and Berger. Gerhard had made swift progress through the ranks after his stop: the misfiring Alesi on lap 50; the gripless Boutsen (who was also dealing with a soft brake pedal) on lap 55; Nannini on lap 61. Senna's demise promoted him to third, and when Mansell had that brief spin on lap 64 he sensed a chance of second after all. As the Briton recovered, Gerhard came barging by, the two touching wheels. Mansell was having none of that and immediately fought back, and they touched again on two or three occasions. It was Dijon 1979 all over again, and the crowd was electrified. All



Senna was robbed of victory when he ran into tyre problems, but he was denied even third place when his rear tyre disintegrated with five laps to go.



The fight for second place between Mansell and Prost was ultimately a duel for first place.

round the track Nigel had the Ferrari flicking one way and then another in the McLaren's wake, and each time Gerhard slammed the door. Then, coming out of the esses on lap 68, Mansell kept far, far to the left, and just kept running round the outside as they went into Peralta. "It was just a matter of closing my eyes and keeping my foot flat on the floor," he joked afterwards, but it will forever rate as one of those classic overtaking moves.

Gerhard was obliged to lift a fraction, and that was that, the McLaren crossing the line a lap later 0.4s adrift after a bout of motor racing that injected some much needed excitement into F1.

Prost, meanwhile, had crossed it 25s earlier. "The car was a little uncomfortable on full tanks, but as the load lightened it got better and better, and by the end was much more efficient. I was asking the team to keep me informed whether I was gain-



Despite blistered tyres, Nannini was able to get ahead of Boutsen's Williams and claim fourth place.

ing or losing ground to the leader all the way through, and I'm very happy. I had absolutely no problem."

"It was a tremendous fight, and my only disappointment is that I feel I had more traffic than I deserved," said Mansell, and amen to that. He was unlucky. "Alain set his car up fantastically well," he continued, "and deserved to win. This is a great result for the team and a great race for the world press. I was pushing hard all through, and my spin came because I pushed a bit too hard after getting off line on to the dirt, which spoiled the tyres for a corner or two."

Neither he nor Berger embraced one another quite the same way that Arnoux and Villeneuve did at Dijon, but Gerhard obviously enjoyed himself, even if the outcome was a reversal of his hopes. But for that difference in his tyre pressures, he might have stood atop the rostrum for the first time in his McLaren career.

Like Piquet, Nannini had blistered one of his front tyres, and as the track began to cool found himself unable to push as hard as the leaders. Nevertheless, he was able to reel in and pass the troubled Boutsen on lap 40 and scooped another three good points that underlined the growing maturity of Benetton's challenge.

As he did in Brazil, Piquet deprived the unfortunate Alesi of the final point in the closing stages, taking his healthy Benetton past the misfiring Tyrrell on lap 68, while Donnelly clung on despite his rubber problems to take eighth.

"My tyres were throwing big chunks in the closing stages, and having seen what happened to Senna I was a little preoccupied," he admitted after one of his best F1 showings to date.

As he lost grip in the closing stages, Warwick was powerless to fend off Patrese. "The handling was getting worse," said Derek, "and I just couldn't figure out why. Afterwards we discovered that the locknuts on the left front pullrod had unscrewed themselves, so the whole front end was out of balance." Modena, Martini and de Cesaris completed their uneventful races in 11th, 12th and 13th places respectively. Persistence brought Barilla 14th after his pursuit of Alboreto, and despite a moment when he slid wide on to the dust and then the kerb at Peralta, Foitek brought his Monteverdi Onyx home 15th. "It took me a while to clean my tyres after that, and the undertray was damaged so the handling was worse," he admitted, "but my worst problem was a soft brake pedal after the first 20 or 30 laps." For all that, he did a brilliant job just keeping the car out of the pit wall, thus avoiding a repeat of Alliot's indiscretion in '88.

After his stop Larini recovered for 16th from Alboreto and Alliot, with the luckless Senna classified 20th behind Grouillard.

It might have been something of a sleeper for its first 45 laps, but what might be the last Mexican GP ended up an absolute gem, the most exciting of the season. Come to think of it, it was probably the best since Silverstone 1987.

DJT

STARTING GRID



<p>6 PATRESE Williams FW13B 1 min 17.498 secs</p> <p>2 MANSELL Ferrari F1/90 1 min 17.732 secs</p> <p>4 ALESI Tyrrell 019 1 min 18.282 secs</p> <p>20 PIQUET Benetton B190 1 min 18.561 secs</p> <p>8 MODENA Brabham BT59 1 min 18.592 secs</p> <p>12 DONNELLY Lotus 102 1 min 18.994 secs</p> <p>19 NANNINI Benetton B190 1 min 19.227 secs</p> <p>24 BARILLA Minardi M190 1 min 19.897 secs</p> <p>21 PIRRO Dallara BMS 190 1 min 20.044 secs</p> <p>14 GROUILLARD Osella FA1M 1 min 20.274 secs</p> <p>26 ALLIOT Ligier JS33B 1 min 20.657 secs</p> <p>25 LARINI Ligier JS33B 1 min 21.116 secs</p> <p>36 LEHTO Monteverdi-Onyx ORE 1B 1 min 21.519 secs</p>	<p>28 BERGER McLaren MP4/5B 1 min 17.227 secs</p> <p>27 SENNA McLaren MP4/5B 1 min 17.670 secs</p> <p>5 BOUTSEN Williams FW13B 1 min 17.883 secs</p> <p>23 MARTINI Minardi M190 1 min 18.526 secs</p> <p>3 NAKAJIMA Tyrrell 019 1 min 18.575 secs</p> <p>11 WARWICK Lotus 102 1 min 18.951 secs</p> <p>1 PROST Ferrari F1/90 1 min 19.026 secs</p> <p>22 De CESARIS Dallara BMS 190 1 min 19.865 secs</p> <p>9 ALBORETO Arrows A11B 1 min 19.941 secs</p> <p>30 SUZUKA Lola L90 1 min 20.268 secs</p> <p>7 BRABHAM Brabham BT59 1 min 20.447 secs</p> <p>35 FOITEK Monteverdi-Onyx ORE 1B 1 min 21.012 secs</p> <p>29 BERNARD Lola L90 1 min 21.273 secs</p>
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LAP TIMES

No	Driver	Car	Tyres	Pre-qualifying	Friday Qualifying	Saturday Qualifying
1	Alain Prost	Ferrari F1/90	G		1m 19.026s	1m 21.012s
2	Nigel Mansell	Ferrari F1/90	G		1m 17.938s	1m 17.732s
3	Satoru Nakajima	Tyrrell 019	P		1m 19.551s	1m 18.575s
4	Jean Alesi	Tyrrell 019	P		1m 18.723s	1m 18.282s
5	Thierry Boutsen	Williams FW13B	G		1m 19.062s	1m 17.883s
6	Riccardo Patrese	Williams FW13B	G		1m 18.215s	1m 17.498s
7	David Brabham	Brabham BT59	P		1m 20.447s	1m 20.636s
8	Stefano Modena	Brabham BT59	P		1m 18.592s	1m 19.817s
9	Michele Alboreto	Arrows A11B	G		1m 21.212s	1m 19.941s
10	Alessandro Caffi	Arrows A11B	G		1m 22.278s	1m 22.154s
11	Derek Warwick	Lotus 102	G		1m 19.557s	1m 18.951s
12	Martin Donnelly	Lotus 102	G		1m 19.769s	1m 18.994s
14	Olivier Grouillard	Osella FA1M	P	1m 25.281s	1m 20.274s	
15	Mauricio Gugelmin	Leyton House CG901A	G		1m 22.612s	1m 21.665s
16	Ivan Capelli	Leyton House CG901A	G		1m 23.639s	1m 21.544s
17	Gabriele Tarquini	AGS JH25	G	1m 28.499s		
18	Yannick Dalmas	AGS JH25	G	1m 27.830s		
19	Alessandro Nannini	Benetton B190	G		1m 19.909s	1m 19.227s
20	Nelson Piquet	Benetton B190	G		1m 19.022s	1m 18.561s
21	Emanuele Pirro	Dallara BMS 190	P		1m 21.067s	1m 20.044s
22	Andrea de Cesaris	Dallara BMS 190	P		1m 21.835s	1m 19.865s
23	Pierluigi Martini	Minardi M190	P		1m 18.526s	1m 18.590s
24	Paolo Barilla	Minardi M190	P		1m 19.897s	1m 21.242s
25	Nicola Larini	Ligier JS 33B	G		1m 21.584s	1m 21.116s
26	Philippe Alliot	Ligier JS 33B	G		1m 21.451s	1m 20.657s
27	Ayrton Senna	McLaren MP4/5B	G		1m 18.417s	1m 17.670s
28	Gerhard Berger	McLaren MP4/5B	G		1m 17.227s	1m 17.850s
29	Eric Bernard	Larrousse-Lola 90	G	1m 25.456s	1m 21.273s	1m 21.677s
30	Aguri Suzuki	Larrousse-Lola 90	G	1m 27.511s	1m 21.077s	1m 20.268s
31	Bertrand Gachot	Coloni-Subaru	G	1m 28.805s		
33	Roberto Moreno	EuroBrun 189B	P	1m 26.724s	1m 21.142s	Disqualified
34	Claudio Langes	EuroBrun 189B	P	1m 40.414s		
35	Gregor Foitek	Onyx-Monteverdi	G		1m 21.012s	1m 21.400s
36	JJ Lehto	Onyx-Monteverdi	G		1m 25.519s	1m 21.687s
39	Bruno Giacomelli	Life RE	G	no time		

RESULTS

Mexican Grand Prix, Hermanos Rodriguez, June 24
69 laps of 4.421 km circuit (305.049 km; 189.548 miles)

Pos.	Driver	Nat.	Car/Engine	Time
1st	Alain Prost	(F)	Ferrari F1/90-Ferrari V12	1h 32m 35.783s
2nd	Nigel Mansell	(GB)	Ferrari F1/90-Ferrari V12	1h 33m 01.134s
3rd	Gerhard Berger	(AUT)	McLaren MP4/5B-Honda V10	1h 33m 01.313s
4th	Alessandro Nannini	(I)	Benetton B190/Cosworth V8 EXP	1h 33m 16.882s
5th	Thierry Boutsen	(B)	Williams FW13B/Renault V10	1h 33m 22.452s
6th	Nelson Piquet	(BRA)	Benetton B190/Cosworth V8 EXP	1h 33m 22.726s
7th	Jean Alesi	(F)	Tyrrell 019-Cosworth V8 DFR	1h 33m 24.860s
8th	Martin Donnelly	(GB)	Lotus 102-Lamborghini V12	1h 33m 41.925s
9th	Riccardo Patrese	(I)	Williams FW13B-Renault V10	1h 33m 45.653s
10th	Derek Warwick	(GB)	Lotus 102-Lamborghini V12	1 lap behind
11th	Stefano Modena	(I)	Brabham BT59-Judd V8	1 lap behind
12th	Pierluigi Martini	(I)	Minardi M190-Cosworth V8 DFR	1 lap behind
13th	Andrea de Cesaris	(I)	Dallara BMS 190-Cosworth V8 DFR	1 lap behind
14th	Paolo Barilla	(I)	Minardi M190-Cosworth V8 DFR	2 laps behind
15th	Gregor Foitek	(CH)	Monteverdi-Onyx-Cosworth V8 DFR	2 laps behind
16th	Nicola Larini	(I)	Ligier JS33B-Cosworth V8 DFR	2 laps behind
17th	Michele Alboreto	(I)	Arrows A11B-Cosworth V8 DFR	3 laps behind
18th	Philippe Alliot	(F)	Ligier JS33B-Cosworth V8 DFR	3 laps behind
19th	Olivier Grouillard	(F)	Osella FA1M-Cosworth V8 DFR	4 laps behind
20th	Ayrton Senna	(BRA)	McLaren MP4/5B-Honda V10	retired on lap 63
21st	JJ Lehto	(FIN)	Monteverdi-Onyx-Cosworth V8 DFR	retired on lap 26
22nd	Eric Bernard	(F)	Lola L90-Lamborghini V12	retired on lap 12
23rd	Aguri Suzuki	(J)	Lola L90-Lamborghini V12	retired on lap 11
24th	Satoru Nakajima	(J)	Tyrrell 019-Cosworth V8 DFR	retired on lap 11
25th	David Brabham	(AUS)	Brabham BT59-Judd V8	retired on lap 11
26th	Emanuele Pirro	(I)	Dallara BMS 190-Cosworth V8 DFR	retired on lap 10

Fastest Lap: Alain Prost (Ferrari F1/90) 1 min 17.958 secs, 204.145 kph (126.85 mph)
Winner's Average Speed: 197.659 kph (122.819 mph). **Conditions:** Cool and overcast.

DNQ	Ivan Capelli	(I)	Leyton House CG901-Judd V8	1m 21.544s
DNQ	Mauricio Gugelmin	(BRA)	Leyton House CG901-Judd V8	1m 21.665s
DNQ	Alessandro Caffi	(I)	Arrows A11B-Cosworth V8 DFR	1m 22.154s
DNQ	Roberto Moreno	(BRA)	EuroBrun ER189B-Judd V8	no time
DNPQ	Yannick Dalmas	(F)	AGS JH25-Cosworth V8 DFR	1m 27.830s
DNPQ	Gabriele Tarquini	(I)	AGS JH25-Cosworth V8 DFR	1m 28.499s
DNPQ	Bertrand Gachot	(B)	Coloni-Subaru flat 12	1m 28.805s
DNPQ	Claudio Langes	(I)	EuroBrun ER189B-Judd V8	1m 40.414s
DNPQ	Bruno Giacomelli	(I)	Life 12 cylinder	no time

1990 WORLD CHAMPIONSHIP

DRIVERS	CONSTRUCTORS	
Ayrton Senna	31 McLaren-Honda	54
Alain Prost	23 Ferrari	36
Gerhard Berger	23 Williams-Renault	20
Jean Alesi	13 Benetton-Cosworth	20
Nigel Mansell	13 Tyrrell-Cosworth	14
Nelson Piquet	13 Brabham-Judd	2
Thierry Boutsen	11 Arrows-Cosworth	2
Riccardo Patrese	8 Larrousse-Lamborghini	1
Alessandro Nannini	7 Lotus-Lamborghini	1
Stefano Modena	2	
Alessandro Caffi	2	
Satoru Nakajima	1	
Eric Bernard	1	
Derek Warwick	1	

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The new Fiesta RS Turbo.

Once you get south of somewhere like Avignon it can start getting very hot and the sun can get insidious, especially if it is tempered by a warm breeze and the suspicion of a haze in the sky. It is not the blazing heat that turns English people pink that is the danger, for blisters and sunburn are all too easy to see, but it is the gentle continuous heat that gets through to the brain without you realizing it. You suddenly become aware something is wrong with your surroundings, or your eyes and your brain are not co-ordinating, and you may have hallucinations.

My first suspicions were aroused when I arrived at the circuit on Friday morning to find that the normal pattern of pre-qualifying had changed. The two Lola-Lamborghinis of the Larrousse team had qualified to qualify (!) as is normal, but third and fourth were the AGS cars of Tarquini and Dalmas, this being the team's home territory as the village of Gonfaron is only a few kilometres away from the Paul Ricard circuit. This meant that Roberto Moreno and Olivier Grouillard were out before anything serious began. When I looked across the wide expanse of the pit lane and the starting grid and saw lush green grass (or so it seemed) all along the front of the open grandstands I began to wonder. The Paul Ricard circuit is built on one of the most barren and arid pieces of flat country in the south of France, even though it is in the midst of some spectacularly hilly and mountainous country; and there was lush green grass opposite the pits! A year or two ago the gravel and rock areas that surround the circuit were bright blue and I never believed it was the reflection from the sun because you could see signs of a paint spray having been used.

The circuit itself was in splendid condition, having been resurfaced and unlike some circuit organisers who have dramas when they resurface their circuits, the Paul Ricard people did a superb job; so superb that there was not a murmur from any of the drivers or teams about 'bumps'. A very pleasing barometer of the conditions was quickly evident on Friday morning when the two turquoise Leyton House cars were up in the thick of the running. Ivan Capelli and Mauricio Gugelmin beaming with delight for at last the Adrian Newey-designed car was responding correctly to aerodynamic adjustments and the drivers were not slow to profit. All along everyone knew that the team's problem was not 'driver trouble' and the narrow angle Judd V8 engines were never suspect, so the apparent slowness at previous meetings had to be something connected with aerodynamic or suspension adjustments, the sensitivity of the overall package being more critical than anyone was prepared to believe.

Another performance that caused an eyebrow or two to be raised was the consistently fast lapping of Eric Bernard in one of Gerard Larrousse's Lola-Lamborghinis, this relatively new young



Capelli's moment of glory as he holds off Prost, but with three laps to go, the French champion took the lead.

A Touch of the Sun

French driver overshadowing last year's French bright star, Jean Alesi, now considered to be a seasoned veteran of a full 12 months of Formula One driving. The second Lola-Lamborghini driven by Aguri Suzuki was not exactly slow either, being a bare half a second behind Bernard, but such is the pace up near the front of Formula One, that in that half second separating the two Larrousse team cars were Nelson Piquet, Alessandro Nannini and Thierry Boutsen, front runners all.

In the short break between the Mexican GP and the French GP there had been interesting and busy activity at Silverstone, in a three day test session prior to the British GP, due to be run one week after the race at Paul Ricard. One often hears complaints about the Formula One drivers of today not doing other types of racing, or the teams being unable to support a non-championship event, but when you look at the season schedule of racing, tyre testing, circuit testing, experimental testing or just simply bedding-in new cars, it is not surprising that there is little time for anything else.

At Silverstone the Honda V12 engine for next year made a brief appearance, doing some initial running in the rear of a current McLaren chassis. Shake-down running was done by Alan McNish, though Senna had a short run and seemed more than satisfied with the basic feel of the new engine. So compact is this new Honda V12 that it is only fractionally longer than the

existing V10 and with all the bodywork on the McLaren it was difficult to tell a V10 from the V12-engined car. Ferrari were going quickly with a new version of their V12, but it destroyed itself rather spectacularly and other teams were trying new bits and pieces, some of which could be seen in the Paul Ricard paddock. There is no slowing down in the technical pace of Formula One at the moment, and there is much in store for the future. The Brabham team had made their first contact with Yamaha engines, running a test chassis with the V8 Yamaha engine from last year installed, succinctly designating the car as a BT59Y, and at Paul Ricard their T-car had the completely new rear end fitted, designed around the new transverse gearbox unit which is mounted ahead of the final drive. In this package is a completely re-designed rear suspension and accoutrements. Stefano Modena used the T-car during practice, but relied on the conventional BT59 for the race, as did David Brabham.

Similarly, Williams used a new front suspension during practice, but reverted to the standard layout for the race. The new arrangement replaced the pair of coil-spring/shock-absorber units, operated individually, by a single unit mounted transversely above the pedal box with the suspension linkage from each wheel operating on one end of the spring unit, so that if both wheels rose the unit was compressed from each end. If only one rose

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then the force was transmitted to the opposite wheel through the floating spring unit; all to do with Newton's first law of motion.

The Mistral wind which always seems to be blowing at Paul Ricard was in a fractious mood, not desperately high but inconsistent as to strength and direction. At times it was a following wind down the back straight (which is these days only half its original length) and was enough to increase speed, but made the entry into the long right-hand sweep of the Signes corner a bit of a 'tippy-toe' situation. Speeds before this corner were nudging 200 mph, with Alesi's Tyrrell just ahead of the McLaren-Hondas. Running into the wind along the pits straight the Tyrrell was well down the speed list, the 'grunt' of the Ferrari, Honda, Renault and Cosworth works engines making itself felt against the head-wind.

The first morning of practice ended with the situation suitably normal at the front, with Senna (McLaren-Honda) just ahead of Prost (Ferrari) and Mansell hard on their heels. In Friday afternoon qualifying the scene changed dramatically as Mansell put his Ferrari on pole position, ahead of Senna and Prost. With the number one McLaren sandwiched between the two Ferraris there was a tense air around the Woking team's pits, and more so when you looked down the order at the end of qualifying to find Gerhard Berger in the second McLaren-Honda in fifth place, sandwiched between the two Williams-Renaults of Patrese and Boutsen. It was beginning to look as though the opposition had got the McLaren team 'on the run' in spite of Honda using what they called their more powerful 'low-friction' engines, whatever that meant. As every engine designer endeavours to make his engine more efficient by reducing friction and thus not wasting power, one can only speculate on what Honda might be doing that others are not doing.

With Gugelmin a strong ninth and Capelli 14th things were taking on a pleasant disposition, but it was ironic that designer Newey had left the team a week prior to this performance. Similarly the Larrousse team were on a 'high' with Bernard 10th and Suzuki 13th only a week after Chris Murphy (the resident Lola engineer with the team) had left for pastures new.

On Saturday the wind was playing more tricks than usual and it was beginning to look as if there would not be much improvement over Friday's lap times. The normal thing for Saturday morning is to work at making decisions about what was needed for Sunday's race, checking fuel consumption, tyre wear, and long term consistent handling from carrying a full load of fuel to running light with worn tyres and a minimum of fuel as one would be in the closing stages of a race. If all goes well with this sort of practice programme then it is usual for the front runners to put in a quick lap near the end of the morning, using qualifying tyres, low fuel load and aerodynamic settings for a single quick lap rather than 80 consistent laps. The vari-

ations in lap times between these two extremes can be around 5 seconds on a short lap like the mini-Paul Ricard circuit (half its original length). With Berger 5th and Senna 10th it was beginning to look as though McLaren and Honda were still searching for the optimum as far as the actual race was concerned.

From the morning times, and the fluctuations in wind direction it seemed very unlikely that Mansell's 1.04.402 of Friday would be beaten and Senna decided to opt out of qualifying and use the hour for more race preparation. Running in full race trim he was running consistently around 1min 9 seconds a lap, a performance that he obviously intended to keep up for the 80 lap race. Berger was far from happy about his ultimate performance and was still working away at improving his grid position. This he did to such good effect that he took second place away from his team leader and Prost very nearly usurped third place. While Mansell did not improve his time, his pole position was safe so the number two drivers were going to line up ahead of the number one drivers, as far as Ferrari and McLaren were concerned.

Ivan Capelli ended up in a fine 5th place on Saturday, behind fellow Italian Nannini, out ahead of Patrese, Piquet and Bernard, the Frenchman being consistently 'there or there about' and team-mate Suzuki was just behind, as far as the Saturday times were concerned. It was when I looked down the list of times for the afternoon that I suspected sunstroke, for while Berger topped the list, Senna was at the bottom, in thirtieth place!

A McLaren-Honda first and a McLaren-Honda last; it was unreal. But one had to bear in mind that the other 20 contestants had been running as hard as they could go for one blinding lap, whereas Senna was into 'race-mode' and could lap all day at his comparatively lowly 1.08.8 time.



Prost gave his supporters what they wanted.

Race morning was as sunny as ever but the wind has eased and what little there was remained as a headwind on the pits straight and a tailwind on the back straight. In the half-hour warm-up period on Sunday morning the McLaren imperturbability took a severe knock as both their cars had excursions off the road. Berger's car had a front wheel come loose causing a bit of a moment, and Senna 'went over a kerb' so severely that the right front suspension took all the punishment and the steering track rod on that side was badly bent, all of which called for some pretty close scrutiny and checking before the race.

Prost and Mansell in the Ferraris were in cracking form and very confident and it looked as though Senna's preparation pace of lapping in 1 min 09 secs was not going to be quick enough, apart from one important factor and that was TYRES. Both Goodyear and Pirelli were predicting at least one tyre change during the race, and any driver who did not pay attention was probably going to have to make two changes even using hard compound 'race tyre'.

The grid line-up was a healthy sight, in the order Mansell (Ferrari), Berger (McLaren), Senna (McLaren), Prost (Ferrari), Nannini (Benetton), Patrese (Williams), Capelli (Leyton House), Boutsen (Williams), Piquet (Benetton) and Gugel-



The two McLarens lead Mansell's Ferrari, yet fortune smiled on none of them.

min (Leyton House) filling the first five rows. Then came Bernard (Lola), Alliot (Ligier), Alesi (Tyrell) and Suzuki (Lola), the two Larrousse cars being ahead of the Lotus pair of Warwick and Donnelly, all four using the same type of Lamborghini V12 engine.

After some 'pomp and circumstance' to herald the start of the most important event of the day (there had been other types of racing and demonstrations going on since qualifying ended on Saturday afternoon), the twenty-six cars lined up on the grid and then set off on the parade lap led by a very proud Nigel Mansell.

The start was faultless, though Berger got a bit too much wheelspin, and Nannini made a meteoric start from the third row and everyone got round the first corner and the race was under way. Berger powered past Mansell on the opening lap, and Senna did likewise on lap 2, so after all the alarms and excursions of testing, qualifying and warm-up the dust of the start had hardly settled before everything was in the order that is normally expected; McLaren-Honda running first and second. Mansell held third, Nannini a joyous fourth, then Patrese with Prost pushing him a little, followed by Boutsen, Piquet, Alesi and Capelli.

It was pretty clear that no-one was going to go mad, all being conscious of tyre wear, though Berger was not going quite quick enough for Senna's liking, but too quick to justify trying to overtake at this



Capelli vs Alesi, an early duel of the race.



Piquet was lucky to finish in the points.



Patrese also finished to claim a point.

early juncture in the race. By 10 laps we had got a bit of a 'stalemate' with eight cars more or less nose-to-tail following Berger, though Senna would occasionally drop back to get out of the leader's wind, but never far enough for Mansell to challenge. At the end of this leading bunch Alesi and Capelli were keeping station, but the rest were not keeping up and were led by Eric Bernard, but by lap 19 Gugelmin had passed the Lola. Already Pirro had disappeared and Boutsen's Renault engine had expired, the Williams coming along the pit lane to retire leaving a trail of oil behind it.

Prost was beginning to show signs of agitation at being stuck behind Patrese but there was no easy way by, so he stayed in sixth place. The pace of this leading crocodile of nine cars was a bit slow at 1 min 10 sec to the lap, but there seemed no way that it was going to change. The mini-Paul Ricard circuit not being conducive to 'deeds of daring-do' or inspired bravery the whole affair had turned into a rather dull procession, or was it the effect of the sun?

As the front half of the field started lap 21 Piquet peeled off into the pit lane to stop for new tyres, rejoining the race in 15th place, then Alesi was in for a tyre change and at the start of lap 28 Prost swooped into the Ferrari pits. All four wheels were changed in an unbelievably quick time and Prost was back in the race in 8th place. Berger came in, relinquishing the lead to Senna for a brief two laps and

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Alain Prost punches the air as he claims the 42nd Grand Prix victory of his career and the fifth win in his home Grand Prix.

then the Brazilian was in, handing the lead to Mansell. The McLaren pit stops were relative disasters compared to those of Ferrari and the time lost is best seen on the lap time sheets. Prost dropped from lapping at 1.10 to 1.26.712 on the lap in which he stopped, and was then back on 1.09, whereas Berger dropped from 1.10 to 1.35.188 before getting back to 1.10. A rear wheel baulked on Senna's car and his pace dropped from 1.10 to 1.37.672 and then resumed at 1.09, a pace Prost was already into.

Mansell gave the lead to Patrese when he went into the pits for tyres, the stop dropping him five seconds on Prost, and after one lap in the lead Patrese came in for tyres and it was Capelli's turn to lead. Now we knew the sun must be having its effect, for only last month Ivan Capelli and the turquoise Leyton House had failed to qualify and here it was leading the French Grand Prix, and not only that but teammate Mauricio Gugelmin was in second place! Nobody minded the situation for two more likeable drivers are hard to find and the Japanese owned team that used to be the works March Engineering team are a happy and uncomplicated bunch. So let them have their moment of glory, while all the 'big wheels' sort themselves out after their pit stops for tyres, and anyway very soon the two turquoise coloured cars will be in for tyre changes and then all will be normal again, or so I thought.

But they did not come in for tyres, and the 'big wheels' did not get themselves sorted out, and Capelli and Gugelmin continued to run first and second. In a menacing third place was Prost, but either he was biding his time before he moved ahead of the Leyton House cars, or the scene was real and not a temporary hallucination. Following this trio came Nannini, Mansell, Senna, Berger and Patrese, their positions being very much a reflection of their pit stops and we had the 'stalemate' of earlier, but in a different order. Leading the rest was Eric Bernard, while Alesi was watching from the pit wall. He had shot out of the pit lane after his tyre change and the final drive had failed as he was accelerating

away up through the gears.

The race went on and on, and still the Leyton House cars stayed in front and still they stayed out on the same tyres, when some drivers came in for a second change of tyres. Nobody begrudged the Leyton House team its moment of glory, but it couldn't be true and couldn't really be happening. After all, Prost, Nannini, Mansell, Senna, Piquet and Berger were all lined up behind and there are three World Champions among that lot, but obviously Capelli and Gugelmin were unimpressed and continued to hold the first two places. It could not really go on like this to the end of the race, or could it?

On lap 54 the leaders came up to lap a bunch of slower cars and Capelli got through alright, but Gugelmin got a bit boxed-in and Prost saw his opportunity and fumbled his way through the melée to come out of it in second place. Sadly, a few laps later the oil pressure light on the Judd V8 in Gugelmin's car shone brightly, and by then it is too late for a racing engine will not run long without oil pressure.

As Prost closed up on Capelli it was pretty obvious that the crafty little Frenchman was running a race of tactics and had everything in hand. The Ferrari team's pit stop had given him a distinct advantage, aided by the poor McLaren pit stops, and the World Champion was making the most of it. Capelli was doing a lovely job out front, completely unruffled and looking as though he might hold on until the end of the 80 laps, but you can never underestimate Prost and after spending a number of laps large in Capelli's mirrors, he saw his opportunity on lap 78. The Judd V8 engine was beginning to hesitate on initial pick-up out of the slower corners and Prost was quick to profit from it and led the last three laps, the last one being the most important. But Capelli had thoroughly enjoyed his moment of glory and after the race Prost was almost apologetic about taking the lead from the young Italian, saying "... it was really his race, but ..."

A frustrated Nigel Mansell made a second stop for tyres, but it did him no

good and before the race finished he pulled off the track with clouds of smoke coming from the Ferrari engine. Nannini last a sure third place when Benetton's Cosworth engine failed, and Senna finished an uncharacteristic lucky third, followed by Piquet, Berger and Patrese. Amazingly all four Lamborghini V12 powered cars finished the race, the two Lola-Larrousse cars heading the yellow Lotus cars the whole weekend, which must mean something. The sun was indeed strong.

All weekend there was an undercurrent of feeling that this was going to be the last French Grand Prix to be held at Paul Ricard, that next year it would be held at the rebuilt Magny-Cours circuit. When someone asked 'Where on earth is Magny-Cours?' the only possible answer was 'That is a very good question'. Monsieur Jean-Marie Balestre was loud in his praise of the efforts made this year by the Paul Ricard circuit owners, and complimented them on their 20 years of existence, he also praised the work put in to the Magny-Cours circuit to bring it up to first class Formula One standards, and though he did not say as much, one felt that he visualised France having two Grand Prix races a year, one on each of these magnificent Formula One facilities. After all, Italy has two Grand Prix races each year, one at Monza and one at Imola, and everybody is very happy about it. Fortunately the little Republic of San Marino qualifies for a Grand Prix, and having no circuit of their own they use the nearby Imola circuit.

Now one of the motor racing anomalies of today is the continued existence of the Monaco Grand Prix round the streets of the Principality, surrounded as it is by France, in the way Italy surrounds San Marino. If the French Grand Prix is moved to Magny-Cours next year, then surely the sensible thing to do is to move the Monaco Grand Prix to Paul Ricard. That way everybody would be happy, wouldn't they? The Mediterranean sun can be very insidious in its effect, or is it the wicked Mistral wind?

DSJ

STARTING GRID



28 BERGER McLaren MP4/5B 1 min 04.512 secs	2 MANSELL Ferrari F1/90 1 min 04.402 secs
1 PROST Ferrari F1/90 1 min 04.781 secs	27 SENNA McLaren MP4/5B 1 min 04.549 secs
6 PATRESE Williams FW13B 1 min 05.059 secs	19 NANNINI Benetton B190 1 min 05.009 secs
5 BOUTSEN Williams FW13B 1 min 05.446 secs	16 CAPELLI Leyton House CG901A 1 min 05.369 secs
15 GUGELMIN Leyton House CG901A 1 min 05.818 secs	20 PIQUET Benetton B190 1 min 05.640 secs
26 ALLIOT Ligier JS33B 1 min 05.986 secs	29 BERNARD Lola L90 1 min 05.852 secs
30 SUZUKI Lola L90 1 min 06.100 secs	4 ALESI Tyrrell 019 1 min 06.084 secs
11 WARWICK Lotus 102 1 min 06.624 secs	3 NAKAJIMA Tyrrell 019 1 min 06.563 secs
9 ALBORETO Arrows A11B 1 min 06.847 secs	12 DONELLY Lotus 102 1 min 06.647 secs
8 MODENA Brabham BT59 1 min 06.937 secs	25 LARINI Ligier JS33B 1 min 06.856 secs
10 CAFFI Arrows A11B 1 min 07.207 secs	22 DE CESARIS Dallara BMS 190 1 min 07.137 secs
21 PIRRO Dallara BMS 190 1 min 07.687 secs	23 MARTINI Minardi M190 1 min 07.315 secs
18 DALMAS AGS-JH25 1 min 07.926 secs	7 BRABHAM Brabham BT59 1 min 07.733 secs

LAP TIMES

No	Driver	Car	Tyres	Pre-qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap (on lap)
1	Alain Prost	Ferrari F1/90	G		1m 04.792s	1m 04.718s	1m 08.212s (72)
2	Nigel Mansell	Ferrari F1/90	G		1m 04.402s	1m 04.871s	1m 08.012s (64)
3	Satoru Nakajima	Tyrrell 019	P		1m 06.999s	1m 06.563s	1m 08.916s (60)
4	Jean Alesi	Tyrrell 019	P		1m 06.084s	1m 06.200s	1m 10.265s (22)
5	Thierry Boutsen	Williams FW13B	G		1m 05.446s	1m 06.394s	1m 10.837s (7)
6	Riccardo Patrese	Williams FW13B	G		1m 05.059s	1.05.394s	1m 08.922s (51)
7	David Brabham	Brabham BT59	P		1m 07.733s	1m 08.532s	1m 11.110s (57)
8	Stefano Modena	Brabham BT59	P		1m 06.937s	1m 06.943s	1m 09.934s (77)
9	Michele Alboreto	Arrows A11B	G		1m 06.847s	1m 07.239s	1m 09.314s (67)
10	Alessandro Caffi	Arrows A11B	G		1m 07.496s	1m 07.207s	1m 11.242s (16)
11	Derek Warwick	Lotus 102	G		1m 06.624s	1m 07.031s	1m 08.882s (77)
12	Martin Donnelly	Lotus 102	G		1m 06.647s	1m 07.248s	1m 08.023s (69)
14	Olivier Grouillard	Osella FA1M	P		1m 08.219s		
15	Mauricio Gugelmin	Leyton House CG901A	G		1m 05.818s	1m 06.446s	1m 08.983s (47)
16	Ivan Capelli	Leyton House CG901A	G		1m 06.384s	1m 05.369s	1m 08.373s (62)
17	Gabriele Tarquini	AGS JH25	G	1m 07.232s	1m 09.176s	1m 08.147s	
18	Yannick Dalmas	AGS JH25	G	1m 08.151s	1m 08.630s	1m 07.926s	1m 09.877 (63)
19	Alessandro Nannini	Benetton B190	G		1m 05.670s	1m 05.009s	1m 08.214s (66)
20	Nelson Piquet	Benetton B190	G		1m 05.640s	1m 05.744s	1m 09.135s (70)
21	Emanuele Pirro	Dallara BMS 190	P		1m 07.687s	1m 07.692s	1m 12.275s (4)
22	Andrea de Cesaris	Dallara BMS 190	P		1m 09.727s	1m 07.137s	no time
23	Pierluigi Martini	Minardi M190	P		1m 07.315s	1m 07.333s	1m 11.406s (36)
24	Paolo Barilla	Minardi M190	P		1m 08.008s	1m 08.592s	
25	Nicola Larini	Ligier JS 33B	G		1m 07.224s	1m 06.856s	1m 10.374s (74)
26	Philippe Alliot	Ligier JS 33B	G		1m 05.986s	1m 06.866s	1m 09.752s (41)
27	Ayrton Senna	McLaren MP4/5B	G		1m 04.549s	1m 08.886s	1m 08.573s (59)
28	Gerhard Berger	McLaren MP4/5B	G		1m 05.350s	1m 04.512s	1m 09.206s (73)
29	Eric Bernard	Larrousse-Lola 90	G	1m 05.165s	1m 05.910s	1m 05.852s	1m 09.895s (31)
30	Aguri Suzuki	Larrousse-Lola 90	G	1m 06.505s	1m 06.100s	1m 06.158s	1m 09.720s (59)
31	Bertrand Gachot	Coloni-Subaru	G		no time		
33	Roberto Moreno	EuroBrun 189B	P		1m 09.885s		
34	Claudio Langes	EuroBrun 189B	P		1m 10.368s		
35	Gregor Foitek	Onyx Monteverdi	G		1m 08.794s	1m 08.232s	
36	JJ Lehto	Onyx Monteverdi	G		1m 08.954s	1m 08.487s	
39	Bruno Giacomelli	Life RE	G		no laps		

RESULTS

French Grand Prix, Paul Ricard, July 8
80 laps of 3.813 km circuit (305.040; 189.543 miles)

Pos.	Driver	Nat.	Car/Engine	Time
1st	Alain Prost	(F)	Ferrari F1/90-Ferrari V12	1h 33m 29.606s
2nd	Ivan Capelli	(I)	Leyton House CG901A-Judd V8	1h 33m 38.232s
3rd	Ayrton Senna	(BRA)	McLaren MP4/5B-Honda V10	1h 33m 41.212s
4th	Nelson Piquet	(BRA)	Benetton B190-Cosworth V8 EXP	1h 34m 10.813s
5th	Gerhard Berger	(AUT)	McLaren MP4/5B-Honda V10	1h 34m 11.825s
6th	Riccardo Patrese	(I)	Williams FW13B-Renault V10	1h 34m 38.957s
7th	Aguri Suzuki	(J)	Lola L90-Lamborghini V12	1 lap behind
8th	Eric Bernard	(F)	Lola L90-Lamborghini V12	1 lap behind
9th	Philippe Alliot	(F)	Ligier JS33B-Cosworth V8 DFR	1 lap behind
10th	Michele Alboreto	(I)	Arrows A11B-Cosworth V8 DFR	1 lap behind
11th	Derek Warwick	(GB)	Lotus 102-Lamborghini V12	1 lap behind
12th	Martin Donnelly	(GB)	Lotus 102-Lamborghini V12	1 lap behind
13th	Stefano Modena	(I)	Brabham BT59-Judd V8	2 laps behind
14th	Nicola Larini	(I)	Ligier JS33B-Cosworth V8 DFR	2 laps behind
15th	Andrea de Cesaris	(I)	Dallara BMS 190-Cosworth V8 DFR	excluded
16th	David Brabham	(AUS)	Brabham BT59-Judd V8	3 laps behind
17th	Alessandro Nannini	(I)	Benetton B190-Cosworth V8 EXP	retired on lap 76
18th	Yannick Dalmas	(F)	AGS-JH25-Cosworth V8 DFR	5 laps behind
19th	Nigel Mansell	(GB)	Ferrari F1/90-Ferrari V12	retired on lap 73
20th	Satoru Nakajima	(J)	Tyrrell 019-Cosworth V8 DFR	retired on lap 64
21st	Mauricio Gugelmin	(BRA)	Leyton House CG901A-Judd V8	retired on lap 59
22nd	Pierluigi Martini	(I)	Minardi M190-Cosworth V8 DFR	retired on lap 41
23rd	Jean Alesi	(F)	Tyrrell 019-Cosworth V8 DFR	retired on lap 24
24th	Alessandro Caffi	(I)	Arrows A11B-Cosworth V8 DFR	retired on lap 23
25th	Thierry Boutsen	(B)	Williams FW13B-Renault V10	retired on lap 9
26th	Emanuele Pirro	(I)	Dallara BMS 190-Cosworth V8 DFR	retired on lap 8

Fastest Lap: Nigel Mansell (Ferrari F1/90) 1 min 08.012 secs on lap 64, 201.829 kph

Winner's Average Speed: 195.761 kph (121.640 mph). Conditions: Hot.

N.B. After race Andrea de Cesaris was excluded by the stewards for off-course excursion. All drivers below him move up one place.

DNQ	Paolo Barilla	(I)	Minardi M190-Cosworth V8 DFR	1m 08.008s
DNQ	Gabriele Tarquini	(I)	AGS JH25-Cosworth V8 DFR	1m 08.147s
DNQ	Gregor Foitek	(CH)	Monteverdi-Onyx-Cosworth V8 DFR	1m 08.232s
DNQ	J.J. Lehto	(FIN)	Monteverdi-Onyx-Cosworth V8 DFR	1m 08.47s
DNPQ	Olivier Grouillard	(F)	Osella FA1M-Cosworth V8 DFR	1m 08.219s
DNPQ	Roberto Moreno	(BRA)	EuroBrun ER189B-Judd V8	1m 09.885s
DNPQ	Claudio Langes	(I)	EuroBrun ER189B-Judd V8	1m 10.368s
DNPQ	Bertrand Gachot	(L)	Coloni-Subaru flat-12	no time
DNPQ	Bruno Giacomelli	(I)	Life 12 Cylinder	no laps

1990 WORLD CHAMPIONSHIP

DRIVERS	POINTS	CONSTRUCTORS	POINTS
Ayrton Senna	35	McLaren-Honda	60
Alain Prost	32	Ferrari	45
Gerhard Berger	25	Benetton-Cosworth	23
Nelson Piquet	16	Williams-Renault	21
Jean Alesi	13	Tyrrell-Cosworth	14
Nigel Mansell	13	Leyton House-Judd	6
Thierry Boutsen	11	Brabham-Judd	2
Riccardo Patrese	10	Arrows-DFR	2
Alessandro Nannini	4	Larrousse-Lamborghini	1
Stefano Modena	2	Lotus-Lamborghini	1
Alessandro Caffi	2		
Satoru Nakajima	1		
Eric Bernard	1		
Derek Warwick	1		

Sound & Noise

Dear Reader

Sound is something you can make yourself, and if you do it is usually acceptable to you, or you can be quiet and make no sound; you have the personal choice. Other people's sounds can also be acceptable to you, even exciting and stimulating, but they can also be unacceptable and then they become noise. Life's problem is to be able to differentiate one from the other, and to know when to make a sound and when to make a noise.

There are many sounds that I enjoy, from music to the sound of a V10 Honda engine on full song, or Concorde flying overhead after take-off from London Airport; to many people my taste in music is noise, and racing engines emit noise, while Concorde drives some people beserk.

I have a personal rating value on sound or noise; it must be in proportion to the end result of the sound. For some people the sound of Concorde can almost reach the threshold of pain, but to me the sound makes the adrenalin flow with that prickly feeling up the back of the neck. Looking up at it and seeing it in full plan view silhouetted against a clear blue sky can bring tears of emotion to my tired old eyes as I watch it disappear into the bright blue yonder. No matter how often it goes over my part of southern England I love it. The sheer beauty of its shape always gives me pleasure and the sound evokes the feeling that I am seeing one of the wonders of the world. It may only be going at 250 mph, but you know that in a very few minutes it will be over the Atlantic and reaching for 60,000 feet altitude and twice the speed of sound. Added to that is the knowledge that by the time I have finished the small job I am doing and have had lunch, Concorde will be throttling back as it arrives in the United States of America.

No matter how often I hear Concorde the sound of the four Olympus jet engines is still exciting, and it always has been since the day I stood with thousands of other people outside the perimeter fence at London Airport to see and hear Concorde take off on the first schedule flight. In my book that sort of sound is justified. Mario Andretti put it in a nutshell when he said "Concorde? Man, that's a racer."

On the other hand I find a Boeing 747 'Jumbo' makes a tiresome noise, even though it is of a much lower volume, for though the size and weight are impressive it is a lumbering old elephant, compared to a gazelle, and on my scale it does not justify the noise. Similarly a 38 tonne diesel articulated

'juggernaut' makes unnecessary noise for what it is doing.

On the racing circuit a Formula One Honda, Ferrari or Renault can make all the noise or sound it likes, providing the end result is the fastest lap ever turned by a racing car; but the sound or noise from a BMW or Ford saloon is unacceptable if it is more than is justified by the performance. A top class 'fuel' Dragster can make all the noise it wants if it is trying to set up the fastest time for a standing-start quarter-mile, but lesser vehicles making the same volume of sound are unacceptable in my simple world.

So sound (or noise) must be in proportion to the end result, even if it is only in anticipation and you do not experience that end result. If you know your subject you can get as much pleasure from anticipation as you can get from seeing the end result. If I see Ayrton Senna going down the pit-lane during qualifying I can somehow sense that we are about to see a new fastest time. I may only see and hear the McLaren-Honda for a fleeting second or two during a record lap, but the sight and sound following on the anticipation as he goes out on the track makes a complete picture for me. Some of my colleagues like to sit in the Press room and watch it in silence on a television screen from the circuit system, but I get no feeling from that. I have to 'be there' to experience the occasion and feel the excitement of the anticipation. When he does a shattering lap time to take pole position I do not shout and cheer, I turn quietly away enjoying the satisfaction of the anticipation that I had when he started his run. It is very much like watching Concorde disappearing; you cannot see or hear it reaching 1400mph, but you know it is doing it and the sound it left behind is still with you.

Anyone who was at the VSCC Silverstone meeting last month will have seen the demonstration by 'Mike Sparken' in his Tipo 158/159 Alfa Romeo 'Alfetta'. More important is the fact that they will have heard the wonderful sound of the straight-eight, 2-stage supercharged, 1½-litre engine. A pure Grand Prix sound from the past which excited me when I first heard it in 1948 and it still excited me 42 years later. Apart from being a sharp, crisp sound it is a bit like Concorde's Olympus engines. They are the battle-cry of aviation history, the 'Alfetta' engine makes the battle-cry of Grand Prix history. When I first heard a 158 Alfa Romeo it was the 'state of the art' of Grand Prix racing and to hear it today is to recall that very important

part of Grand Prix history. When you hear a Honda V10 engine today you are hearing a part of today's Grand Prix history, and in 20 years time if someone is fortunate enough to have a Honda V10 running, your children will be able to enjoy a part of the Grand Prix history of their past.

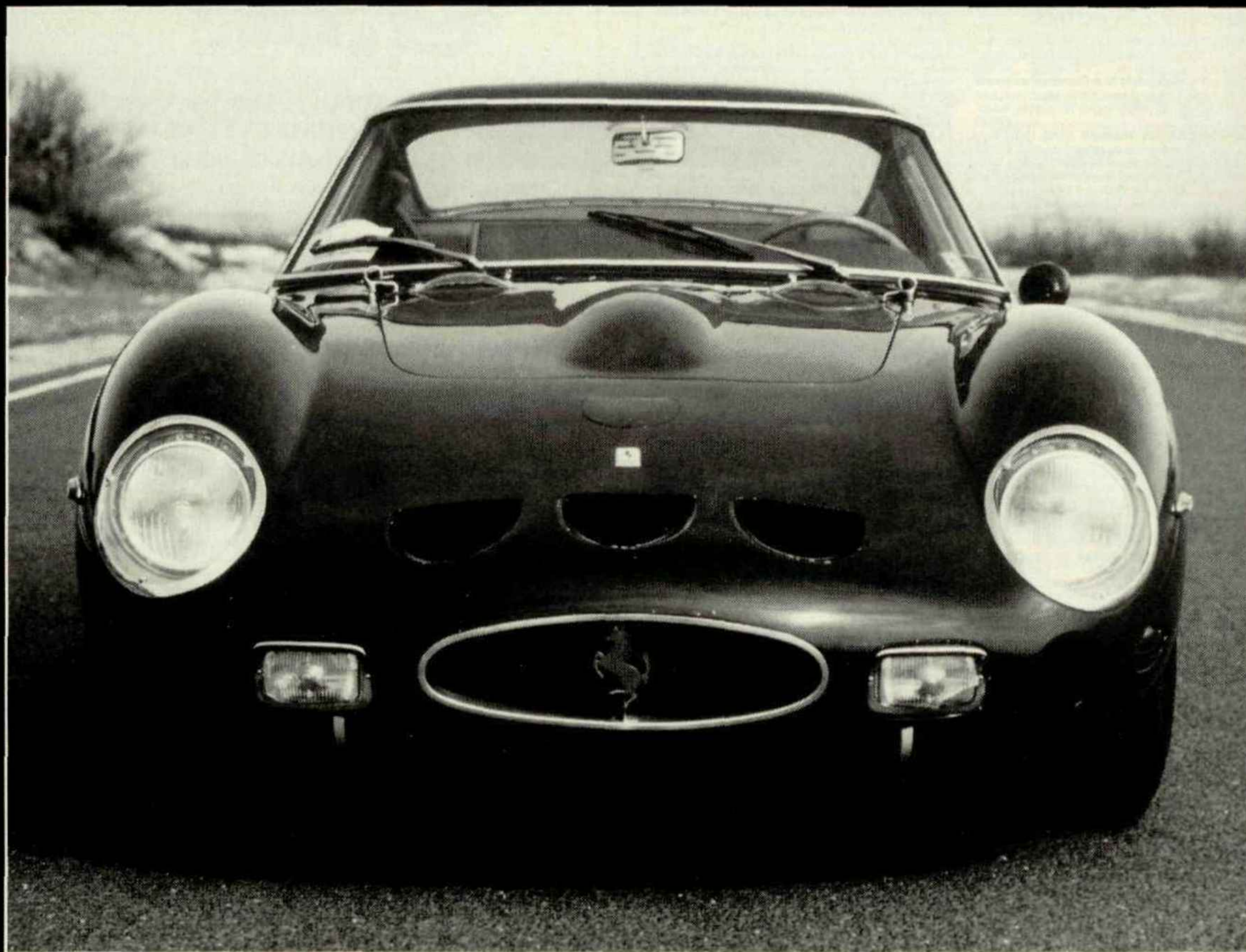
Many people enjoy the sound of the V16 BRM 1½-litre, but to me it is a tiresome noise that does not get my adrenalin flowing, and never did right from the time I first heard it at a preview in 1949. Oh yes, it made a lot of noise, but it did not go in proportion. To hear a V16 BRM today is to hear the noise of a total failure in Grand Prix racing, the complete inverse of the 'Alfetta'.

A lot of people swoon and become misty-eyed at the sound of a V12 Rolls Royce 'Merlin' engine, but even when they were in operation during the 1939-45 war or on the Royal Aircraft Establishment test-beds the sound did very little for me. The 24-cylinder Napier 'Sabre' was another matter altogether, it was my favourite aero engine for to me it was a 'racing' engine and it probably started my premature deafness, but I would not have missed it for anything. The 'Sabre' powered Hawker 'Typhoon' was my idea of a Grand Prix aeroplane. The Hawker 'Hurricane' and Supermarine 'Spitfire' may have been more successful and popular aircraft, the 'Hurricane' being a friendly aeroplane and the 'Spitfire' a pretty one, but the 'Typhoon' always struck awe in me, and that incredible engine, with all its faults, was my favourite. In later years I appreciated the V12 Ferrari engines, but I loved the V12 Maserati engine, and in recent years I admired the turbocharged Porsche engine, but I loved the turbocharged BMW engine. Maybe I have always been out of step with the rest of the world! (In my book Ayrton Senna can do no wrong) I have a feeling that more and more people are coming round to my way of thinking.

It is a good thing that one person's 'sound' is another person's 'noise', otherwise life would be very monotonous and dull, but like most things in life you can overdo or exaggerate all too easily. There are people who are never happier than when they are complaining about 'noise' and they certainly have a wide variety to choose from. If all sounds were acceptable to everyone the complainers would be frustrated and unhappy, so bear in mind that if your 'sound' is someone else's 'noise' you may be giving them pleasure, but don't overdo it.

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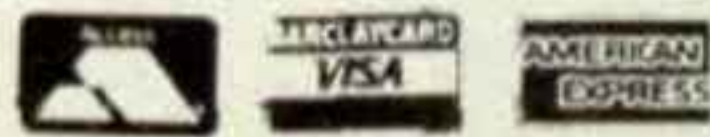
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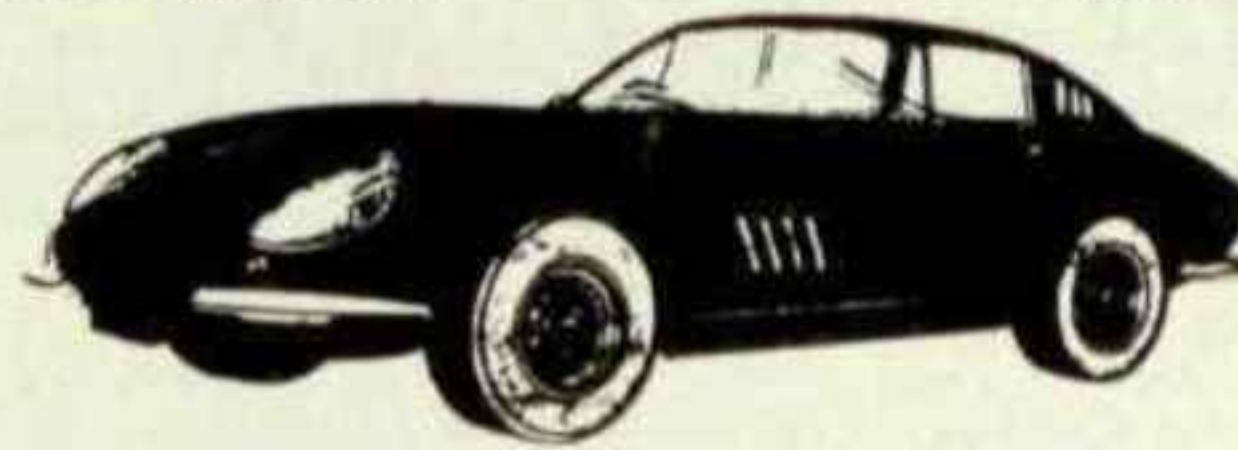
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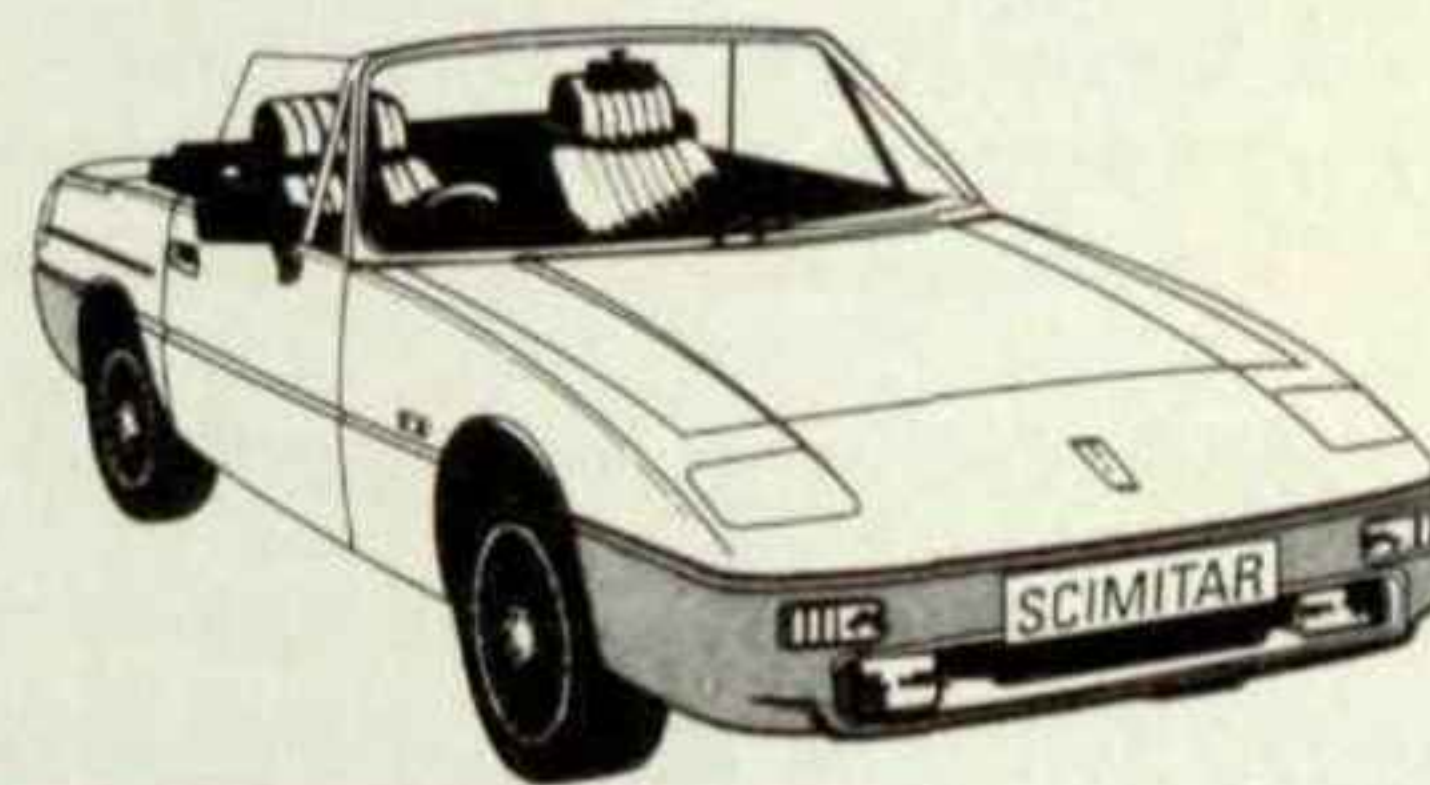
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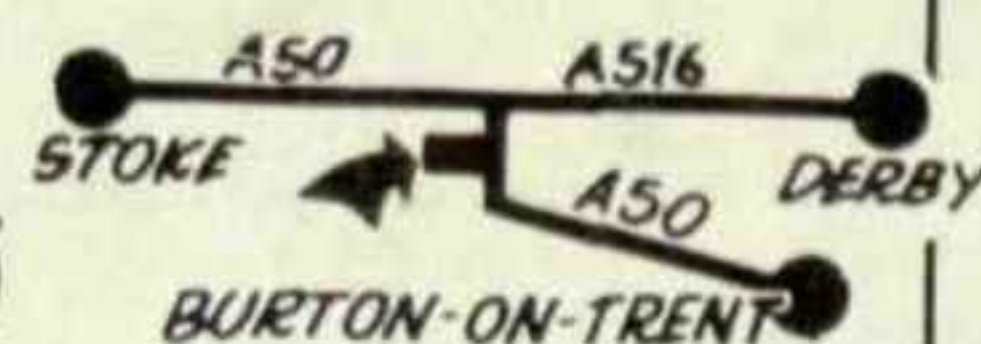
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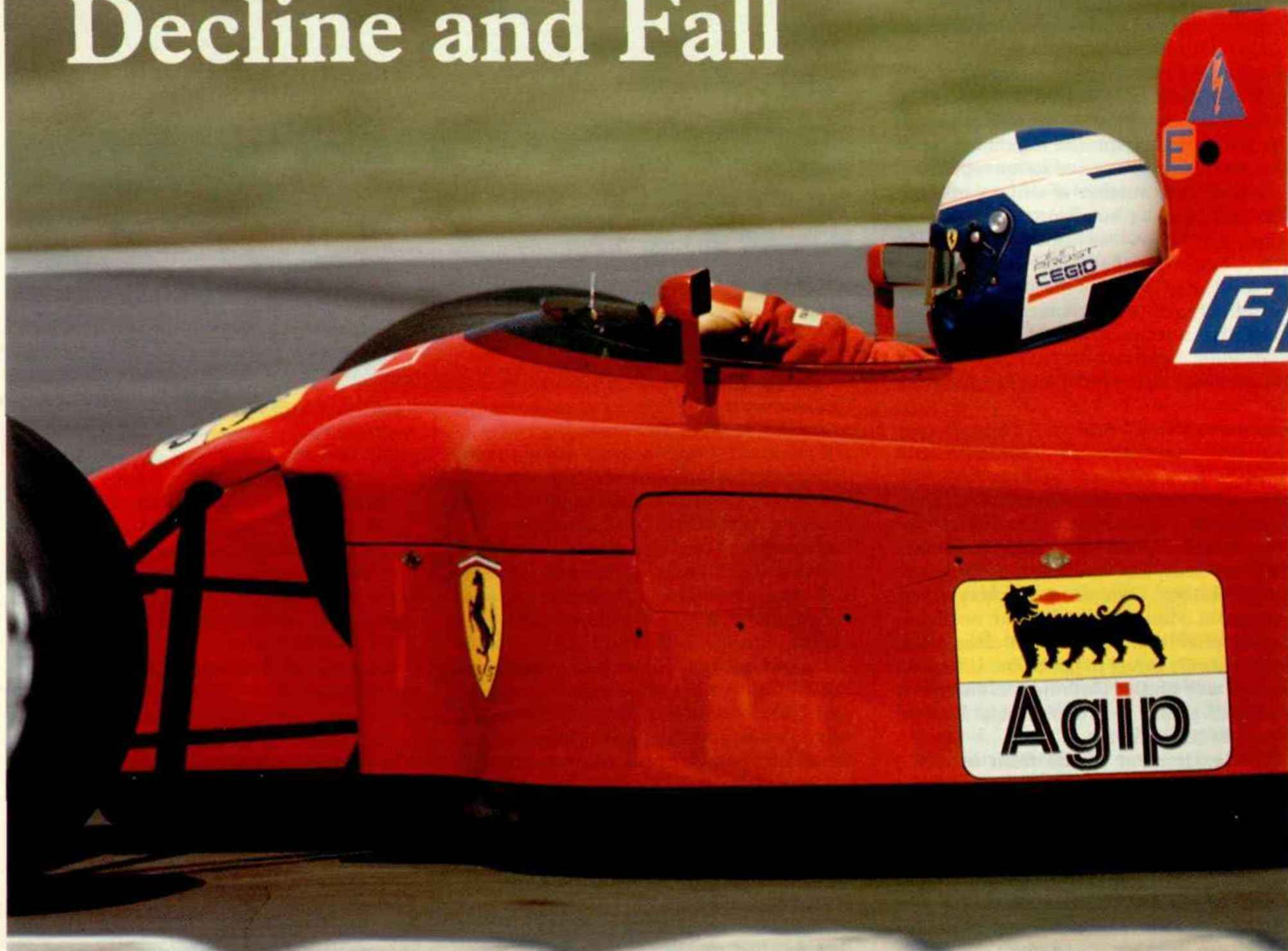
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Decline and Fall



Alain Prost ruled supreme in the British Grand Prix, judging the race to perfection to come home first yet again.

Hard enough to get to the top of any activity, especially Grand Prix racing, but it is even harder to stay at the top, because once there no-one will help you stay there, everyone tries to pull you off your pedestal from all sides. In his book *The Racer* Hans Ruesch described the problem of the man at the top when he said: "When you are on a pedestal you must always look down, for there will be fingers appearing over the edge of the pedestal, trying to drag you down. You must stamp on those fingers before they get a hold . . ."

In 1951 Grand Prix racing reached a climax when the all-conquering Alfa Romeo team were beaten for the first time since 1939. It was something that people following the sport closely could see coming, though few people wanted to believe it. In 1990, again at Silverstone, the all-conquering McLaren-Honda team were soundly beaten after a run of almost unbroken domination of nearly five years. In 1951 the team that beat Alfa Romeo was Ferrari, in 1990 the team was again Ferrari and that fact on its own is worthy of note.

The British Grand Prix at Silverstone saw Ayrton Senna and McLaren-Honda

miss out on pole position on the starting grid for the third time in succession, the last two occasions being to Nigel Mansell and Ferrari, and at the end of the day on July 15 the McLaren-Honda-Senna combination had lost out for the third successive race, and each defeat was by Prost and Ferrari. There was usually a good reason, like the punctured tyre in Mexico or the fumbled pit-stop in the French Grand Prix, but at Silverstone there were no extenuating circumstances. The all-conquering McLaren-Honda-Senna triumvirate were beaten without question.

Silverstone was in a magnificent mood through Friday and Saturday, covered by a clear blue sky with the sun blazing down, magnificent for the vast crowds of spectators who attended the practice and qualifying seconds, but a bit too hot for the competitors. On paper on Friday the McLaren stranglehold on qualifying looked to be secure, with Senna first and Berger second, but in truth there was not the supremely confident air about the McLaren pits that we have seen in the past. The whole Ferrari entourage had a bigger and more menacing air about it than we have seen before. Both Prost and Mansell

had two complete cars each, basically one for race preparation and one for qualifying preparation, the latter cars with higher output engines specifically for a few ultra-fast laps.

There was no question of special engines to install for the afternoon runs, there were complete cars set up and ready to go. As at the French Grand Prix the Ferrari pits were kept clear of any extraneous people, and ruthlessly so. Press people, photographers, television people, PR people were kept out, the Ferrari mechanics should work without intrusion.

The whole demeanour of the Ferrari team said 'Fiat-Turin' rather than Ferrari-Maranello' and Fiat were out to beat Honda; it seemed as if Ferrari and McLaren were of secondary importance! This atmosphere began to become noticeable at the San Marino GP at Imola, and had been gaining credence ever since.

Although Senna and Berger were first and second Mansell was a bare quarter of a second behind Senna and the McLaren team seemed more conscious than usual of 'the firm next door'.

On Saturday the weather was superb and the spectator turn-out to watch

qualifying would have satisfied some Grand Prix organisers as a race-day crowd. A big majority had clearly come to support Mansell in his quest to win his home Grand Prix and he served them loyally. On Friday Senna's temporary pole position time had been 1.08.071 and it had been on the cards that he would break into the 1.07 bracket, but the higher temperature on Saturday seemed to have put paid to the idea. A number of drivers got into the 1.08 bracket, but Senna was not with them, relying on his Friday time for the grid. Then Mansell went out in the Ferrari, bursting with determination and fired by the obvious enthusiastic support he had from the home crowd. It was a truly shattering performance, the cockpit almost exuding the red mist of aggression, and the result was 1.07.428, an average speed of 158.569 mph, the Ferrari nudging 170 mph through Woodcote and nearly 190 mph down Hanger Straight. Everyone knew that conditions were 'slower' on Saturday than on Friday, for the McLaren's best was only 194 mph, whereas they had recorded 199.8 mph down Hanger Straight on Friday afternoon, but Mansell clearly had not been paying attention! He was in a class of his own, the only driver to get below 1.08, and he was well below. Both Senna and Prost went out again, but Mansell was beyond reach, even for Senna.

This excitement at the front left little time to pay attention to the rest of the field, even though there were some great things going on, everyone enjoying the sheer unadulterated speed of the Silverstone circuit. Even the tail-enders were going over 180 mph down Hanger Straight and more than 160 mph through Woodcote. If sheer speed gives you excitement then Silverstone was the place to be.

In the final reckoning there was a good bunch of established fast drivers up at the front of the grid, with V12 or V10 engines, but in amongst them was a Brian Hart-prepared production Cosworth V8, much to the embarrassment of the works Ford-sponsored Cosworth engines. Of course it was in the blue and white Tyrrell 019 of Jean Alesi. Also near the front were two Lamborghini V12 powered cars, though not the Lotus 102 cars of Derek Warwick and Martin Donnelly, as all true patriots were assuming, but the Gerard Larrousse pair of Lola L90 cars driven by the young and unobtrusive young Frenchman, Eric Bernard and the even more unobtrusive Japanese driver Aguri Suzuki. Just behind this pair came Ivan Capelli in the first of the turquoise Leyton House Judd-powered cars and his team-mate Gugelmin was not too far behind.

The gap between pole position and the last man on the grid continues to widen and for the British Grand Prix it was over four seconds, while the last of the four non-qualifiers was nearly six seconds behind. We seem to be fast reaching the point where the 10% gap rule will start having its effect on the starting grid.



The start and Senna has already outridged Mansell to the first corner.

Tyre wear as such was not going to play such an important part in the outcome of the race as had been prevalent at the French Grand Prix, but nonetheless the fast runners at the front were all conscious that a tyre stop may be needed.

Sunday morning warm-up caused something of a stir, for the Ferraris were still at the top of the list, but Piquet was also up there in his Benetton, with a new Mk IV Cosworth works engine installed, and Nannini had one in his Benetton as well. The McLaren-Hondas were down in fourth and fifth places of this race-morning 'temperature' chart.

During the morning the circuit filled with a capacity crowd of an estimated 100,000 people and with a haze over the sun that kept the temperature comfortable, we looked to be in for some interesting racing. Between the warm-up half-hour that finished at 10am and the 2pm start there was non-stop entertainment for everybody, from races to demonstrations on the track, to performances in the air, accompanied by a non-stop welter of chat and information over the public address system, and strategically placed vast television screens that projected non-stop racing videos as well as direct TV transmissions. There was also the very busy attraction of eating and drinking. Time never drags once the British Grand Prix programme gets underway at 8am on Friday morning, and as the pit-lane opened to let the 26 competitors for the Grand Prix out onto the track the whole gigantic show and entertainment reached its climax. The British Grand Prix was about to happen.

Once lined up on the grid there was the usual period of waiting until everything was ready for the parade lap but as Mansell was given the green flag to lead the field gently round on the lap of reconnaissance disaster struck two of the competitors. Piquet's Benetton was reluctant to start and he was left behind, and Gugelmin's Judd V8 died on him. Eventually the new Cosworth unraced works engine fired up and Piquet caught up the tail of the field, but there he had to stay as the Formula One rules forbid you to regain

your grid position if you do not start the parade lap correctly. Poor Mauricio Gugelmin was out before the race got near to starting, as the fuel pump drive on his engine had failed. Barilla had also been late away on the parade lap, but as he was near the back of the grid anyway it did not affect him unduly, but Piquet had to line his Benetton up right at the back.

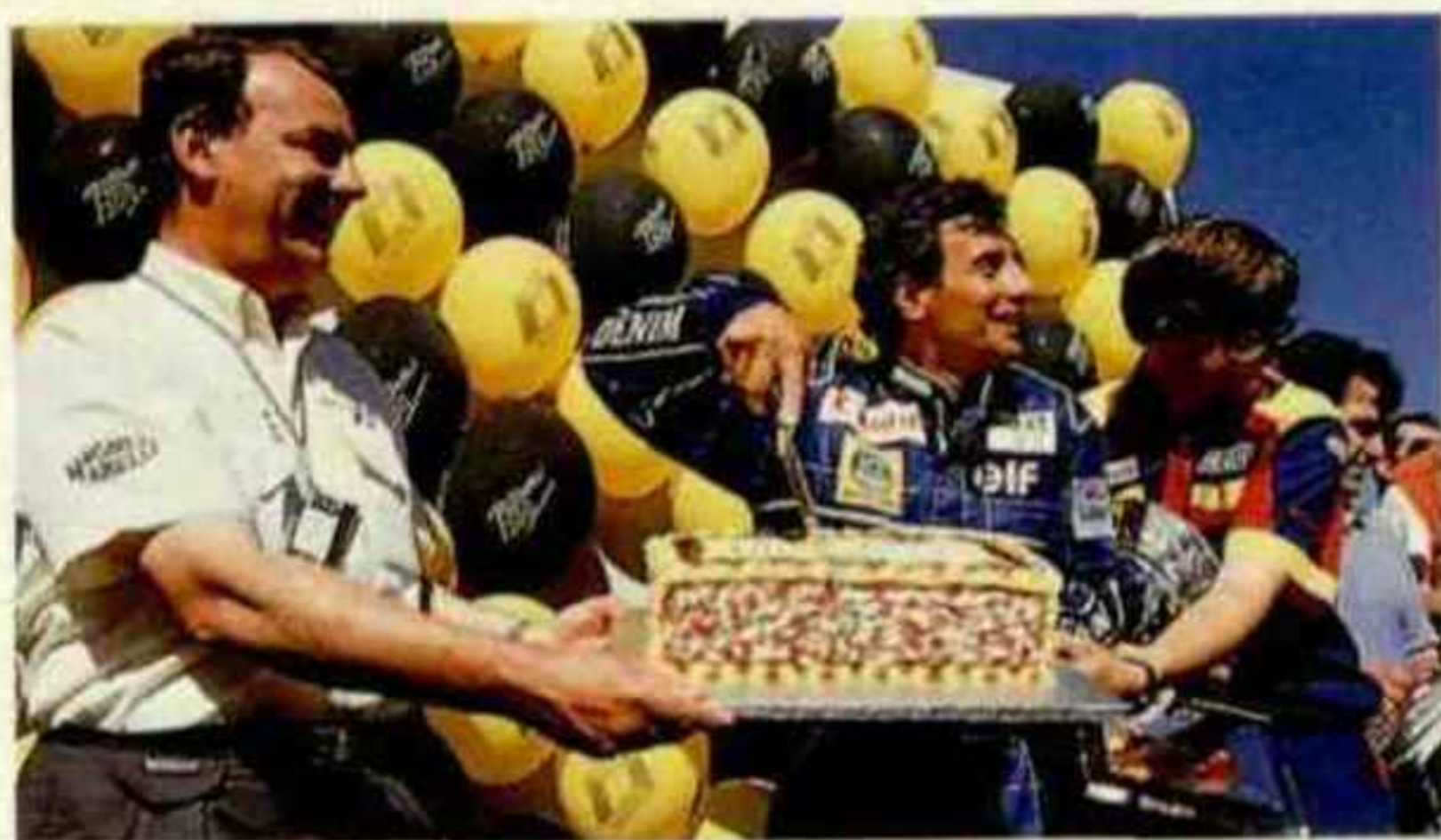
In spite of Mansell having a 7 metre advantage on the staggered grid line-up over Senna, it was the Brazilian who snatched the lead on the opening lap from the Ferrari, with Berger and the rest following in grid order apart from one or two minor changes in mid-field. At the back Piquet overtook five cars on the opening lap and set about making up for his handicap. It only needed a couple of laps for the situation at the front to make itself clear, for though Senna was in the lead he was not pulling away from Mansell, though the pair of them were out on their own. For twelve glorious laps the Senna/Mansell battle held everyone's attention for the Ferrari driver was in his best fighting 'mode' and wasn't giving away an inch. He wasn't just 'hanging on' to the McLaren-Honda, he was fighting it and as the two cars pulled out a lead over the rest of the field the crowds on the back part of the circuit could enjoy the wonderful sound of the V10 Honda and V12 Ferrari on full song down Hanger Straight, through Stowe corner and down to Club corner before the rest of the pack of confused sounds interrupted, and even from Abbey Curve the sound was glorious as it wafted across the open space. On lap 9 Mansell had the Ferrari almost touching the tail of the McLaren as they breasted the rise at Abbey Curve at what must have been 180 mph. Into the braking area for the tight left hand bend of the Woodcote complex he was alongside but badly placed for what was to follow and while he sorted himself out Senna continued in the lead. Lap 10 saw the McLaren with a slight advantage, though on lap 11 Mansell was having another go, but Senna was not giving in, and on the next lap Mansell was really determined, and this time he snatched the lead, acclaimed by a roar of

support from the crowd that he must have almost heard above the scream of the Ferrari engine.

That Senna had the McLaren on its absolute limit in trying to cope with the Ferrari was shown on lap 14 when he lost it coming out of Copse Corner, and spun. As he gathered it up Berger, Boutsen and Prost went by and later the number two McLaren driver told how it was no surprise to see Senna spinning, as his own McLaren felt very 'light and nervous' and he was expecting to lose control all the time.

It was becoming clear that the engine development at Ferrari (Fiat) was seriously challenging the Honda V10 power, and McLaren no longer had the advantage of a surplus of power that they could utilise to overcome drag-inducing downforce in their attempts to cover up any chassis deficiencies over some of their rivals, notably the Ferrari. If you have to gain speed by reducing drag and downforce your handling will suffer and the car will feel 'light and nervous', which is what both McLaren drivers were experiencing. While aerodynamics and tyres are all important in the overall package of a Formula One car, the engine is still the heart of the package and the basic parameter of all the other things you do to extract the maximum from the car.

To get back to the race, Mansell now had a comfortable and unchallenged lead, for Berger just was not up to it, though he



Patrese celebrates his 200th GP start.

was fairly secure in second place ahead of Boutsen, for the Williams driver did not look as though he was going to produce anything spectacular.

Spectacular this day was Nigel Mansell. In fourth place was Alain Prost, at first content to watch the Senna/Mansell battle from afar, but now leaning very heavily on Boutsen's Williams as he decided it was time to start moving nearer the front. He was soon past the Belgian driver and that indicated that Prost had decided he was going to win this race. Although he never looks particularly fast you can somehow read his plan by the way he makes his moves. Normally there is nothing particularly aggressive about his driving, but his outward calm occasionally turns to hard determination in the way he overtakes someone and then you know he has got the whole situation well worked out.

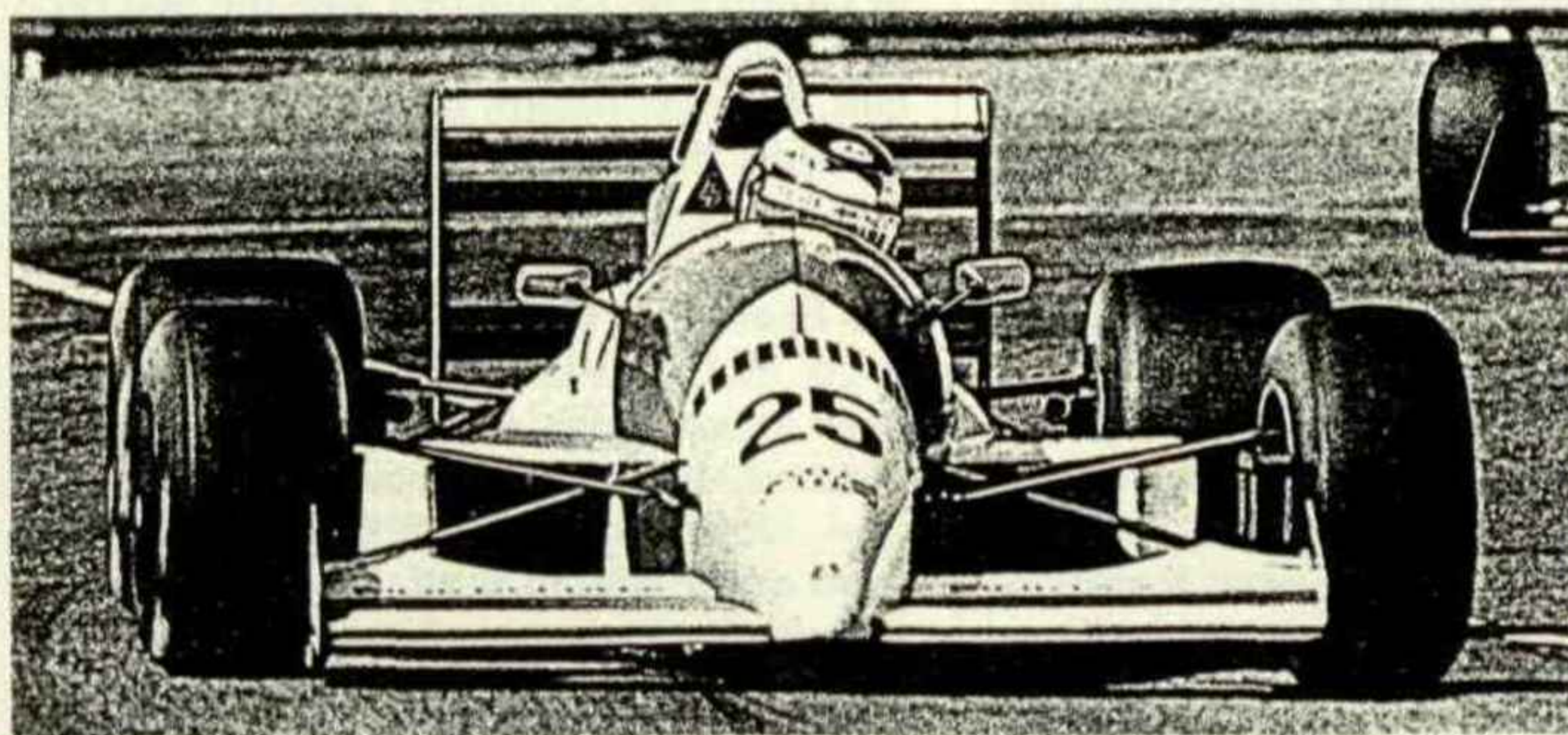
By lap 20 Senna had dropped from 5th to 10th, as he had been forced to make a pit-stop for a new set of tyres, having put

'flats' on his existing set as he had spun and Mansell was now lapping the tail-enders, during which process Berger and the rest began to close up. The Ferrari electronic control system of the 7-speed gearbox was causing Mansell some problems, as it did not always respond correctly to signals being sent down from the steering column lever-switches and on lap 22 Berger snatched an opportunity to nip into the lead for a few laps, but Prost now had his team-mate in sight, and the sight of Alain Prost in your mirrors is never very comforting. It is like it used to be with Niki Lauda in his Ferrari days; the sight of the Austrian in your mirrors was not a good thing.

On lap 28 Mansell was back in the lead, having past car number 28 (playing the numbers game) but four laps later Prost was through into second place and the McLaren rout was complete. Even more sinister was the conviction that Alain Prost was going to win this race, even at the expense of the British hero, because he was not sitting back and watching Mansell enjoy his well-won glory, he was getting closer and closer, and that meant only one thing.

For 12 laps the Ferrari duo were in complete command of the race, having destroyed the main opposition, not by luck or good fortune, as has happened in the past, but by clear superiority on numerous counts.

If Gerhard Berger's future lies in his



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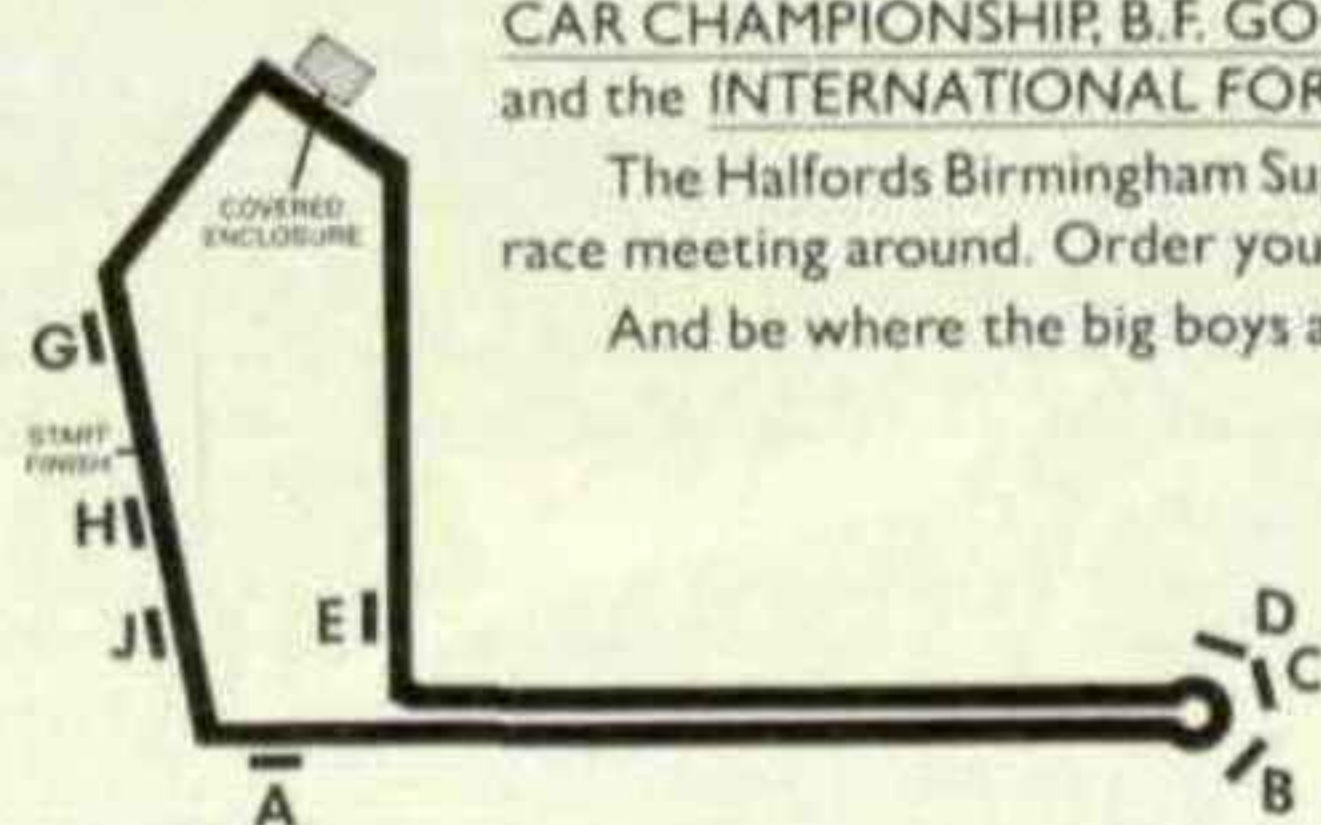
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Grandstands - B, E, H	£35.00			
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Children full price in grandstands
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Choice of grandstand 1 ___ 2 ___ 3 ___ (subject to availability).
We regret we cannot guarantee your choice of grandstand.

BOTH DAYS - 26TH & 27TH AUGUST 1990

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NOTES 1) Postal bookings taken up to and including 13th August 1990. 2) Telephone enquiries/bookings on 021-235 2026. 3) The organisers/promoters take no responsibility for lost tickets. 4) The organisers/promoters reserve the right to cancel or alter the programme without notice.



racing performance then we must accept that his future looks bleak, made all the worse when it became apparent that his third place was far from secure. Almost unnoticed due to the excitement at the front of the race, the mid-field had been full of interesting happenings, and as the front began to crumble the mid-field runners were becoming an integral part of the front. Of particular interest was the progress of the turquoise car number 16, that of Ivan Capelli, and car number 30 that can only be described as multi-coloured. The Leyton House driver and Aguri Suzuki, for that is who it was in the Lamborghini-powered Lola of the Larrousse team, were closing on Boutsen's Williams-Renault, but to add interest, Nelson Piquet was now up to 7th place from his back-of-the-grid start, and still gaining ground.

The other Larrousse car, driven by Bernard was also in the vicinity, followed by Donnelly in the yellow Lotus-Lamborghini, but they had Senna closing in on them after his tyre-stop. In spite of a cracked exhaust pipe the Leyton House Judd V8 was going well, and Capelli was lapping as fast as anyone. As Piquet caught and passed Suzuki, to take sixth place, Capelli caught and passed Boutsen to take fourth place, and Senna caught and passed Bernard to take eighth place. Although this was all a bit confusing it could hardly be said that 'nobody ever passes anybody in Formula One' as detractors of Formula One (who seldom go to watch the racing) are always saying. For the 100,000 paying spectators there was plenty happening, even if some of it was somewhat difficult to explain.

The Ferrari 1-2 was clear enough to anyone, even though in fact it was car number 2 leading car number 1, but the sight of Capelli moving up into third place, passing Berger on lap 44, was something that was difficult to comprehend, but few people were complaining about it for you could just imagine the happy smile on Ivan Capelli's face. This diversion almost overshadowed the fact that the Ferraris were now 1-2 in the order 1-2, for Prost had moved quietly (!) by his team-mate, the troubled functioning of the gearbox getting worse for Mansell.

Capelli's joy at being third was short-lived as the Leyton House broke a vital fuel pipe and the sleek turquoise car disappeared from the scene, much to Berger's relief, who moved back into third place. Piquet's relentless drive through the field was now hampered by the fact that Senna was catching up fast so Boutsen's tenuous 4th seemed fairly insecure. On lap 56, with the end almost in sight, Mansell's car lost all its drive to the rear wheels as he went into Copse Corner and he free-wheeled off the track and out of the way to another dejected retirement, wondering why Prost never seems to have these sort of mechanical failures. We used to say that Niki Lauda drove with a velvet touch, and Alain Prost certainly does, and he purred his way on to victory, his third



Mansell's long walk into retirement?

successive one for Fiat (or do I mean Ferrari?).

Purely by the default of others Boutsen came home in second place, and Senna finished third, both promoted up a place when Berger's McLaren disappeared on lap 61, three before the end, when the throttle-butterfly mechanisms malfunctioned, and there are ten of them controlled by a pretty complex mechanism between the cockpit and the engine! In the dying laps Piquet had a quick spin, and the Benetton-Cosworth tried hard to die but Nelson kept it going, though he was passed by Bernard's Lola-Lamborghini on the penultimate lap. Bernard had inherited his team-mate's place when Suzuki's car suffered a puncture and he had to limp round to the pits for new tyres, finishing 6th one lap down on the winner.

Alain Prost has now won so many more races than Jackie Stewart, who established some sort of record long ago, that it seems pretty academic to keep on adding up the score. As so often happens he wins in the end after starting in what seems a hopeless situation, which is his style. One day we may see him lead a race from start to finish, from pole position on the grid, but we will have to get rid of Mansell, Senna, Berger and a few others before that happens I feel.

One may well ask what happened to a lot of very fancied runners within the field of 26 cars. Jean Alesi started off in a hard-charging sixth place with his Tyrrell but simply went too fast, too soon and had to stop and change his Pirelli tyres and thereafter did not feel confident about the car's handling ending up a very unspectacular 8th. The performance by Team Lotus is best forgotten, especially as it was their home Grand Prix. Both cars were led by the Larrousse Lolas throughout the race, though Martin Donnelly was doing his best to keep up, but as his Lamborghini V12 engine expired at Abbey Curve on lap 49, Warwick's yellow car was being wheeled back off the circuit by marshals a hundred yards up the road, having succumbed to engine failure two laps earlier. Meanwhile the Lamborghini V12 engines in the Lolas never missed a beat; there has to be food for thought in that fact. Patrese got hit up the back by Nannini as he was slowing to head for the pits for a tyre change, though neither of them were in the running, and Alboreto retired from an obscure place at the back when his engine failed, though Caffi kept his Arrows going well and finished 7th, ahead of Alesi.

As a 'Three Day Grand Happening' the Silverstone event was a huge success, almost too huge at times, but no-one could say there had been any dull moments from dawn to dusk, and on into Sunday night and Monday morning for the campers and party goers.

Of particular importance in the history of Grand Prix racing this was the last race to be held on the Silverstone airfield circuit, for next month work starts on transforming the circuit into something new and interesting without losing any of the high-speed attraction of the circuit that has been used for more than forty years.

To McLaren-Honda the weekend had been an unmitigated failure, bordering on disaster, with only second place on the grid, and third place on the winner's rostrum at the end of it all. By their exacting standards it was something to be mortified about; to many other teams it would have been a roaring success and a time for jubilation. Racing is hard enough, winning is even harder, but to stay winning is hardest of all.

DSJ



Aguri Suzuki had one of his best races to date in the Larrousse-Lamborghini V12.

STARTING GRID



<p>27 SENNA McLaren MP4/5B 1 min 08.071 secs</p> <p>5 BOUTSEN Williams FW13B 1 min 08.291 secs</p> <p>4 ALESI Tyrrell 019 1 min 08.370 secs</p> <p>29 BERNARD Lola L90 1 min 09.003 secs</p> <p>16 CAPELLI Leyton House CG901 1 min 09.308 secs</p> <p>3 NAKAJIMA Tyrrell 019 1 min 09.608 secs</p> <p>12 DONNELLY Lotus 102 1 min 09.741 secs</p> <p>11 WARWICK Lotus 102 1 min 10.092 secs</p> <p>23 MARTINI Minardi M190 1 min 10.303 secs</p> <p>8 MODENA Brabham BT59 1 min 11.070 secs</p> <p>26 ALLIOT Ligier JS33C 1 min 11.215 secs</p> <p>24 BARILLA Minardi M190 1 min 11.387 secs</p> <p>17 TARQUINI AGS-JH25 1 min 11.681 secs</p>	<p>2 MANSELL Ferrari F1/90 1 min 07.428 secs</p> <p>28 BERGER McLaren MP4/5B 1 min 08.246 secs</p> <p>1 PROST Ferrari F1/90 1 min 08.336 secs</p> <p>6 PATRESE Williams FW13B 1 min 08.677 secs</p> <p>30 SUZUKI Lola L90 1 min 09.243 secs</p> <p>20 PIQUET Benetton B190 1 min 09.407 secs</p> <p>19 NANNINI Benetton B190 1 min 09.641 secs</p> <p>15 GUGELMIN* Leyton House CG901 1 min 10.044 secs</p> <p>10 CAFFI Arrows A11B 1 min 10.110 secs</p> <p>21 PIRRO Dallara BMS 190 1 min 10.847 secs</p> <p>25 LARINI Ligier JS33B 1 min 11.180 secs</p> <p>22 DE CESARIS Dallara BMS 190 1 min 11.234 secs</p> <p>9 ALBORETO Arrows A11B 1 min 11.562 secs</p>
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*15 GUGELMIN did not leave dummy-grid

1990 WORLD CHAMPIONSHIP

DRIVERS	CONSTRUCTORS
Alain Prost.....41	McLaren-Honda.....64
Ayrton Senna.....39	Ferrari.....54
Gerhard Berger.....25	Williams-Renault.....27
Nelson Piquet.....18	Benetton-Cosworth.....25
Thierry Boutsen.....17	Tyrrell-Cosworth.....14
Jean Alesi.....13	Leyton House-Judd.....6
Nigel Mansell.....13	Larrousse-Lamborghini.....5
Riccardo Patrese.....10	Brabham-Judd.....2
Alessandro Nannini.....7	Arrows-Cosworth.....2
Ivan Capelli.....6	Lotus-Lamborghini.....1
Eric Bernard.....4	
Stefano Modena.....2	
Alessandro Caffi.....2	
Satoru Nakajima.....1	
Derek Warwick.....1	
Aguri Suzuki.....1	

LAP TIMES

No	Driver	Car	Tyres	Pre-qualifying	Friday Qualifying	Saturday Qualifying	Best Race Lap (on lap)
1	Alain Prost	Ferrari F1/90	G	1m 09.110s	1m 08.336s	1m 08.336s	1m 11.526s (56)
2	Nigel Mansell	Ferrari F1/90	G	1m 08.336s	1m 07.428s	1m 07.428s	1m 11.291s (51)
3	Satoru Nakajima	Tyrrell 019	P	1m 09.937s	1m 09.608s	1m 09.608s	1m 15.192s (20)
4	Jean Alesi	Tyrrell 019	P	1m 09.147s	1m 08.370s	1m 08.370s	1m 12.639s (44)
5	Thierry Boutsen	Williams FW13B	G	1m 09.102s	1m 08.291s	1m 08.291s	1m 12.879s (56)
6	Riccardo Patrese	Williams FW13B	G	1m 08.677s	1m 08.864s	1m 08.864s	1m 14.130s (20)
7	David Brabham	Brabham BT59	P	1m 11.741s	1m 13.016s	1m 13.016s	
8	Stefano Modena	Brabham BT59	P	1m 11.070s	1m 11.600s	1m 11.600s	1m 13.338s (56)
9	Michele Alboreto	Arrows A11B	G	1m 11.562s	1m 12.644s	1m 12.644s	1m 13.932s (36)
10	Alessandro Caffi	Arrows A11B	G	1m 10.480s	1m 10.110s	1m 10.110s	1m 13.573s (59)
11	Derek Warwick	Lotus 102	G	1m 10.552s	1m 10.092s	1m 10.092s	1m 14.416s (46)
12	Martin Donnelly	Lotus 102	G	1m 10.786s	1m 09.741s	1m 09.741s	1m 13.204s (48)
14	Olivier Grouillard	Osella FA1M	P	1m 11.953s	1m 12.179s	1m 11.710s	
15	Maurico Gugelmin	Leyton House CG901A	G	1m 11.167s	1m 10.044s	1m 10.044s	no time
16	Ivan Capelli	Leyton House CG901A	G	1m 10.691s	1m 09.308s	1m 09.308s	1m 11.712s (37)
17	Gabriele Tarquini	AGS JH25	G	1m 11.516s	1m 12.506s	1m 11.681s	1m 15.889s (39)
18	Yannick Dalmas	AGS JH25	G	1m 12.653s			
19	Alessandro Nannini	Benetton B190	G	1m 09.782s	1m 09.641s	1m 09.641s	1m 13.405s (12)
20	Nelson Piquet	Benetton B190	G	1m 09.684s	1m 09.407s	1m 09.407s	1m 12.723s (53)
21	Emanuele Pirro	Dallara BMS 190	P	1m 11.413s	1m 10.847s	1m 10.847s	1m 13.731s (57)
22	Andrea de Cesaris	Dallara BMS 190	P	1m 11.705s	1m 11.234s	1m 11.234s	1m 16.039s (6)
23	Pierluigi Martini	Minardi M190	P	1m 10.568s	1m 10.303s	1m 10.303s	1m 17.827s (2)
24	Paolo Barilla	Minardi M190	P	1m 11.498s	1m 11.387s	1m 11.387s	1m 15.607s (47)
25	Nicola Larini	Ligier JS 33B	G	1m 11.942s	1m 11.180s	1m 11.180s	1m 14.953s (57)
26	Philippe Alliot	Ligier JS 33C	G	1m 12.483s	1m 11.215s	1m 11.215s	1m 14.848s (59)
27	Ayrton Senna	McLaren MP4/5B	G	1m 08.071s	1m 09.055s	1m 09.055s	1m 12.250s (57)
28	Gerhard Berger	McLaren MP4/5B	G	1m 08.246s	1m 08.674s	1m 08.674s	1m 12.393s (53)
29	Eric Bernard	Larrousse-Lola 90	G	1m 10.254s	1m 09.560s	1m 09.003s	1m 13.088s (50)
30	Aguri Suzuki	Larrousse-Lola 90	G	1m 11.128s	1m 09.243s	1m 09.865s	1m 12.227s (59)
31	Bertrand Gachot	Coloni-Subaru	G	1m 19.230s			
33	Roberto Moreno	EuroBrun 189B	P	1m 12.554s			
34	Claudio Langes	EuroBrun 189B	P	1m 15.059s			
35	Gregor Foitek	Onyx-Monteverdi	G	1m 13.413s	1m 13.271s	1m 13.271s	
36	JJ Lehto	Onyx-Monteverdi	G	1m 12.712s	1m 12.631s	1m 12.631s	
39	Bruno Giacomelli	Life RE	G	1m 25.947s			

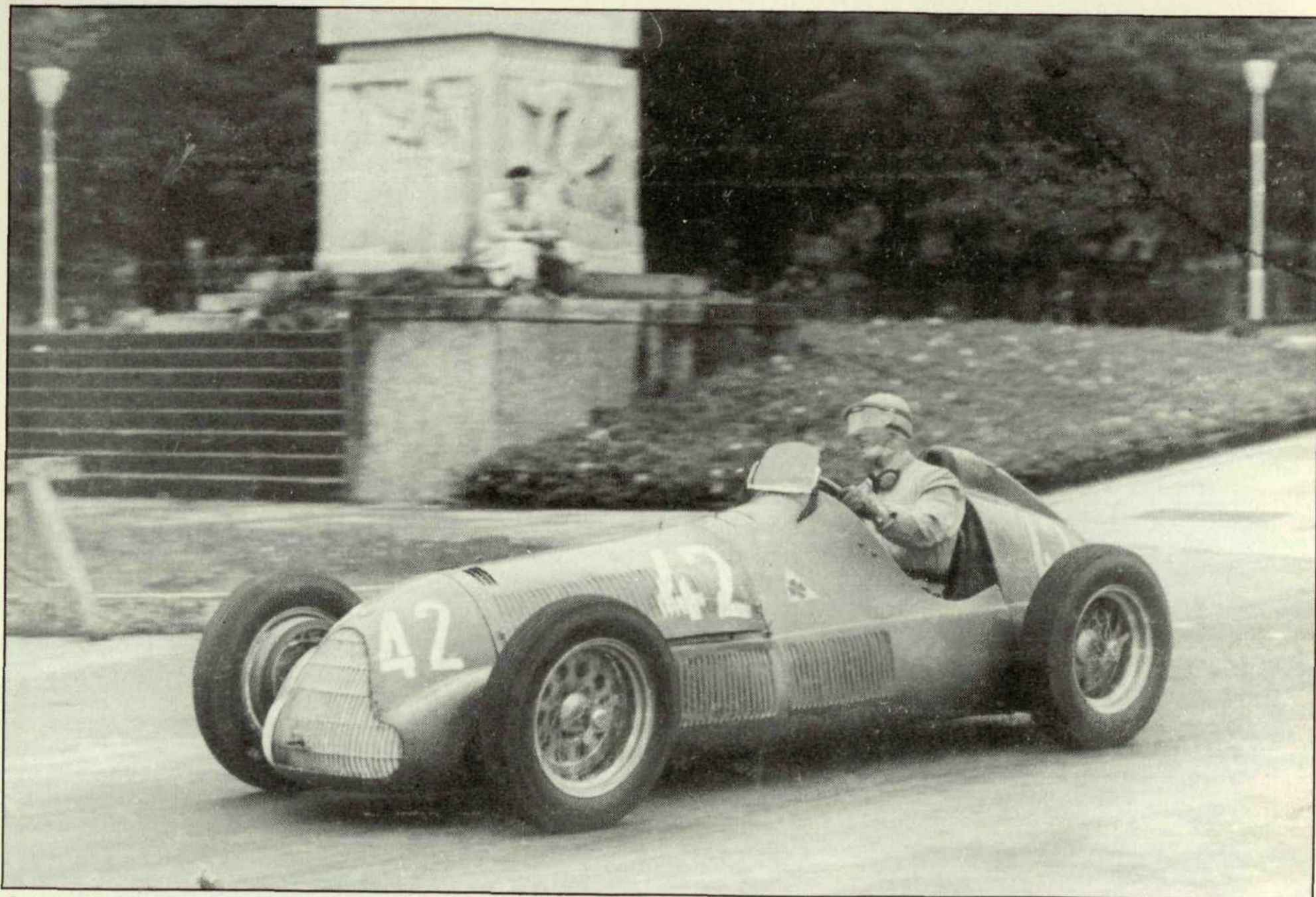
RESULTS

British Grand Prix, Silverstone, July 15
64 laps of 4.778 km circuit (305.920 km; 190.080 miles)

Pos.	Driver	Nat.	Car/Engine	Time
1st	Alain Prost	(F)	Ferrari F1/90-Ferrari V12	1h 18m 30.999s
2nd	Thierry Boutsen	(B)	Williams FW13B-Renault V10	1h 19m 10.091s
3rd	Ayrton Senna	(BRA)	McLaren MP4/5B-Honda V10	1h 19m 14.087s
4th	Eric Bernard	(F)	Lola L90-Lamborghini V12	1h 19m 46.301s
5th	Nelson Piquet	(BRA)	Benetton B190-Cosworth V8 EXP	1h 19m 55.002s
6th	Aguri Suzuki	(J)	Lola L90-Lamborghini V12	1 lap behind
7th	Alessandro Caffi	(I)	Arrows A11B-Cosworth V8 DFR	1 lap behind
8th	Jean Alesi	(F)	Tyrrell 019-Cosworth V8 DFR	1 lap behind
9th	Stefano Modena	(I)	Brabham BT59-Judd V8	2 laps behind
10th	Nicola Larini	(I)	Ligier JS33B-Cosworth V8 DFR	2 laps behind
11th	Emanuele Pirro	(I)	Dallara BMS190-Cosworth V8 DFR	2 laps behind
12th	Paolo Barilla	(I)	Minardi M190-Cosworth V8 DFR	2 laps behind
13th	Philippe Alliot	(F)	Ligier JS33C-Cosworth V8 DFR	3 laps behind
14th	Gerhard Berger	(AUT)	McLaren MP4/5B-Honda V10	retired lap 61
15th	Nigel Mansell	(GB)	Ferrari F1/90-Ferrari V12	retired lap 56
16th	Ivan Capelli	(I)	Leyton House CG901-Judd V8	retired lap 49
17th	Martin Donnelly	(GB)	Lotus 102-Lamborghini V12	retired lap 49
18th	Derek Warwick	(GB)	Lotus 102-Lamborghini V12	retired lap 47
19th	Gabriele Tarquini	(I)	AGS JH25-Cosworth V8 DFR	retired lap 42
20th	Michele Alboreto	(I)	Arrows A11B-Cosworth V8 DFR	retired lap 38
21st	Riccardo Patrese	(I)	Williams FW13B-Renault V10	retired lap 27
22nd	Satoru Nakajima	(J)	Tyrrell 019-Cosworth V8 DFR	retired lap 21
23rd	Alessandro Nannini	(I)	Benetton B190-Cosworth V8 EXP	retired lap 16
24th	Andrea de Cesaris	(I)	Dallara BMS 190-Cosworth V8 DFR	retired lap 13
25th	Pierluigi Martini	(I)	Minardi M190-Cosworth V8 DFR	retired lap 4
26th	Mauricio Gugelmin	(BRA)	Leyton House CG901-Judd V8	DNS

Fastest lap: Nigel Mansell (Ferrari F1/90) 1 min 11.291 secs on lap 51, 241.377 kph (149.977 mph)
Winner's Average Speed: 233.775 kph (145.253 mph). **Conditions:** Warm and hazy.

DNQ Olivier Grouillard	(F)	Osella FA1M-Cosworth V8 DFR	1m 11.710s
DNQ David Brabham	(AUS)	Brabham BT59-Judd V8	1m 11.741s
DNQ JJ Lehto	(FIN)	Monteverdi-Onyx-Cosworth V8 DFR	1m 12.631s
DNQ Gregor Foitek	(CH)	Monteverdi-Onyx-Cosworth V8 DFR	1m 13.271s
DNPQ Roberto Moreno	(BRA)	EuroBrun ER189B-Judd V8	1m 12.554s
DNPQ Yannick Dalmas	(F)	AGS JH25-Cosworth V8 DFR	1m 12.653s
DNPQ Claudio Langes	(I)	EuroBrun ER189B-Cosworth V8 DFR	1m 15.059s
DNPQ Bertrand Gachot	(I)	Coloni-Subaru flat 12	1m 19.230s
DNPQ Bruno Giacomelli	(L)	Life 12 cylinder	1m 25.947s



Giuseppe Farina in an Alfa Romeo 158 in 1948.

A Rarity

Last month brief mention was made of a demonstration run by 'Mike Sparken' in a Tipo 158/159 Alfa Romeo at the Vintage Sports Car Club's Silverstone meeting, and needless to say there was a lot more behind that simple statement of fact than was apparent.

In the first place, unless my memory is playing me false, it was the first time an 'Alfetta' has been in action in Great Britain since 1951, though we have seen such demonstration runs by a similar car in various parts of Europe in past years. Much more important is the fact that the car at the VSCC meeting is the first one to pass into private ownership from the Alfa Romeo factory, and that did not come about easily. The story goes back to September 1951.

The Tipo 158 Alfa Romeo was created in 1938, designed by Gioachino Colombo, who had served his time under the great Alfa Romeo designer Vittorio Jano. In the mid-Thirties the German teams of Mercedes-Benz and Auto-Union had taken Grand Prix supremacy away from Alfa Romeo and for the new Grand Prix formula that started in 1938 Alfa Romeo built a 3-litre V16 cylinder car, but it was

not going to save Italian prestige in what today we call Formula 1. Running concurrently was 'voiturette' racing, or Formula 2 in today's jargon, and plans were made for Alfa Romeo to contest this similar category where engines were limited to 1½-litres. This move was encouraged by the Italian Federation who decreed that for 1939 Italy would opt out of Grand Prix racing and run all its events for 'voiturette' cars.

The Scuderia Ferrari was still running the factory Alfa Romeos, from their base in Modena, but plans were being formed to bring all Alfa Romeo racing back to the factory in Milan, to run under the four-leaf clover insignia of Alfa Corse. The initial designing and building of these new 'little' Alfa Romeo racing cars, quickly dubbed 'Alfetta', was undertaken by Colombo at Modena, but it was not long before the whole project was moved to Milan.

'Voiturette' racing at the time was the province of Maserati and ERA and a few lesser makes and was fairly amateurish in its conception, but when the brand new Alfa Romeo Tipo 158 appeared it set new standards in everything. As the name 'Alfetta' suggested, it was a mini-Grand

Prix car, purpose-built to represent the factory, with no suggestion of being for sale to private owners or small racing Scuderias. The factory team made its debut at Livorno in August 1938 in the 'voiturette' race before the Coppa Ciano. It was here that the Tipo 158 won its first race, to start a racing record of development and success that is one of the outstanding features in motor racing history.

After a couple of failures, at Pescara and Modena in 1938, and a humbling defeat by 1½-litre Mercedes-Benz at Tripoli in 1939, the 'Alfetta' team took off in a big way, being very selective about where they raced, but soon making the obvious point that "when they entered, they won", and on many occasions finishing 1st, 2nd and 3rd. At the first post-war race, on the outskirts of Paris they suffered total mechanical failure, but from the next race, in Geneva in July 1946, they were unbeaten until July 1951, an impressive record by any standards. In 1950 they entered for eleven major Grand Prix races and won them all.

By this time the straight-eight 1500cc engine of 58 x 70mm bore and stroke, which remained unchanged throughout

the life of the design, had virtually doubled its power output, from a conservative 180 bhp at 6500 rpm in 1938 to over 400 bhp at 9000 rpm in 1951, with supercharger pressure going up from 17.6 psi to 42.6 psi, principally through the use of two-stage compressors. The original designation of Tipo 158 was quite simple and straightforward, referring to 1.5-litre 8-cylinder, but for some strange and unexplained reason this was changed to Tipo 159, which did not mean 1.5-litre 9-cylinder! It was merely the continuous development of engine and chassis and suspension.

Although the team was beaten on three occasions in 1951, they still won seven races, finishing up by winning the Spanish Grand Prix in October 1951. Alfa Romeo then pulled out of Grand Prix racing, leaving a memorable record behind them. They won the first event they entered with the 'Alfetta' team, in August 1938, and they won the last event they entered, in October 1951. Along the way they had won 37 of the 45 events they entered, and they gave Drivers World Championships to Dr Farina in 1950 and Juan Fangio in 1951.

Even though they succumbed to the Ferrari team on three occasions in 1951, they did not give up, and to those of us at the time that waved the Alfa Romeo flag in the face of Ferrari opposition, the Italian GP at Monza in September was an occasion we will never forget. Of the four

'Alfettas' that started the race, only one stayed the distance, to finish third, but what a momentous third place it was. The car had begun the race being driven by Felice Bonetto, but then Giuseppe Farina took it over when his own car broke down. In spite of a leaking fuel tank Farina drove that car as hard as it was possible in his chase after the Ferrari team. The fuel leak required extra stops to take on more, but he still drove it defiantly and we all felt that the highly supercharged engine could not go on like that to the end of the 312 miles of the race; but go on it did. It never faltered and Farina kept it at 9000 rpm right to the end, finishing a defiant and fighting third behind the two Ferraris, beaten but unbowed.

I was watching and listening to all this from the top of the great concrete grandstand overlooking the main straight but did not know that down at the last corner was a young man from France who was equally enthralled by this 'swang-song' of the 'Alfetta'. It was 'Mike Sparken' who was always, and still is, a great Alfa Romeo enthusiast. The memory of that last great race for the 'Alfetta' on the Monza track never left him. Though he later raced for Gordini in single-seaters, and raced his own Ferrari sports cars, his love of Alfa Romeo never waned, nor his admiration for the 'Alfetta'.

Through the years he has owned numerous Alfa Romeos and always dreamed of owning a Tipo 158, but it was out of the

question; the Alfa Romeo factory never ever contemplated selling one of their cars, even though a lot of rich and apparently influential people tried to acquire one. A few years ago 'Mike Sparken' (the name under which he raced for personal and family reasons) owned the works Alfa Romeo coupé that had run at Le Mans in 1938, a car that the factory museum was greatly in need of. By a long and careful process of negotiation a deal was struck whereby the Alfa Romeo Arese museum would become the owners of the Le Mans coupé and Mike would own a Tipo 158. The museum had its own Tipo 159 cars, both running and on display and everyone thought that that was the end of the matter, but it turned out that there was one more lying at the back of the store house, unrestored and lacking a few small bits and pieces. It was this car that came to England and a two-year rebuilding programme began, Jim Stokes doing all the engine work and Paul Grist the chassis and bodywork. Earlier this year Mike achieved his ultimate dream when he first drove his own Tipo 158/159 Alfa Romeo on test, and then took it to Monza for its first public appearance after the painstaking rebuild. On June 16th those of us fortunate enough to be at the VSCC meeting at Silverstone were able to see and hear the 'Alfetta' in action on its demonstration laps, recalling a period of motor racing that was a landmark in the long history of Grand Prix racing. DSJ

A 1922 DUNLOP BEADED-EDGE CORD CHEVRON. (MADE LAST WEEK.)

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FISA's World Motorsports Council decided, at the end of June, to kick the current 'unlimited' Group C cars into an early grave. Next year the World Sportscar Championship will be dominated by normally aspirated 3½-litre cars with a 200kg weight advantage and, with 'free' refuelling, the opportunity to make up a minute at each pit stop.

The 'turbo-teams' — and they are narrowing down to Nissan, and those Porsche customers who stay aboard the sinking ship — will start the four-hour races behind the new generation of noisy 3½-litres, and can only expect to pick up a lucky fifth or sixth place in the results. FISA will return to CanAm scoring though (whose idea can it have been to adopt Formula 1's 9-6-4-3-2-1 for a single season?) enabling ten teams to claim World Championship points, but they will be available only to members of the Manufacturer's Commission. Nissan will accumulate points through the season but Richard Lloyd, Reinhold Joest and the Kremer brothers will not!

As a consolation prize the non-works teams, for want of a better description, will compete for the FIA Cup. If that is as well regarded by the FIA as the old Group C2 championship was, the winner won't even be invited to Paris for the annual prize-giving in December.

It's easy to predict that sports car racing will consist of first and second classes, unless FISA takes the trouble to make all the teams feel welcome, on past form they won't, but there was plenty of hard talking at the Manufacturers Commission meeting prior to the WMSC convention, and Bernie Ecclestone was given some truths in clear terms.

Top of the list was the total lack of FISA promotion for the World Championship, as a result of which paltry crowds attended the races at Monza and Spa; attendance at Silverstone was about half what it should have been, highlighting a further problem that non-committed people won't pay Formula 1 ticket prices for sports car events. The cancellation of the Jarama race, at a week's notice, was another very sore subject — can anyone imagine cancelling a Grand Prix at such short notice? The teams, and fans, would storm the Place de la Concorde! — and the general mood was that *someone* ought to pay.

FISA, predictably shifted full responsibility onto the Royal Automobile Club Espana, and the Jarama circuit owners, and went so far as to deprive Jarama of a World Championship status race next year as some sort of punishment. Everyone knew, though, that the Brun team had made a Porsche available to Jesus Pareja for testing on May 24-25 and that the circuit was quite ready, apart from some kerbstones. The pits were ready too, said Pareja, 'but not upstairs, like Monza'.

It was clear that the *race* had been dragged into a political wrangle between FISA and Le Mans, and that it suited FISA to cancel the Spanish race once all the teams had completed their preparation for Jarama. The result of all this nastiness,

First or second class championship?

though, is to deprive the 4.7 million citizens of Madrid of World Championship racing, even after nearly 2bn pesetas had been spent on bringing the track up to Grand Prix standards.

The third, and perhaps the main, topic of conversation among manufacturers was the status of Le Mans. It was made abundantly clear that the reinstatement of the 24 Hours to the World Championship calendar was a main priority for all the manufacturers, and without delay Mr Ecclestone opened a dialogue with the Automobile Club de l'Ouest. The negotiations will concern television rights and financing, precisely Mr Ecclestone's area of responsibility, and leaving out the ghastly polemics that surround every utterance by

representing Honda. At its peak the championship could assemble 20 fully fledged 'works' cars in 1992 plus, presumably, enough Spice, March, Lola or Porsche customer cars make full grids.

One can understand the fears of the ACO, which would like an entry of 60 cars for the 24 Hours. In an ideal world FISA will allow all the current, unlimited Group C cars — turbos, rotaries and stock-blocks — to participate at Le Mans for three or four years on a 'grace of favour' basis, with penalties just stiff enough to make the race interesting. Is FISA big enough to contemplate such a solution? Let's wait and see!

The striking Peugeot 905 ran for the first time in public at Magny-Cours on July 4, in



The 905: if the car goes as well as it looks, it should give Jaguar and Mercedes something to think about.

Jean-Marie Balestre, we may hope for the desired outcome.

Like all good closed shop members, the manufacturers agreed not to talk to the press, thereby keeping the public uninformed. One representative went out on a limb to declare that he was 'encouraged' by the discussion, and 'hopeful' that a number of serious shortcomings in the Group C championship would now be rectified.

The most serious concern of some manufacturers has been that the sports car series is an elaborate honey-trap, to lure them into commitments to build 3½-litre engines. Once hooked, and locked into a series that is deliberately and systematically undermined by FISA, they might then move on into Formula 1 racing where Mr Ecclestone's true interest lies. "I thought that," our contact agrees, "but having attended the Manufacturers meeting and heard what Bernie had to say, I no longer believe that is the case. We have a very good future".

Everyone feels positive now, so let us be as well. We have the prospect of a properly promoted World Sportscar Championship starting in 1991. With a mix of four-hour races on the traditional circuits, plus Le Mans, plus a couple of two-hour street races (rumoured for Hawaii and Birmingham!). We should go to Japan, to Eastern Creek in Australia, to Canada, to America and to South America.

There will be fresh 3½-litre cars from Mercedes, Peugeot, Toyota, Jaguar, Alfa Romeo and Spice, then from Nissan and Porsche in '92 and perhaps from Mugen

the hands of veteran driver Jean-Pierre Jabouille. No records were set, but the V10 engine ran well and sounded superb. The 905 is expected to race in the last two rounds this season with the drivers being named nearer the time, but likely to be Jabouille and René Arnoux.

The first composite material monocoque was delivered by the Dassault aerospace company on April 15, and the Peugeot-designed 6-speed gearbox was ready on June 15, the day before the 24 Hours of Le Mans. Tests continue at Michelin's track at Clermont-Ferrand, at Dijon and at Magny-Cours.

Peugeot's design team has been strengthened with the appointment of Robert Choulet to take charge of aerodynamic development. One of France's leading aerodynamicists, Choulet has worked at the Charles Deutch design office, Matra Sport and at the Society Aerodyne.

To the surprise of many, the 905 closely resembles the mock-up shown to the press last February. What was believed to be a styling exercise has proved to be uncannily close to the first prototype, although the rear wheels are now open to the elements. The seating position is almost central, taking advantage of relaxed passenger seat regulations for next year, and the driver views the road through an acrylic windscreen.

The wide sidepods are fixed in place. The side windows open up, gull-wing style, for driver swaps and the rear view mirrors are inboard, suggesting a record-breaking Cd figure.

MLC



Was this year's Le Mans victory the Jaguar V12's swan-song or will next year see a 14,000 rpm howler nestling in the new XJR?

Jaguar Plans

The effective career of Jaguar's stock-block, V12 powered Group C racing cars may now be on the wane, but the 1-2 victory at Le Mans has given a welcome boost to the Coventry firm's future competitions plans with Tom Walkinshaw Racing. The official statement is yet to come but Bill Hayden, Jaguar's new chairman and chief executive, gave a strong hint in the wake of the 24-hour success that the company will stay in motor racing ('it's part of our heritage'), and that necessarily infers that the new 3½-litre car now under development at TWR's Kidlington base will be a Jaguar. What sort of Jaguar will it be? Ross Brawn, formerly the designer of the Arrows Formula 1 cars and now technical director of TWR's racing division, is well advanced with a fresh design which will, of course, utilise a monocoque in composite materials. The cars currently in use, the XJR-11 turbo and XJR-12 7-litre V12 were designed by Tony Southgate, and have proved over and over again to be first-class products.

If any proof of that is needed, Jaguar has achieved three 1-2 victories this year, at Daytona and Le Mans with the V12 and at Silverstone with the turbo model. But, as Brawn pointed out recently, they are not his own designs. "You have to be

responsible for the design to understand the car properly, to know how to develop it," he ruminated on the pit-front at Spa.

Brawn's XJR-14 will require plenty of balast to bring it up to the minimum weight of 800kg, and could go with the current school of thought which says that a physically smaller car may offer advantages, especially in straightline speed. Typically the turbo cars are built to the maximum dimensions, 2000mm wide and 4800mm long in order to have the widest track and obtain the maximum 'ground effect'.

In recent months the Spice SE90C has been noted very carefully by rivals, this being 1900mm wide and 4775mm long. Not much change there from the full size turbos, but last year's Spice SE89C was 1824mm wide and 4555mm long, and even in C2 trim could regularly outmanoeuvre the larger C1 cars. Big is not necessarily best, in this context, but Peugeot have gone for a full size car with an 'optimised' Cd figure, by such means as a nearly central seating position and no exterior mirrors.

The XJR-10 (IMSA) and XJR-11 (Group C) turbo cars confirm that no parts of Jaguar's racing cars need come from Coventry, since the 3½-litre twin-turbo engine was designed and developed by

TWR at Kidlington, under the control of Allan Scott. It was enough to identify the engine as a JaguarSport product, and its installation in the forthcoming XJ220 is expected to seal the pedigree (that a number of people believe the XJ220 should be powered by a 7-litre V12 is neither here nor there; in his advisory capacity Walkinshaw insisted that the 'supercar' has to be smaller, lighter and less complex than envisaged, and Sir John Egan endorsed the proposal).

It's almost certain that Scott has a new 3½-litre V12 on his drawing board, and perhaps actively under development. Walkinshaw himself has the means, and the pride, to have signalled the go-ahead last year, when FISA's intentions had been spelled out.

It would not be like 'TW' to sit on the fence and wait for Jaguar's complex politics to reach their conclusion. Sooner or later the 3½-litre XJR will be a V12, with JaguarSport on the cam-covers, but no-one at Kidlington or at Broadstone, TWR's new corporate headquarters near Chipping Norton, is saying anything yet. "You'll have to wait a wee while yet," is Walkinshaw's own reaction.

Unless the engine is well advanced, it's possible that the Ford HB Formula 1 engine could be employed on an interim basis, perhaps for one year. The V8 was denied to Aston Martin perhaps to keep it available for Jaguar.

FISA forced Jaguar's hand with a communique issued on Friday, June 29, as an important meeting of the World Motor Sports Council reached its conclusion. In

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17 King St, MANCHESTER; 122 Grey St, NEWCASTLE-UPON-TYNE.

it, Jaguar was named with Mercedes, Peugeot and Toyota as having 'declared to the FISA that they will enter all the events of the 1991 World Championship with a 3½-litre normally aspirated engine fitted in all their cars'.

This put the cat right among the pigeons as Ron Elkins, Jaguar's racing co-ordinator, insisted that: "no decision has yet been taken about the 3½-litre formula." It was Jaguar's intention, he said, to run the XJR-11 with ballast in the four-hour races, and the 7-litre stock-block V12 at Le Mans, but for the fact that there's no provision for stock-blocks in next year's regulations! Next year the turbos will be heavily penalised with a minimum weight of 1000kg (currently the cars have to weigh at least 900kg) and it seems that the 'heavies' will be competing for minor placings.

Max Mosley, chairman of the Manufacturer's Commission, insists that Jaguar (or rather, Tom Walkinshaw) had given an undertaking for next year, and thought that if they tried to enter turbos or stock-blocks their entries would be turned down. Walkinshaw himself backtracks from this position, saying that he had expressed a preference to run a 3½-litre racing engine next year, knowing that race engines would be given every benefit. If we cut through the undergrowth, we can suppose that Walkinshaw has been given a nod from Jaguar, but perhaps not a firm undertaking about the supply of the Ford HB engine. It will depend, then, on how far advanced he is with the JaguarSport V12.

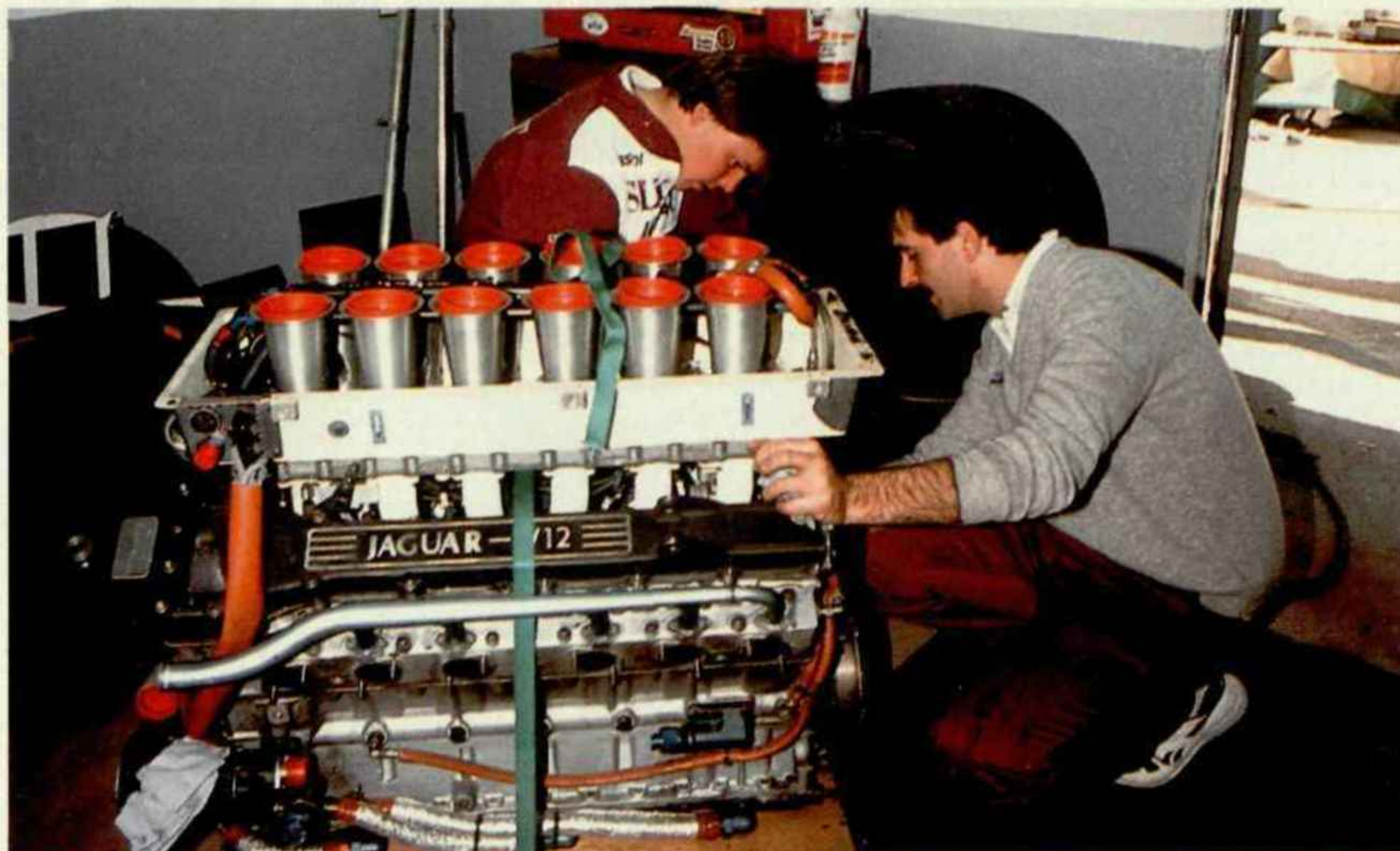
Jaguar's contracts with Gallahers and Castrol run to the end of next year, to the very end of the turbo formula, although in America the IMSA contract expires at the end of this season, at Del Mar in California. Right now Guy Edwards is trying to secure an American sponsor for the 1991 IMSA programme, also in readiness for 1992 when the American rules will be based — though not exclusively — on 3½-litre racing engine performance.

Sensibly the IMSA will continue to look for equivalency between out-and-out racing engines, stock-blocks, turbos and rotaries, banning none of them but favouring racing engines for the first time. It hardly seems possible that Walkinshaw has *not* got an engine project under way.

V12 Victorious

Ralph Broad's efforts to turn the XJ12 saloon into a winner went disastrously wrong, and a lesser man than Walkinshaw might have been deterred from persisting with the same theme. Leyland management, in the meantime, had been replaced by John Egan's control from 1980, and his fight was to improve quality and reliability, and to raise the image of the Coventry Cats. Walkinshaw's record with the Rover V8 was outstandingly good, and when the Scot proposed to turn the XJS into a winner Egan was at least receptive.

The TWR Jaguar programme of European Touring Car Championship



The V12 engine which has enabled the TWR Jaguar to claim so many victories.

racing lasted only three seasons, 1982 to 1984, but they were very successful indeed. The Motul sponsored XJS racing cars (TWR handled the Motul franchise in Britain) were reduced to the minimum weight for the class, 1400kg, and Allan Scott was able to persuade the engine to yield 460 bhp in the third season, an increase of 50 per cent on the standard output despite strict control on development work in Group A.

"Jaguar's two-valve head is very, very good indeed, probably the best two-valve there has ever been in commercial production," says Scott, a New Zealander who came to Britain in 1979 to further his own racing career, but soon worked for Walkinshaw's young organisation on Mazda rotary engine development.

The 1982 season produced four European Touring Car Championship victories for the TWR Jaguar team, Walkinshaw himself sharing the driving with Chuck Nicholson in each one, and in 1983 the Jaguars notched up five ETCC suc-

cesses, the one at Zeltweg shared by Walkinshaw and Martin Brundle. Jaguar had to wait until July 1984 for the first 24-hour success, at Spa-Francorchamps. Walkinshaw, Hans Heyer and Win Percy took the chequered flag on that auspicious occasion, and this was one of seven Jaguar victories in the ETCC. Walkinshaw became the champion driver, in his last full season of competition, but while the champagne was still sparkling he made a major but lonely decision. Four months before Sir John Egan gave his approval, he hired Tony Southgate to design a new Jaguar challenger for World Championship sports car racing.

There was feverish anticipation of the XJR-5 racing for the first time at Hockenheim, but the car wasn't sufficiently tested and nor were there enough spare parts. The debut came, instead, at Mosport in Canada, and Martin Brundle shook the works Porsche team by storming into the lead, keeping Hans Stuck in his dust for nine laps. The British Racing Green Jag-



The first TWR/Jaguar 24-hour success was at Spa in 1984 when Tom himself, Hans Heyer and Win Percy won.

uars made a fine sight on Mosport's swooping turns, and one claimed third place in a race marred by Manfred Winkelhock's fatal accident.

A strong second place at Selangor, Malaysia ended the first season on a high note, and during the winter the cars turned mauve and white to denote sponsorship from Gallaher's Silk Cut cigarettes. The first victory wasn't long in coming, delighting the Silverstone crowd in May, and although a variety of teething problems prevented a second win in '86, Silk Cut Jaguar came close to pulling off the Teams' Championship with Derek Warwick equally close to becoming the World Champion driver.

All the lessons of the season were learnt thoroughly, and in 1987 the team, managed by Roger Silman, won the first four races on the trot. Winning Le Mans was to the order of winning the next four . . . non stop . . . but it was beyond the plucky team. June was, in fact, a poor month because Jaguar couldn't win at the Norisring either, but the team then progressed to win all the remaining events of the year. It was a virtual whitewash, eight victories in ten races, and a brace of titles for Silk Cut and Raul Boesel. . . . but still Le Mans remained the elusive prize.

Under the management of Tony Dowe and engineer Ian Reed, TWR established a new IMSA team in Indiana for the '88 season, fully sponsored by Castrol, Jaguar's longtime partner. The programme kicked off splendidly with a superb 24-hour success at Daytona, just the tonic the entire team needed.

As we hoped, it predicted a memorable win at Le Mans, finally vanquishing the works Porsche driven by Hans Stuck, Derek Bell and Klaus Ludwig, three of the best long-distance men in the history of Group C. That weekend, Jan Lammers, Johnny Dumfries and Andy Wallace outdrove them in a superior car, the specially developed XJR-9LM. It seemed significant in Germany, as in Britain, because the baton was finally passed from Porsche to Jaguar.

Stuttgart would claim the baton back though, as Mercedes' challenge became stronger. The '88 season had begun with a shock defeat at Jerez, Jaguar then turning the tables at Jarama, Monza and Silverstone, though by narrow margins. Porsche's last fling was overcome at Le Mans, but from that point Sauber Mercedes shared the remaining honours with Silk Cut Jaguar, the German-Swiss cars winning at Brno — rather too easily, for Walkinshaw's liking — the Nürburgring, Spa and, finally, at Sandown Park. Jaguar victories at Brands Hatch and Fuji (the latter, a clearcut 1-2) kept the Team's Championship in England, and the Driver's Championship trophy with Martin Brundle in Norfolk.

As is recent history, all turned to dust in '89. Mercedes utterly dominated the World Championship, and Le Mans, while the Silk Cut team moved from one setback to another. The root of the problem was the urgent need to develop the new V6 twin-turbo, a task that simply couldn't be accomplished in the space of a few hectic months. In America the Electramotive

Nissan team had become dominant, and could only be beaten by a good turbo, while in Paris FISA had decreed that 3½-litre racing engines would become the standard in 1991. The turbo project, planned by Walkinshaw for 1990, suddenly became a priority for 1989!

There is no need to dwell on the adversities. Even Le Mans was a disaster as a catalogue of fairly trivial problems beset the V12s, while turbo engine failures at Spa in September, early in the race, forced a grim promise out of Walkinshaw; "I will never allow that to happen again," he confided on the journey home. And nor he did.

The sun shines again on the team in 1990. There have been changes within the team, Martin Brundle rejoined to back up the sterling efforts of Jan Lammers, Andy Wallace and Alain Ferté, a Goodyear tyre contract was negotiated, but above all a huge development programme was undertaken, concentrating on the V6 turbo. Bosch engine management has transformed the engine's race performance, and the entire effort is put into perspective as the Silk Cut Jaguar XJR-11 team fights Mercedes' Silver Arrows for outright honours, leaving Japanese rivals contesting the lesser placings.

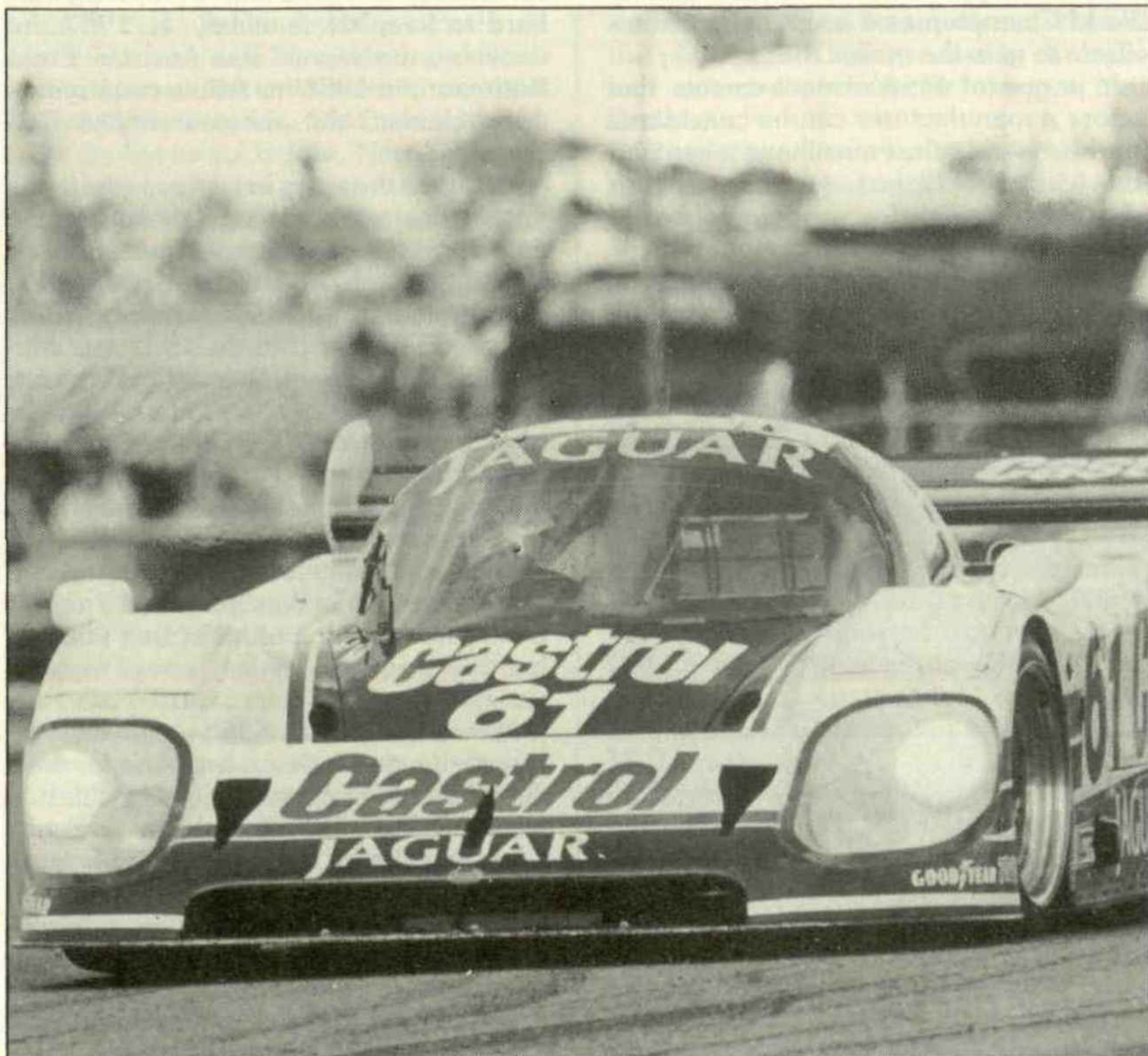
The fact that Toyota and Nissan have been running V8, twin-turbo engines for two and three seasons respectively without a single World Championship success is a comment of sorts on the quality of work carried out at Kidlington. A small team running with a fraction of a Japanese budget, is not necessarily a disadvantaged team because the speed of response, and the freedom from politics, can be ample compensation.

Since 1987 Jaguar's V12 engine has been raced in Group C at a full 7-litre capacity, with a bore of 94mm and a stroke of 84mm. It develops up to 750 bhp at 7000rpm, with 616 lb ft of torque, while for IMSA racing the capacity is limited to 6-litres (90mm bore, 78mm stroke) and 650 bhp. We heard a different sound once, at Brands Hatch in 1988, when the Scott designed 48-valve engine had its maiden run developing 798 bhp. It seemed such a good idea, and made such a noise, but it was too heavy and too complex to serve the purpose and was never seen again.

As thousands of race-followers appreciate, the V12 races with a silken howl that is quite unmistakable at any hour of the day or night, on the banking of Daytona or the straights of Le Mans. Let us not forget the special record at Silverstone, where the Silk Cut Jaguar team has won outright on each of its four appearances, three times with Eddie Cheever at the wheel of a V12-powered XJR.

The V12 story isn't over yet. Jaguar's IMSA team plans to run it again at Daytona next year, perhaps even for a year or two after that, with a reasonable expectation of success. It seems that FISA is about to terminate the career of a piece of sports car history at Le Mans, but there would be compensation if the next XJR has a 14,000 rpm V12 nestling in the engine bay. Bet that would sound nice!

MLC



Jaguar's V12 has achieved two Daytona 24 hour victories, the latest being in February 1990.

When Carlos Sainz and Luis Moya scored their first win World Championship victory by winning the Acropolis Rally in June, the unanimous comment was that it was an achievement which they had richly deserved for some time. They had amassed such a string of near-misses that it could only have been a matter of time before that elusive first place would be theirs. The Greek event must have given them just the impetus they needed, for a month later they travelled to New Zealand and added another win to their tally, surging substantially ahead in the points table of the World Rally Championship for Drivers.

The New Zealand Rally has never attracted professional teams on the same scale as events in Europe, partly because of its distance from the European bases of the majority of those teams, and the consequent costs in terms of time and money, and partly because of its chequered history in terms of World Championship status.

Although eminently worthy of a place in the world series, it has been in and out of the championship several times, has sometimes qualified for both drivers' and makes' series and sometimes for the drivers' only, as it was once again this year.

We have always considered it illogical that when a drivers' series was added to the World Championship (previously it had been just for makes) its list of qualifying events was not exactly the same as that for makes. This year there are ten events in the makes' series, whilst the drivers' series was to have consisted of thirteen — that same ten, plus three others. It so happens that this year's series for drivers will have just twelve events because the Swedish Rally was cancelled due to floods and the absence of snow.

The more significant of the two series is that for drivers, because it is both rational and logical that a World Champion should be a real, live human being, not the company which manufactures a mechanical device. The accent, however, has been placed on the makes' series, and drivers have become poor relations. If a rally becomes a qualifier in both sections of the championship, it is considered to have greater status than one which is listed only in the series for drivers. To be taken out of the makes' series and included only in the drivers's series is considered a relegation, and is usually done when FISA considers that an event is not up to scratch.

That the New Zealand Rally should be so treated is quite wrong, for it is of excellent quality, is well organised by very capable and friendly people and has special stage roads which are nothing short of superb. It has been said that its relegation was due to lack of security on these stages, and failure to ensure that they should be clinically cut off from all other traffic. Yet a non-competing car strayed on to one of the Tour of Corsica's special stages this year, and we cannot



Carlos Sainz overcame early engine problems to charge back into first place.

Sainz's Antipodean Win

imagine France's qualifier in the world series having its status diminished.

The only drivers with reasonable chances of gaining the personal world title are those who are contracted to works teams which have substantial programmes and plan to compete in the majority of the rounds. A privateer does not have the resources to compete on the same level. It therefore happens that a driver becomes World Champion as a result of his team's efforts to gain the makes' title.

It is one of FISA's requirements that before a manufacturer can be considered for the makes' title it must have taken part in at least eight of the ten rounds, and this is usually enough for a driver to amass enough points to gain the personal title.

Lancia has manipulated the contest in the past by making sure that its wins are not spread among its drivers but are scored mostly by one man who therefore moves quickly ahead of the others in the championship table. The team has rarely found it necessary to contest the rounds which qualify for just the drivers' series, and Biasion, for instance, became champion solely on his results in events which qualified for both series.

Due partly to transportation costs and partly to the absence of World Championship for Makes status, the New Zealand Rally did not attract works teams in such numbers as regularly compete in European events. Were it as well known to the car-buying man-in-the-street as the Monte Carlo Rally or the Safari, the situation might well have been different, and some teams might well have taken part in order to win that one event rather than simply to score points in a series.

The absence of major teams often detracts from the interest taken in a rally, but it can sometimes lead to closer, more

intense competition between other competitors who are then not outclassed by the sheer weight or resources mounted to support their professional rivals. This has happened several times in New Zealand, and although the event has many times been won by well-supported works drivers, there have been situations in which people of lesser means have found themselves in with a chance, and fighting hard to keep rivals at bay. In 1987, for instance, the winner was Austrian Franz Wittmann, in 1988 his fellow countryman Josef Haider, and last year Ingvar Carlsson.

This year the entry list, as expected, was not particularly well populated by works teams, although statistically it looked healthy enough. For instance, the makes represented by professional competitors included Toyota, Mazda, Subaru, Mitsubishi, Volkswagen, Renault and Opel.

Toyota obviously considers that its number one driver's situation in the World Championship is as important as that of the team in the makes' series, and they readily arranged to have one car and its support entourage sent to New Zealand. They scored no makes' points as a result, but Sainz' victory and his strong position in the drivers's series were rewards enough.

Mazda had two 4wd 323s, one for 1989 winner Ingvar Carlsson and one for New Zealander (but for many years a California resident) Rod Millen. Subaru sent two Legacies, one for local man Peter Bourne and one for Kenyan driver Mike Kirkland, but these cars came from Japan, not from Prodrive in Britain, and were to Safari specification which rendered them quite unsuitable for the much smoother, faster roads of New Zealand.

Entered by Simon Racing of France was



Louise Aitken-Walker brought her works Astra home in 11th place and now shares the lead in the Ladies Championship.

a Group N Renault 5 GT for Alain Oreille, whilst others concerned with the Group N section of the World Championship were Uruguayan Gustavo Trelles and Argentinian Jorge Recalde, both in Lancia Delta Integrales.

Following its disastrous debut in Greece, Volkswagen's Rally Golf G60 again made an appearance, one car being sent for Erwin Weber. Mitsubishi had one Galant for Australian Ross Dunkerton and were supporting another which was privately entered by Japanese driver Kiyoshi Inoue.

The two girls chasing the ladies' title of the World Championship this year were both in New Zealand, Italian Paola de Martini in her Audi 90 quattro and Scotland's Louise Aitken-Walker in an Opel Kadett GSi entered by GM Euro Sport.

As we have said before, New Zealand's geographic situation means that it attracts no stop-over travellers. People either go there because that is their destination, or they don't go there at all. It is cut off from through routes, and if you look at any map of international air routes you will see that the red lines go as far as New Zealand but no further.

Its isolation has resulted in New Zealanders considering their education incomplete until they have travelled overseas, but it is also one of the great attractions of the country, for it is largely unspoilt by the ravages of intense modernisation which have spread across Europe. Indeed, some of its country towns can have changed very little since the days of colonisation, and in many of them all obvious activity seems to stop at the end of the working day as abruptly as though someone turned off a switch! "Where is everyone?" we've heard people ask in the evenings, for when shops and businesses close for the day, traffic seems to vanish and the streets are deserted even by pedestrians.

To many outsiders, New Zealand is a place where sheep are bred, and where shearing is the number one manual

occupation. How wrong they are! It is a country of many varied professions and pursuits, its friendly people always eager to swap yarns with visitors. One of its major industries is timber production, and the dirt roads through its many forests are used as special stages in the New Zealand Rally, just as forest roads are used in Britain, Finland and other countries.

Not all the stages are on private forest roads. The country has a network of minor roads which have dirt surfaces, and these are just as popular as special stages as those of the forests. Indeed, the public roads seem to be more popular, especially among visitors, because the pine-lined forest roads could be anywhere, whereas the public roads are in more in the open and reflect the character of rural New Zealand.

There was a time when the special stage routes were secret and all reconnaissance forbidden, just as on the RAC Rally in the

past. However, pressure from FISA eventually forced the organisers to seek means of allowing pre-event note-making. The forest authorities, whilst agreeing to the rally itself, were not at all keen on the idea of practice, because it would disrupt logging operations and constitute a distinct hazard in view of the volume of timber traffic regularly using the roads — and some of those timber transporters, most with trailers, are positively enormous and travel at very high speed!

Realising, however, the pressure to which the organisers were being subjected, the forest authorities eventually agreed to allow a limited period during which competitors could drive along forest stages and make notes, but under the strict control of forest and organising officials. When such receiving was first introduced in 1977, it was done in convoy. Nowadays it's not like that, although the limited period means that competitors get no more than some two opportunities to drive through each stage.

There are no such restrictions on the public roads stages, although speed limits are enforced and practising at rally speeds forbidden.

The days of alternating the rally between the two islands have gone, and the rally has become established in the North Island, with headquarters at the commercial capital, Auckland. The administrative capital is Wellington, from which the rally was organised in its days as the Heatway Rally and the Radio New Zealand Rally. It moved to Auckland when Motogard took over sponsorship and gave its name to the event, although it has since returned to the South Island, one year starting at Nelson and finishing at Christchurch.

Many people regard New Zealand as a land of constant sunshine, but it is almost as far into the Southern Hemisphere as Britain is into the Northern, and the cli-



Despite gearbox problems Bourne brought his Legacy home in fifth place.

mate is just as varied. Winter snow is common in the South Island, whilst storms can be quite violent.

"Variable" is a word which weather forecasters seem to enjoy using, perhaps because it can put a convenient camouflage on any doubt, but this is exactly how we would describe conditions this year in New Zealand. Sometimes there was sunshine, sometimes heavy rain. Like other World Championship rallies, it went to bed for each of its three nights, so most of the running was in the daytime.

The first leg, through nine special stages, started and finished at Auckland on the Saturday, but the other two night stops were at Rotorua. There were twelve stages in the second leg, ten in the third and twelve in the fourth, making 43 in all.

The first stage was a spectator-attracting tarmac affair in Auckland's Domain, a sport and leisure area. A sudden squall soaked the roads, and it was Ingvar Carlsson's Mazda which registered the best time, marginally ahead of Weber and Millen. Sainz, on the other hand, was far more cautious, knowing that on these short prelude stages one can gain very little but lose everything.

New Zealander Ray Wilson all but failed to make the start, the gearbox of his Mazda siezing up on the motorway as he was driving into the city. The box was quickly changed on the motorway verge and he managed to get to the pre-start closed park with just seconds to spare.

Weber lost third gear from his Golf, and although it was feared that broken teeth might cause complete seizure there was no opportunity to replace the box until the afternoon. Happily, it survived, although the result was sixth place for Weber at the end of the first day. Japanese driver Inoue was delayed by a blown turbocharger.

As the rally progressed into dirt stages, Sainz became accustomed to the rhythm of the roads and his speed increased. He moved up to second place behind Millen and, as the sun began to break through late in the afternoon, he eventually took over the lead, although at the end of the day Carlsson was just one second behind him. Sainz's position was a surprise even to himself, for his engine had not been running well, and for much of the time he was unable to get more than 5,500 rpm.

The next day the weather was fine as crews and mechanics, this time their overnight bags packed, headed for Rotorua, a town surrounded by volcanic steam vents and notorious for its sulphur-laden atmosphere. "Rotten Rotorua" is an unfair description which we've heard more than once, for it is otherwise a delightful place.

As on day one, the first stage on Sunday was on tarmac, through the streets of Manukau, just to the South of Auckland itself. Weber, now having all his gears again, was fastest, but once more the forests brought changes. Sainz lost his lead after an electrical fault caused his engine to splutter to a halt no less than three times in the second of two stages in Maramarua Forest, but he nevertheless

lost no more than a minute.

Kirkland, on the other hand, came to a permanent stop when his Subaru slid sideways into a ditch and stubbornly refused to be driven out. Eventually the clutch siezed and the hapless Kenyan could do no more than wait there until the stage was over so that the car could be towed out by a tractor.

At Rotorua it was Carlsson who held the lead, but Sainz was only 20 seconds behind, followed by Millen, Weber, Dunkerton, Bourne and the Italian Rayneri in his Lancia.

In readiness for the third day, Toyota mechanics had slightly increased the boost pressure of Sainz' Celica, and it was not long before he had removed the 20 second advantage held by Carlsson.

From Rotorua, the route headed westwards to the coast, via a short stop at Opotiki, a place where time must have stood still for decades, and on into the spectacular mountain roads of Motu. It was here that Millen lost his chances when his turbocharger blew and he arrived at the end of the second of the two Motu stages laying a trail of dense blue smoke. Sainz, on the other hand, quite undeterred by long, steep drops into a river, took first 34 then 43 seconds from Carlsson and moved into the lead. It was not a comfortable advantage by most standards, but for a man who drives with such car sympathy as Sainz, it was enough.

Rayneri later stopped when he hit a cow, his Lancia being so badly damaged that he could not continue, whilst Ernesto Soto from Argentina retired when the turbocharger blew in his similar car.

By the time the rally got to Rotorua the second time, Sainz had extended his lead over Carlsson to more than two minutes, whilst next in the order were Weber, Dunkerton and Bourne.

Among the Group N contenders, Trelles held a slender 6 second lead over young Finn Tommi Mäkinen who was in a Mitsubishi Galant VR4 accompanied by the experienced Seppo Harjanne who for

many years was Timo Salonen's co-driver. Oreille had been struggling for grip in his 2wd Renault and was down in fifth place in the group, behind Recalde and Italian privateer Gilberto Pianezzola (Toyota Celica GT4).

On the final day the sunshine had vanished. High winds caused heavy rain to lash down, and mechanics looked pretty miserable at the prospect of having to kit themselves out with waterproofs.

Sainz didn't put a wheel wrong, of course, but a puncture just four stages from the end reduced his lead to two minutes. Bourne lost his chances of catching Dunkerton when he lost firstly three minutes on the road having his rear differential changed and later more time when his gearbox also had to be replaced.

Mäkinen settled the Group N dispute in his favour, whilst Inoue hit a bank so hard with his Mitsubishi that the engine promptly failed. Australian Greg Carr also went off the road in his Lancia.

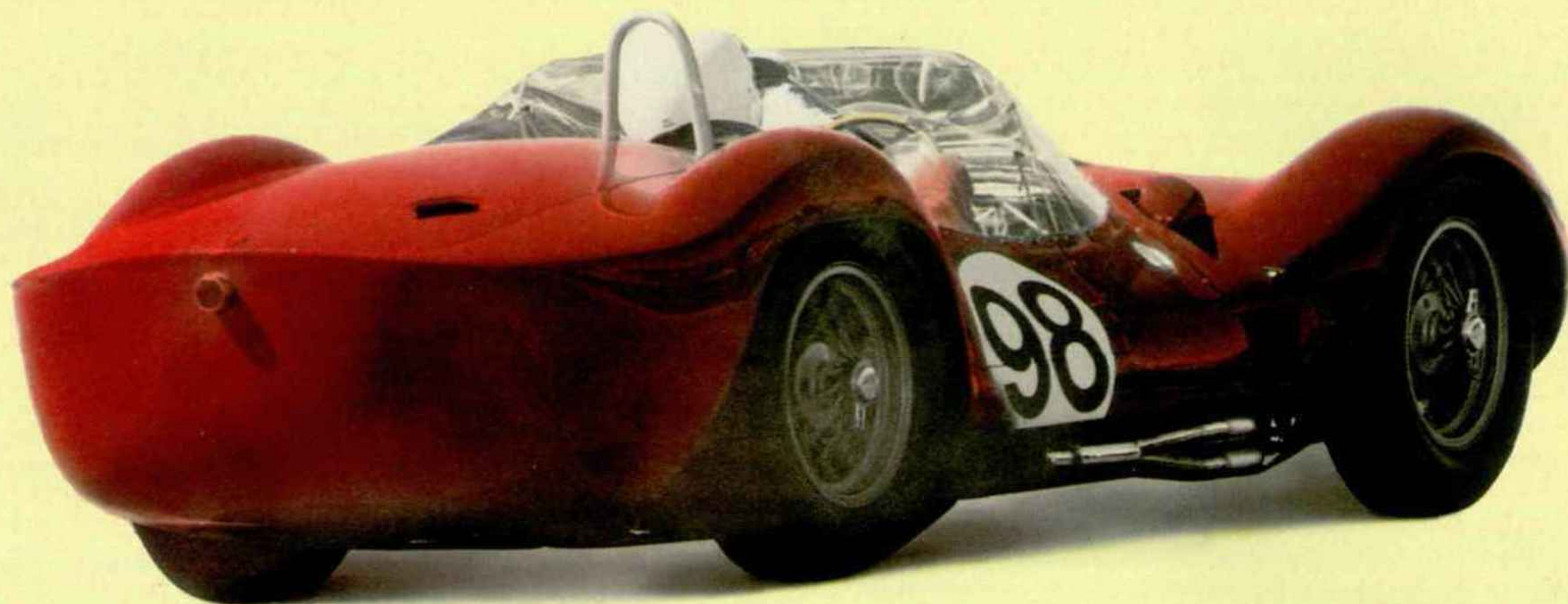
Louise Aitken-Walker took the Ladies Trophy by finishing eleventh overall, putting herself in a good position to fight off the challenge from Italian girl Paola de Martini.

There came a nice gesture after the finish when Crown Prince Filipe of Spain, in New Zealand for an official Royal Visit, invited Sainz and Moya to visit him. The Prince's presence meant that there were plenty of Spanish press and TV men in the country, and was a newsworthy bonus for them that a Spanish crew should win the rally. Not being motor sporting people, they simply could not understand why Sainz was not allowed to go to meet the Prince at the wheel of his winning car. It happened to be undergoing scrutineering at the time!

Sainz now leads the World Championship by a comfortable margin from Frenchman Auriol, but a lot will depend on which drivers compete in the remaining six rounds of the series. Points differences are not all that substantial, and the series is still wide open. GP



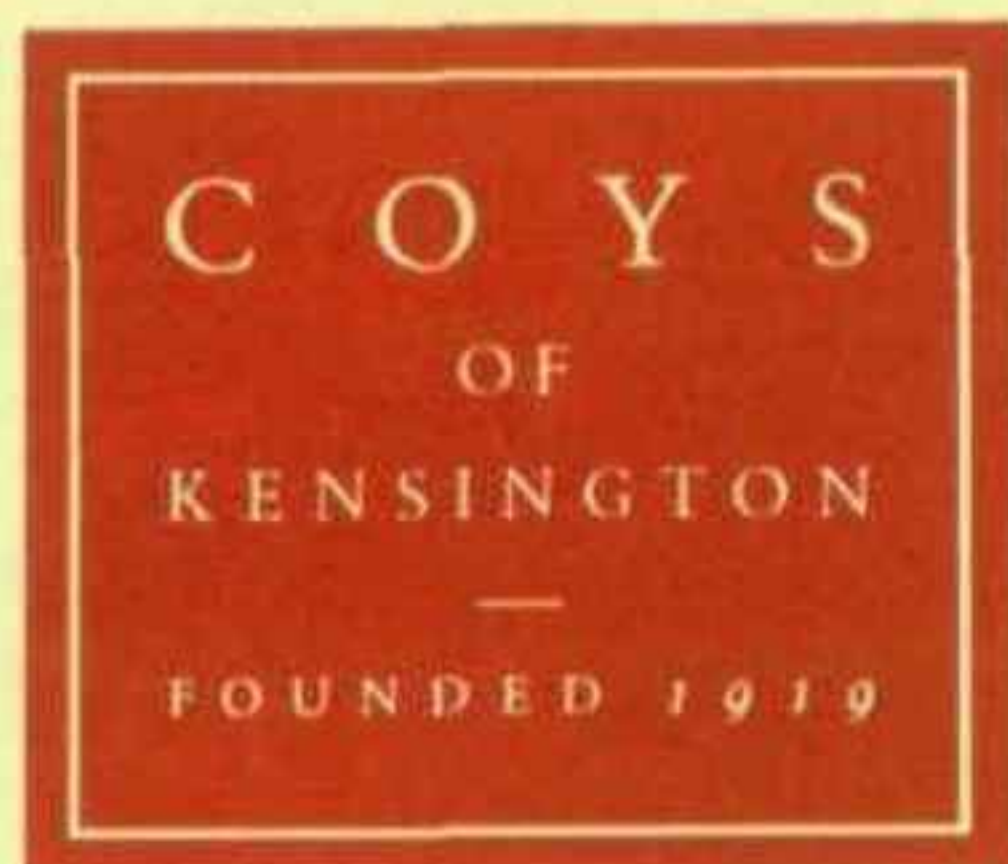
Erwin Weber overcame the Golf's Grecian reliability problems to come home third overall.



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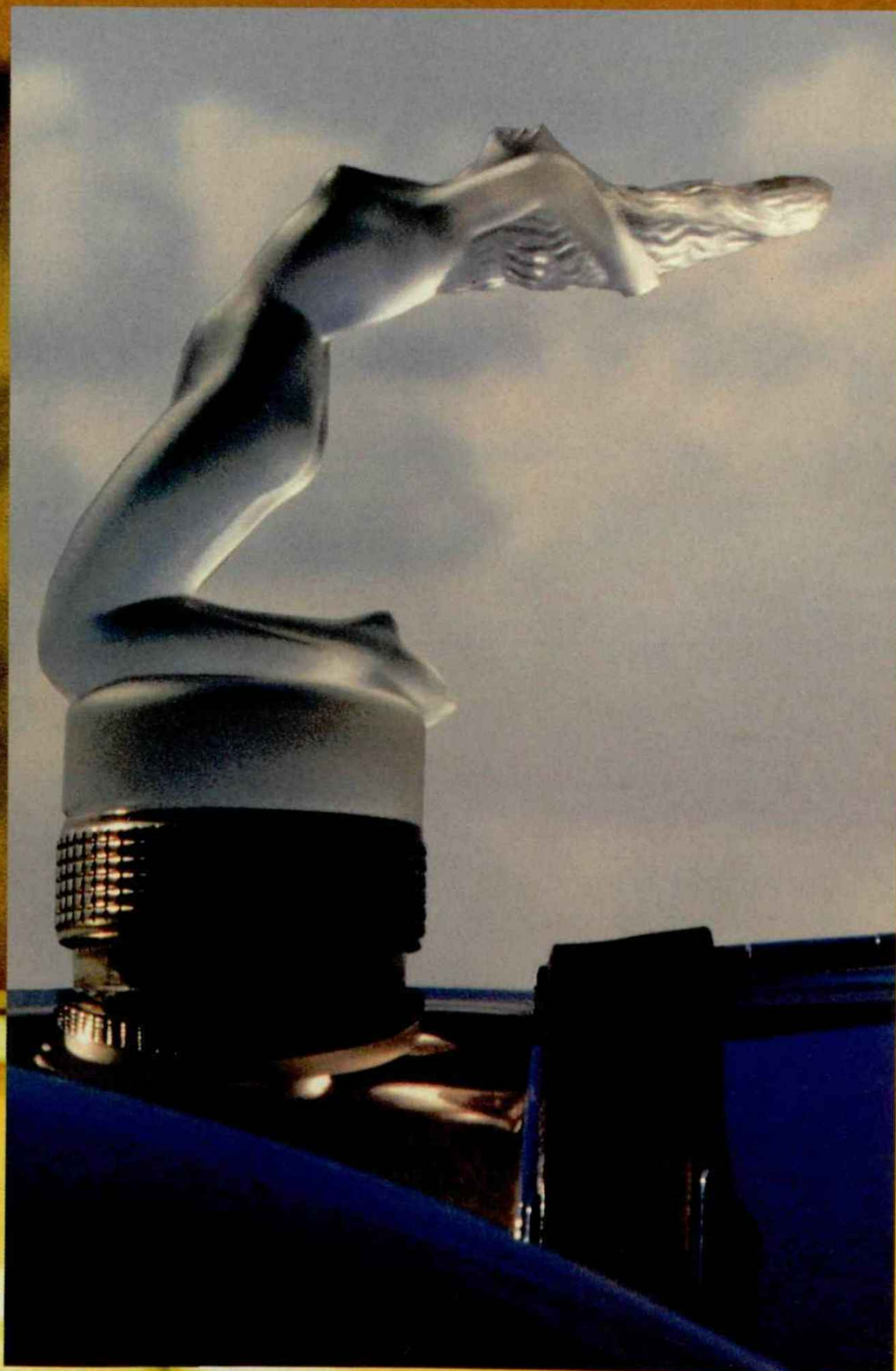
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Crunch! Déjà vu. A track test of a Formula First wouldn't be complete without a good hard shunt to write about. Still I'm getting ahead of myself. . . .

Brands Hatch promote two one make single-seater formulae to provide a ladder for aspiring drivers. I was fortunate to have the opportunity of trying both on the Brands Hatch Indy circuit.

Formula First was created to satisfy the need for a professional mainstream below the now prohibitively expensive Ford 1600 category and as a concept it has definitely been a success. While a Formula First is not an attractive car, it is in fact quite ugly, its combination of low power and low technology allow the novice to concentrate on the essentials, driving technique and race craft. The purposeful cockpit has the barest of essentials but includes a rev counter, water temperature and oil light.

Brands Hatch provided a brand new car for the test, a chassis which was subsequently to join the fleet of school machines. As I strapped in, memories of my Formula First racing in 1988 came flooding back to me. Right, engine warm, select first, wait a minute, where is first? Formula First is unusual in that the gear shift is located on the left hand side of the cockpit. Also unique is the gearbox which is equipped with synchromesh. "Heel and toe" downshifts are not essential, but obviously preferable for ultimate control.

Powering out of the pit lane I joined the track — for the first time in 1990. It felt terrific to be back, cutting and thrusting amongst the usual heavy Brands traffic. A gaggle of Junior Formula Fordsters slip by, I try to keep a low profile. The First feels remarkably good, quite stable, responsive, and most of all — fun! My car is equipped with a Stack tacho, I change up at about 6200 rpm, the point at which the motor tends to run out of steam. Once the tyres are warm I start to relax and get into the swing. Paddock Bend is taken in



Steve Deeks poses beside the Formula Forward car prior to the track test.

First Past The Post

fourth gear with a firm dab on the brakes, it is good to hustle the car in with a flick of the Momo steering wheel. Power can be applied hard after turn in, the car drifts in a most pleasing manner from the apex to the exit, left hand wheels just rubbing the kerb. Druid requires hard braking and a shift to third steering the car on the throttle. This well behaved car then scuttles down the hill towards Graham Hill Bend which is taken flat, fourth is selected on the exit. The motor is revving away hard as I approach the Kidney. When I raced the car in the 1988 Winter Series I remember this

testing section as flat in fourth — just! Today I dab the brakes gently and then once again, flat. Brushing the kerbs lightly, I then line the car up and brake quite late at Clearways. Third is engaged and the First is turned into the corner. Bringing the power back in creates a little wheel spin as the car crests the Clearways bump and then using all the road on the exit. The pit straight follows, in fourth, hugging the pit wall until almost the starting lights before swinging left and up the hill to line up for Paddock bend. Very satisfying. Formula First is an excellent



Steve Deeks is flanked by the two cars of the Brands Hatch-promoted single-seater formulae. On the left is the ungainly Formula First and on the right the more powerful Formula Forward car.

Formula for beginners, possibly unrivalled in driving experience per pound spent.

Drawbacks? Just look at it! A Formula First is not the most graceful of creatures, neither in looks nor manoeuvrability. Agile it isn't, but I think early reports of the vehicle's instability were somewhat exaggerated. I enjoyed the car in 1988 when I finished fifth in the Top Gear Winter Series, and I enjoyed it again in 1990. Even the racing is very good these days, it is a firm favourite with the crowds! What of the shunt? In typical Brands Hatch style I was turning into Paddock when a locked up Swift FF1600 crewed by Lyndon Barrett T-boned me! Now that's nostalgia!

Formula Forward is altogether more grown up. My thanks to Sean Hollamby who brought his immaculate high-tech Sakura car for me to sample.

Regular racegoers may wonder why I couldn't just write about my own experiences of the Formula gained in the 1989 BBC Grandstand Series? As I suspected it would, Sean's car (ex Thomas Erdos) felt very different from my own P.E.S. chassis, tauter, straighter and certainly more powerful. P.E.S. did a sterling job on a very limited budget but were unable to make sense of what was initially, literally a box of bits!

The cockpit of Sean's car was also standard, except for the fitment of a brake balance control, an invaluable piece of equipment for setting up. Mark Mobely, Sean's engineer, warmed the car up for

me. Mark, son of High-tech Motorsport boss Nick Mobely, has a bright future ahead of him for Sean's car was extremely well prepared.

After five metres of the pit lane I knew what a good Formula Forward engine should feel like. It was impressive. Forward sports a 145 brake injected 2-litre engine. Fitted with the latest cams (a revision of the early specification) the motor revved hard to 6800 and delivered a good crisp punch. A very heavy flywheel tends to 'bog' the engine in the lower mid range, but once spinning it is deceptively quick. I was not keen on the Uniroyal slick tyres although they do have a good wear rate which helps keep costs down.

The handling was pretty good and much more stable than what I had previously driven. Sean's car was particularly good under braking and inspired confidence. High-tech were running different springs to those I had used, the front in particular much stiffer. This made for a progressive understeer, which, with throttle, could be balanced into a smooth, fast and natural drift. Paddock Bend was fourth gear (top), the top of the corner being the only place the car feels heavy and the "tall" engine manifests itself. Power could be brought in hard from the apex, although the engine was not pulling ideal revs at the bottom of the hill.

Druids needed second gear and considerable throttle finesse to make a quick exit, it being easy to run out of road if full

power was applied too early. Graham Hill Bend was taken in third, requiring all of the track on the exit. On Sean's advice I held third all the way to the Kidney, the engine just hitting the limiter before the point of turn. Kidney I am sure could have been flat, but in the interest of diplomacy I thought a quick dab was in order. Clearways Corner favoured second gear, keeping the wheel spin to a minimum was the secret here. Unlike the car I drove last year, Sean's car needed third gear halfway across the track as it was hard up against the limiter! I was surprised to learn that the High-tech car was on the same ratio, a marked difference in gearchange points. I never used third until the exit kerbing. The run up to Paddock was naturally done in fourth, the car feeling quite rapid in a straight line.

On what was considered a slow day I was effortlessly down in the 48 second bracket, Sean's car inspiring confidence throughout.

In conclusion then, two control formulae which have something to offer — good value for money especially when compared to similar classes. Forward in particular has suffered with the current strength of Vauxhall-Lotus and Formula Renault and what it desperately needs is promotion.

My thanks to Sean Hollamby, Brands Hatch and Formula First for the experience. Oh and also to Lyndon Barratt for the added realism. SD

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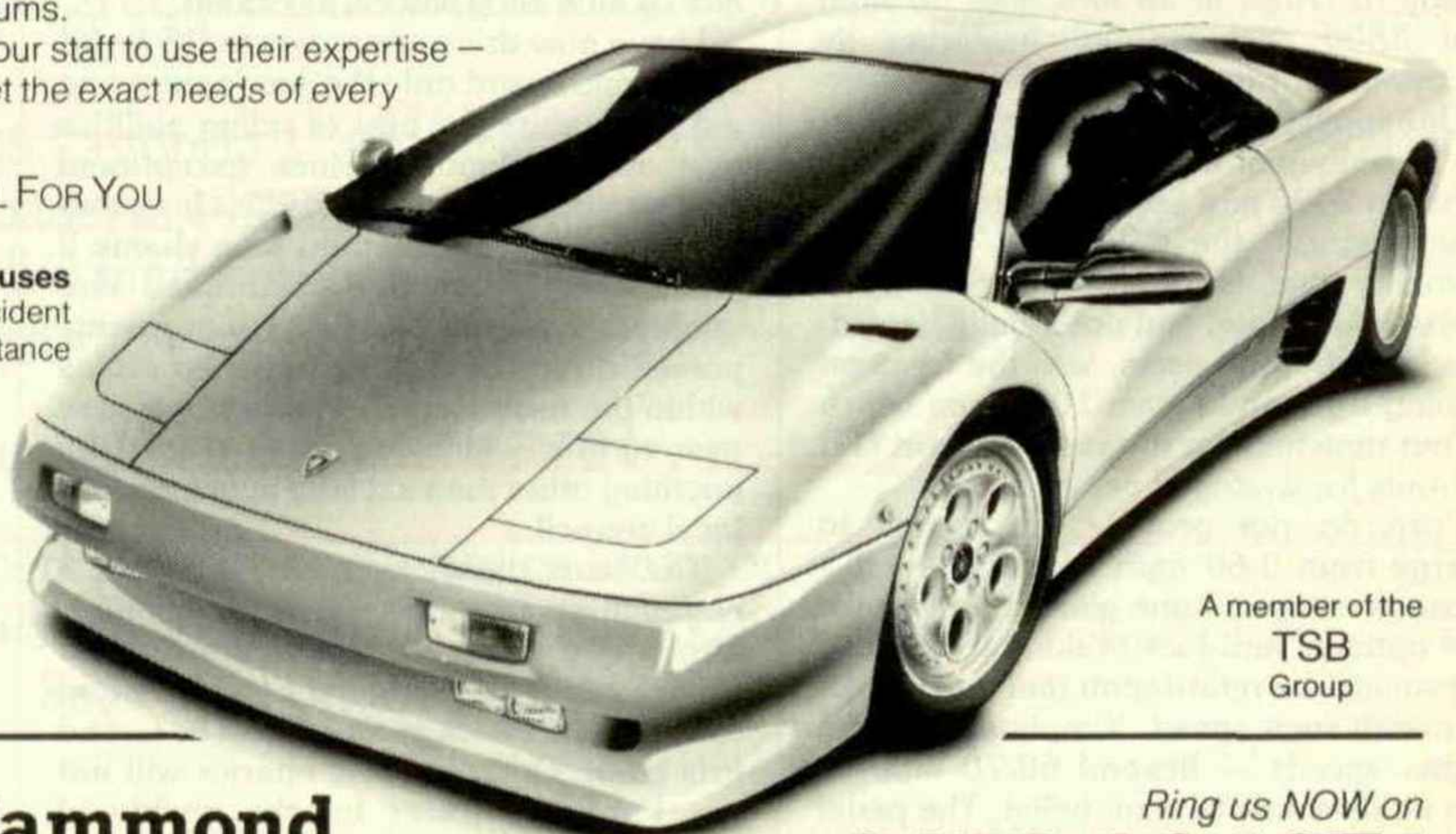
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RS turbo — Fraught — Ford — Fast; a genuine 130 mph shopping trolley, but fraught. Those were our principle memories of the £11,950 latest edition in a 20 year cavalcade of Fords wearing the RS (Rallye Sport) badge.

For £1100 more than the current 108 bhp XR2i, the base upon which this RS version was developed, the RS turbo offers the searing acceleration which once defined a Sixties supercar.

The engine bay is filled by the T2 Garrett AiResearch turbocharger, Ford EEC-IV managed electronic fuel injection and cooling radiators that feature the inter-cooler tilted upright alongside the water unit. The CVH engine remains at 1596cc (80 x 79.5mm). The turbocharger unit is considerably smaller — consciously biased to mid-range power — than the T03 found in the 132 bhp Escort RS.

As on all Fords for public consumption the turbocharging installation is a conservative one, just 0.55 bar boost meeting an 8.2:1 static compression which can accept unleaded from 95 octane and 97 RON leaded. The company claim 25.9 Urban mpg and we returned 21.2 mpg in exceptionally hard use, 27.9 mpg for a brisk tankful, maintaining a running average of 24.5 mpg over 400 observed miles.

To be able to extract the considerable potential for speed from the running gear which has an extensively modified front strut geometry and replacement steering rack (now 3.75 turns lock-to-lock instead of the production 4.2), the driver also needs to know what the front-drive Ford lacks. This is a more urgent priority than acknowledging the obvious straightline prowess of 133 bhp at 5500 rpm and an almost flat torque curve, one which culminates in 132 lb ft at 2400 rpm. As you might expect of the flat torque curve plus an ample power within a kerb weight of 2028 lbs, overtaking ability is one of the Fiesta RS's principle charms. The fourth gear acceleration between 50 and 70 mph is a brief 5.7 seconds while the car is happy to cruise at an indicated 90 mph and 3800 rpm without flustering its occupants or running gear.

Unhappily, the driver still has to master the technique of keeping the CVH engine between 2400 and 5500 rpm for unobtrusive progress, the 6500 rpm redline a formality that is rarely explored. Even more unfortunate, and potentially hazardous for suburban users, was the frequent stalling from an uneven 1000 rpm which all but matched the dreaded Peugeot GTI cut-outs for wretched persistence.

Ford do not provide the facility to charge from 0-60 mph in a claimed 7.7 seconds without some glaring omissions. The optional anti-lock braking (SCS) fails to provide the retardation that you expect to match such speed. Simple stops from higher speeds — beyond 60-70 mph — can be dramatic beyond belief. The pedal sinks into the anti-lock action, there is the usual trembling of the centre pedal, but speeds remain higher than expected and a wheel can lock during the elongated



Several potential customers liked the overall effect in a moonstone metallic, but thought the stripes and body extensions looked tacked on.

Flawed When Floored

pulses of the electromechanical system.

In action the modified suspension has increased traction and cornering capabilities a class beyond the XR2i, but Peugeot and Renault GTI/GT turbo owners will still find that their Gallic suspension technique is superior. Despite Armstrong gas dampers, lowered rear suspension and the adoption of a 16mm rear anti-roll bar to complement a 20mm front unit, the Fiesta still had obvious limitations.

The move to an elevated rack and pinion ratio has left the steering unacceptably heavy at parking and high load cornering speeds and even a perceptive driver will find it particularly tough to gauge grip and road shape passing beneath the 185/55 Pirelli P600s which are specified on the unique three spoke 5.5 14 inch alloy wheels in Britain.

I have now driven four cars to RS turbo specification and only the production one did not feature the best of riding abilities over wicked bumps. Since exceptional ride quality is a feature of the elongated wheelbase Fiestas it would be a shame if this sports version had abandoned that quality, but the vertical movements passed on to the tightly contained torsos within the front Recaro seats were severe over tarmac which had been tended by anything other than a wildly overspending local council.

The seats themselves are worthy of a competition car in retentive abilities, attractively trimmed in a shade dubbed Benetton after the original Ford intention to badge the Fiesta as an echo of its Grand Prix team. Otherwise the interior will not win Ford any prizes for the quality of plastic mouldings employed, but the switchgear, ventilation and instrumentation (the 150 mph speedometer has arrived in the smallest Ford) are generally

straightforward and near the top of the class for accessibility and legibility. An exception is the power rocker switches for the front side glass which are a low stretch away on the central fascia.

The company has not been slow to learn from the Japanese, so there are items like the facility to open the rear hatch from a fascia switch, central locking, electric windows and a tilting glass sunroof within the standard specification.

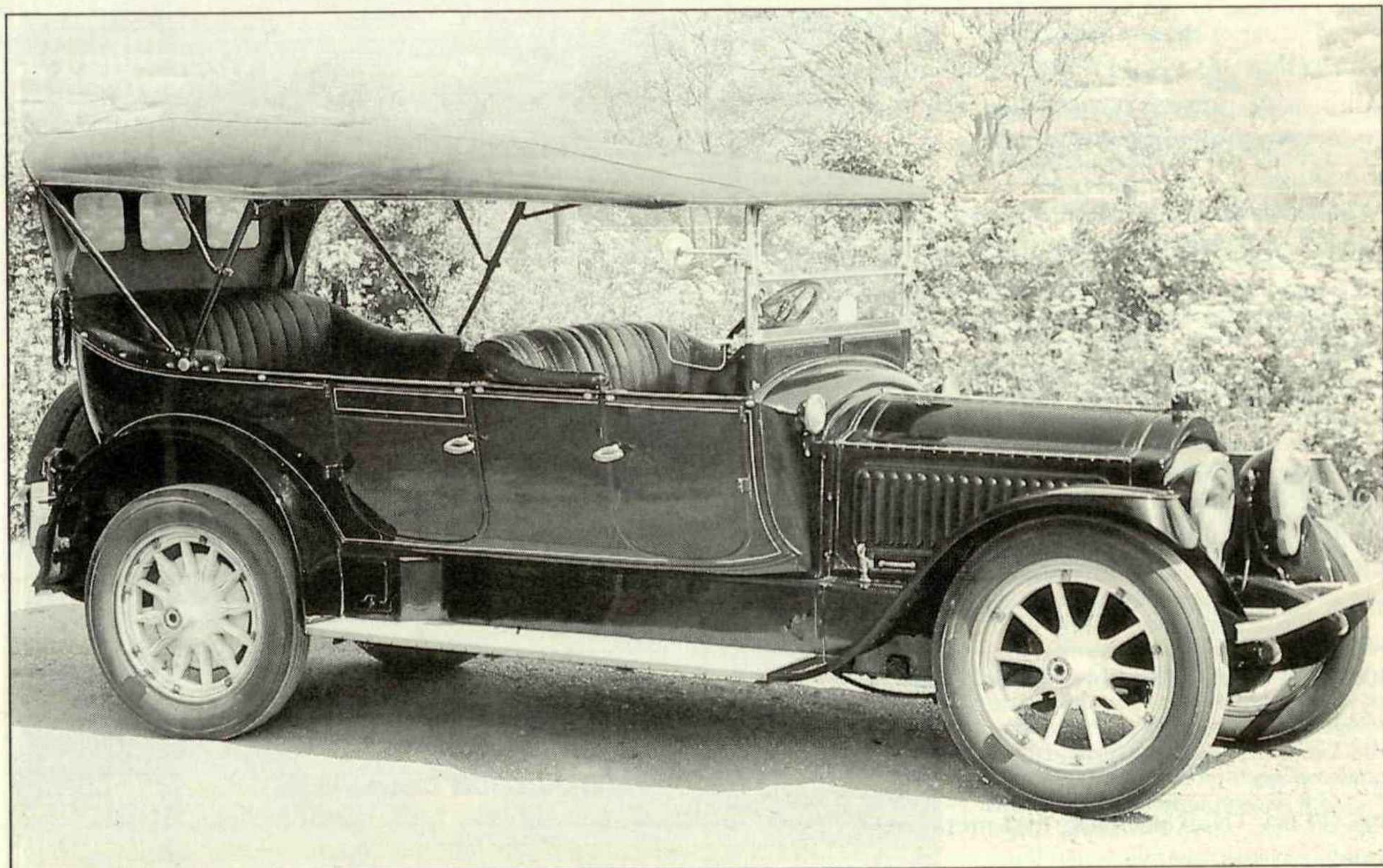
I thought the RS Fiesta a lot more fun than many contemporaries but confess to having had more opportunities to develop a driving technique which harnesses some of this exuberant newcomer's alarming traits. Basically one gear higher than perfection kills the wheelspin and contains accessible torque supplies. A mental attitude of "you will follow the path I have chosen", rather as in training a labrador, assists in maintaining control when it wants to follow its own base instincts.

At just under £12,000 for an RS Fiesta, the £12,195 Peugeot 205 GTI 1.9 has equal speed and cornering capabilities that are thoroughly exhilarating (but beware the lift-off tail slides). Meanwhile the Renault 5 GT turbo is a comparative bargain at £10,350. The RS Fiesta is a rather patchy attempt at bringing Ford owners the kind of compact car motoring that the French have brilliantly offered for more than five years. The best has been made of the hoarse Ford CVH motor and the turbo installation is excellent for space-efficient speed coupled to mid-range response. Elsewhere, notably in steering and overall stability, we could have expected more commitment and a better "sorted" product from Ford. Perhaps one setting fresh class standards, given that there has been so long to study rival virtues.

JW



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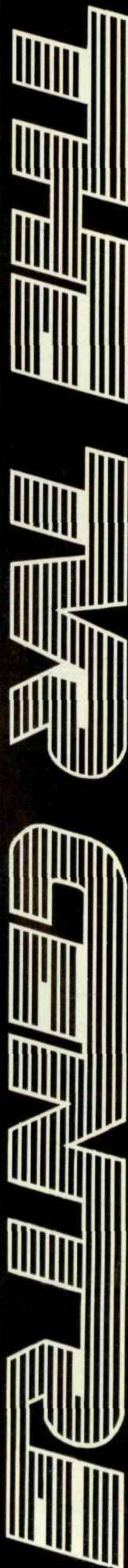
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Living in Clover

Last month I said that the new Alfa Romeo 33 gave one the four-wheeled equivalent of the motorcycling condition known as MV back. There is also in motorcycling terminology something known as a damn comfortable bike. On the whole this remains a mythical phenomenon, rather like the Unicorn and a punctual British Rail train, and exists only in the imagination of thousands of saddle sore riders throughout the world, and especially Italy. I am compelled to report that Alfa Romeo has also brought

the four-wheeled equivalent of this phenomenon to life in the 164, but one is left wondering if they can do it for one car, why not another? It was briefly explained to me that the new 33 has the same floor plan as the old and this makes the conversion to right-hand drive difficult — hence the driving position. All it really needs is a telescopic steering wheel. However, in the Alfa Romeo 164 one has a damn comfortable motor car. One also has a lot more besides.

The Alfa Romeo 164 has in fact been

available in the UK since October '88 but Alfa has recently extended its range with the new Quadrifoglio 164 3.0-litre V6, which will be available here from September. The Quadrifoglio, as you know, was first used as a good luck symbol on an Alfa in the 1924 Mille Miglia, and since then has come to adorn the top of the range machines. This new 'tuned' 164, the latest Alfa to bear the Quadrifoglio symbol, seemed to me to be a very worthy heir.

The heart of all Alfa Romeos is the engine and the Alfa V6 needs no introduction as one of the finest contemporary production engines. The 2959 cc unit of the 164 Quadrifoglio has been 'breathed upon' slightly by Alfa's engineers to boost the power up by 16 bhp to 200 bhp at 5800 rpm. The fundamental alterations consist of freer inlet and exhaust manifolds, a revised exhaust layout, new camshafts and timing and an increase in the compression ratio from 9.5:1 to 10:1. The engine uses a Bosch Motronic ML4-1 fuel injection system. Alfa's intention of boosting the performance without detracting from the flexibility of the unit has certainly been realised with this well balanced engine tune. (Lesser manufacturers would simply have bolted on a turbo-charger). Consequently the car can accelerate very smoothly from as low as 1750 rpm in third gear, although the power does not begin to come in seriously until about 3000 rpm, from which one accelerates with increasing ferocity up to peak power at 5800 rpm. The engine will carry on willingly until the rev limiter cuts in at 6500 rpm, but for sheer acceleration there is little point in revving it quite that high. She will pull an impressive 6300 rpm in fifth gear which is 233.4 kph (243 kph on the speedometer). In English that is 144 mph or quite fast enough. The acceleration, unsurprisingly, is very impressive, but the engine is so smooth, so lively that it is not the sheer pace of the car that makes it enjoyable, but the sforzando note of the exhaust as the needle spins past 4000 rpm, the purity and enthusiasm of the performance.

The stability of the car at the high speeds it is capable of is helped by the . . . wait for it . . . 'electronic, self regulating, variable damping, suspension system'. Essentially there are two modes of suspension setting operated via buttons on the central console. 'Auto' (or soft) allows a smooth comfortable ride and is best for low speed pottering about town. It is in this mode that the 'self-regulating' aspect is relevant for the damper settings respond to speed, vertical acceleration, the angle of body roll, pressure in the braking circuit, the application of throttle and the rotation of the wheel. In 'Sport' mode the damping is at a permanently hard setting, and this is of course for high speeds and fast cornering. The system seemed to work very well, with the Auto setting providing a soft and civilised ride at low speeds and on bumpy roads, the Sport setting giving very impressive stability at top speed.

The Sport mode conveyed the nature of the road surface in stark contrast to the Auto mode; it stiffened up the whole car, and gave firm and precise cornering. The Quadrifoglio would understeer slightly on slow corners, but lifting off would give slight oversteer. On fast corners the handling was neutral, and in Sport mode there was no troublesome body roll.

In addition to the inclusion of the variable damping suspension, the suspension geometry of the 164 has been revised for the Quadrifoglio. The anchoring points for the steering system and column have been altered, and shims have been used to lower the suspension anchorage by 2 cm. The engine has also been lowered by 3 cm. These modifications have aimed at improving the traction and handling of the car, and also at reducing the high level of torque steer that rather spoils the standard 164. Certainly the torque steer was not too obtrusive on the soaking wet roads on which we conducted the test, so Alfa may well have solved the problem. They also seem to have cured the problem of the uncertainty of the wheel return via the use of return springs.

The Quadrifoglio 164 comes with ABS as standard operating on front and rear discs with a diagonally split circuit. There is a vacuum brake servo. The pedal feel is excellent, and the brakes are superbly progressive although one has to push quite hard to get them working; but this

allows for very controlled and safe braking. The positioning of the pedals is also good; on full application the brake pedal is just about level with the throttle. The clutch was similarly progressive and if the gearbox had not been so impossibly notchy would have allowed for very smooth gear changes. The car, however, had done very few miles and I suspect that the gear change will loosen up quite considerably. The pedals were well spaced with a particularly good clutch footrest.

The interior of the car is interestingly minimalist in its layout. The majority of the car's controls are located in the central console that rather takes its inspiration from a block of flats by Mies van der Rohe. There are four rows of buttons of more or less the same size, capped by the finned fresh air inlet. Stitched leather surrounds the excellent dashboard which contains speedometer, rev-counter, ammeter, oil gauge, temperature gauge and fuel gauge all in easy to read white on black dials. There is little in the overall layout to obstruct the smooth and pure lines of the dashboard, console, and cubby hole, which also reflect the nature of the exterior design.

The seats are comfortable, with excellent all round support. The gear stick and steering wheel, are well positioned within easy reach and the pedals are a sensible distance beyond the steering wheel, meaning one can drive in a truly

comfortable legs out, arms bent, back upright driving position. Points of criticism were the extraordinarily difficult to reach seating position controls, and the rather notchy and plastic stalk controls. The fan was noisy although the fresh air supply was good.

Like all the best Alfa Romeos the 164 is a striking and beautiful design. The additional front and rear spoilers and side skirts of the Quadrifoglio rather spoil the purity of line, but they do serve the aerodynamic purpose of increasing the high speed stability of the car. The design of the 164 breaks no boundaries in terms of fundamental body shape, it still has the high boot, low wedge shaped nose that is 'state of the art' nowadays. But all the proportions have been carefully considered and balanced; for example the proportion of the size of the wheel arch to the height of the wing. The boot has also been carefully integrated into the unity of the design, with the rear lamps continuing the groove that runs from the front headlamps down the sides of the car. It is the accumulation of such details, each considerate of the whole, that leads to such a pleasing design. Indeed there is little to find fault with in the new 164 Quadrifoglio either in its constituent parts or as a whole; from a point of view of performance, engineering, comfort and styling it represents a thoroughly good buy. CSR-W

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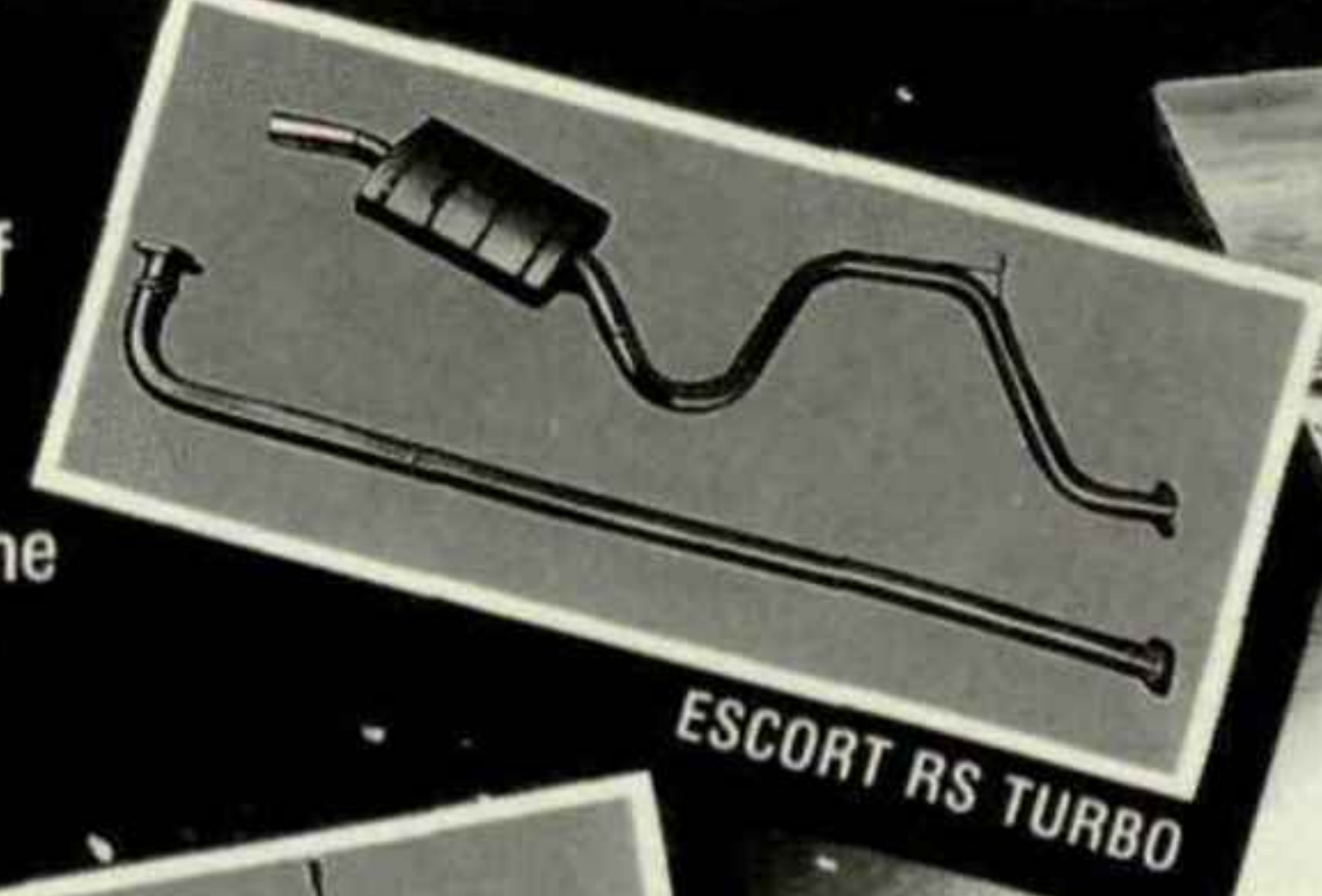
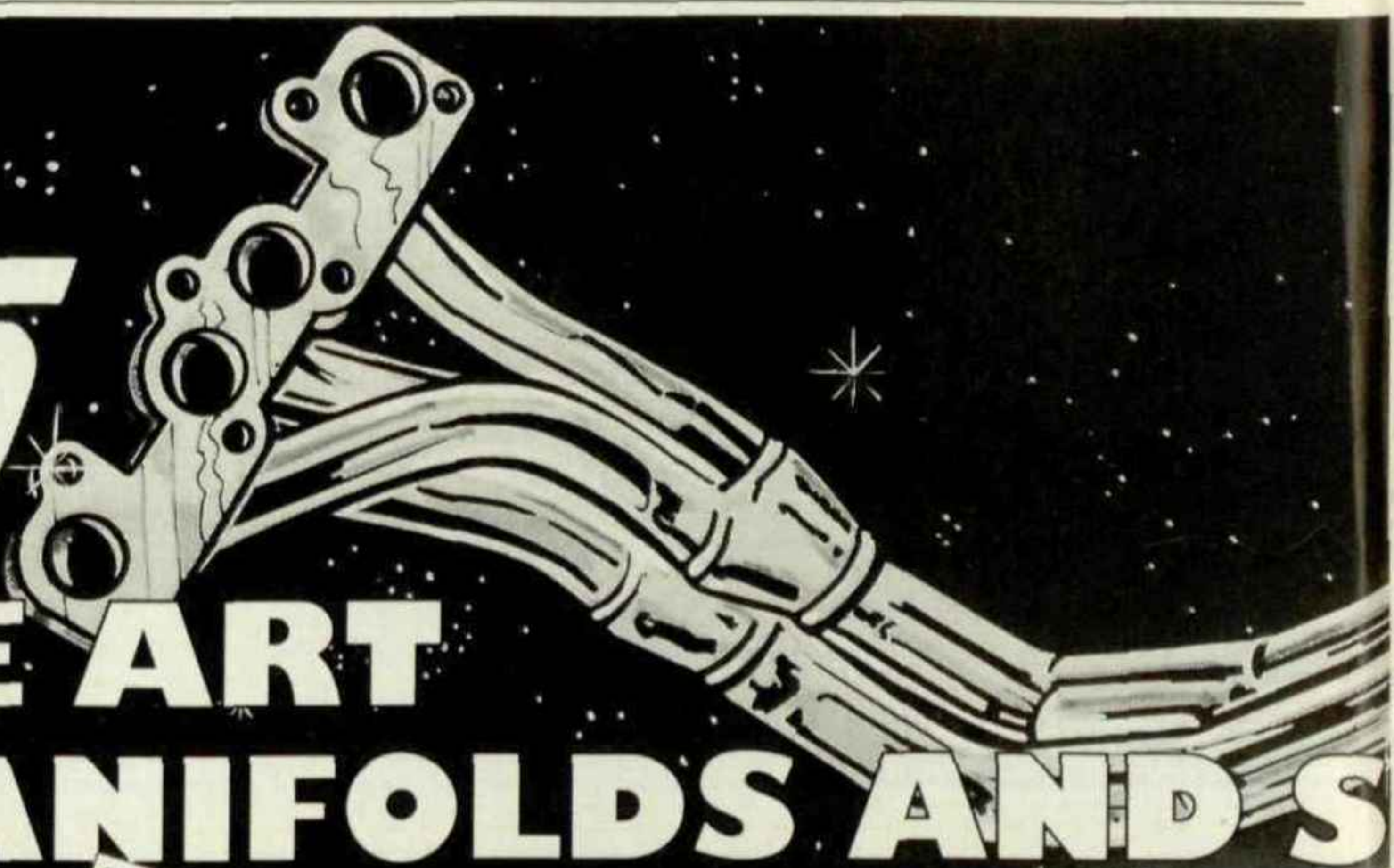
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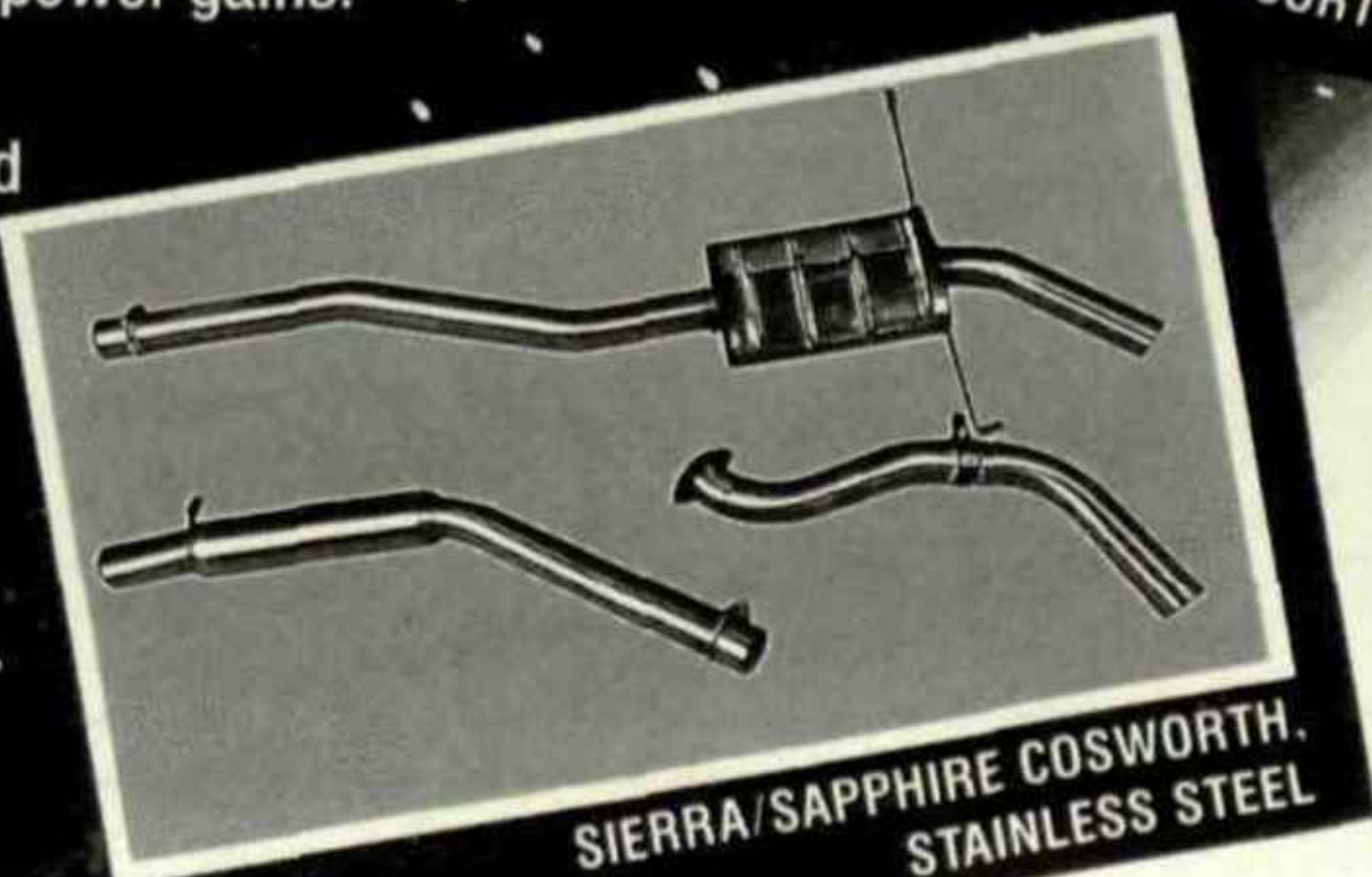
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Audi V8

It is many years since Audi had a presence in the luxury car sector. One has to go back to the pre-war Horsch 830 Pullman and 930V Convertible. History recalls that Schorsch Meier turned down the offer of one of the 8-cylinder Horsch on becoming an Auto-Union driver. It is doubtful if he would make the same decision over the new Audi V8.

The sophistication of its chassis and the comfort of the cockpit can cocoon the driver from the realities of the outside world. One can press on for miles in atrocious conditions, almost unaware of the speeds that this 146 mph car may be achieving. Of the 50 million DM spent developing the V8, 17 million DM was allocated to the new acoustic wind tunnel at Audi's Neckarsulm plant. The quiet interior of the car, even at speed, would indicate that this was money well spent.

Attention has been paid to the safety aspect of the V8 with a strong passenger safety cell. The ingenious Procon-Ten safety system is featured which, in the event of an accident, can result in the steering wheel being pulled away from the driver and the front seat belts reeled in.



Audi's pretender to the executive throne — the 146 mph V8.

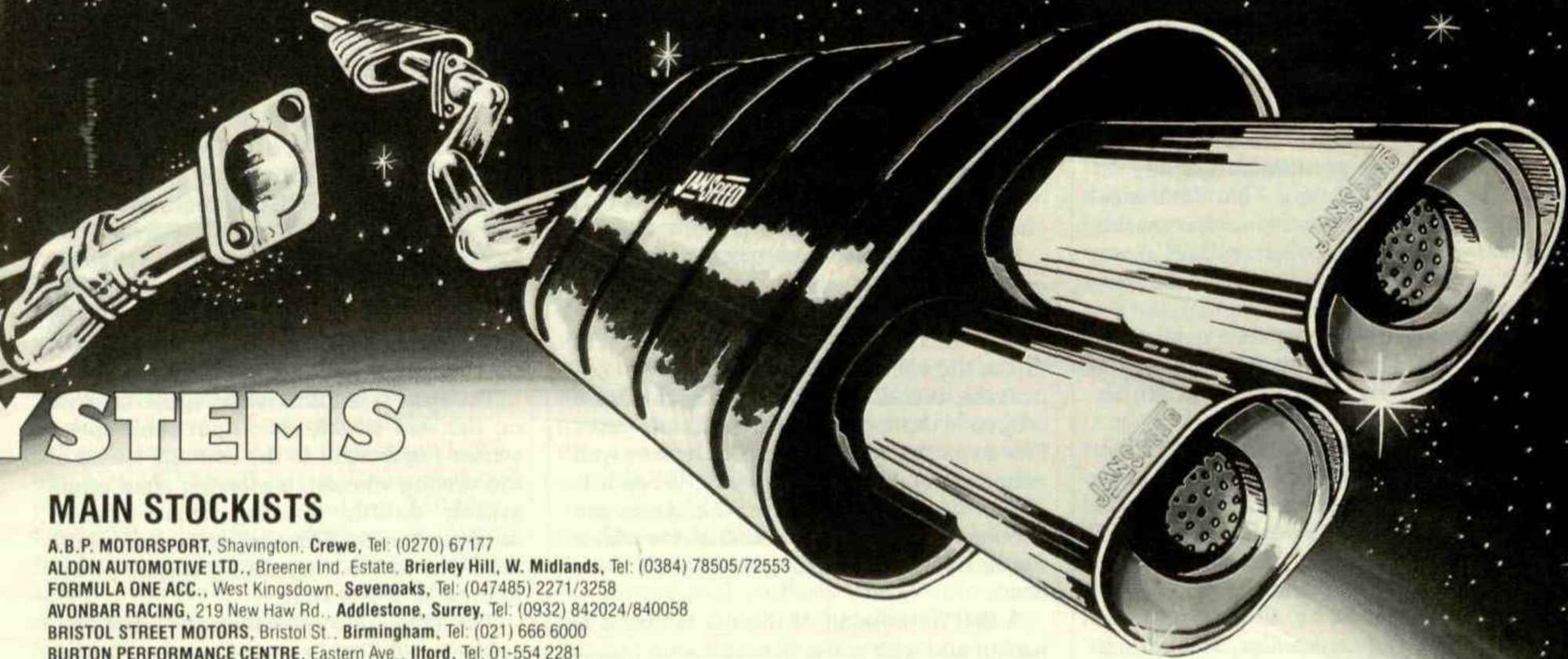
At £40,334, the V8 is a true luxury car intended to compete with the BMW 7-series, Mercedes-Benz S class and the Jaguar XJ6. There is more to the story. As VAG managing director, Richard Ide, states, 'there is no car on the market today with the specification of the V8'.

The success of the vehicle may hinge on customers' desire for its impressive active and passive safety. Like any other Audi in appearance, it lacks the Teutonic splendour of the Mercedes or the style of the

Jaguar. Despite the exploits of the quattro, does Audi have the charisma for this sector?

Richard Ide reckons it does. 'Audi appreciation has improved enormously over the past two years.' A survey has shown that the V8 is already regarded as a 'slightly higher status symbol' than the 7-series.

Audi is catering for the market of the future, a world in which it is becoming socially unacceptable to flaunt one's



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material possessions. There is not even a badge to betray the car's identity.

The Audi's 250 bhp, quad-cam 32 valve 3.6-litre is, at 40.95cm, the shortest V8 unit in the market. Its high level of technology is illustrated by the fact that Audi has been granted three patents associated with the design. The trio comprises the induction system, the honeycomb sump and the noise reducing insulation material and associated wiring.

The V8 brings permanent four-wheel

drive to the class using third generation quattro drivetrain. For the first time this has been mated to an automatic gearbox. Use is made of the ZF HP22 with an electro-hydraulic gearshift. Three different programmes are offered. In economy mode the gearbox changes up at low engine speed, the sport mode takes the rev counter round to maximum possible revs, while the manual position enables the driver to operate the box as a 'clutchless' manual.

Two automatic differential locks are incorporated in the drive train — one central, the other a Torsen differential housed in the rear axle. Neither differential effects the standard ABS system.

All cars will be imported to specific customer order with owners being offered the opportunity to attend, free, the Audi quattro High Performance Driving Course. Richard Ide states that every V8 is being treated as a 'very individual, very special sale.' IRW

Mitsubishi 3000GT VR-4



Mitsubishi's answer to the Nissan 300ZX: The 3000 GT VR-4.

The 3000GT VR-4, successor to the Starion, and probably to be called that when it reaches these shores over 18 months from now, is a typical new Mitsubishi in that it features its fair share of innovation.

It follows the lead set by the HSR-11 research vehicle in that it makes use of what the Japanese manufacturer calls its Active Footwork System. This combines the 4WS and 4WD already familiar on the Galant with 4IS and Active ECS (four wheel, electronically controlled, independent suspension), and 4ABS.

The word 'Active' is perhaps over used for this car's technology with both the aerodynamics and the exhaust system so described.

The 3000GT uses what is said to be the world's first mass production system that actively and simultaneously controls both front and rear lift, known as the 'Active Aero Control System', this features a motorised venturi under-cover which extends downwards by 80mm at over 50 mph, plus a rear spoiler, the attack angle of which increases by 14 degrees. The overall effect is said to reduce the co-efficient of lift from +0.10 to -0.07 without increasing drag.

The other 'Active' 'first' reflects the fact that this car was designed with the US market very much in mind — Mitsubishi hopes to sell 300 a month there once the car has been launched, this autumn, in both Japan and America. Indeed, it is questionable whether a sporting exhaust note will pass European noise legislations;

Mitsubishi engineers claim not to know the answer.

The innovation in question is known as the 'Active Exhaust System'. What it means is that the exhaust note can be decided by the driver, a 'sports mode' or a 'tour mode' being available at the touch of a switch mounted in the somewhat claustrophobic cockpit. In either mode a computer minimises exhaust back pressure for, it is claimed, 'optimum engine performance'.

Included in the system, which only works below 3500 rpm, are a valve which controls the flow of the exhaust gases, a cable which operates the valve, a motor that drives the cable and a computer that controls the overall operation. When the valve is open in the sport mode the exhaust gases flow smoothly to reduce back pressure and enhance combustion efficiency. When it is closed in the 'tour mode' the gases are allowed to expand fully and disperse within the system, thus reducing the overall noise levels.

A first impression of the car is that it is heavy, and with a low down pick up that is disappointing in such a performance car, a car said to achieve 0 to 60 mph in 5.6 seconds. Having said that, this is a long distance car, which, when wound up, truly warrants the GT tag. A top speed of 160 mph is claimed.

The 4WS means fewer steering corrections than normal, and the large 245/45 ZR17 tyres ensure tremendous grip. With marginally better performance figures, the advantage of a new 4WD which uses a planetary gear-type centre differential in

conjunction with a viscous coupling unit, and with a lower price planned at least in the US, the 3000GT is more than a match for its most obvious rival, the Nissan 300ZX.

Mitsubishi says that it has 'been designed to be driven by as many people as possible, unlike Porsches and Ferraris'. The company reckons that in including so many new technical features it has established a new category of all-wheel drive sports car, one that 'does not require special driving skills'.

The engine is a 2972cc ECI-MULTI digital fuel injection 6G72 60 V6 DOHC with twin turbochargers and twin intercoolers. Three hundred bhp is claimed for this transversely mounted monster which seems to fill every square inch of the engine compartment. The five-speed manual transmission is supplied from Germany by Getrag. However much of the componentry is shared with the new Diamante saloon.

Mitsubishi's answer to the Mercedes-Benz and BMWs that are threatening its domestic market, the Diamante also has its fair share of innovation, not least a traction control system TCL.

At present geared for the Japanese market, and therefore liable to take over control from the driver to perhaps an excessive degree, TCL combines trace and slip control. Unlike other systems, the former works not on brakes but on regulating engine power. In the event of impending understeer caused by increasing speed in a 2WD car, TCL takes over enabling the correct line to be followed.

The system features wheel speed sensors on the rear wheel, an output shaft speed sensor (equivalent to the average speed of the driving wheels), a steering shaft angle sensor, throttle opening sensor and a microprocessor. The slip control monitors the front wheels, regulating engine power to prevent wheel spin.

The Diamante also features what Mitsubishi calls its Comprehensive Chassis System. Combined with TCL are Active ECS, 4IS, 4ABS and 4WS. When, probably next March, the car is launched in Britain, it will feature a number of major changes, not least in cockpit size. It will also be offered only in a 2WD drive version. A 4WD, obviously without TCL is included in the domestic line-up. The UK model, J41, as opposed to the J42, will also have another name. As yet, Mitsubishi will not say what it is to use instead of a 'fake diamond'. IRW

If Brodie Brittain Racing (BBR) is known at all, it is because of its involvement with motor racing over the years. Dave Brodie has been racing saloons longer than he would care to remember, but while his on-track exploits have entertained the spectators and sometimes puzzled his rivals, they have only been a sideline to what is his true business — tuning cars.

Our involvement with BBR came about when they offered us to test the new four-wheel drive Ford Sierra Sapphire Cosworth, the model which superseded the unpopular two-wheel drive version, but one they had 'breathed' on.

In its transition from two-wheel to four-wheel drive, the four-door Sapphire Cosworth had gained an extra 70kg weight. In order to keep the ball in the performance park, the model had been the subject of some development work by both Special Vehicle Engineering and Cosworth.

The 1993cc engine underwent a complete development programme which saw over 80 per cent of its parts modified or replaced. For instance the cast-iron block was stiffened to resist higher combustion pressures and to increase refinement as was the 16-valve twin-cam light alloy cylinder head to reduce the level of thermal distortion under extreme conditions. A new cylinder head gasket, improved tappet sealing, revised Mahle pistons, a modified oil pump, reprofiled flywheel and a redesigned turbo installation were just some of the major improvements made. While all this helped increase the maximum horsepower figures, needed to cope with the new four-wheel drive layout, the other aim was to improve the torque figure which leapt from 203 lb ft at 4500 rpm to 214 lb ft at 3500 rpm. Ford, and more specifically Special Vehicle Engineering, thus achieved their ambition of producing a car whose power band was within easier reach for everyday traffic conditions.

Based as it was on a compromise between being a sporting and executive saloon it was a car ripe for further development and BBR couldn't wait to get their hands on one to see what could be done. And what they did find astounded them.

Firstly they found that the claimed 220 bhp was 10 bhp off target. Running it on the dyno, all they could find was 210 bhp. Under the careful guidance of Keith Ramsey, an electronics engineer, which says a lot about the current state-of-the-art of engine tuning, another 71 bhp were found by the simple expedient of re-mapping the engine. In BBR's history of tuning engines, they had never found so much horsepower so easily, and this was before they had even removed the head.

255 bhp, 281 bhp and 308 bhp were the three stages which BBR settled upon as suitable figures to offer its customers and are defined by BBR as Phase 1, SuperPhase 1 and Phase 2. The key to the first two phases is that both are available "off the shelf" which means that they are same day deliveries. You take them the car in



The low ride height and the gold motif give the game away that this is a special Sapphire Cosworth.

A Good Investment?

the morning and collect it later that day.

Whilst Phase 1 is simply a matter of engine mapping, the SuperPhase conversion includes suspension modifications and the addition of a twin pipe exhaust system to accommodate the extra horsepower, but this extra work is acknowledged in the price. While the 45 extra horsepower of Phase 1 work out at £7.33 each, the 71 horses found on the SuperPhase 1 are priced at £28.66 each, but that greater amount includes all the extra suspension and the exhaust work as well.

The price for the Phase 2 has yet to be decided, but to be able to extract the 308 bhp, which is about as much as the transmission will take, the head is suitably modified and special head bolts, collars and a race gasket are utilised in addition to the suspension and exhaust mods.

The car we were able to have on test was the SuperPhase model. From its low stance it was immediately apparent that this car was different from the standard. The front spoiler almost scraped the deck, being just 6cm from the ground. Once on the move, it became even more obvious.

Now fitted with adjustable Koni shock absorbers, BBR's own springs and a geometry change, the car had a much harder ride, even felt through the leather covered seat when driving on tarmac. While not uncomfortable the car picked up most of the bumps in the road and transmitted them to the driver and passengers. Over the occasional pothole the whole car would shake like a wild stallion trying to toss its rider. But what you lose in the town you gain in the country. On fast sweeping bends in particular, the car was superb, hugging the road, responding to every driver input and never complaining about sudden throttle changes, changes in direction, and all the other stupid things that one does when testing a car. While the standard car had felt ice cool on the hairpins in the Pyrenees, it could not have stood up to the treatment dealt the BBR car at the Millbrook proving ground.

What about the performance? This,

after all, is costing an extra £2035 on top of the price of the car and is the real reason for forking out that amount. It may have superb handling but does it go?

Firstly it must be said that first impressions have to be dismissed, but this is not the fault of BBR. When travelling at an indicated 30 mph, the speed was actually 27 mph, an indicated 40 mph was 36 mph, an indicated 70 mph was 60 mph and an indicated 100 mph was, in fact, only 83 mph. No wonder cars were crawling all over my back when travelling up the motorway!

The acceleration from standstill was staggering. Put the car into gear, raise the revs to 4000 and take your foot off the clutch. All four Bridgestones (ER90 205/50 ZR 15s) dig in and the car flies off the start line. Less than a blink of the eye and you are exceeding 30 mph, 40 mph is reached in just about 3 seconds, 50 mph in 4.2 and 60 mph in a superb 5.3 seconds. Few cars can exceed this projectile to this speed. But the acceleration does not fade away. 100 mph is reached in 13.9 seconds and not until you are travelling in excess of 130 mph does the acceleration begin to flatten out.

In fact, although the speedometer bragged a speed in excess of 160 mph, the true read-out was 143.2 mph on the banked oval on a warm and dry day. Not bad for a comfortable, four-door saloon. The other strength of the car was the sheer usable grunt of the motor all the way through the power band. Unfortunately time was against us to take any meaningful figures at Millbrook, but the 30-50 mph of 5.9 seconds in fourth gear is a full second quicker than the standard car's.

While this BBR-prepared car is as docile as the next Sapphire under normal conditions, it would not be worthwhile investing another £2000 in the machine for the occasional burst of speed. If, however, you have a Sapphire Cosworth, or are thinking of getting one, and do a lot of open road mileage that extra power and the way it is delivered has got to make that £2000 a good investment.

WPK

It may only be three years old, but the Pirelli Classic Marathon has made such an impact on historic motor sport that it seems to have been a permanent fixture for years.

With the likes of Moss, Hopkirk, Clark raising the profile already in this country, the likes of Unser, multiple winner of Indianapolis, Gijs van Lennep, double Le Mans victor and Clay Regazzoni, former Grand Prix driver, there was sure to be even wider ranging publicity throughout the world.

They, however, were not the only points of interest. Throughout the entry list, there were names which were rallying and racing echoes from the Fifties and Sixties.

Whilst Henry Pearman, last year's winner, was entered in a Daimler SP250 and Unser in a race-modified E-type Jaguar on loan from John Lewis and reputed to be worth in excess of £500,000, the majority of front running cars were likely to come from the ranks of the Minis and MGs.

Hopkirk's car was a replica prepared by Simon Wheeler Classic Cars while the Hertfordshire based Brown and Gammons MG specialists had prepared Bs for Gammons *père and fils*, Moss, Clark and Keith and Anna Guerrier. The most popular car of the event was the Austin Healey 3000, of which there were eight examples entered, but which was unfortunately reduced by one before the event had even started by the last minute withdrawal of the Victor Gauntlett/Peter Livanos car. This was particularly galling for the 70 or so crews whose entry had been turned down due to the over-subscription of the event.

Of the remaining seven, it was the Peter and Tony Butt car which was of most interest since they were competing, for the first time, in the original ex-works Pat Moss car which won the Liege-Rome-Liege Rally in 1960, claimed class wins in the Alpine and Tulip rallies and enabled Moss to win the Ladies Rally Championship outright. A car of considerable pedigree.

After a first night glitch which saw some unfortunates unable to sleep in the room they had booked months before, the first day, the Sunday run, was a relatively gentle affair although it still claimed a few casualties. First to go, embarrassingly for Pirelli, was their managing director, Sandro Veronesi, whose rare 1961 Lancia Flaminia Sport locked up its brakes within a mile of the Tower Bridge start.

Unser was on a steep learning curve. At the first test, at Valence School, he failed to understand that the object of a timed test was to go like a bat out of hell. Having dropped 20 seconds on the leading group, he made up for it by clocking the fastest time on the next timed section at Lydden. Unfortunately, never having seen a cone before, or so he claimed, he drove straight past the slalom course.

Clay Regazzoni had problems when he lost five minutes as well when the hand-clutch jammed on his especially adapted



Hopkirk and Mini-Cooper S — the two are synonymous, the combination claiming yet another victory.

The Mini Marathon

Alfa Romeo Giulietta which demoted the Swiss driver to 82nd position.

The only problem to afflict us, in car 112, Evan Mackenzie's works replica Triumph TR4A, was at Valence when Evan found the gear knob in his hand after some fairly fraught gearchanges. It was jammed back on but still kept slipping off so was well and truly glued into position at the end of the day.

Our problem, though, was nothing to those of the Unser/Killian car. Described by Ron Gammons as a mobile firebomb, the E-type's petrol tank was found to be leaking. In fact it had been punctured by two holes at the top which allowed the fuel to spill out continually. A potential disaster was averted at Dover docks when it was patched up with the aid of Araldite. This was just as well for Unser had a nasty turn in Belgium when, turning on the headlights, the car caught fire! The situation was soon brought back under control before any real damage was done, but it did leave a question mark in one's mind about the preparation of the sinister black machine.

On the second day, on the run from Ypres to Trier, which took in four timed tests, Paddy Hopkirk maintained his position at the top of the results sheets, some 19 seconds ahead of John Handley/Tony

Moy in another Mini-Cooper S while tying in third place, a further second behind, were the MGBs of Roger Clark/Tony Mason and Stirling Moss/Chuck Shields. Ron Gammons was already showing his pace with a creditable fifth place, a further 18 seconds in arrears. In fact, the deficit between Hopkirk and Moss should have been far less but for the Belgian marshals at the start of the second timed test of the day who robbed the former racing driver of some 12 precious seconds through their mishandling of the start.

Gijs van Lennep, meanwhile, had dropped way down the running order by the time Trier was reached. He had not settled in too comfortably and found the lanes too narrow for his Austin Healey 3000 on top of which the oil cap had worked loose, the battery cable fell off on the fifth test and then the windscreen wipers packed up for the wet timed section at Spa.

Another casualty of the event at this early stage was the sole Triumph Vitesse on the event, the 1598cc example of John Woolley and Nick Wright. Early manifestations of gearbox problems with difficulty in changing from second to third actually led to the loss of third and fourth gears altogether. With spares not being readily available in Germany, he was forced to retire.



One of the few original rally cars on the event — Peter and Tony Butt's ex-Pat Moss Healey 3000.



Capt Bibb's well driven XK120.

Jim Murray fell victim to the wet conditions on the Spa test and overturned his Aston Martin DB4, without injury to either occupant, but which unfortunately delayed the next car up, Malcolm Gammons in another MGB, who had to stop while the road was cleared. Despite a protest and a Stewards' enquiry, Gammons' maximum lateness time stood which knocked him dramatically down the field. The errant Aston Martin, incidentally, was all set to continue except for the fact that a replacement windscreen could not be found.

By the overnight stop at Trier, we had managed to hoist ourselves up to 21st position without too much trouble although the final leg into Trier caused a certain amount of anxiety.

Having reached Germany we stopped at Lutzkampen, a small village near the border with Belgium, for much needed fuel. Beggars not being choosers, we were unable to refill with BP super unleaded and had to make do with what was available. Unfortunately it turned out to be dirty and caused the car to misfire badly as we sped through the Eifel Mountains heading for the compulsory service at Trier. The time allowed for this particular road section was short at only 40 minutes, but when we came across one of the universal service barges, we had no option but to flag it down for help.

By the time the boot was unloaded and some of the fuel tank pumped out onto the neighbouring grass verge and replenished with four gallons from the service car, our time had become very tight, needing to cover the last 24 kms in 9 minutes. We made it, but only just, the car having recovered its deep throated roar which made it so distinctive and easily the noisiest car on the event.

Out of Trier the next day and before the 700 km trek to Merano in northern Italy, there was a timed section through some vineyards, normally a section in the Hunsruck Rally except that the Marathon runners were asked to ascend the 4.27 km stretch of fast sweeping curves interspersed with the odd chicane, not blast down it as they do on the modern event.

It was difficult enough, though, to catch Roger Clark out on a wet bend who was then promptly joined by the Giulia Sprint

of Jean-Pierre Magalhaes/Dany Erculisse. Clark lost over an hour there before being able to extract his MGB but was lucky insofar as that the road section which followed the test was just over three hours long which meant that provided he reached the next Time Control on schedule, he was still in the running.

After nearly 150 kms on the *autobahn* the route followed a scenic path through Austria. It was at this stage that Moss found he had been wrong slotted again, and that he was running further down the order than he should have been. In his determination to keep to the road time, we were overtaken twice by the green MGB, Moss driving characteristically aggressively to catch up. It was on the second occasion, when going through the small Austrian village of Wank, that Moss almost came to grief when overtaking a whole string of cars, managing to tuck himself back in line just before being clobbered by an oncoming car. If he had been put out of the event in this village, the mind gently mused over the dream headline that would have been handed to the tabloid newspapers.

At the end of the third day, Hopkirk was still in the lead, despite having lost his brakes during the day, 24 seconds ahead of Moss who was himself one second ahead of Handley. Ron Gammons, meanwhile, had consolidated his position in fourth place despite problems with a dynamo which had exploded into a thousand pieces. Fortuitous luck meant that a spare fan belt from the following Alfa connected the water pump and crankshaft while just prior to the start of the regularity run test, Peter Banham, renowned for the spares he carries in his 1.5 Riley, had fitted a new pulley to the stricken MG in 1½ minutes flat while a new dynamo borrowed from John Brown was fitted that evening at the service halt.

By several clicks of the knob, the event became much tighter once into Italy, the road sections taken at a galloping pace up and down the Alpine passes despite the legal requirement of fixing a road section below 50 kph. The scenery had become even more breathtaking as the route traversed the Alps, complemented by a blend of German and Italian architecture, culture and language.



Variety as Shapland's Mercedes 220 chases Pither's Tiger.



Moss chases Gammons, a constant factor of the event.

For the start of the third day, on Tuesday, the order for the cars out of parc fermé had been rearranged so as to mirror positions overall instead of in chronological order according to the number on the car. Instead of starting 112 minutes behind the first car, we were now starting only 21 minutes behind. This, however, was to work against us. Without paying proper regard to the starting times, we missed the fact it was a 30 second interval, not the usual 60 seconds. The irony was that we had collected the day's road book on time, at 5.51am, 30 minutes before what we thought was our departure time, and then had returned to the hotel for a last minute cup of coffee.

Upon our re-emergence, it was with considerable consternation that we saw cars which should have been behind us leaving before us. We sprinted to our car, but the damage was done. Instead of checking out at 6.10am, according to our time card, we left at 6.13am, and the time duly noted on our card.

It was a 60km journey to the next Time Control, and we were given 1 hour 13 minutes in which to do it, an average of 49.93 kph on long main roads, free from any traffic at that time of the morning.

Our destination was the infamous Stelvio Pass, an eight mile climb up 10,000 feet through 48 hairpins, a route steeped in tradition and glory.

Evan decided to re-set the points to ensure the car would run cleanly in the thin air at the top of the pass, a feat that a great many cars are unable to do. Unfortunately the points were set too far apart and the damn machine would not start.

The sense of panic, which had never really left since our early morning jolt, came back through us with a great surge. The engine churned over — no sign of life. 7.21am. Push the car back down the slope and bump start it. Still it wouldn't fire. 7.22. Now we blocked the entire road to the Time Control 100 metres away. Suddenly there were a good many anxious people eager to get our car out of the way. "Push it anywhere!" someone yelled. 7.23. Damn. While the recalcitrant machine was being manhandled out of the way, Evan was closing the points while on the trot. Coming up to 7.24. Dive into the driver's seat, turn the ignition key and the

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and leather and wood trim do the former.

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Once driven, forever smitten.



Henry Pearman, last year's winner, did not do so well in the Daimler SP250.

beauty fires up. Salvation. Head direct for control. We've lost another minute, but it could have been worse.

Out of Time Control and climb a few hundred metres to the start of the next section — the base of the Stelvio. Maybe the ghosts of Peter Riley, who spun a Healey off the road, Anne Hall, who blocked a tunnel with her Ford Zephyr and countless others were apparent in the chilly atmosphere, but we were in no position to worry.

"Fifteen seconds to go gentlemen!" Ten seconds and then the countdown from five. Evan, with the adrenalin pumping hard from the fraught morning which he had kept well bottled beneath his placid exterior, simply stormed up the pass. Within a very short space of time we had caught and passed arch rivals John Atkins/Rob Lyall, winners of the first Marathon in 1968 in a Cobra, in their stuttering TR4A. Next victim was the Reliant Sabre Six of Richard Prosser/Charles Cormack who kindly moved out of the way.

Mackenzie was on a flyer. The road book gave few clues, but it mattered little. The car performed faultlessly and Evan got the best out of it, having established a rhythm which saw the gearchanging, powersliding and braking all undertaken with smoothness, but with authority. He was in control.

We stormed up to the finish line, 13.2 kms on and the clock, which had to be stopped by the co-driver was, yet again, on the left side of the car, a positive hindrance for us in a left-hand drive vehicle. The button was banged down and the clock stopped, 14 mins 33 seconds after we had set off. A time which saw us set 15th fastest time overall, the fastest Triumph, the quickest TR-engined car, and all on pukka unleaded fuel.

Fastest speed of all was Bobby Unser in the E-type followed, 48 seconds behind, by a quartet of MGBs of Gammons junior and senior, Moss and Clark and then a gaggle of five Mini-Coopers interspersed by a selection of other cars.

If we had hit a high in more than one way, the rest of the journey and the remainder of the day, was to see us plumb the foothills of despair.

After a breather atop the mountain, it was a long descent the other side of the pass. We may have done the Stelvio, but the pressure was relentless. The next leg of the journey was 44.5 kms for which we were allowed exactly one hour.

As we wound our way down, Evan had to pump his brakes more and more to stop. "The brakes are hopeless, there seems to be an air lock in them." As we reached Bormio, at the bottom of the pass, we were again in luck to see our previous saviours, ex-BMC competitions lads Tommy Eales and Robin Vokins in their service barge.

The brakes were set upon and one by one bled. At long last some bite was brought back into them. Off we set again. Now we had to accomplish 24 kms in 20 minutes, over 60 kph. As the minutes ticked away, I read off the kilometres left to go. We were now ascending again, and every hairpin brought a fresh challenge in that yet another car needed overtaking, but at least they were all other competitors who were sympathetic to our plight and pulled over, for so remote was this road that few members of the public used it. It was approaching 9.16am, our time for checking in. 9.15am and one kilometre to go. God, what a long day and yet in Blighty the day had not even begun for most!

The approach to the Control saw cars who were early pulled over to one side of the road awaiting their moment to check in. We stormed past them. 9.16 and 30 seconds. We had arrived, 29 seconds before it would have been too late and another minute's road penalty gained.

We now had 87.05 kms to do in 50 minutes, an average of 47.48 kph. At first appearance it was quite reasonable, but once we hit the road, we were quickly disabused of any kind thoughts the organisers might have had. The road deteriorated into little more than a dirt track on occasions, the car bouncing from pot hole to bump. We backed off, but not too much. Finally we got past that rough section, hit some decent tarmac and set off on another upward trek towards another pass.

Bit by bit the car began to be filled with sickly, bitter sweet fumes swirling around. There was oil obviously pouring from somewhere onto the exhaust pipe. Evan stopped the car and we peered anxiously underneath. Had the sump holed, or was it something else?

We got back into the car and crawled to the next hairpin, fearing mechanical carnage, even though the oil pressure gauge indicated a healthy 80 lb in.

Once jacked up, Evan saw the problem — the wretched gearbox plug had been plucked out.

Uncharacteristically Mackenzie showed me two fingers, but my surprise was ill-founded as all he was pointing out to me was the size of the hole which needed plugging as well as indicating that he needed the tyre lever.

Fortunately a spare plug was to be found at hand in this Alpine wilderness. It came in the shape of a branch which needed whittling down to fit and then wedged into the hole with the aid of a lever. Less than five minutes later and we were back on the road with a new gearbox plug. Unipart may not have been proud of



Bobby Unser would have walked the event by a country

but it enabled us to remain in the event.

The dramas were now over for us as far as the running was concerned. The rest of the day was spent on road sections and a fiendish regularity run before heading back to Merano, a service on the car and the enticing embrace of warm water on bare skin.

There were four regularity runs on the event in which the organisers designated an average speed over an unspecified distance, the speed kept secret until two minutes to the off.

Tuesday's one down the Rombo Pass was set at a modest 38 kph and working odometer and stopwatch together, we came within six seconds of the target when the end was finally reached 14 kms later halfway down the mountain pass during which a small herd of cows and an angry cowherd had been encountered.

The Wednesday regularity was also basically downhill, but the road was wider and it included a cheeky left turn 8 kms into it. We came under countdown, Evan rolled forward, the odometer moved, but the sodding stopwatch didn't, nor did the



Tim Walton's lovely convertible DB4 graces the Alpine



mile were it not for a series of mishaps.

speedo, that had already given up the ghost the previous day. Panic. Look at watch. We had set off at 2.45 precisely. We should do 100 metres in seven seconds, 500 metres in 36 seconds and one kilometre in 1 minute 12 seconds. Quick, what's that added to 2.45?

One kilometre, two kilometres went by. I was in total disarray. To add to my misery, a Riley blasted by. Christ! We must be going too slowly. Speed up, Evan, speed up! We flew down that road, still we were behind. We even overtook another car. Wow, they're slow!

8.4km, going fine. Damn, we've just missed that turning to the left. First wrong slot all event. While Evan does a three point turn, a quick glance at the confusing chart. Wait! I've got the metres and minutes muddled up. We should do 10 kms in 12 minutes, and we've done it in 9½ minutes, 2½ minutes too quickly. Stop! Thank God we have not come across the Control yet. As the 150 seconds tick laboriously away, we wait. At last 2.57. Go! We are now back on a par with the clock. When the Control finally comes,



countryside.

we are just six seconds out. Not good, but better than by right we could claim to have earned.

What about that Riley? There can be nothing but praise for Peter and Betty Banham, the crew of that car. One of only five cars eligible for an Alpine Gold Cup, awarded for three consecutive penalty-free runs on the Pirelli Classic Marathon, 200 metres into the test and they have a halfshaft breakage. Immediately Peter is out of the car, strips the wheel and axle, pops in a spare, re-assembles the lot and bombs off down the road. By the time they hit Control, they are just nine seconds out, and the Alpine Gold Cup is still safely in reach.

As we looked forward to a cold beer as we headed for parc fermé, it became apparent that our problems were not yet over. No sooner had Evan entered parc fermé, than he was stopped by Geoff Ward, the chief scrutineer. We were required to undergo a noise test first thing in the morning.

Mackenzie would be the first person to admit that his beloved mistress was noisy, it was doubtless the noisiest car in the field, but, according to a contemporary road test, that was how it was meant to be. That, however, does not take into account modern perceptions and sensibilities.

With regard to the rest of the field, more than 20 cars had left the event. Of the most poignant, it was the withdrawal of Clay Regazzoni which was the most disturbing. The final straw for him was the fact that due to a straightforward error at the end of a very long day, he and co-driver Mandy Mantegazzi had checked one minute too early into the Control at Merano thereby costing a penalty of two minutes, the penalty for early arrival doubled up. Protests by Maurizio Perissinot, the team manager and former co-driver of the late Attilio Bettega, fell on deaf ears whereupon there developed a full-blown row between Regazzoni and the organisers in the press room.

While details of the row are unimportant, what it did encapsulate was the feeling held by many crews that there was a "them and us" situation. It was felt, perhaps not without some justification, that the scales of justice were weighed a little bit too much in favour of the 'stars' when compared to the rest of the field.

The divisions did not end there, though. Apart from the big names at the head of the field, needed by the organisers and sponsors to give the event the oxygen of publicity, there were those who were taking the event seriously, going for Alpine Cups and a top 20 place. The rest, though, happy to compete, were finding the event altogether too demanding, too competitive. Far from being a "tea and buns" amble in the Alpine countryside, many a day went past without time even to eat a sandwich on the hoof let alone stop for a bite, and the Regazzoni incident typified this. Expecting something less competitive, he was caught up in a highly competitive event, but one which did not, in his



Austin A40 and Sunbeam Rapier — variety was the spice.

eyes, reach up to the required international standards.

By the end of the day, Hopkirk still held a 23 second lead over second placed man, but it was the MGB of Gammons, rather than Moss, who was doing the chasing while fourth and fifth places were claimed by the Mini-Coopers of Hadley/Moy and Coulter/Davis. It was Mini-Cooper, MGB, MGB, Mini-Cooper, Mini-Cooper. The battle was raging furiously.

Clark, who had slipped down to eighth place, had to resort to cutting up a tin to wrap around his exhaust. The Anderson/Elvin E-type Jaguar, which had clutch failure on the Stelvio, followed the Bennett/Astle E-type, which had gearbox failure on the Tuesday, into retirement while the bright blue Spitfire of female crew Jo Cooper/Alison Woolley had a front hub failure on the Stelvio allowing Lyn Vinton and Julie Naylor through to lead, and ultimately win, the *Coupe des Dames* award.

Biggest heartache of the day, though, was the Aston Martin DB3 of Victor Rhomberg/Hervée Rigaud who had been running under protest until Merano when their appeal for reversing over a stop line at Lydden was rejected by the stewards. At least it was not far for the Austrian/French combination to return home.

The noise test — that was the crucial matter for the day as far as we were concerned.

Leaving the overnight parc fermé, we were immediately knobbed by Geoff Ward for a reading. 128 decibels. More than any motorbike. We were now running under threat of exclusion ourselves. The organisers, sympathetic to our plight, but more aware, understandably, of the good citizens of the Dolomites, warned us that unless the noise was reduced by the time of our arrival at the service halt outside Cortina, our exclusion was inevitable.

Already forewarned about this, we had already raided the hotel's kitchen of all their wire wool pads, much to the astonishment and puzzlement of the staff, and by the day's end had accumulated enough to stuff up the end of the exhaust pipe.

That, however, was not enough. One good blip of the throttle and anyone standing aft of the car would have had a leg lacerated from a jet-propelled Brillo pad.

To constrain the material, two sets of holes were drilled into the pipe's end. The

wire wool and assorted bits and pieces were shoved in and then a series of gates, made by intertwining wire through the holes in a criss-cross pattern, were put into place. The result: 112 decibels. Hardly sweetness and light, but enough to satisfy the authorities.

Apart from this, the trials and tribulations of Wednesday were a thing of the past, but we were down in 41st place, not the 15th we could have been. The irony of the fact is that after our late departure from the parc fermé the day before, the penalty incurred had been scrubbed as there was chaos further down the field as the 30 second interval caught so many out. What hurt us was that in the panic to get the car into the next Time Control after the fraught time when it would not fire up, we had booked in two minutes *early*, thereby costing a doubled *four* minute penalty as I, with my inexperience shining through, had tried to catch up the three minutes lost after leaving parc fermé late and had ignored the new time marked on our Time Card. A silly mistake.

There was slight panic on the run up to the regularity test on the Pennes Pass when, on a single track road, a cement lorry stopped to deposit its load down a shute into the roadworks.

We were tightish on time, but more so a few behind us who were running late for whatever reason. Malcolm Gammons, who had been flying on the event after his second day misfortune, even resorted to issuing a wadful of Italian dosh to move the truck, but the honest workmen of the southern Tyrol turned it down. What they did do, though, was have the cement container on the lorry spinning round as fast as a top, the cement not oozing, but gushing down in torrents. A 15 minute operation in Britain was consequently reduced to two and a half minutes in Italy, the lorry moving forward as soon as it had deposited its load.

Regularity run — loads of sweat, eight second penalty. Not as hectic as Hopkirk though. Navigator Poole thought he had wrong slotted and got Paddy to turn around only to be confronted by Moss bearing down on him in the other direction. Another three-point turn and once again they continued in the correct direction and at the end the Mini-Cooper was only six seconds out. At the end of the day, he was still 22 seconds ahead of Gammons/Easter who were themselves eight seconds ahead of Moss/Shields.

The day saw the demise of two TR4s — one in the rally and one unfortunate holiday maker who was following the event. A head-on, without injury, saw both cars badly damaged and Graham Quick out of the event.

The highlight of the day was the run up the Digonera Pass, one of the great passes of the old Alpine Rally. Unfortunately Evan was not as wound up as the day before so the run, while exciting as a passenger, was disappointing for Mackenzie who felt he should have clocked a better time. Bobby Unser, yet again, and Stirling Moss set



The Cannon/Tickner Porsche maintained a steady run until a final hiccup.

equal fastest time up the 3.4 km hillclimb, but the American was handicapped with his Jaguar running on only five at the finish line.

Moss had also had his own minor problems during the day with a bent exhaust while a faulty coil caused his engine to cut out twice, but fortunately not on a speed or regularity test, while Hopkirk's Mini had developed a small oil leak.

Running further down the field, van Lennep was having an even more fraught time when his Healey went onto 4 cylinders at Digonera having run perfectly on the road section.

Friday, the penultimate day, was the day we hoped to make a bid for the top 20, but as soon as we left parc fermé, having been checked yet again for noise, we knew we were in trouble. To ensure compliance with the noise test, we had stuffed even more wire wool pads up the exhaust, but we had overdone it. The car could hardly move it was so constipated. Nevertheless we were obliged to keep the noise down and had to endure the baffling.

As the day wore on, though, the car became more responsive and began to reach the 5000 rpm red line again without popping and banging. It was not until we went alongside a rock face and could hear the noise bounce back at us that we realised we had lost our silencer.

Naturally we replenished the wire wool balls, but all over northern Italy we had dotted the landscape with Brillo pads, little black sputniks being ejected from Mother Ship, much to the astonishment of following motorists.

The handicap, though, was too much to overcome. It was a pity because the first timed section was of nine minutes duration and we could have picked up many valuable places. As it was, we came 57th overall on the Pura Pass test.

Slightly disheartened, our objective shifted from reaching the top 20 to staying in the Marathon, preferably in the top half.

On the Regularity Run, we were 12 seconds too early, which we realised at once, but unfortunately had crossed the secret finish line and therefore lost 10 more points. There followed one more timed section which, although spectacular through a gorge, was too short so nothing much could be gained or lost.

The third timed section, ten minutes up the road up the side of a mountain, was cancelled at the last minute by the local chief of police on account of the "Green Party" who objected to such practices taking places, despite all the paperwork and bureaucracy allowing the road closure having been completed months in advance.

Unbeknown to us at the time, the police had decided that the timed section through the gorge, along a narrow twisting road, over wooden bridges, without fencing either side to stop cars dropping several feet into rushing water on one side or hitting the rock face on the other, was going to be opened to the public halfway through the event. Thank God reason prevailed or there would otherwise have been a major collision.

Still Hopkirk/Poole kept their lead despite hitting a wall and bending the steering rack out of shape, and still one could trace where the car had been, the oil slick of the car comparable to the slime tracks of a snail.

Moss was lucky to be in third place, 12 seconds behind Gammons, as he had run out of petrol 22 kms before a Time Control. Only the assistance of Gary Hall and Alan Dodge in the Mini-Cooper S, with spare petrol, enabled Moss to reach the next filling station, an act of kindness which the former Grand Prix driver acknowledged at the final dinner.

In fact the Hall/Dodge car was the surprise of the event and by the end of the sixth day was running in a strong eighth place having been in the top ten all week. It was only their persistence which had seen their entry accepted by the organisers. They had bought a tired old clubman's car, an original Cooper S, which needed a new body-shell, specifically to do the event. An advert in a local paper was answered by an elderly lady who wished to sell her Mini which had only done 25,000 miles from new.

A six month rebuild ensued during which time they bombarded the organisers with photographs and information and finally persuaded their way off the reserve list and into the event. That perseverance was now paying off.

Hopkirk had nudged a kerb during the day and bent the wheel rim while Moss found his car was cutting out again, but only for 100 yards or so thereby losing a second. That was nothing compared to the fate that befell Unser. Steaming up the field in a car he met a bus head on in a road section. Nobody was hurt, but the two hour delay before the police arrived ensured that the American's charge up the field came to an abrupt halt. That night in the Cortina service, there lay a very sorry looking E-type with a punched in nose — not quite the £500,000 car at the start (although the fact that it has been driven by Unser on the Marathon will undoubtedly increase its value!). Van Lennep had also retired his very sick Healey when it simply conked out.

Of more concern, though, to the leading runners was the emergence of a running battle between the top ten runners and the marshals.

At the top of the Digonera test, the marshal's desk had been clobbered by more than one car, not necessarily from the front runners, but by those trying to catch up. Whether the table was too close to the tarmac was open to question, but the marshals understandably became very

upset and concerned about their personal safety.

Listening to this concern, Rick Smith, Clerk of the Course, posted a bulletin warning drivers not to stop in a "violent and dangerous manner at the Stop Control of special tests."

Whether it was a shot across the bows it was unclear, but on Friday, the entire top ten were reported at the end of the Pura Pass test for dangerous driving with one or two "victims" subsequently hauled before the Stewards. Emotions were running high. It was nearing the end of the event, there was everything to play for, and the marshals, who to a man and woman had done a super-efficient job, were getting tired. For guilty and innocent alike, the bulletin and reprimands did the trick and sent a bolt of lightning through the field which alleviated the situation.

Saturday, the final day. The main question had to be whether Moss could make good the 12 second deficit to Gammons and at least come second. There were two superb mountain tests in which to do it, but Gammons, winner of the Pomeroy Trophy in this car in 1989, was on a real high.

After the Giau test, Moss had taken back one second, so the final Tre Cime test was to be the real clincher.

First of all Hopkirk was away, leaving his oil trail all the way up the hill. Next up was Gammons. As the route wound its way up the 4.85 km, twisting and doubling back on itself, it became more and more covered in cloud. In some places the cloud enveloped the road and the drivers had to dive into it not knowing where the hairpin was, gingerly feeling their way around it and then blasting out into the sunshine again, only for another hairpin to direct them back into the bank of fog.

Worst affected was Ron Gammons. A misjudgement of one of those corners meant he had to reverse before continuing. He screamed his way to the finish line, but had he done enough to beat Moss or had he blown it at the last moment? There was rumour and counter-rumour, he had lost out by three seconds, he had beaten Moss by about that time. Finally it all came out. Gammons had done enough to clinch second place 35 seconds behind Hopkirk, but three seconds ahead of Moss. Into fourth place had come Handley/Moy in another Mini-Cooper S, 50 seconds ahead of the similar car of Coulter/Davis. Next up was the Morgan of Rick and Jane Bourne which had missed out on fifth place after clipping a cone on the final test costing them a ten second penalty as well as further time when the driver inadvertently knocked the ignition switch off as well. Roger Clark finished seventh while Hall/Dodge had a strong run to eighth overall.

The fastest time on the final test was set by Unser in his battered Jaguar who stormed up the Tre Cime Pass in a sensational 6 mins 19 secs while John Woolley's 1600cc Triumph Vitesse took just 20 seconds longer in a run that gave some compensation for its earlier gearbox traumas.



Relief for Mackenzie/WPK as the finish ramp is finally reached.

With a time 35 seconds slower than quickest man Unser on the Giau test and 46 seconds slower on the Tre Cime, 19th and 20th fastest respectively, we were not going to win or lose many places, but our subsequent final placing of 39th overall was a disappointment.

Every crew, though, had their own story to tell. Gerry Cannon and Paul Tickner driving a 1964 Porsche 356C on this, their first Marathon, were chugging along well in the top 30 throughout the event, keeping their nose clean and looking good for an Alpine Cup. That prestigious trophy, though, was snatched out of their hands just metres from the end of the Tre Cime climb when they ran out of fuel. By the time an extra gallon had been put in, they had exceeded maximum time.

There were several more "hard luck" stories in the event, not least the beautiful 1955 1900 Touring Alfa Romeo of Luigino Grasselli/Franco Gidoni which had come unstuck in a tunnel, slithered along the rock face and come to rest, with a mighty crunch, against a parapet at the other end. Or Ian Grant who slithered wide on some oil on a hairpin and ended up with a badly damaged TR3, a drop from 13th to 80th place and the loss of an Alpine Cup on the final morning.

But the greatest heartache of all was that suffered by the Banhams. Having astonished everyone with their run on the regularity run after their misfortune with the driveshaft, they had a differential failure. Although Peter had stripped it out in just four minutes and fitted a spare in

record time, it altered the reading of the Halda which led to a navigational error which in turn led to their being out of time at the next Control. Not only were the hopes of another Alpine Cup dashed but, more tragically for a couple renowned for their universal support of everybody else, it meant the loss of an Alpine Gold Cup.

Not all had "hard luck" stories though. Bruce Stevens and Ian Claridge, both classic saloon car racers, had entered this their first event with a 1963 Ford Cortina GT which they had specially prepared. They encountered various problems on the way — the gearbox on the Halda gave up the ghost on the first regularity run, and halfway up the Stelvio, a plug lead unaccountably came off — which gave them second thoughts about the offer they had received from a stranger on Tower Bridge who was keen to buy their car. As they crested the rise to cross the finishing line at Tre Cime, they were greeted by none other than the fellow who had made that offer. He had travelled to Italy specifically to clinch the deal which, needless to say, was agreed in the smoke-filled, airless restaurant, 7500 feet up that mountain.

We had failed in our own quest to win an Alpine Cup, and we had failed to reach the top 20, but at least we had finished relatively unscathed. What made it all worthwhile, though, was the card stuck to the windscreen by Maurizio Cattozzi, President of the Triumph Club Italia: "the best TR4 of the event." WPK

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*Congratulations to Evan Mackenzie
& William Kimberley (Deputy
Editor of Motor Sport) on their
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The carnival atmosphere at the start in Brescia is helped by the numerous red cars dotting the town square.

Waiting in the Wings

Well, it had to happen. Sooner or later. A rather tragic side emerged to this year's re-evocation of the world's most prestigious classic car event. An unfortunate final balance of accidents, including the death of an American driver, marred the atmosphere of an event that most successfully brings the past to the present for so many people.

To cap it all, the race was finally abandoned after a terrific rain storm hit the Raticosa Pass, forcing many open cars to stop and closed ones to slow tremendously. Competitors in spiders are only too aware of the tradition that there is always a soaking to be had on the Mille Miglia, yet few cautionary measures proved effective. The ensuing slippery conditions provoked a further quota of incidents which had an understandable influence on the proceedings towards the end. In fact, the organisers intervened to request the police escort for once to slow the pace down and, as the crowds packed around the cars from Bologna on, it was decided to call a halt to the competitive element at Modena. The final stages thus became gentle transfer tracts, rather than the usual stomping finish.

Such a pity, too, as the Mille Miglia

started in its usual carnival atmosphere of enthusiasm mixed with euphoria and awe as the cars rolled up, one by one, in the square at Brescia under a scorching sun. The history of world motoring is gathered here, in Piazza della Vittoria: despite being in its eighth revival year, nearly 700 enthusiasts heeded its irresistible call, while a record of 318 cars were eventually summoned unto the fold. Joining those figures was that of the media's presence: 817 assorted journalists including no fewer than 30 cameramen from Japanese television.

Yet numbers alone cannot adequately project the impact that the Mille Miglia can have on one's senses. There have been cries of overkill since the event became annual. Perhaps the fundamental determining factor of a road competition by enthusiasts, for enthusiasm, has been overridden by organisation on a massive commercial scale. But the formula and mix of an incredible number of the world's most significant cars, all within touching distance, being used on the roads of Italy's most classical counties is one that cannot be appreciated until experienced.

The reality of what you have witnessed only really starts to sink in a couple of days after the event. The significance of certain

scenes emerges and rises above the initial enthusiasm they created: the sight of a pair of Mercedes SSKs in oversteering flight up the Futa Pass; the alternating sounds of thunder, then crackling, popping exhausts as noble and humble machinery alike tackle the incumbents of modern traffic in picturesque centres.

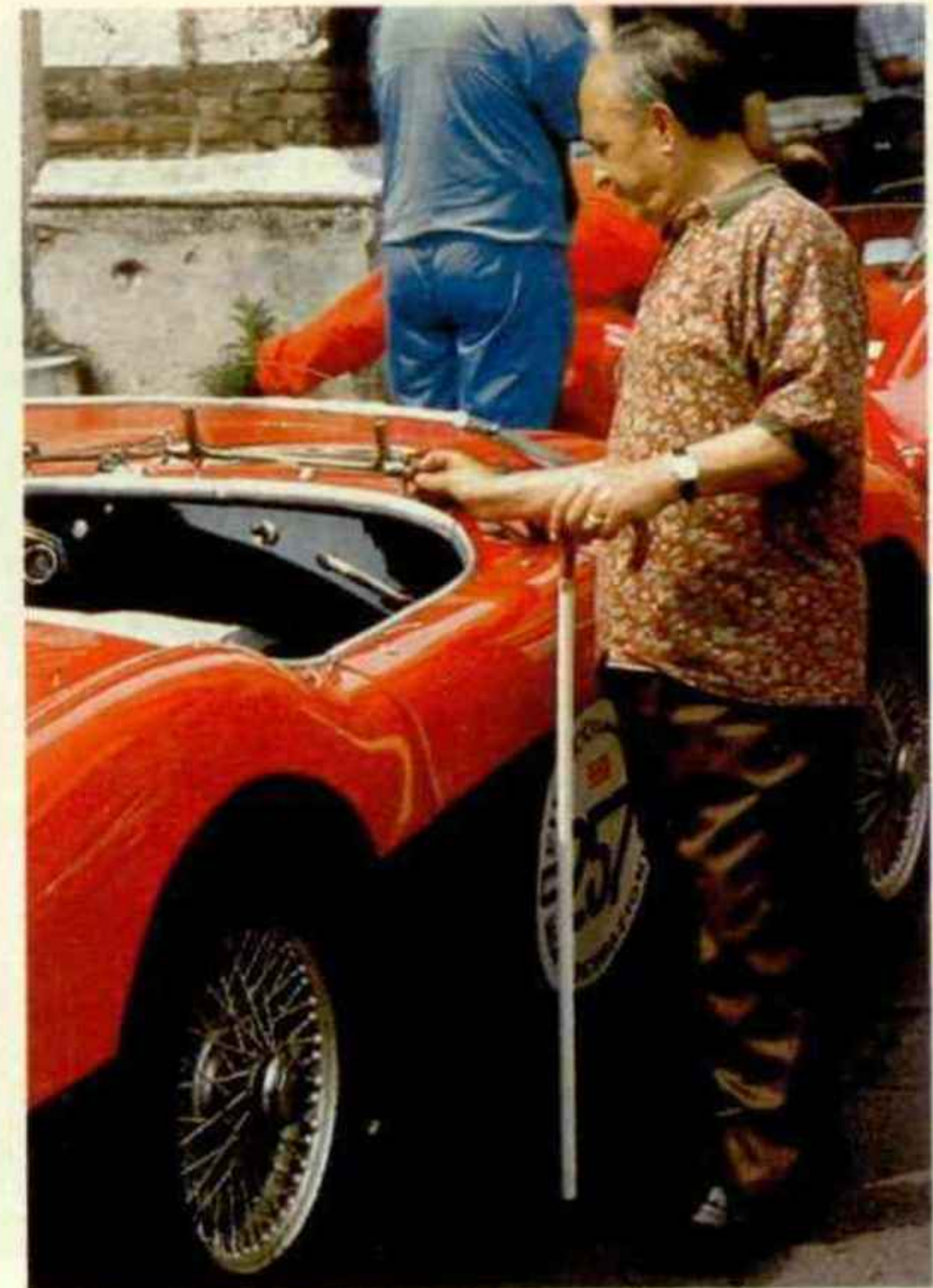
As always, there is a mind-boggling number of original, ex-Mille Miglia cars taking part, not to mention drivers who undertook the real thing. It is suffice to mention the Delahaye 135 LM that took third in the 1937 edition, the BMW 328 MM that won the race in 1940, the Mercedes SSKL that won in 1931, the Ferrari 195 Berlinetta that won in 1958 and the Ferrari 340A that Gigi Villoresi won the 1951 race with. Even the little ISO Isetta bubble car has a Mille Miglia history. An example took first in class in 1955 at an average speed of nearly 80 kph — 2kph faster than Minoia who won the first edition in an OM 665. And this year the little outsider actually managed to finish, unlike in previous attempts.

That there is a specific winner of the Mille Miglia doesn't really matter particularly — numerous entrants were happy enough to celebrate being able to come, especially the Russians that had driven down one of the 1940 BMW team cars, a 328 MM, from Russia where it has resided since the Second World War.

Perhaps more than any other event, participating is the finest contribution that



In complete contrast to the exotic four-wheeled machinery is the little ISO Isetta which this year managed to finish.



This blind man's face was alight with emotion as he felt his way round the Austin Healey.



A rare Abarth 750 Zagato.



A French registered Ferrari 250 TDF.



A contrast in elegance — a pre-war Alfa Romeo and a 1955 Austin Healey.

can be made to the classic car movement as a whole. And this year there were a number of important anniversaries that were being celebrated, too. It's Alfa's 80th year and, once again, it was the most numerous marque present with 49 privately owned models joining eight superb museum cars, including the two Disco Volantes. For the first time in 50 years, BMW returned with an official team in celebration of 1940's victory that saw a memorable finish with four BMWs in the first six places.

That same year saw the appearance of two significant cars — Auto Avio Costruzioni 815s, Enzo Ferrari's first ever cars. The presence of no fewer than 44 Ferraris representing the last seven years of the race confirmed the importance that this marque had for the Mille Miglia and, consequently, that the race had on the development of world motor racing.

Taking its usual snaking route from Brescia to Rome and back, the Miglia's start saw its traditional gathering of personalities, both participating and spectating. Manuel Fangio was present at the 9.15pm start to see the cars off; Andrea de Adamich, ex-Alfa and F1 driver, piloted the opening pace car, the new Alfa SZ; British celebrities included Nick Mason on his second Miglia and Victor Gauntlett. Old hands back for another fling featured Gino Munaron (team driver for both Maserati and Ferrari at the end of the Fifties, beginning of the Sixties), Olivier Gendebien, Gigi Villoresi and Umberto Maglioli.

Once more, the 1927 OM 665S led the merry convoy off on its first brief leg to Vicenza under the torrents of an inauspicious thunder storm. Early Friday morning, the cars were once more on the road for the gruelling marathon transfer to Rome via a bee-line through San Marino. This little republic is always a nice place to stop to watch the cavalcade's progress. A bar's strategically placed tables and chairs mean you can sip at something bubbly



A fine example of the three-pointed star was the SSK of Dietze/Winkelmann.

whilst having a close up view of big Bentleys and Mercs taking a couple of chops at getting around the steep, cobbled harepins.

Dipping briefly back to the coast, it was soon time for the cars to climb inland towards Gola del Furlo, later passing through Assisi on their journey to Rome. The arrival at Rome has more importance than just marking the turning point for the return leg to Brescia. They say that he who leads at Rome will not go on to triumph at Brescia — it's almost a curse that has persisted year after year.

This must have been on the minds of Agostini and Rossellini as they set off in their Alfa 1750 GS early Saturday morning, leaders of the interim classification. The competitors, now numbering 261 of the original 310, were to confront some of the most classic scenery with crowds growing every step of the way. Up through

the Radiocofani pass, the beauties of the fascinating towns of Siena and Florence are all reserved for the passing of the Mille Miglia.

But at the Futa pass Fate, that had been waiting in the wings, stepped out and dealt its customary blow. A car cutting across in front of Agostini's 1750 GS forced them off the road and, with both driver and co-driver safe, the Alfa was consumed by an inexplicable fire.

So once again, the Mille Miglia has confirmed its own peculiar tradition: adventure and glory for all and success and anguish for the few. 218 cars returned to Viale Venezia, arriving in groups rather than the traditional, individual launch at the finish line and the triumph went to the Brescian team of Agnelli-Cavallari in a 1950 Cisitalia 202 SC ahead of Valseriati-Saporetti, in a Lotus 11, and Braccaioli-Colli in a rare Alfa Maserati Prete Sport.

Perhaps it was a less triumphant finish than in previous years but the emotion, spectacle and incredible privilege of seeing motoring history on the road where it belongs makes this the most enrapturing, unmissable event in the world. JM



Zagato coachwork in more graceful form. On the left is a Maserati A6G and on the right a Fiat 8V.





A three-wheeler Morgan takes the Member's banking at speed.

The Right Crowd and No Crowding

A jovial gathering of like-minded enthusiasts converged on the historic Brooklands circuit on July 1st for the 23rd Annual Reunion of the Brooklands Society. They were, however, to witness no racing at a track that once saw John Cobb lap at an average speed of 143.44 mph in a 24-litre Napier-Railton; unfortunately, since the war, significant sections of the circuit have been razed to the ground. The aim of the Reunion is to bring together, for one day in the year, Brooklands cars and motorcycles, drivers and riders, and also enthusiasts, to recreate something of the spirit of Brooklands as it was before the war.

This year's meeting also placed emphasis on the anniversary of two significant events for motor racing, and motoring in general. These were the opening of the Mountain Circuit at Brooklands, and the move of AFN limited from Kingston to Isleworth.

The 1.2 mile Mountain circuit was opened in a successful attempt to attract more spectators. It consisted of the finishing straight and the shorter section of the outer circuit that joined either end of the straight. Very high speeds were reached on this short track and excellent acceleration, road-holding and brakes were demanded of the cars as they swooped onto the climbing Members Banking corner, or as they dramatically slowed from maximum speed for the Chronograph Villa turn by the Vickers sheds. Raymond Mays, who won the last race to be held on the Mountain circuit, established the all time lap record at 84.31 mph in an ERA.

AFN Limited was founded by Archie Frazer Nash in 1927 to replace his earlier company of WG Thomas and Frazer Nash Ltd, situated at Kingston upon Thames. In 1929 Archie resigned from the directorship of AFN Limited and HJ Aldington

became managing director. 'Aldy' moved the firm to a new factory at Isleworth in February 1930 and AFN have been at the Falcon works in London Road ever since. 'Aldy' himself was a well known Brooklands competitor and AFN and Frazer Nash with their unique chain-drive sporting cars were names that were synonymous with the track at Brooklands in the busy years before the war.

It is also sixty years since the death of Sir Henry Segrave, a well known Brooklands competitor who was killed attempting to better his own water speed record on Lake Windermere. Segrave was a figure typical of those intrepid and valiant characters who frequented Brooklands in its heyday, forever challenging the limits of man and machine. He first won fame as the winner of the 1921 200 Mile race at Brooklands. In 1923 he became the first British driver of a British car to win the French Grand Prix. He then turned his attention to land and water speed records and was the first man to exceed 200 mph on land and 100 mph on water. "He stood to every youth as a hero in fact, an inspiration in verity. He dared greatly and



An Alfa Romeo assaults the test hill.



Sid Lawrence's vintage 4 1/2 litre Bentley.

died magnificently."

Although the activities of the Reunion day were rather less heroic than the exploits of the likes of Segrave, they were nevertheless carried out with the same blend of enthusiasm and endeavour that characterized the circuit's activities in days gone by. The test hill was assaulted by all manner of vehicles from touring cars that needed an encouraging push, to highly tuned racing motorcycles that crested the brow with such gusto that by the time they were once again in contact with the ground, and were therefore able to apply brakes, they had overshot by several yards the sharp right hand turn that took the vehicles down to the Members Banking. From here the various machines, the earliest a 1908 11,580cc Napier, took a quick turn along the banking and under the Members Bridge and back via the return road just before the Hennebique River Bridge. With such magnificent machinery on display, it was a sight delightful to both those old enough to remember Brooklands as it was, and those too young to remember, and yet old enough to appreciate.

CSR-W



A three-wheeler shows its mettle and powers its way up the hill-climb.

VSCC at Shelsley Walsh

Not a lot has changed since 1905 at the Shelsley Walsh hill-climb, where the Newton Oils VSCC/MAC event took place on June 30. The programme emphasised this, by having a reproduction of the entry list of the very first VSCC meeting, of 20 years ago, from which one noted that two cars at least which were running then are still doing so in 1990: the venerable 1923 10½-litre Delage, to which I referred last month, and the Hardy Special. And it was nice to see those who knew the place before the war still watching, like Bert Hadley, and Rupert Instone OBE who was a Steward for the VSCC in 1970. Both also competed before the war, respectively with the works A7 and the Djynn Special. So nostalgia was in the air on June 30th, a day of heavy showers, not the best conditions for a sprint meeting.

The course was slippery at the Esses for the first runs. It is not possible to describe how each of the competitors fared — there were 76 VSCC entries and none in the Historic class — but the results tell the story. The course was opened by an immaculate Austin-Healey 100/4. Prowling round the Paddock I noted that S Lister's 1927 Super Aero road-equipped Morgan three-wheeler retained a hand-throttle to control its ex-Clive Lones' 1924 KMB Blackburne push-rod ohv competition engine, and that Tony Tarring was clad in GN overalls although conducting the well-known 1908 Napier Sixty. Roger Collings was adjusting the comp-jet on the 1903 Mercedes, which rocked most impressively under torque on the start-line, and in practice the 1908 GP Panhard had got close to the Edwardian class record. E Bradley had an A7 Ulster Very Special, with sporty mudguards, D Weeks an unpainted Lea-Francis, P Irwin's Riley an abbreviated wheelbase and its screen folded horizontal.

R. Pollack's AC-Unicorn is a composite of Jaguar (engine), AC and Aston-Martin and has a unicorn badge on its radiator; Peter Hull remarked drolly that presu-

mably it has only one horn! It was possible to spare a moment to gaze at the deep, ribbed base-chamber of the Lovell Elkhart Special, which was wearing Avon Turbospeed Mk 4 Nylon tyres on its back wheels. Incidentally, several cars had abnormally large rear tyres and if the VSCC wants more authenticity, this must be looked into. Rivers-Fletcher was seen, possibly for the first time since the Raymond Mays days, in a low-chassis 4½-litre Invicta and Mrs Walker's Frazer Nash Special was decently quiet by reason of triple exhaust pipes converging on one luckless silencer. M Leyland's GN is now named 'Grub'.

Tony Jones led off in his Frazer Nash 'Patience', B Gray's Hardy Special was misfiring badly on its first run, I Davidson used plenty of revs on his blown 750cc MG Midget, D Lake spun the wheels of the Amilcar-Riley on getting away, and Guy Smith did it nicely in the famous Alvis-propelled Frazer Nash, with some spin, then rocketing away. Rain then ruined the second runs.

FTD was made by Anthony Mayman in ERA R4D which has run at this venue in Raymond Mays' and Ken Wharton's ownership, and has been un-Merricked by the RAC scrutineers. Mayman did this on one run, his time 35.86 sec, 0.8 of a second outside his last year's course class record. There was a ring of the nostalgic past, as Mayman won the ERA and Fray Challenge Trophies and the Midland AC team the Tommy Wisdom Cup. Class winners (vintage cars in brackets): C Warrington's Riley (P Selwyn-Smith's Frazer Nash), J Giles's AC/FN, (ditto), B Gray's Hardy Special (D Lake's Amilcar-Riley), E Benfield's Alvis (ditto), A Mayman's ERA (J Majzub's Bugatti), Walker's 1908 Panhard.

But as we said, nothing much has changed since pre-war Shelsley and as if to underline this, on my journey home, going over the railway bridge into Leominster, beneath it ran an immaculate GWR steam locomotive hauling a line of spotless cream and brown coaches. WB

STD Anniversary

Forty years ago Mrs WB started the Sunbeam Register (owning then a 1927 Sunbeam 16 tourer, the opening rally being held at the Hog's Back Hotel, near Guildford, the most exciting of the 40 cars present being a 1914 TT Sunbeam. The following year the first Wolverhampton Rally was held, this club being the first, it is thought, to take cars back to their birthplace and soon afterwards Roesch Talbots and English Darracqs were admitted, hence the STD Register.

To commemorate all this, the 1990 event again went to the Castlecroft Hotel in Wolverhampton on July 1st, after 81 members had attended an anniversary dinner the night before at the Long Mynd. The cavalcade then moved off for tea at the Marston factory, where Miss Melissa Marston, whose grandfather had founded this forerunner of the Sunbeam Motor Car Company, was present as a guest. Also at lunch were two of the Marston daughters, one of whom recalled being taken to Shelsley Walsh, and the Register's President, Mrs WB.

The splendid turn-out of cars comprised 42 Wolverhampton Sunbeams and seven Roesch Talbots, although no pre-1915 Sunbeams were present, nor any twin-cam 3-litres. The oldest Sunbeam was Pat Durnford's 1920 16 hp tourer, last seen 15 years ago and now arriving from Bournemouth, consuming five gallons of water on the way. Very similar was Mr and Mrs Kenyon-Smith's 1921 model, but with multiple side curtains and two petrol cans on the running board. The casualties were few but Major Collings' far-travelled 1929 20.9hp tourer this time expired in Worcester with a seized water pump and the AA had to rescue it. A prow around showed that Ian Polson's Talbot 105 was displaying an assortment of mechanical bits in front of it, that Ward's 1928 Sunbeam 16 coupé had an unusual windscreen and lining on its coachwork, that Tyrer's 1927 Sunbeam 16 tourer had a neat full length 'tonneau' cover and the initial 'S' on its front hubnuts, and that Smith's 1928 Sunbeam 25 tourer sported an 'Old Bill' radiator mascot.

The Grammer Trophy for pride of ownership was won by Mrs Kay's 1922 Sunbeam 14 with the very rare aluminium cylinder block, the fine Rootes Cup for age/distance by Grundey's 1930 Sunbeam 16 on which he had done much of the restoration work and which had come from Aberdeen pausing about every 50 miles for water and was returning there on the Monday, the D'Acly Clarke Trophy for best under-bonnet condition by Basil Wilding's 1935 Sunbeam Dawn swept-back saloon. Organiser Roy Jones was duly awarded the John Coombes Trophy, for services to the Register.

Before we left we had the surprise of seeing Sunbeam 'Tigress' complete again, in the Marston factory. WB

Richard Seaman Memorial Trophies

Saturday

The weather Gods decided to look kindly upon the VSCC when they hosted their annual pilgrimage to Oulton Park following conditions which have ranged, in recent years, from indifferent to downright awful. And what a splendid change it made, with racing to match, one of the highlights being a superb turnout of Edwardians on the Sunday.

Saturday's opening scratch race was red-flagged on the second lap after Hulbert's Alvis Silver Eagle and Ted Dunn in the White Riley tangled at Old Hall, with Hulbert taken off to hospital, fortunately being discharged next day. David Morris in father's ERA R11B consolidated his early lead from the restart to win comfortably from Ian Bentall's Bentley 4½ and Sparrowhawk's Alvis Special.

As a prelude to the following day's Vintage Seaman event, Julian Majzub gave notice of his intent in winning the Patrick March vintage race with his Bugatti 35B, albeit lacking the opposition of Dutton and Llewellyn, and easily led home the pursuers headed by Alex Boswell, treating the Bequet's rebuilt Hispano engine with respect and not yet matching his pace of last year, and Terry Cardy, whose Bugatti sprayed oil with gay abandon. David Caroline (Morgan Super Aero) and crowd-favourite Martin Stretton (Frazer Nash) indulged in a fine scrap for fourth place with the Morgan gaining the verdict by about a car's length.

Anthony Mayman continued his unbeaten run this year with R4D in the Richard Seaman Memorial Historic Trophy to make it two-in-a-row. However, he has some way to go before approaching Martin Morris' record of ten victories in this event, and Morris it was who filled the runner-up spot with ERA R11B, narrowly holding off Ludovic Lindsay in Remus who made rapid progress over the closing stages having first disposed of Bruce Spollon (ERA R8C) after the President nearly spun at Druids, and then picking off Sir John Venables-Llewellyn (ERA R4A) with two laps remaining. Duncan Ricketts was again first 1½-litre car home, whilst Chris Mayman claimed sixth after a battle with Bill Morris in Chapman's 'E' type example.

The invitation feature this year was a round of the Pre-'57 Classic Saloon Car Championship which didn't produce much in the way of excitement and resulted in a runaway win for Brian Steven's Jaguar Mk 1 — being a 1959 car he wasn't eligible for points, these going to Reg Palmer's Zephyr Mk 11 in second place.

A Morgan three-wheeler race has now become a regular attraction but sadly this year's race lost front runners Greg Bibby and Chas Reynolds after only one lap allowing Bill and Maggie Tuer to inherit the lead from Bibby which they main-

tained to the finish in fine style, with David Caroline — not used to carrying the extra weight penalty of a passenger — unable to match their pace and having to settle for second well clear of Dave Andrews/Gaynor Pearson.

Anthony Mayman took his second win of the day in the Allcomers Race with the Halford Lotus 16, in spite of difficulties holding top gear, with the race for second always in control of Ludovic Lindsay revelling in his recently acquired 250F and managing to keep John Harper, in Mayman's BRM, at bay. Chris Drake kept fourth place on the road in spite of a ten second penalty for pre-empting the starter's flag some way clear of Jeffrey Pattinson, getting more accustomed to and displaying more confidence with his ex-Moss 250F.

Saturday's programme included two four lap Handicaps with wins going to Guyatt's Talbot by less than a second from Morley's Lagonda, and Fry's Railton Light Sports Tourer by a distance from Bulinski's Frazer Nash. ASDC



Lining up on the grid for the Edwardian race — one of the highlights of the weekend.

Sunday

The innovation on Sunday was a 4 lap Edwardian Handicap, with the splendid entry of 29, plus the veteran Mercedes of Roger Collings, helped by the VCC. Of them, 24 were classed as unmodified cars. It would have been nice if 80 year old Cecil Clutton, (who introduced Edwardianism into the VSCC) in the 1908 Itala had won this but he started from the pit lane, lapped at 60 mph and was 15th. It would have been nice if part-organiser Barry Clarke had won, but his 1913 5-litre Metallurgique stripped its timing gears and his Singer 10, driven by Jane Tomlinson, led for two laps, then retired. Gordon's Tamplin had a start of a lap and 80 sec on the field but was never seen again! The 1908 Panhard was lapping at 63 mph (the expensive programme did not contain handicaps for any of the races as they were not worked out until

practice had finished and the results did not quote decimals of speeds — very odd!), but the winner was Portway's 1914 TT Sunbeam, from Hamilton-Gould's 'little' 1909 Darracq and Ware in the NMM 1912 Coupe de L'Auto Sunbeam. Hill, from Beaulieu, bravely started in the NMM 1908 GP Benz but ran only one lap. Neve's Humber, repaired since Curborough, non-started with a fuel blockage. Baddiley in the other Coupe de L'Auto Sunbeam actually won but was judged to have been too fast for its handicap.

Back to reality, Miss Moss won the normal 4 lap handicap in her low-chassis S-type Invicta (64 mph), from Asplin's modified Ulster A7, Bugler's 4½ Lagonda third. Ivan Dutton's 35B Bugatti then proved, in the Seaman Vintage 10 lap Coy's race, that it could cope with the might of Tim Llewellyn's 8.4-litre Bentley as it had at Silverstone. Behind this fighting pair Cardy's Bugatti held off Jon Giles in the attractive AC/GN. Caroline's Morgan was 5th, Horton's Bugatti finished just ahead of Stretton's tail-happy 'Nash'. The big LSR Delage — it has four blocks of three cylinders not two pairs as stated last month — had a monumental blow-up. After which, Fox's Delahaye had little difficulty in taking the next 4 lap Handicap from Hine's 4½-litre Bentley and the irrepressible Bugler. Young Wyn-Owen had had the audacity to write begging a lenient handicap for his JAP-engined Morris Minor, was given 'limit', but lasted but a lap.

Sunday's big one, the 12 lap Allcomers' scratch race, proved conclusively that Anthony Mayman is the VSCC's Champion driver (with Dutton in the running). His Bruce Halford Lotus 16 had lost bottom gear, so started from the back of the grid. But try as they did, neither Ludovic Lindsay (250F Maserati) nor Tony Merrick (Dino Ferrari) could beat him. The Lotus took the lead and despite losing top gear towards the end, won by 47.5 sec. at 87 mph, lapping just below its previous best, at 90 mph. Drake's 2.2 Lotus 16 was 4th and the first ERA home was Chris Mayman's 1½-litre B-type, after Ricketts (gearbox trouble) and Sir J Venables-Llewellyn (low oil pressure) had retired. Only the 250F Maseratis of Martin Morris and Jeff Pattinson beat the pre-war car. In spite of six retirements, it was an interesting race.

The final race, a 4 lap scratch event, was ably won by Jon Giles' AC/GN, after a second lap struggle with Robinson in a 1½-litre Riley which lapped 0.1 sec. quicker than Jon, whose own best of 76 mph was appreciably faster than his previous best round this circuit. The 4.3 Alvises of Spiers and Sparrowhawk ran close until the former dropped seven places on the last lap, giving 4th place to Adam Smith's Frazer Nash.

Mayman has now a seemingly unassailable lead in the MOTOR SPORT Brooklands Memorial Trophy Contest, with 108 pts.

Next round: Cadwell Park on August 26th. WB

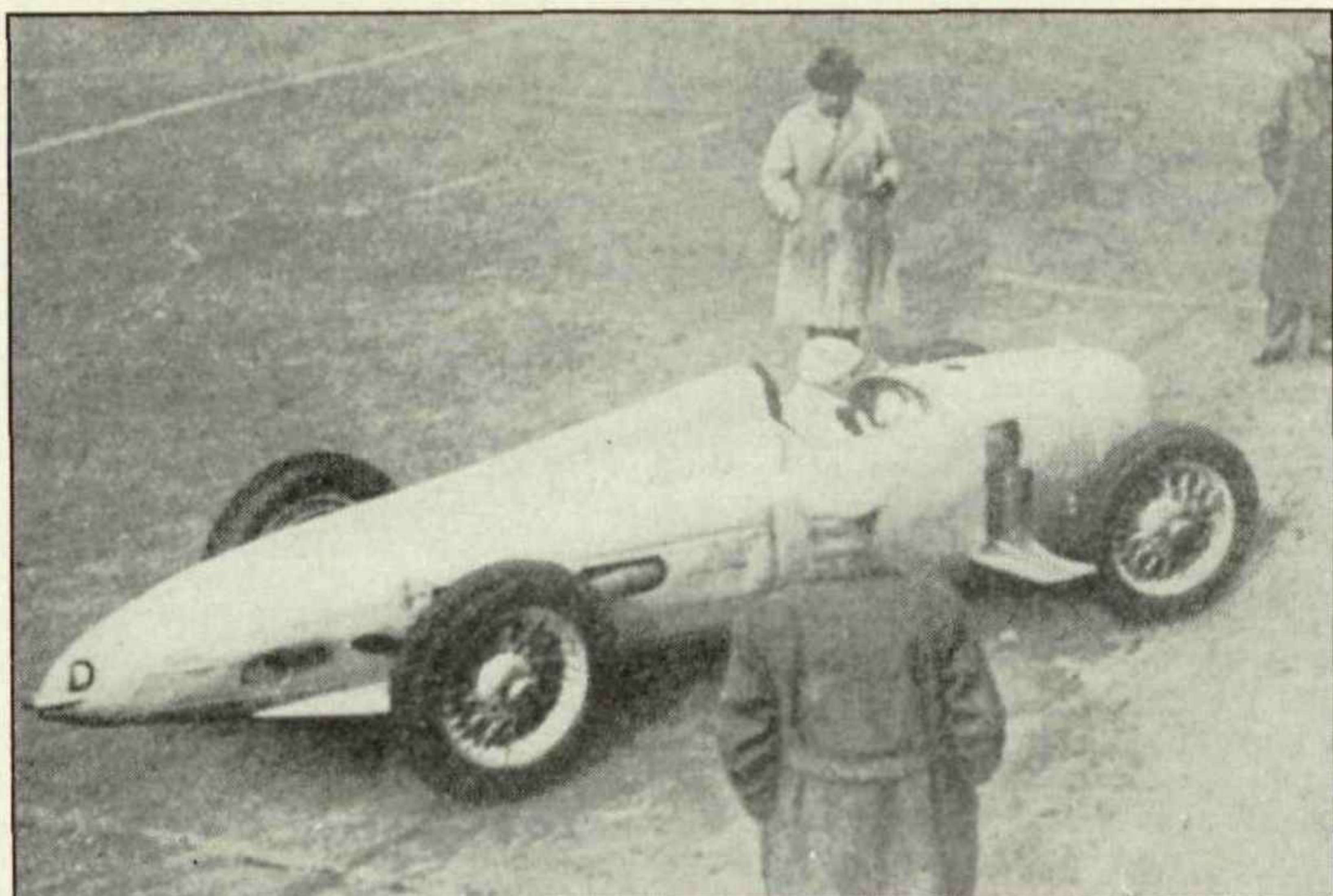
Relative Speeds

It would be nice to think that the LSR was way ahead of the speeds of the faster aeroplanes. In fact, this is not so, as the table below indicates. I have included the Water Speed Record for interest and have not taken the list beyond the outbreak of WW2, because after that jet engines and three-wheeled cars entered the LSR field and another war was to again accelerate aeroplane-pace.

Year	LSR	ASR	WSR
1897	—	—	9.73 mph
1898	39.24 mph	—	—
1899	65.79 mph	—	—
1902	77.13 mph	—	22.36 mph
1903	84.73 mph	—	24.90 mph
1904	104.52 mph	—	26.65 mph
1905	109.65 mph	—	32.45 mph
1906	121.57 mph	—	34.17 mph
1908	—	—	36.60 mph
1909	125.95 mph	74.30 mph	—
1910	—	68.20 mph	43.6 mph
1911	—	82.73 mph	45.21 mph
1912	—	108.18 mph	58.26 mph
1913	—	126.27 mph	—
1914	124.10 mph	—	59.96 mph
1919	—	—	70.86 mph
1920	—	194.53 mph	77.85 mph
1921	—	—	80.57 mph
1922	133.75 mph	222.98 mph	—
1923	—	266.60 mph	—
1924	146.13 mph	278.47 mph	87.39 mph
1925	150.76 mph	—	—
1926	171.02 mph	—	—
1927	203.79 mph	297.83 mph	—
1928	207.55 mph	318.64 mph	92.83 mph
1929	231.45 mph	357.75 mph	93.12 mph
1930	—	—	98.76 mph
1931	246.09 mph	407.02 mph	110.22 mph
1932	253.97 mph	—	124.91 mph
1933	272.46 mph	—	—
1934	—	423.85 mph	—
1935	301.13 mph	—	—
1936	—	—	—
1937	312.00 mph	—	129.50 mph
1938	357.50 mph	—	130.86 mph
1939	369.70 mph	469.22 mph	141.74 mph

NB. I have quoted only officially accepted records and ignored annual interim increases of speed.

As Great Britain held the ASR in 1931 with the Rolls-Royce-engined Supermarine S6B seaplane and remembering the recent Battle of Britain celebrations, perhaps my old couplet may be quoted: "The Battle of Waterloo may or may not have been won on the playing fields of Eton. But the outcome of the Battle of Britain was definitely decided over Calshot Water." WB.



The sensational new Auto-Union P-wagen of 1934, which raised the world's hour record at Avus, to 134.85 mph, turns in the course included.

A Study in Record Breaking

Motor car speed in the ultimate has always been represented by the prevailing position of what is conveniently called The Land Speed Record, but which is actually the current state of the officially timed world's flying-start kilometre or mile record, which since 1909 has had to constitute the mean of runs over one or other of these measured distances *in both directions*. Thus we have seen the first tentative bid by Chasseloup-Laubat on his Jeantaud electric car at Achères in France in 1898 (39.24 mph) run through 64 successful attempts to that by Richard Nobel in Thrust 2 at Black Rock Desert, Nevada, in 1983 (633.468 mph).

Onslaughts on this 'Land Speed Record' have held the interest of both the public and enthusiasts along the years. They have been exciting, dramatic, tragic, impressive to the extent of knighthoods for drivers. However, all things are relative and it behoves us not to overlook some other very impressive records made with smaller engined racing cars. It is the high speeds attained by developments of Grand Prix cars which we are here about to recall. The first hint of such developments was seen in 1926, when Louis Coatalen set Major Henry Segrave the task of breaking the LSR with a V12 Sunbeam of a mere 3976cc, at a time when prevailing cars built for this purpose were monsters boasting of anything from 10½ litres to 27 litres. This was the famous Sunbeam we now call the 'Tiger' but which was then nicknamed 'Ladybird'. It has been very much in the news lately on account of its fine two-way kilometre run at Elvington at 157.48 mph, which I think, subject to official confirmation, must rank as a British Class-C record.

In 1926 this small Sunbeam looked almost like a normal GP car, compared to the giant cars then used for LSR attempts although, in fact, in 1925, when it was laid down, it would not have been eligible for GP racing, the maximum engine size for which was then 2 litres. However, Segrave's 152.33 mph on Southport sands was impressive for a 4-litre racing car. But it was the advent of the German GP cars that was to put a much more significant seal on relative speeds.

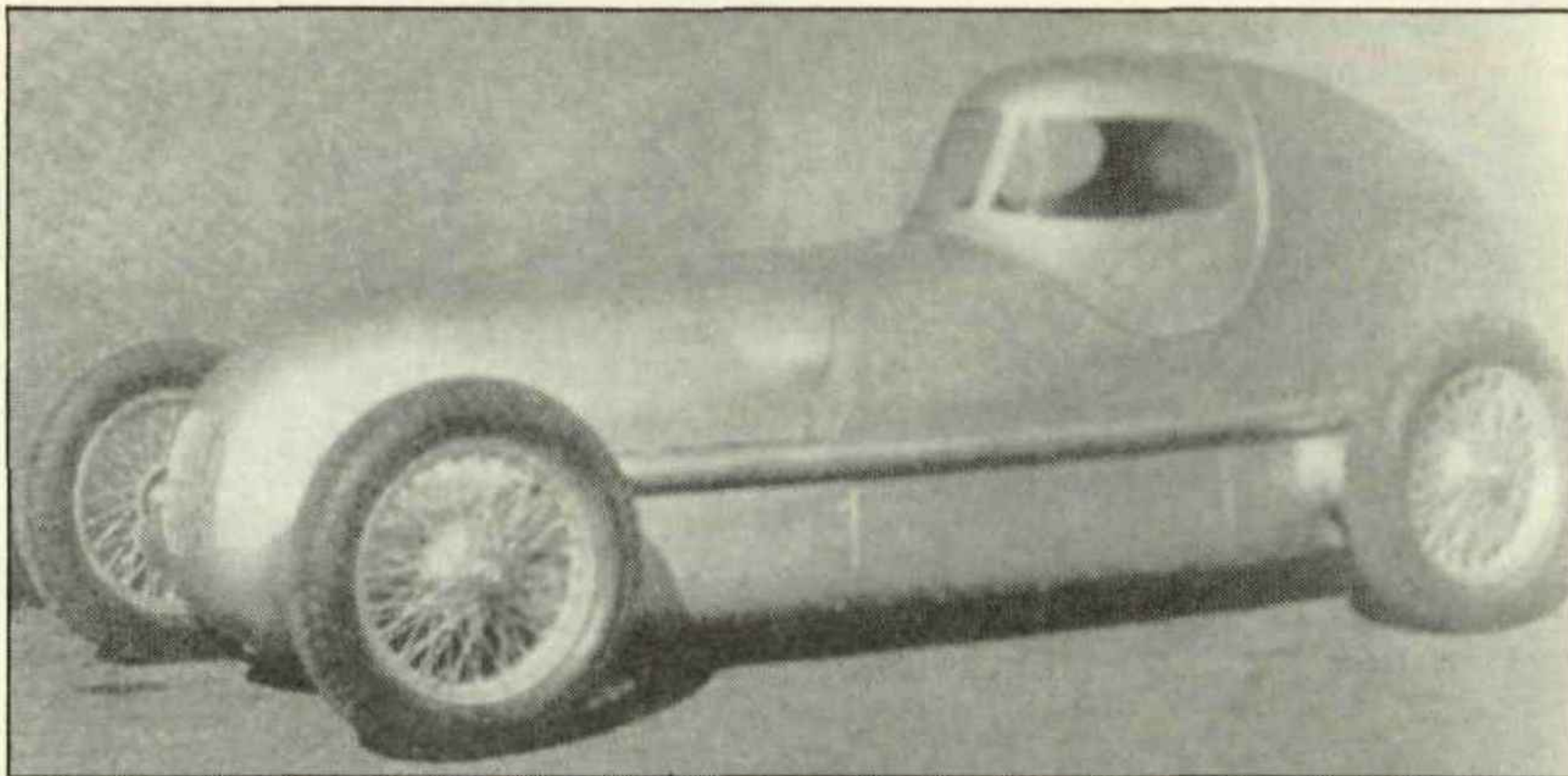
With Hitler doing everything in his power to promote the Nazi regime in Germany, motor racing appealed to him as a powerful propaganda medium, and we know that he subsidised Auto-Union and Mercedes-Benz to build world-defeating GP cars. The first inkling of how impressive these were to be came in March 1934, when Hans von Stuck in Professor Ferdinand Porsche's revolutionary new 4360cc rear-engined V16 (whatever next?) Auto-Union — the P-wagen — relieved Bugatti of the coveted World and International Class-C hour records, averaging 134.85 mph. While this was below the maximum speed of conventional GP cars, it had been done at Avus, necessitating cutting out once a lap for the 180 deg. bends. It had, indeed, got up to 157 mph along the short straights and its full potential was quoted as 180 mph. A new era had dawned!

At the end of 1934 Stuck took a prototype 1935 Auto-Union back to the Avus course and with this 5-litre 375 bhp car attacked successfully standing start records and longer flying start records, leaving the World's 100 km figure at 152.18 mph. It was obvious that Auto-Union and Mercedes-Benz realised that they were expected to produce effective

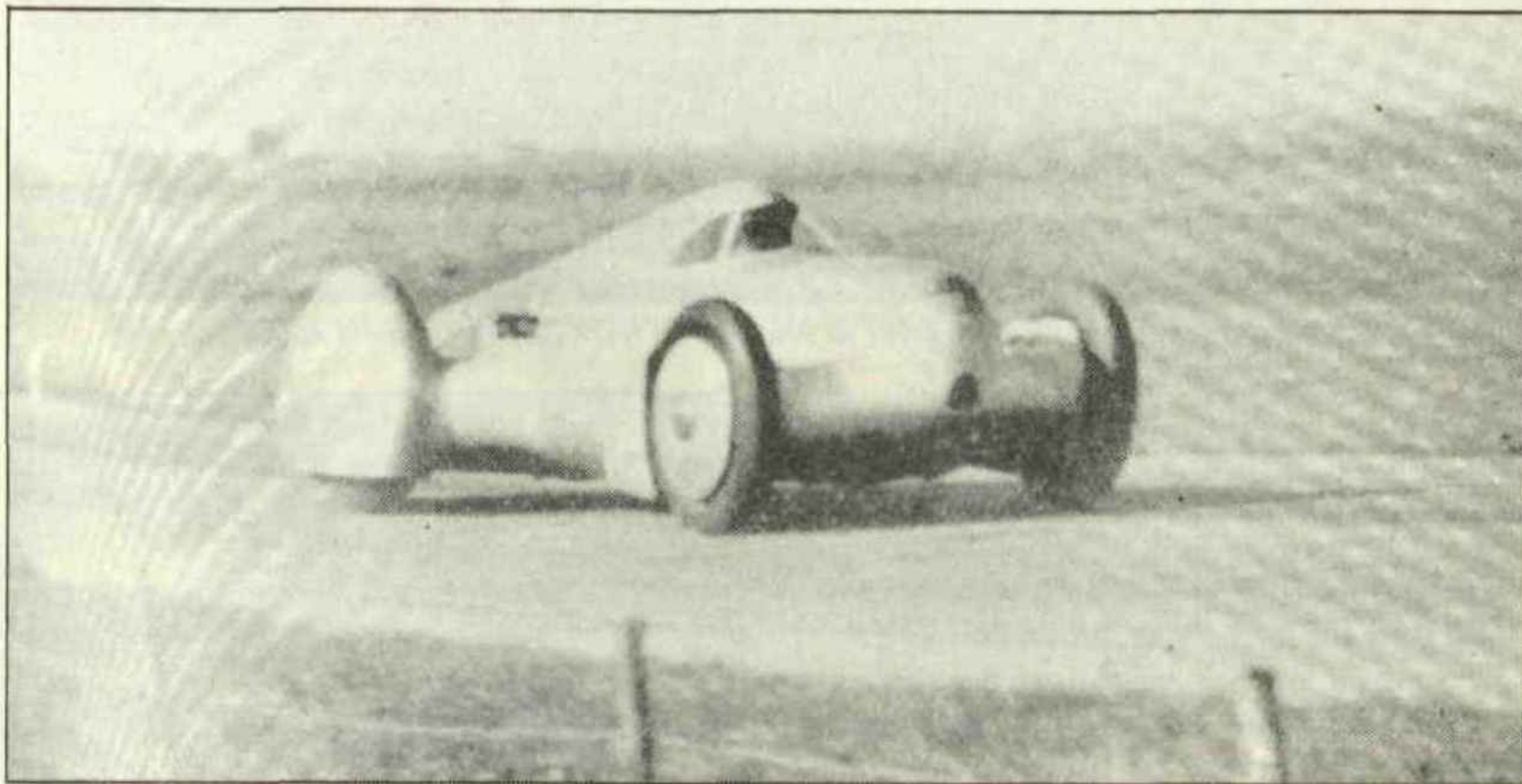
Nazi propaganda not only on the race circuits but by breaking records at truly impressive speeds. Apparently large crowds of Berliners had watched Stuck's hour record run at the Avus and before the year was out Porsche had set about preparing a streamlined, closed cockpit Auto-Union for further record bids.

This was just as well, if an inter-marque battle was to continue, as it seems Herr Hitler wished it to do, presumably estimating that it would maintain interest in what might otherwise appear a one-make German domination of motor sport. Because Mercedes had not been unaware of rivalry in the record field, before Stuck could bring out the new P-wagen record car, Caracciola had the use of a W25 Mercedes-Benz specially produced for record-breaking, front brakes removed, the radiator inlet reduced in size and a bonnet devoid of louvres fitted. The cockpit was enclosed with a faired, rather ugly 'top-hat' hinged cover and the straight-eight 3360cc supercharged M25B big-valve engine developed 430 bhp on special WW fuel. The car was taken, along with an open-cockpit Mercedes, to the new concrete road at Gyon, near Budapest, and after a stronger fastener for the roof had been devised, Rudi set World records for the kilometre and mile, respectively at 197.35 mph and 196.78 mph. That was in October 1934. In December Caracciola took an open Mercedes-Benz to Avus, establishing a record of 193.86 mph for a flying start five kilometres.

It was not until February 1935 that the streamlined Auto-Union was able to reply to the M-B records. Stuck was to drive it, his win in the previous year's German GP having made him a national hero — and he was reaping good propaganda for the Führer, of which his triumphal drive back from Berlin to Zwickau after the race, cheered by crowds lining the route, was a reminder. He, like Caracciola, went to Gyon for the record bid, but snow hampered proceedings and after a couple of trial runs the equipe moved on to the *autostrada* between Altopascio and Lucca. While it had never been possible to run racing cars on public roads in Great Britain and it still isn't (except in Birmingham, which thus calls for full support in August), there had not been this restraint in Europe and after Hitler had put Korpsführer Huenlein in charge of German motor sport, there would certainly have been no problem about closing part of the new roads for high-speed runs. Whereas LSR contenders had, after 1924, found the cruder main roads then available unsuitable for their purpose and had had to resort to sea beaches here and in the USA, the very fast record cars of the later 1930s could use the much better surfaces of the *autostrada* and *autobahnen*, roads no doubt built with military developments in mind. Thus Stuck now had a 9.3-mile stretch on which to accelerate and stop after his mile runs, whereas in 1927, when Segrave attained



This special closed body was used on the Mercedes-Benz driven by Caracciola at Gyon in Hungary in October 1934.



Auto-Union's reply.

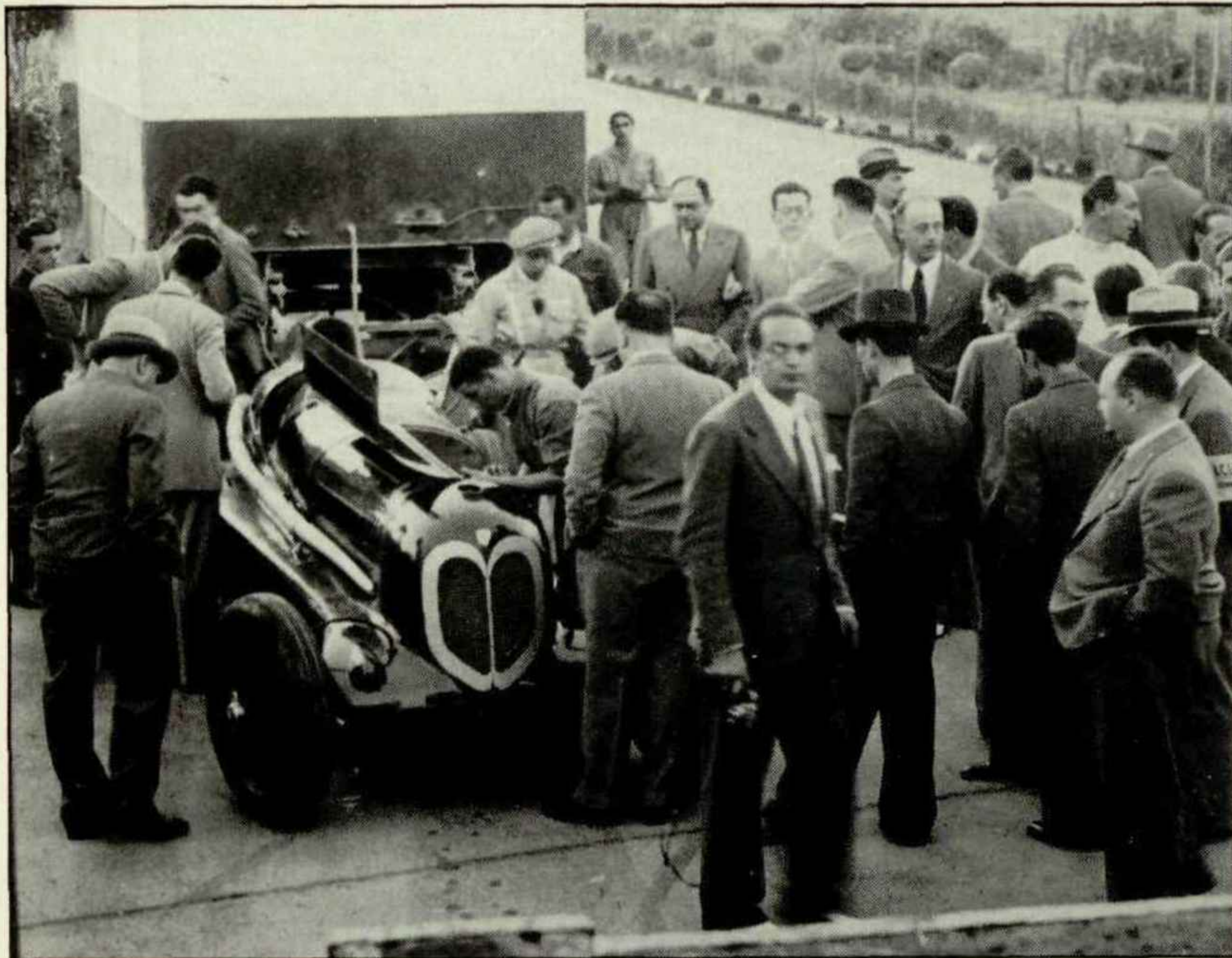
200 mph for the first time, the course at Daytona beach gave him only about this distance, with a far more ponderous car.

The Auto-Union had a closed cockpit, neater than that of the Mercedes, fairings behind the wheels, and the rear wheels partially faired-in. Stuck broke the Class-C mile record at 199.01 mph, reaching over 200 mph in one direction, but failed to crack the kilometre record, which suggests that the car was still accelerating over the timed distances. However, here was a significant landmark — whereas, admittedly eight years before, Segrave's Sunbeam had needed twin engines totalling 44.8 litres to do 200 mph, Auto-Union had done this speed on 5-litres.

It was now the turn of Alfa Romeo. Bruno Mussolini was obviously not happy to let Adolf Hitler have it all his way. So Tazio Nuvolari was set to drive the twin-engined 6.3-litre *Bimotore* Alfa at the same venue Stuck had used in 1935. Specially-prepared, this fearsome Alfa had been lightened by 250 kilos, the side fuel tanks removed, the rear oil tank likewise, and discs fitted over the back wheels. Nuvolari was ready, clad for once in business-like white overalls, by 8.30 am on the June morning. Fluctuating oil-pressure caused a delay, then he was off, accelerating purposefully through the

gears. The Auto-Union speeds were improved upon, the two-way kilometre timed at 199.73 mph, the mile at 200.8 mph. Britain had a share in the performance, because without Dunlop tyres (32" x 6.5" rears, 19" x 6.0" fronts) the *Bimotore* had proved an inveterate tread-slinger and would not have been able to run at such speeds. Nuvolari tried for more records the following day but the weather was against him.

It should be explained that these were Class-B records, so in theory Alfa Romeo had not taken Caracciola's Class-C record, because the rules stated that even if a higher speed were achieved, a record could not be claimed in a class for which a car was not eligible, (although an absolute fastest speed ranked as a World as well as the appropriate Class record. Supercharged cars were in the same class for records as non-supercharged ones, which troubled Alvis in the early 1920s). At the time of Nuvolari's attempt in 1935 in Class-B mile record stood at 137.61 mph. Done by Doré on the tree-flanked Arpajon road near Paris, in the 8-litre Panhard-Levassor. Nevertheless, in the eyes of the world, Nuvolari had beaten the Auto-Union's record. That it was a brave attempt is without question. Alfa Romeo historian Peter Hull has reminded us that: "The car was not easy to control at



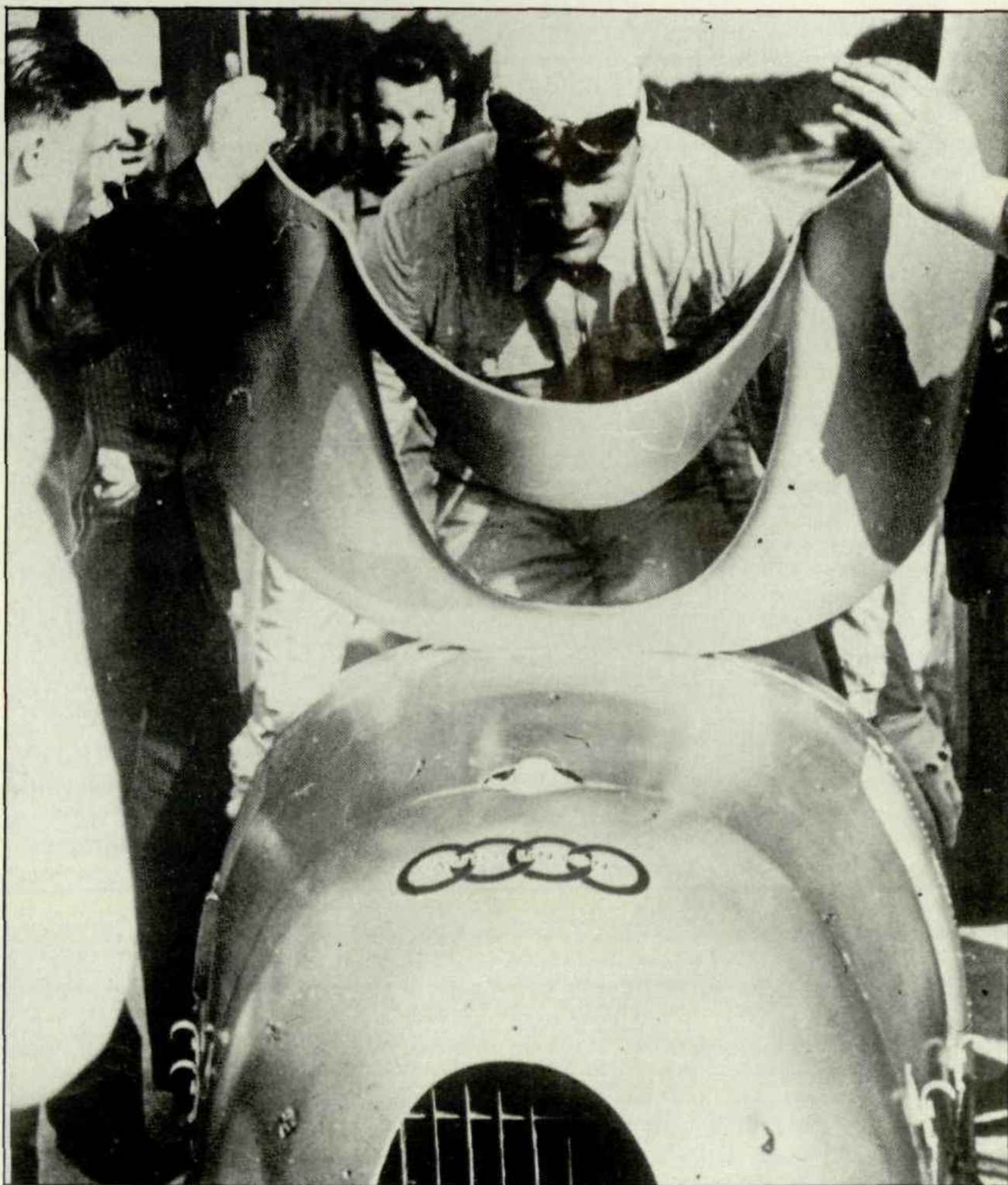
Mechanics beaver away on the Bimotore prior to Nuvolari's record run in June 1936.

200 mph in a slight crosswind, and Nuvolari's courage was shown by the fact that not long after leaving the depot the car passed under an archway, and on emerging from the other side it met a gust of wind which caused it to lurch across the narrow road. Nuvolari fought the car for nearly 200 yards, leaving great black marks on the surface of the *autostrada*. Despite this, his run back was even faster (roughly 210 mph), although he skidded again at the same spot . . ." It would be invidious, without knowing all the factors involved, to suggest that Nuvolari displayed quicker reactions than Rosemeyer, but with hindsight we know that similar circumstances killed the great Auto-Union driver on such a record attempt. Of course, Rosemeyer was going some 70 mph faster and maybe the 'dumbell' response of the *Bimotore* was better than that of a purely rear-engined car?

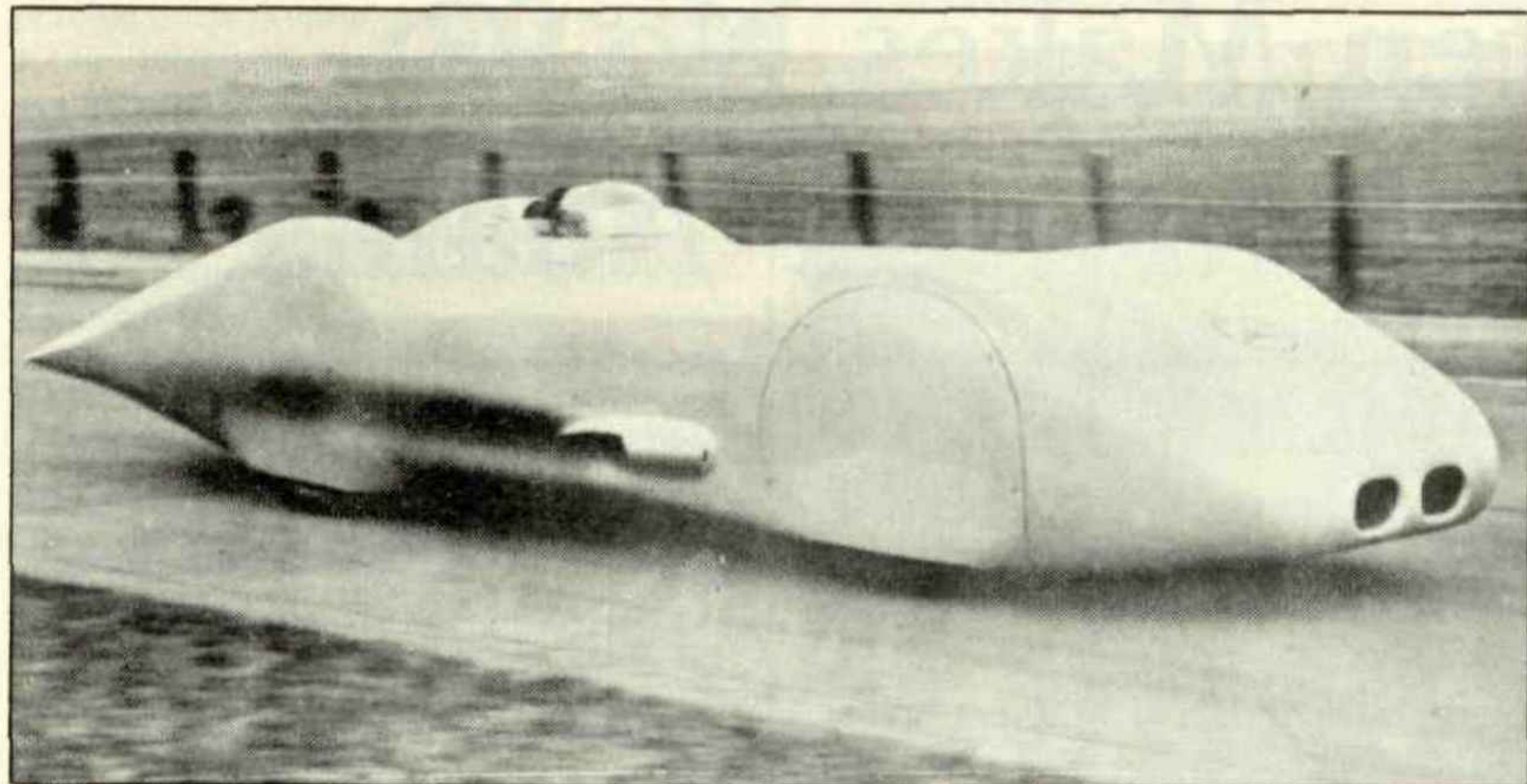
Emphasising the previous comments about road closure, in March 1936 Stuck took one of the new Type-C Auto-Unions with faired open cockpit and wheel discs to the Frankfurt-Heidelberg *autobahn* where 10,000 troops closed a 70-mile straight stretch of road, so that Class-B records of up to 100 miles could be attempted. The speed of these cars is shown by the fact that Stuck was confident even though he would have to turn round in the course of the 100-mile record bid. The engine was the enlarged 6-litre V16, and running therefore in Class-B and a number of records fell, including the 100-miles at 166.04 mph and the flying start 5 km at 194.13 mph.

These high-speed records with non-LSR cars continued. Mercedes used a V12 car with curved windscreen, open cockpit and 7.00" x 19" tyres to lift Class-B records to 228 mph in 1936, the fastest in Europe.

Rosemeyer replied, with his Eifel GP engine in the Auto-Union streamliner, over a closed part of the southbound Frankfurt-Darmstadt *autobahn*, in June 1937, doing the mile at 242.09 mph. The drivers had about a two mile run into the timed distances. The ploy developed into a whole record-week on the closed *autobahn* in October 1937, for both the German teams, under the command of Korpsführer Huenlein, with 15½ miles of road closed, allowing a ten mile high-speed stretch. M-B ran into trouble, including 'aviating' at the front-end of their streamliner, but Rosemeyer in the ice-cooled 6.3-litre 545 bhp Auto-Union set 252.46 mph for the mile — the first time 250 mph had been exceeded on a road. Six years previously the LSR itself had stood at around this speed (253.97 mph) but Campbell had used a 24-litre 1450 bhp racing Napier 'Lion' engine in 'Bluebird' to attain it. By pulling strings in the Reich Chancellory Daimler-Benz were permitted to use the Frankfurt road in January 1938, to gain publicity prior to the Berlin Motor Show. Caracciola now found the Mercedes record car, which had swastikas adorning its tail, very



Hans Stuck clambers aboard the new type-C Auto-Union with faired open cockpit prior to his record run in March 1936.

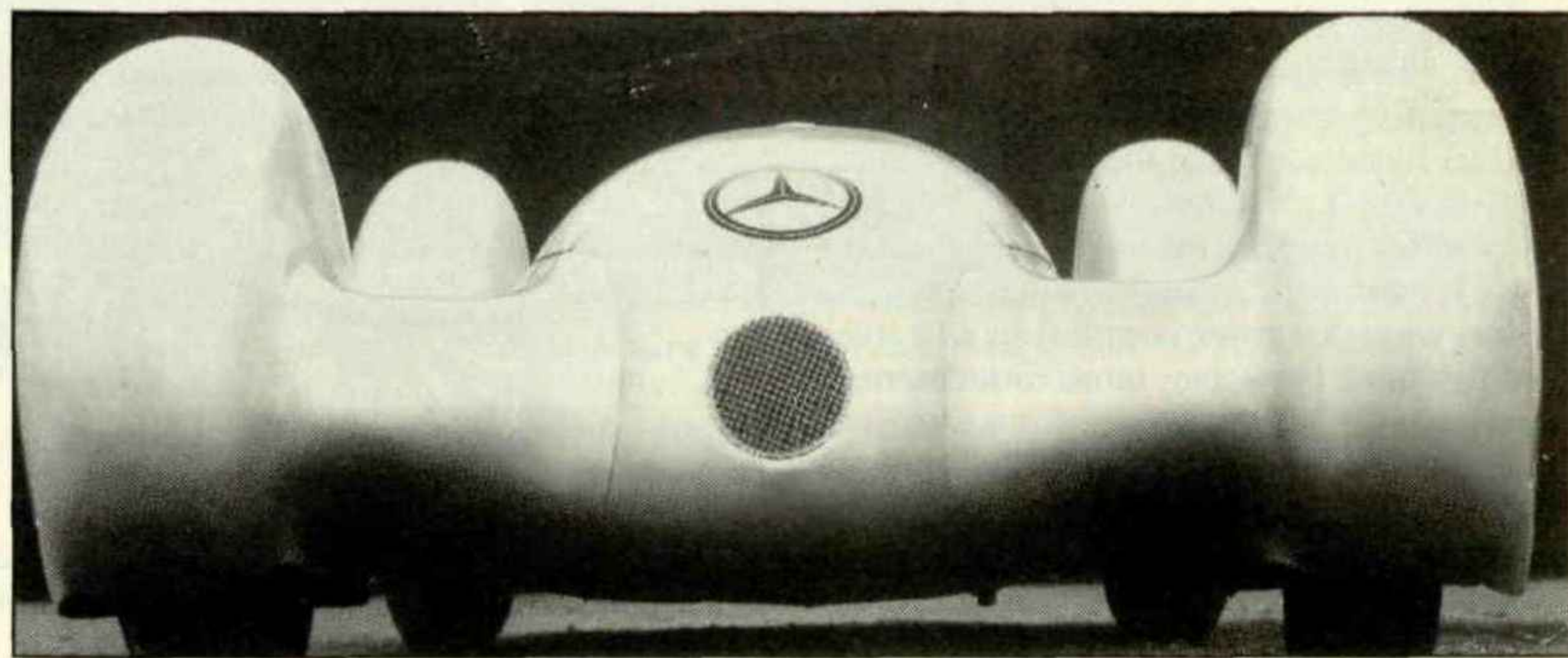


The Mercedes-Benz with which Caracciola did 268.7 mph in 1938, on the day when Rosemeyer was killed replying for Auto-Union.

stable and he clocked 268.712 mph for the two-way kilometre, 268.496 for the mile, aided by the special all-enveloping bodywork and ice-cooling that reduced the drag-factor to 0.157. However, that was just over 100 mph slower than the LSR. Then, tragedy! Rosemeyer took the Auto-Union out later that morning, the wind had risen, and a gust from behind a line of trees pushed the car off the *autobahn* and he was killed instantly. A difficult-to-find memorial marked the spot — and I hope still does.

Rosemeyer's death and the advancing war effort stopped such runs, but not before the new Dassau-Bitterfield *autobahn* in northern Germany had had its centre reservation paved with smooth concrete to give a 100-ft. wide, five-mile course for record runs. M-B took a 3-litre V12 all-enveloping car there in February 1938, which did 248.3 mph over a mile. The six-wheeled 3000 bhp D-B LSR contender was not finished in time to use this special section of road.

Meanwhile, from England and America enormous and very special cars contested this pinnacle of motor car speed — Sir

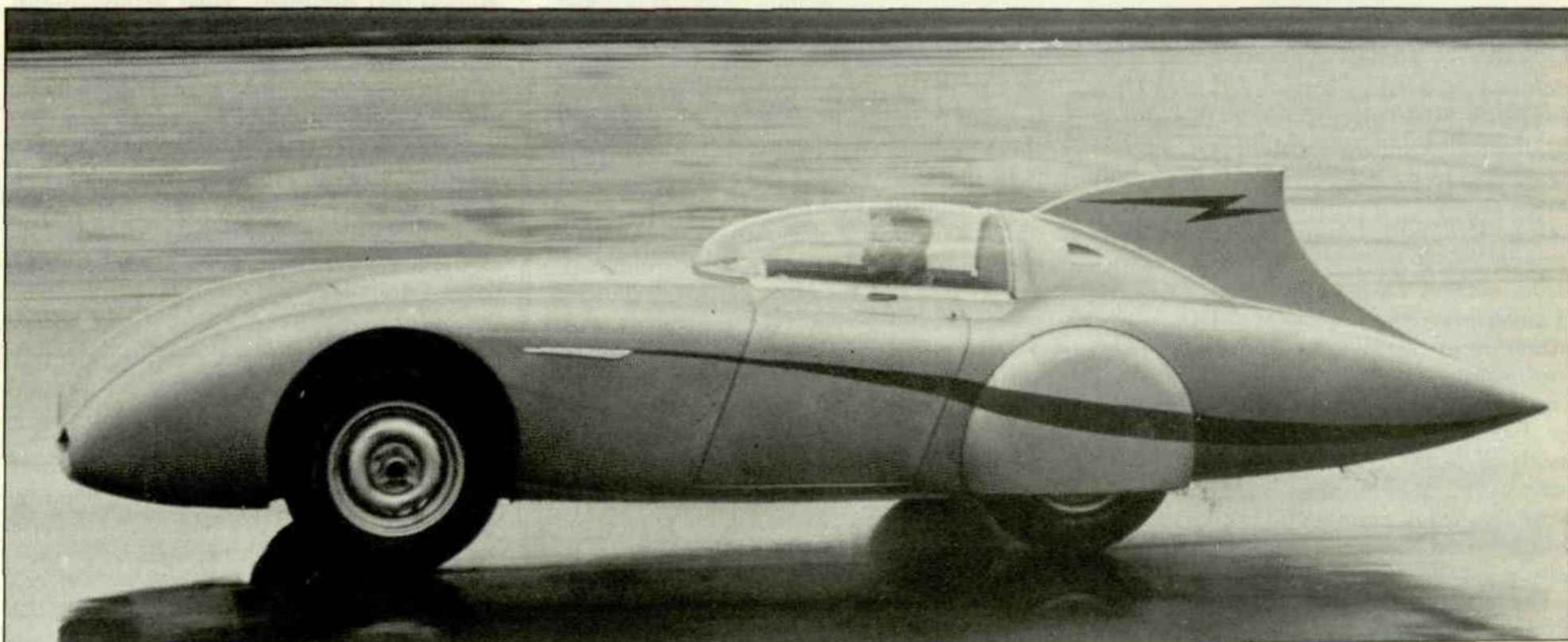


The 3-litre Mercedes with different streamlining and ice-cooled V12 engines which, in 1939, set a Class-D mile record of 127.1 mph from a standing start.

Malcolm Campbell using a s/c 2300 bhp Rolls-Royce R-type racing engine to get 'Bluebird' to over 301 mph, Capt. GET Eyston two such engines in his 73.2-litre eight-wheeled seven-ton 'Thunderbolt', John Cobb a couple of supercharged Napier 'Lion' engines in his Railton to leave the LSR at nearly 370 mph by the time war actually broke out.

LSR history is enthralling, but we have

supercharged twin-cam 1.5-litre engine which Stirling Moss drove at up to 245.64 mph at Utah in 1957, Phil Hill at 254.91 mph in 2-litre form there, two years later. A turtle-like body fully-faired closed cockpit contributed to this pace. Sports cars, too, if we include Donald Healey's blown 100S Austin-Healey streamliner that did 203.11 mph at Utah in 1956. WB



Geoffrey Healey testing an Austin-Healey record breaker in 1956.

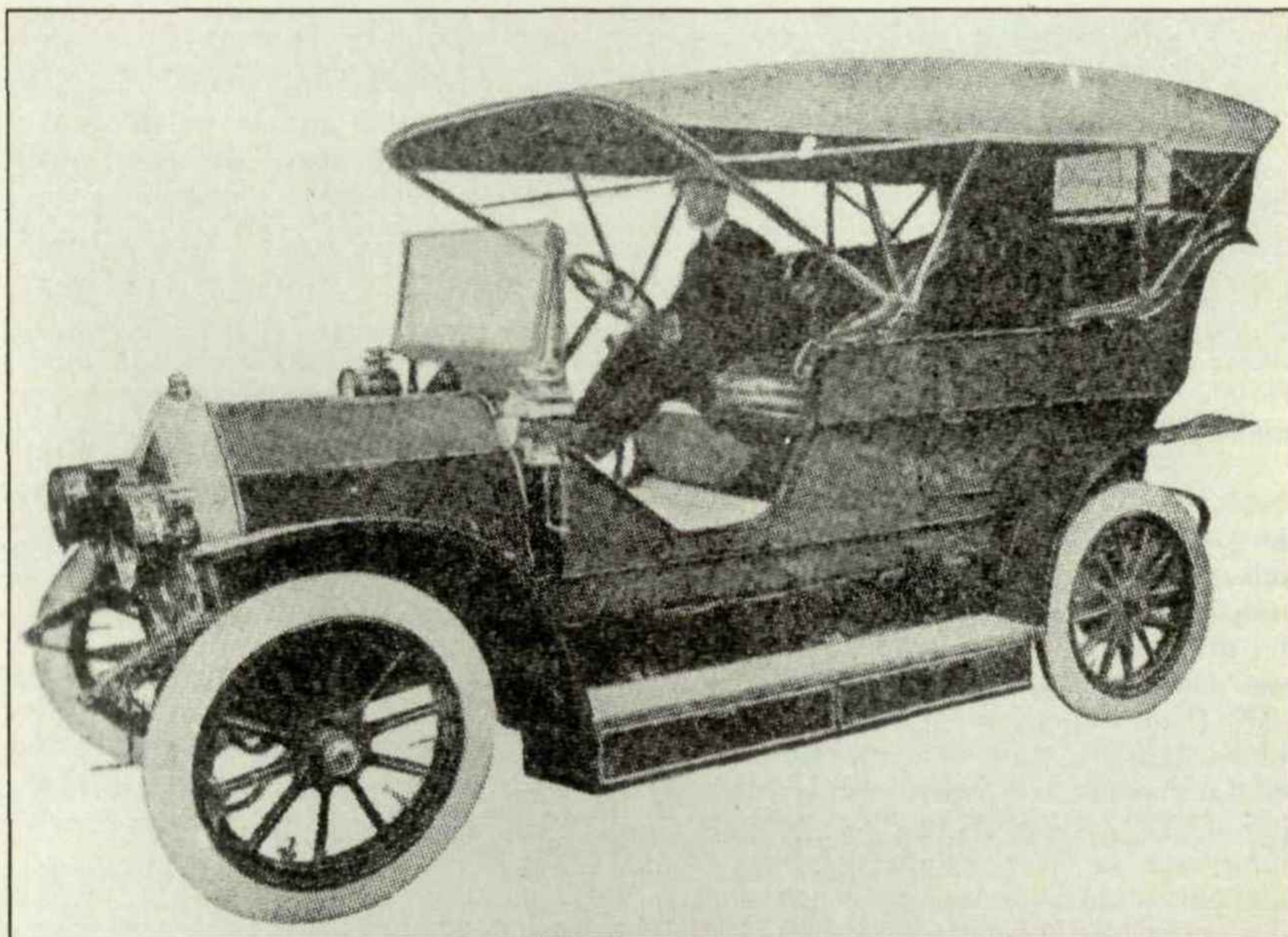
Forgotten Makes No.93: The 'pedals to push' Adams

We have long become used to most car manufacturers offering an automatic transmission option and it is no longer considered a stigma for experienced drivers to buy such cars; even enthusiasts now seldom see much against mechanical gear-shifting, perhaps remembering that many years ago top racing drivers were seen driving cars with this type of gearbox. To the less keen or unskilled car manipulator not having to make gear changes was a boon, which before the advent of full automation occupied the minds of many inventors.

The provision of crunchless gear engagement seemed to have come to a head with the adoption, as a 1929 option by Armstrong Siddeley, of the Wilson pre-selector gearbox (as used years earlier in the Wilson-Pilcher car) brought to perfection when Daimler coupled this to the fluid flywheel. However, hand movements were not eliminated, so there was scope for further advancement into full automation, which was offered on the 1940 Oldsmobile in the form of General Motors 'Hydramatic' option. Prior to that free-wheels, synchromesh cones (and 'silent' or constant-mesh third gears) had helped the ham-handed, synchromesh arriving on the Cadillac by 1929 and being taken up by Rolls-Royce and Vauxhall by 1932, with Alvis triumphantly providing this aid to quiet gear shifting on all forward speeds on the Speed Twenty in time for the 1933 Olympia Show. Adler followed, on their Diplomat model, two years afterwards. The Austin Motor Company sought to provide foolproof driving with the short-lived Hayes infinitely-variable transmission, fitted on a few Austin Eighteens between 1934 and 1936.

Long before these systems were used, the same ends had been reached with friction-disc drive on the GWK and Unit No. 1 light-cars, and variants of this and of expanding pulley belt-drive on simple cyclecars. Even earlier, Henry Ford had seen the need and his immortal Model-T had epicyclic transmission, which because the sun-and-planet gears are in constant-mesh, cannot be driver-abused, changes of ratio between low and high (all that 'Lizzie' had) being effected by pedals. Foolproof gears from 1907, and the diametrically-opposed Trojan and Lanchester Forty cars later used this type of gearbox, but with the ratio alterations done with a lever. Indeed, Lanchester had done this thing from 1900, and De Dion Bouton had primitive pre-selection by 1902.

The splendid Model-T, 'Flivver', 'Tin Lizzie' or whatever, will never be forgotten. Another make which likewise had



A 1906 Adams powered by a 90° V8 Antoinette aeroplane engine which was rated at 32 hp.

epicyclic gears controlled by pedals, hence its maker's slogan 'Pedals-to-push — That's All', the Adams, is less readily remembered. The first of these emerged from the factory in Bedford in 1905, based on the American Hewitt, a simple machine with either a single or a flat-twin engine mounted beneath the floor and that pedals-operated two-speed planetary transmission. The Igranic works where these cars were built was new for the purpose, and at first the machinery was driven by a steam-engine, pending installation of a gas-engine. The Managing Director was AH Adams, who had met Mr R Hewitt, the American who had brought two samples of his car to England in the hope of finding someone who would build them here.

In the USA Hewitt cars sold well until the prosperous company was absorbed by Mack Trucks, for whom to an advanced age Mr Hewitt remained a consulting engineer. Adams was more of an organiser than an engineer, so Hewitt sent his foreman, Leipert, to Bedford to get things started, until a Mr Strachan took over as works manager.

Adams was an agent for the American electrical and general factors, Cutler-Hammer, and for a time they had part of the Adams factory. The Adams chief engineer was Reggie Smith, the chief draughtsman E Talbot. However, it wasn't long before Talbot left to make Zephyr lightweight pistons at Redford, and Smith, who had been with the Simms magneto

company, also departed, and became a consulting engineer in London. The Adams manager, JM Strachan also left and worked for a time at the Humphris Gear Company, then designed the Abadonia car before founding the highly successful business of James Strachan & Brown of Acton, making bodies for motor coaches.

The plan had apparently been for the English Adams company to supply engines and gearboxes to Hewitt in America, who would send axles (chain-driven) to Bedford. This arrangement soon ceased and by 1907 the Adams-Hewitt became plain Adams. Larger cars with normal four cylinder engines such as the 17.9 bhp model were made, and the 'one-lunger' was superseded by the two-cylinder 'Varsity' model. An endearing aspect of these was that the radiator was shaped like an 'A', a wide brass crossbar sometimes being used to complete the letter, although unless the make was known it is possible this subtlety would have passed unnoticed. Later still vee-radiators and near-bullnose radiators were used. Like some other pre-1914 cars, the Adams featured a compressed-air starter.

When considering the more mundane makes, it is pleasing when an exciting sideline intrudes. In the case of the Adams it was the early adoption of a vee-eight engine. This was an adaptation of the 90-deg Antoinette aeroplane engine, rated here at 32hp and presumably considerably modified from its vaporative-

cooling etc. I think it was one of these V8 Adams which the aviator Graham Gilmore ran in a few events at Brooklands in 1909 and eleven such V8 Adams were sold between 1907 and 1909. Two of these engines were coupled together and used in the racing boat 'Grey Witch' in New Zealand.

After Mr Strachan left Mr C I Hunter, father of the Aston Martin enthusiast Inman-Hunter, moved up from draughtsman to become Adam's chief engineer. He had been an apprentice with WO Bentley at the GN railway shops at Doncaster. He then designed the Danum motorcycle and made castings for it to be built by customers. The racing cyclist Jimmy James also joined Adams at this time. However, perhaps the four and six-cylinder cars came too late. Anyway, Adams was drowned in the *Titanic* disaster of 1912 and although a revision was made to the original simple concept, the make was doomed. By 1914 it had gone. Mr Hunter joined EW Jackson & Son Ltd. in Doncaster, where they built the Cheswold car to his design, making all parts in-house. When production started Hunter was regarded as redundant, so he opened a garage in Scunthorpe. The war ended that and in 1915 he went to the Argyll works in Glasgow where war materials were being turned out. Jimmy James apparently joined Talbot and Davidson in making the Zephyr car. After WW2 the former Adams Bedford factory was making electrical gear and Talbot was making Zephyr anglers' floats in Lowestoft. WB.

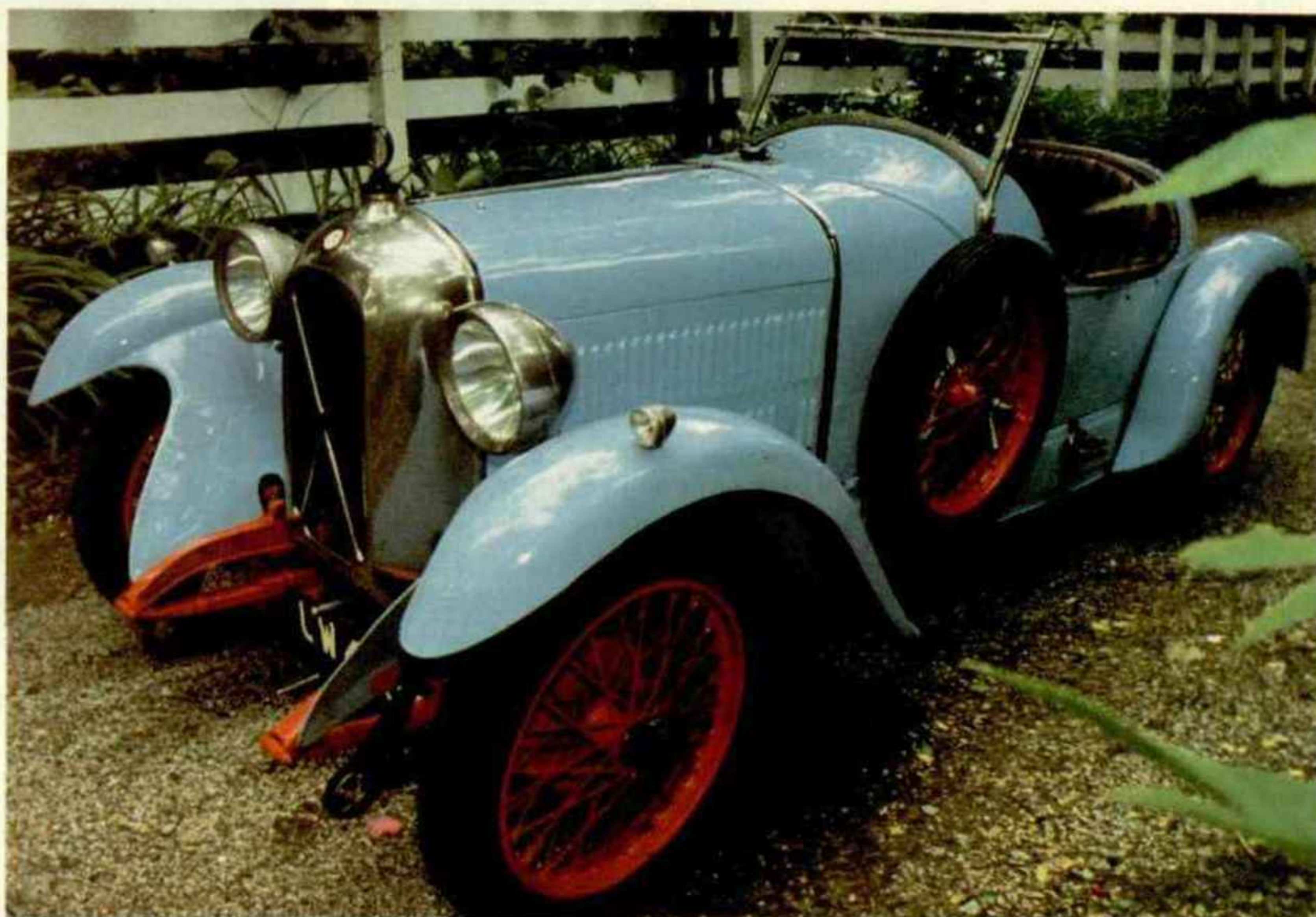
Imperia Bodywork

John Plant writes to say that those readers interested in coachwork may like to know that he has a 1936 12/4 Riley with a body built by Imperia of Belgium in 1931 and formerly on a Bugatti chassis until 1980, according to the Riley's previous owner. With twin carburettors, a four-branch exhaust manifold, and high-ratio back axle the Riley is described as a delightful fast tourer. WB.



The Imperia-bodied 12/4 Riley of John Plant.

Readers' Requests



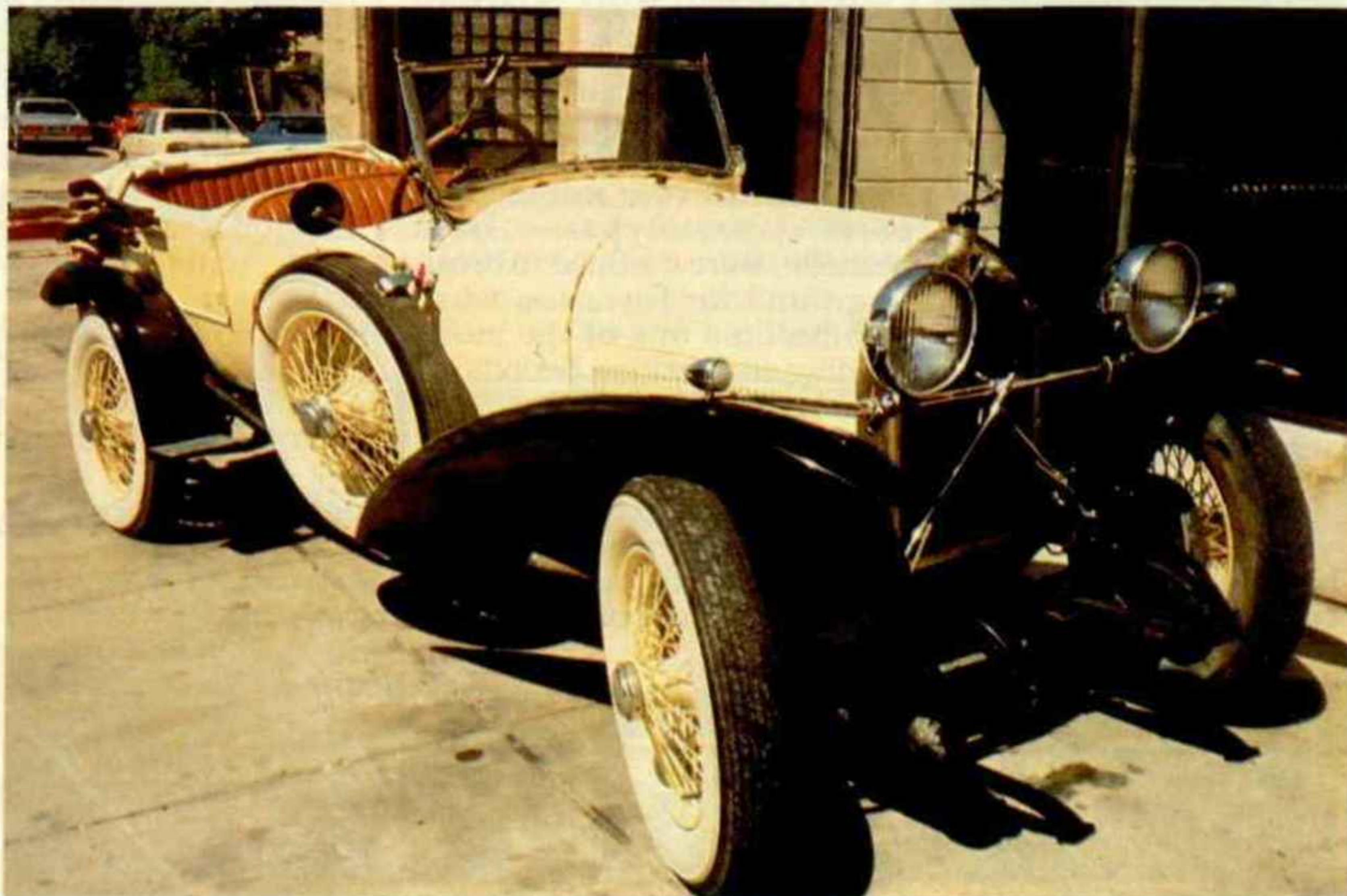
A 1929 twin-cam Salmson GS8, now in the USA, which is thought to be the Olympia show car.

Graham Bowkett enquires about two cars that have come into the possession of the British Motor Car Co. of Wilmette, USA. One is a 1929 twin-cam Salmson GS8, chassis no. 21109, reg. no. UW 4307. The car now has a four-speed gearbox. It is thought to be the 1929 Olympia Show car and was sold by auction from the Boston Museum of Transportation in 1980. Its previous history is sought. Mr Bowkett also has a 1926 12/22hp Darracq, chassis no DC 48565, UK reg no KM 8179, which is thought to have been owned at one time by J Granville Grenfell at Brooklands and was acquired from a museum in America via Carroll Seats and James Allwood. It

is interesting in having a short-stroke 1496cc engine and a special crankshaft. It was at an STD Wolverhampton Rally in 1962 and has a sporting body made by Darracq in London. Again, information is requested. One wonders whether this is one of the 12/22 Darracqs used in competition events as well as the twin-cam versions?

Mr A T Cooke of Godalming has written in asking for information on The Gosling Trophy. He has acquired a pewter tankard with the inscription "BARC. The Gosling Trophy. 16 May 1925".

He would be interested to hear any information on the nature of the event and the name of the winner.



A 1926 12/22 hp Darracq, which at one time resided in Britain, but is now in the USA.

A life with HWM

by Fred Hobbs. 203pp. Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ. £15.95.

This is the story of Fred's motoring life, particularly the years when he worked for the well-known HWM garage at Walton-on-Thames, from where the HWM racing cars came. As the book's sub-title has it "from Aston to Facel Vega." These were cars in which the HWM concern, run by George Abecassis, who writes the Foreword, and John Heath dealt. That comprises the best part of the story. The rest, while impossible to stop browsing through, is more of a very long 'cars I have encountered' article put into the covers of this Haynes/Foulis book.

If you like all cars, you will enjoy it. They are all included, from Hilda's A7 and A30, etc to those owned by the author, which he lists at the end; these include 20 Jaguars and six modern Bentley's, 62 in all. There is, too, a list of makes Fred remembers driving, adding another 130. He manages to pack in opinions about most aspects of the game, and sex flits lightly through some of the pages. The times when he drove the racing transporters across Europe are of more interest, as are the descriptions of working on some of the royal cars and watching Continental motor races. Many snapshot pictures. WB

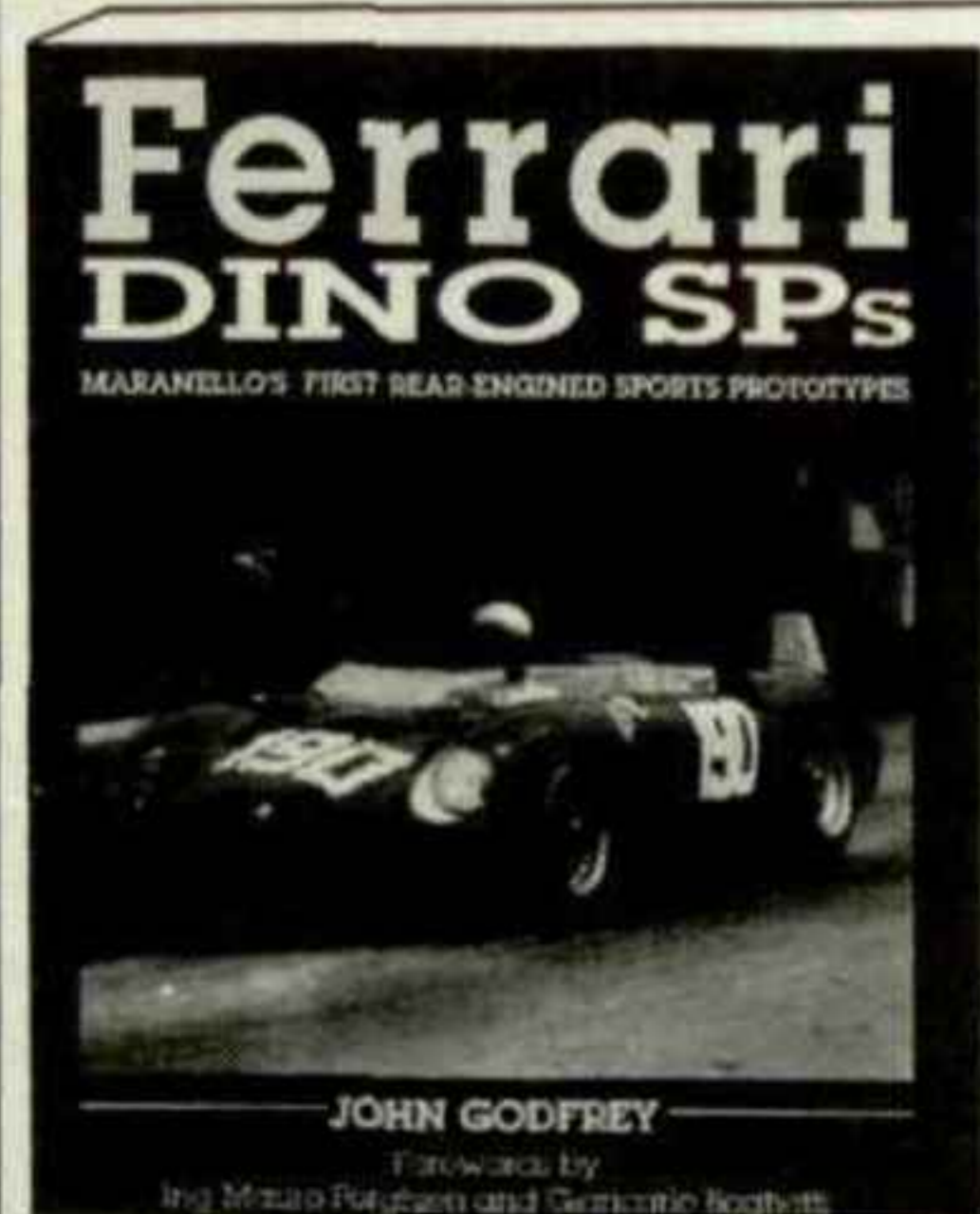
We have said before that if you require comprehensive references to particular makes of car there is nothing to better the Brooklands Books series, which reproduces articles from various motor journals of various years and bind them into soft cover reference works. To browse through such a wealth of information is a happy experience and for checking dates, road test figures, specifications and the opinions of leading motoring writers on a wide variety of cars there is nothing quite like these books.

Brooklands Books has been fortunate indeed to have the support of so many magazine publishers who allow them to 'lift' the material they require. In recent times both the presentation and the quality of these reproductions has much improved. The publishers of these one make/one model titles have responded to the facilities given them to produce a very great number indeed of these books. The list is truly quite remarkable, covering more than 700, and anyone seeking data on old or almost current models would be well advised to write for it.

Of the more recent titles we have seen, there are those about the 1976-86 Jeep GJ 5 and CJ7, the 1960-76 Jeep CJ5 and CJ6, in the road test series, and more complete histories in the Brooklands Books' 'Gold Portfolio' series. In this latter category new titles cover the 1963-67 Corvette Sting Rays, and the

1962-69 Shelby Cobras. There are also two of these larger volumes on Morgans, which I found absolutely fascinating. At the present time when that BBC programme has focussed attention on how Morgan cars are made in the little Malvern Link factory and whether the company will survive, these books reflect this interest because they describe the works and all the cars that have emanated from there, with masses of pictures, including interior factory shots, again of course from contemporary magazines.

I was particularly pleased to find that in the 'Gold Portfolio' devoted to *The Morgan three-wheeler, 1910-1952* the first 13 pages are a repeat of the rather painstaking work on the vintage years of the cyclecars, from the *MOTOR SPORT Book of the Morgan Three-Wheeler* which has long been out of print. In addition the 1940 article about MS Soames' racing Morgan is reproduced. The rest of the data in this 180 page book will be quite irresistible to 'Moggy' folk. The other 'Gold Portfolio' is *Morgan Cars, 1968-1989*, covering the four-wheelers, another 180 pages of nostalgia and reminding me of the road test report I did for *MOTOR SPORT* on the Rover V8-engined Morgan Plus Eight in 1968. These useful books are published by Brooklands Books, 'Holmerise', Seven Hills Road, Cobham, Surrey and compiled by RM Clarke. Invaluable! WB



FERRARI DINO SPs

Maranello's First Rear-Engined Sports Prototypes

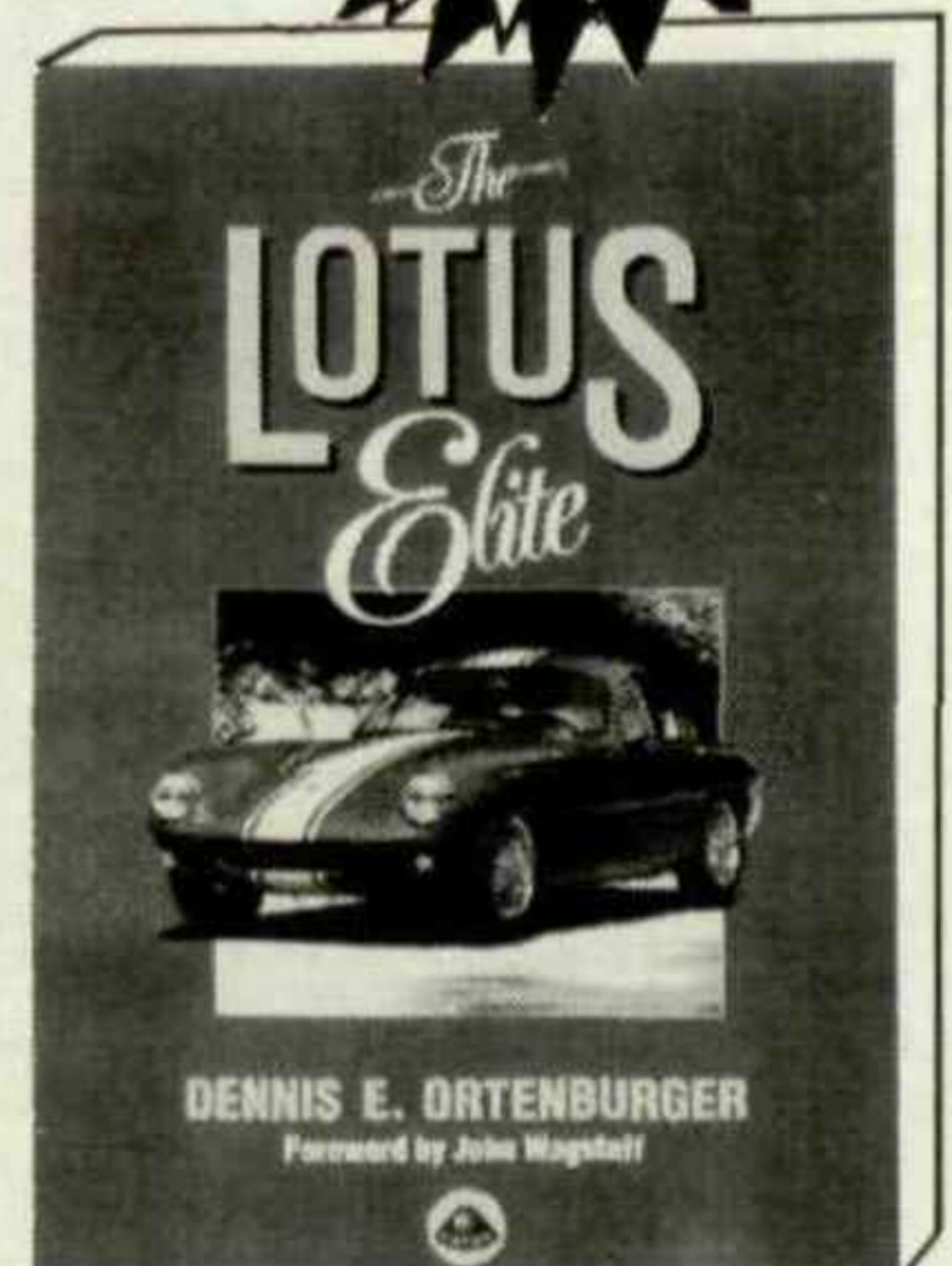
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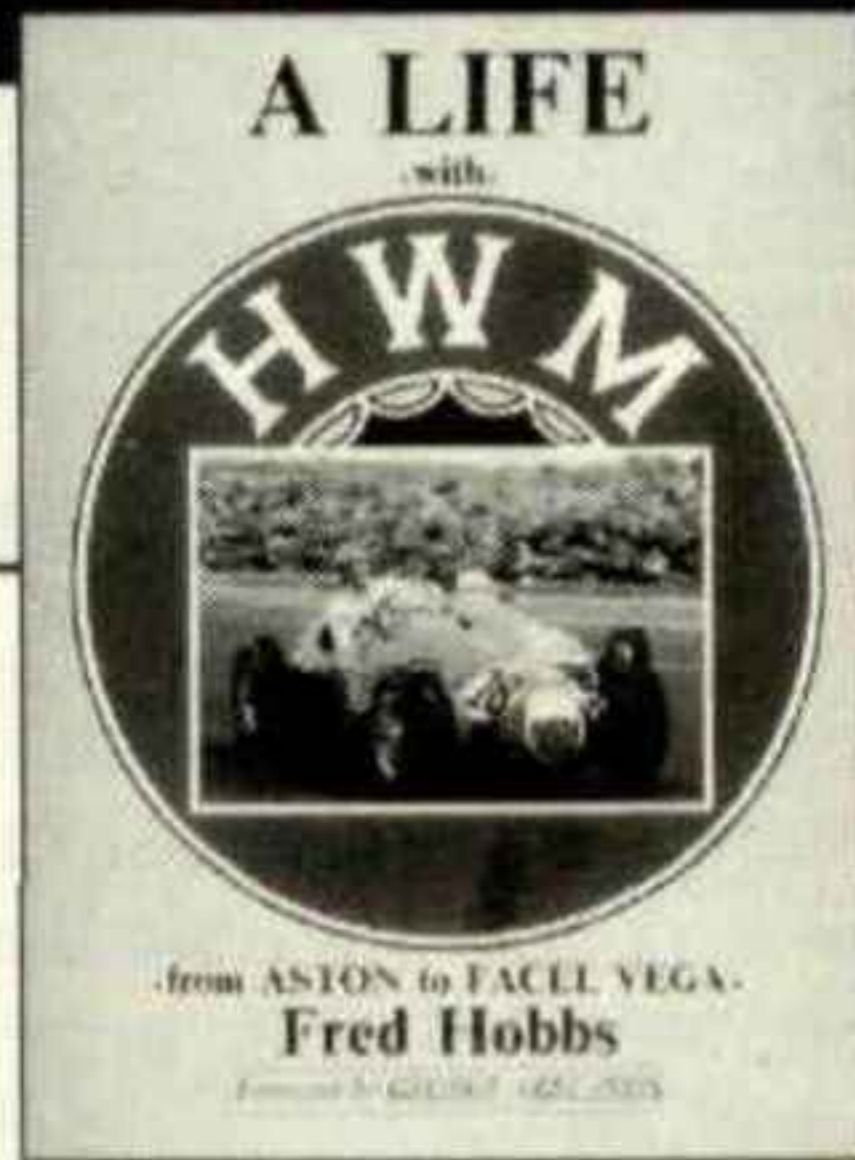


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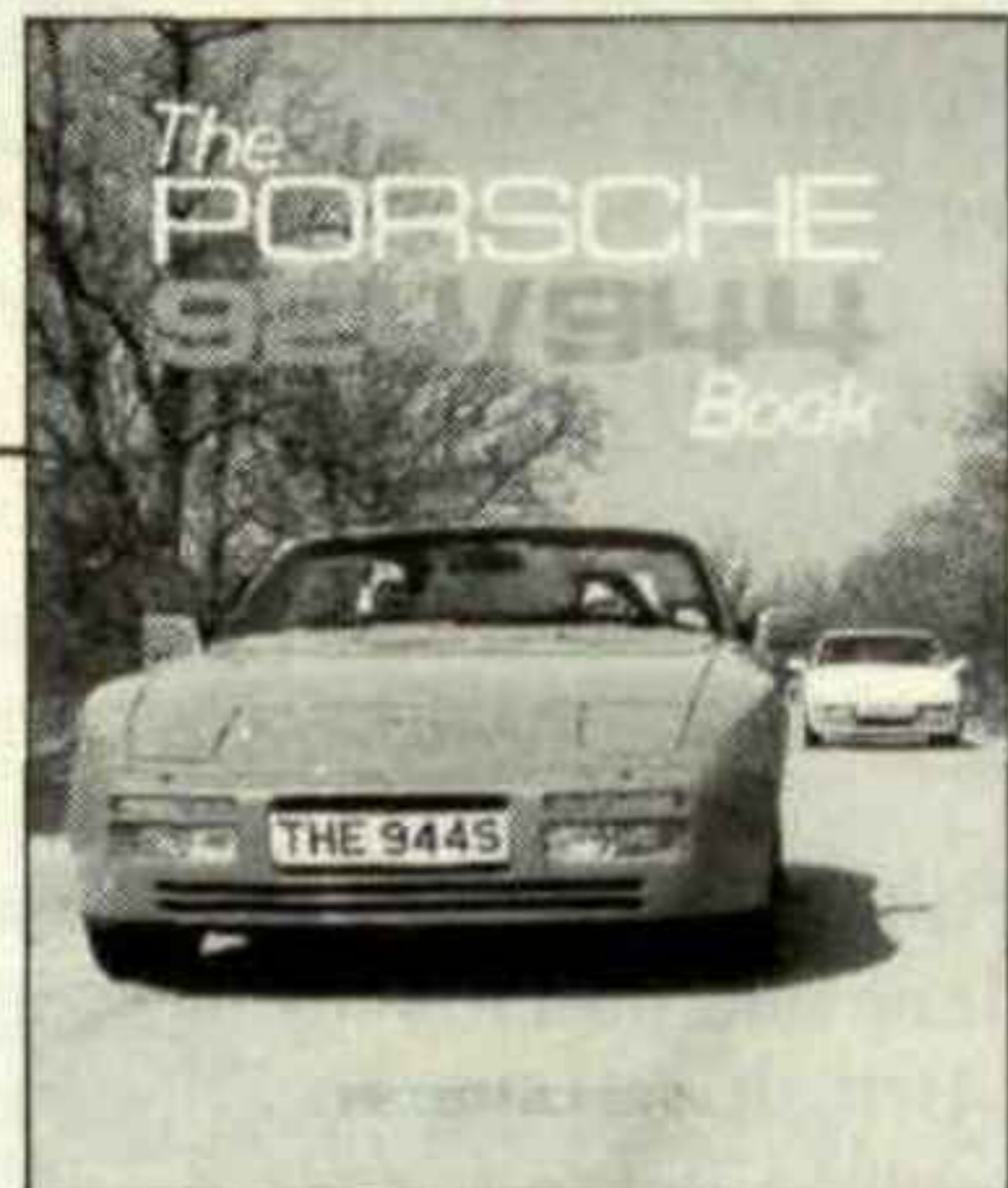


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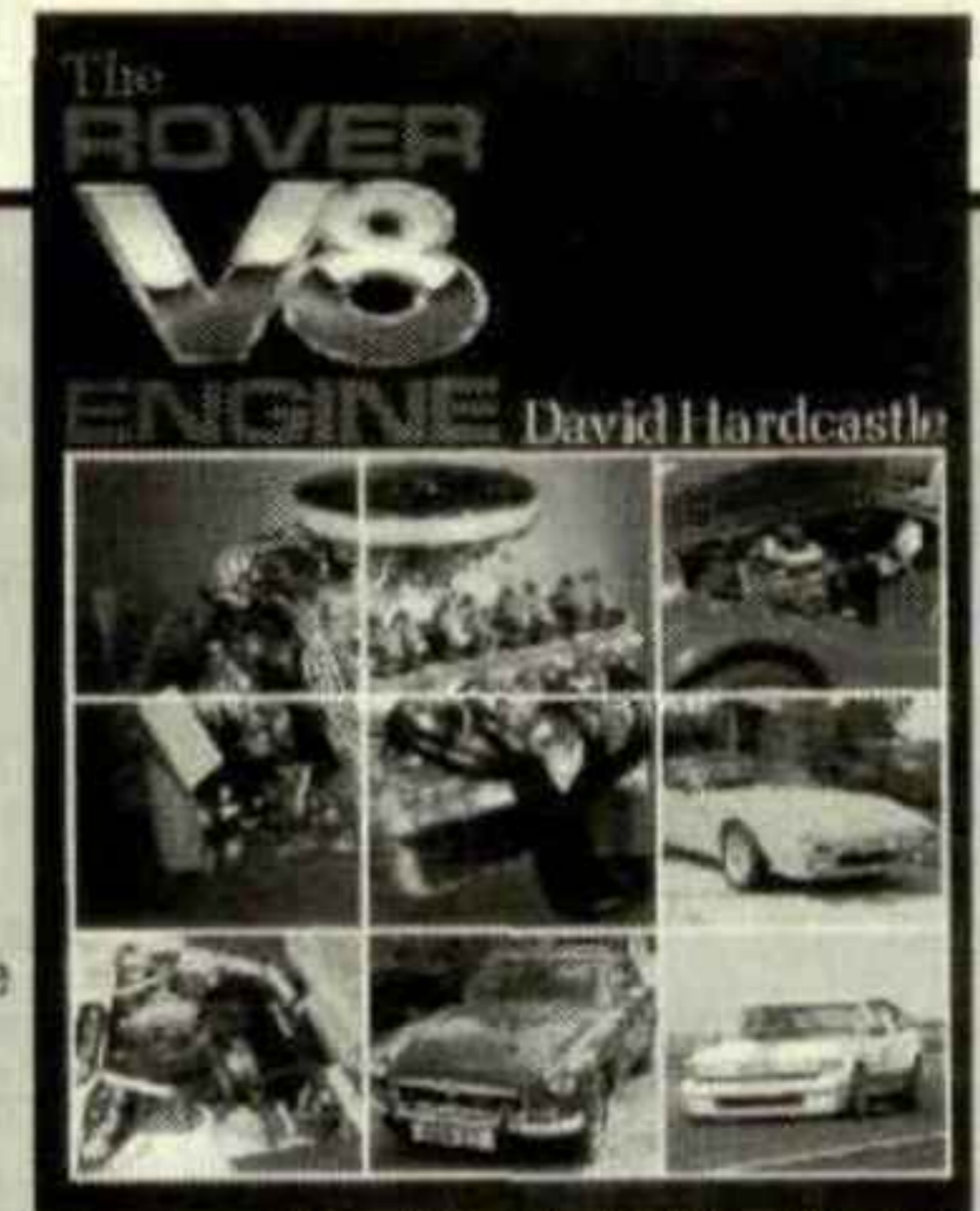
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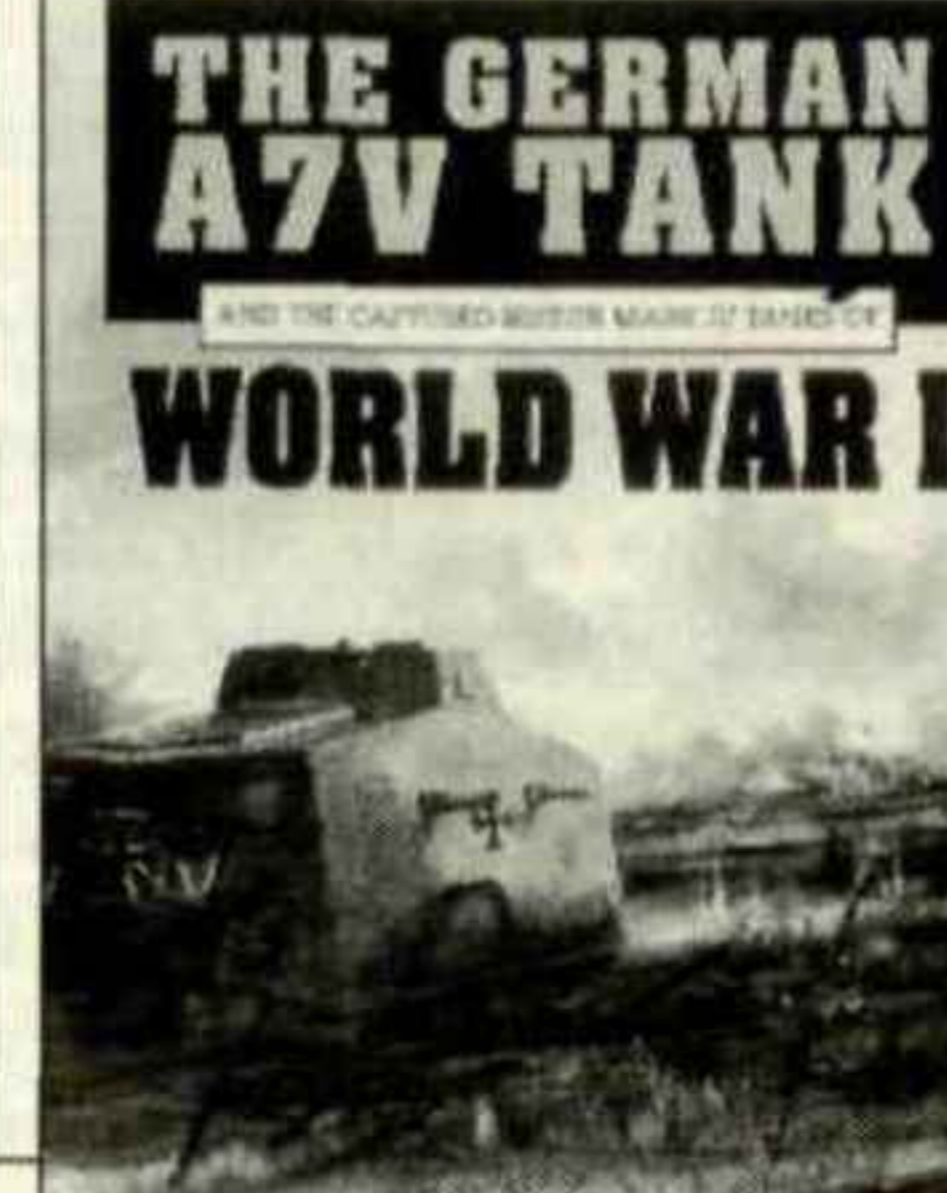


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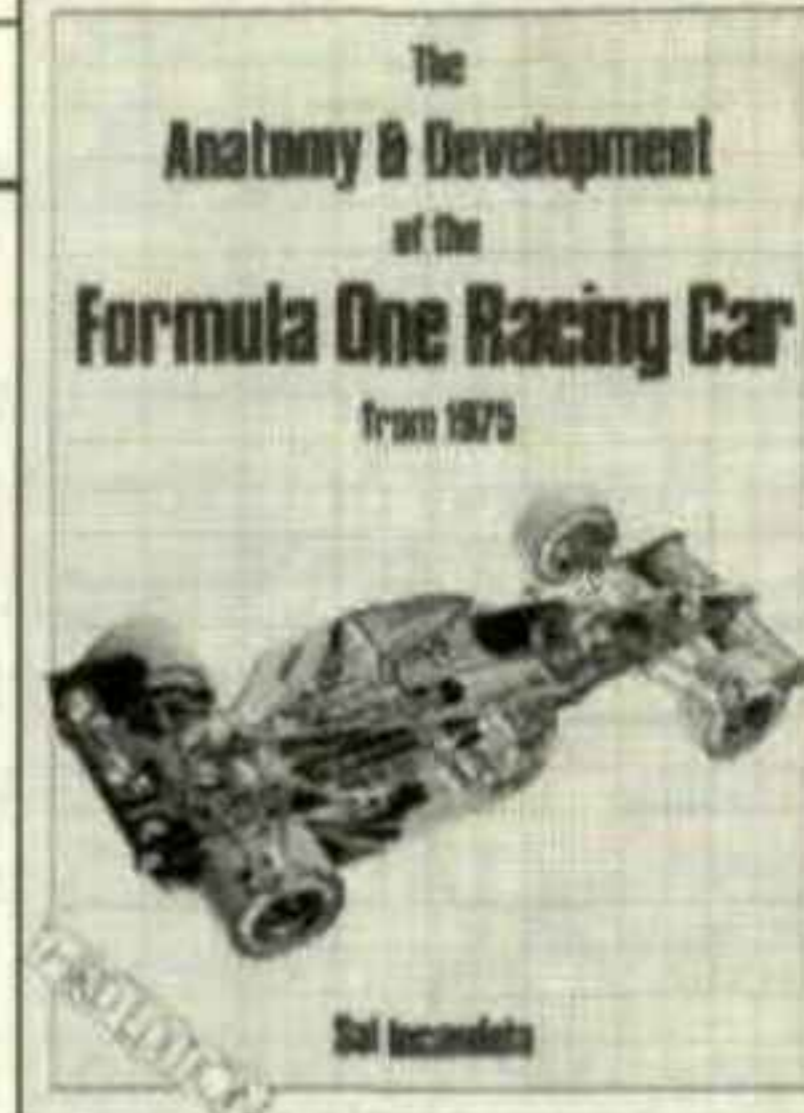
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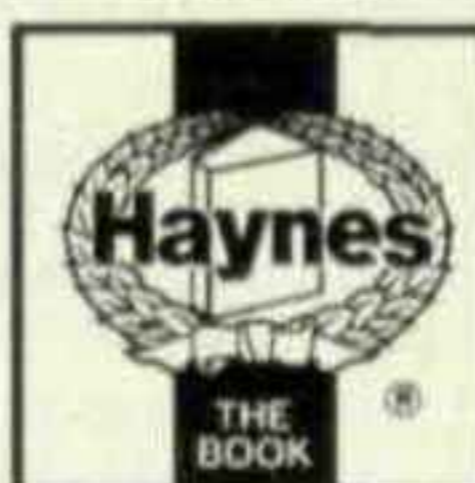
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'Slippery Ann'

Sir

With reference to "A7 Chat" in MOTOR SPORT May 1990 and the interview with George Coldicutt and mention of 'Slippery Ann'.

George Coldicutt lived next door but one to the undersigned at Tidbury Green Grimes Hill, Nr Burnshaw, about the year 1924 and I recollect that due to the accident with 'Slippery Ann' in 1928 He went up Shelsley without brakes when he won the 750cc racing car class in 1928.

I also remember the feared winged Austin Seven Sports having unusual treatment after being frozen up solid; George removed the plugs, poured metholated spirits down the bores and set light to it. This unusual treatment worked perfectly.

Through Coldicutt's good offices 'Slippery Ann' was purchased from John Pares Esq, a good friend of mine, by Basil Cooke, who had a majority interest in the car, my brother and myself.

The enclosed photograph is of 'Slippery Ann' at the foot of Saintbury Hill, Nr Broadway in the Cotswolds which we found had much the same contours as Shelsley Walsh and was ideal for practice. That was 64 years ago, imagine doing that today!

'Slippery Ann' was sold to an airman from Norfolk who insisted it be equipped with mudguards and increased in height for use on the road as will be seen in the enclosed photograph. We told him that 'Slippery Ann' was completely unsuitable for road use, and should not be used as such. He was subsequently killed in a road accident four or five weeks after purchase and 'Slippery Ann' was a complete write-off.

A clone Ulster replaced 'Slippery Ann' but that is another story.

Cedric E. Bouckley
Sutton Coldfield

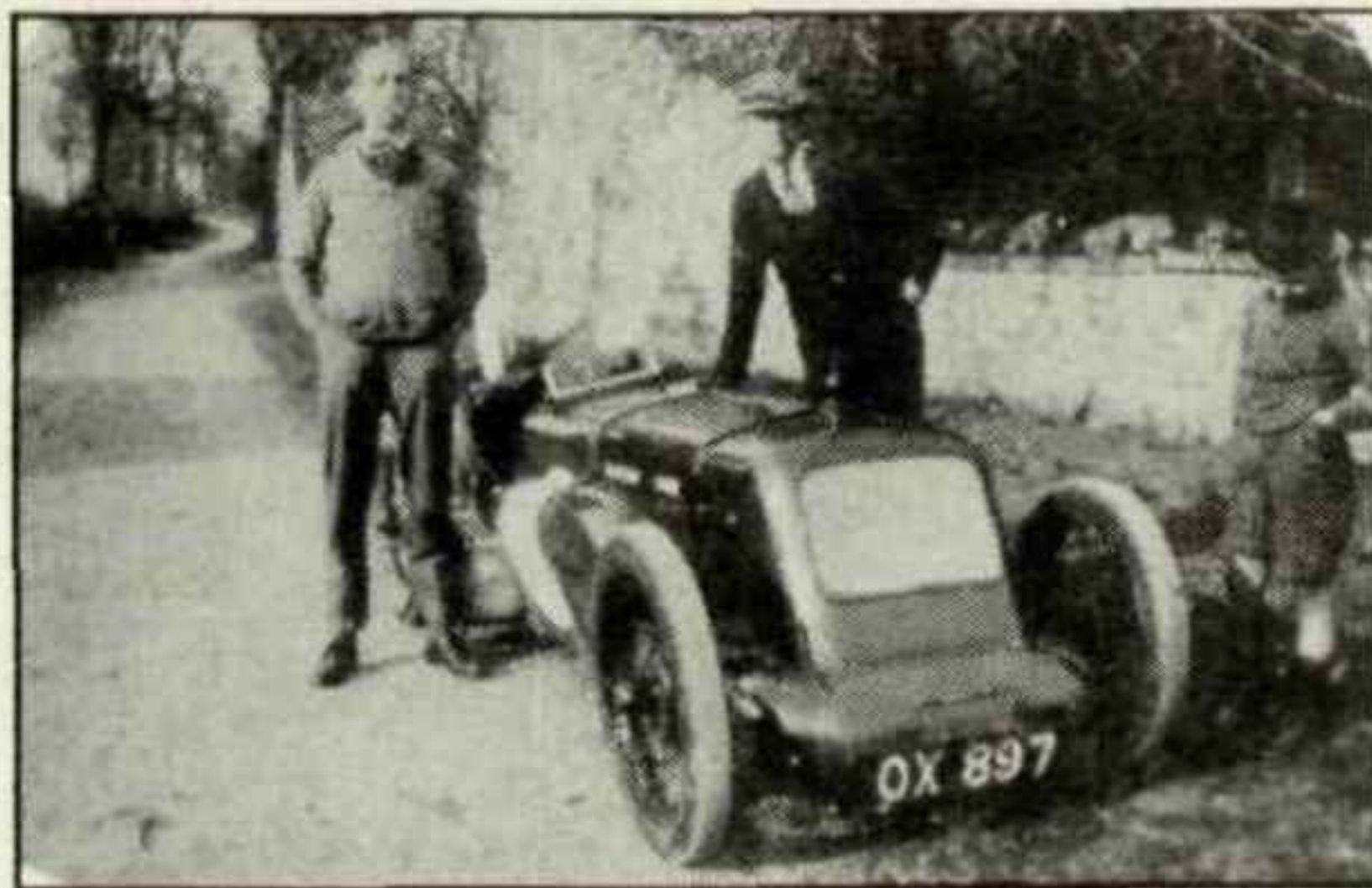
TV Omissions

Sir

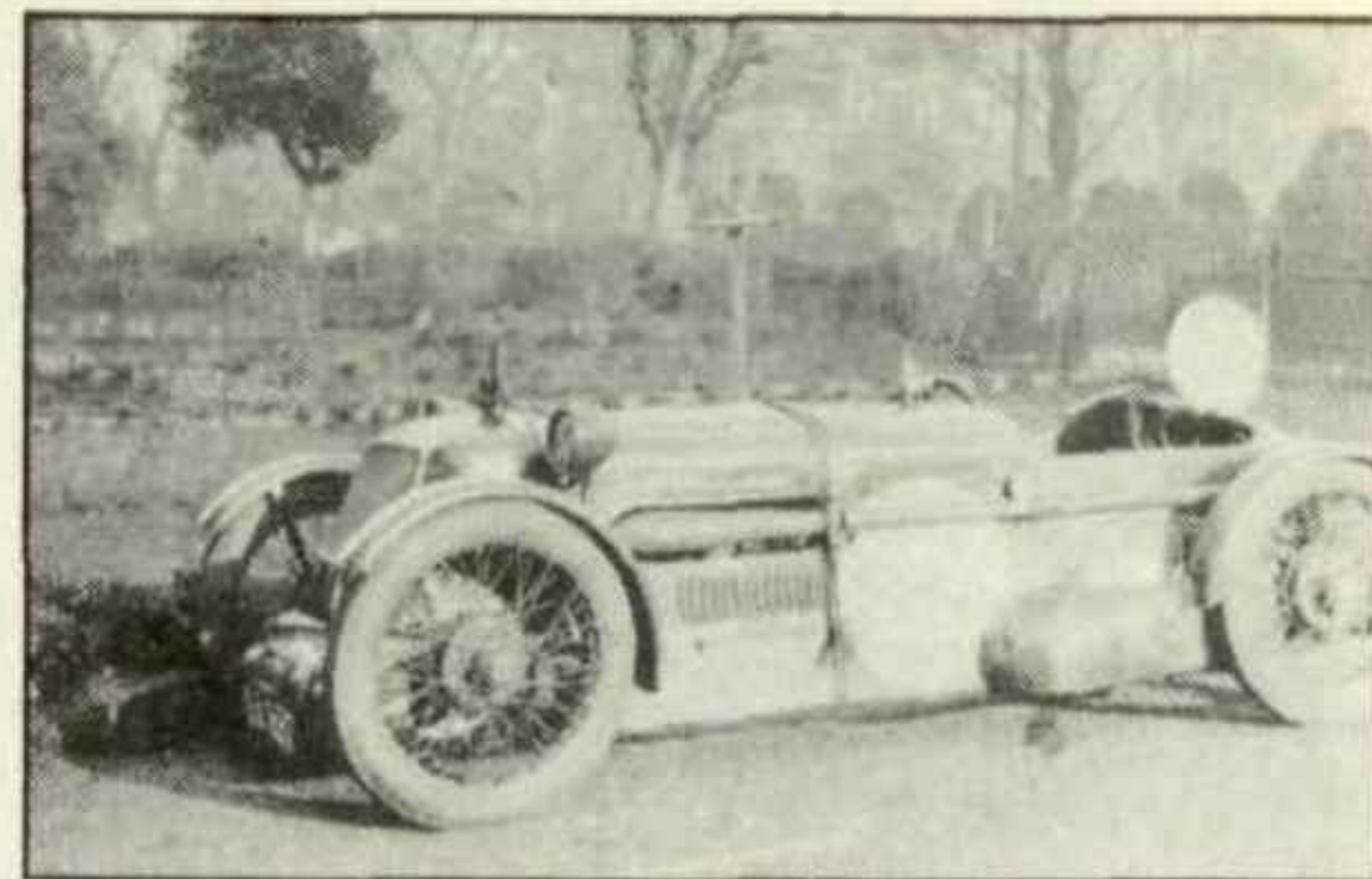
As your Le Mans preview article (June issue) aptly pointed out, the fight between the ACO and FISA/FIA was all about control, particularly lucrative television rights. A funny thing though — my cable TV network receives 16 channels and not one of them showed any coverage. World Cup Football, yes; Le Mans, no. Earlier this morning (Sunday June 17th) I turned on my TV in the vague hope that some channel had decided to slot in an extra on Le Mans. Hello, what's this on SAT1? Yes, Yes, it's a motor race! But wait — why is the circuit so hilly, why are all the advertising billboards in German and why are all the cars BMWs, Opels and Nissan saloons? It's It's the Nürburgring 24 hours race of the German Touring Car Championship!

I really wonder who shafted Le Mans this year; M Balestre, Italia '90, Nürburgring or the ACO themselves?

David Silber
Uster, Switzerland



Basil Cooke (left) and Cedric Bouckley alongside 'Slippery Ann' before it was modified (above right).

**A Very British Victory**

Sir

Mr Murray Walker is a very professional commentator to whom we listen with respect, his name being synonymous with motor sport. He was rightly delighted with Jaguar's triumph at Le Mans and had much to say about its being a British victory; so wouldn't it have been possible just to mention in his TV coverage of the race the C2 cars, the winner of this class being very British indeed?

The PC Automotive team, based at Greenwich — Spice car, drivers Piper, Iacobelli and Youles — also won with skill, hard work and determination but, and here is the difference, on shoestring sponsorship. How about that Mr Walker?

Georgina Gray
Bromley, Kent.

Supercharged hearse

Sir

I was intrigued by WB's notes on the pre-war Mercedes transporters which appeared in the recent MOTOR SPORT and I thought I ought to write about a unique hearse on a supercharged Mercedes in Japan.

According to the Daimler-Benz archives, this particular Mercedes 15/17/100 (chassis/engine no 48218) was supplied new to the Japanese Finance Ministry in 1926 with a factory standard limousine coachwork. During WW2 it was converted to an ambulance which necessitated a stretch of the rear part of the bodywork but otherwise it remained more or less original. Then right after the war it was yet again given a new lease of life as a hearse. The Buddhist shrine style coachwork, a lot of elaborate



The 1926 supercharged Mercedes which saw a long and distinguished service in Japan as a hearse.

An Unsanitary Situation

Sir

I have just returned from Le Mans where, of course, I enjoyed enormously the Jaguar victory, but isn't it about time that the ACO was forcibly persuaded to provide decent sanitary and toilet accommodation, particularly on the camp sites?

We were, supposedly, in the better camp site at Maison Blanc. All seven chemical toilets were full to overflowing by Saturday afternoon, and remained full at least until we left on Monday morning. The stench in the heat of the day was appalling and I cannot believe that they complied, in any way, with either our own or the French or even EEC regulations in relation to a major health hazard.

Peter F. Allchurch
Hampshire.

carving in oak and copper and brass, is very typical of the Japanese hearse from the man-carrying era to this day. It is very heavy and weighs no less than 3.5 tons whereas it was 2.8 tons with the original limousine body. In this form the grand old Mercedes remained in active use until as late as 1968 when it was finally pensioned off, not because of the old age of the car, but the lack of drivers. The one and only driver/custodian of the Mercedes became too old to carry on and nobody among the fellow drivers dared to step forward and sit behind the huge (and apparently very heavy) Mercedes steering wheel! Sadly it was scrapped in the mid-Seventies.

Shotaro Kobayashi
Tokyo

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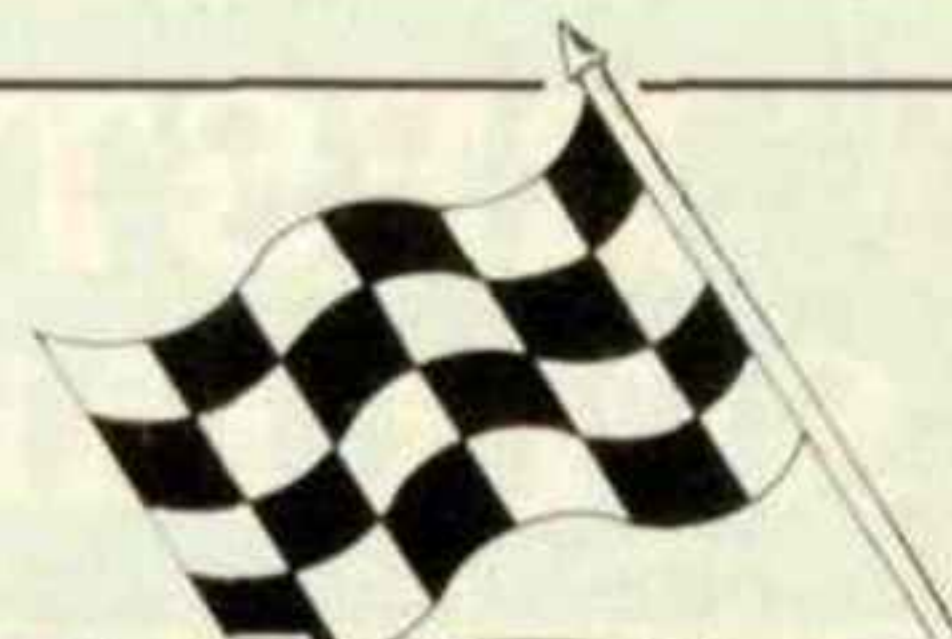


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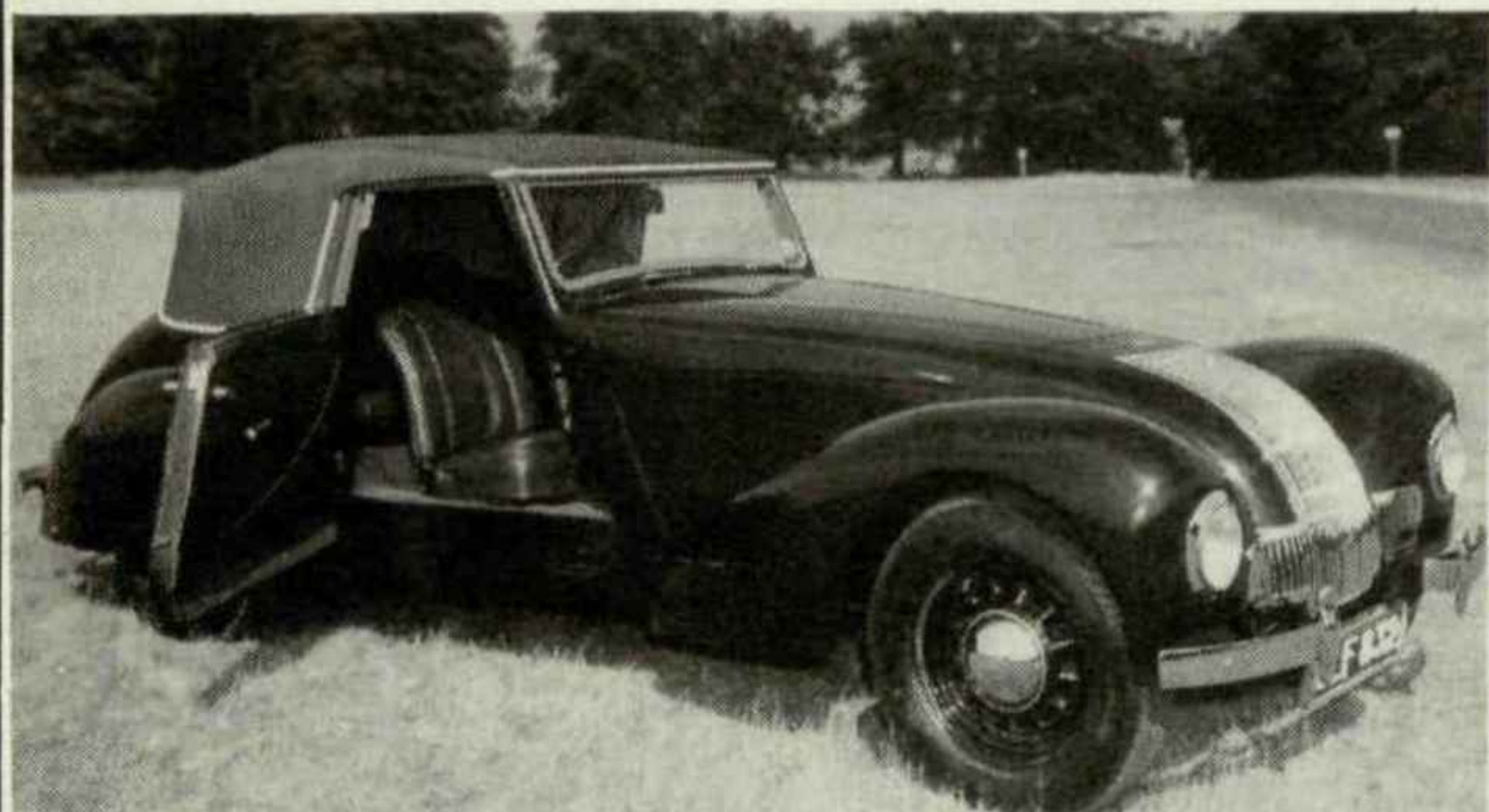
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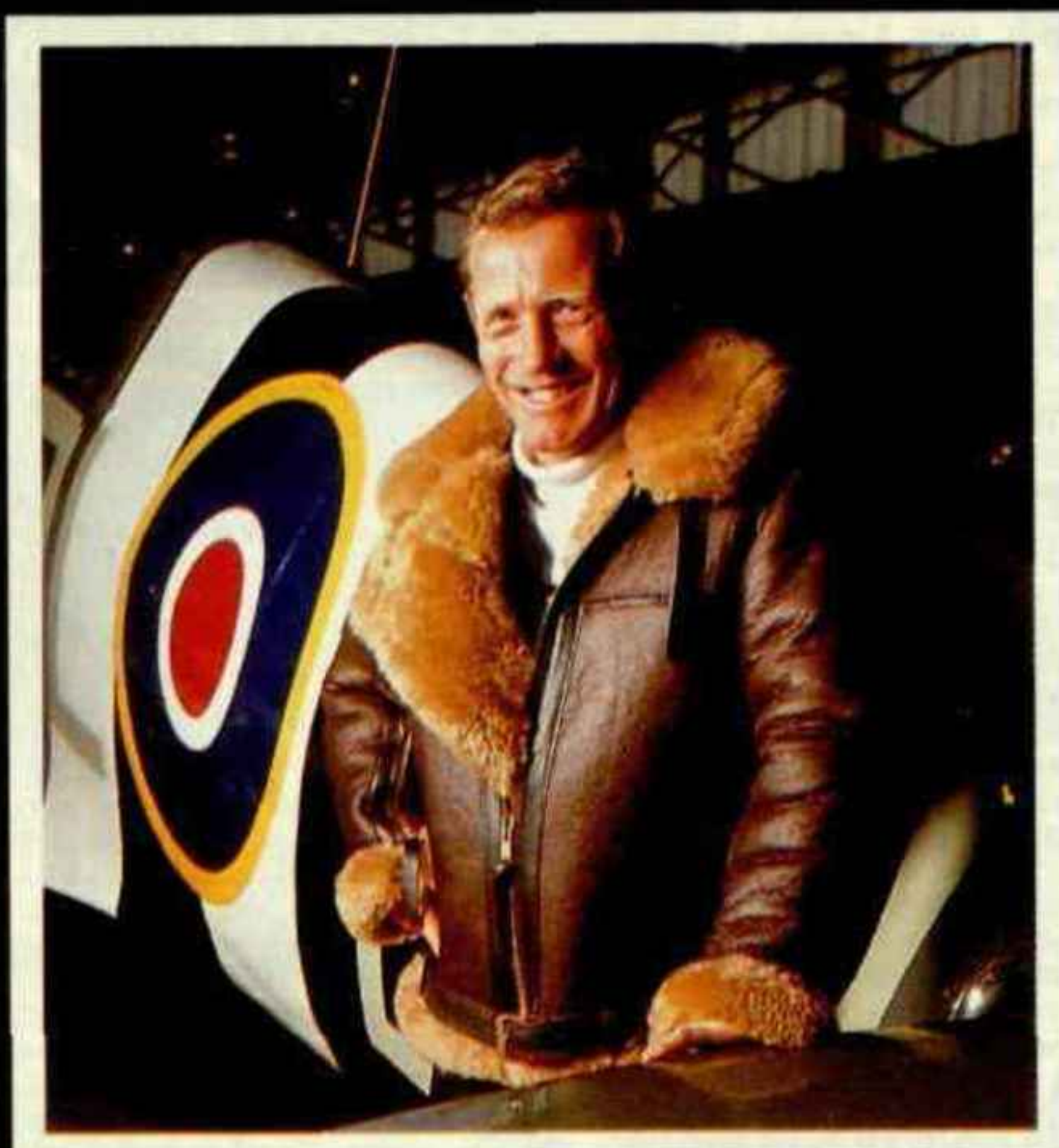
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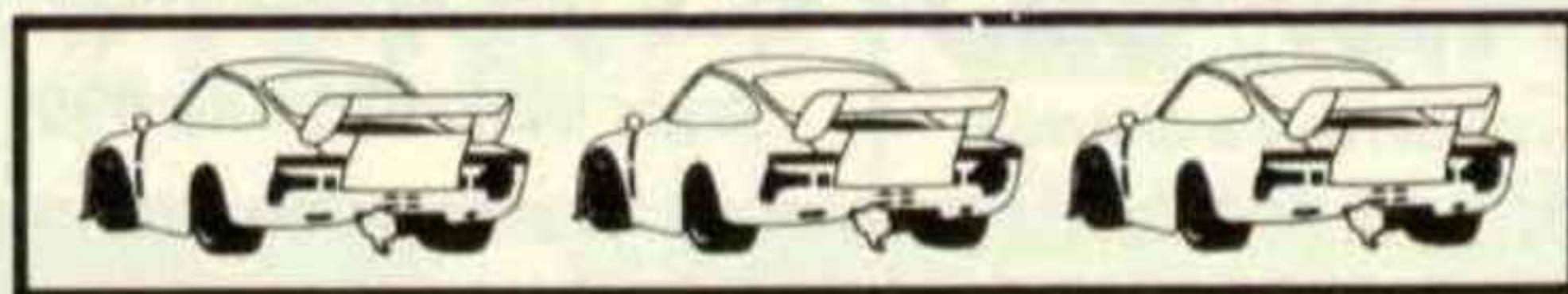


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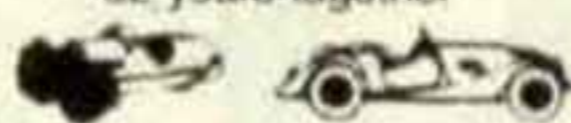


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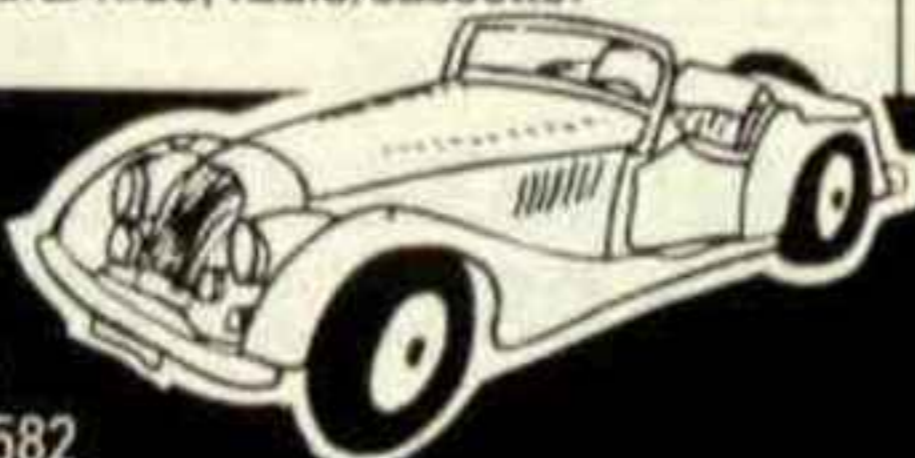
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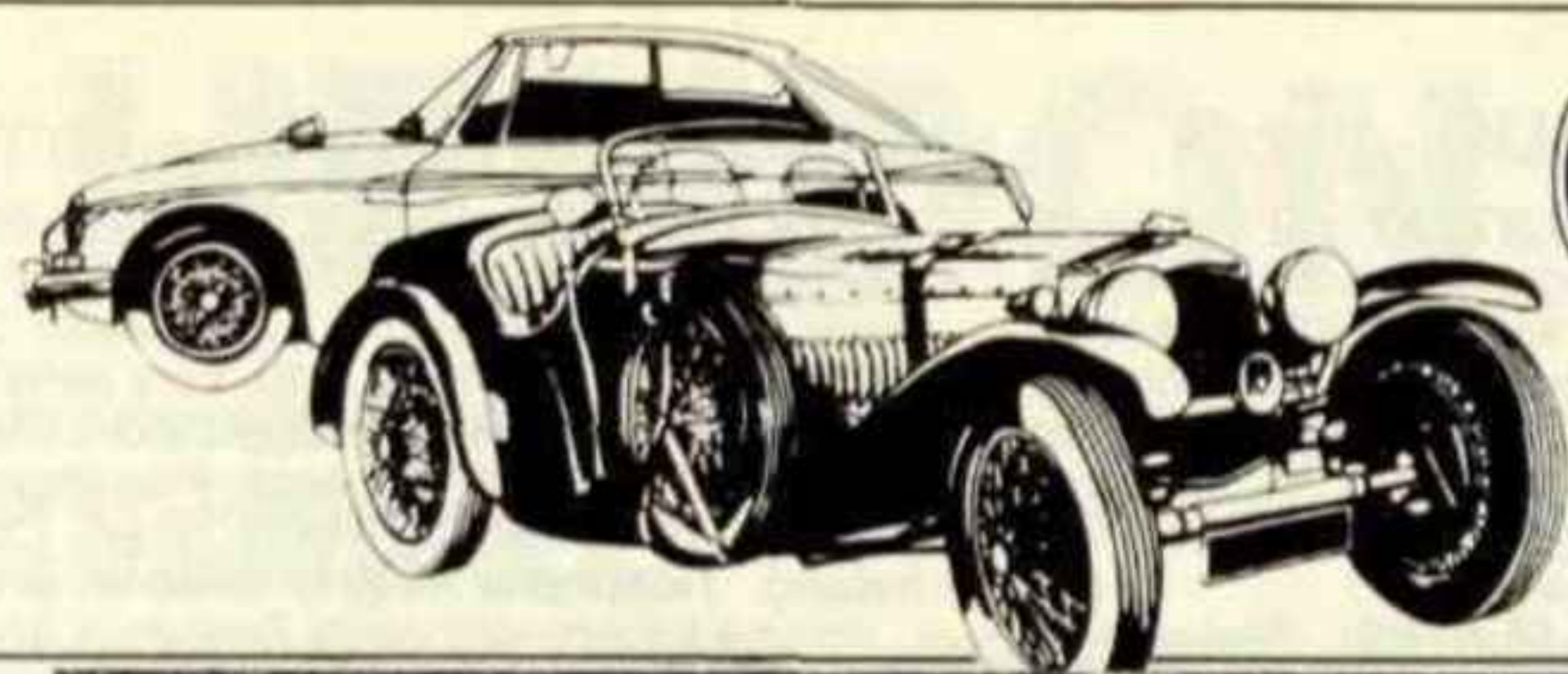
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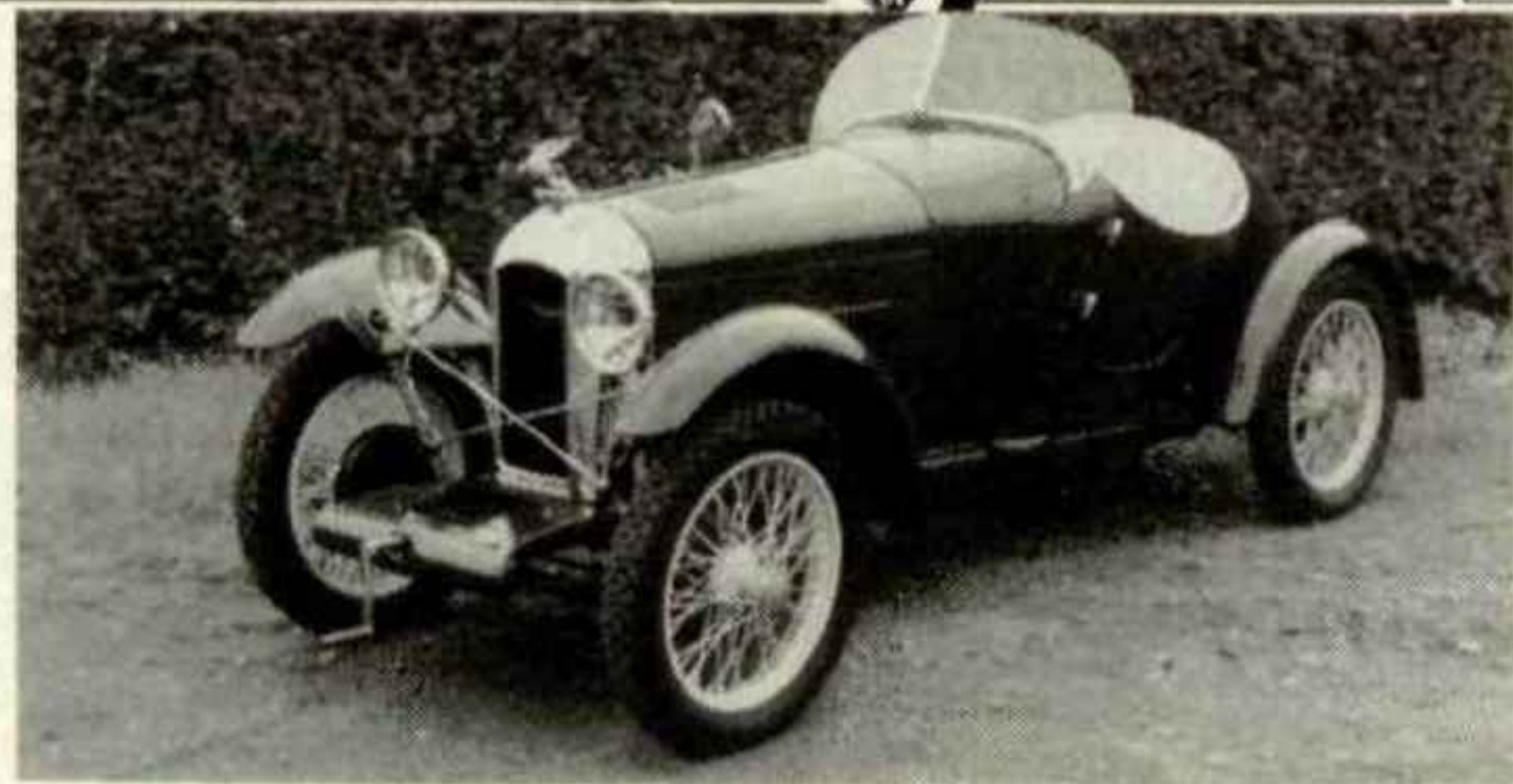
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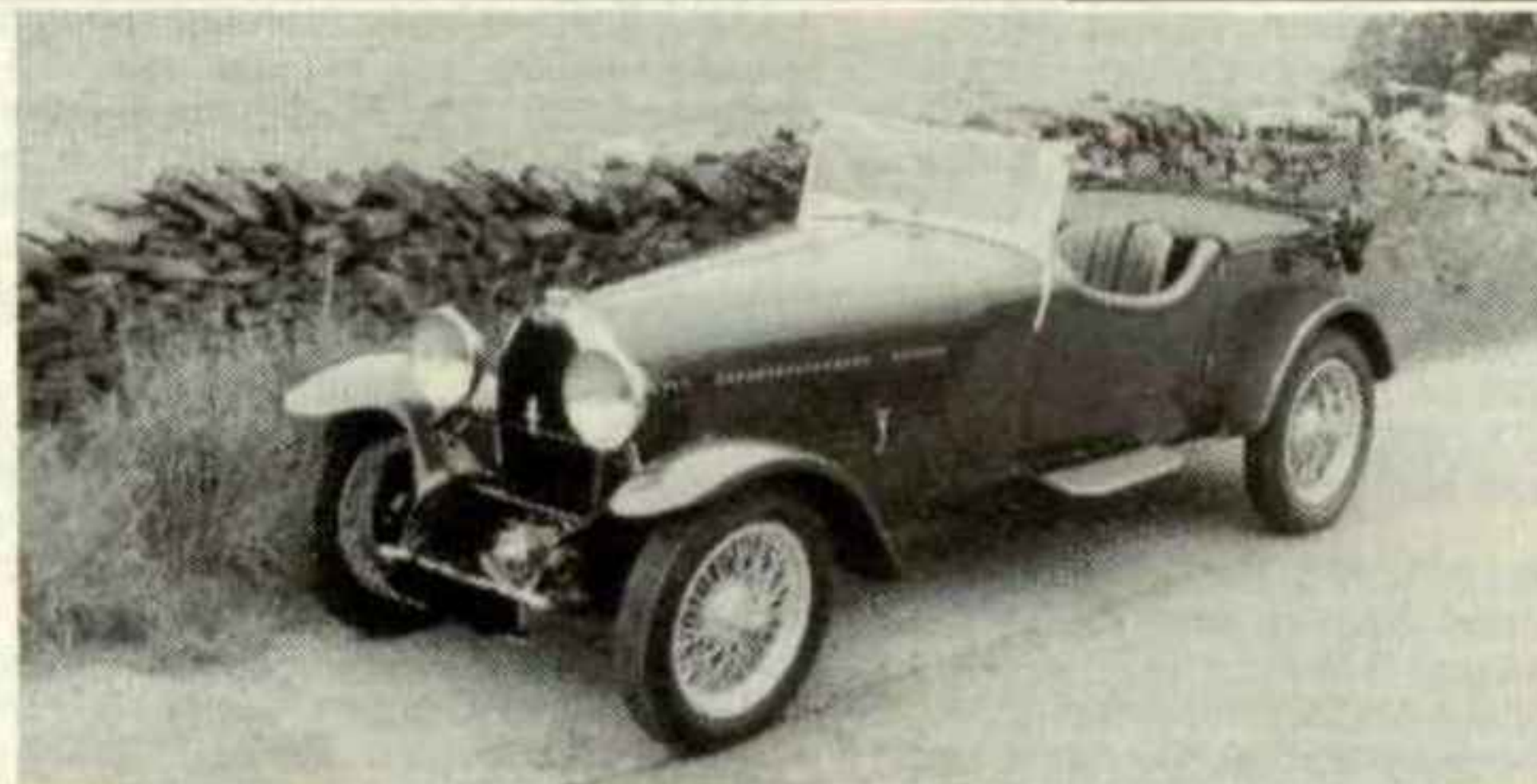
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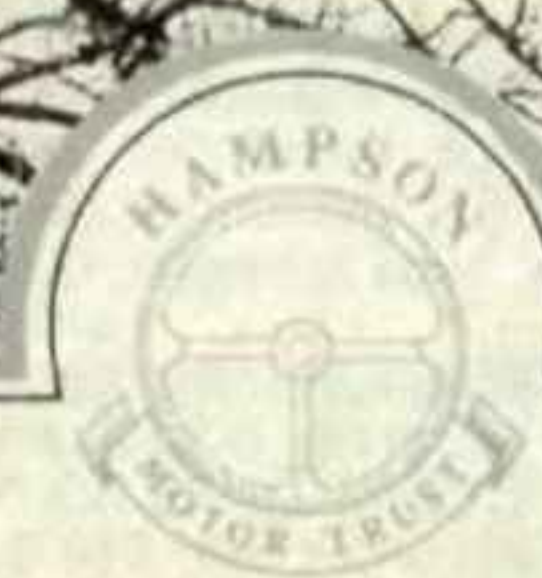
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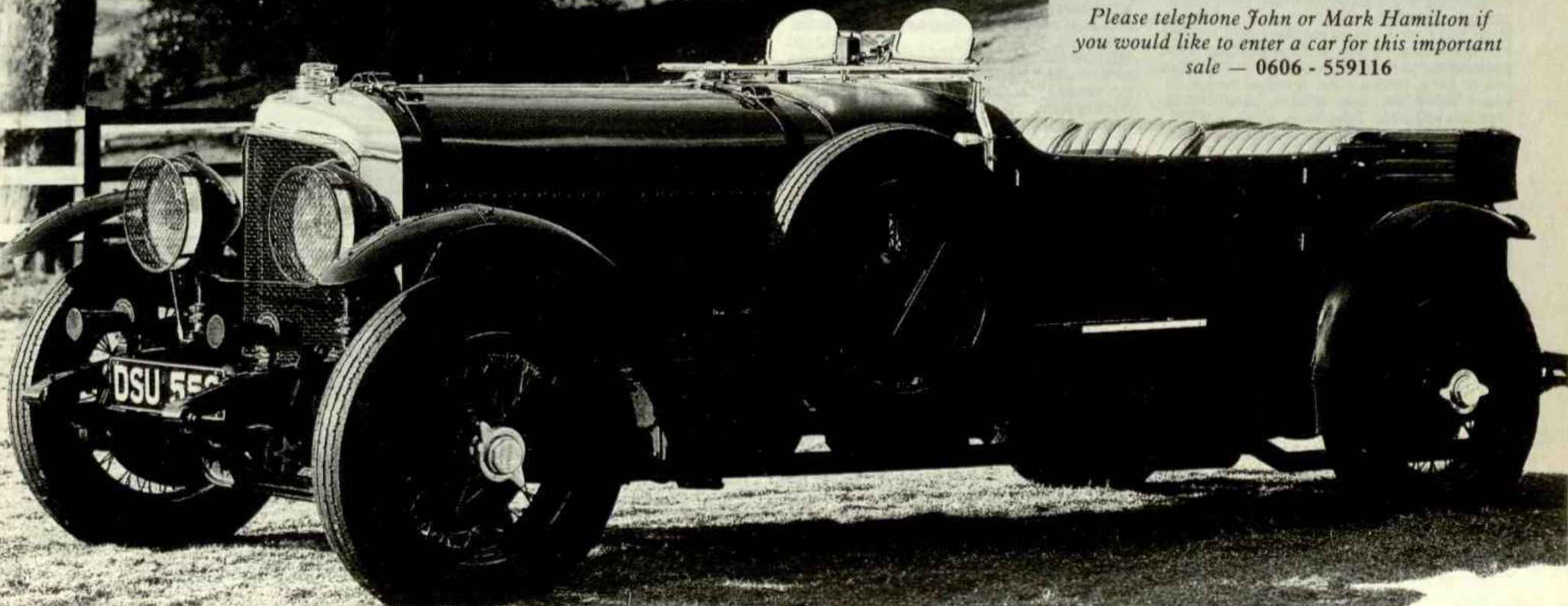
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MISCELLANEOUS — cont

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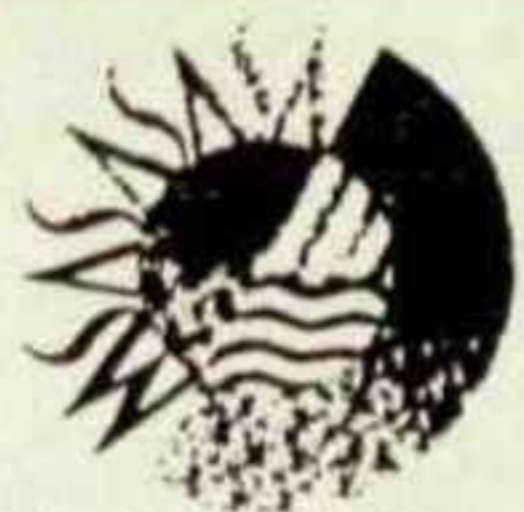
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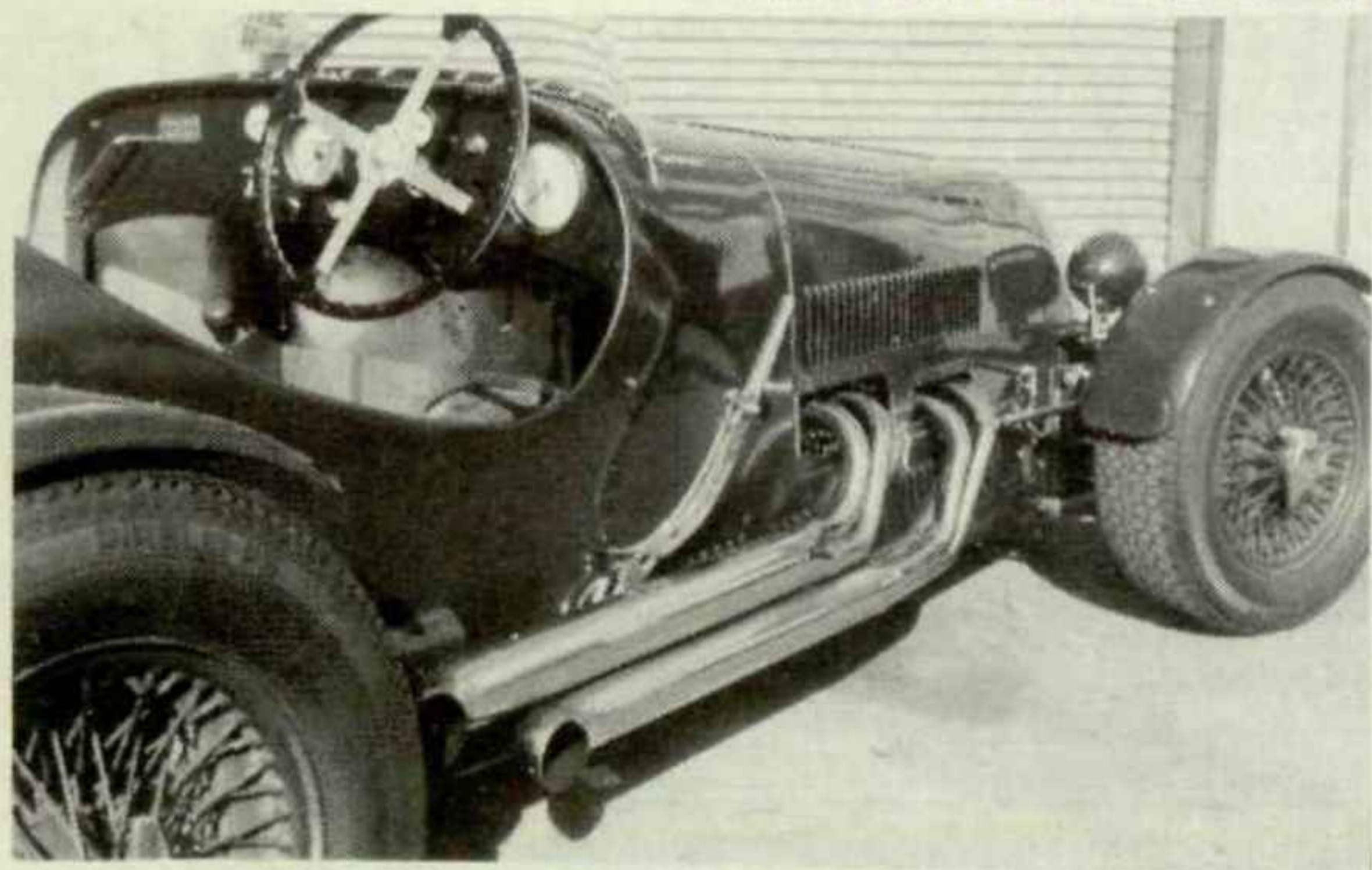


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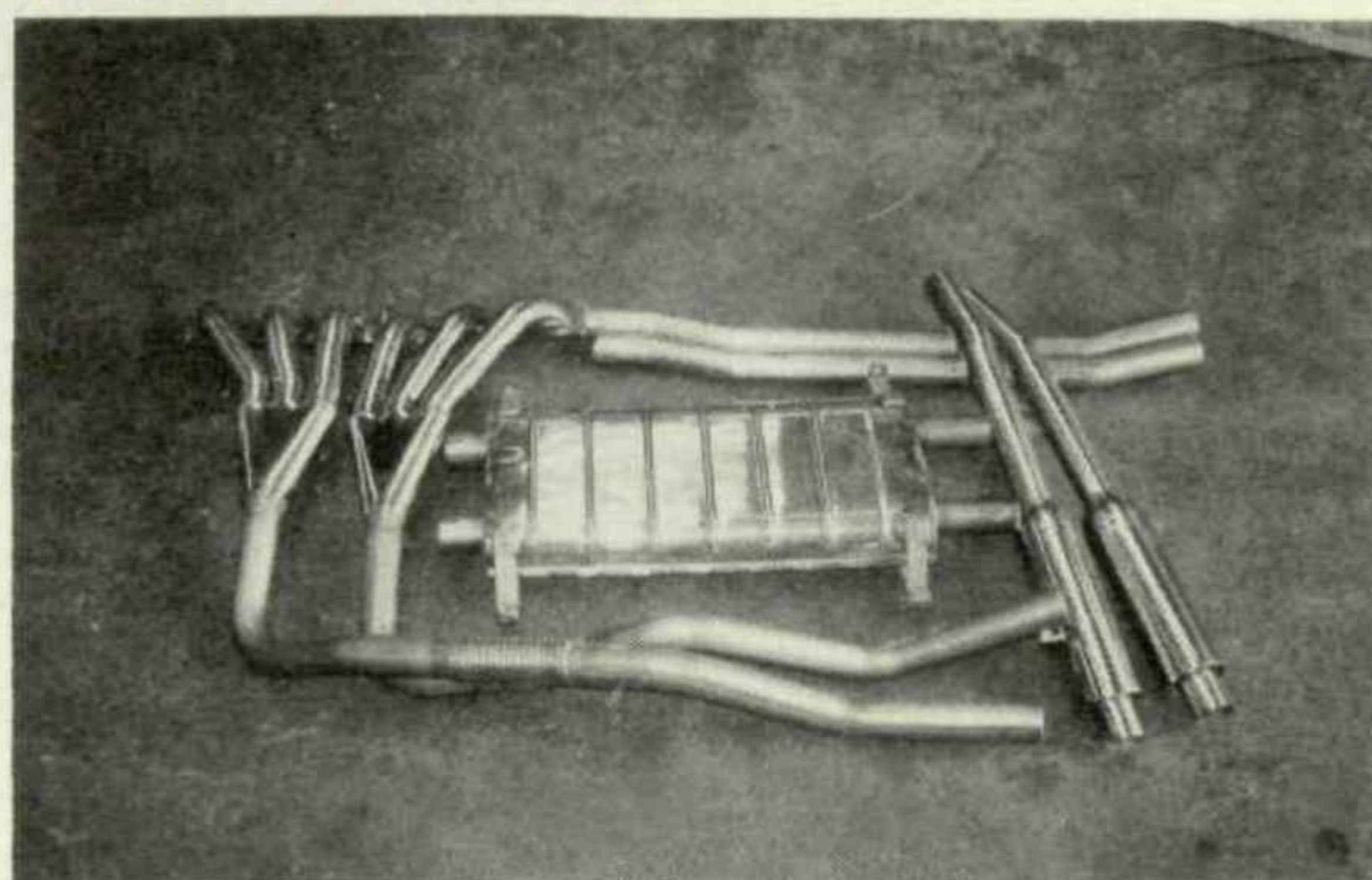
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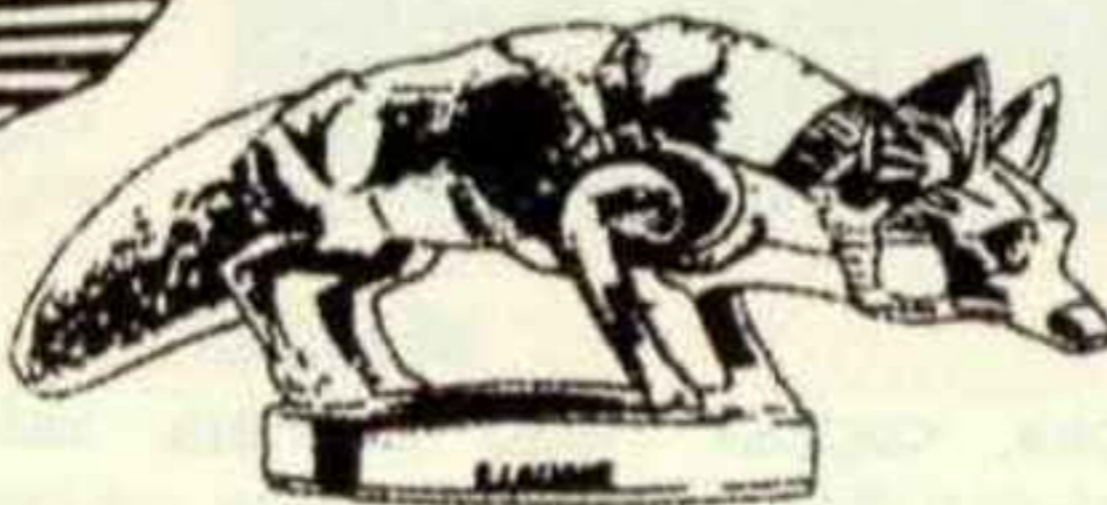
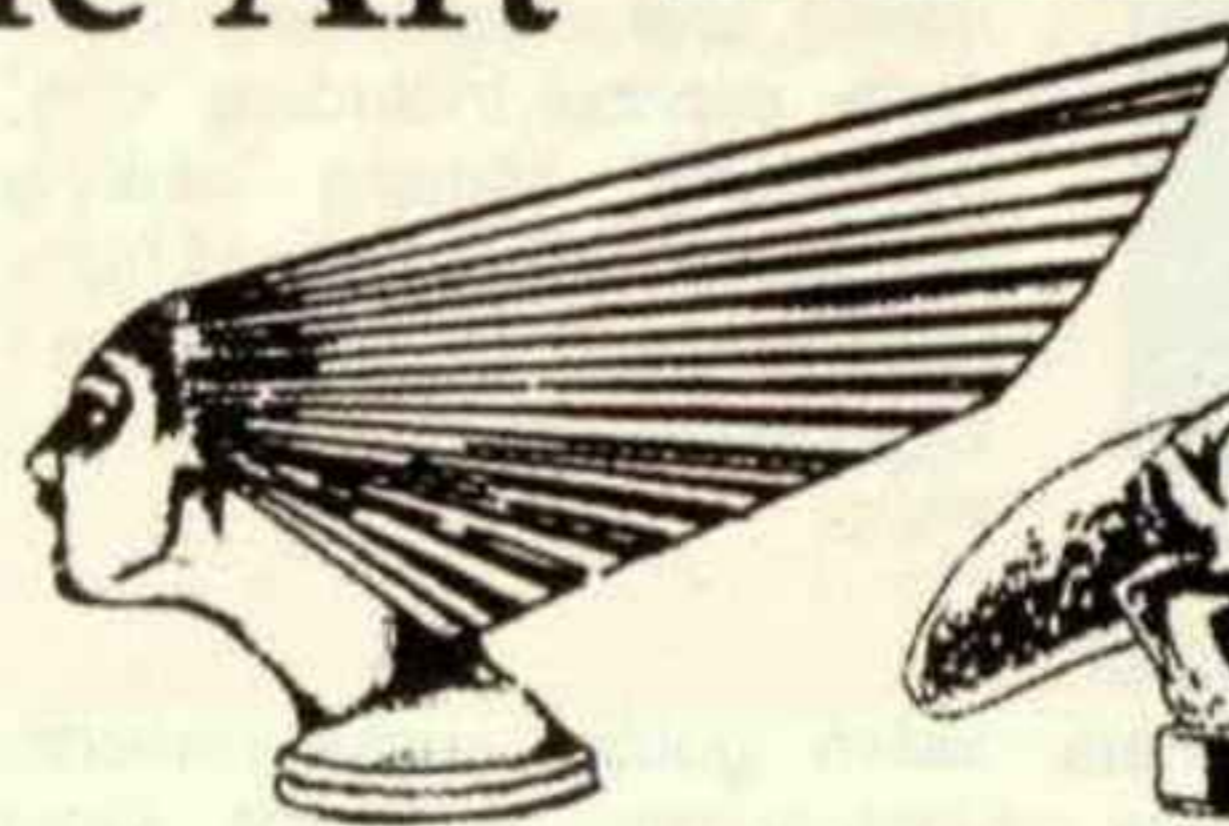
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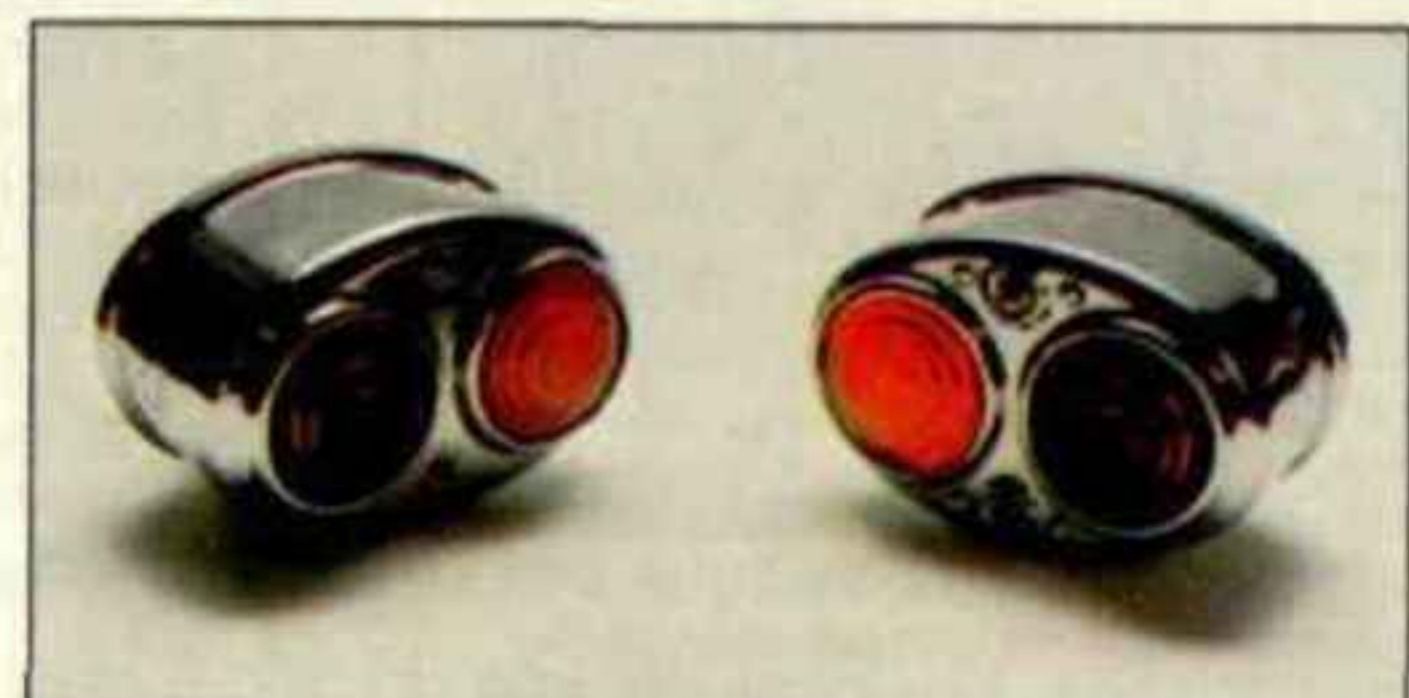
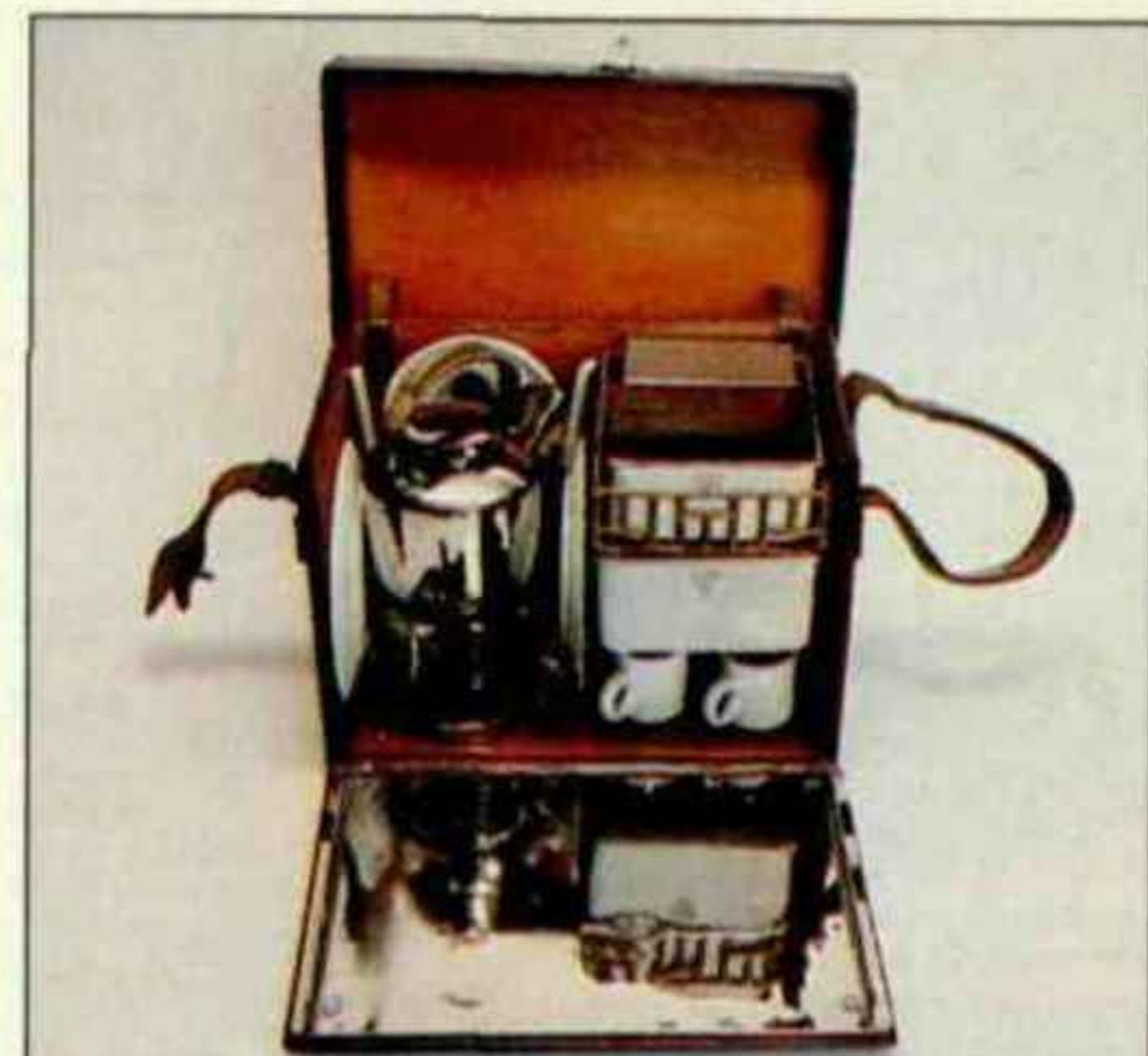
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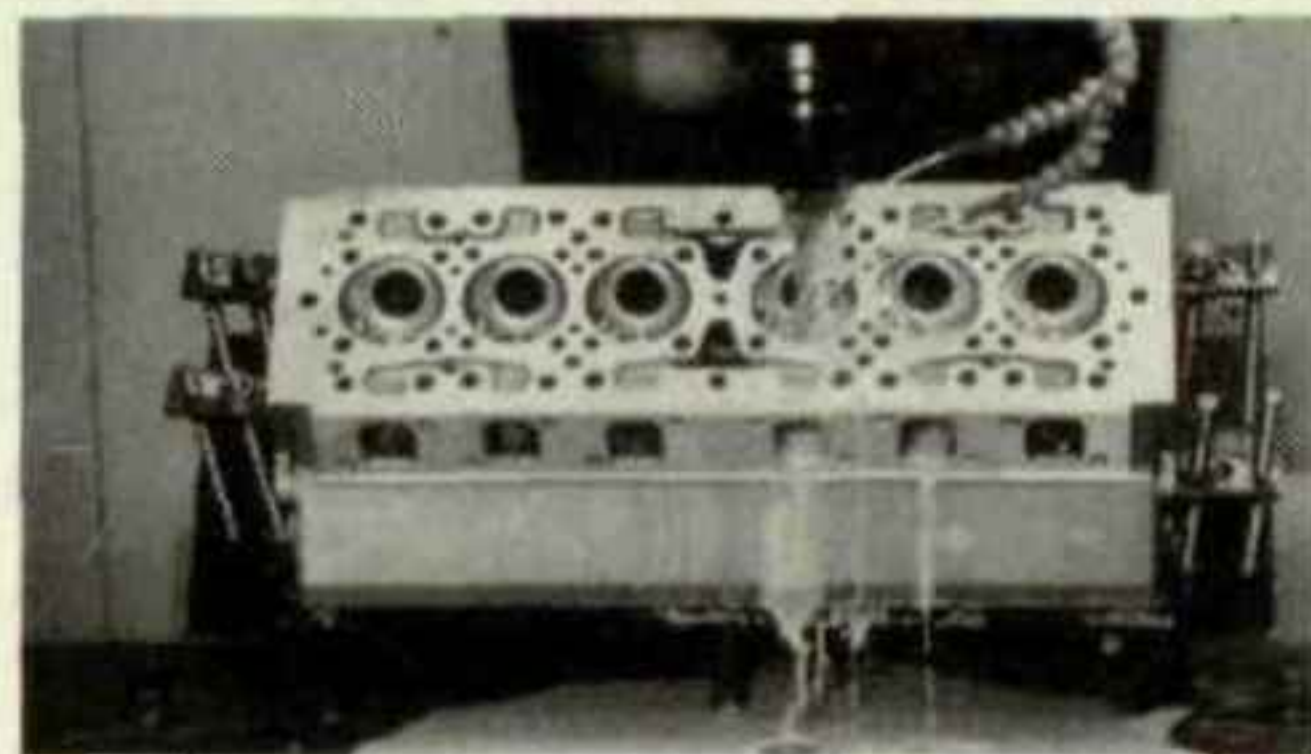
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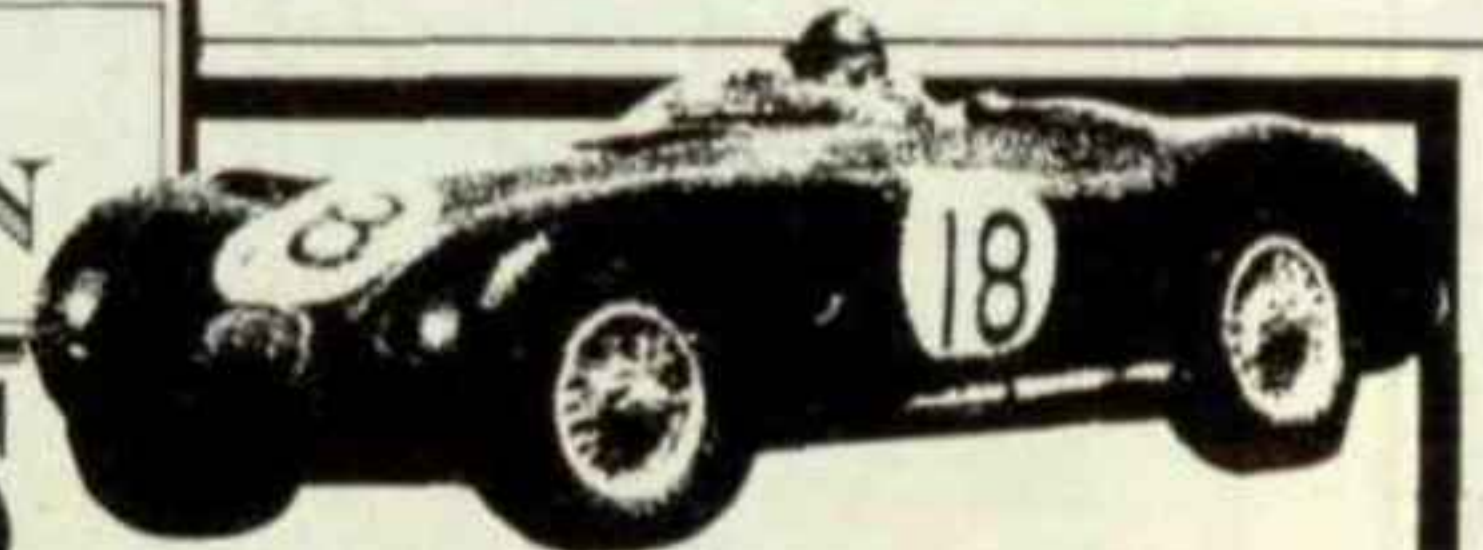
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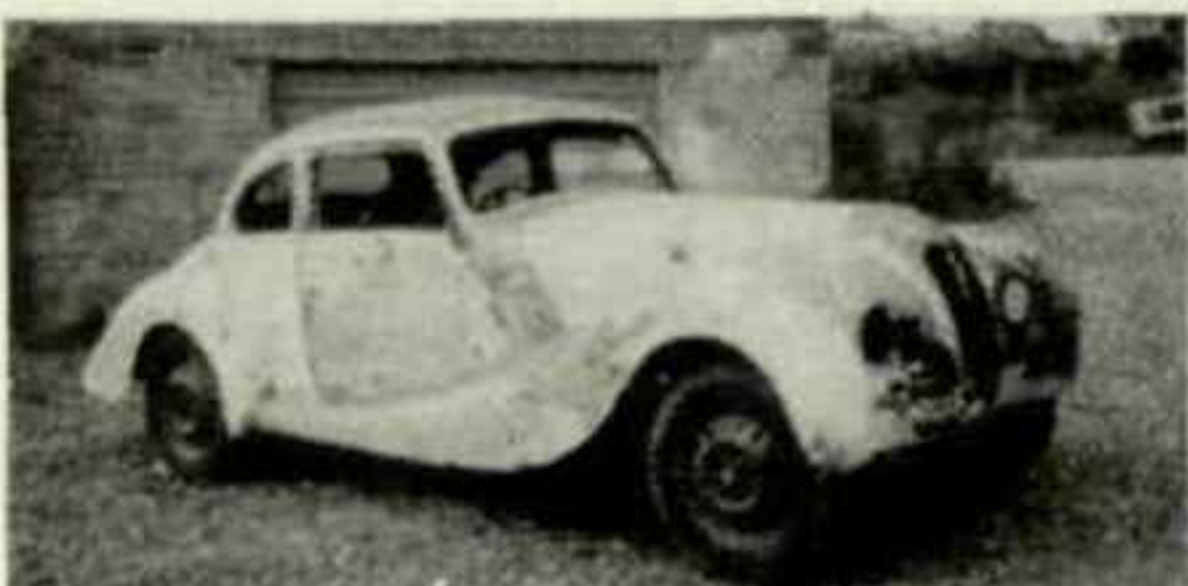
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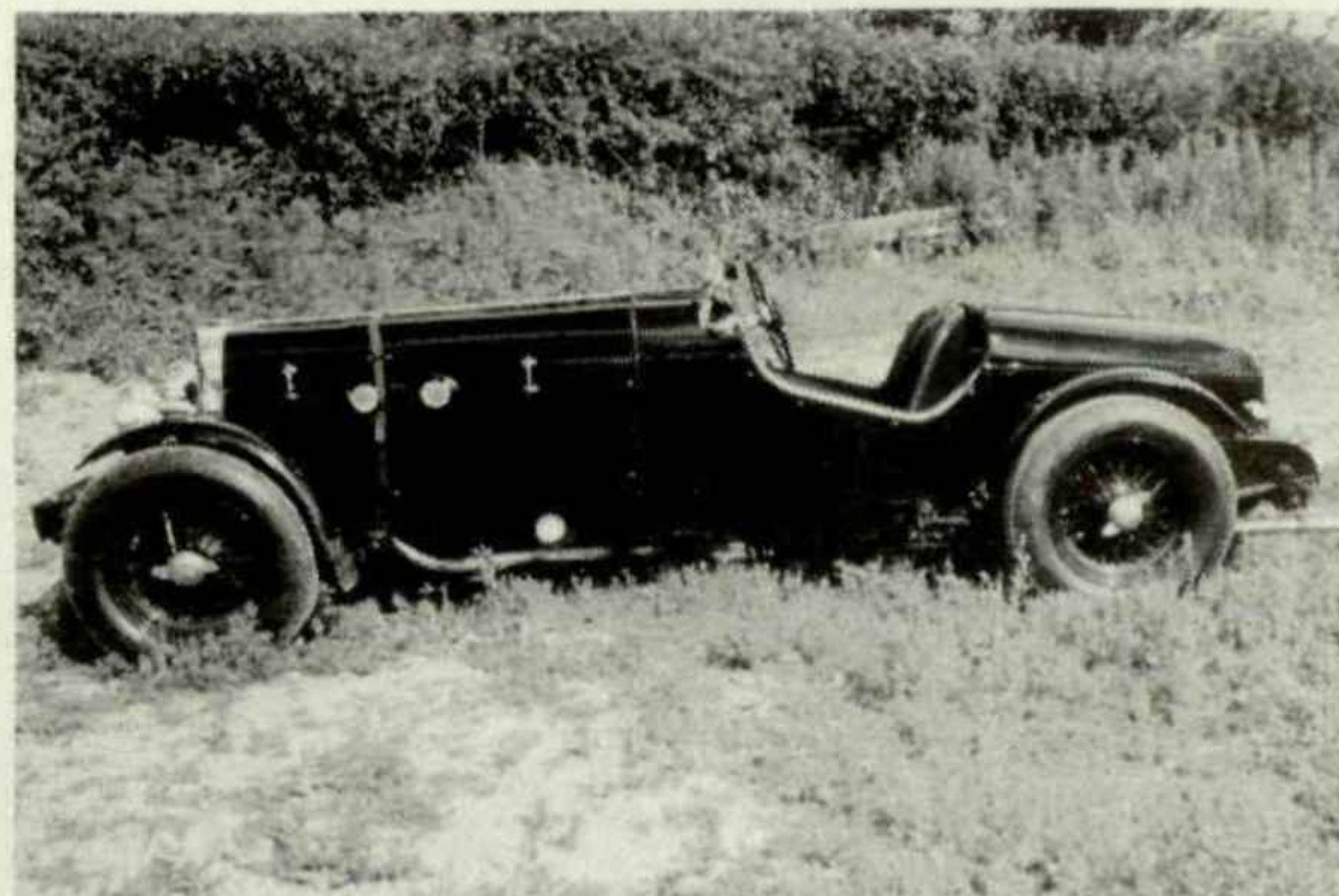
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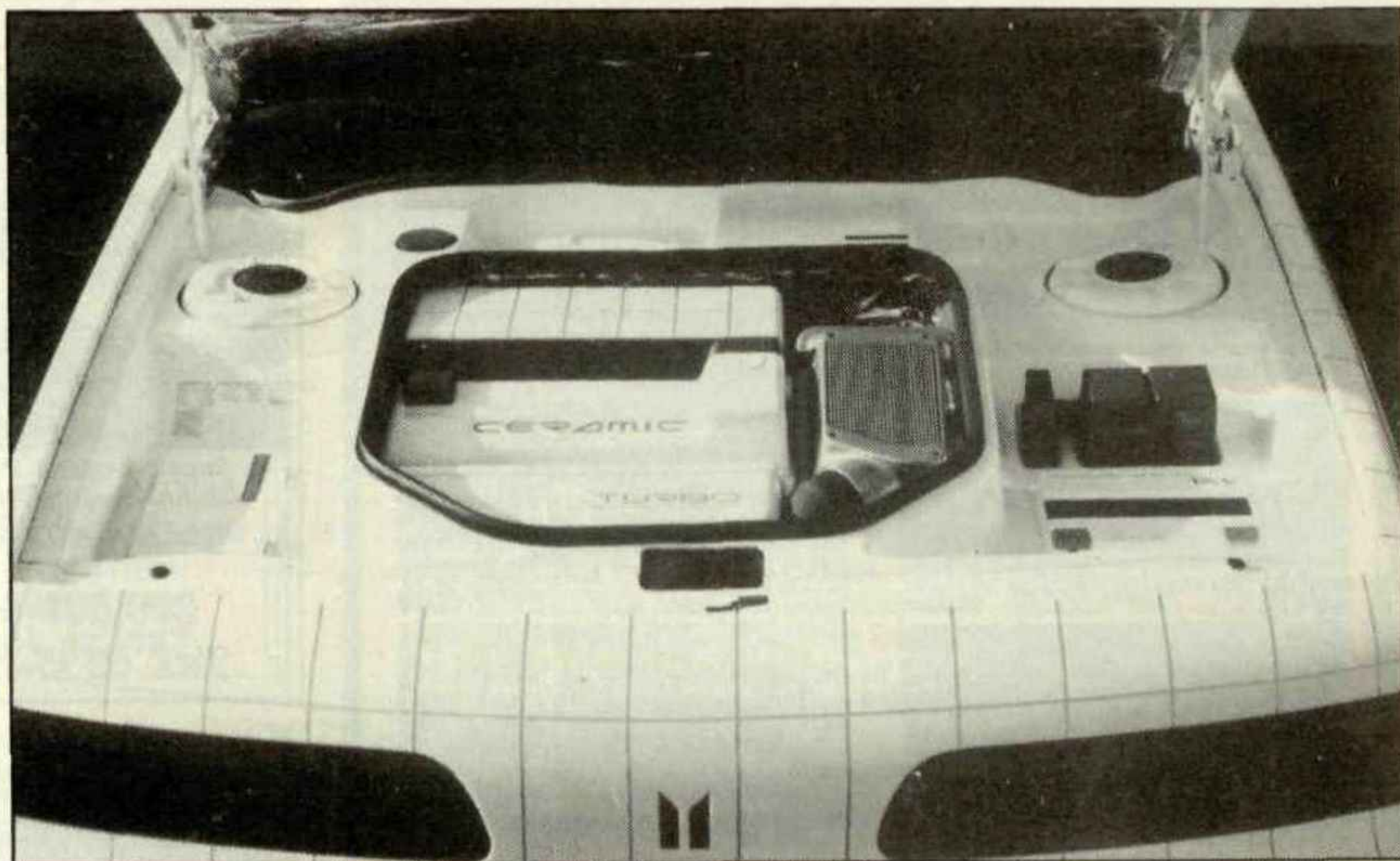
The achilles heel of the conventional metal internal combustion engine is heat. An engine develops a massive amount of heat; indeed to a certain extent its efficiency is dependent upon that heat. But with conventional engine building materials there is a breaking point. If the heat is allowed to build up unabated, serious damage is caused to the engine components, and so the cooling of an engine becomes a vital part of the process. Heat is channelled away from the engine by water, air and oil, but since heat is energy this presents a significant handicap to the potential power output of the unit, and thus your conventional engine is caught in a 'Catch 22' situation.

Recent developments in ceramic technology might just point to a way out of this difficulty. Ceramics have several significant advantages over metals, not least their abilities to withstand high temperatures, and their resistance to corrosion and wear. Yet in this strength lies a fundamental weakness, that only recent developments have offered any hope of overcoming.

Drop a tea-cup on the floor and it shatters. Ceramics can withstand heat, chemicals and corrosion, but because of their atomic structure they cannot deform; instead a crack develops and the component may break up dramatically.

Traditional ceramics remain far too brittle for industrial processes such as machining, let alone the stresses components are subject to in an internal combustion engine. Major advances began in the 1940s when new ceramics were developed that were oxides of metal, such as Alumina. Although vastly improved they still remained insufficiently strong. However in the 1970s ceramics such as Silicon Nitride, and Silicon Carbide, which are not oxides of metal, were developed with a strength greater than that of iron. Brittleness still remained a problem, but can now be overcome in several ways. One is to toughen the ceramic with fibres, which can disperse the energy of a fracture. Another is known as stress toughening, and consists of creating the ceramic out of two types of crystals. As a crack develops stresses cause one type of crystal to expand, and thus close the gap. Kazuo Inamori, Chairman of the Kyocera Corporation in Japan, says that brittleness can also be overcome by a precise mix of ceramic powders, in clean rooms with no contamination.

The Kyocera Corporation in conjunction with Isuzu is at the spearhead of ceramic engine research, and together they have reached a stage where the astonishing advantages of ceramic technology have actually been realised in an almost completely ceramic engine. The engine itself is nothing stunning to look at, although it is certainly unusual and has a certain beauty of its own, but one particular



Isuzu's prototype ceramic engine has already completed 3000 miles of testing.

feature, or lack of it, would certainly attract your attention: there is no radiator. Nor is it air-cooled.

This engine, the all ceramic P306Y, is based on the Aska diesel engine, and has already completed some 3000 miles of high-speed testing. Tests already indicate that a ceramic engine will last some five times as long as a metal engine, and in principle will provide 30% better fuel efficiency and 30% more power.

So what exactly are the beneficial properties of ceramics that can result in such a seemingly efficient engine? Fundamentally ceramics have outstanding strength at high temperatures, high corrosion and wear resistance, as well as light weight. There are many types of ceramics, all possessing different qualities. Silicon Nitride, and Silicon Carbide exceed the strength of iron, and can withstand stress greater than 100kg/mm. The low thermal conductivity of Zirconia means that it is an excellent insulating material. One of the main features of all ceramics is their low coefficient of expansion, resulting in low distortion at high temperatures. Both Silicon Nitride and Silicon Carbide have coefficients one third of that of iron.

The necessary characteristics for the materials out of which an engine is built are heat resistance, heat insulation, wear resistance, high rigidity and light weight. Although ceramics possess all of these properties, no one ceramic combines all of them. For example the materials surrounding the combustion chamber require heat resistance/insulation, as well as strength, but no ceramic material satisfactorily combines these properties. (Although the development of such a material is in progress). The solution at the moment is to build the engine head and cylinder walls in a composite structure of various ceramics each positioned according to their relative properties. If the engine is carefully designed in this way it is possible to obviate the cooling system.

The walls of the combustion chamber itself, the valves, and the surface of the

piston are constructed with high strength ceramic materials. Surrounding the wall of the combustion chamber, and at the skirt of the piston, is a ceramic material of low thermal conductivity. The cylinder wall itself is constructed of a ceramic with a low coefficient of friction. With such a construction it is possible for the combustion chamber to run at temperatures of up to 800°C while the outside of the engine remains at 100°C or below. The engine thus harbours the heat wasted in more conventional engines, and therefore increases its fuel efficiency and power.

In addition these high operating temperatures produce other advantages: for example exhaust emissions are vastly reduced and the engine is able to run on substitute fuels such as coal or vegetable oil. The development process, however, was not without its problems in this respect. The high temperatures also caused reduced volumetric efficiency, and a reduction in the detonation delay period. These problems were mainly caused by the injection system, the combustion chamber, and the airflow not being adapted specifically for ceramic materials.

It is now common practice that the ceramic engine components are completely redesigned to suit the particular properties of the ceramic materials, and this has redressed many of the problems caused by copying designs that had been evolved to suit metal components.

Ceramics then, may well be the face of the future: extremely light, and running at a fuel and power efficient 800°C. The lack of cooling equipment would mean extremely low and compact engine bays, but more significantly there would be no cumbersome radiators in the airstream. Will we see arrow-thin Formula One cars, completely shorn of the now customary sidepods that house all of the cooling equipment? Indeed, it would be interesting to know just how far this technology has crept into the world of motor racing, for the advantages seem too obvious to be passed over.

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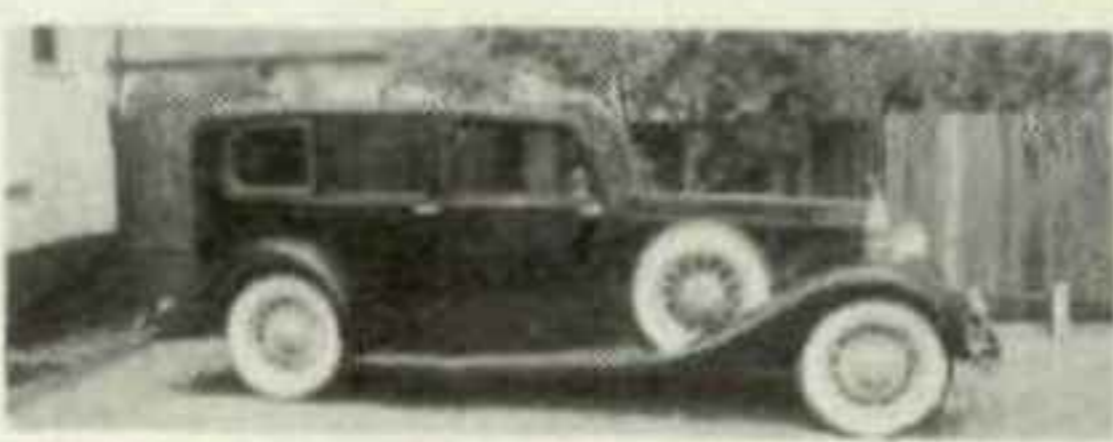
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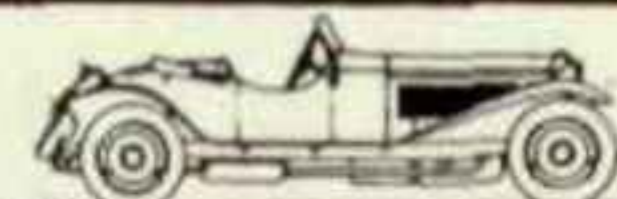
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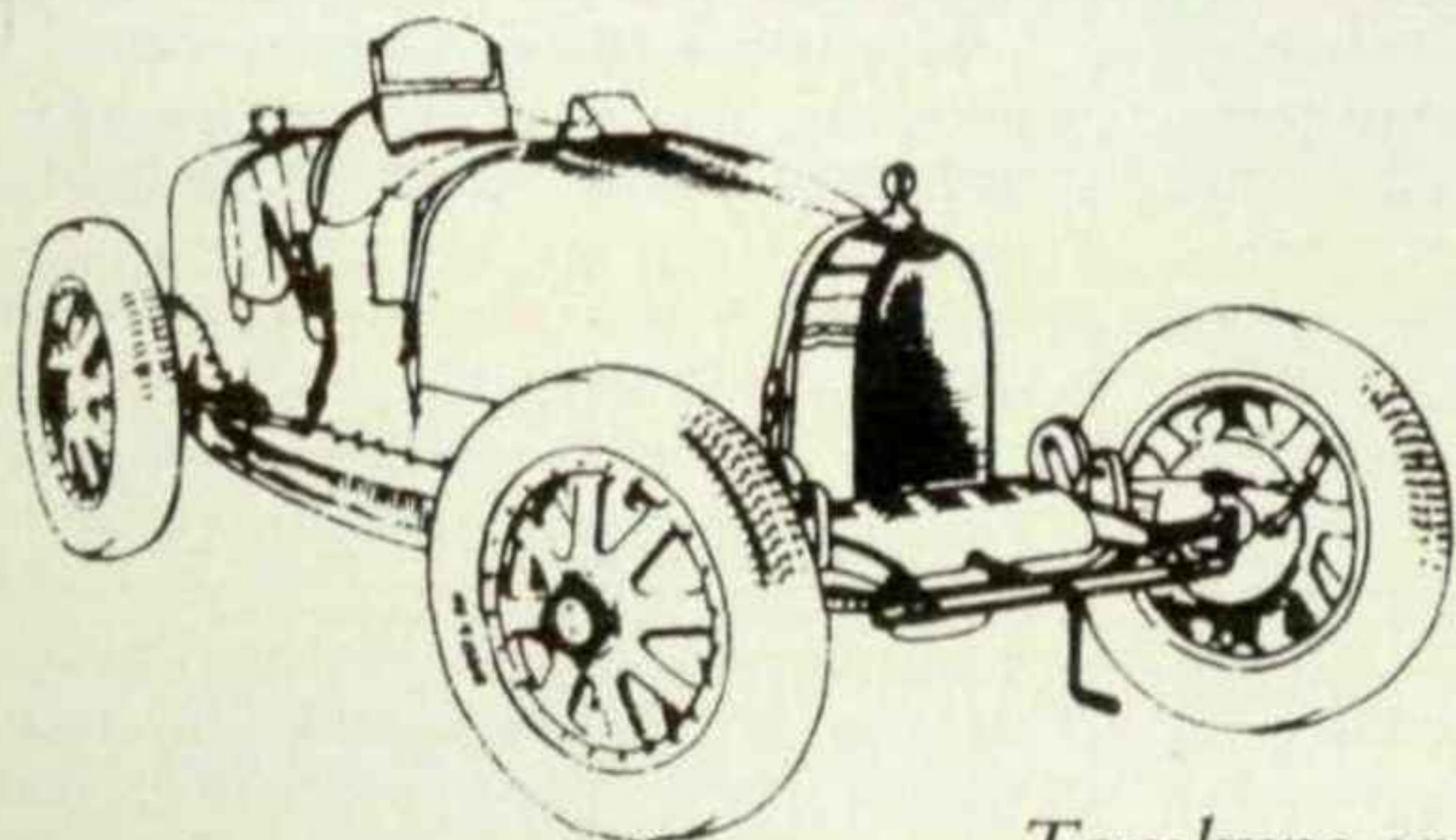
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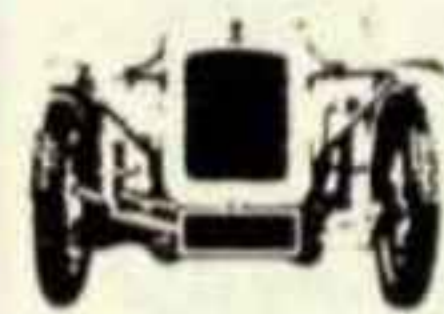
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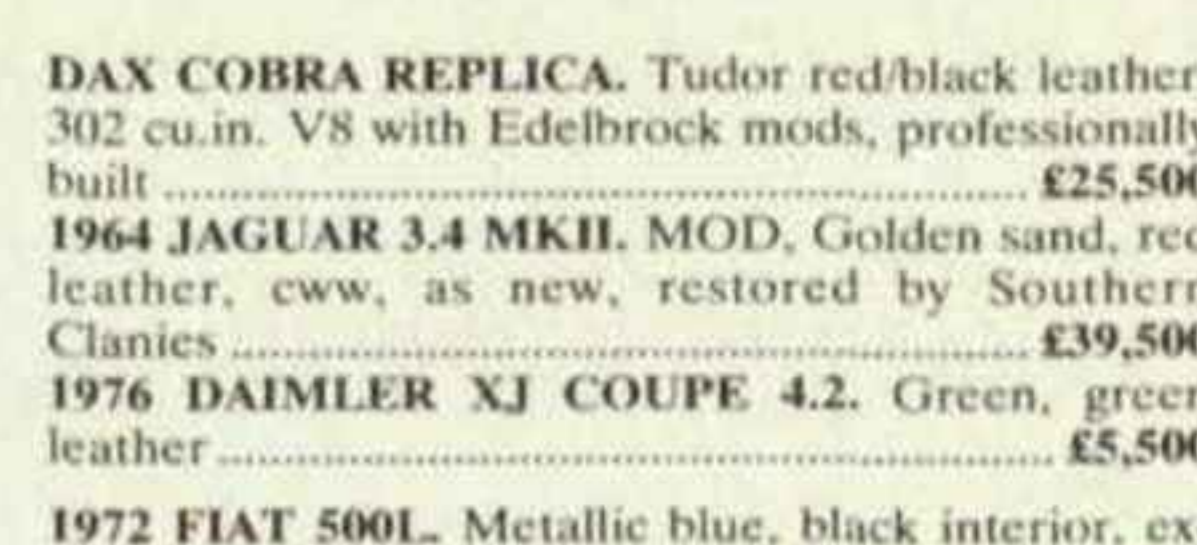
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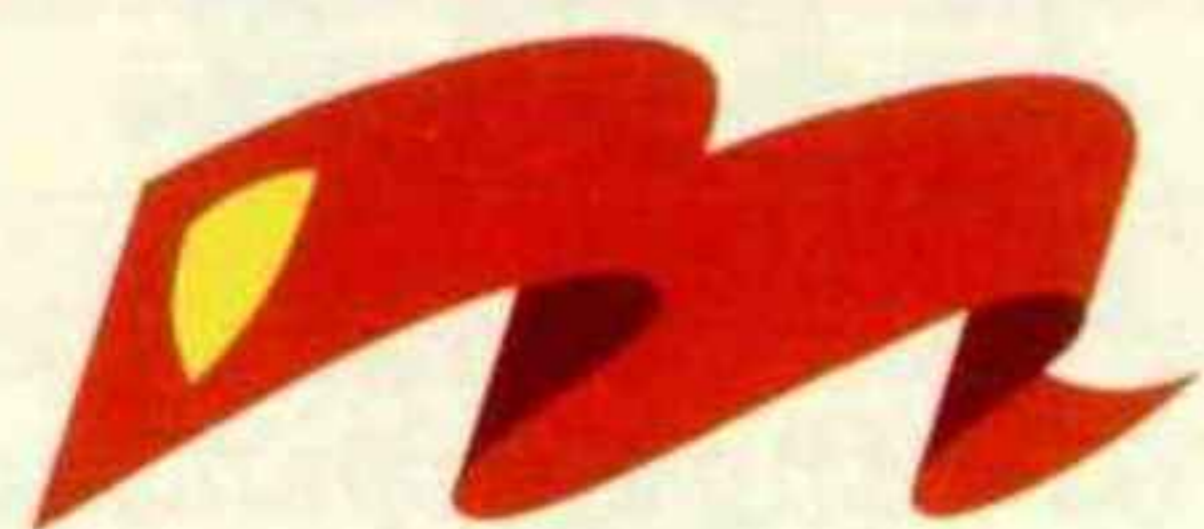


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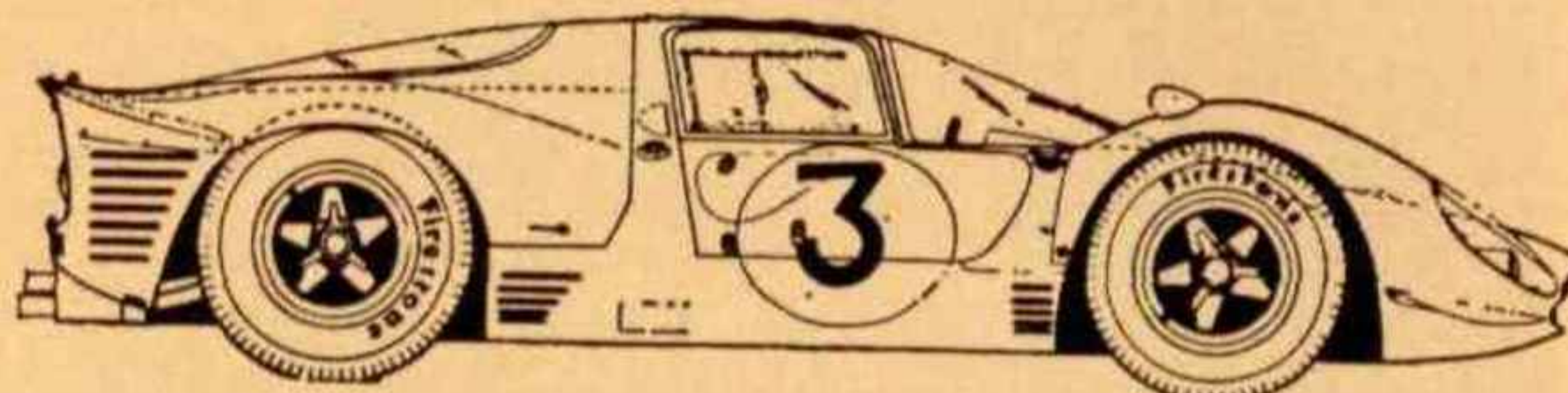
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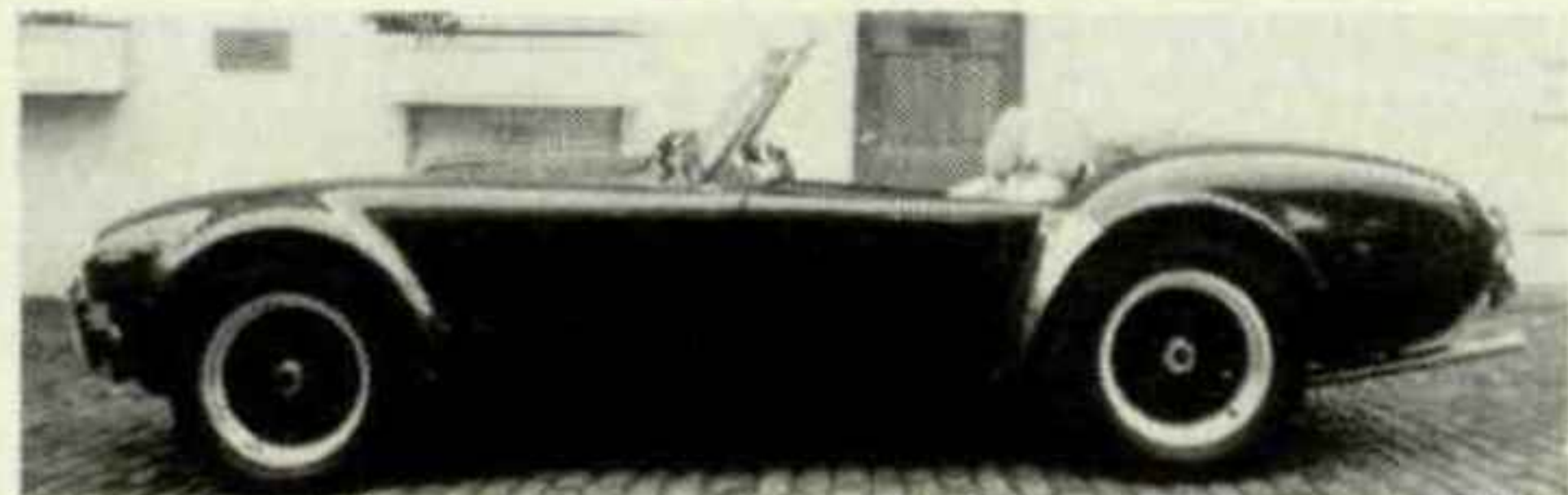
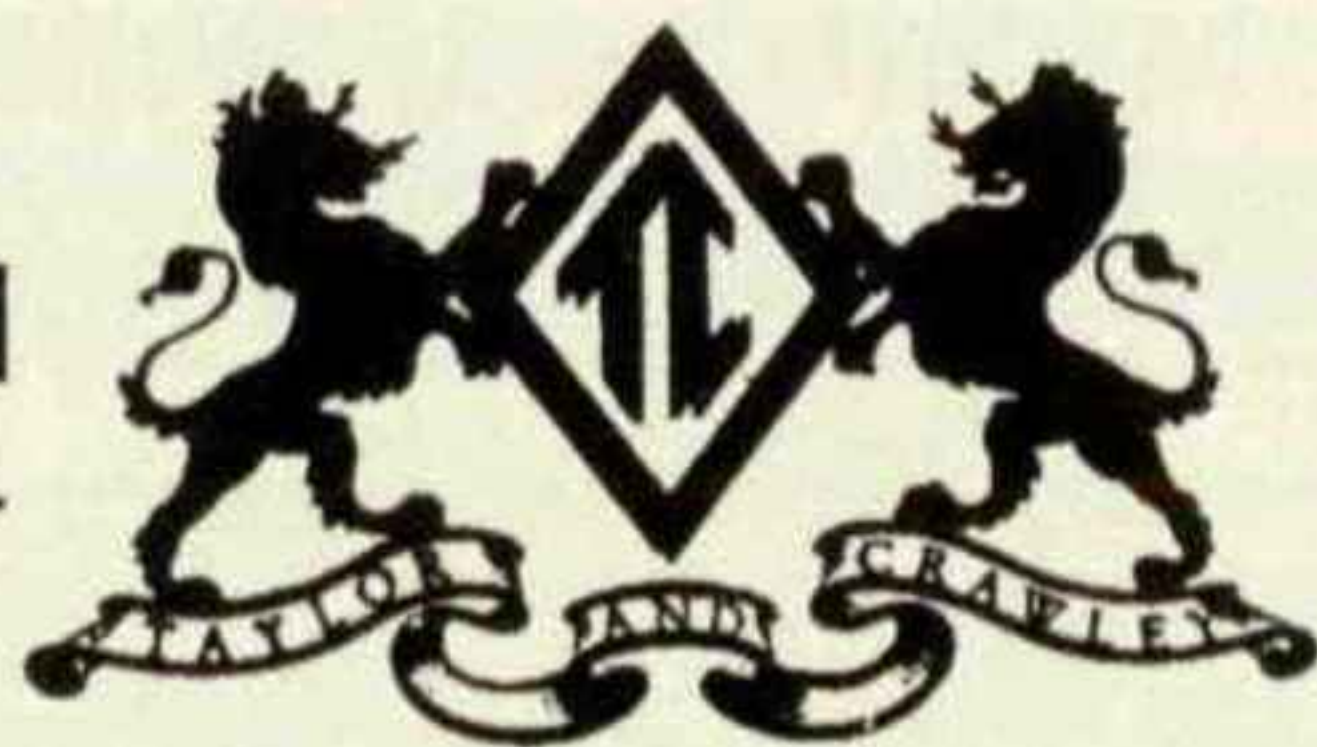
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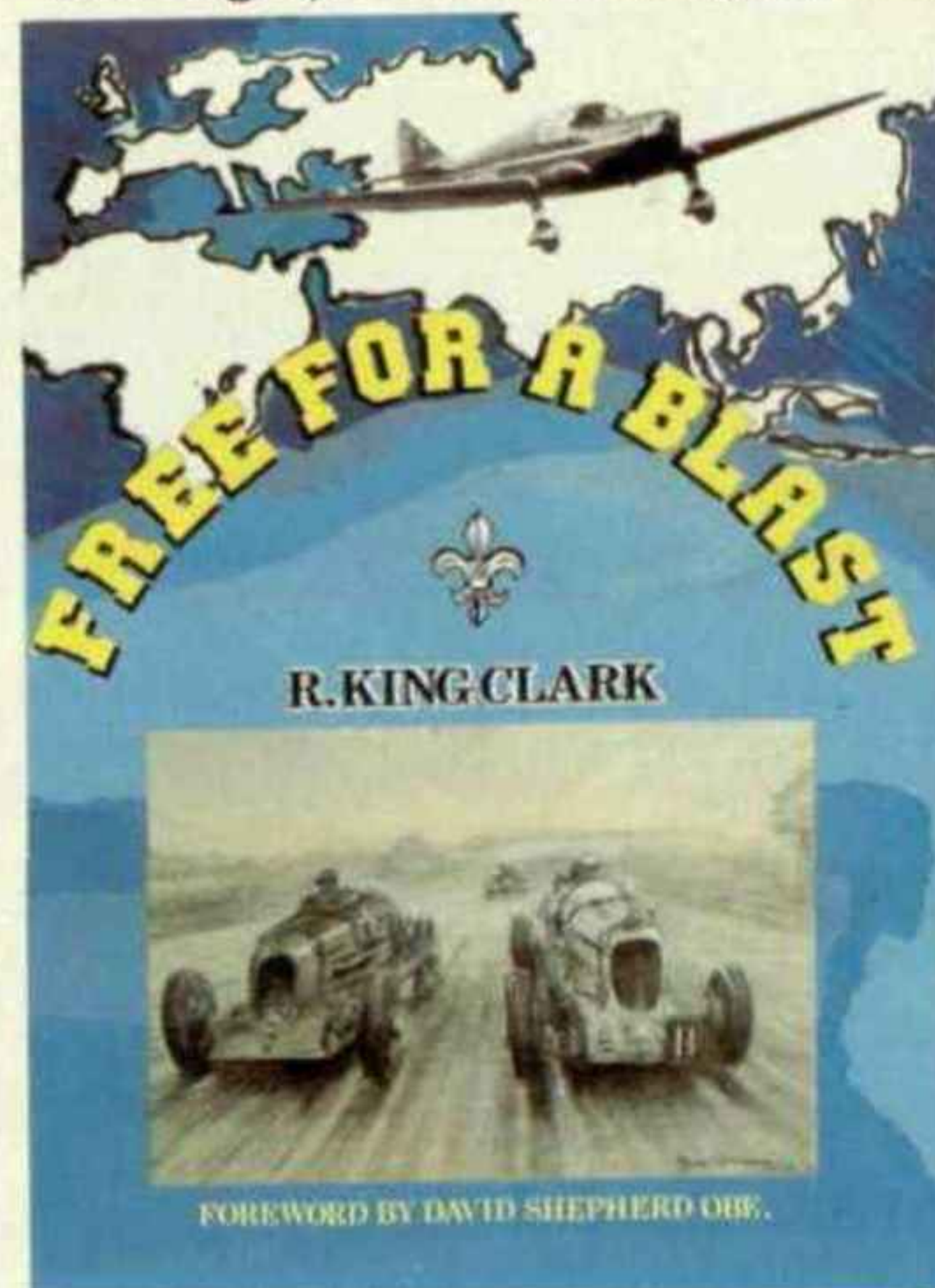
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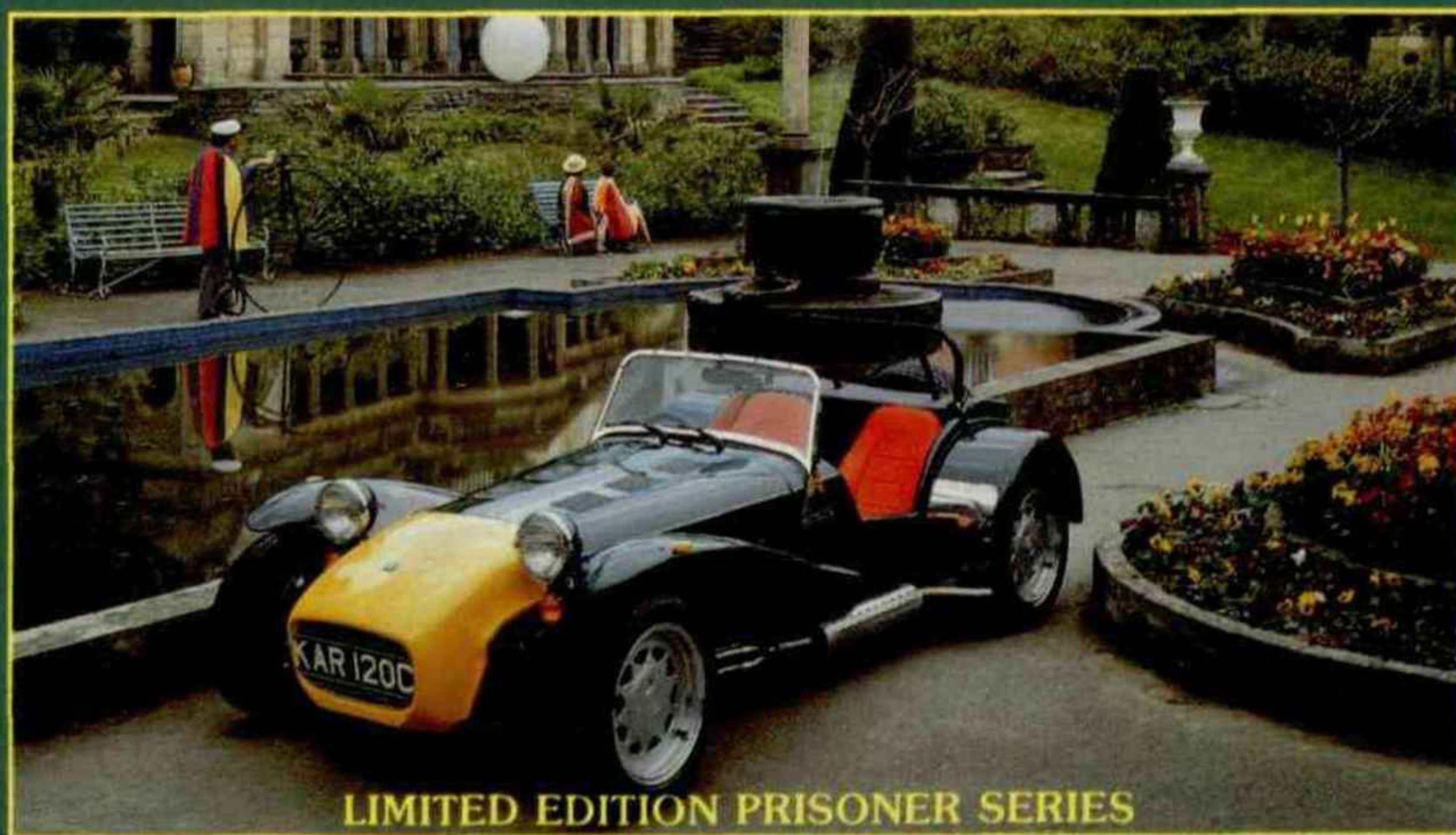
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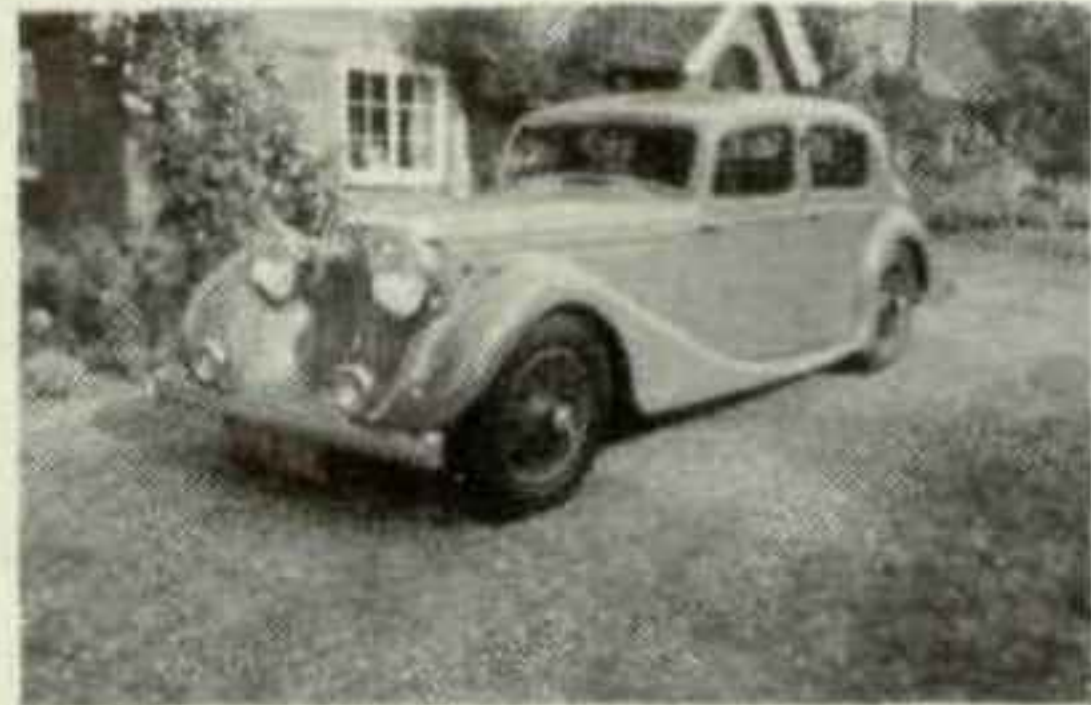
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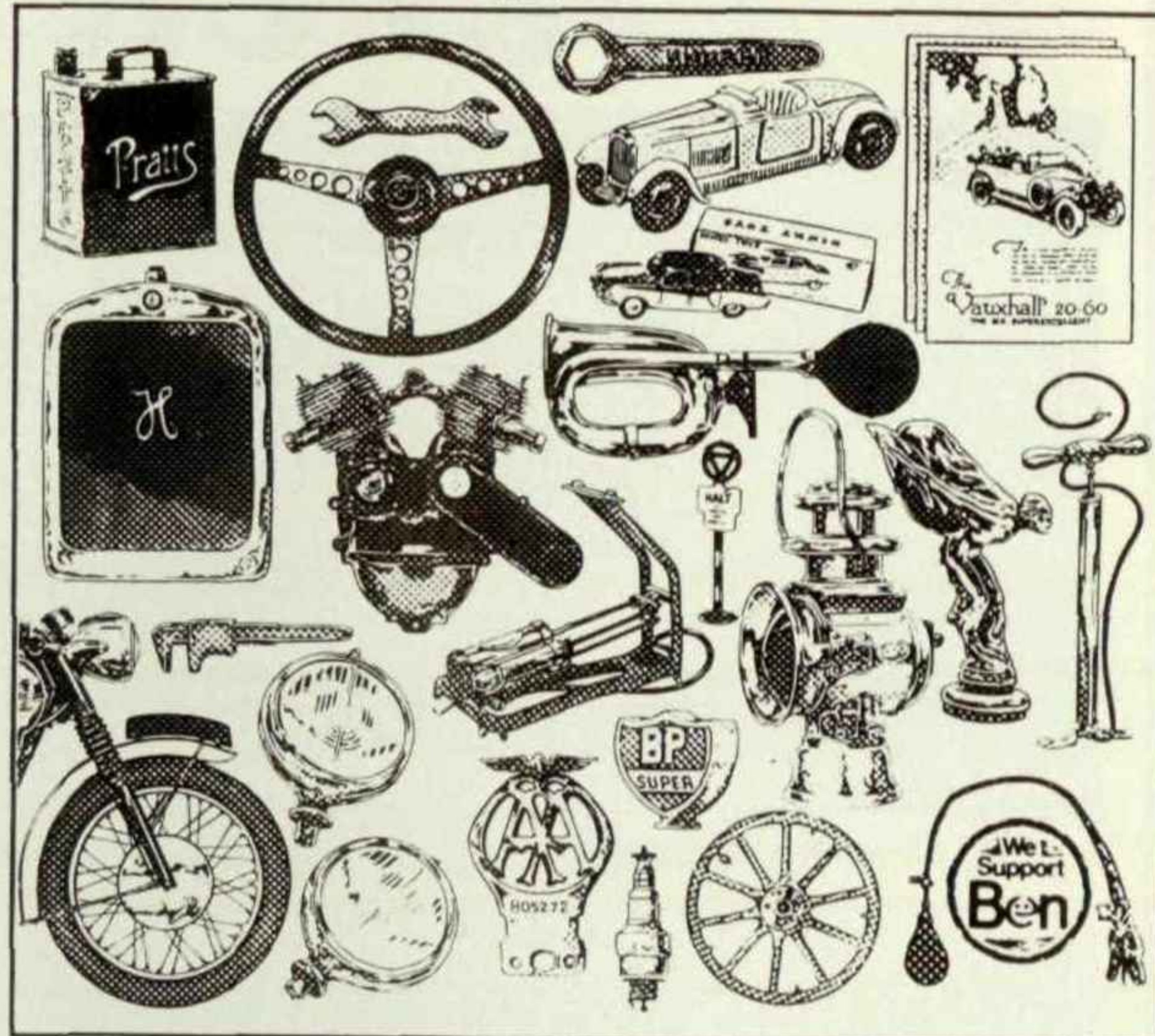
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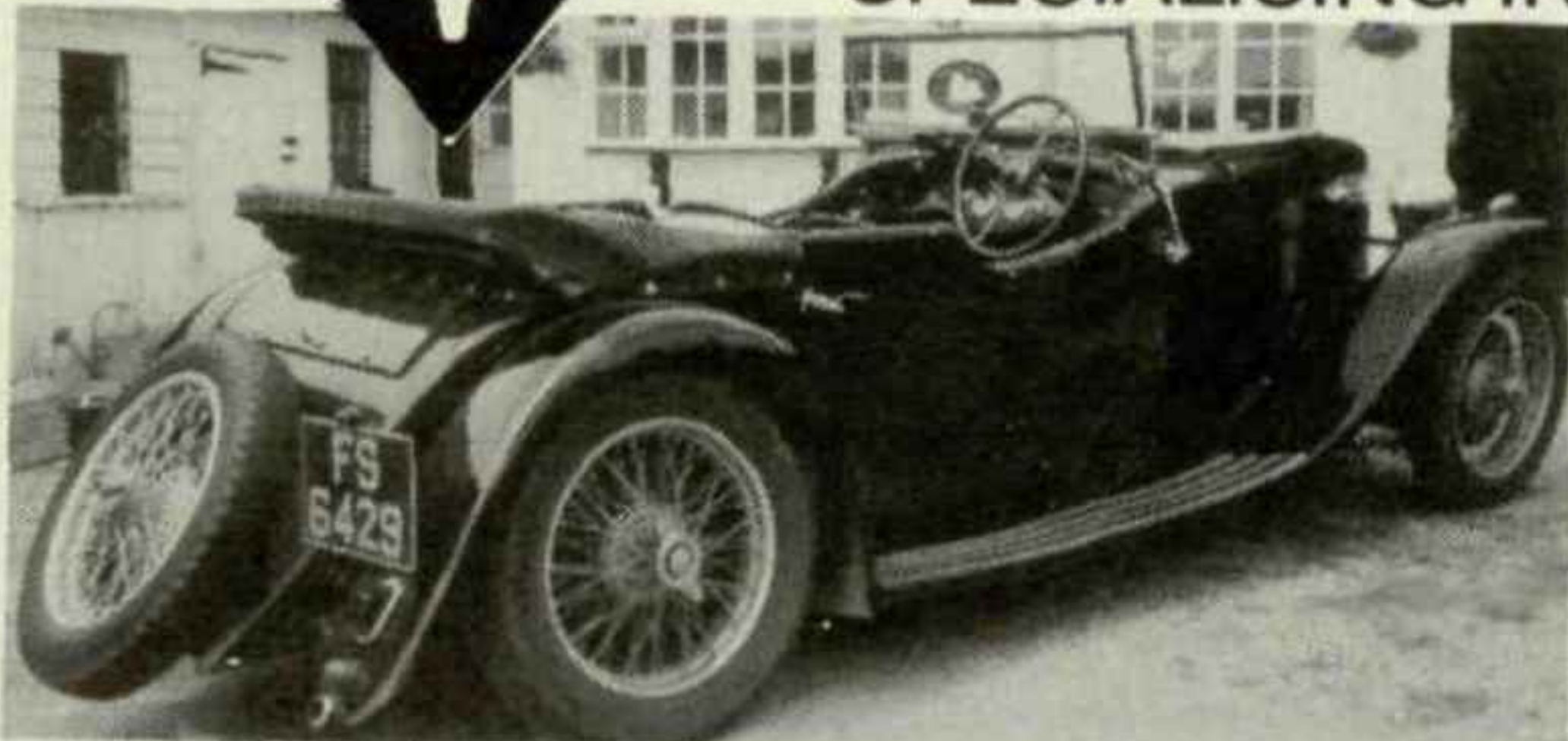
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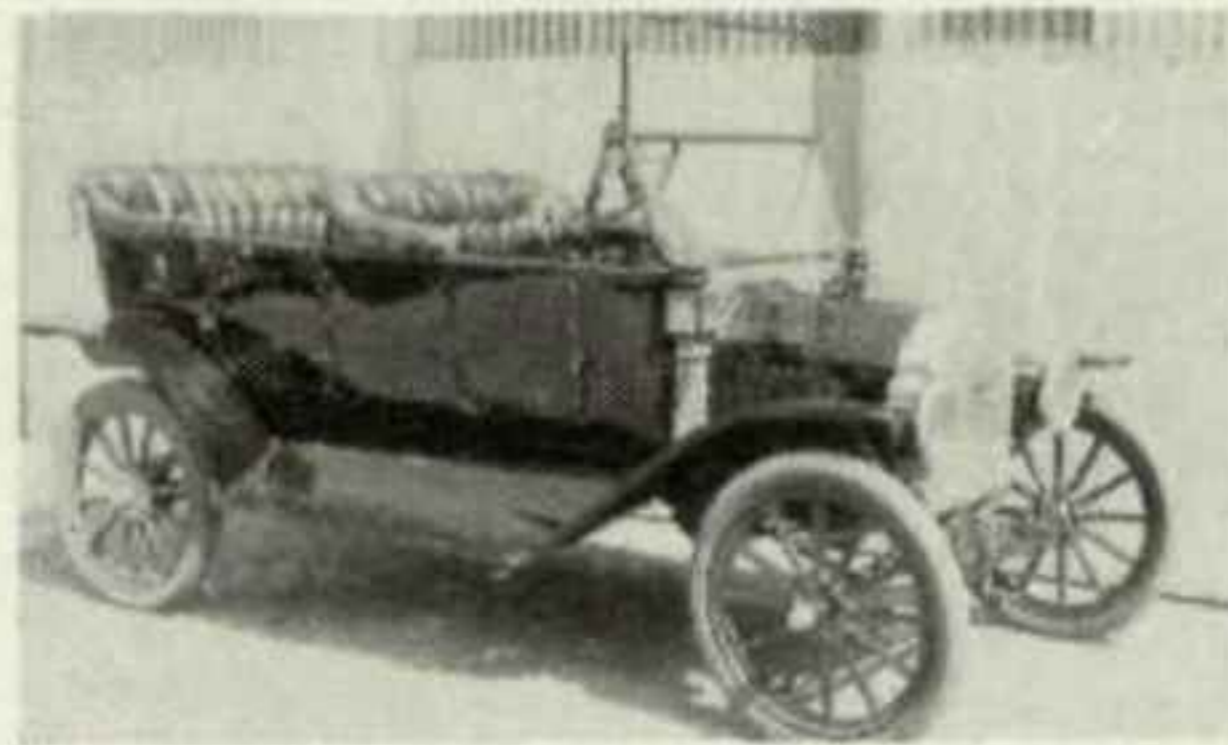
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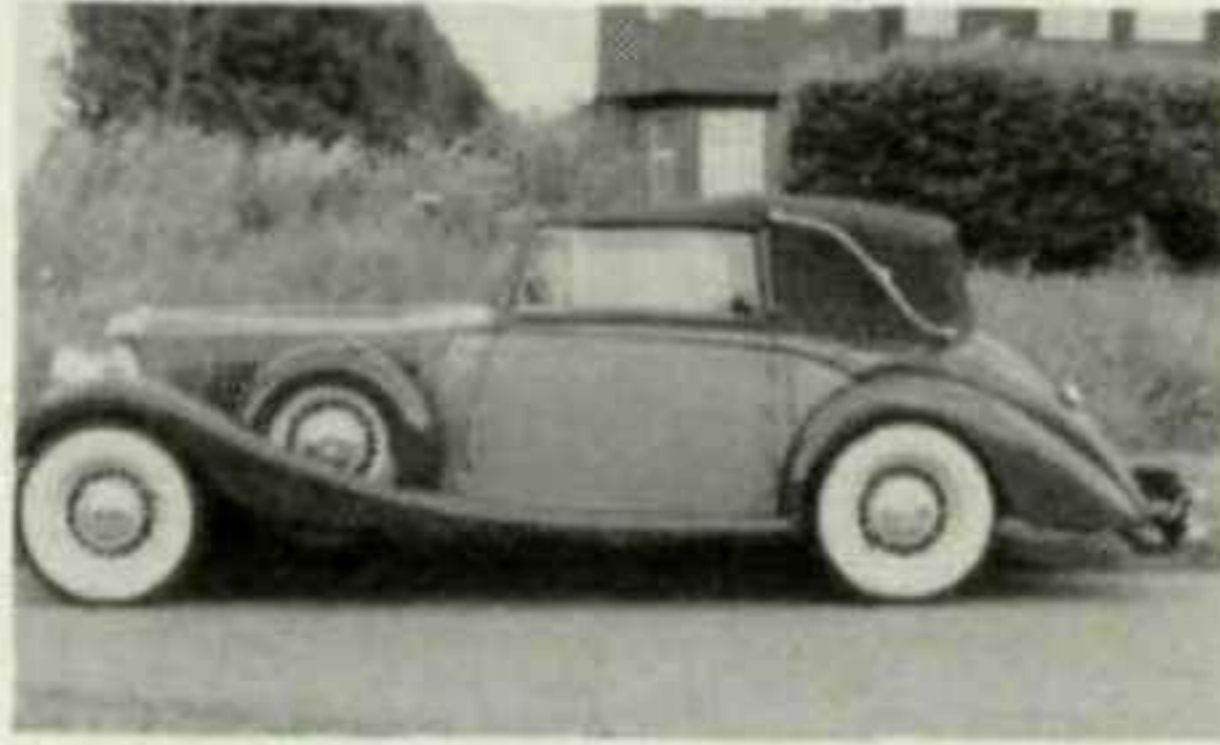
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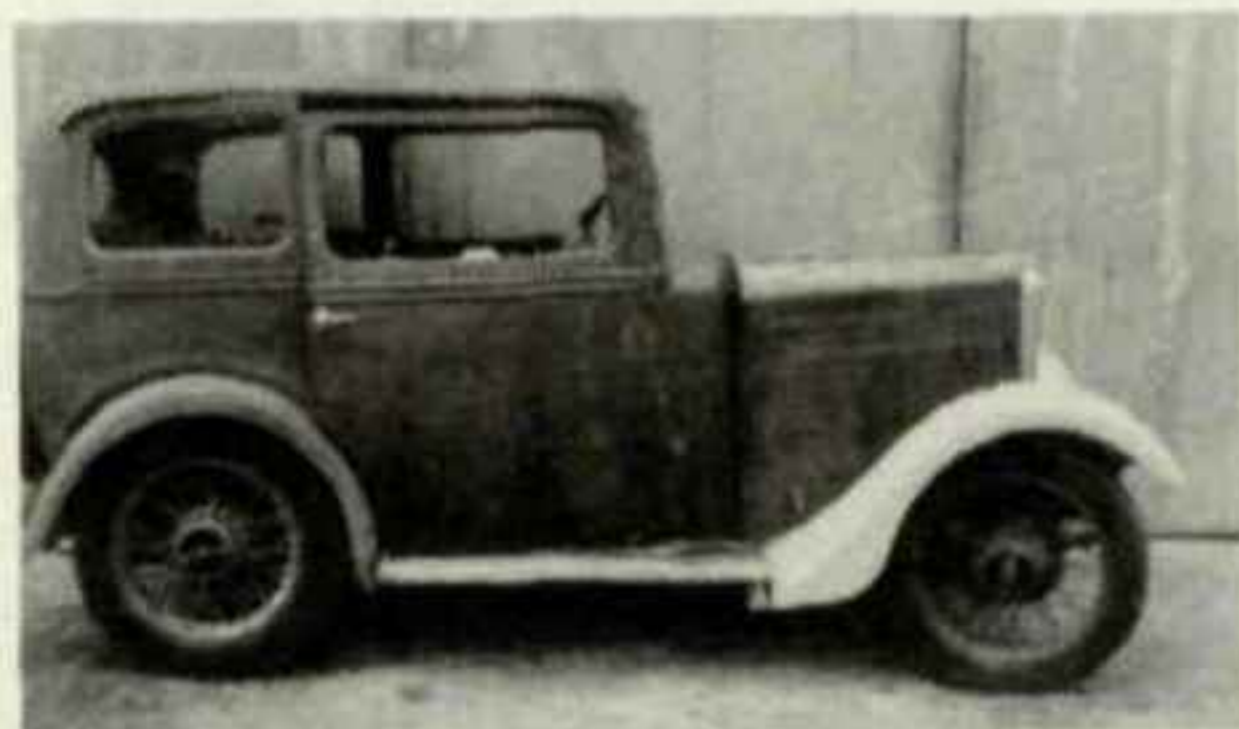
1914 Ford Model T Tourer £12,000



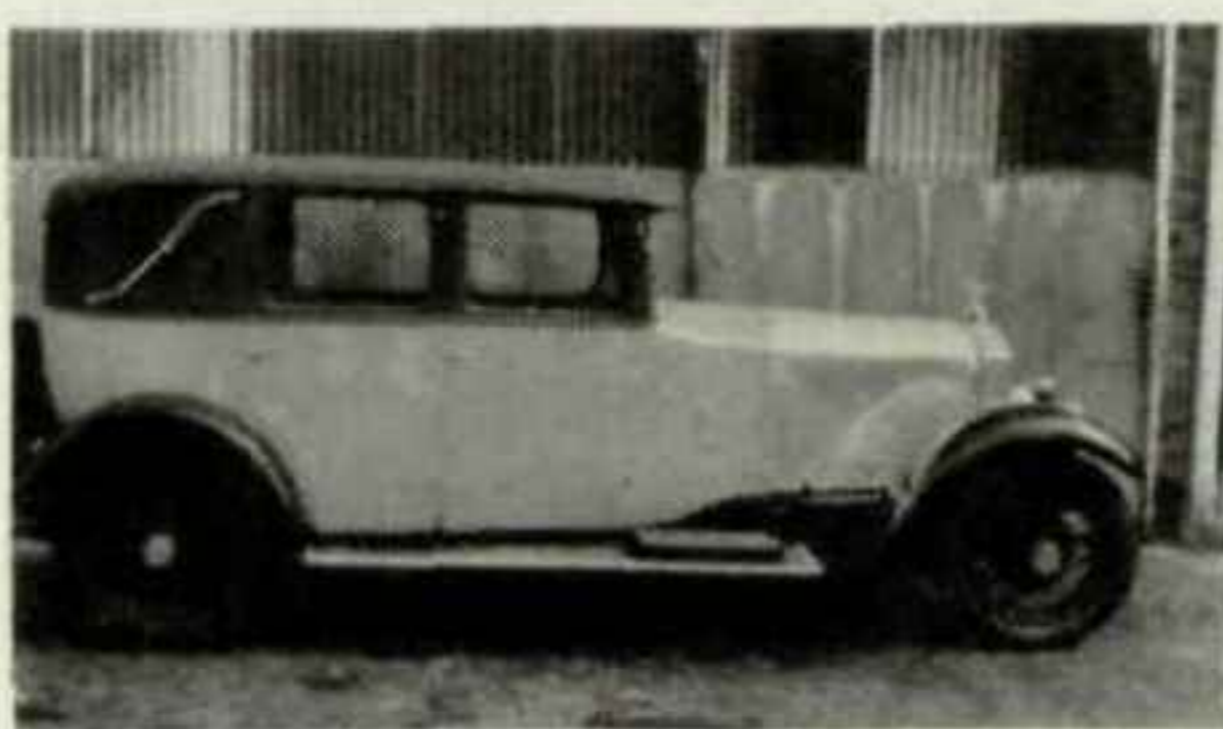
1935 Ralton Fairmile Convertible.. £31,500



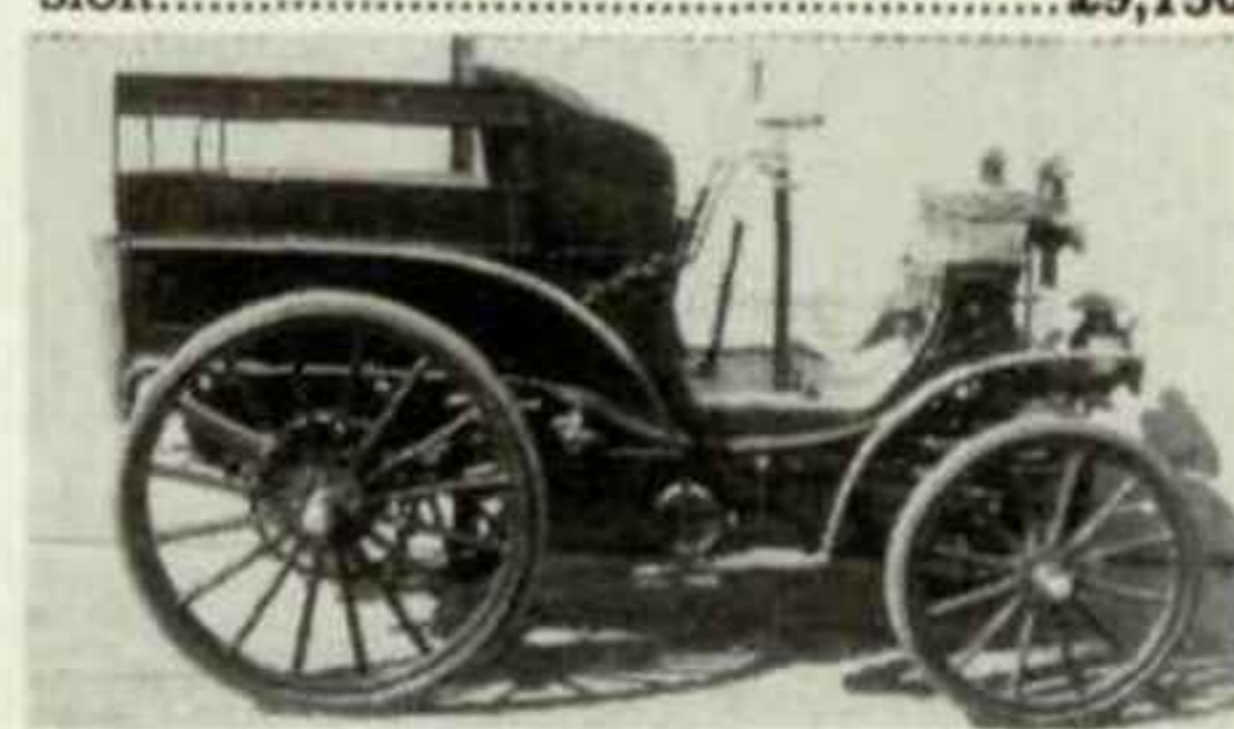
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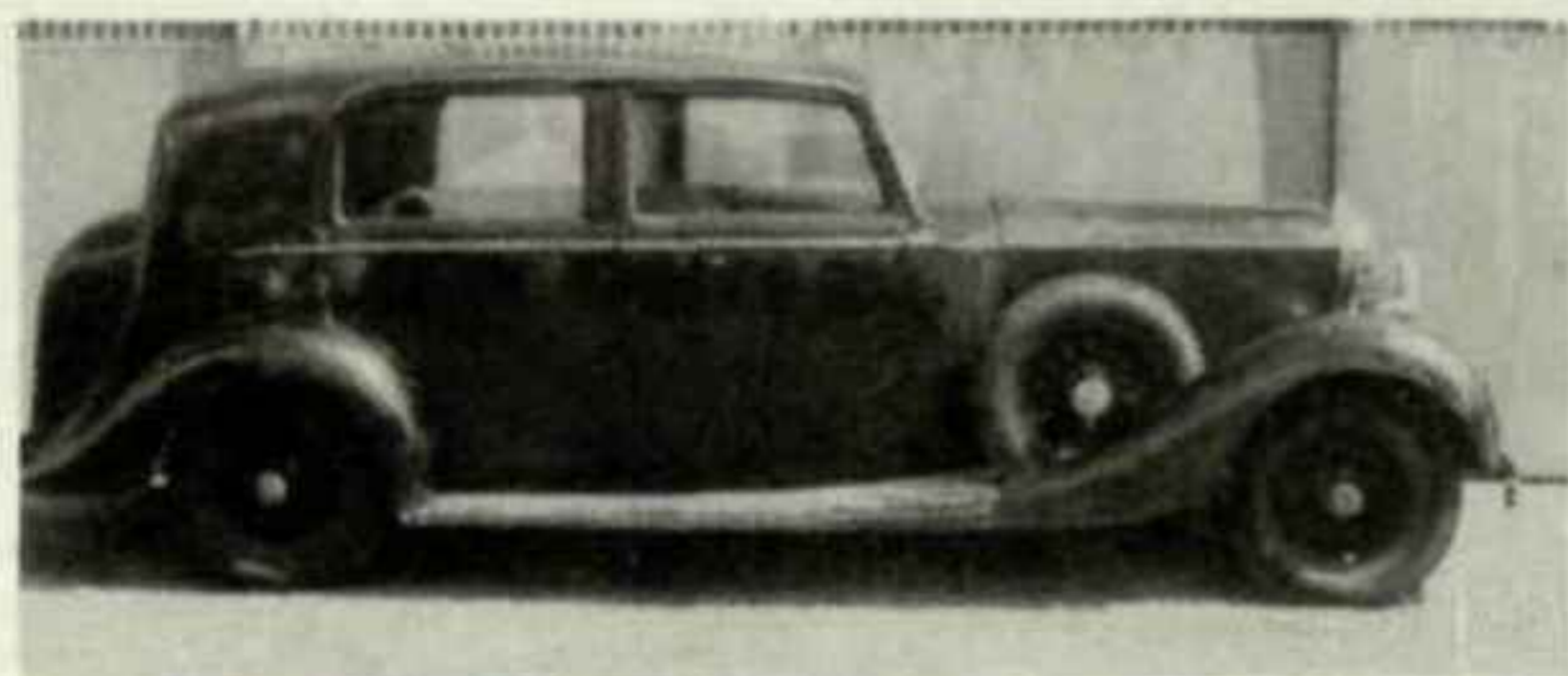
1934 Morris Minor Saloon..... £1,450



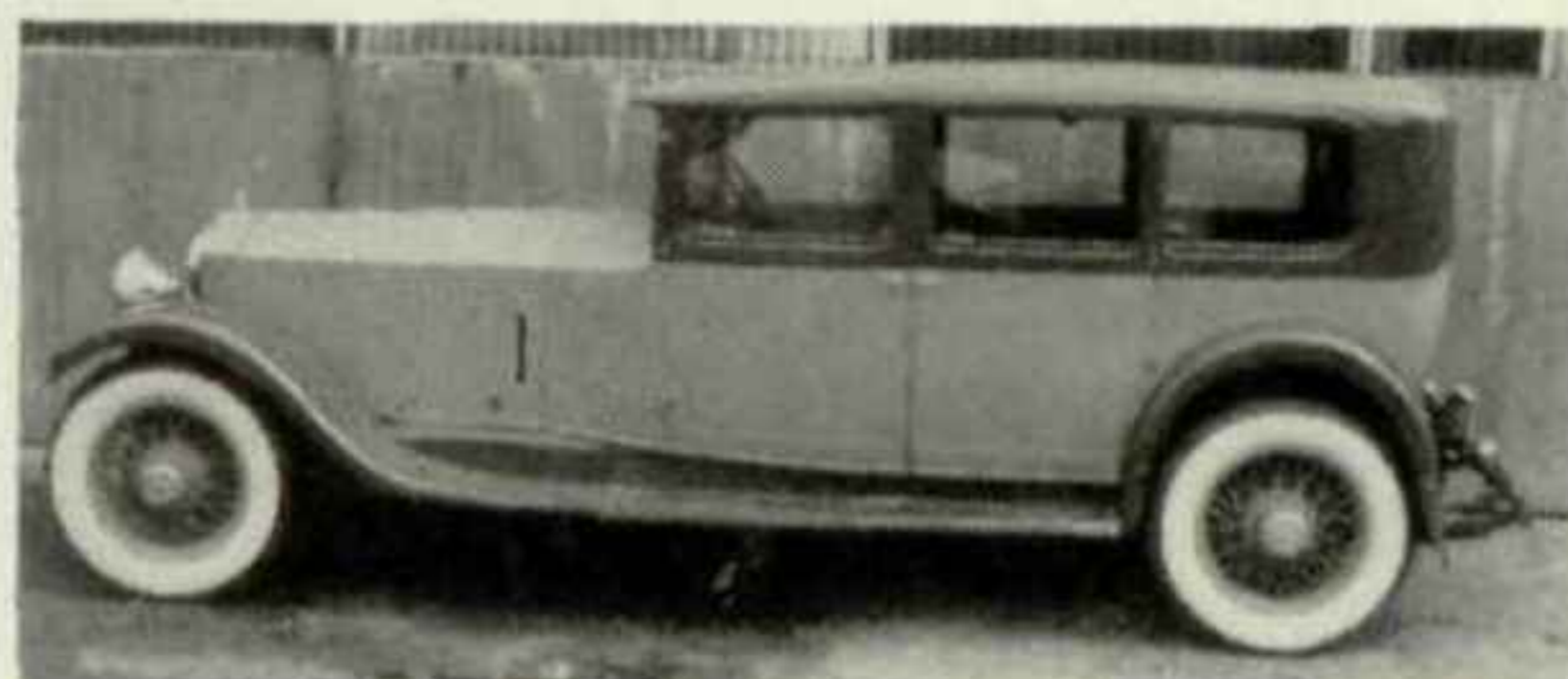
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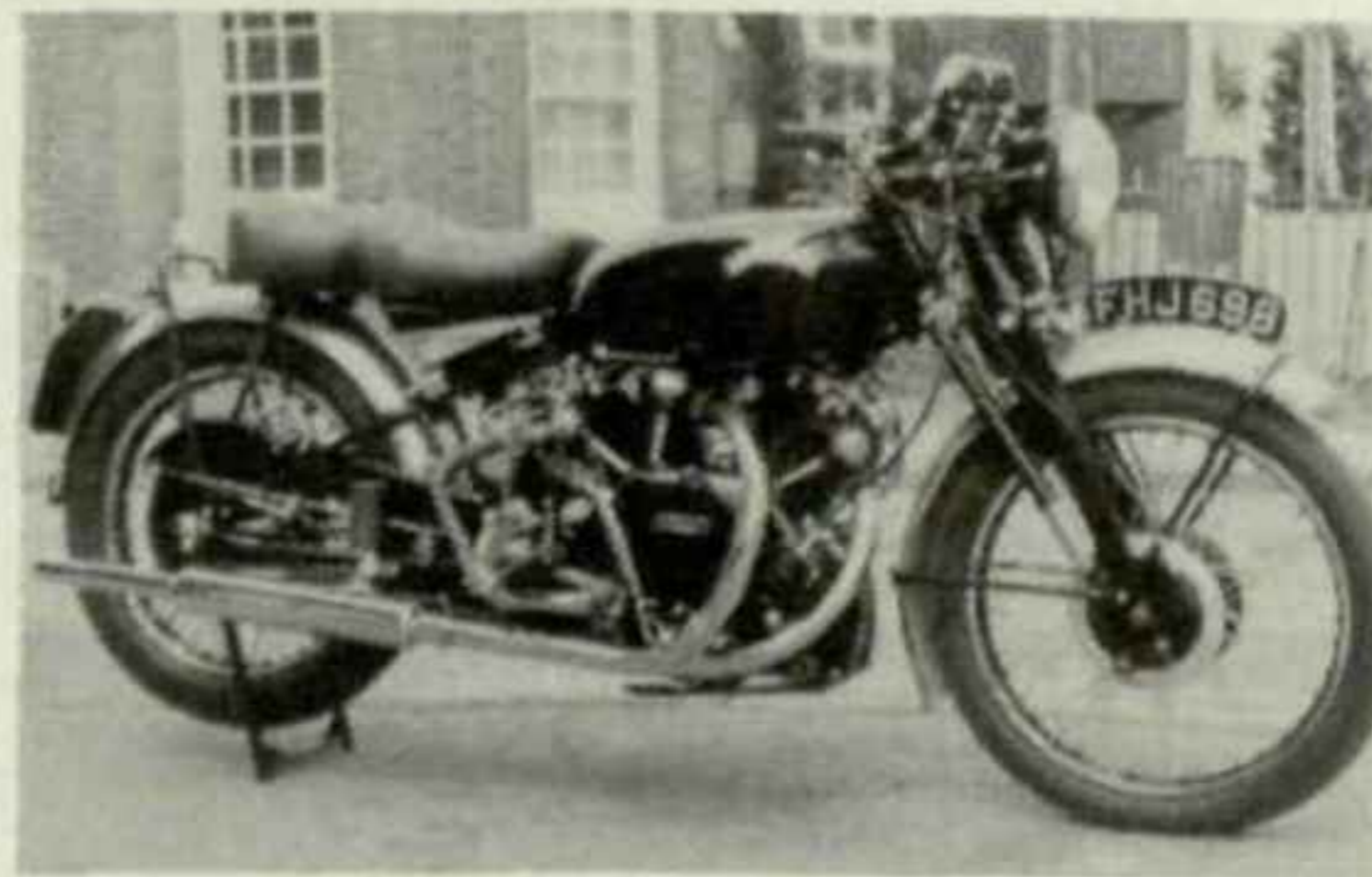
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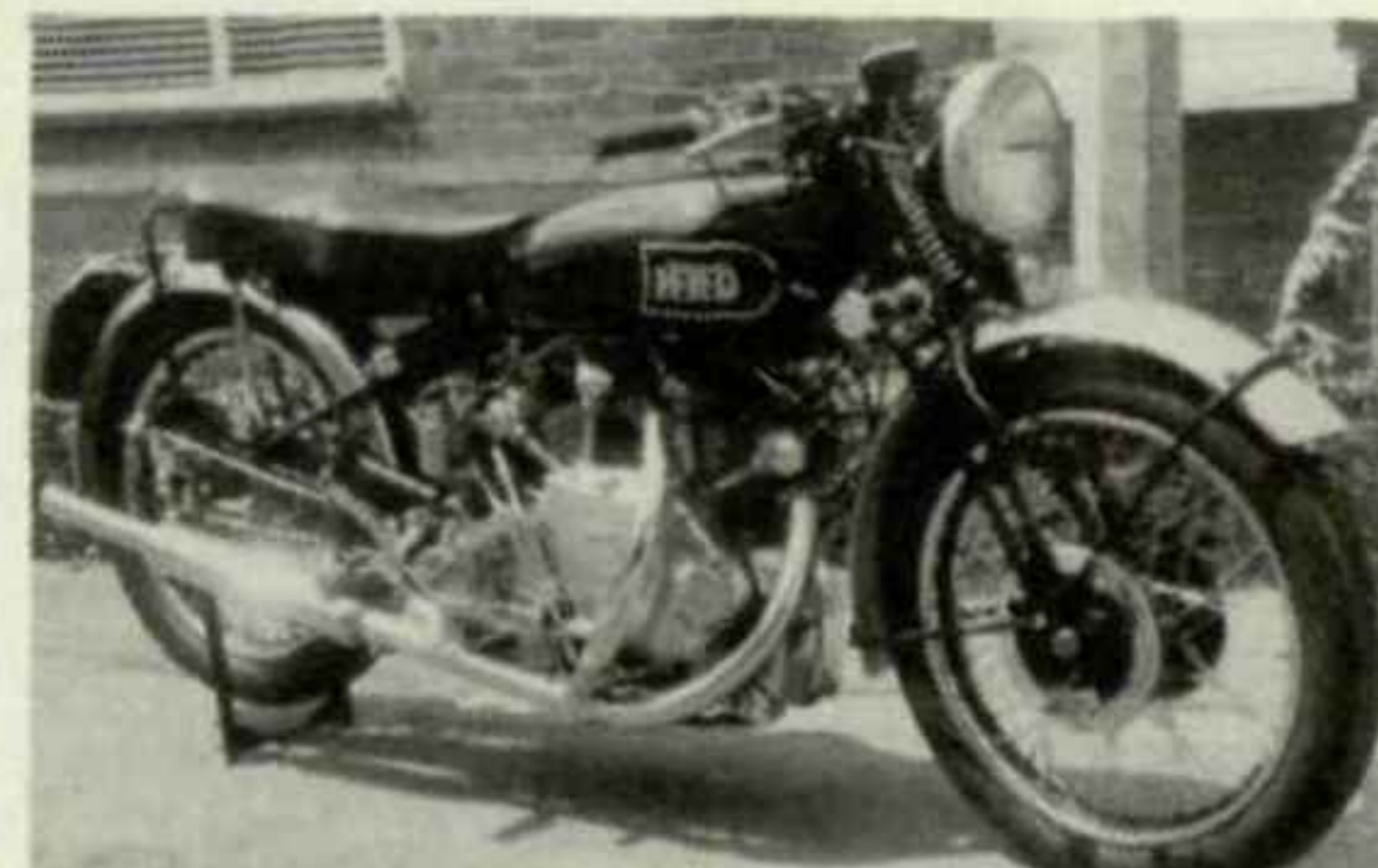
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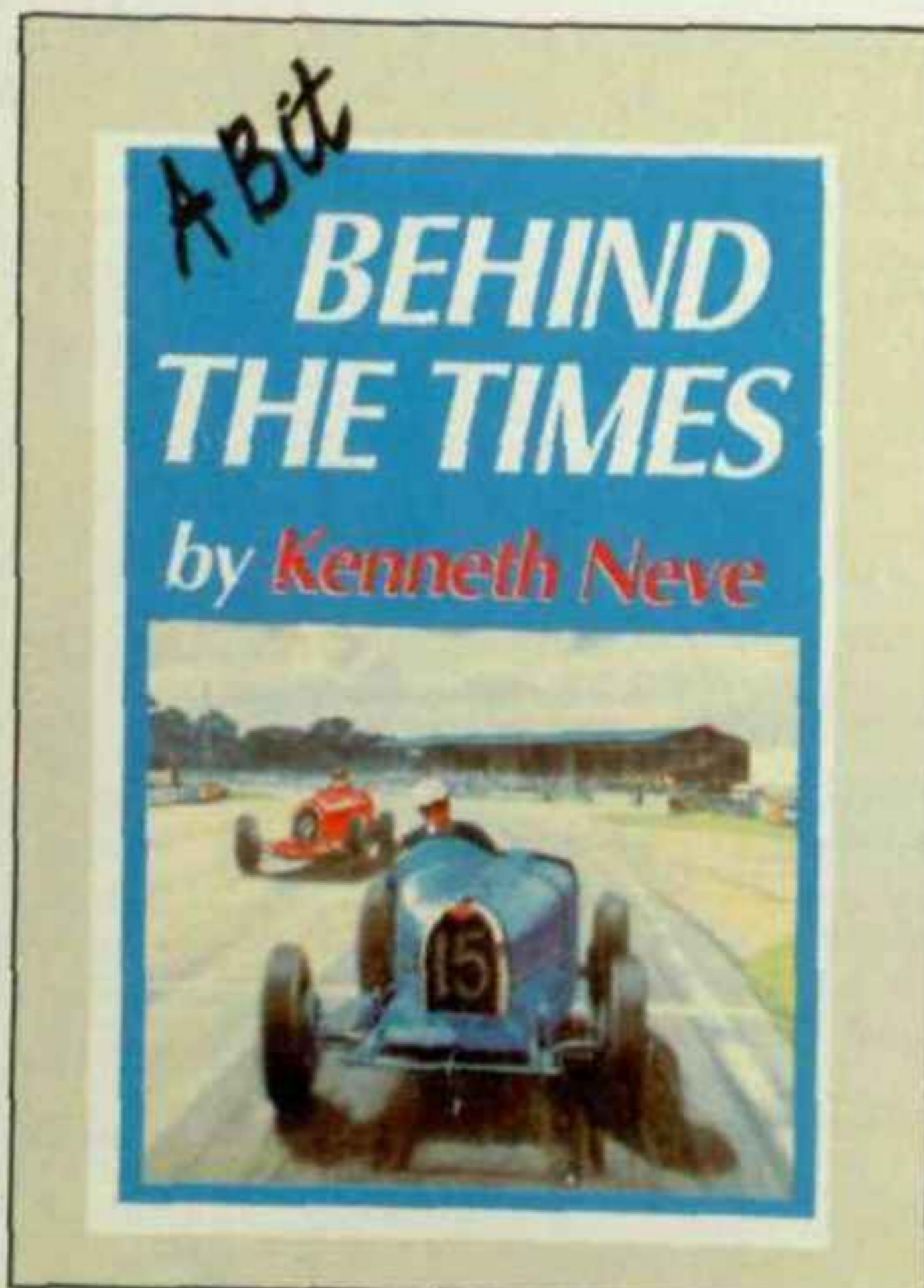
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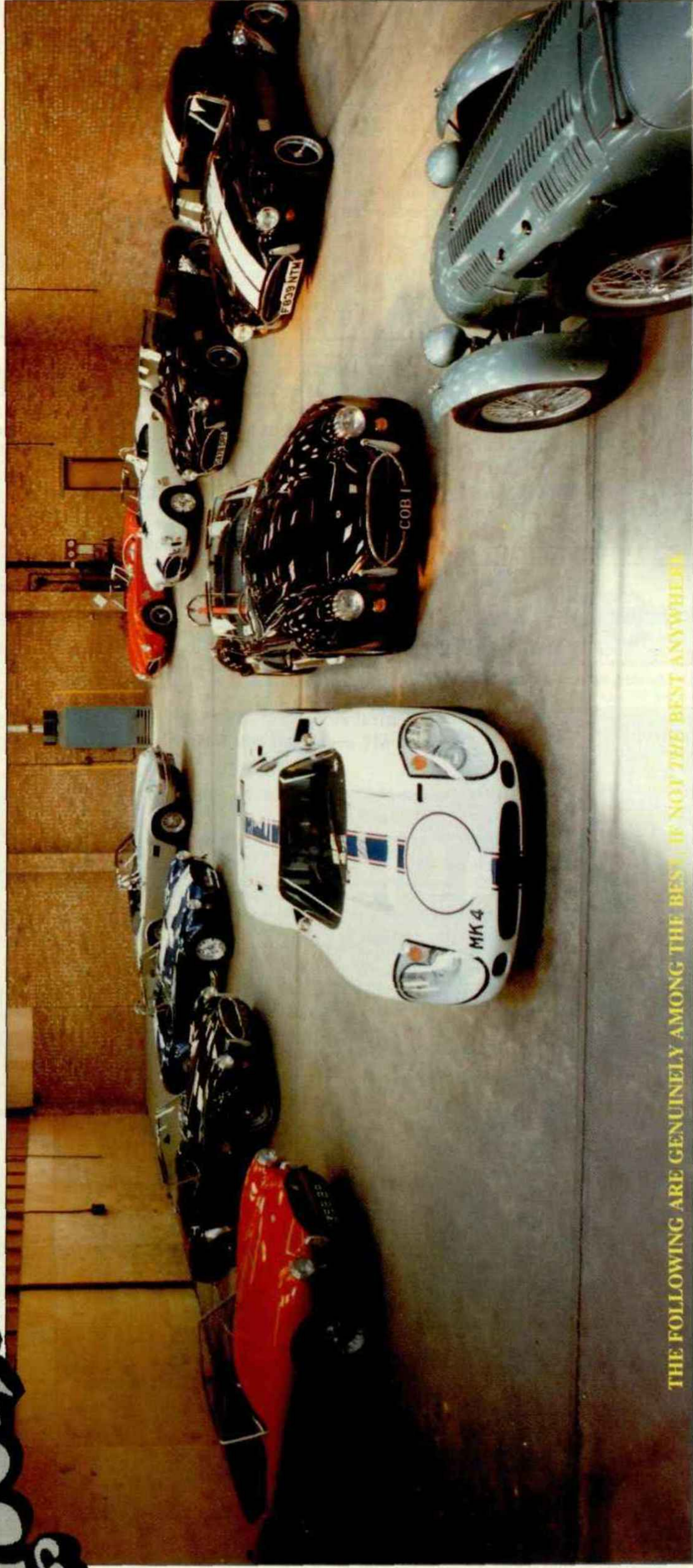
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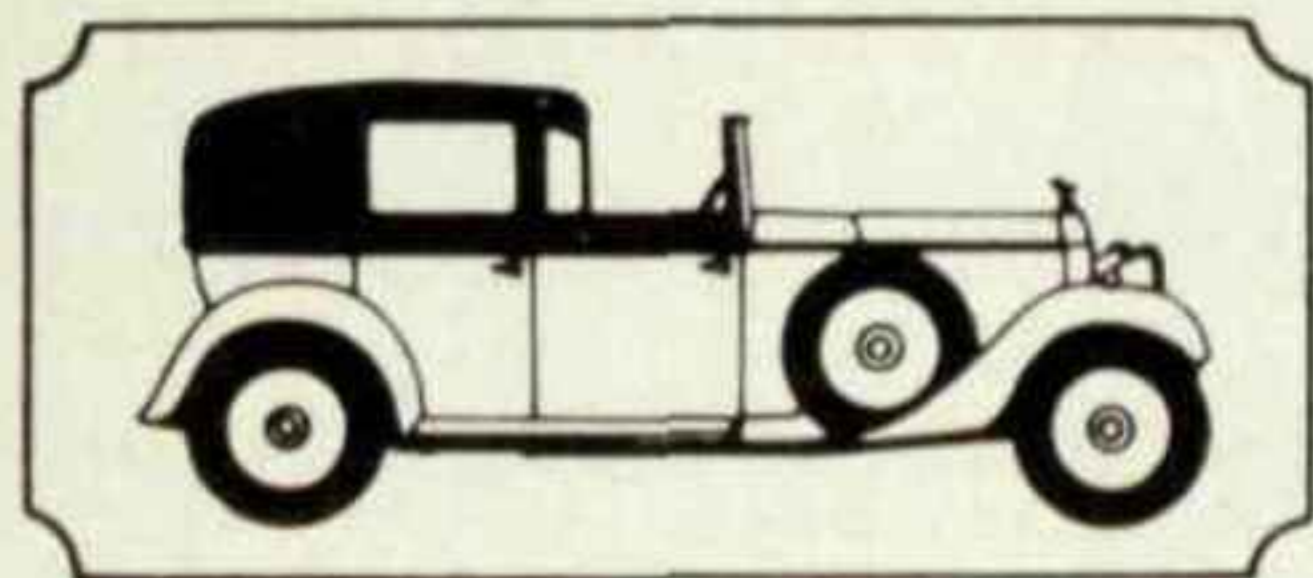
- 1949 EX-WORKS HEALEY SILVERSTONE 'ALPINE' - CH. NO. D1. 2nd overall Alpine Rally; ex-Healey/Appleby/Sabadori. Not shown.
- 1950 EX-WORKS TEAM HWM-ALTA GRAND PRIX - CH. NO. FB101. 2nd overall Naples GP; 3rd overall Bari GP etc.; ex-Moss/Abecassis. (Photo as sports-racer)
- 1958 AC ACE-FORD RUDDSPED 2.6 Coupe des Alpes entries: 1958/9; ex-Ken Rudd, 170 b.h.p. Stage V Mays engine, 45,000 miles. (Photo)
- 1964 (Model) AC COBRA 289 MK2. Total Autokraft reconstruction, with Multihull 300 + b.h.p. engine (Photo)
- 1966 AUSTIN-HEALEY 3000 MK3 V8 - Left hand drive. Fitted with Cobra 5-litre V8 engine (some performance!), otherwise as original. (Not shown)
- 1972 AC 428 FERRARI D.H.C. Only 26 built; this the last of 5 with manual gearbox, 32,000 miles. Simply the best! (Photo)
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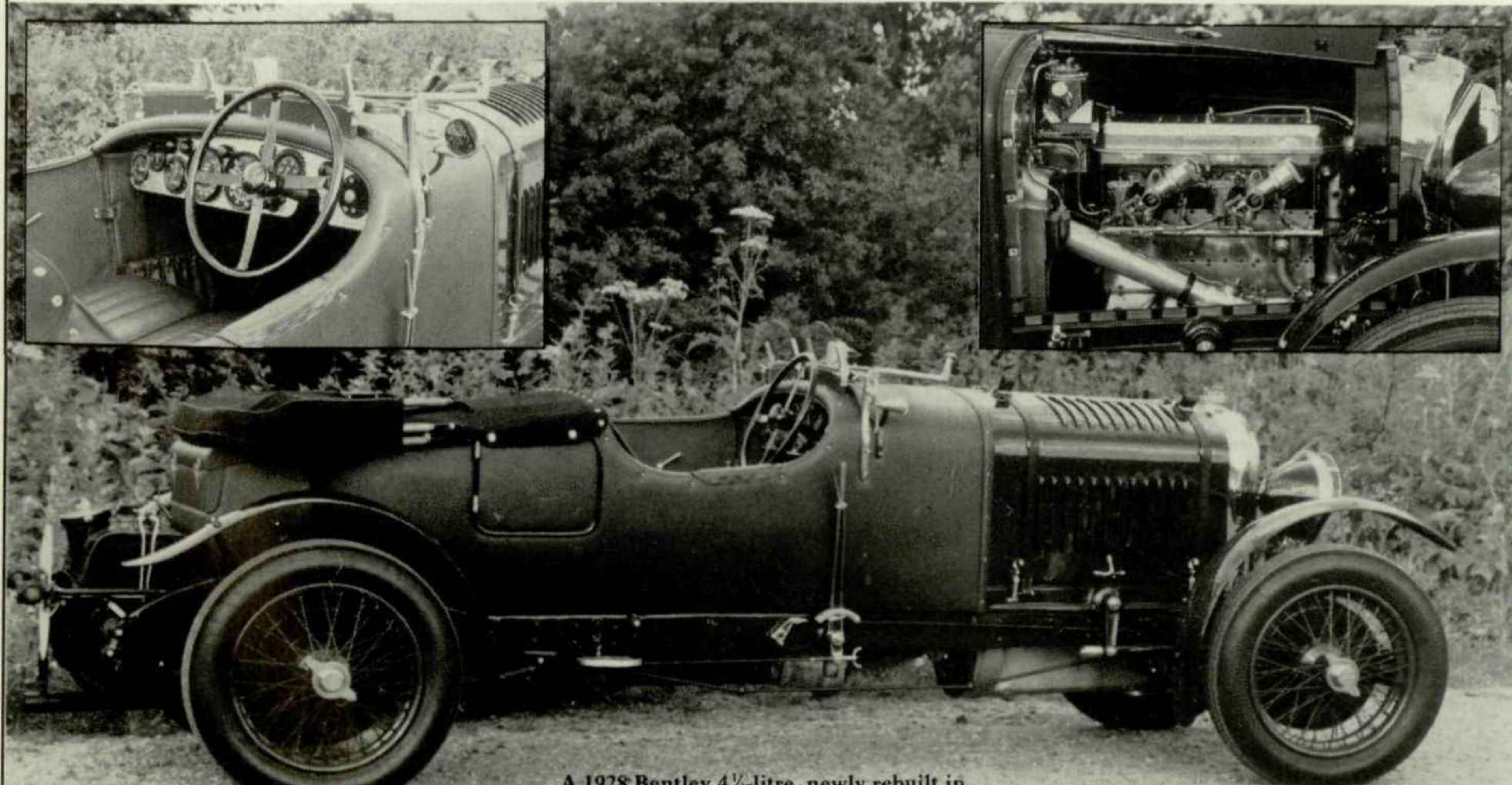
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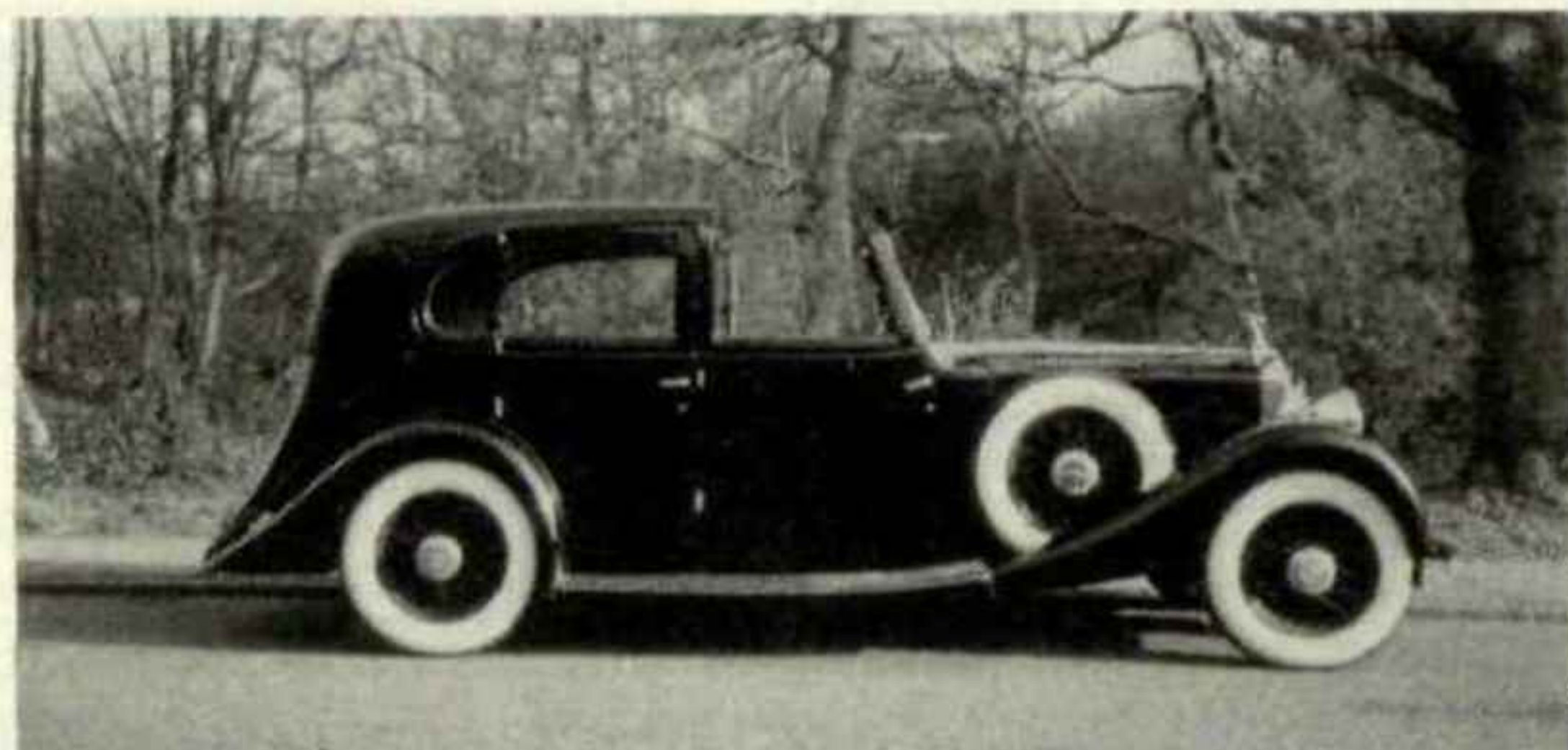
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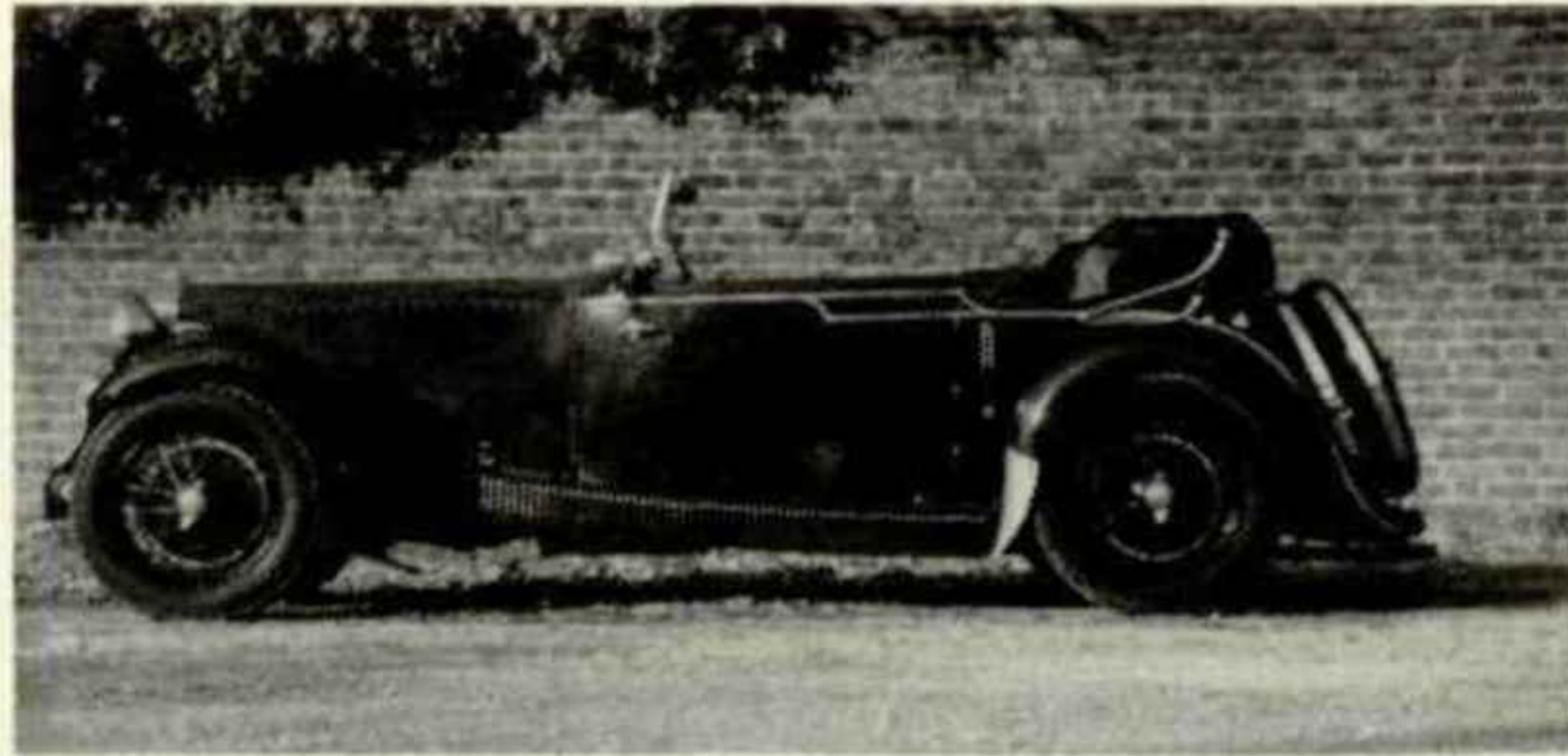
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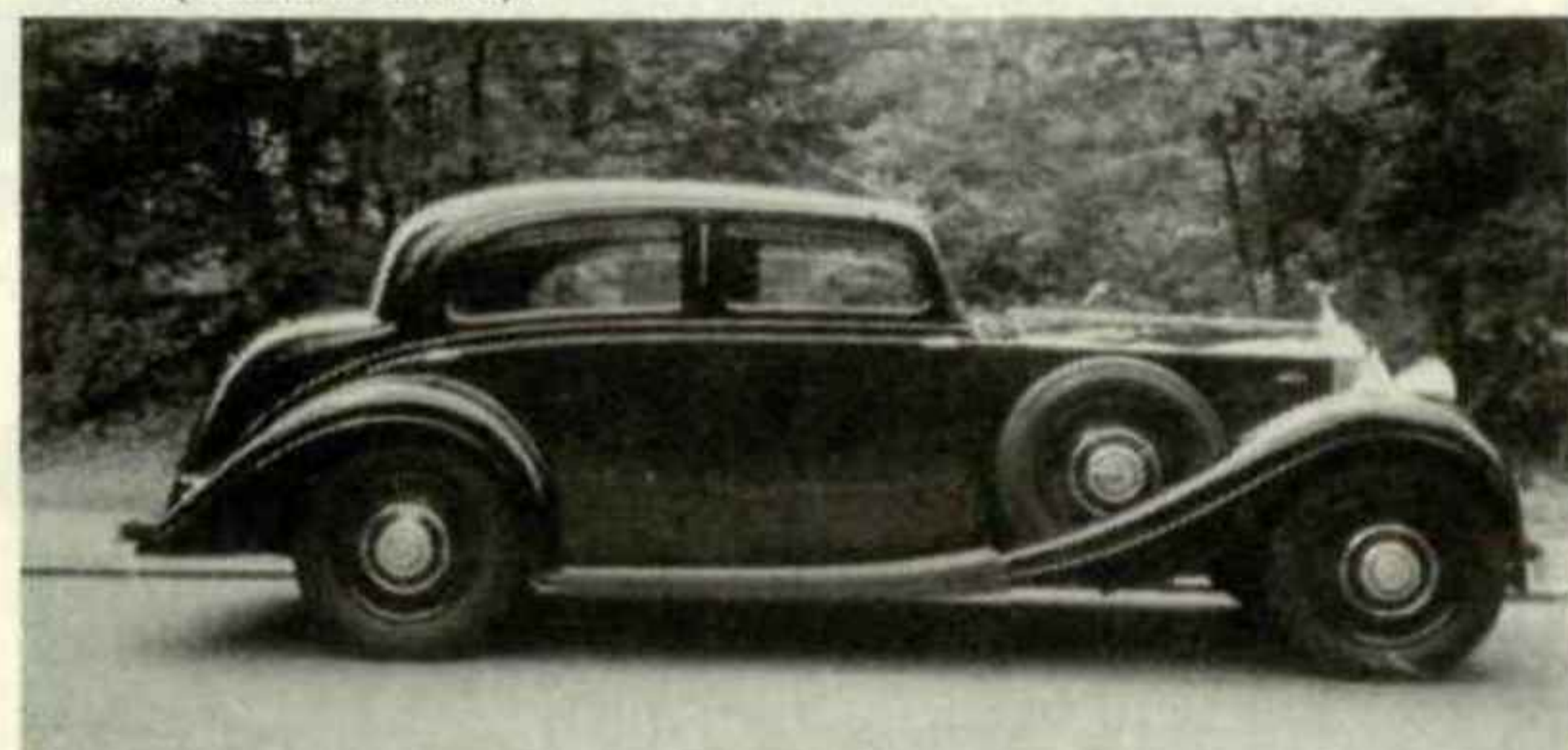
1932 INVICTA 3 LITRE DROPHEAD by Salmons with fold flat windscreen and twin spares, interesting race history.



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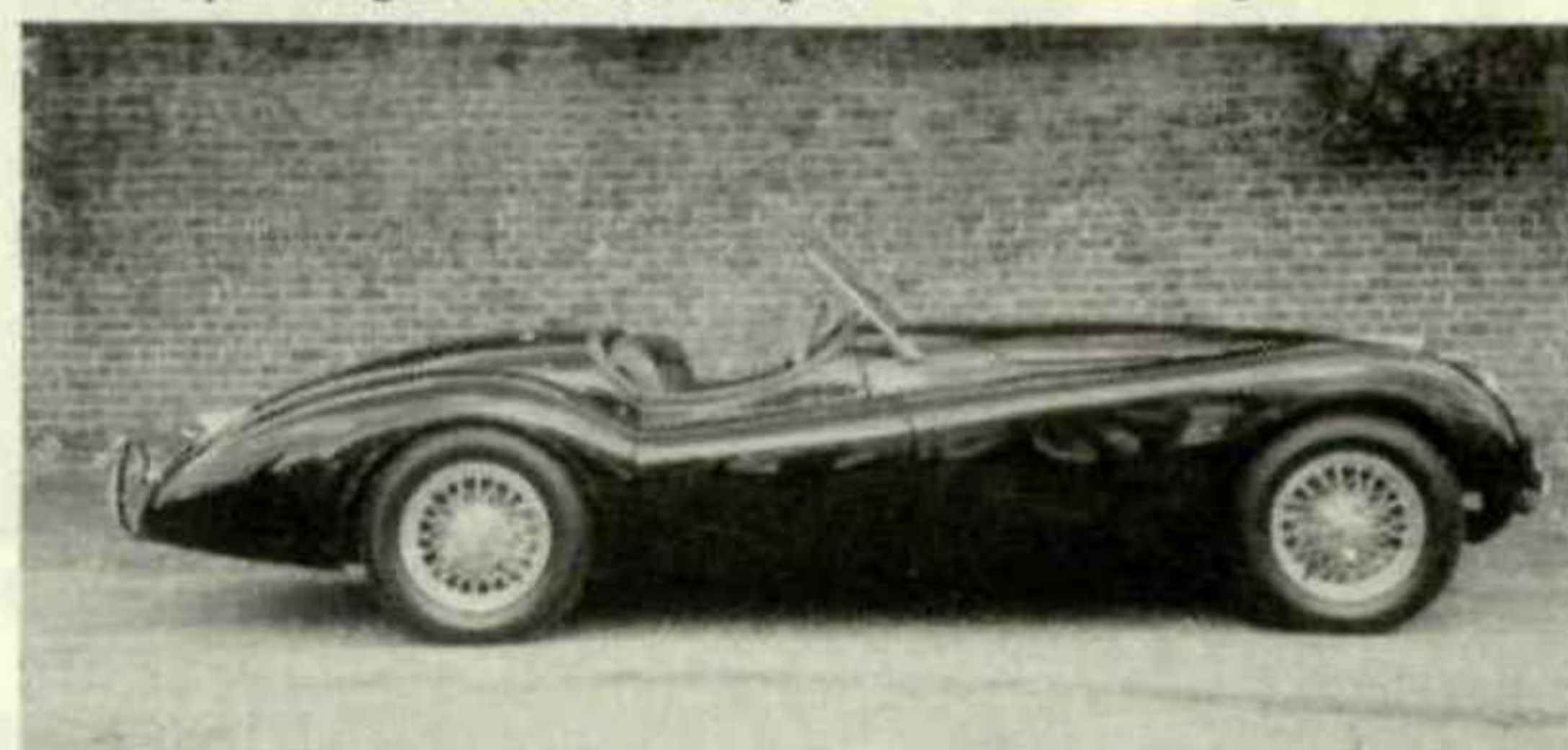
1959 ROLLS ROYCE SILVER CLOUD I. LWB with division by James Barker. Finished in Old English white with tan hide, superb condition.



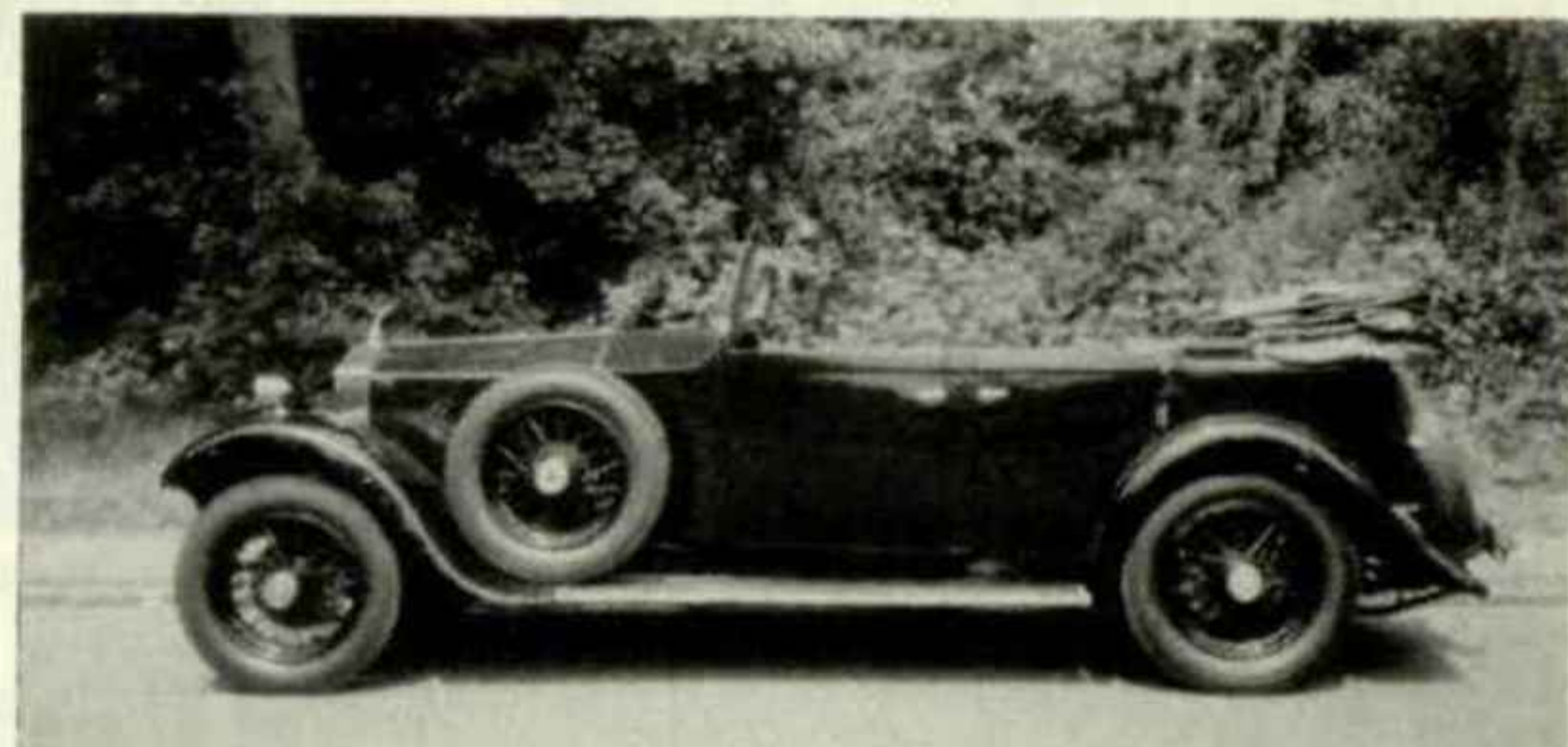
1937 ROLLS ROYCE 25/30 SPORTS SALOON with coachwork by Gurney Nutting in black over dark green. Fabulous looking car.



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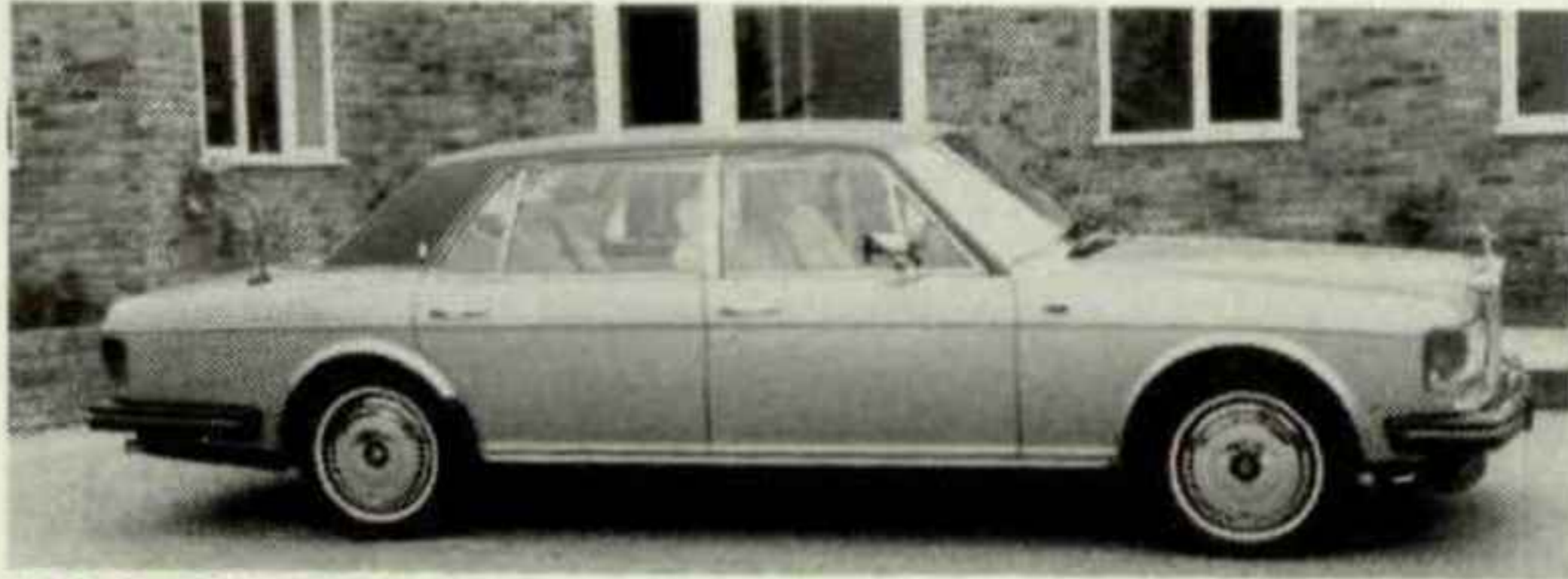
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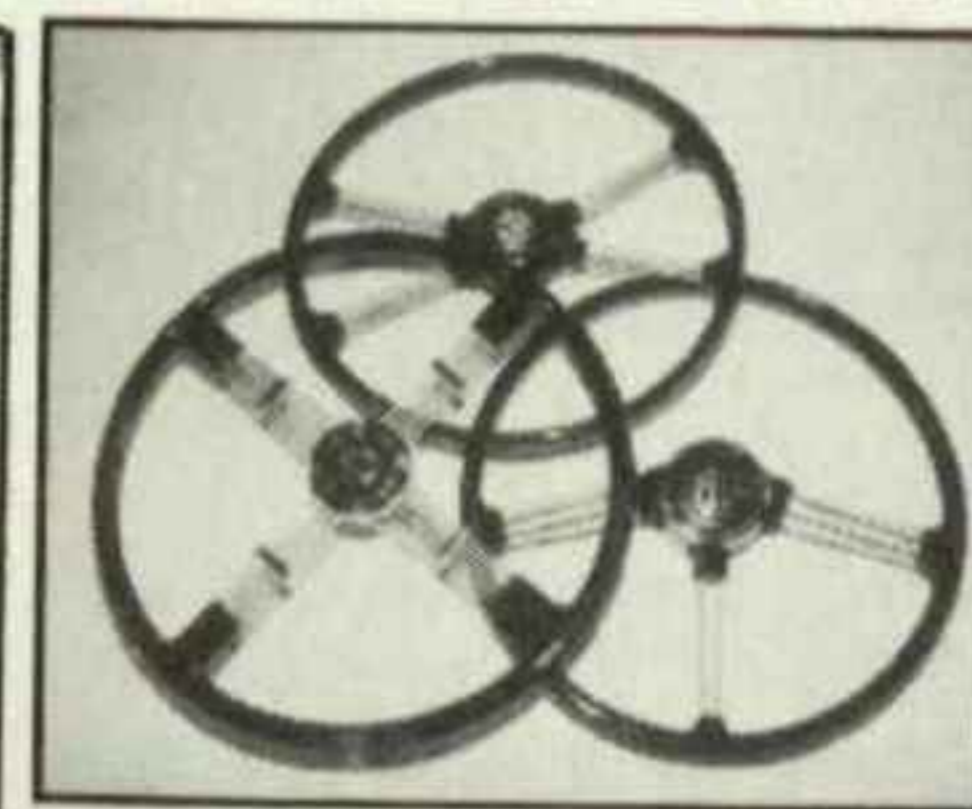
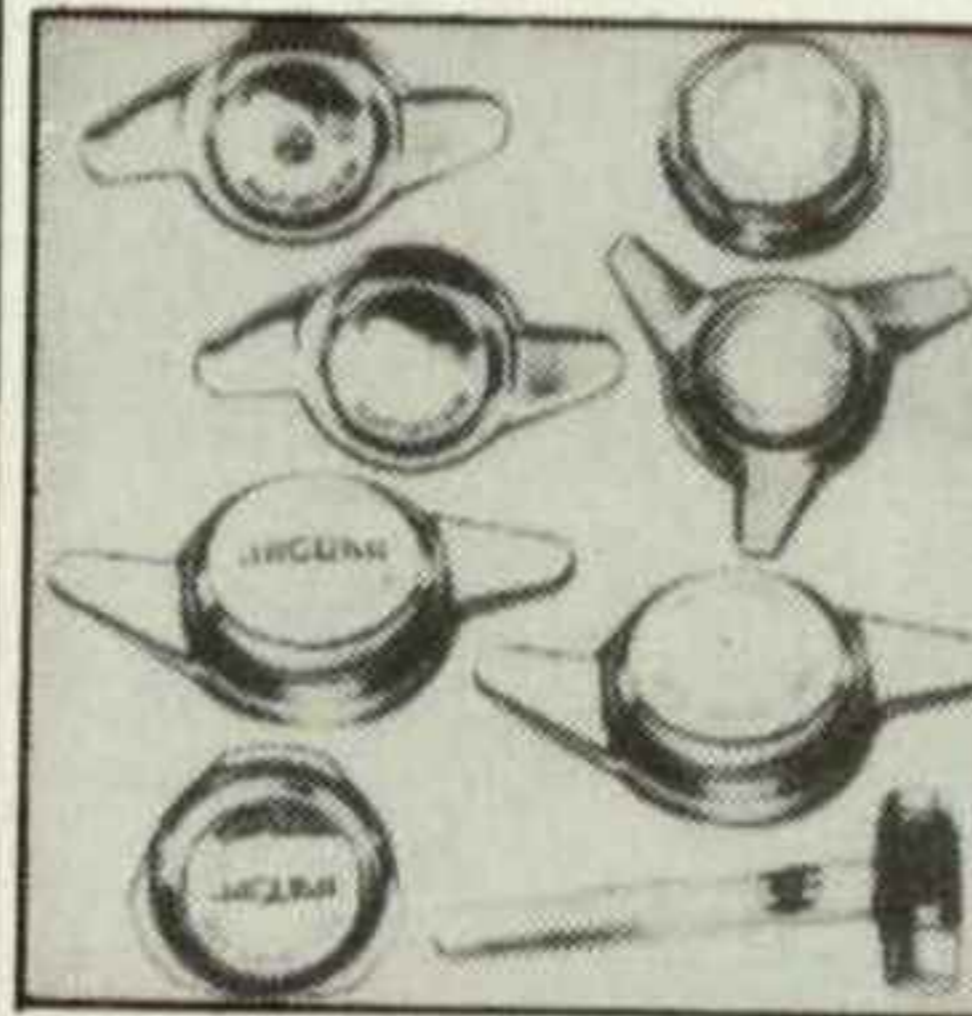
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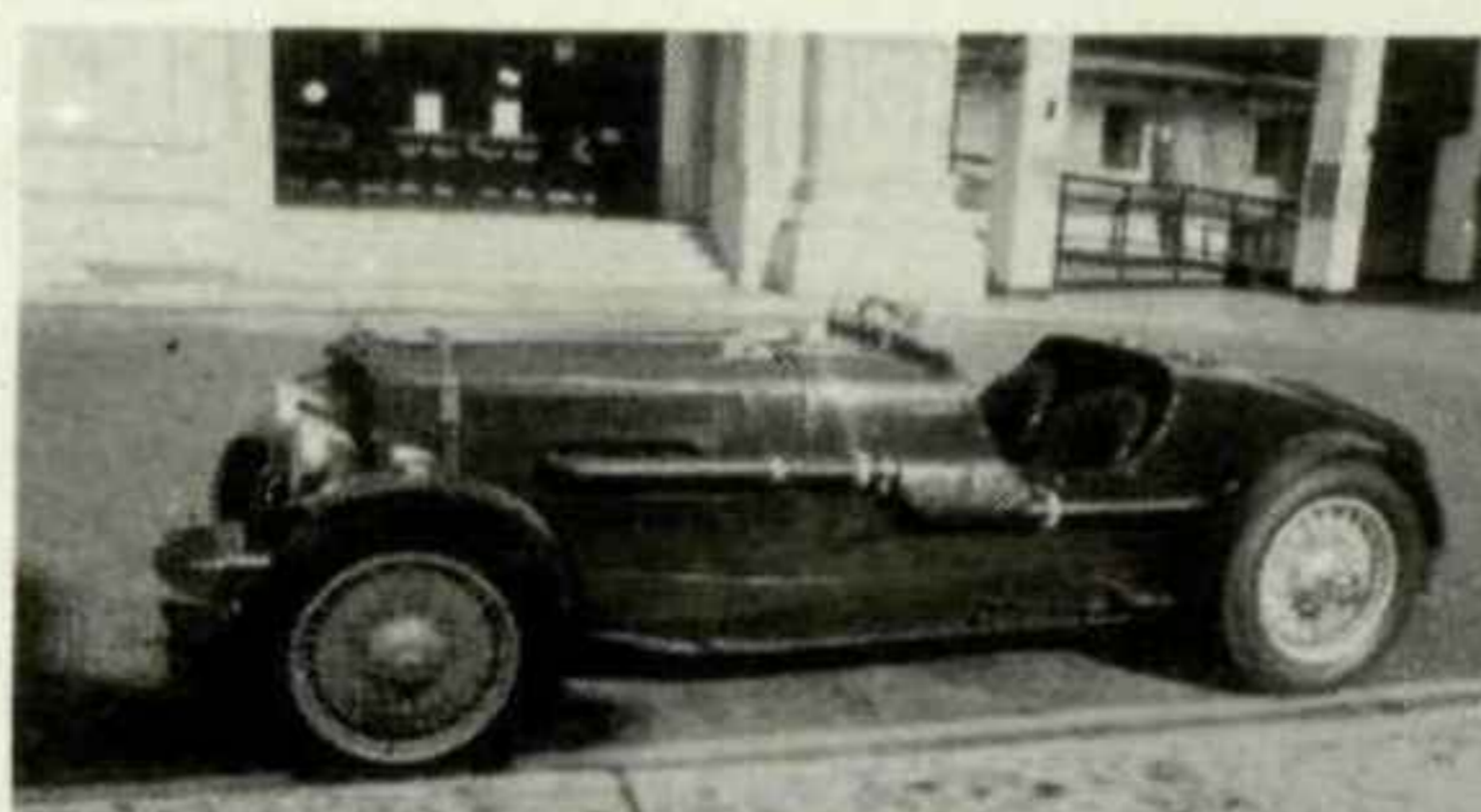
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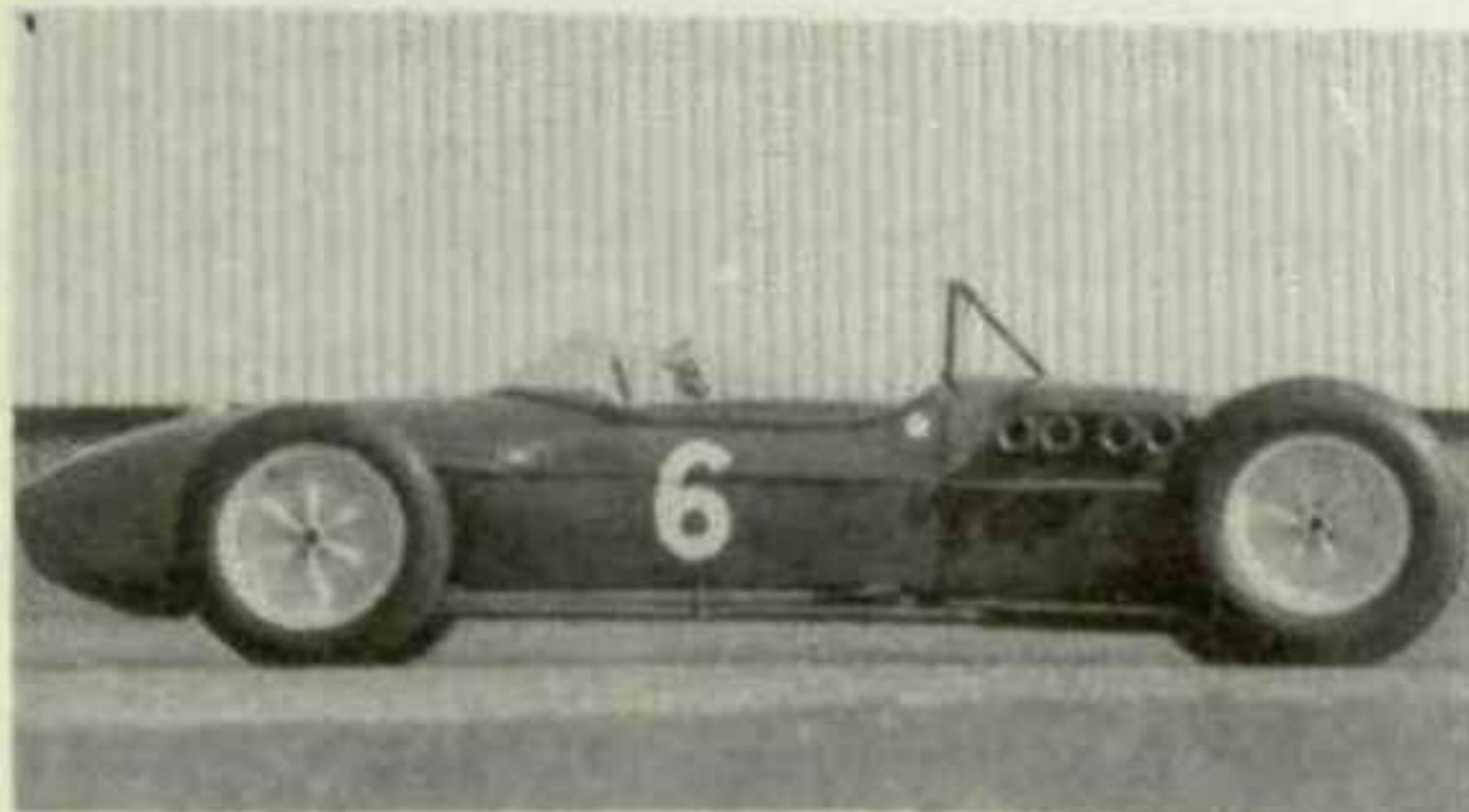
1927 Bentley 6 1/2-litre Le Mans type Tourer. Complete restoration.



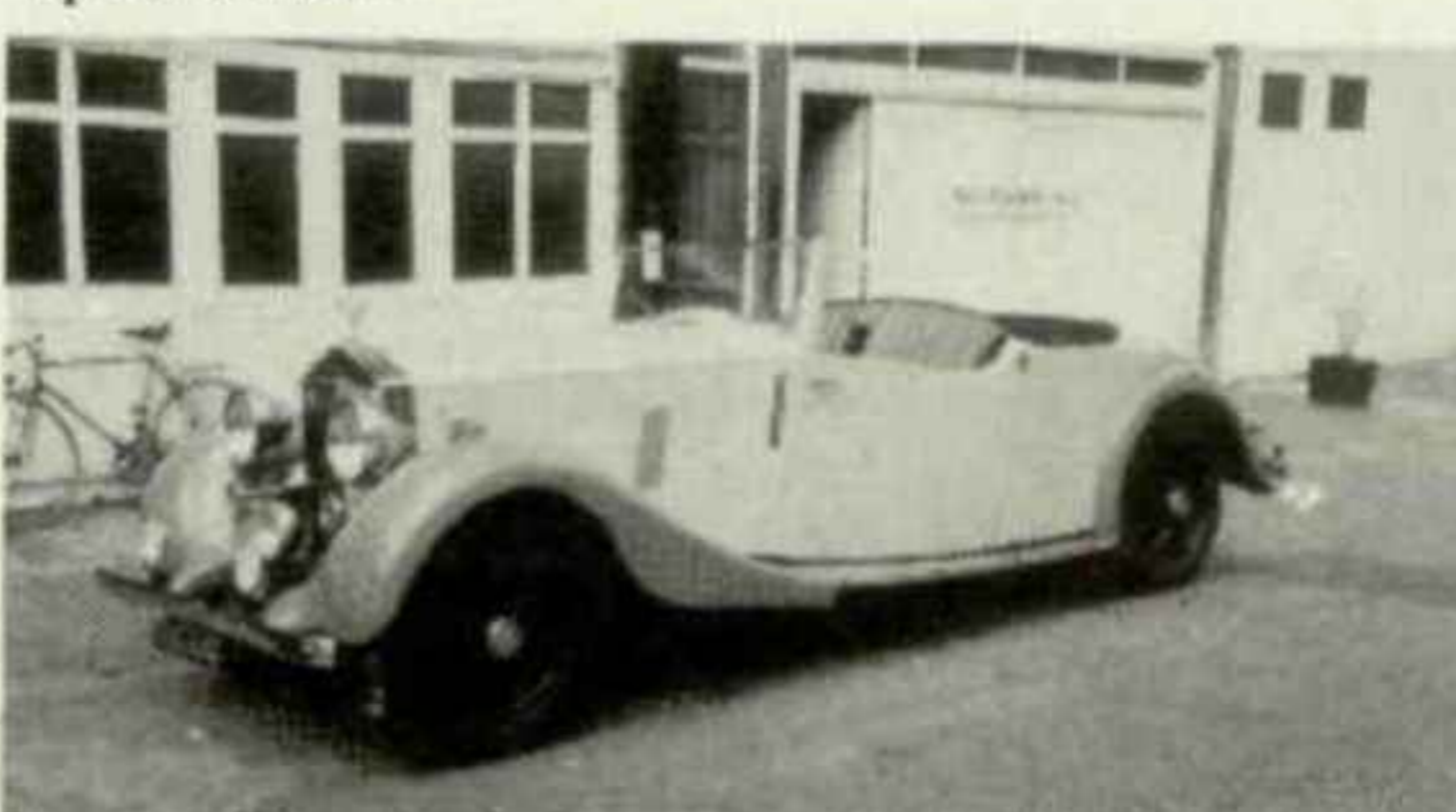
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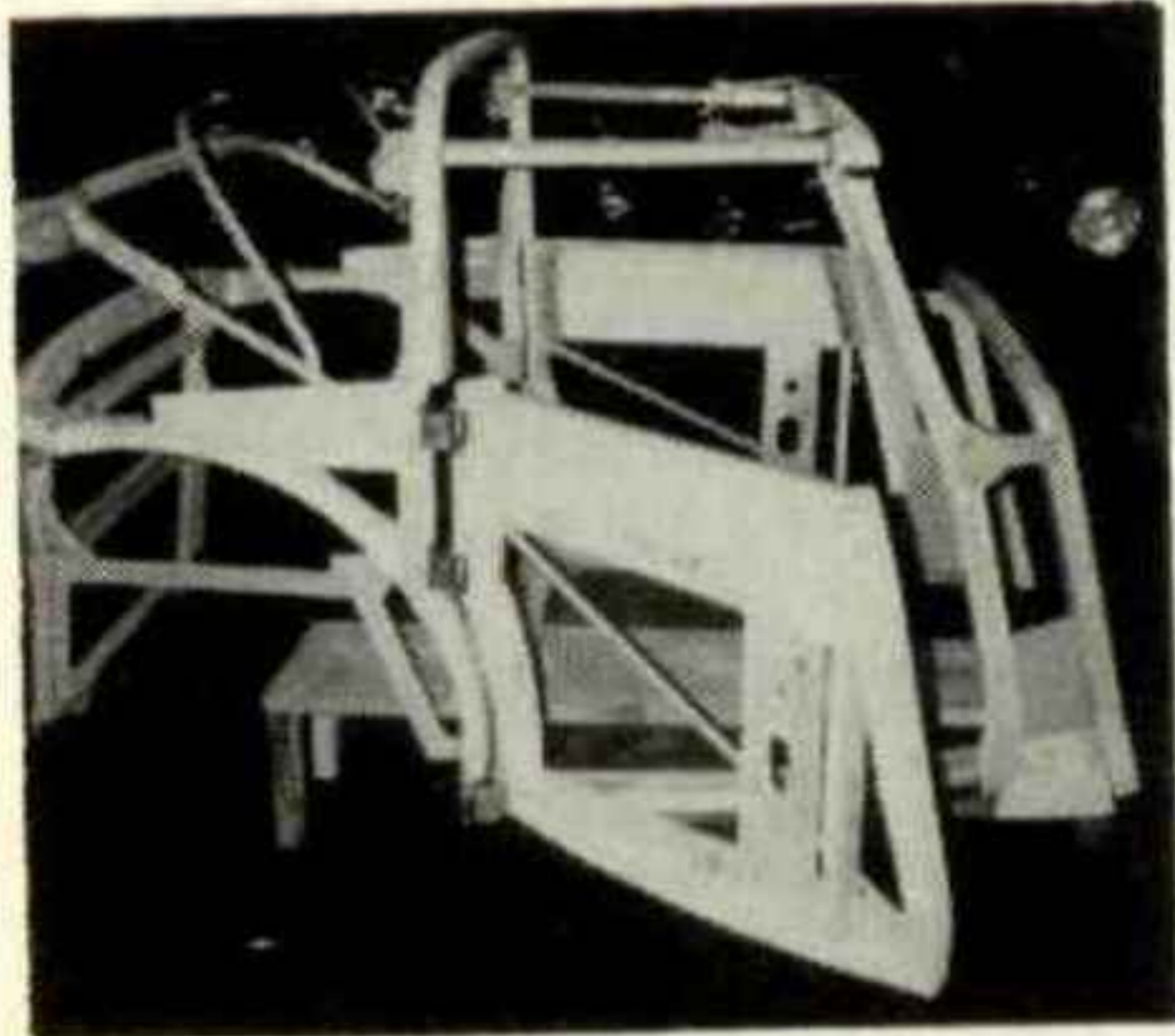
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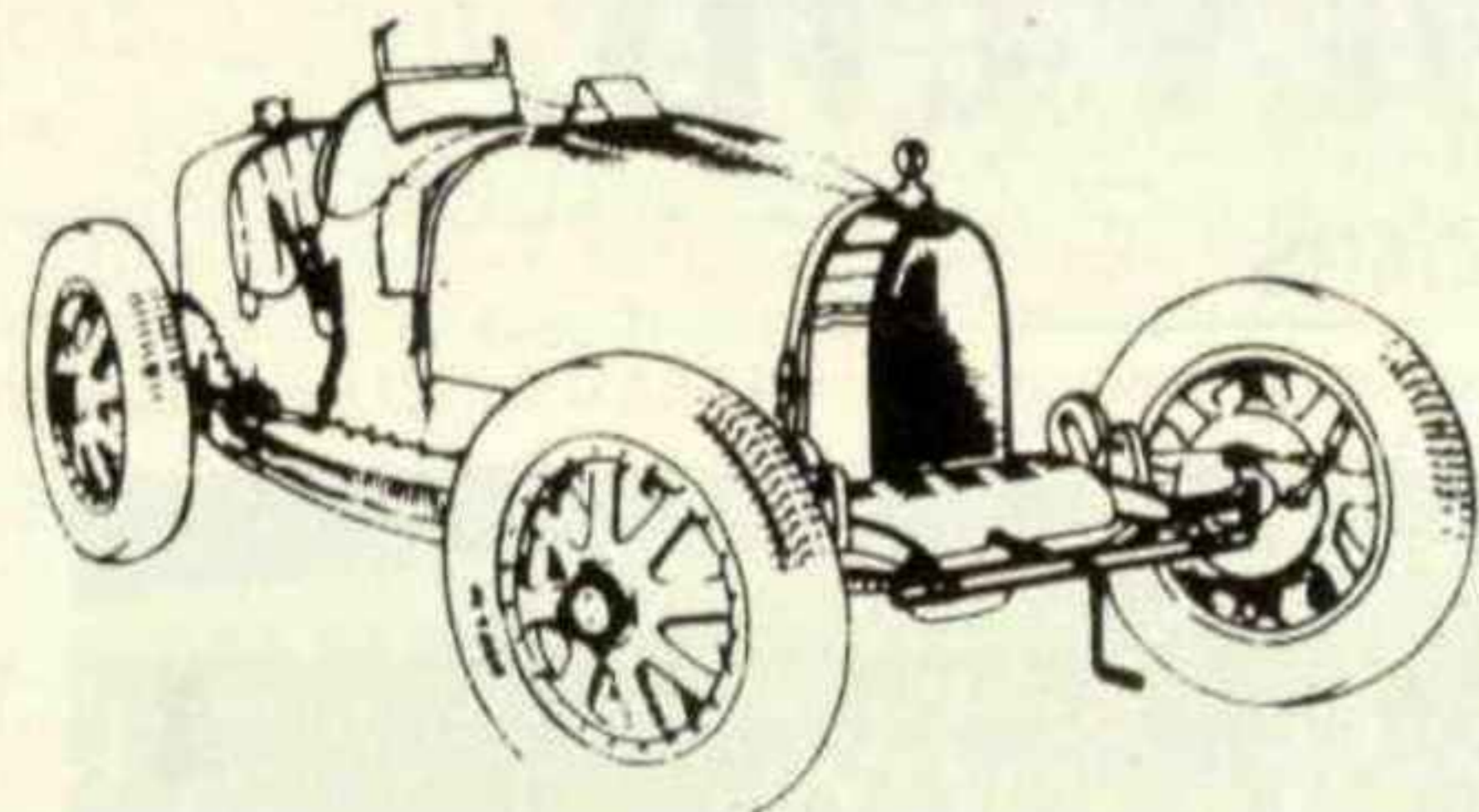
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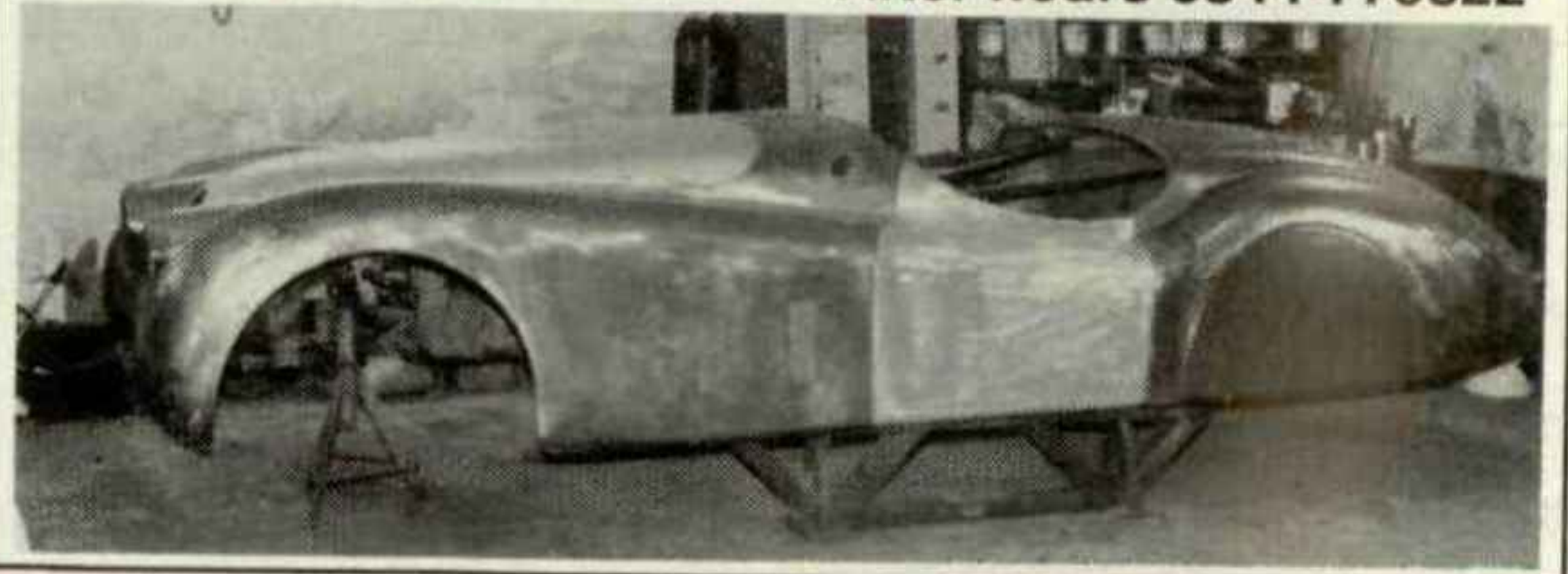
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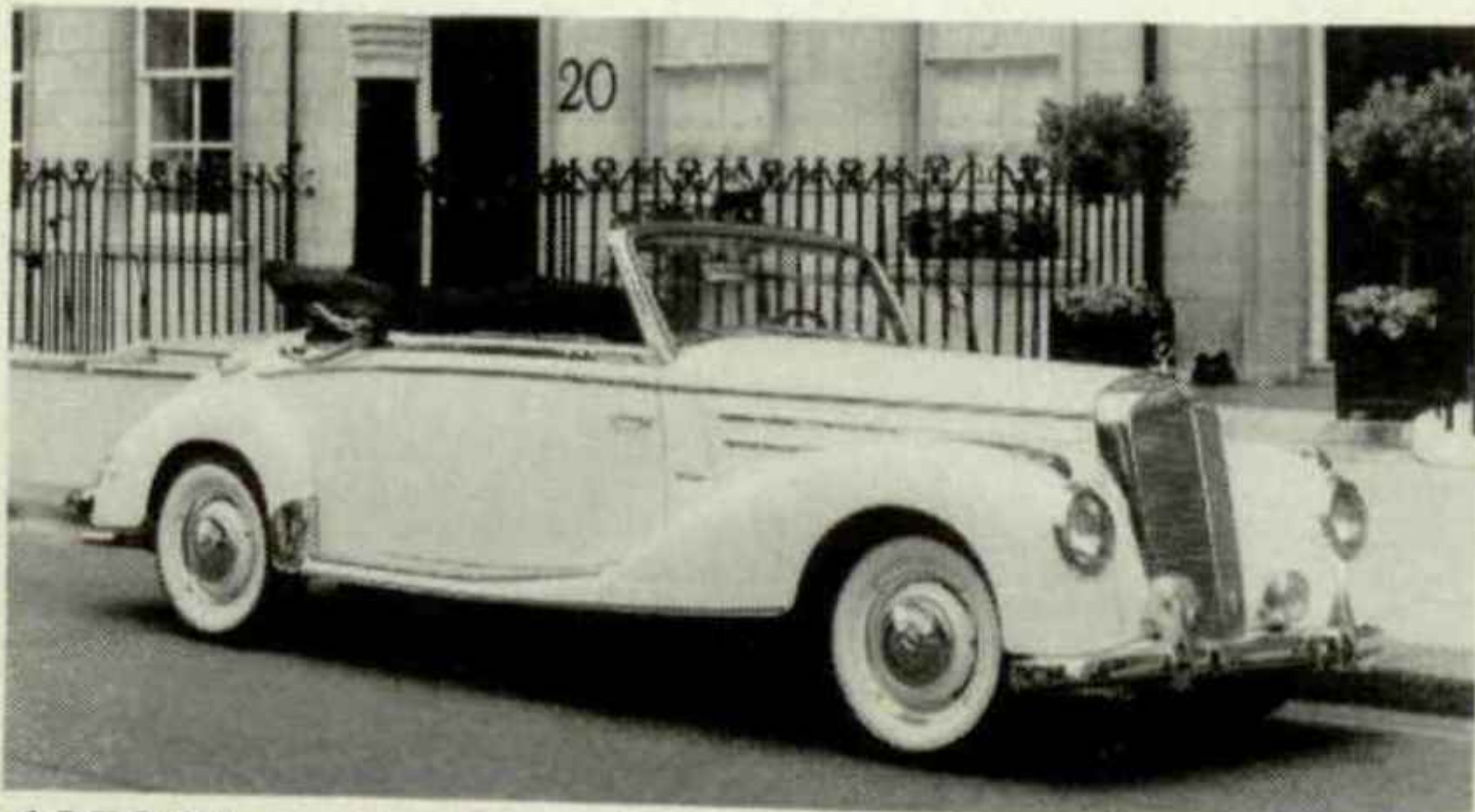
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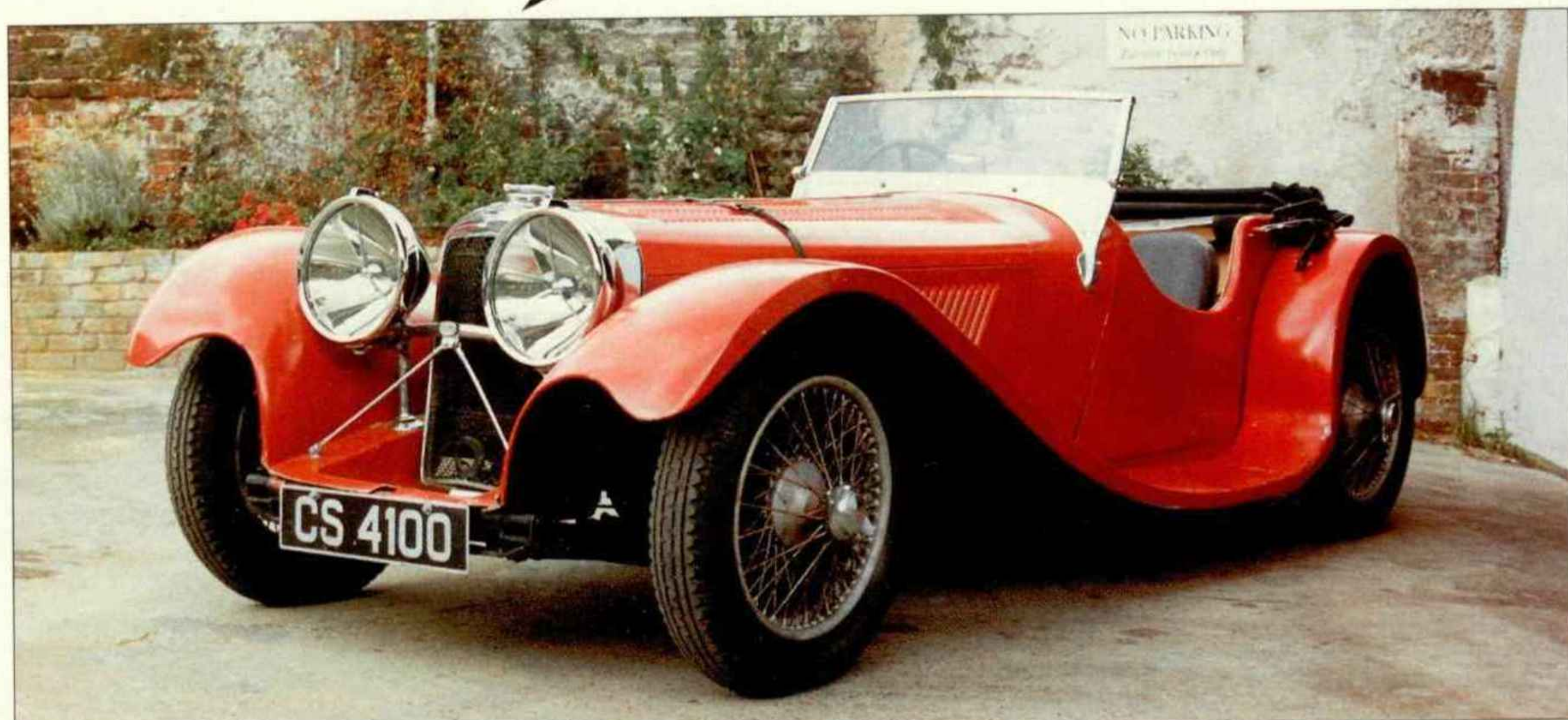
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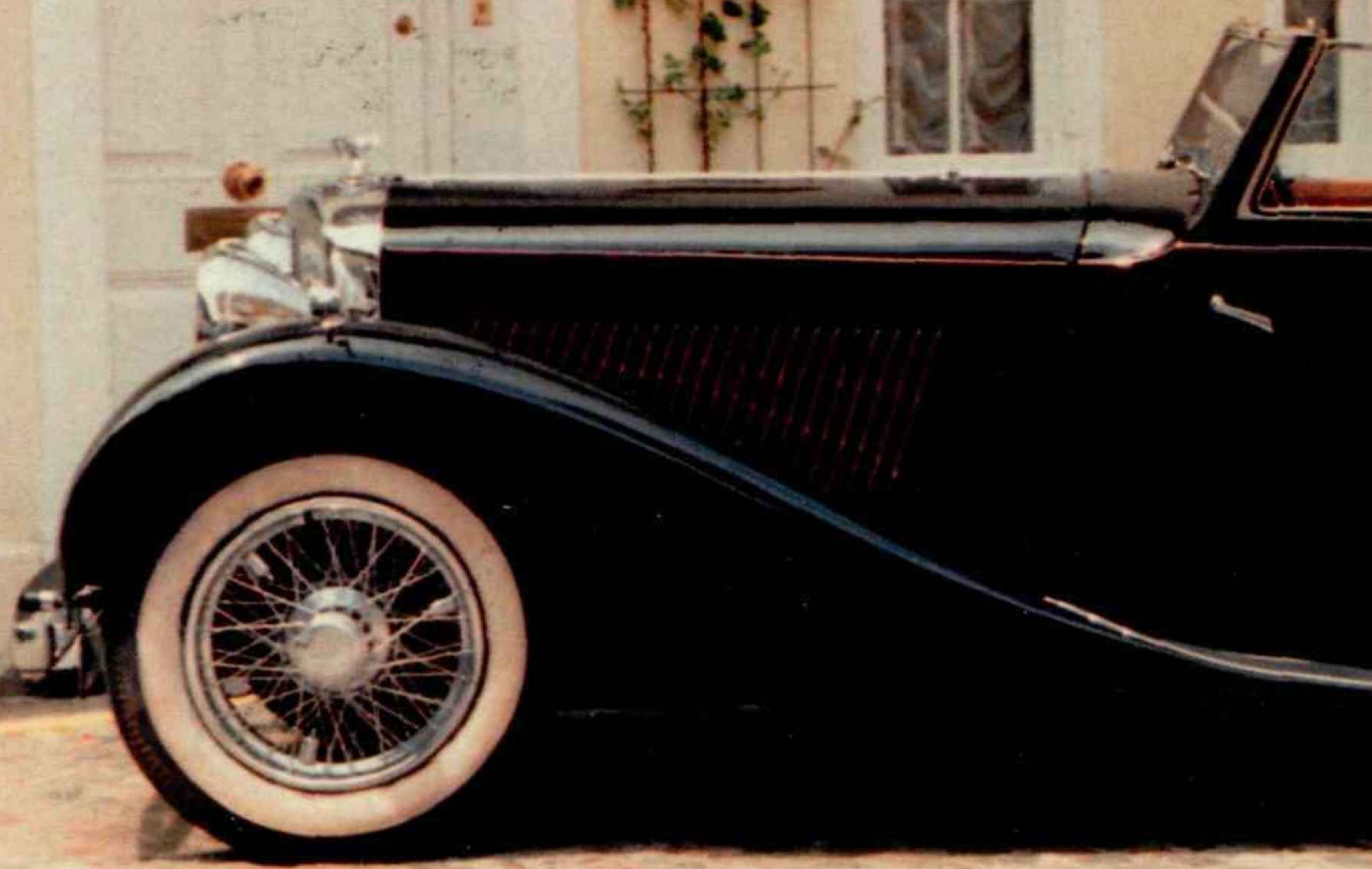
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