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MOTOR SPORT



RAC RALLY: The Japanese onslaught

PROST: An interview with the champion

MASERATI: A tribute to the Trident

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MOTOR SPORT

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FRONT COVER: *Pentti Airikkala finally achieved a World Rally Championship win when he took his Mitsubishi Galant to victory in the Lombard RAC Rally.*

MOTOR SPORT
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MATTERS OF MOMENT

Ford Gets Jaguar

IN AN AGE of takeovers and amalgamations, it has come nevertheless as a profound shock to many enthusiasts that Ford (UK) has acquired Jaguar, a car as British as the bowler hat and rolled umbrella. Except perhaps to hard-bitten, unfeeling financial gamblers or Jaguar shareholders . . . For the rest of us, the thought of Jaguar becoming part of Ford, however much one admires the products of that great motor-producing empire in Detroit, is apt to raise a lump in the throat, a tear in the eye.

Raised under the genius of the late Sir William Lyons, the engineering integrity of the later models enhanced by the late Bill Heynes, and steered more recently through troubled times by Sir John Egan, Jaguar, its reputation enhanced by many important racing victories, such as those at Le Mans, repeated in 1988, is indisputably one of the world's great cars. Individual! British! Now its future is in the hands of a colossus of the USA. This may make the proud Coventry-built make better still. We can only hope so, remembering Ford's own participation in competition events; its Le Mans victories, its rallying successes, and Ford engines doing well in modern F1 races.

Be that as it may, one cannot help regretting the diminution of individuality, personality, character, call it what you will, among the world's production cars. Long gone are the days when each one wore a different radiator to advertise the make, and they were thus easily recognised by interested school children and were worth depicting on cigarette cards! And for a time of Peugeot's absorption of Chrysler Europe, one scarcely knew whether one was driving a Simca, a Chrysler, a Talbot or a Peugeot! Now the Rover of Betjeman-folk has become a Japanese-engineered Rovonda (time will tell, however, whether the new private enterprise models from British Aerospace will take off to reverse this trend), the once proud Royal Daimler is a Jaguar, the once so typically British Austin has ceased to exist, with the names of Morris and MG threatened, and Fiat controls the destiny of the formerly highly individual Alfa Romeo, Ferrari and Lancia and have Maserati and a possible merger with Saab in its sight. For many years outdated Fiats have emerged from the bargain basements of Eastern Europe under new names.

Fortunately the keenness of enthusiasts continues to prevail, ensuring that some interesting cars are still on the market! Let us be thankful for the small output makes, led by Morgan, and for the isolation of Rolls-Royce. But make no mistake, the rank-closing that was first sensed when Peugeot, Renault and Volvo pooled one vee-six engine, or further ago when Audi represented a four-makes amalgam, has spread rapidly since, so that European car makers encourage Japanese infiltration and the great Porsche name has become linked with those of Seat and Skoda . . . Manufacturing bases have changed, so that your apparently English Ford or Vauxhall may have been assembled in Germany or Spain.

All this may be an effective part of the more recent industrial revolution of the global motor industry. But it is moving us steadily towards a time when the car may become nothing more, in the eyes of ordinary drivers, than a utility transport vehicle, no more inspiring than a washing machine or a spin drier.

Already all the little economy saloons, whether Euro-boxes or Jap-sedans, are becoming more and more indistinguishable. Grand Prix racing and top class rallying are now far beyond the realms of the amateur competition driver, with the public-confusing complication of qualifying and wet/dry tyres in the former, and cars kept running in the mainly "forest races" of the latter by frequent changes of vital components. Japan dominates the F1 engine scene and is beginning to take over international rallying. Ordinary cars are getting ever more efficient at the expense of the fun of driving them. Little wonder that the true enthusiast, who with boats, aeroplanes or a private railway out of his or her reach (but models are not a bad substitute) continues to regard the motor car as one of his or her most prized possessions. Long may it be so! Which is why we must hope that the Ford-Jaguar will not turn out to be a sort of "Vanden Plas" Sierra or a GT Lincoln . . . **WB**

Le Mans in Jeopardy!

Most devastating news of the month came through as we were about to close for press that FISA has declared the Sarthe circuit at Le Mans unsafe and will not therefore be renewing its track licence when it expires at the end of December. As is well known FISA and the Automobile Club de l'Ouest have had their differences which saw the 24 Hour race last June exluded from the World Sports-Prototype Championship to no obvious detrimental effect on the event. As negotiations proceeded between the two organisations to bring it back into the fold for this year, it was generally recognised that agreement was not far away with the ACO acceding to all the demands made over television rights, timing equipment, press pass allocation and the entry list. Out of the blue, though, the governing body, with President Balestre as the driving motor, threw a spanner in the works by issuing a demand that no international circuit can have a straight more than two kilometres long. The Mulsanne Straight is over six! The Mulsanne Straight is also part of a Route Nationale when not in use as part of a race track! The ACO does not have the authority to alter it by adding permament chicanes, the only solution to cutting down the length of the famous Straight.

The race now has the noose around its neck. Before it's pulled tight and killed off, we want your views. MOTOR SPORT will do all it can to save this important and historic race, but we need your support. For further information and views, turn to page 72 for Cotton on . . .

At the Porsche Cup prize giving on December 8, it was confirmed that official factory support of Reinhold Joest's team will be increased in 1990, and that his drivers will be Hans Stuck, Bob Wollek, Frank Jelinski and Jonathan Palmer.

Pentti Airikkala, winner of the recent RAC Rally, and Malcolm Wilson, are joining the Ford "works" rally team this year. The Englishman will contest the whole of the Open Championship in an Andrews-Sykes/Mike Little Ford as well as the 1000 Lakes, Sanremo and the RAC Rallies in a Q8 car. On the three rounds of the World Championship, he will be joined by the Finn and Italy's Franco Cunico.

Having won eight Formula 3 races this year in his Jewson Ralt RT33 Volkswagen, David Brabham, the youngest son of Sir Jack, is joining Middlebridge Racing to contest the International Formula 3000 Championship. Bringing Jewson with him as personal backing, he will be driving a Cosworth-powered Reynard 90D and is very optimistic of a successful year.

The championship features 11 races in six different European countries including three in Britain.The season begins at Silverstone on April 8 with additional races at Brands Hatch (August 19) and the Birmingham Superprix (August 27).

A powerful line-up of 22 drivers, including Andrew Cowan and Jean-Louis Schlesser, and co-drivers, divided into 11 cars (six T3 prototypes, two T2s, one PX33 and two fast service vehicles), five service trucks, 24 mechanics and six supervisors and co-ordinators, has been set-up by the Sonauto-Mitsubishi team with the objective of winning the 12th Paris-Tripoli-Dakar from December 25-January 16.

Application forms for 1990 Competition Licences are now available from the RAC MSA Ltd and will be sent automatically to all current licence holders. An important change for 1990 is that Race Licences will be valid for entering Speed events of up to Restricted status.

Allowing ourselves just a little indulgence MOTOR SPORT may quietly pat itself on the back. Gordon Cruickshank, deputy editor, has been awarded the Rootes Gold Cup in recognition of his success in co-driving the winning Jaguar on the Pirelli Marathon event.

The trophy is awarded annually by the Guild of Motoring Writers, and the announcement at the annual dinner, at the Royal Automobile Club on December 6, was the most popular of the evening. Subsequently injured in a road accident, as a passenger, GC continues to regain his strength at the Stoke Mandeville Hospital, Aylesbury. On behalf of the Guild's committee, Eric Tobitt announced that he had visited him that day to present the award.

The Timo Makinen Award was presented to Michael Cotton (MLC) in recognition of his reportage of World Championship sportscar racing.

Hugh Conway CBE

As we close for press, we learn sadly that Hugh Conway, CBE, has died of a sudden heart attack, after he seemed to be recovering well and was full of plans for the forthcoming Bugatti Museum at Prescott. He was the leading authority on all aspects of Molsheim lore, history, engineering, competition and participation.

A Vice President of and the registrar to the Bugatti Owners club, he was a top engineer in the British aircraft industry, but after his retirement he concentrated on building Bugattis and researching the story of the Bugatti family and their cars. Many typically erudite and interesting Foulis books were written by Hugh, notably *Bugatti — le pur sang des automobiles* of 1983 and *Grand Prix Bugatti*. He was a regular valued writer in *Bugantics* and Haynes are about to publish a £150 Bugatti book of which Hugh was a co-author. It was he who unearthed rare artifacts and original drawings at Molsheim and elsewhere. His death will be deeply mourned by Bugatti owners everywhere and the British Bugatti OC in particular will be much poorer for his irreplaceable loss. To his family, our sympathy is beyond mere words. **WB**

The ACO announced in Paris on Monday, December 11 that it would go over the heads of the FIA and FISA and petition the National Assembly for permission to hold the 24 Hour race. M. Robert Jarré, the mayor of Le Mans, and a number of parliamentary deputies were at the conference, and the issue should be debated in January.

In response, M. Balestre issued a megalomaniac statement blaming the ACO for mounting a public attack against himself and the Motor Sport Council "at the very moment when most of the national sporting authorities are organising the celebrations for their deserving drivers."

On the subject of safety, Balestre has this to say: "Certain French drivers declared that this year, on the Straight, they were terrorised by the speed as they were no longer in control of their cars." He also claimed that in 1990 speeds would rise to "more than 420 kph (261 mph) unless something is done to prevent the increase.

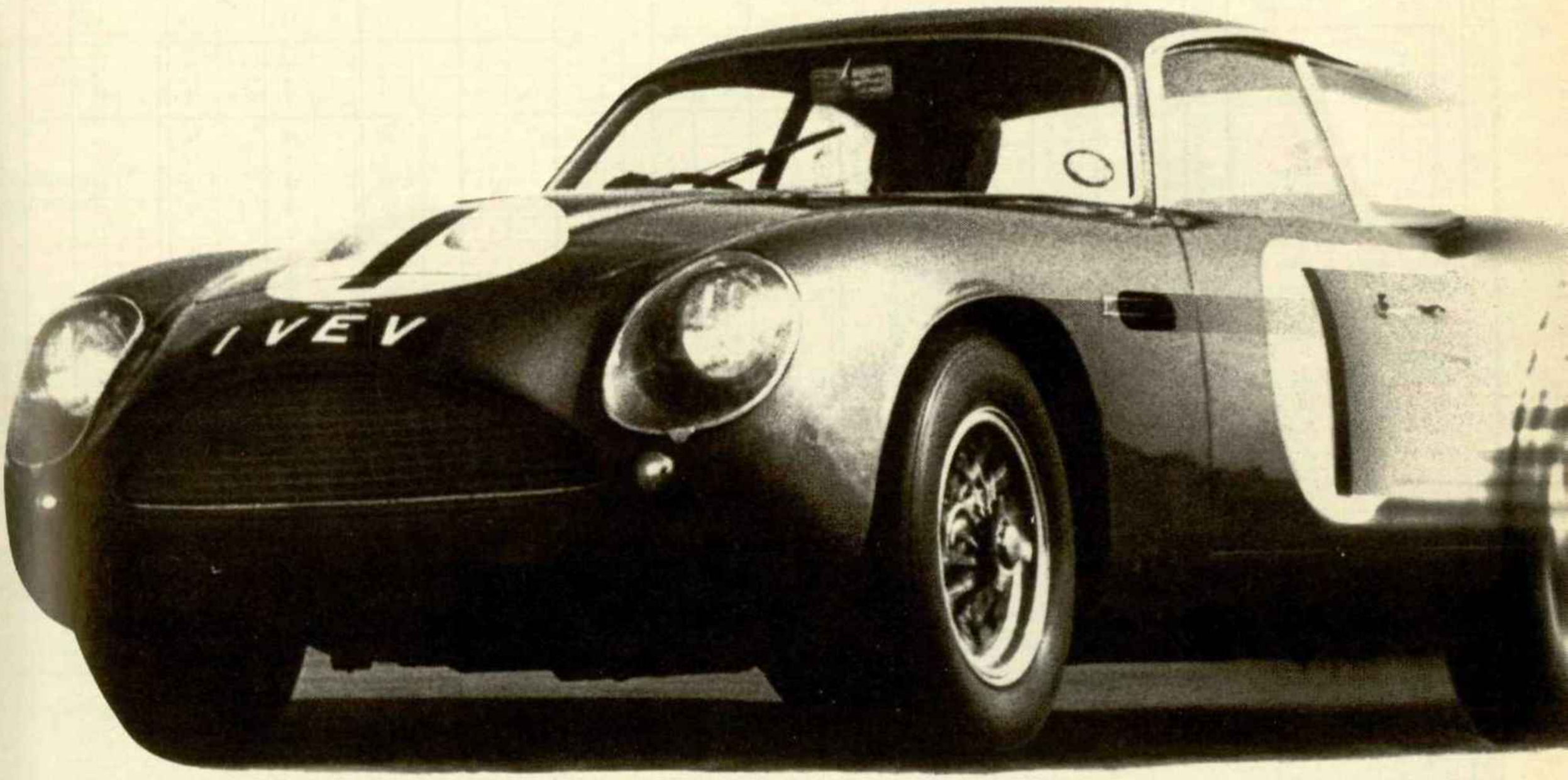
JANUARY FIXTURES

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

Date	*Organiser*	*Venue*	*Event*	*Type*
Dec 16/17	BRDA/Enterprise AC	Brands Hatch, Dartford, Kent	Race Meeting	R
Dec 23-Jan 16	**Thierry Sabine Organisation**	**Palais de Versailles, Paris, France**	**Paris-Dakar Rally**	**INT**
Jan 6/7	VSCC	Measham, Leicestershire	Navigation Rally	R
Jan 7	FDMC	Farnborough, Hampshire	Stages Rally	R
Jan 19-26	**ACM**	**Monte Carlo, Monaco**	**Monte Carlo Rally (WRC)**	**INT**
Feb 3-4	**IMSA**	**Daytona, Florida, USA**	**Daytona 24-Hour Race**	**INT**
Feb 9-13	**The International Swedish Rally**	**Karlstadt, Sweden**	**Swedish Rally (WRC)**	**INT**

BROOKS

DONINGTON



Brooks at Donington: Thursday, 8 February and Monday, 9 April, 1990.

Two sale dates for your diary, and already some cars of remarkable quality.

Most attention will focus on '1VEV.' The faster and more successful of the Essex Racing Team's famous pair of lightweight Aston Martin DB4GT Zagatos, it is now offered fully restored while uniquely retaining its original body and engine.

'1VEV' was driven by Jim Clark, Roy Salvadori, Innes Ireland and Tony Maggs to remain unbeaten by its sister car. In 1961 it finished 3rd in the TT, 6th in the Paris 1000kms and even 2nd amongst the Ferraris at Monza.

It's a car of the calibre you'd expect at a Brooks sale.

For further information, call Robert Brooks, James Knight or Mark Beattie on 01-228 8000.

BROOKS,
81 Westside,
London,
SW4 9AY.
Telephone:
01-228 8000.
Facsimile:
01-585 0830.

WORLD RALLY CHAMPIONSHIP RESULTS 1989

POS	DRIVERS		NAT	SWED	MONTE		PORTUGAL		SAFARI		CORSICA		ACROPOLIS		N.ZEALAND		ARGENTINA		1000 LAKES		AUSTRALIA		SAN REMO		IV. COAST		R.A.C.	TOTAL
				PTS	PTS	TOT	PTS	TOT	PTS	TOT	PTS	TOT	PTS	TOT	PTS	TOT	PTS	TOT	PTS	TOT	PTS	TOT	PTS	TOT	PTS	TOT	PTS	
1	BIASION	Massimo	I		20	20	20	40	20	60		60	20	80		80		80	6	86		86	20	106		106		106
2	FIORIO	Alessandro	I				12	12	1	13		13	12	25		25	15	40		40	10	50	15	65		65		65
3	KANKKUNEN	Juha	SF		8	8		8		8	12	20		20		20		20		20	20	40	8	48		48	12	60
4	AURIOL	Didier	F		15	15		15		15	20	35	15	50		50		50		50		50		50		50		50
--	ERICSSON	Mikael	S	10		10		10		10		10		10		10	20	30	20	50		50		50		50		50
6	ERIKSSON	Kenneth	S	12		12		12		12		12		12		12		12	10	22	15	37		37		37	10	47
7	CARLSSON	Ingvar	S	20		20		20		20		20		20	20	40		40		40		40		40		40	3	43
8	SAINZ	Carlos	E																12	12		12	12	24		24	15	39
9	ALÉN	Markku	SF				15	15		15		15		15		15		15		15	12	27		27		27		27
10	OREILLE	Alain	F		1	1		1		1	3	4		4		4		4		4		4	2	6	20	26		26
11	MILLEN	Rod	NZ												15	15		15		15	8	23		23		23		23
12	DUEZ	Marc	B		3	3	8	11		11	6	17		17		17		17		17		17	4	21		21		21
--	SALONEN	Timo	SF																15	15		15		15		15	6	21
14	BLOMQVIST	Stig	S	8		8		8	12	20		20		20		20		20		20		20		20		20		20
--	FISCHER	Georg	A				10	10		10		10		10		10	10	20		20		20		20		20		20
--	RECALDE	Jorge	RA										8	8		8	12	20		20		20		20		20		20
--	AIRIKKALA	Pentti	SF																								20	20
18	WILSON	Malcolm	GB												12	12		12		12	6	18		18		18	1	19
19	EKLUND	Per	S	15		15		15		15		15	1	16		16		16		16		16		16		16		16
20	KIRKLAND	Mike	EAK						15	15		15		15		15		15		15		15		15		15		15
--	CHATRIOT	François	F								15	15		15		15		15		15		15		15		15		15
--	TAUZIAC	Patrick	F																						15	15		15
23	SHINOZUKA	Kenjiro	J										4	4	6	10		10		10	4	14		14		14		14
--	CERRATO	Dario	I		4	4		4		4		4		4		4		4		4		4	10	14		14		14
25	SABY	Bruno	F		12	12		12		12		12		12		12		12		12		12		12		12		12
--	SNIJERS	Patrick	B		6	6		6		6		6		6		6		6		6		6	6	12		12		12
--	CHOTEAU	Adolphe	F																						12	12		12
--	MIKKOLA	Hannu	SF		10	10		10		10		10		10		10		10		10		10		10		10	2	12
29	WALDEGÅRD	Björn	S						10	10		10		10		10		10		10		10		10		10		10
--	LOUBET	Yves	F								10	10		10		10		10		10		10		10		10		10
--	McRAE	Jimmy	GB										10	10		10		10		10		10		10		10		10
--	JONSSON	Mats	S												10	10		10		10		10		10		10		10
--	"SEGOLEN"		F																						10	10		10
34	DUNCAN	Ian	EAK						8	8		8		8		8		8		8		8		8		8		8
--	BÉGUIN	Bernard	F								8	8		8		8		8		8		8		8		8		8
--	McRAE	Colin	GB												8	8		8		8		8		8		8		8
--	SOTO	Ernesto	RA														8	8		8		8		8		8		8
--	EDLING	Torbjörn	S																8	8		8		8		8		8
--	SERVANT	Patrice	F																						8	8		8
--	VATANEN	Ari	SF																								8	8
41	SCHWARZ	Armin	D										3	3		3		3	4	7		7		7		7		7
42	LINDHOLM	Sebastian	SF	6		6		6		6		6		6		6		6		6		6		6		6		6
--	BICA	Carlos	P				6	6		6		6		6		6		6		6		6		6		6		6
--	PRESTON	Vic (Jnr)	EAK						6	6		6		6		6		6		6		6		6		6		6
--	STOHL	Rudolf	A										6	6		6		6		6		6		6		6		6
--	STELLA	Fernando	RA														6	6		6		6		6		6		6
--	WALFRIDSSON	Stig-Olof	S	3		3		3		3		3		3		3		3	3	6		6		6		6		6
--	GRAZIANI	José	F																						6	6		6
49	TRELLES	Gustavo	U				1	1		1		1		1		1	4	5		5		5		5		5		5
--	BOURNE	Peter	NZ						4	4		4		4		4		4		4	1	5		5		5		5
--	DE MEVIUS	Gregoire	B				4	4		4		4		4		4		4		4		4	1	5		5		5
52	ASTERHAG	Leif	S	4		4		4		4		4		4		4		4		4		4		4		4		4
--	DE MARTINI	Paola	I		2	2		2		2	2	4		4		4		4		4		4		4		4		4
--	CUNICO	Franco	I								4	4		4		4		4		4		4		4		4		4
--	WILSON	Ray	NZ												4	4		4		4		4		4		4		4
--	ANTOINE	Benoit	F																						4	4		4
--	SUNDSTRÖM	Mikael	SF																								4	4
58	ANDREUCCI	Paolo	I				3	3		3		3		3		3		3		3		3		3		3		3
--	WEBER	Erwin	D						3	3		3		3		3		3		3		3		3		3		3
--	AL HAJRI	Saeed	UAE												3	3		3		3		3		3		3		3
--	TRAVERSO	Juan Maria	RA														3	3		3		3		3		3		3
--	BELL	Wayne	AUS																		3	3		3		3		3
--	ALESSANDRINI	Paolo	I																				3	3		3		3
64	JOHANSSON	Björn	S	2		2		2		2		2		2		2		2		2		2		2		2		2
--	SKOGHAG	Fredrik	S				2	2		2		2		2		2		2		2		2		2		2		2
--	HEATHER-HAYES	Jim	EAK						2	2		2		2		2		2		2		2		2		2		2
--	VARDINOGIANIS	Giannis	GR										2	2		2		2		2		2		2		2		2
--	DUNKERTON	Ross	AUS												2	2		2		2		2		2		2		2
--	BESCHAM	Jorge	RA														2	2		2		2		2		2		2
--	BURI	Risto	SF																2	2		2		2		2		2
--	ORDYNSKI	Edward	AUS																		2	2		2		2		2
72	ERIKSSON	Håkan	S	1		1		1		1		1		1		1		1		1		1		1		1		1
--	BALESI	Claude	F								1	1		1		1		1		1		1		1		1		1
--	ADAMSON	Ken	NZ												1	1		1		1		1		1		1		1
--	FUCHTER	Ernesto	BR														1	1		1		1		1		1		1
--	SAARENPÄÄ	Esa	SF																1	1		1		1		1		1

WORLD RALLY CHAMPIONSHIP RESULTS 1989

POS	MAKE	MONTE-CARLO			TOTAL	PORTUGAL			TOTAL	MARLBORO SAFARI			TOTAL	CORSICA			TOTAL	ACROPOLIS			TOTAL CARR'D FOWRD
		OA	GP	TOT		OA	GP	TOT		OA	GP	TOT		OA	GP	TOT		OA	GP	TOT	
1	LANCIA	12	8	20	20	12	8	20	40	12	8	20	60	12	8	20	80	12	8	20	100
2	TOYOTA	6	4	10	10				10	7	5	12	22	8	6	14	36				36
3	BMW	3	1	4	4	6	4	10	14				14	10	7	17	31				31
4	AUDI	2	0	2	2	7	5	12	14				14	2	1	3	17	5	3	8	25
5	MAZDA	7	5	12	12	4	8	12	24				24				24				24
6	RENAULT	1	8	9	9				9				9	3	8	11	20				20
7	NISSAN									10	7	17	17				17	1	0	1	18
8	VOLKSWAGEN									8	6	14	14				14				14
9	MITSUBISHI																	7	5	12	12
10	SUBARU									4	2	6	6				6				6
–	FORD													4	2	6	6				6

POS	MAKE	ARGENTINA			TOTAL	1000 LAKES			TOTAL	AUSTRALIA			TOTAL	SANREMO			TOTAL	LOMBARD RAC			TOTAL 7 TOP SCORS
		OA	GP	TOT		OA	GP	TOT		OA	GP	TOT		OA	GP	TOT		OA	GP	TOT	
1	LANCIA	12	8	20	120	5	3	* 8	128	8	6	* 14	134	12	8	20	140				140
2	TOYOTA				36	8	6	14	50	12	8	20	70	8	6	14	84	10	7	17	101
3	MAZDA				24	10	7	17	41	6	4	10	51	1	7	8	59	5	3	8	67
4	MITSUBISHI				12	12	8	20	32	4	2	6	38				38	12	8	20	58
5	AUDI	7	5	12	37	4	2	6	43				43				43				43
6	RENAULT	6	4	10	30				30				30	2	8	10	40				40
7	BMW				31				31				31	4	2	6	37				37
8	NISSAN				18				18				18				18				18
9	VOLKSWAGEN	1	0	1	15				15				15				15				15
10	VAUXHALL									5	3	8	8				8	1	0	1	9
11	SUBARU				6				6	1	0	1	7				7				7
12	FORD				6				6				6				6				6
13	FIAT	2	1	3	3				3				3				3				3



The Lancia domination continued into 1989 with six outright victories.



With the end of the rally in sight, and securely in the lead, Pentti Airikkala takes it easy in one of the final stages of the event.

Four-play!

IN ONE of the conference rooms of Heathrow's Excelsior Airport Hotel, there was a hubbub of the kind which is common at gatherings of people who share a common interest; people of many nationalities who had assembled for a sporting purpose and who were itching to see the morning, when they would set out in pairs on their five day contest against a hundred-odd other pairs, the weather, the clock and the unpredictable quirks for which mechanical contrivances were renowned when stressed beyond their usual limits.

The year was 1967, the month November, and the occasion the eve of the RAC Rally of Great Britain. Normally at that late hour in the evening, the public rooms of the hotel would be almost deserted, for in those days roadbooks were only issued at scrutiny, the day before the start, whereupon everyone would retire immediately to their rooms, guest houses or even the backs of service vehicles, to mark maps and plan service schedules. Some of them would even spend all night over their paperwork, and think nothing of setting out in the morning on the first leg of the rally, knowing that they had three days and two nights to go before they would get a full night's rest.

Eventually, in walked a man whom everyone recognised. There was no call for silence as he approached the low platform. It wasn't necessary. The moment he appeared at the door the hubbub stopped as abruptly as a light being switched off, and not even a whisper disturbed the stillness.

As Jack Kemsley began speaking, everyone realised immediately what he was going to say. The tone of his voice and his slightly bowed head gave it all away; not to mention the tears welling up in his eyes, which was perhaps the reason for his looking down. Chokingly, Jack announced that the RAC Rally would not be taking place after all.

It was the year of the massive epidemic of foot and mouth disease, so serious that, to limit the spread of this highly contagious infection, non-essential travel was discouraged almost to the point of being forbidden, and it was unthinkable that the RAC Rally should ignore the plight of Britain's dairy farmers and livestock breeders.

The present route format of the Lombard RAC Rally, as it has been for some years, and its popularity, owes much to the man who had to swallow his disappointment more than 22 years ago.

As the last qualifier of the World Rally Championship, Britain's round is rarely a decider, because both drivers' and makes' sections of the series have usually been settled before November. Nevertheless, the event carries a prestige which renders it one of the elite few rallies of the world which competitors and car manufacturers most want to win.

Consequently, all the leading teams in world class rallying decided to come to the RAC Rally; all of them, that is, except Martini-Lancia! The Italians have always been very championship-conscious, regarding a series as far more important than its separate rounds or even separate victories. Their strategy has always been not only to win each qualifying round to score maximum points for themselves, but to fill as many of the leading positions as possible with Lancias, thereby keeping their rivals down among the low scores.

However, even with both drivers' and makes' series settled in their favour, one would have expected them to make an appearance at the final round. After all, it is a pretty dismal champion who goes away with the laurels and hides from the public gaze. Had they been certain of winning the RAC Rally, perhaps the situation might have been different, for a win here would have crowned a successful year.

But this was not to be. Faced by strong opposition from Toyota, Mazda and Mitsubishi, Lancia was not at all certain of winning, and to lose the final round would, in their eyes no doubt, put a slight tarnish on the trophies. The days of their total dominance seem to be over, and most people felt that it was the possibility of losing the last round of the year which made them decide to withdraw their entries.

This infuriated at least one of their drivers scheduled to tackle the RAC. Mikael Ericsson, winner of two world championship events this year, left Lancia at the end of 1989 to join Toyota, but that is not to say that he would not have done his utmost to beat his future team-mates in Britain. Indeed, he would have strived for his third 1989 win, but he did not get the opportunity. Furthermore, Lancia's withdrawal came after entries had closed, giving him no chance to seek another car, which we feel sure he would have found.

Toyota Team Europe brought three Celica 2000 GTs for Juha Kankkunen, Kenneth Eriksson and Carlos Sainz, the latter being the driver who came within a hair's breadth of beating Lancia's Biasion on home ground at Sanremo last October. Toyota GB entered a similar car for David Llewellin.

Mazda Europe entered three 323s for Timo Salonen, Hannu Mikkola (with Arne Hertz back as his co-driver) and Ingvar Carlsson, whilst another was entered from Finland for Mikael Sundstrom and a Group N version from Belgium for Gregoire de Mevius.

The third Japanese manufactuer (all three used four-wheel-drive cars) was Mitsubishi, represented by Ralliart of Essex. They had two Galant VR-4s, with four-wheel-steering, driven by Ari Vatanen and Pentti Airikkala.

Vauxhall and Opel, although entered

Mitsubishi Galant wins the 1989 Lombard RAC Rally.

(Four wheel drive, four wheel steer, foregone conclusion.)



Mitsubishi has clocked up yet another spectacular rally win. This time in the unforgiving Lombard RAC Rally.

Once again the Galant's unique 4 wheel drive/4 wheel steer has come up trumps with Pentti Airikkala and Ronan McNamee.

Hardly surprising though. Particularly when you consider this year's already convincing tally, in these most punishing events.

First there was our victory in Finland's gruelling 1000 Lakes Rally, then came both the Driver's and Manufacturer's Prize in Group N of the 1989 British Open Rally Championship. Group N represents the standard showroom category with minor safety adjustments for rallying.

And now we've turned the rallying world upside down by *winning Group A in the 1989 Lombard RAC Rally.*

But we don't reserve our outstanding performances purely for the rally circuit.

That's why Mitsubishi is Japan's only car manufacturer to offer you a free 3 year unlimited mileage warranty.

See the latest Galant range at your nearest Mitsubishi dealer.
Prices start from £9919 (Galant 1800 GLS, excluding on the road charges).

FREE RALLY POSTER

Please send me a free signed Galant Rally poster and details of my nearest dealer.

Name_____

Address_____

_____ Tel no._____

Present Car (Make)_____ (Model)_____

To: The Colt Car Company, Watermoor, Cirencester, Glos. GL7 1LF. Tel: 0285 655777.

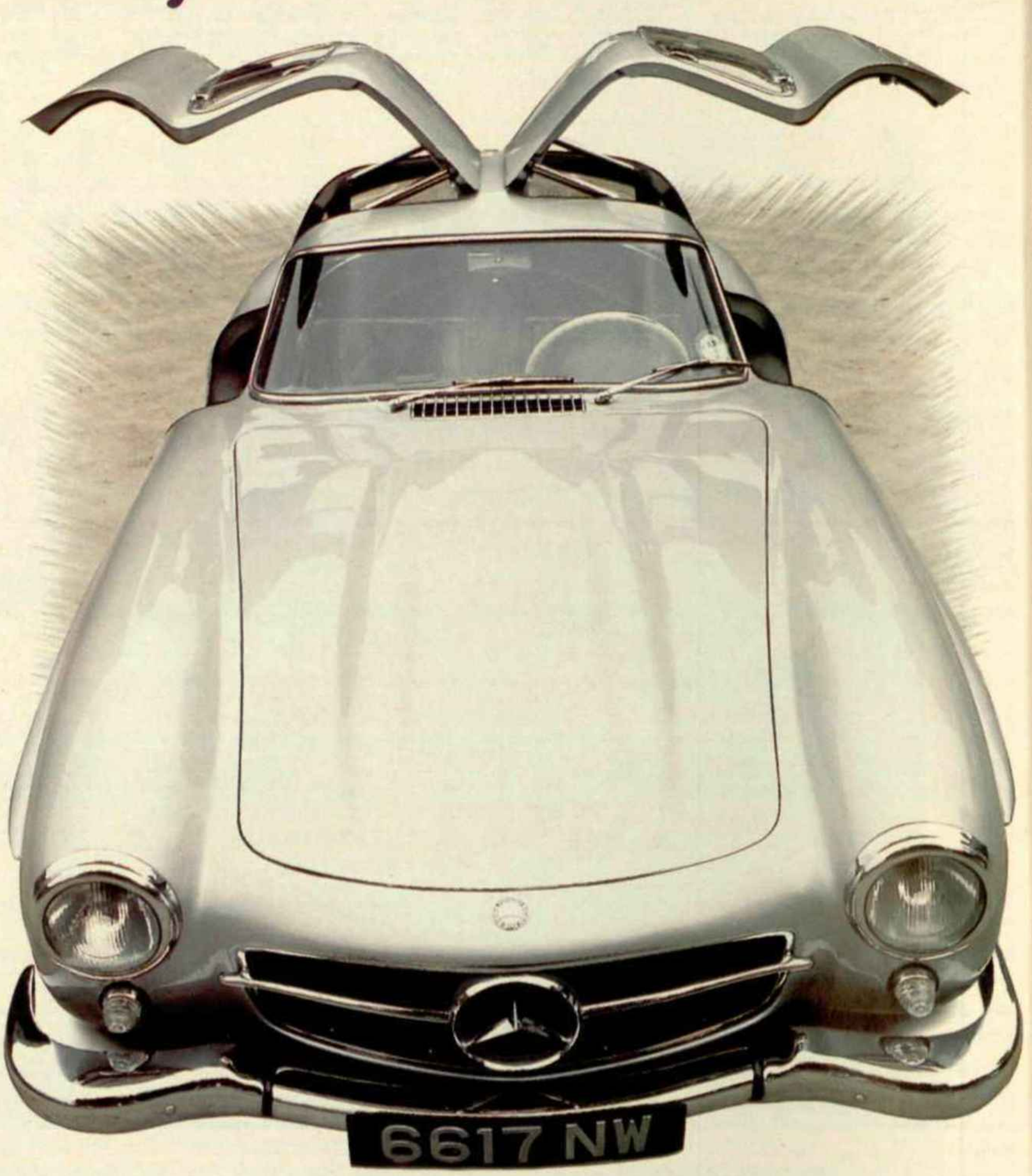
Leading the way.

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THE MITSUBISHI GALANT RANGE STARTS FROM £9919 (RRP OF GALANT 1800 GLS EXCL. ON THE ROAD CHARGES). FOR NATO FORCES TAX FREE SALES IN EUROPE CONTACT: THE COLT CAR COMPANY HOCHSTRASSE 66, 4057 BRUGGEN, W GERMANY. TEL: 010 49 2163 7036. FOR TAX FREE SALES THROUGH GIBRALTAR CONTACT: FASTAMOTORS ON GIBRALTAR 79005.

They're not just any old cars, so why use just any old oil?



Everyone has a car they love. For some people, the 'exceedingly eye-worthy, fast and accelerative' Gull-wing, as Auto Car described it in 1955, gets the heart racing.

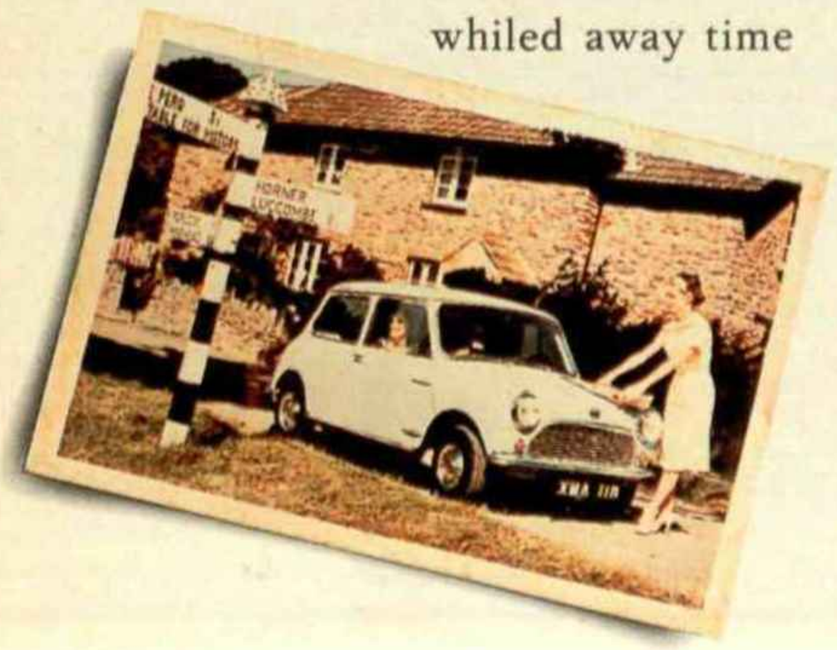
For others, Alec Issigonis's chirpy, cheerful, and cheap Mini can bring on palpitations.

But, whatever the car, there can be no denying that they become more than something to take us from A to B, not least because of the special memories that go hand in hand with them.

(And we don't just mean those made on the back seat.)

Not for these vehicles, names such as GLS, Ghia or GTI. Instead, Betsy, Fred or The Beast.

Few can deny that they haven't whiled away time just admiring their 'baby.'



Particularly, after hours of car wax, chrome polish, and grease (especially the elbow variety) have been employed.

Yet, despite all the attention lavished on the outside, in many cases, little is given to the inside.

Namely, the engine, and more importantly, the oil that's used.

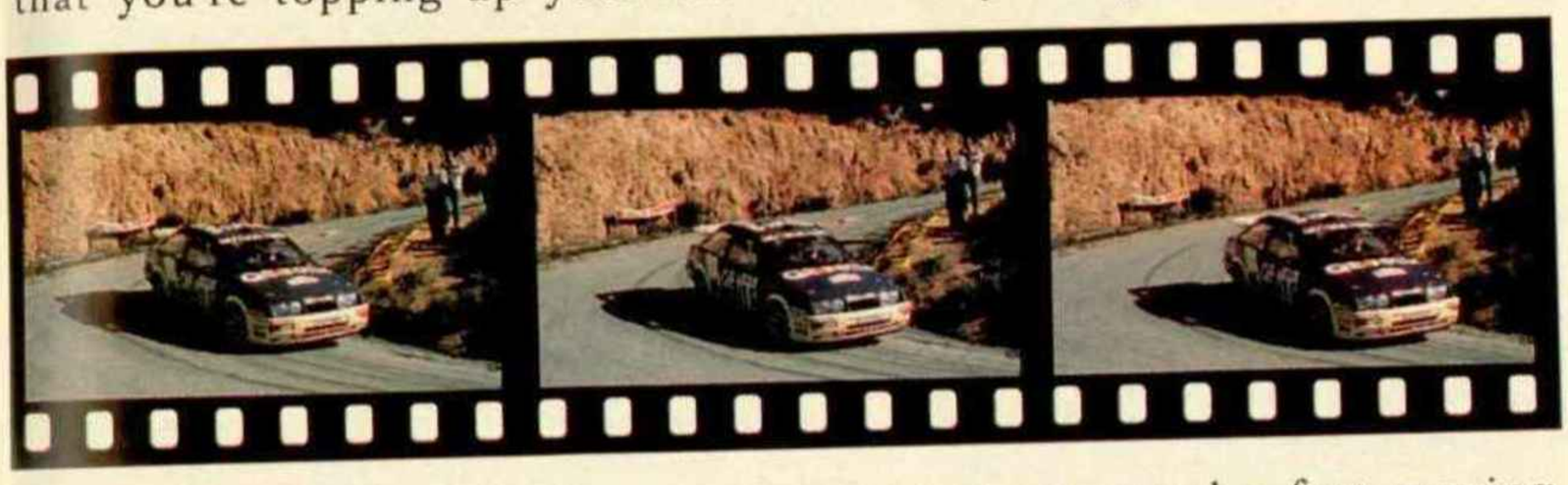
Which isn't surprising. After all, no one gets excited about 'viscosity, or 'SAE 15/40W.'

Instead it's the thrill of driving your 'pride and joy' and drawing envious looks that makes you feel on top of the world.

Of course, all of us check that

the engine is topped-up with oil.

But have you ever checked that you're topping-up your car

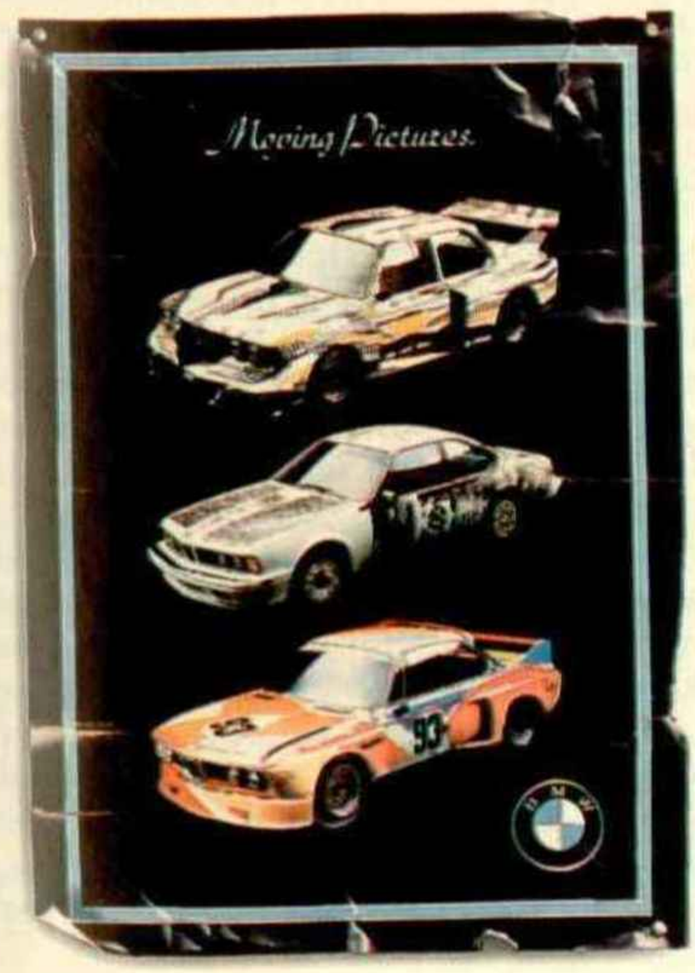


with the right sort of oil?

Put 32 pints of the wrong lubricant into a Gull-wing (yes, it really does take that much) and the only place the engine will make it to is the scrapyard.

Which is why, if you want to keep the car that moves you, moving, the oil it uses had better be carefully considered. And, as most of us have been led to believe, there's just one oil to consider. An all-purpose multigrade.

But we think anyone who recommends this is definitely talking out of their 'big end'.



Because just as every car is different so is the oil it needs.

As you're probably aware, fast moving cars need a fast moving oil if high revs and resulting high temperatures are to be overcome.

So, for racing thoroughbreds from the stables of Ferrari or Porsche, only a thin oil will do. Whereas, if a Mini is to see its owners through thick and thin the oil used had better be thick. For the simple reason that a thick lubricant fills the gaps that the engineers of the past couldn't.

You can see now why we don't make an all-purpose multigrade but instead a variety of oils.

But isn't there a wide enough range of oils on the market already?

Yes indeed.

But who can honestly say that they know what words such as 'zirconium-inter-quasar' and 'XF3/20 Hyperlube' mean?

Our answer, apart from a shrug of the shoulders, is 'who cares?' Because we believe that choosing the oil with the right performance for your car should be a simple affair, not a performance. So, bearing this in mind, we've produced a range of oils that leaves far less room for slip-ups.

Hence, Auto 2, Auto 4 and Auto 7. A range that gives any engine, be it old, modern, or high performance, the protection it needs, ensuring that your favourite



'run-around' doesn't become a 'run-down-run-around'?

Now we wouldn't say the reasons for choosing one oil over another are simple.

(Something our research department frequently remind us of when they're after a raise.)



But what is simple is to ask someone at your Q8 garage what oil you need.

For here you'll find someone who won't treat your car just like any old car.

So you can rest assured that whatever car gets you going, we will have an oil that gets it going.

Q8

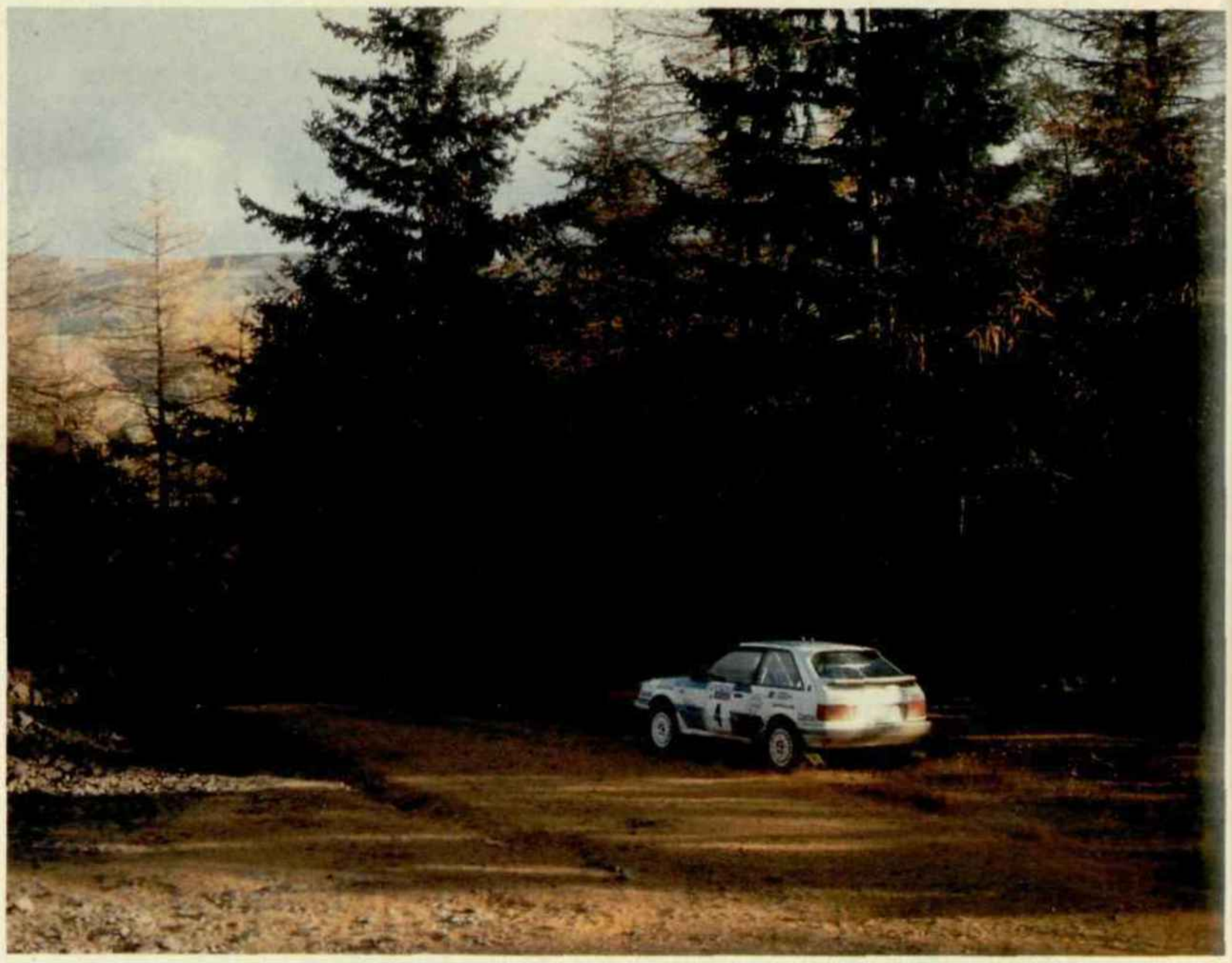
under their separate names, were more or less in the same fold, and there were 16-valve Astra GTEs for Malcolm Wilson (who will drive Fords in 1990) and Louise Aitken-Walker, and similar Opel Kadett GSIs for Josef Haider and Mats Jonsson.

There were several Ford Sierra RS Cosworths entered by various dealers and sponsors, their planning co-ordinated by Boreham staff. Among the drivers were Jimmy McRae, his son Colin, Franco Cunico from Italy sporting Q8 colours, Russell Brookes, Mark Lovell and Gwyndaf Evans.

There was a team of four Favorits entered by Skoda GB, one for a Czech crew and one for Norway's John Haugland, and four Lada Samaras from Autoexport of the Soviet Union for Russian crews. Non-factory Lancia Delta Integrales were driven by Jorge Recalde from Argentina, Sebastian Lindholm from Finland, Uruguayan Gustavo Trelles from Spain and the irrepressible Per Eklund from Sweden, backed as usual by Clarion.

Armin Schwarz drove an Audi 200 quattro and Britain's Terry Kaby a tiny Group N Daihatsu Charade which he described as fast enough downhill but severely short of power on the upgrades. They used to say the same thing in the Daf team some years back!

The first day, a Sunday, was devoted to the usual tour of stately homes and private estates. As a crowd puller it must have worked, but spectator attendance is no measure of quality. Competitors have always hated these "Mickey Mouse" stages which often have no rhythm, are quite artificial, prove nothing and are too short to be significant. Leads cannot be built up on that first day, but things can certainly go wrong. The best way to sum up the all-day trip, via eight stages totalling less than 24 miles, is to say that you can win nothing, but lose everything!



The fire seemed to be missing from Hannu Mikkola this year although he still finished in ninth place.

At the end of that first day, through stages which were as treacherously slippery as ever, four Toyotas led the field, followed by a Mitsubishi, two Mazdas and another Mitsubishi. Had Japanese domination really engulfed the RAC Rally? Juha Kankkunen was in the lead, but differences were so small as to be merely academic, and only 55 seconds separated the first and last of that leading octet, less than half the time it takes to change a wheel after a puncture.

After a night stop at Telford, the rally went westwards into Wales, to thirteen forest stages before returning to England and two non-forest stages before a night stop at Nottingham. The forests totalled more than 90 miles, and the most commonly expressed feeling was "Now the real rally is going to start".

Thick fog descended on parts of Wales that morning, and this, along with very slippery road surfaces, made the going very tricky indeed. Kankkunen lost the lead to his team-mate Eriksson, but promptly regained it, then lost it to his other team-mate Sainz, and regained it yet again, finishing the day 19 seconds ahead of Sainz. Llewellin had dropped from third place right down the field after turbocharger failure, a problem which also slowed Salonen's Mazda and Vatanen's Mitsubishi. Mikkola rolled his Mazda and Colin McRae his Ford, but both continued.

Again penalties differences were low, saying much for the closely-matched performances of the leading drivers and their cars. This time only the first seven cars were within the same minute, again all of them four-wheel-drive and all of them Japanese, driven by five Finns, a Swede and a Spaniard.

The third leg went first to two stages in Clipstone Forest and one in Clumber Park, all three in Nottinghamshire, before taking the M62 westwards to the Lake District and the western edge of Kielder Forest and thence to a night stop at Carlisle. This time there were eleven special stages totalling nearly 103 miles, all in forests save for one 3.6-mile tarmac stage in a park.

This is where things began to happen. First of all Vatanen rolled his Mitsubishi

Mikael Sundstrom's chances were wrecked late in the rally when a rear wheel collapsed in Dalby.



The Favorit clearing all hurdles on this year's RAC Rally



BRED TO WIN!

TRUE TO FORM, SKODA TOOK THEIR 17TH CLASS WIN IN 17 RAC RALLIES

Given our record of success in all the previous RAC Rallies, the new Favorit, in its first, had a lot to live up to.

But, whilst more expensive rivals were heading into trouble the Favorit kept on running to win the up to 1300cc class - Group N, 'The Showroom Class'.

Hardly surprising though when you consider the Favorit's heritage - designed by Bertone with engineering assistance from Porsche. And the fact that it was recently voted one of the top ten new cars by the Guild of Motoring Writers.

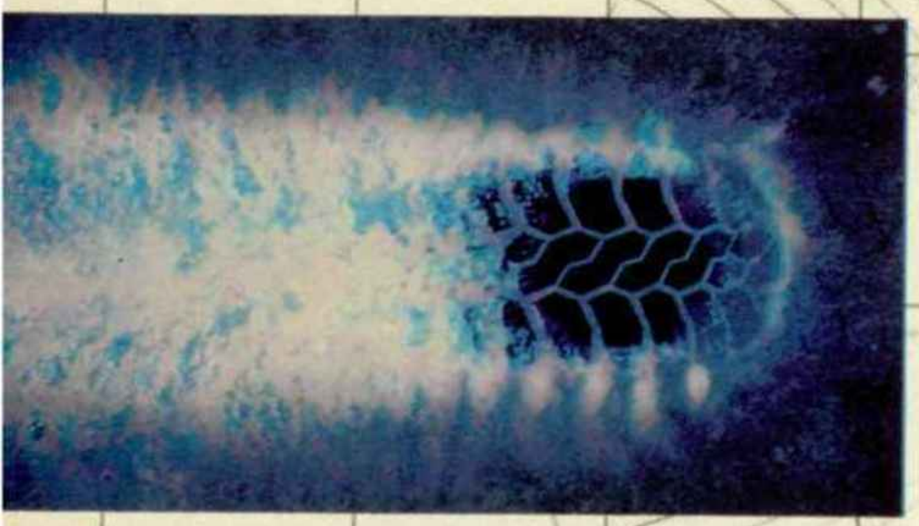
With this pedigree, the Favorit ran true to form. Whether you want to put it through its paces on one of the toughest motoring tests of all or simply on the High Street, go to your local Skoda dealer and take it out for a canter. You can't lose - it's bred to win.

PUT YOUR MONEY ON THE FAVORIT
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SKODA

* Prices include delivery, number plates and six months road fund licence. Prices correct at time of going to press.



WHEN IT'S BUCKETING DOWN, ONE TYRE ALONE EJECTS TWO BUCKETFULS A SECOND.

However many horses are lurking under your bonnet, they won't keep you on the road.

That's down to four tiny patches of rubber under your wheel arches. Each no bigger than the flat of your hand. It's something of a miracle they keep you squarely on the tarmac in the dry. Never mind the wet.

That's why Michelin believe you should never accept wet asphalt as a road surface. Not when you can wipe the road dry instead.

And you can, always providing you fit Michelin tyres. Just for starters, Michelin spend more on research and development than any other tyre manufacturer.

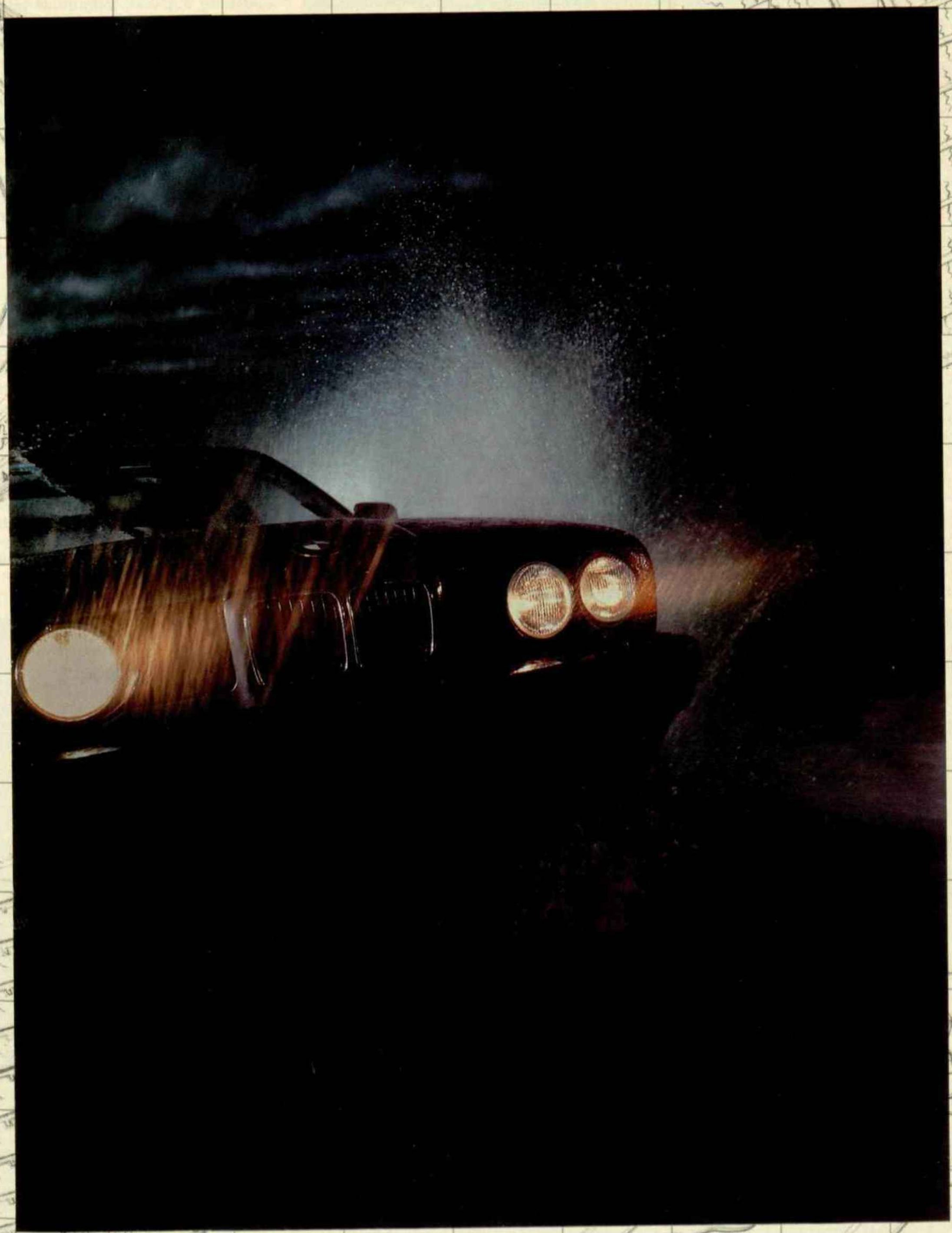
What's more, the tread patterns are designed on a Cray supercomputer, so as to evaluate the tiniest variations in water movement within the wide grooves and the narrow 'sipes'.

In this way Michelin have achieved evacuation levels of over 25 litres (that's two bucketfuls) of water per tyre per second. You can see the resulting dry contact on the above glass plate photograph. (Tested on standard MX 155R 13.)

To put it another way, a set of four Michelins will shift enough water to fill a bathtub (135 litres) in little more than a second.

And if that sounds like an enormous amount of water, it is. Which is what makes it enormously important to choose your tyres with care.

After all, as your only contact with the road, they're probably the four most important components in your car.



MAKE SURE IT'S A MICHELIN.

after clipping a rock or a tree stump hidden in the grass on the apex of a corner. Fortunately, the car landed on its wheels and he was able to continue with a loss of less than a minute. Co-driver Bruno Berglund cut his hand but, more importantly to him, his maps and service schedule had vanished through a window and they drove off without them. The spectators who helped them at the scene spotted the documents, promptly ran out of the stage, got into their car and drove to a service area ahead to return them. What a splendid gesture!

In Kielder, Kankkunen lost his lead to Sainz, and soon afterwards Airikkala got ahead of the Finn into second place, finishing the day just over a minute and a half behind the leader. Again Japanese cars filled the first seven places, but now the differences had increased to span seven minutes between first and seventh. The highest placed non-Japanese car was Eklund's Lancia and the highest placed two-wheel-drive car Wilson's Vauxhall.

When the fourth day started, two remarkable drivers led the field. Sainz was accustomed to neither the British forests nor driving without notes, whilst Airikkala, having spent several years contesting British Championship events, was familiar with both. Yet the Spaniard was staying doggedly ahead of the Finn. But then Airikkala took the bit between his teeth and made the best time on nine of the ten stages, ending the day just 31 seconds behind the leader.

The Toyotas had experienced fractures of the flexible hydraulic hoses to the brake slave cylinders. This was eventually put right when plastic stone guards were fitted, but not before time was lost due to brake failure.

Airikkala was beginning to enjoy himself immensely. He had said before the start that his car was set up exactly as he liked it - only the second time in his life that he has known this - but at the start of the fourth leg he decided to ask for some very fine suspension adjustment, to lower the rear fractionally. It worked! His traction was improved and his oversteer reduced.

During the day the rally moved from Carlisle, through such well-used forests in southern Scotland as Twiglees, Castle O'er, Craik, Cardrona and Elibank (magical names to RAC Rally veterans), back through the vast forest of Kielder to the final night stop at Newcastle-upon-Tyne. All ten of the day's stages had been in forests, totalling 73 miles.

The tension at the start of the final day could be cut with a knife. Again there were seven Japanese cars leading the field followed by Eklund's Lancia, but the big question was whether Airikkala could make use of his British experience and particular knowledge of the North Yorkshire forests to close the small gap and get ahead of Sainz.

Eleven stages remained, totalling just over 74 miles. Four of them were used twice, so that in effect there were seven different ones, explained by the formula: (4 x 2) + 3 = 11. The first stage began just before 6am., nearly two and a half hours after the restart from Newcastle. It was still dark then, and Airikkala's hopes were all but dashed when, for the first three stages, including the first long Dalby (17.4 miles), a loose wire caused his lights to cut out completely at very inopportune moments; disconcerting, to say the least, when you are flat out on a narrow forest track!

After dawn broke, Airikkala began to gain second by second, but Sainz was driving so faultlessly that in the remaining distance he did not think he could catch him. Until, that is, the second passage through the Dalby stage. A broken prop shaft, coupled with loss of

Ari Vatanen persevered with his Galant even after the massive roll which badly damaged his car. He was rewarded with fifth place.



power steering, slowed Sainz so much that Airikkala jumped ahead. Without his lighting problem, the Finn recorded a time 29 seconds less than that of his first run through Dalby, but nevertheless it was Sainz' misfortune which was really Airikkala's gain, and in the two short stages which were left, one in Wykeham Forest and the other at British Steel's Humberside plant, he could afford to slow fractionally to a safe speed without risking losing his suddenly acquired lead.

It was an amazing end to a close fight. Toyotas, driven by each of four drivers in turn, led for 51 of the 55 stages, after which a Mitsubishi snatched the lead on the 52nd. Sainz was bitterly disappointed, but mechanical reliability is part of the game, and a driver can only be as successful as his car allows him, and vice versa. But he is a remarkable driver, quiet and withdrawn almost to the point of being a potential recluse (co-driver Luis Moya is the opposite, incidentally), and we have no doubt that he will very soon begin collecting one victory after another.

For Airikkala, this kind of success was a new experience. At 44 years of age, and with 24 years of rallying behind him, it was his thirteenth attempt at the RAC Rally and his first victory in a World Championship event. We remember seeing him roll an Isuzu Bellet during the 1968 Rally of the Thousand Lakes, losing second place only a handful of stages from the end, but since then he has spent very little time in the World Championship. He lives in England and has many years of British Championship events behind him. Indeed, he has won, not all in the same year, every single qualifier of that series and in 1989 he walked away with the Group N Section of the Shell Oils British Open Rally Championship, driving a Mitsubishi Galant VR-4. His car in the 1989 RAC Rally was the first Group A Galant he has driven, and he never wants to go back to the far less powerful Group N version.

Eklund, having remained throughout the best driver of a non-Japanese car, suffered the disappointment of retirement on the last day when his gearbox failed. Wilson, Britain's only Seed 1 driver, founds himself up in tenth place, scoring a single championship point and leading both the 2wd drivers and the British contingent in his Vauxhall Astra.





The RAC marked Juha Kankkunen's last rally in a Toyota (above). After dropping from contention for the lead, he finished third behind team mate Carlos Sainz. Tomas Jansson (left) squares up to a right hander in his Audi 90 quattro.

Here's another interesting statistic. Until now, no Japanese car has ever won the RAC Rally, but this year they filled the first nine places; two Mitsubishis, three Toyotas and four Mazdas. Again we have to recall that the Japanese began to pick up the pieces after the Second World War by blocking imports so that their home market would be guaranteed, allowing them to concentrate on exports. At the same time, they gained a reputation for copying, and "cheap Japanese imitations" became a common expression.

How things have changed! From imitators they have become improvers, and just as Nikon, Canon, Pentax and Yashica are now household words in the photographic field (not to mention their motor cycling advances), so have their cars progressed immeasurably since Hettema and Elford drove Toyotas in Monte Carlo, and Aaltonen, Simonian and Fidler brought Datsun 1600 SSSs to the RAC in 1969 and beat Triumph to the team prize.

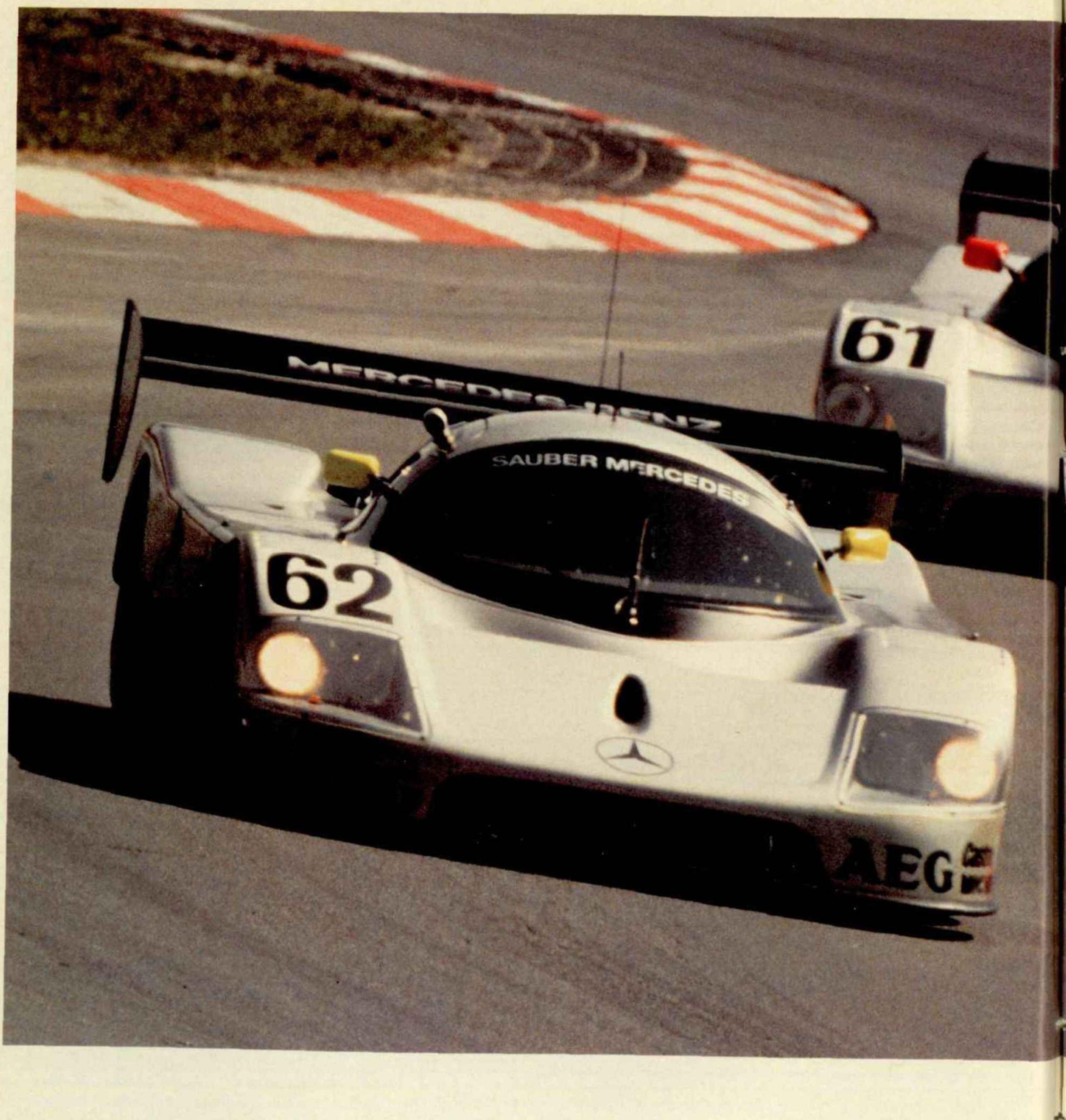
Now we look forward to a new year. Drivers have switched teams; teams have got better cars up their sleeves; and it won't be long before familiar makes will return and perhaps new ones will appear. All we need now is an end to the bureaucratic rule of an international governing body to which the major concern seems to be the preservation of authority. **GP**

WORLD RALLY CHAMPIONSHIP 1989
Round 13 for Drivers & Round 10 for Makes
Lombard RAC Rally, November 19-23, 1989

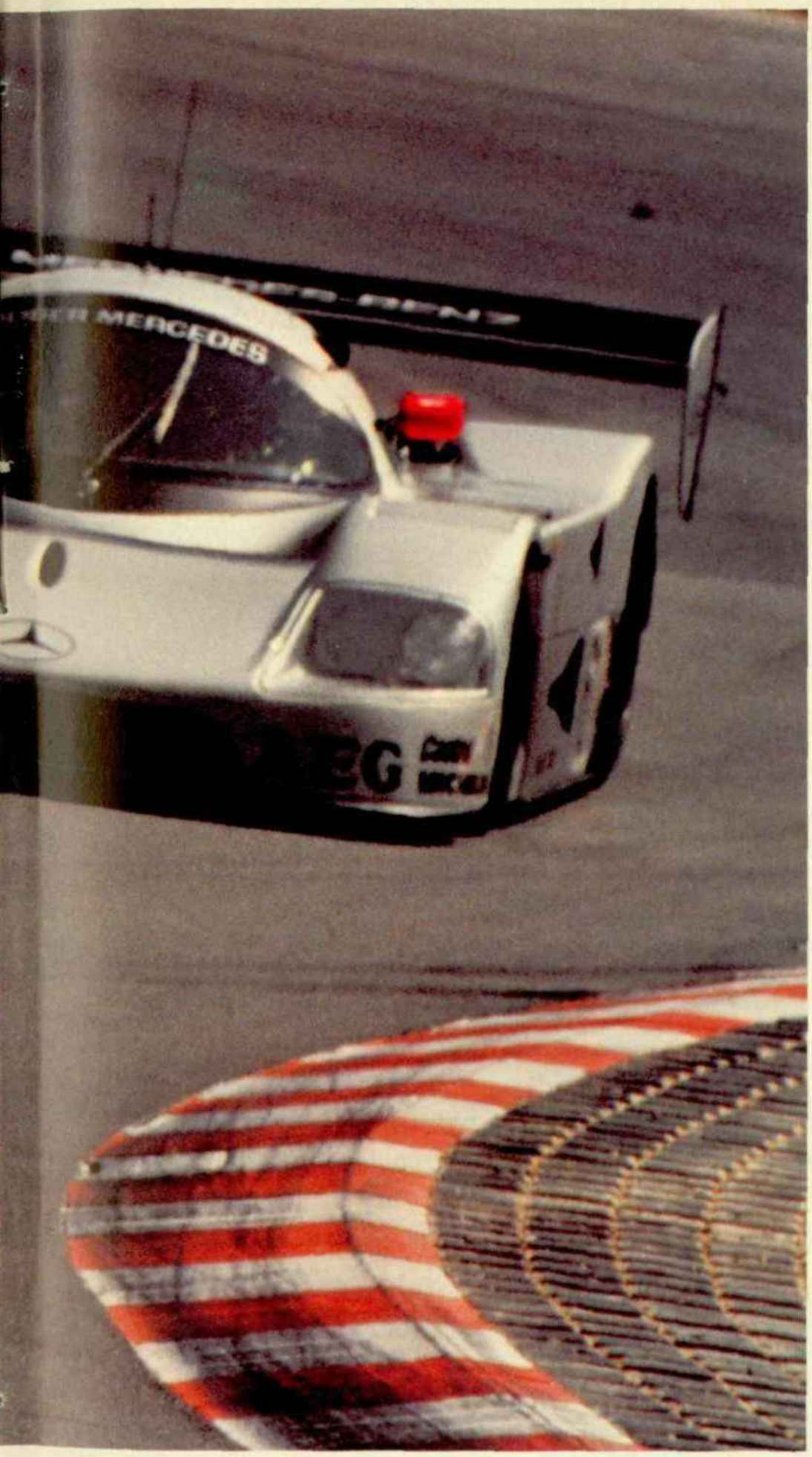
RESULTS

1st	Pentti Airikkala (SF)/Ronan McNamee (EIR)	Mitsubishi Galant VR4	A	6h 19m 22s
2nd	Carlos Sainz (E)/Luis Moya (E)	Toyota Celica Turbo GT4	A	6h 20m 50s
3rd	Juha Kankkunen (SF)/Juha Piironen (SF)	Toyota Celica Turbo GT4	A	6h 23m 11s
4th	Kenneth Eriksson (S)/Staffan Parmander (S)	Toyota Celica Turbo	A	6h 25m 30s
5th	Ari Vatanen (SF)/Bruno Berglund (S)	Mitsubishi Galant VR4	A	6h 27m 44s
6th	Timo Salonen (SF)/Voitto Silander (SF)	Mazda 323 4wd	A	6h 28m 19s
7th	Mikael Sundstrøm (SF)/Juha Repo (SF)	Mazda 323 4wd	A	6h 30m 56s
8th	Ingvar Carlsson (S)/Per Carlsson (S)	Mazda 323 4wd	A	6h 32m 54s
9th	Hannu Mikkola (SF)/Arne Hertz (S)	Mazda 323 4wd	A	6h 35m 52s
10th	Malcolm Wilson (GB)/Ian Grindrod (GB)	Vauxhall Astra GTE 16v	A	6h 40m 11s

187 starters; 84 finishers.



The team and the technology
have triumphed.
And automotive progress
is the winner.



After more than 30 years, Mercedes-Benz have once more taken up the challenge of motorsport – and their reward has been to win the 1989 World Sports Car Championship.

It's a result that reinforces the great racing tradition of Mercedes-Benz.

It's a thoroughly convincing demonstration of mechanical fitness, efficiency, economy and reliability. And valuable lessons for the future development of Mercedes-Benz production cars have been learnt.

The World Sports Prototype campaign demanded and inspired the most innovative solutions to enormous technical problems, and the proof of the effectiveness of the Sauber-Mercedes team's work is in the results: seven victories in an eight-race season. The Silver Arrows have also demanded Mercedes-Benz's quickest-ever research effort – in the interests of both production related technology as well as new concepts.

Mercedes-Benz are now fully committed to next season – not only on the racetrack, but also, more importantly, in the production of the cars they offer their customers.

ENGINEERED LIKE NO OTHER CAR IN THE WORLD.



The dashing little Renault 5 gets cheered on its way to its historic victory.

Group En–ergy!

WHEN the organisers of the Ivory Coast Rally distributed publicity material in advance of the 1989 event, they emphasised that it would not be a car-breaker and that rough roads would be avoided as much as possible. However, when crews went out to begin their reconnaissance they soon discovered that the expression "not rough" was merely relative, and that the route was as rugged and bumpy in parts as it has ever been.

We don't criticise this at all, for an organiser has to route his event on the most competitive roads available to him, and if those roads happen to be rough, then so be it. After all, no-one would expect an African event to have roads as smooth as those of Finland. Broken surfaces are almost a way of life in many parts of Africa, and it is nothing but logical that they should form part of the character of any rally in those regions. Anyone going there expecting effortless driving on smooth roads would be as bad a planner as one who would tackle the Swedish Rally without any anti-freeze!

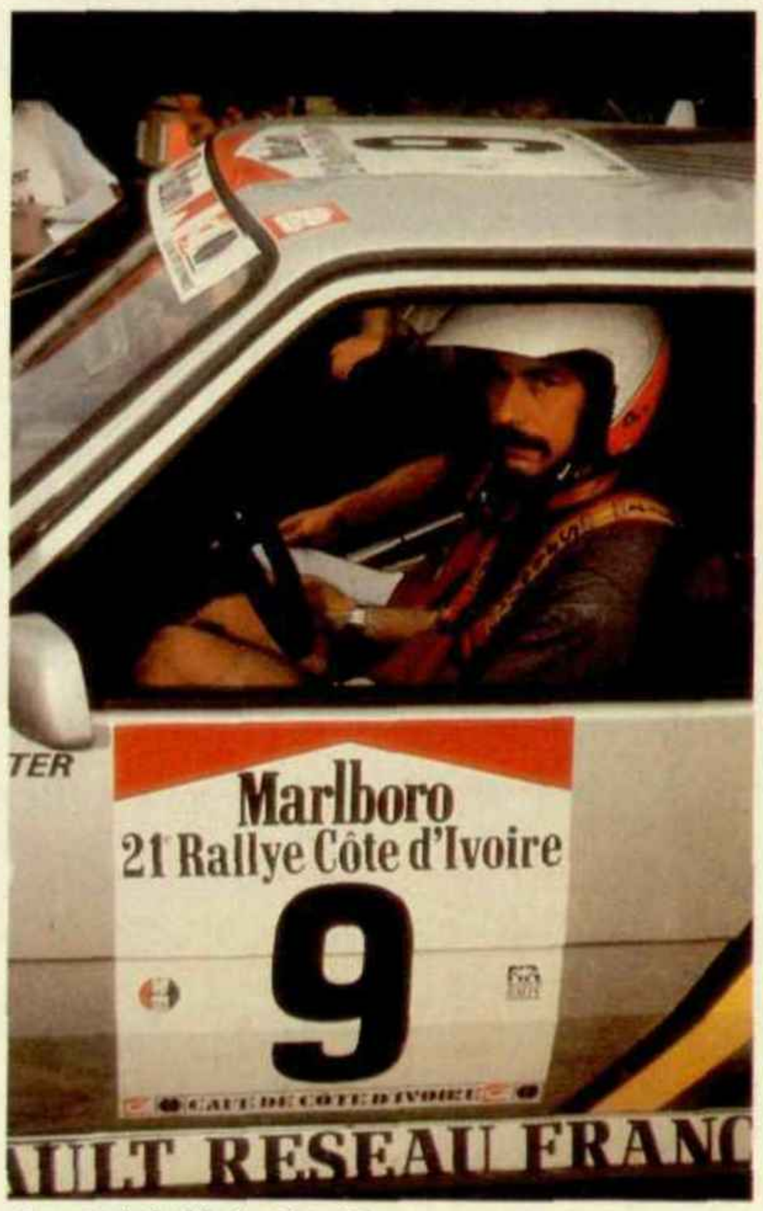
With sixty starters, the rally was far better off this year for entries than it has been in the past, when rigged entries were often used to swell the numbers to the fifty required by FISA for retention of championship status. However, quite a number of the cars entered were, in reality, chase cars, and were only taking part so that they could follow those crews for whom they were providing emergency service.

Not a round of the World Championship for Makes, the rally attracted no works teams as such, particularly as the drivers' series had already been settled, but the FIA Group N Cup within the World Championship was still at stake, and the contest between Group N drivers attracted the greatest interest. There was also the Rally Championship of Africa, of course, and this brought Billy Rautenbach and John Mitchell up from Zimbabwe in their Toyota Supra.

Among the Group N visitors were Alain Oreille, his Renault 5 GT Turbo entered by Simon Racing but supported strongly by the factory, and no less that three Lancia Delta Integrales from Italy's Top-Run organisation for Pascal Gaban from Belgium, Uruguayan Gustavo Trelles from Spain and Sweden's Fredrik Skoghag. Gregoire de Mevius and Didier Monin from Belgium each drove a Group N Mazda 323.

Rudi Stohl brought his Audi 90 quattro from Austria; Augustin Turuani, more popularly known as "Tchine", came from Monaco with his Audi 90 quattro, but he was really acting as chase car driver for Oreille; the indefatigable Georges Houel, well into his 'seventies, brought a Lancia Integrale from France; and Jean-Pierre van de Wauwer brought a 16-valve Toyota Corolla from Belgium. Italian girls Paola de Martini and Umberta Gibellini, having already driven in the Zimbabwe Challenge in August, were in their Audi 90 quattro.

Argentinians De Soto and Lopes were non starters because their Renault 18GTXs were stuck at the docks in



A wistful Alain Oreille.

Buenos Aires, whilst local man Eugene Salim was relegated to the role of spectator, an arm and a leg in plaster following an accident during practice.

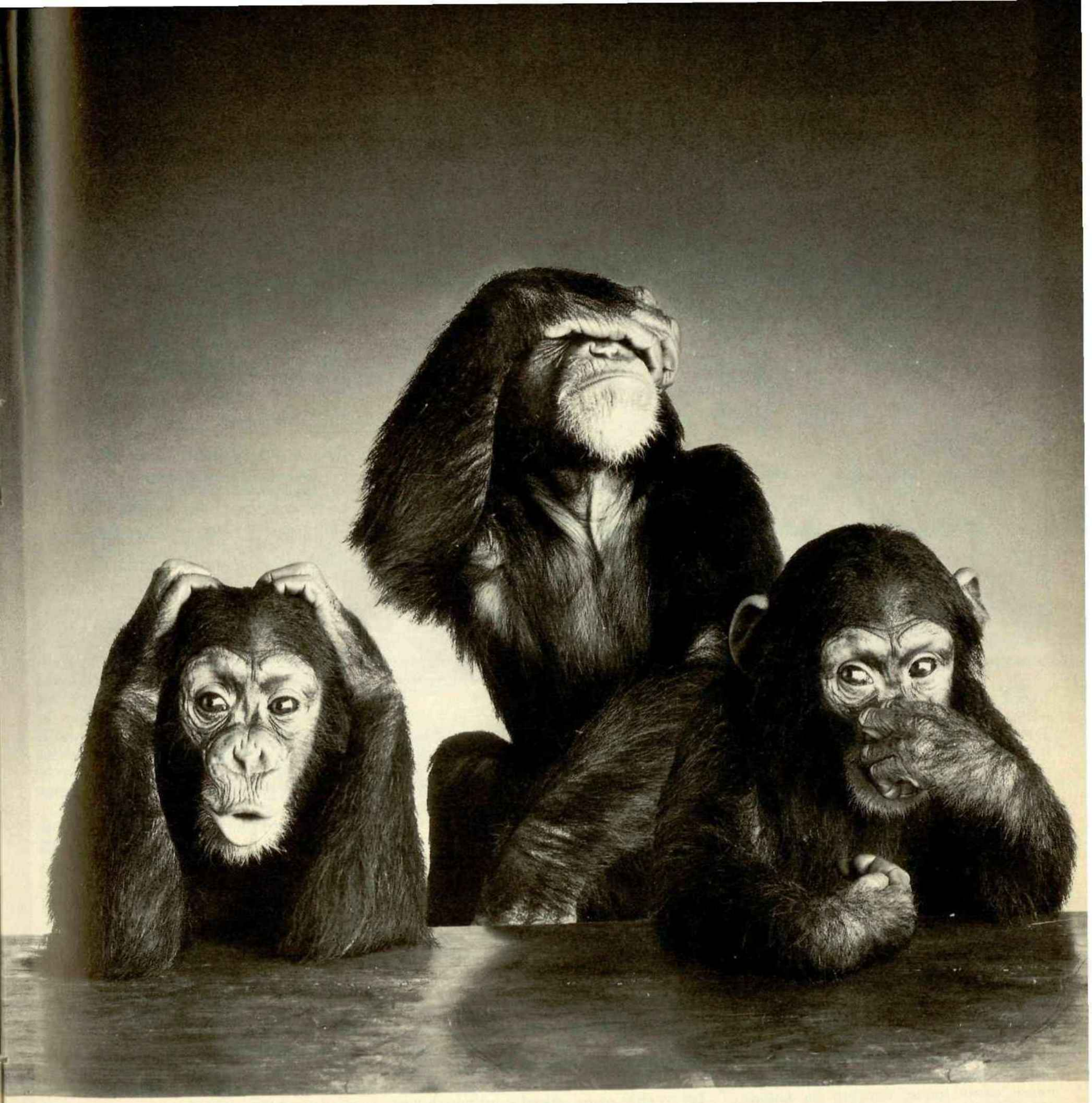
Among the local drivers, the leading favourite was 1988 winner Alain Ambrosino in a Nissan 200 SX. His rivals included Patrick Tauziac in a Mitsubishi Starion, Alain Oudit in a VW Golf GTI, Patrick Copetti and Samir Assef each in a Toyota Celica GT4, and Adolphe Choteau in a 16-valve Toyota Corolla.

The rally was based at Abidjan on the south coast, and made loops northwards and eastwards. There were stops at Abidjan itself and at San Pedro, plus a 24-hour break at Yamoussoukro to the North.

Rain had made much of the route wet and muddy, but it dried out to a large extent before the start, leaving many sections bumpy due to hard-caked wheel ruts and plenty of mud or water holes here and there.

The first day was devoted to a "super-special" stage, but at least this one was on a proper forest road of four-and-a-half miles. Fastest were the two Audis of Stohl and De Martini, the former beating the latter by eight seconds. The main part of the rally began with another special stage (Ambrosino fastest), although we must say yet again that timing to the nearest second on African events such as this is about as sensible as measuring the M1 armed with nothing but a foot ruler! A proper competitive road section of 63 miles followed, and on this fast and relatively smooth road Gaban was fastest in his Gp N Lancia and moved into the lead. Tauziac went out after the special stage when the engine of his Mitsubishi blew up.

It was so hot and humid around Agboville that a priority job at service points was to give ice-cold, wet face cloths to competitors. But Ambrosino predicted rain ahead, and he was right.



Hear no diesel. See no diesel. Smell no diesel.

"Great for economy but bad for ecology."

A common enough complaint with diesels.

Believe it or not, though, they actually emit 25% less carbon dioxide than a petrol engine *with* a catalyst.

Despite this, we at Volkswagen have not been idle.

The fruits of our labours are there for all to see.

Or rather, not see.

For with the arrival of our 'environment diesel', of fumes there is scarcely a trace.

How so? By equipping our new 1.6 litre engine with a turbo charger.

Turbo-charging increases the air flow to the combustion chambers, making for (you guessed it) better combustion.

Fire, so to speak, without smoke.

Our new diesel is also equipped with an oxidation catalyst. It snuffles 50% of smelly stuff called polycyclic hydrocarbons.

As for the effect of all this on performance, we're only too happy to come clean.

Compared to our previous diesel (no slouch itself), you get 10% more torque.

And 11% more power.

Wunderbar, you say. But what of the noise element.

Come now, we're talking about a Volkswagen diesel. Which, in its own quiet way, says it all.

Umwelt Diesel

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Oreille and co-driver Gilles Thimonier receive the applause after their well judged victory.

In fact, at Balekro the stadium and many houses were flooded, and the section to it was often more like a river than a road. Later, a control site was flooded, and the marshals had to move position in order not to be up to their knees in water.

Not long after, Ambrosino's chances were suddenly dashed when, cresting a brow at high speed, he found a Pajero service vehicle making a U-turn in front of him, filling the whole road. The Nissan driver had no chance, and the ensuing damage was so great that there was no chance to continue. Fortunately, there were no injuries, but both Ambrosino and Le Saux were understandably angry, and certainly not polite when talking about the driver of that Pajero, Mr. Simon himself, of Simon Racing. Another to stop was Stohl. A petrol pipe union came loose, causing an engine fire which destroyed all the wiring beyond any hope of roadside repair. Trelles stopped when the tensioning pulley of his Lancia's camshaft drive belt broke off.

Struts, wishbones, shock absorbers, exhaust pipes, driveshafts, even wheels; these were just some of the items that were regularly being broken and replaced, although Oreille seemed to have very few problems with his Renault 5 save for a bent wheel rim, though his shock absorbers and ball joints were changed as a precaution. Time was being lost in mud holes, too, and several people needed pushing power in order to continue. De Mevius was able to continue after losing his water pump drive belt, but De Martini went out after her Audi's cylinder head gasket blew. Skoghag retired when his petrol pump stopped working.

An infamous section in the West of the country, leading southwards to the port of San Pedro, is the Tai Forest, where much of the country's hardwood industry is centred. Oreille had to stop in the Tai to chip away caked mud which was blocking his radiator and causing overheating, whilst De Mevius very nearly ran out of petrol after someone forgot to fill his tank at a service point. Gaban first lost a rear suspension bolt and took one from his roll-cage as a substitute, after which he had a radiator hose burst. He continued for a while, topping up wherever he could, but he eventually had to stop and wait for a service car to arrive with a replacement. Almost immediately afterwards, a joint broke on his front right driveshaft, but the same service car was not far behind him and this was replaced quickly.

After San Pedro came the long run to the North-East, ending with the 24-hour stop at Yamoussoukro. On the approach to the town, Oreille stopped for a long service and dropped 14 minutes, whilst Van de Wauwer went straight in and took over the lead. At that stage, the end of the third leg, only nine cars were still running. De Mevius had put his car on its side and could go no further.

The final leg was held at night and it was here that Oreille finally took over the lead, and made history by winning a round of the World Championship, and an African one at that, in a Group N car. What's more, a two-wheel-drive Group N car!

Immediately after the restart, Oreille stopped to have his gearbox changed as a precaution, and this made him eighth on the road instead of second. Not wishing to endure too much dust, he deliberately clocked in early twice in succession, thereby recovering to fourth on the road, but collecting penalties of course. His object was the FIA Group N Cup after all, and it seemed unlikely that he could catch Van de Wauwer.

However, Van de Wauwer later got his Toyota stuck in a mud hole for 25 minutes, and suddenly the gap between himself and Oreille was down to a level which made the Renault people think of the possibility of outright victory. Nevertheless, Oreille was taking no chances, and was only speeding up when there was no risk of going off the road. Meanwhile, Gaban was the first to stop in the final leg, his camshaft drive belt having broken.

The leader lost two front lamps when he hit a goat, but by this time it was daylight and it mattered little. Alas, with victory within sight, his engine stopped noisily, a con-rod bolt having broken. He was towed by a service car for a while, but was spotted by officials and eventually gave up. After all, even if he had managed to get out onto tarmac roads on the end of a rope, there was no chance that he could get back to Abidjan without an engine.

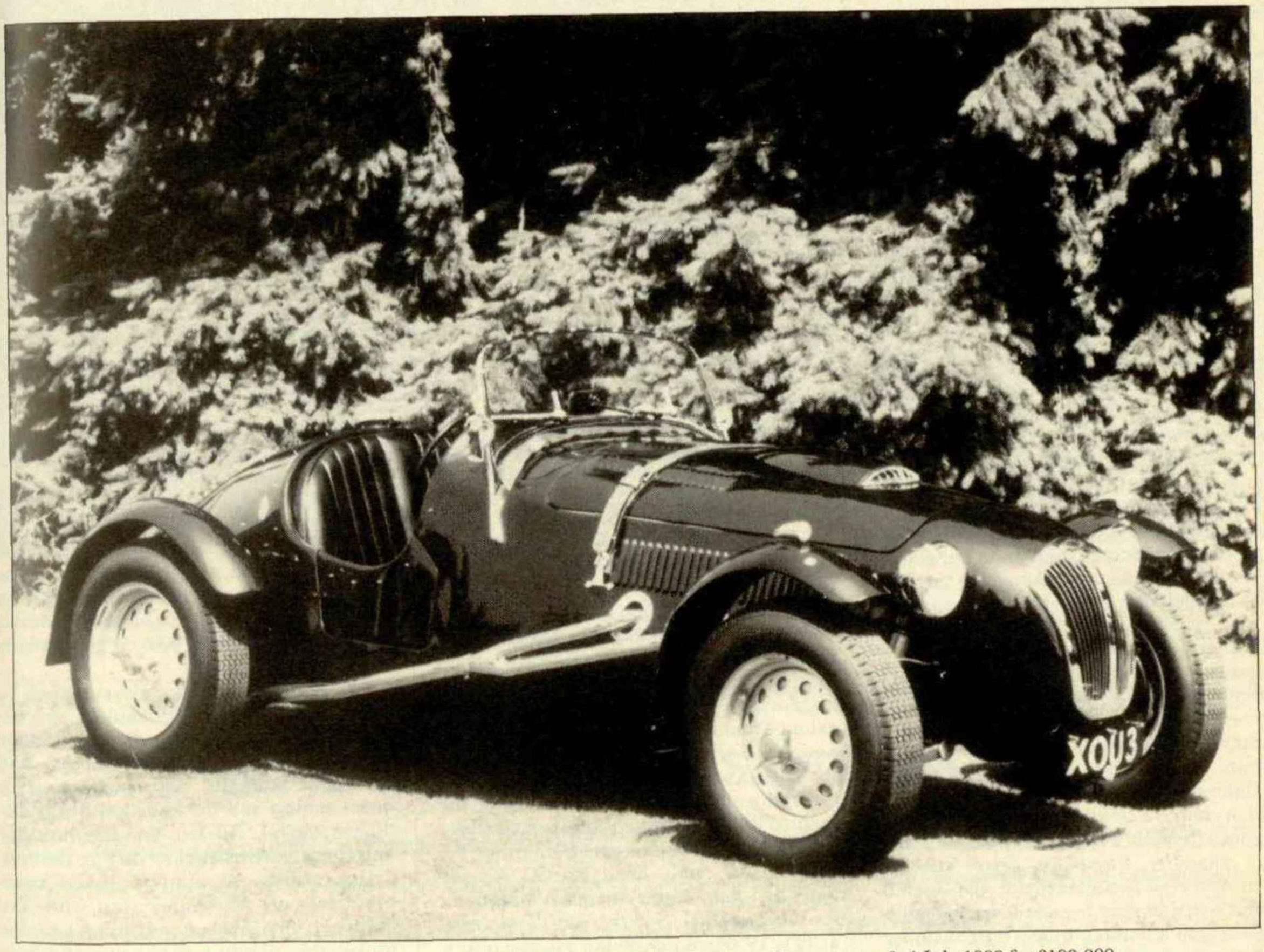
Oreille, then, inherited the lead after a very polished and sensible drive. He had set out only to win the Group N category, but had taken overall victory on the way and provided an unexpected reason for a huge Renault celebration that evening. Even though the opposition was not up to normal World Championship standards, Oreille still had some formidable rivals within the group, and his performance was impeccable. **GP**

WORLD RALLY CHAMPIONSHIP 1989
Round 12 for Drivers
Ivory Coast Rally, October 29 to November 2, 1989

RESULTS

1st	Alain Oreille (F)/Gilles Thimonier (F)	Renault 5 GT Turbo	N	8h 32m 54s
2nd	Patrick Tauziac (F)/Claude Papin (F)	Mitsubishi Starion	A	11h 36m 50s
3rd	Adolphe Choteau (F)/Jean-Pierre Claverie (F)	Toyota Corolla 16v	A	13h 41m 07s
4th	"Segolen" (F)/Yvan Aimon (F)	Toyota Corolla 16v	A	14h 20m 48s
5th	Patrice Servant (F)/David Charbonnel (F)	Toyota Corolla 16v	N	15h 24m 04s
6th	José Graziani (F)/Denis Occelli (CI)	Toyota Corolla 16v	A	15h 27m 47s
7th	Benoit Antoine (F)/Christian Raymond (F)	Peugeot 205 GTI	N	16h 01m 52s

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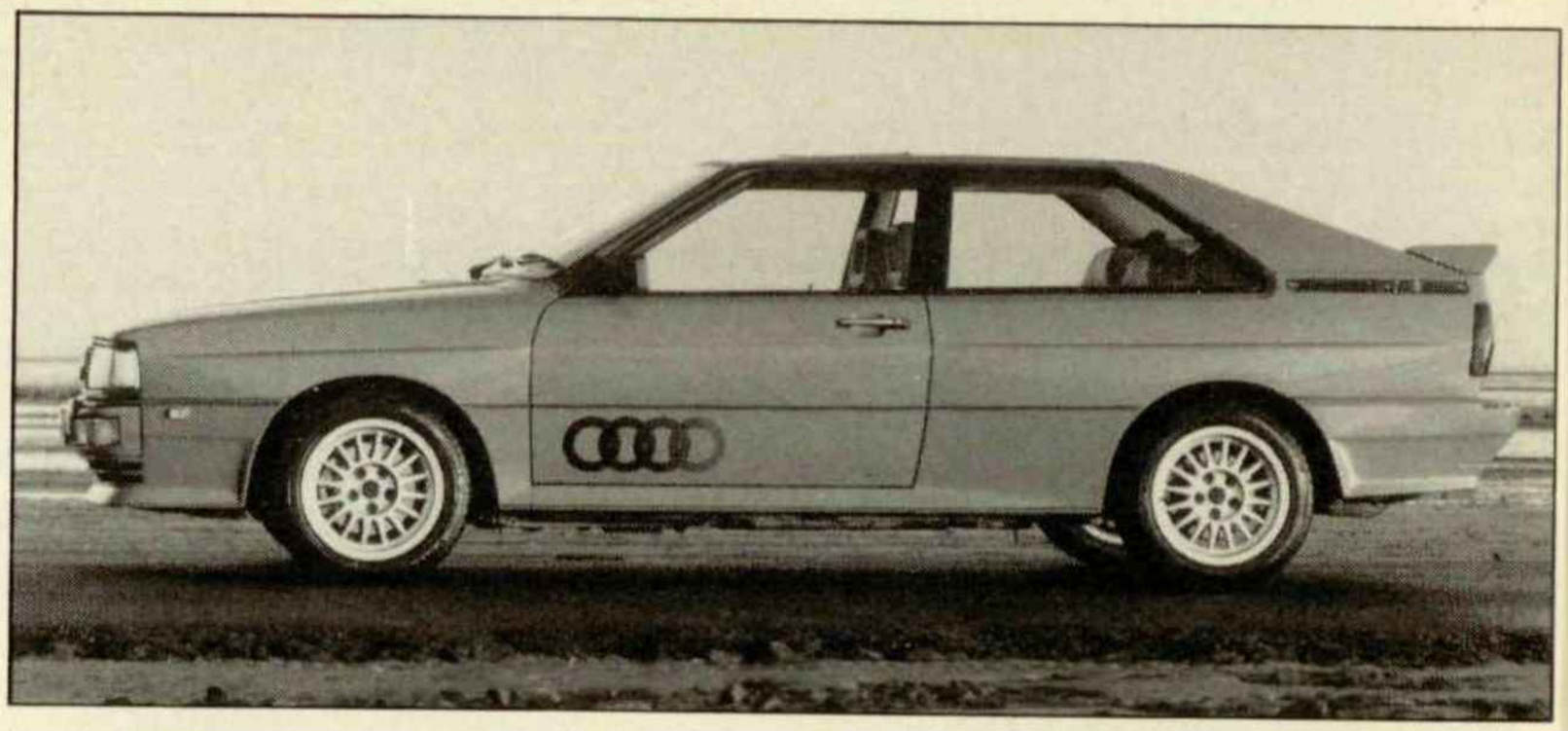
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Evergreen Giant

FEW manufacturers can claim to have produced a 'classic' car in the last twenty years, least of all one from a mass producer, but in the quattro Audi can fairly claim to have a car which has become a legend in its own lifetime.

Making its debut at the 1980 Geneva Motorshow, the original plan was for only 400 examples to be built for homologation purposes. To date, however, more than 10,700 have been made with 2400 of them, accounting for almost a quarter of the output, coming to Britain, the model's most important export market.

To capitalise on the car's evergreen appeal, Audi has now produced a more powerful 200 bhp, 20-valve head engine to sit in the engine bay of the model's unmistakably shaped body.

Based on a detuned version of the 300 bhp Audi Sport quattro engine, the 2226cc five-cylinder unit, with a bore and stroke of 81.0mm x 86.4mm, has many features, such as the special surface material on the bearing shells, which derive from Audi's competition engines, while other parts have been adapted from standard production units. The rigid cylinder block, crankshaft and connecting rods, for example, are taken from the 165 bhp five-cylinder turbocharged engine.

The camshafts are housed closely together in the aluminium Sport quattro head linked by a short single roller chain running in oil. The exhaust camshafts are driven from the crankshaft by means of a toothed belt. The centrally located valves, 32mm intake and 28mm exhaust and sodium-cooled, are smaller than usual which enable a small valve angle of just 25 degrees to allow a more compact combustion chamber shape for better results. Even with the two camshafts, the overall width remains short for a four-valve layout resulting in a comparatively light cylinder head.

The advantage of four valves per cylinder in this engine is not so much the increase in top-end power, but superior cylinder charging, a more efficient combustion chamber, better exhaust emission characteristics, increased miles per gallon, a higher compression ratio and more power and torque.

At 228 lb ft at an engine speed of only 1950 rpm, the torque is exceptional endowing the car with real low-down punch. At 9.3:1, which is surprisingly high for a turbocharged unit, the compression ratio is higher than the older unit at 8.6:1. The power output is in true sportscar tradition producing 220 bhp at 5900 rpm, or 100 bhp per litre and 103 lb ft of torque per litre. Naturally the newly developed low-inertia, liquid-cooled, exhaust-driven turbocharger, charge air intercooler, which reduces the air temperature from the turbocharger to around 60° centigrade, electronic boost pressure control and sequential fuel injection into the intake pipes are all contributory factors in the engine's performance.

A Motronic control unit controls all the engine management functions, such as the fuel injection, ignition, pinking, turbo boost, lambda-probe mixture control, tank venting, diagnosis and emergency operation, and it automatically adjusts systems according to the data feedback.

Acording to official Government figures, the quattro attains 36.2 mpg at a constant 56 mph, 28.5 mpg at a constant 75 mph and 19.5 mpg in the urban cycle, all the figures significantly helped by a variety of factors: lower pressures ahead of the throttle butterfly; lower exhaust system back-pressure and reduced air and exhaust temperatures help in the part-load areawhile sequential fuel injection helps the engine to run more smoothly.

As with all models in the Audi range, the quattro 20V is designed to run exclusively on ordinary unleaded premium grade 95 octane fuel, and even on 91 octane unleaded fuel, and it has no requirement for the so-called 'Supergreen'. Tank capacity is 19.8 gallons, giving a useful 550+ mile range at 75 mph.

The front and rear axles are linked by a Torsen (torque sensing) differential lock which mechanically distributes engine torque on a 50:50 ratio to front and rear axles via half a dozen worm gears. The split, however, can be varied up to 75:25 in favour whichever axle is able to cope with the available torque more effectively, useful on slippery roads, when under acceleration and when carrying heavy loads. To cope with the extra power of the 20 valve engine, the inter-axle differential has undergone some slight revisions.

Although quattros have been fitted with electronic ABS anti-lock brakes since December 1983, it was not until the Torsen central differential was fitted to the model in September 1987 that the brakes and differential could be operated together.

For icy and muddy conditions, the rear differential can be electronically locked with a button on the dash which also switches off the ABS, but as soon as 15 mph is reached, the electronic speedometer sends a signal to disengage the differential lock with the ABS switching itself on again automatically.

Driver and passenger comfort are still high on Audi's agenda. The leather-faced seats with Jacquard satin upholstery have been improved and are now even more supportive and comfortable, adjustable for height, reach and rake. Both front seats are heated, the temperature set by two small dials on the dashboard. The thick rimmed Audi Sport steering wheel is also leather-covered and is particularly pleasant to handle.

All driver information is supplied by liquid crystal display including an on-board computer which indicates mileage range on current fuel consumption and fuel tank contents. The tachometer is quasi-analog and the speed and trip distances digital. All but the speedometer and clock can be switched off if so desired.

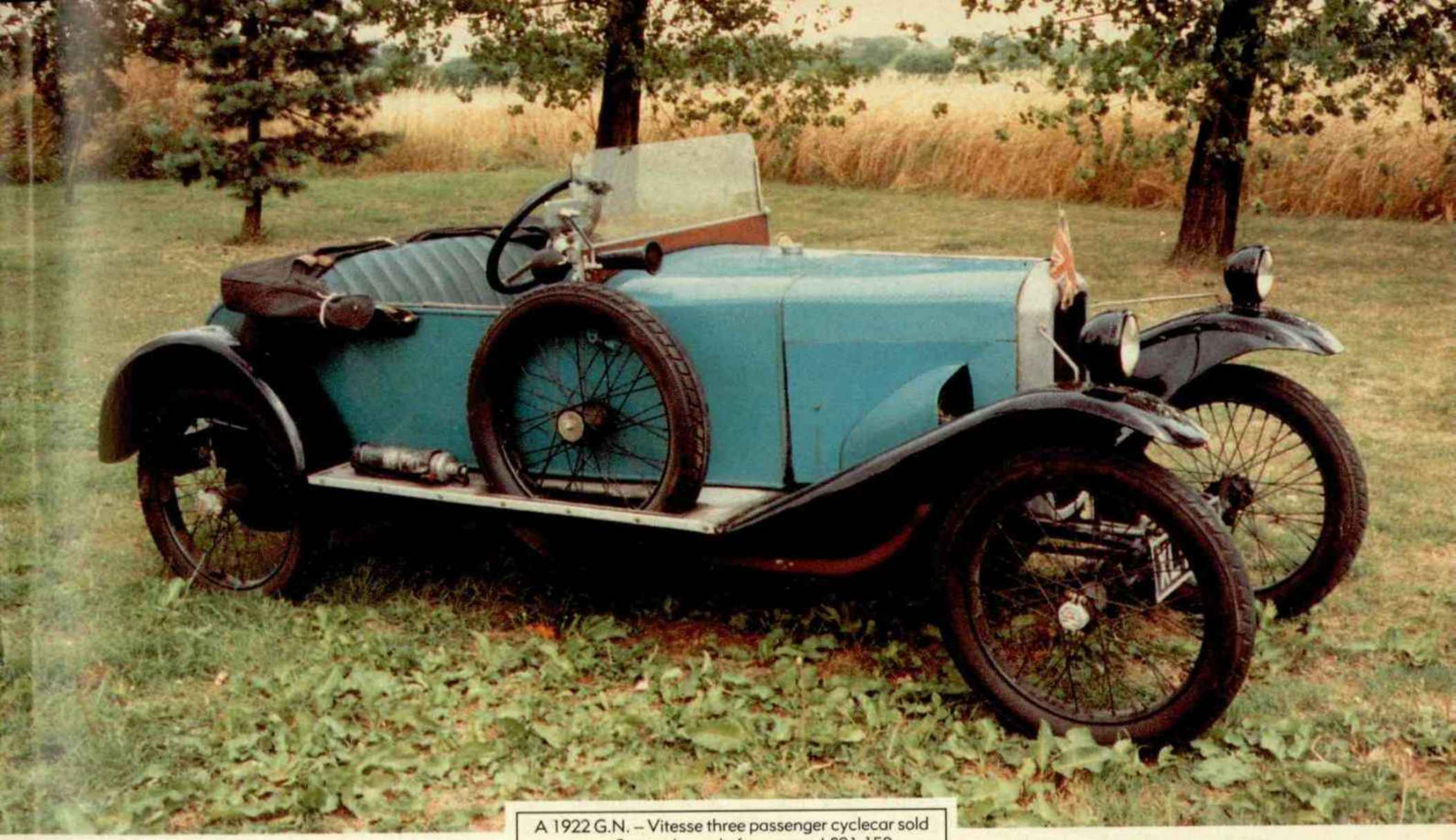
Door trims, storage trays and compartments are all leather clad while the carpet is in hard wearing wool. A genuine four-seater, as opposed to a two-plus-two, the size of the boot is a little on the small side, but it would have been sacrilegious to spoil its handsome lines, a shape that has been retained at the behest of customers.

As would be expected, central locking, powered windows and electrically heated and remote controlled door mirrors and sunshine roof are all standard equipment as are the alloy wheels. The attention to detail is exacting which reflects in the car's overall build quality.

As with the BMW M5, the car's performance figures are almost in the supercar league, particularly in acceleration. 0-60 mph takes only 5.9 seconds and its top speed is 143 mph, performance out of reach of the old 200 bhp car. The traction is excellent on all variety of surfaces and it is absolutely roll-free, keeping its poise and balance to the limits of its incredible adhesion.

On the launch, Audi bravely let us loose on some Forestry Commission track on a cold, frosty day. A few laps around the woods proved just how brilliant the chassis is. Travelling at speeds that would have

Continued on page 26



A 1922 G.N. – Vitesse three passenger cyclecar sold at our September sale for a record £21,150.

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Our first sale will be held on March 5th at the Blackbushe Auction Centre, Blackwater, Surrey, commencing 12.00 noon. Entries now being accepted for this sale.

For further information concerning future sales, saleroom valuations or advice on reserves, please contact Malcolm Welford or Peter Card, at Prospect House, The Broadway, Farnham Common, Slough, SL2 3PQ. Tel. 02814 5622. Fax. 02814 7434.

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Sweet Dreams

SHOULD you be a captain of industry, a chauffeur or just a plain day dreamer, this is a road test that should appeal to you. If, however, you are a car enthusiast who is never likely to own or drive the cars that feature in the road tests you read, don't despair. At first sight, the BMW 750i seems a dull beast, a bigger engined version of the equally dull 735i, but in fact the Bavarian manufacturer is putting it on a pedestal claiming that it can be considered as the world's best car.

Let's cast aside the special interests of the chauffeur and those of the company executive and examine the car for what it is.

First place to investigate is under the bonnet where we discover BMW's 4988cc V12 engine. This 6-degree all-alloy V12 is the same unit that was first seen in the 750iL which was introduced to Britain a couple of years ago thereby spoiling Jaguar's claim of having the only V12 as a flagship model.

Compared to the Coventry manufacturer's masterful engine, the German engine is lighter, 529lbs to that of the Jaguar's 742lbs, is more powerful, developing 300 bhp compared to 295 bhp and has greater torque, 317 lb ft against the Jaguar's 332 lb ft. And yet, despite all its marvellous attributes, it somehow remains unremarkable.

Before influencing your opinion any further, let's look at the engine as a piece of engineering. Designed from the start to use a catalyst, the power is neither enhanced nor reduced whether fitted or not. The reader should also be disabused of the notion that the V12 is nothing more than two six-cylinder engines mated together for even though the bore and stroke of the V12 and the 2½-litre are the same, the 5.0-litre is all-new.

The high silicon content in the block has meant that the cylinder walls could be etched with Nikasil, the advantage being that the exposed silicon crystal cause a clear reduction of friction and also wear.

By its very nature, a V12 is smooth, and the BMW unit is exceptionally so. Even up to 3000 rpm from tickover, there is hardly a tremour, the dozen counterweights in the seven main bearing crank effectively doing their job. It is a tribute to the German engineers that their powerful 5.0-litre masterpiece should be as docile on crowded urban roads as any other less complicated engine.

Bosch electronics play a significant role in the car. A third generation system combines the operation of the injection and ignition components, while the throttle is electronically controlled enabling the engineers to stop the car exceeding 155 mph. The same system also enables the car to be fitted with an Automatic Stability Control system which uses the ABS anti-lock brake sensors to detect when one of the driven wheels is about to lose traction and spin. It automatically cuts the revs, even if the accelerator is pressed hard to the floor, until maximum grip is obtained in both wheels. Without doubt, it has to be one of the best assets of the car. With the operation switched on, it is impossible to make the car oversteer or behave in an unseemly fashion. If you want to, you can turn it off to have a bit of fun, but that really is defeating the purpose. It is similar in principle to that developed by Saab as described in the March '89 issue of MOTOR SPORT and to Mercedes' ASD function.

From the driver's point of view, there is enough on-board technology to keep you amused for hours. Not only are the door mirrors heated, for instance, but they automatically swivel down to view the side of the car when reverse gear is selected.

The driver's mirror in the cabin has a built-in eye which causes it to dip automatically if the light behind is too bright. A switch on the mirror varies this sensitivity.

The intermittent action of the wipers can be programmed by the driver to a maxi-

At £48,250 you have to be right side of the tracks before you can take home BMW's V12 powered saloon.



mum of 20 seconds between each wipe. Even with the wipers fully on, they will revert to intermittent mode when the car is standing still, at traffic lights for instance. Not only is the windscreen around the wiper blades automatically heated when the ignition is switched on, but so are the windscreen washer jets.

Green light-emitting diodes (LEDs) indicate the interval until the next service, the fewer that are on when the ignition is switched on, the sooner the next service is due. A yellow LED indicates that the car is in immediate need of a service and the red LED means that a service is overdue. The small clock symbol in conjunction with the inspection display informs the driver that an annual inspection is due. All these displays are extinguished as soon as the engine is started and are re-set at the service after the appropriate work has been performed.

The driver is constantly informed by a control panel about the state of the car. When the Automatic Stability Control is in operation, a message is silently flashed up, but when the brake pressure, brake fluid and the engine oil pressure indicate low levels, a gong sounds and the relevant message is flashed up.

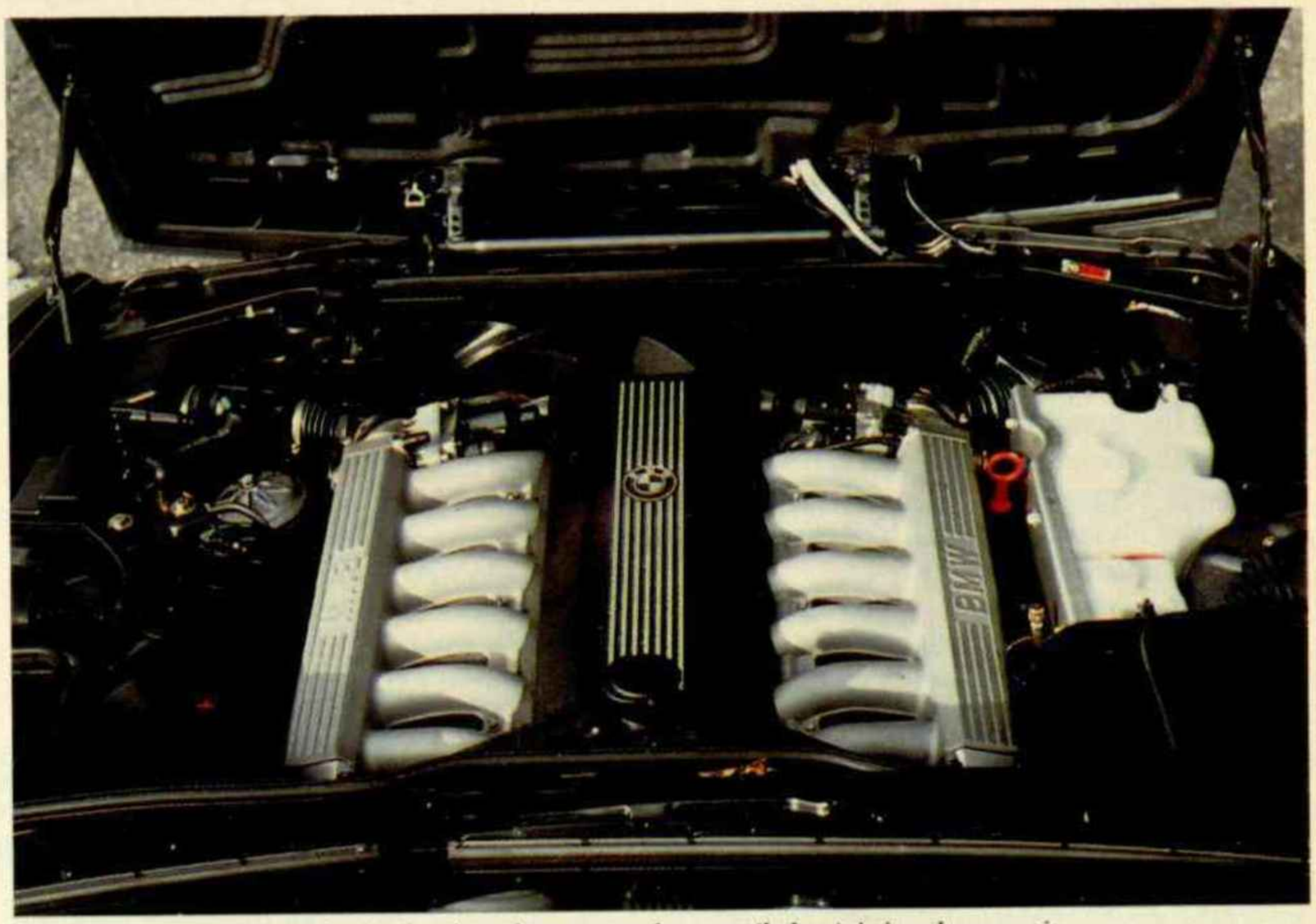
Other messages announced with a gong include the coolant temperature being too high, the handbrake still applied when moving away from rest, a brake light failure and when the car is overloaded (the rear axle load limit has been exceeded) or the self-levelling has a fault.

A priority 2 display indicates when the automatic transmission has a defect in the shift electronics, when the brake linings are worn, there is a system fault with the ASC, when various bulbs and fuses have blown, when a door or boot lid is open, and when a trailer light fuse has blown.

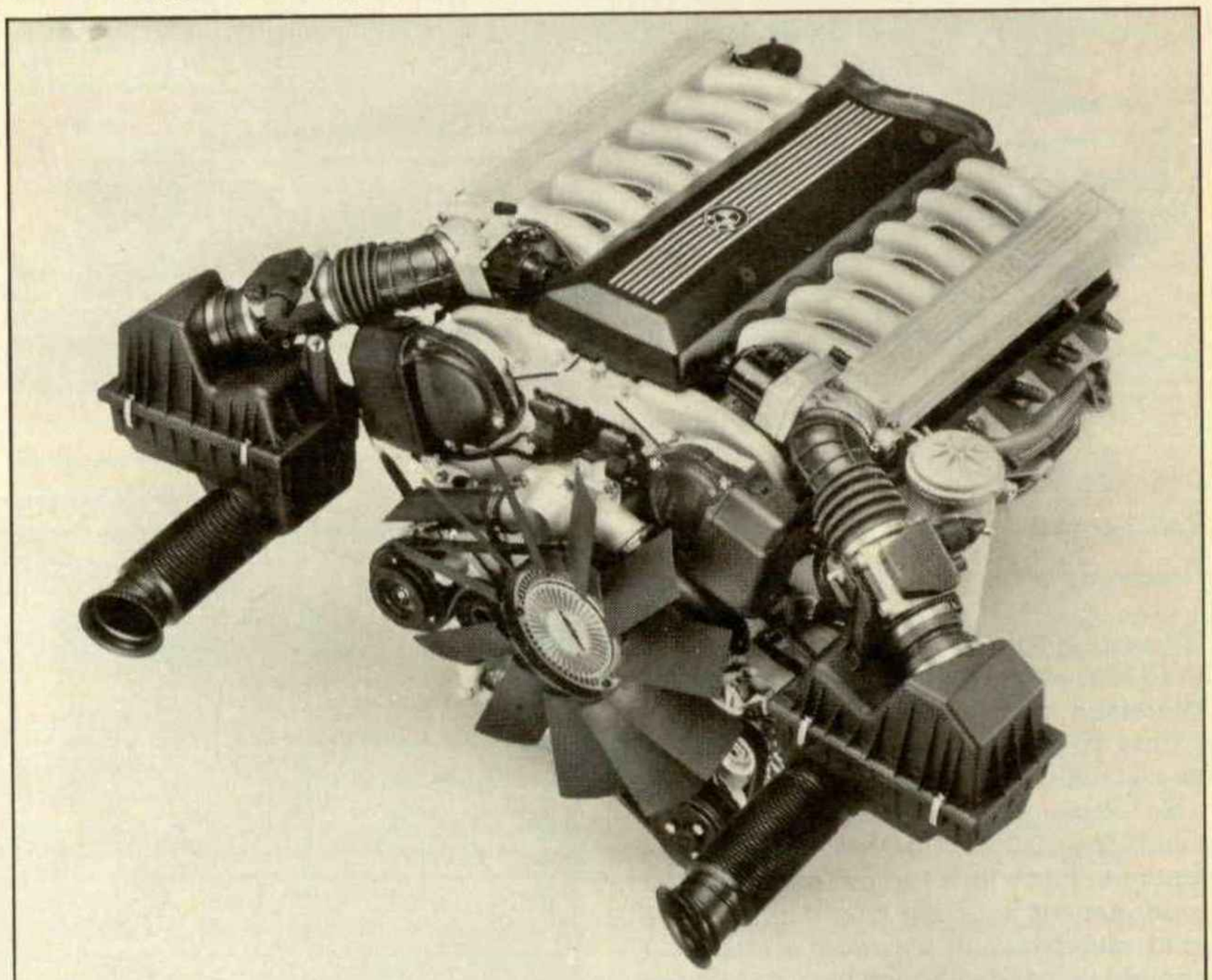
Such is the complexity of the system there is even a lower grade priority for warning the driver that the engine oil has dropped to the minimum, the coolant level, the power-assisted and washer fluids are too low, or even the message 'Check Control' which shows that there is an electronics defect within the system itself.

These displays appear primarily at the end of each journey when the ignition has been turned off. Several displays may appear in succession. Even after the ignition key has been removed and the display has gone out, the information can be called up again for another couple of minutes.

Another electronic factor is the automatic transmission, which until the arrival of the 850 Coupé is the only choice. Three different modes can be selected, 'M' for single-gear driving (third gear if 'D' is selected), which is useful for icy roads, towing a trailer up a steep hill etc. The 'E' mode is for Economy and the 'S' for Sports, the point at which the car elects to change gear dependent on the setting. Jumping from 'E' mode to 'S' often provided the kickdown necessary for overtaking, an area in which the V12 seemed slightly ill at ease.



The V12 snuggles into the engine bay, but as can be seen (below) it is a large unit.



As with the transmission, the damper settings are electronically controlled, 'K' for 'comfort' and 'S' for Sports. Unfortunately neither is very satisfactory as the first setting allows the car to wallow just a little bit too much for true passenger comfort, while the Sport setting is too harsh for such an executive saloon. The Jaguar driver would soon feel ill at ease in BMW's finest, a sensation made worse by the susceptibility of the enormous tyres, 240/50 ZRs on 7.7 inch rims and 16.3 inches in diameter, to travel off-line on poor road surfaces.

The car is adorned with nice touches, such as the hand lamp in the glovebox which is automatically recharged whenever it is returned, the built-in cut-out stopping any damage.

For the executive seated in the back, even though the 4.5 inches which differentiate the 750i from the 750iL have been taken from the area behind the front seats and the rear wheel arch, there is still plenty of room to spread out. The driver and passengers have their own temperature controls for the heating and air conditioning. Although not a feature of the test car, it is possible to obtain a heating system for the car which can be program-

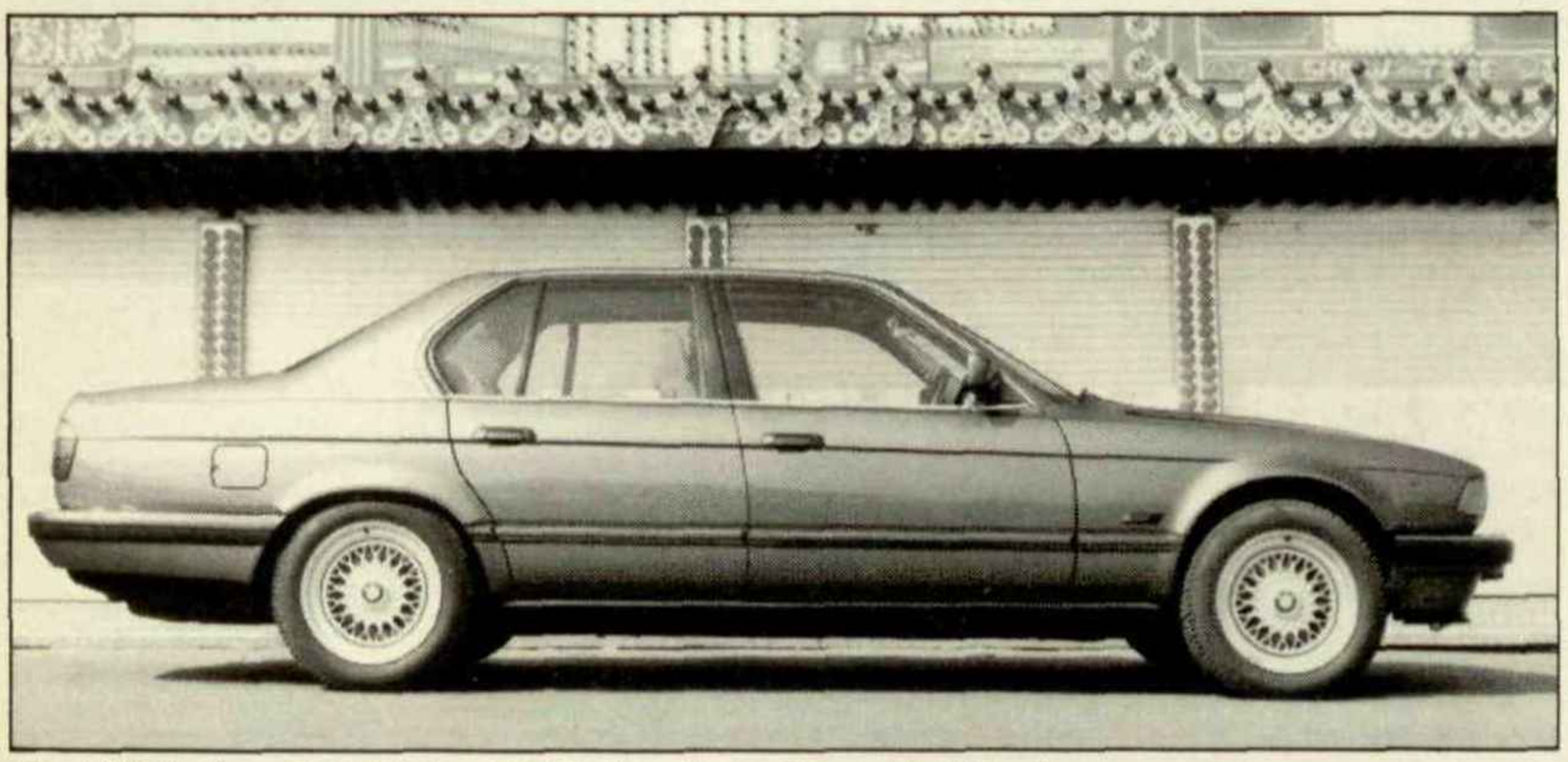
med to switch itself on up to half an hour before the start of a journey. There is plenty of storage area including a stowage compartment in the rear centre armrest, and the windows and sunroof can still be closed even when the driver has removed the ignition key from the lock. Above all, whether driver or passenger, it is a comfortable car. Ther large boot is more than capable of carrying three suitcases plus other smaller items.

From the outside the shape is tidy, but unexciting, especially when compared to the new 5 Series BMW and is on a par with the larger Mercedes-Benz. It lacks, however, the poise of a Jaguar.

From an engineering point of view, there is no doubt that the whole car is superb from the ergonomics to the build quality. It handles well and although it is not the type of car that should be driven vigorously along country lanes, it is quite capable of absorbing all sorts of punishment meted out with the proviso that the ride is suspect as mentioned.

The engine is an enigma. It is better than Jaguar's being smoother, more powerful and refined, and yet, somehow, it lacks the pep of its British rival, especially when overtaking, which is when the various selection modes on the automatic transmission prove so useful.

For the chauffeur, I would say definitely yes, for the executive, maybe, but it lacks the authority of a Mercedes, a Daimler or even a Jaguar, and for the enthusiast, definitely no, for all eyes must be on the BMW M5 for that is the car which BMW can genuinely claim is the best all-round car in the world. **WPK**



The 750i is virtually indistinguishable from its smaller engined brethren.

Model: BMW 750i

Body Weight: Kerb weight from 1800 kg, gross vehicle weight 2320 kg.

Engine: (Catalyst): 12-cylinder in V 60 deg; (84 × 75mm) 4988cc; compression ration 8.8:1; 295 bhp at 5200 rpm (59 hp/L). With catalyst: identical data.

Engine Construction: 1 overhead camshaft (chain), valves in V (14 deg), hydraulic tappets; light-alloy cylinder heads and cylinder block; 7 bearing crankshaft; oil capacity 7.5L; Bosch Motronic electronic engine control. 12V 85Ah battery, 140A alternator; cooling system capacity approx 12L.

Transmission: Automatic with EH-Program, final drive ratio 3.15.

Chassis: Rear level control system, all round disc brakes (ventilated), disc diameter, front 30.2cm, rear 30cm; fuel tank capacity 102L (22.4 gal); tyres 225/60/VR15, wheel rims 7J.

Dimensions: Wheelbase 283.5cm, track 153/155.5cm, height 140cm.

Performance: Max Speed: 155.5 mph; speed at 1000 rpm in top gear 32.2 mph; acceleration 0-60 mph 7.1 secs; standing Km 27.3 secs. Consumption: 32.1/25.9/14.3 mpg.

Evergreen Giant

Continued from page 22

felt very unsafe on any icy asphalt road, the quattro used its huge resources of grip, combined with the 215/50 R15 Pirelli P700s, to speed along the track in absolute stability, wheelspin virtually impossible. It was only when trying a touch of injudicious left foot braking that the tail hung out just a little too far, otherwise the predominant handling characteristic was mild understeer. It was sure-footed in a straight line and although the wind during the day was low, experience with the earlier quattro would indicate that cross-winds would not unbalance it. The assisted steering in all conditions is precise and accurate and is perfectly weighted.

Although the car still retains its ruggedly handsome looks, the slightly flared wheel-arches and chisel nosed front, the quattro is no longer the untamed beast of yore. Turbo lag is non-existent, the power delivered in one continuous punch up to the electronic 7000 rpm, the lumpy five-cylinder engine smoothed out to feel as if there were six pistons at work. It is only above 5500 rpm that there is any sort of mechanical noise, otherwise there is just the tyre rumble from the wide tyres and wind noise above 100 mph.



No longer the untamed beast of yore, the quattro is still capable of electric performance.

With the extra torque available, there is less need to change down when overtaking, which is just as well for the car does have one flaw: the gearbox. If there is one aspect which lets this £32,995. vehicle down, it is the five-speed gearbox which feels too rubbery and too imprecise for such a well-honed machine.

At least the weight of the clutch is acceptable. Although the test run did not include too much slow speed traffic, the stop-start capabilities of the car were as consistent as any family saloon, the shift from neutral to first free from baulk.

For a long time Audi has been associated with advanced engineering and technology, and has to date produced over 175,000 quattro versions of its other models, more permanent four-wheel drive cars than any other manufacturer, and yet it is the original quattro model which still captures the imagination. At a time when model lives become ever shorter, the original quattro goes on and on, ever improving, ever more desirable, even after ten years. It is now in a price bracket that puts it with such formidable cars as the Porsche 944 S2, the Jaguar XJS V12 and the Lotus Esprit Turbo, and yet it has its own unique blend of four-wheel drive, four passenger comfort and supercar performance to offer. **WPK**

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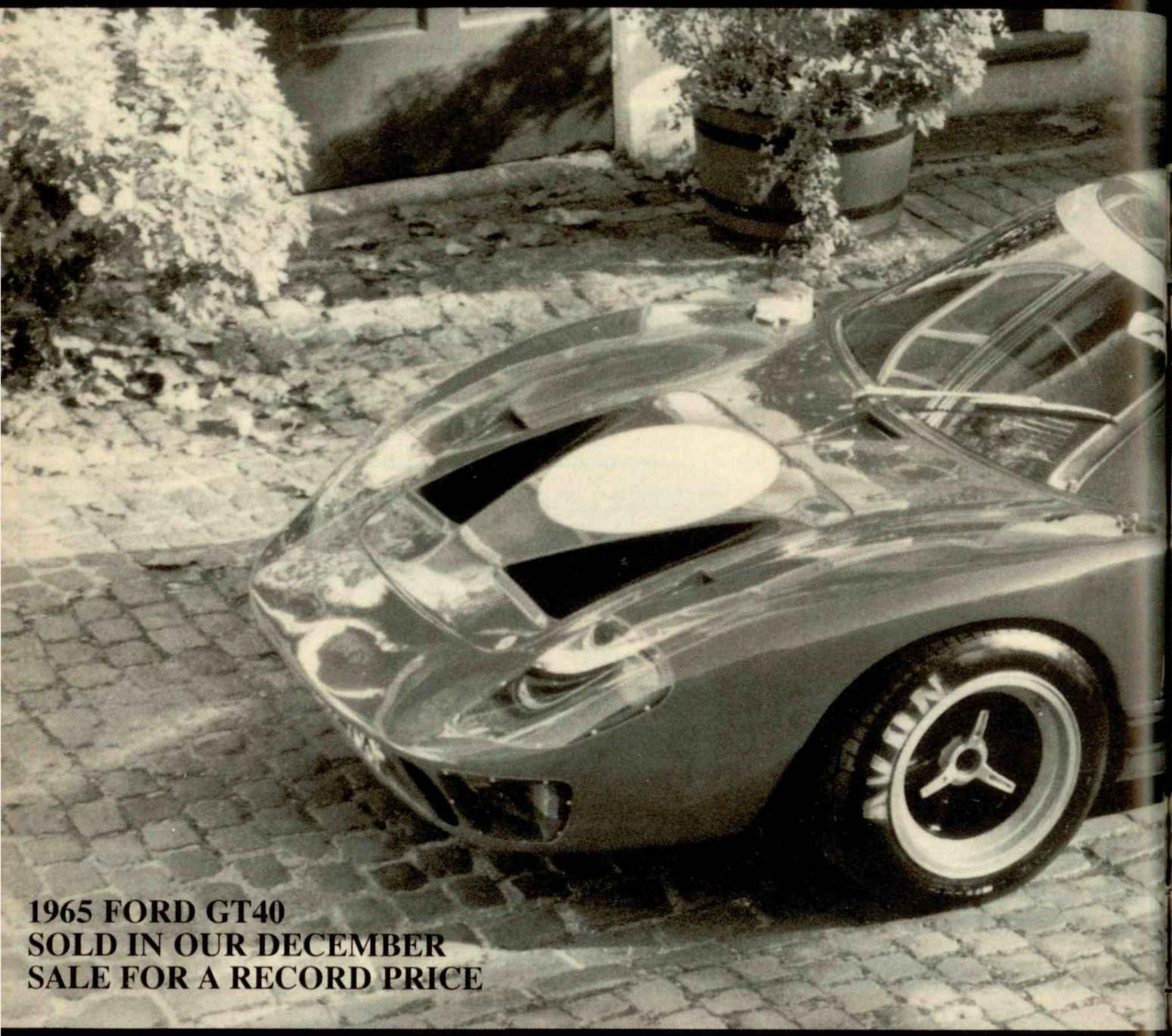
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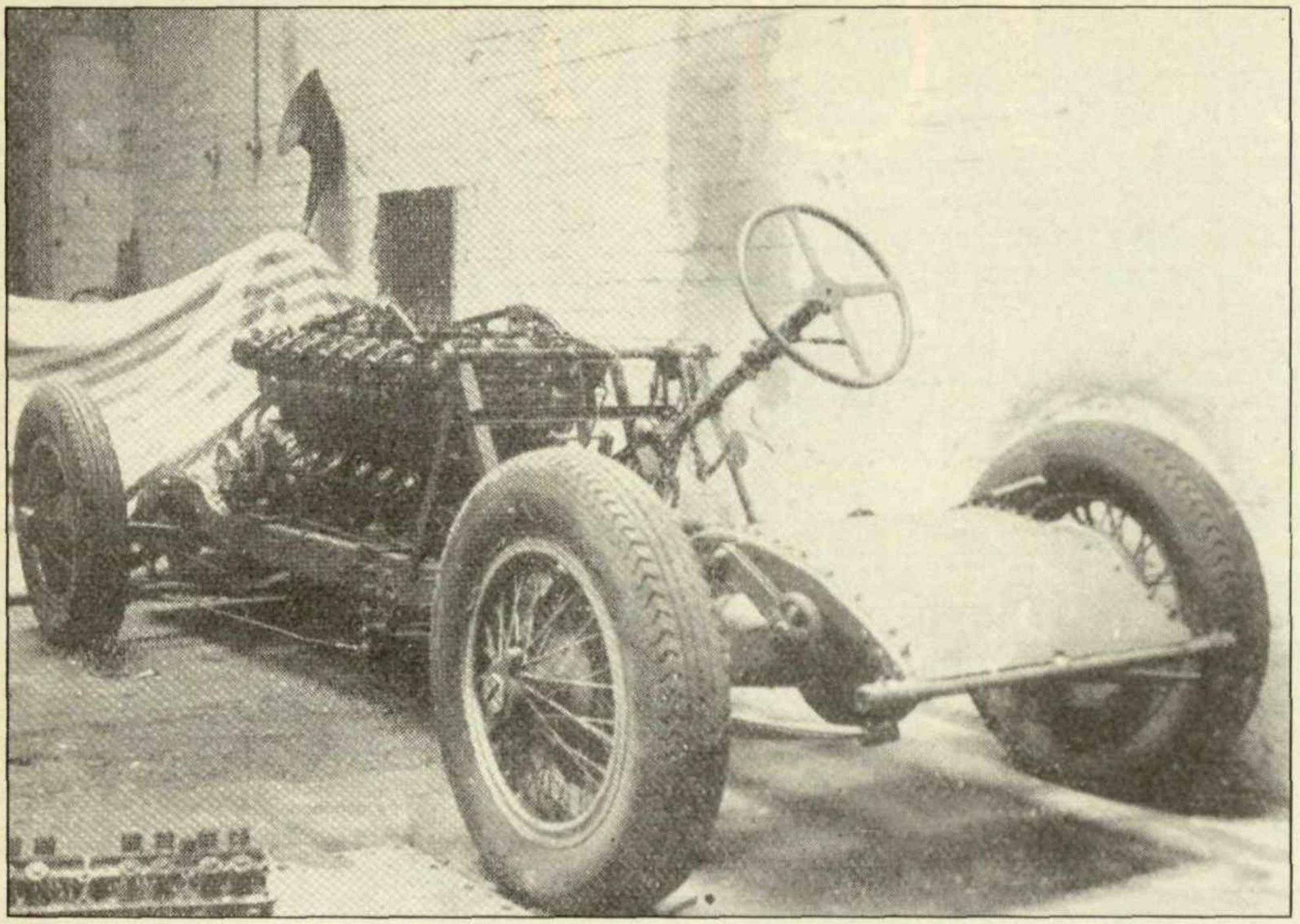
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The Rolls-Royce Falcon aero-engine installed in a GP Sunbeam chassis.

Lost Giant

A contemporary (I must not mention names, but I respect Mike McCarthy for running a slick ship!) published a story recently that has a ring of mystery about it. The correspondent responsible calls it "the strangest tale I have heard for some time, and somehow something just didn't ring true". It concerns an original Ulster Austin 7 that was advertised for sale, and which was seen very soon afterwards by a photographer. But when would-be purchasers enquired about it, they were told apparently that the car had been run over by a builder's lorry and completely destroyed. Could they see the remains? No, they could not!

I am reminded by this of another car which seems to have had a mysterious career. It was that rather exciting amalgamation of a 1921 3-litre straight-eight GP Sunbeam chassis and a 14½-litre 275 hp Rolls Royce Falcon aero-engine, on which J W Burnand was working when war broke out. Burnand had a garage business in Buxton and ran as his road cars an Alfonso Hispano Suiza, which was notably reliable over a very big mileage, and a 1922 ex-saloon Bentley converted into an open 3-litre, with a Minerva front axle. He was a keen competitor in speed-trials and Southport sand races with his JWB, which in its final form had a twin-SU Riley 9 engine in a chassis using A7 axles. It was towed to meetings behind an Alvis Speed 20.

To build his aero-engined hybrid, Burnand had acquired the Sunbeam campaigned at Southport by George Jackson,which after enduring much tuning and supercharging, blew up in 1935, and the R-R engine from the RAF. War put paid to this interesting project, after the engine had been installed.

Some years after peace had broken out, I heard that the car had been acquired by H H Stisted, who had raced an MG Midget at Brooklands. It was said to be in a South Coast boatyard. DSJ and I went down to investigate, but of the monster-engined Sunbeam, there was no sign. We were directed to Stisted's home, only to find the one-time racing driver ill in bed, although I think his wife was flattered that I mistook her for his daughter! She conveyed our message and Stisted bellowed back that the car should be in a nearby boatyard. Further enquiries, however, proved fruitless...

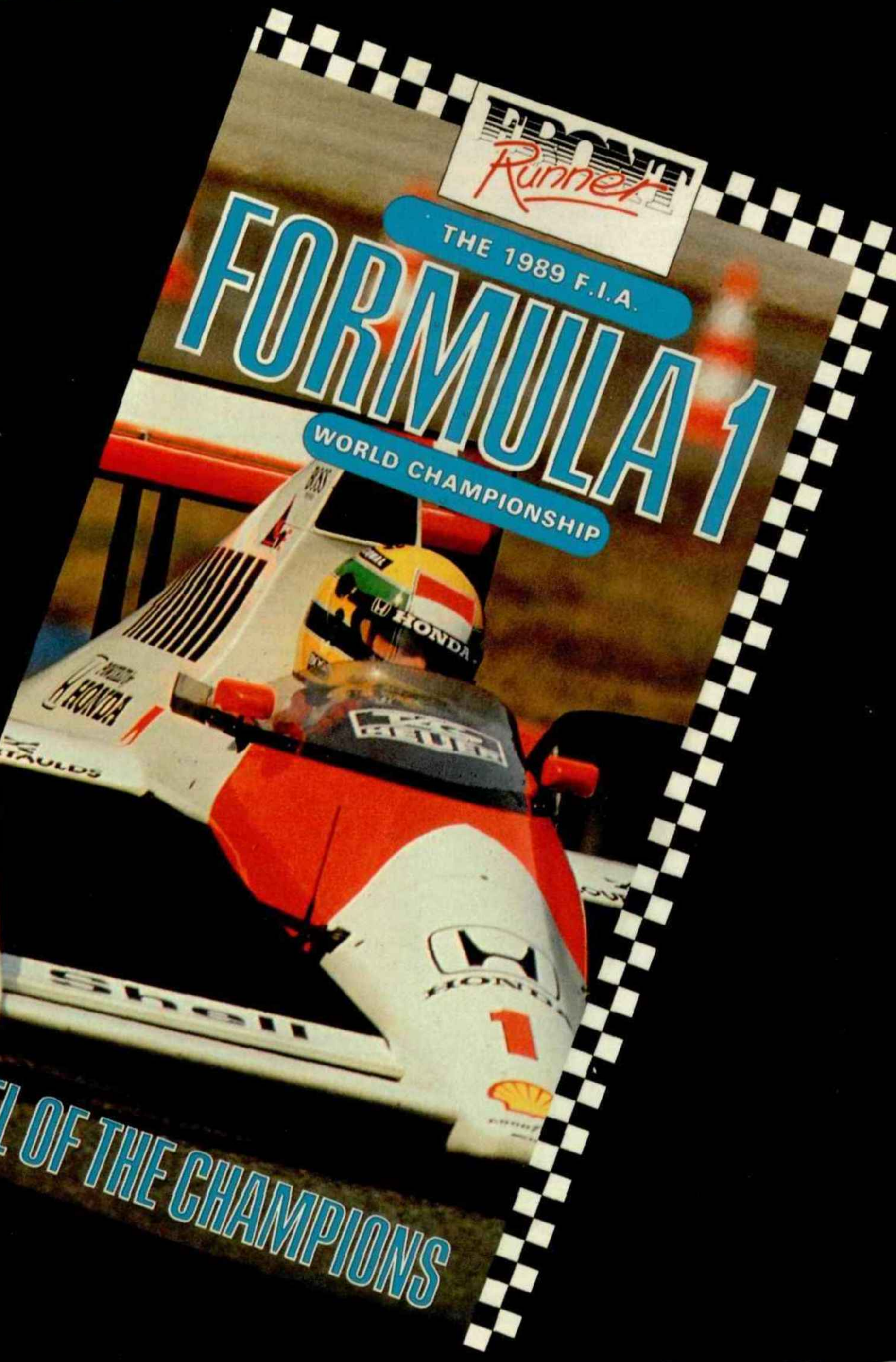
Then, sometime in the 1950s, I received a letter from a young man, living not far from the boatyard, who said he had an aero-engined chassis that was without tyres and did I know if suitable ones were available? Living then in Hampshire, about an hour's run from his address, my wife and I set off to tell him the good news that Dunlop's could indeed find him 820 x 120 tyres, or whatever. The young man was out, teaching his girlfriend to drive in the family Ford. We were invited in by his mother. Time passed and he had not returned, so I asked if I could see the unusual car, making it clear that I was not trying to buy it but was very interested in old racing cars. It seemed apparent that the lady (who was, I believe, associated with the then Alfa Romeo Social Club in Baker Street, which had no direct connection with Alfa Romeo cars) had the key of the shed beside the cottage in which the Sunbeam resided. But my request was refused, as she could not show us the car without her son's permission...

So we left without seeing it. But some years afterwards I heard that it was in the possession of the owner of a late model Marendaz Special, who lived in Byfleet. Following a Brooklands Reunion, we located the gentleman and after admiring his Marendaz, I turned the conversation to the older and bigger car. Yes, he owned it. He told me quite a lot about it and, when I expressed a desire to see it, I was told it was in London and if I would like to ring him when next I was going there, he would show it to me. I did this very soon after our conversation, only to be told a strange tale. The car had been in a lock-up in Brentford, near the river. But since my very recent visit, builders had put up a block of flats on the site and all trace of the old car had vanished.

Possible, of course, and I am not suggesting otherwise; but I did get the impression, rightly or wrongly, that when it become known that I was a journalist (I prefer to say I am a motoring enthusiast-who writes rather than a journalist who motors, but no matter!), I was dissuaded from pursuing the matter.

Coming to 1990, the R-R trust would like to locate a Falcon engine for their collection and Anthony Heal, author of that splendid book about Sunbeam racing cars, might wish to learn of the eventual fate of this particular Sunbeam. So if anyone out there has anything to add (however insignificant - as they say on the "Crimewatch" programmes) we would like to hear from them. **WB**

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Big Bugattis

LAST month I drove to Corby to see some of the big engined Bugattis which Magnum Engineering Ltd. is rebuilding at Magnum Rare Cars, and to drive one of them.

The car I drove I was John Wilson's Type 46S. As we entered the workshop, there it was, immaculate as if it had just come out of Molsheim or been on a Show stand. A black and yellow close-coupled 11ft 6in wheelbase coupé by Billeter & Cartier of Lyons, a car which J. Lemon Burton imported from Corsica in 1954 for Matthew Pryor and which was later owned by John Carter, the Wilson family acquiring it in 1961.

It looks like a scaled-down Royale, but is to my mind a much more practical car, which Ettore himself is said to have regarded as his favourite Bugatti. John Wilson, who is a professional pilot, uses the car quite extensively, so there was no need to think in terms of sordid values, but remembering that £8,000,000 was paid for a Royale...! The car is notably original, the engine number, 9S, being found on most of its components, and the body, although re-upholstered, in leather naturally, has its original fittings, dashboard, instruments etc. Chassis number 46585, the car's registration, UPH 744, dates from 1954 when it arrived in this country. It runs on Dunlop 6.50/7.00 x 20 tyres on those impressive cast alloy vaned wheels, and has streamlined-shape Aerolux Marchal headlamps and a tall elephant mascot. Since it was refurbished by Magnum's it has done some 12,000 miles, including visits to Prescott and three Continental rallies. On these long journeys autoroutes pose no problems and some 80 miles can be packed into each hour - a contemporary road test speaks of a top speed of 96 mph with a high axle ratio.

A week or so before I saw this magnificent Type 46S, it had been used for a wedding and the cap of the oil-feed to the Roots supercharger, which is on the offside of the single oh-camshaft 5.3-litre (5359cc) straight-eight 24-valve engine, had been inadvertently left on. This resulted in oiled-up plugs when the starter tuned the nine bearing, disc-web crankshaft and the blower doused the plugs. There are 16 of them, horizontal in the head, also on the o/s. Ignition is by coil. The plugs were cleaned while we went to lunch in Peter Davies' Volvo and all was then well, the engine starting after some pumps on the Ki-gass, the knob of which is before the passenger.

The oval instrument panel in the centre of the plain dashboard carries six dials, and I noticed the discreet knobs for the Andre Telecontrols at the extreme ends of the dash. The front seats are spacious and comfortable, the new upholstery in light hued leather, and ahead extends the impressive length of bonnet. The internal door handles and window winders are quite small on the massive expanse of rear-hinged doors,and although this is a close-coupled coupé, the rear seat is of generous proportions....However, this is beginning to sound like that old road test story.

Of more moment, I was to discover that this is essentially a top gear car. Once into the highest ratio with the long ball-gate central lever no other gear is normally required, even when crawling in traffic or negotiating roundabouts. It is, however, on long straight roads that this striking looking Type 46S truly finds its intended domain, cruising if not exactly inaudibly, with but a faint purposeful rumble. Indeed, John is about to have a higher final drive than the present 3.9:1 ratio made, the engine having ample power to pull it. The ride is good, if not quite a Rolls-Royce glide, and it is easy to visualise this great and individualistic car proceeding imperiously along France's pre-war Routes Nationale. with cloverleaf Citroens, and tiny Peugeots and Mathis, moving hastily out of its path . . .

The gearchange, double de-clutching up and down, is easy, remembering that



John Wilson's magnificent 1932 T46S Bugatti, rebuilt by Magnum Rare Cars which the Editor sampled recently.

the lever is a considerable distance from the back axle, three-speed gearbox. To the left of the gear lever is a far shorter, slender handbrake. The cable-operated brakes with their 16" diameter drums are entirely adequate, and the low-geared steering notably light, right-hand lock restricted because the drag-link fouls the tyre. Plated minor control levers protrude from the dash but, the engine being untemperamental, I was given no instructions about them; an item of period recall was pulling out the tiny ignition key to kill the engine....Other road users tend to look askance at this large, elegant Bugatti, a BMW owner saying "Swop?" at the refuelling stop. Petrol thirst is about 8 to 9 mpg. I need hardly say that everything beneath the bonnet is as clean and sparkling as the rest of the car. To keep his T46S company, John Wilson has two Ferraris, a rhd lightweight 206 Dino and a 365 Boxer and an Aero Morgan, and he competes at Prescott with an Elva-Climax.

Before the 1987 Munster Rally, the Bugatti did suffer a mechanical disaster but Magnum Rare Cars completely rebuilt its engine in three weeks, and the event was successfully completed including recovery of another T46 which had broken down. This is the service Magnum performs and during my visit they were working on a touring T46 and two T50s, one of which is the ex-Kenneth Bear, Jack



The clean and spacious work area at Magnum Rare Cars ensure a rebuild is carried out in the best possible conditions.

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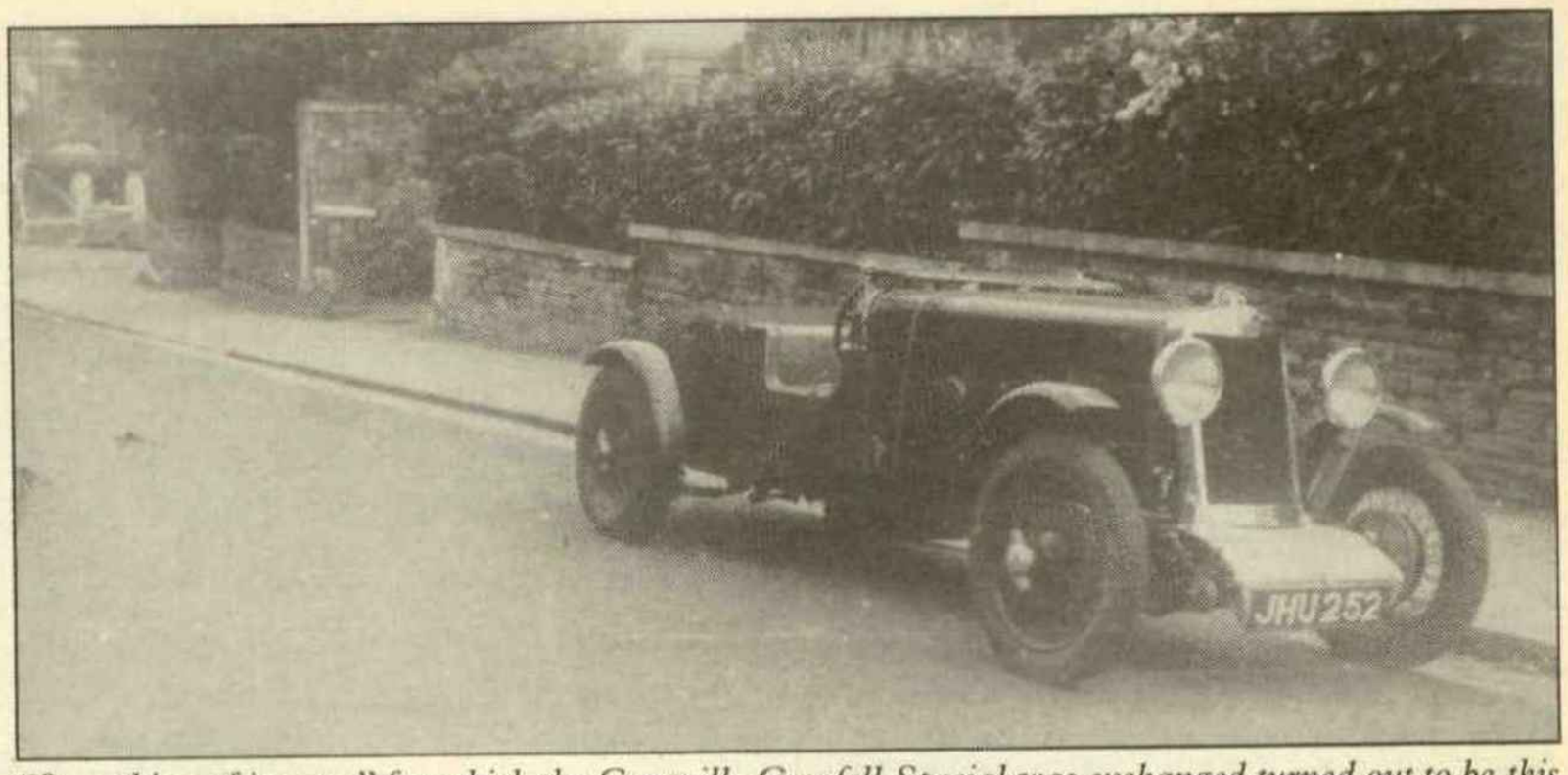


A tall elephant mascot adorns the top of this Type 46S radiator.

Crowther, Stafford-East car, NPP 128, car number 50143, engine 26. Its 4.9-litre (4972cc) twin-cam engine has been completely stripped down and the open body, originally fabric over a mesh framework, now fabric over steel panels, is being completely refurbished. This is the car which was entered for the 1935 Le Mans race to be driven by Delavau/de Valence, but crashed in practice by the latter, its rear fuel tank, unlike those of the ill-fated "works" T50s of 1931, having angled fillers to accommodate a spare wheel between them.

Magnum Rare Cars was formed as a separate company by John Robinson, John Wilson and Peter Davies for the restoration and preparation of the better makes of old cars, the present emphasis being on the bigger Bugattis, a Ferrari 365BB, Elva Mk. 7 etc. Experience gained in the building of racing cars, such as some 15 F3 Magnums and others between 1982 to 1987, is of value in these various projects.

At the secure and modern unit on the Northamptonshire industrial estate, to which it moved five years ago, Magnum Engineering (Corby) Ltd. employs a staff of 16, and has not only the latest computerised machine tools but a drawing office with three draftsmen, and is equipped to undertake all kinds of precision work, not only on the older motor cars, but for industry in general, and such undertakings can be treated in the strictest confidence. I was told, for instance, that a local firm mass-producing picture frames has had its output appreciably speeded-up by using machinery designed and made by Magnum and that other work has included complex one-off gearboxes, etc. **WB**



"Something of interest" for which the Granville Grenfell Special was exchanged turned out to be this Hyper Lea-Francis.

Motoring with Bill Little

Continuation of the story from December

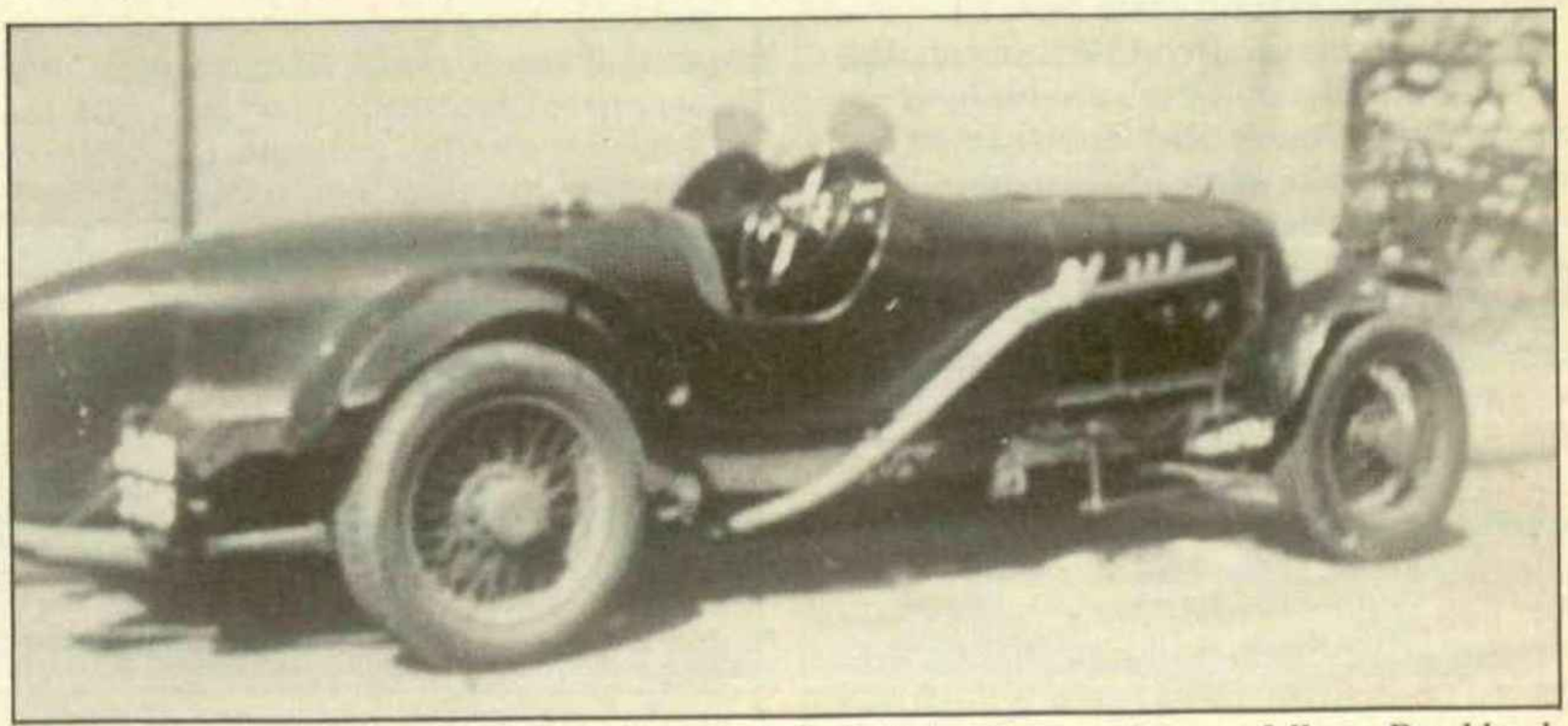
THE social side of motoring was well in evidence at Bristol, as a substitute for going to every possible pre-war Brooklands and Crystal Palace race meeting, and as many speed trials and hillclimbs as possible. When a petrol ration was available, Bill had exchanged the "Spook" for a 1930 International Aston Martin (GK 9843). Not a good car, it did all sorts of nasty things during a brief ownership and confidence in it was completely shaken when the o/s wing tried to revolve with the wheel, due to the back-axle sleeve having shattered. A local welder did a fine, if expensive job reuniting all the bits of aluminium, after which the Aston was sold for £50. Its successor was a 30/98 Vauxhall, that lived beside a short-chassis 19/100 hp Austro-Daimler at Limpley Stoke. Only the 30/98 was for sale, a stark tatty car with bonnet, scuttle, two bucket seats and a vast rear tank full of oil — presumably as ballast. Bill commenced to make a body for it (tail-less this time!) but when Dick Caesar offered him the price he had paid he let the 30/98 go, as he was not very impressed with it and did not think it his sort of car. "I shall propably now be expelled from the VSCC!" he adds.

The replacement was the Granville Grenfell Special, which had a four-litre six-cylinder ohc Straker-Squire engine, cantilever rear suspension and a Lancia ifs front-end. We had both seen it at the Crystal Palace just prior to the war and Tim Monckton had bought it *sans* its pistons. New ones were impossible to obtain during the war but Tim Carson negotiated for George Brooks in Australia to buy the engine for his Straker-Squire. Bill had bought the car on the understanding that if anyone wanted it, something of interest would replace it.

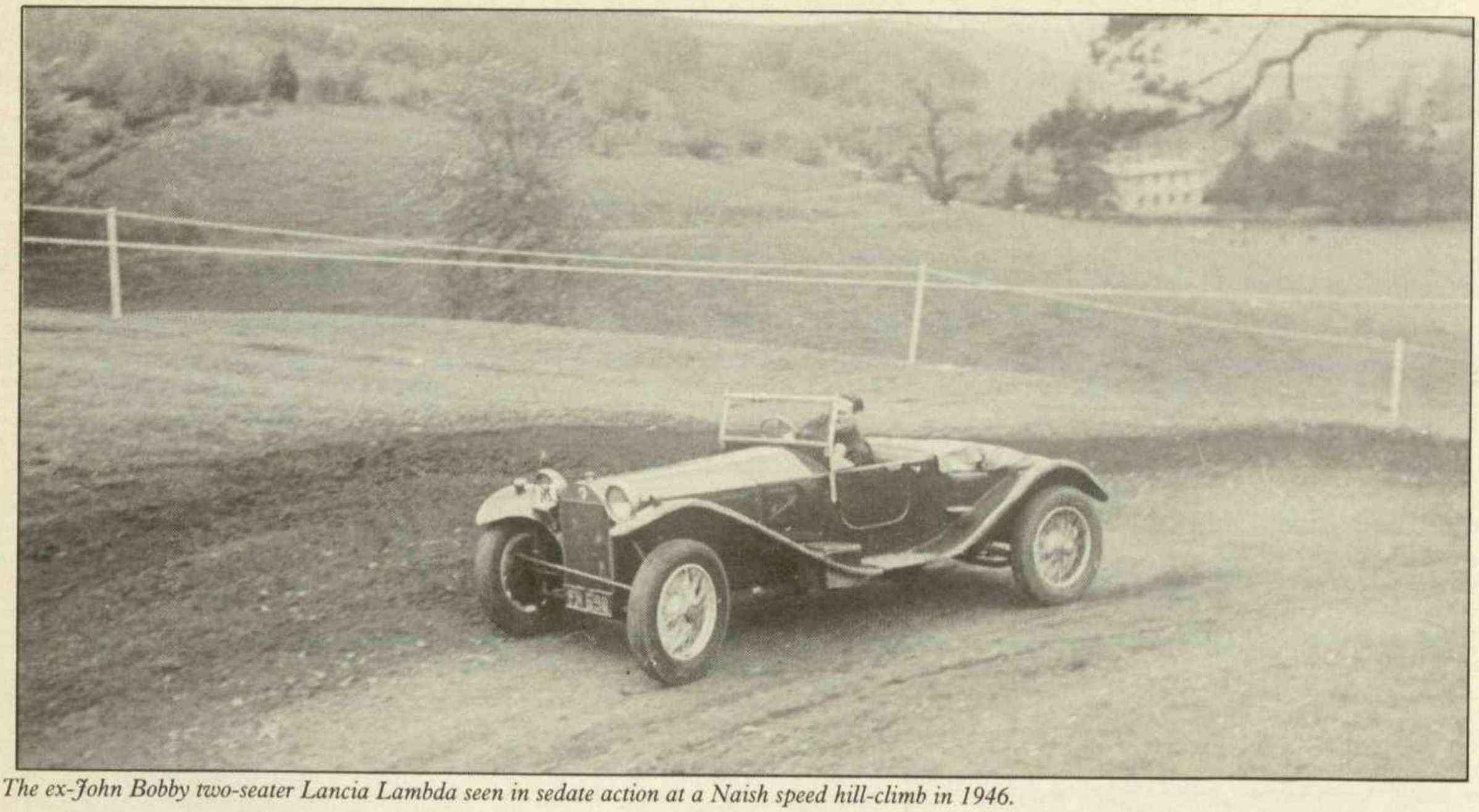
After the chassis of the Grenfell had been given a Siddeley Special engine and pre-selector gearbox (alas to end up eventually in a breaker's yard), the "something of interest" turned out to be a Hyper Lea-Francis with a cracked block. The block was repaired for the cost of a packet of cigarettes and Bill Little started on yet another body-building session. A year's toil saw the car completed with a lowered rear end, two spare wheels to mask Bill's difficulty in making a decent tail, and a narrow instrument panel. As the last-named left no room for the switches, these were mounted under the scuttle on the n/s. This was fine until a passenger put out all the lamps with his knee on a fast corner on the first run at night. In the absence of numbers or log-book, the Leaf was re-registered (JHU 252). At the first post-war Naish hillclimb, the throttle-return spring unfortunately came off and as someone had disconnected the mag switch, the revs went to 5,500, at which point Bill shut his eyes. Result — a broken con-rod, with the piston jammed in the head. But they drove home!

Going to London to see Ian Metcalfe, Bill was surprised when he offered £285 for the Leaf against a 3-litre twin-cam Sunbeam (BA 6104). It had been resprayed and seemed in good order, but at Ascot all the precious rationed petrol began to leak away and only hasty purchase of ten one-gallon tins from an ironmonger saved some of it. At over 60 mph there was a sort of Morris Dance, and when the water pump began to leak it had to go. One humorous incident is remembered — the radiator had been filled from a can that had contained petrol, and when a young American was asked to top it up in the dark, he struck a match. He was astonished to see the water burst into flames but had the presence of mind to quickly replace the cap . . .

Some cash and the Sunbeam, which was not a good example of the breed, went in exchange for the 5.4-litre Graham Paige which G L Baker had raced at Brooklands. The sight of fuel gushing from the jets of the four Zenith carburettors of the Laystall-tuned engine was quite a sight. Terrible wheel wobble was cured after the axle wedges had been reversed. Forty miles from Metcalfe's, the clutch slipped chronically, and at Chippenham the journey was abandoned. Returning with Monckton's Riley Monaco and a rope, amazingly all trace of the trouble had disappeared. The straight-eight engine ran at 1300 rpm at 35 mph in top and its maximum of 4500 rpm was prudently never approached. Alas, a petrol allowance of 13 gallons a month made the five to six mpg depressing and a jerry-can was used as the ration would scarcely have dampened the bottom of the big fuel tank. The high bottom gear made the Graham Paige seem useless for hillclimbs; it was only after he had sold it to someone who was emigrating to Rhodesia that Little



The 5.4-litre straight-eight Graham-Paige which G L Baker had raced successfully at Brooklands proved an exciting proposition, but was too thirsty for petrol-rationed days.



The ex-John Bobby two-seater Lancia Lambda seen in sedate action at a Naish speed hill-climb in 1946.

learned that bottom gear had been blanked off for outer-circuit racing! After one or two anxious moments with this exciting car it was rather a case of "too fast for owner".

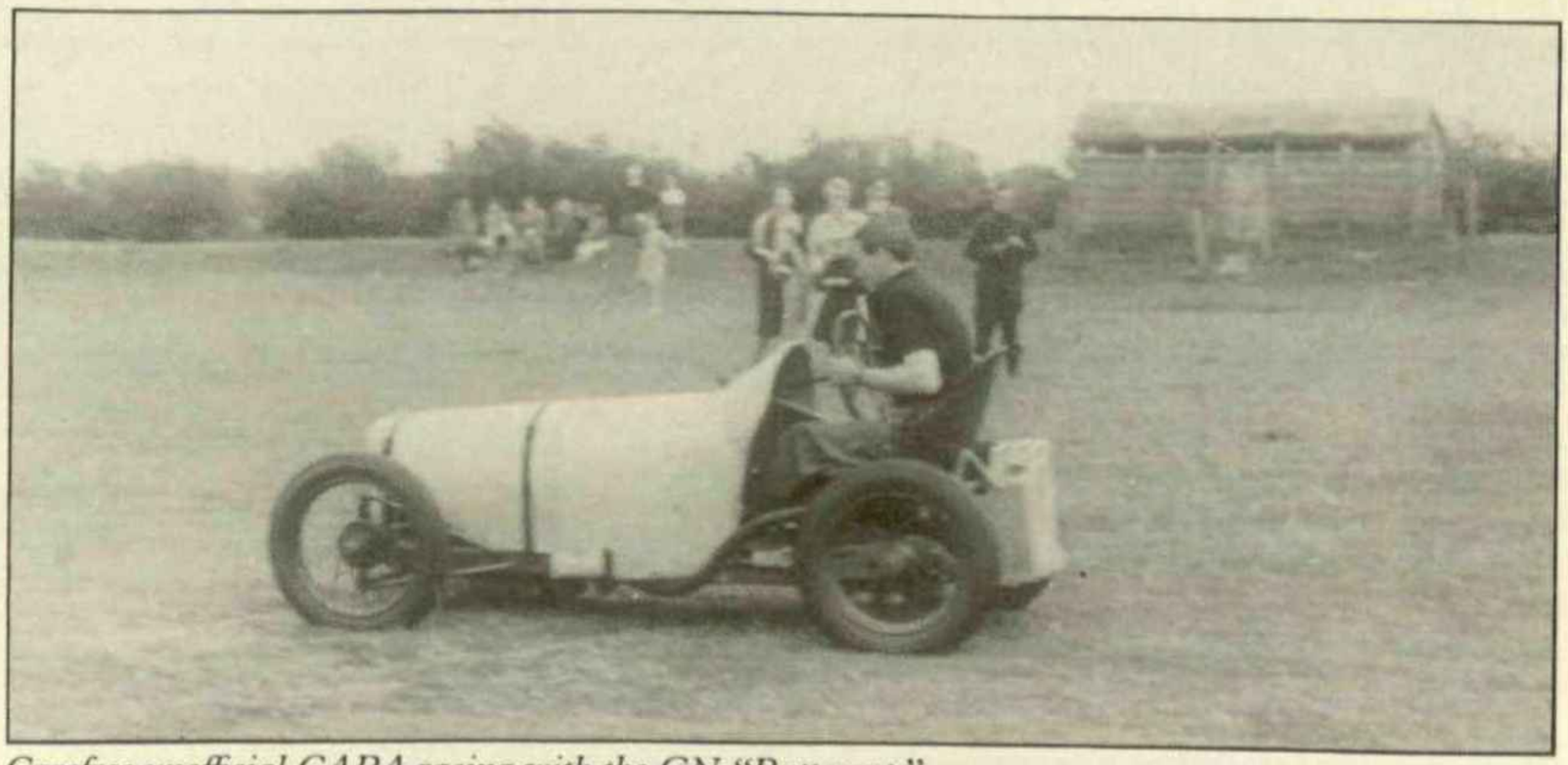
John Bobby wanted to get rid of his aforesaid Lancia Lambda (FN 6911) and Bill went to London, found him at a party, and the deal was done so quickly there wasn't even time for the proverbial pint. A standard two-seater not cut-and-shut, this proved a good car, the engine noisy even for a Lambda, although it did once shed its twin spare wheels and made about STD at Naish hillclimb. It was sold to Jack Marsh and is now owned by Gerald Batt. It was around this time that Bill discovered the joys of CAPA racing round the fields of the late Joe Fry's estate near Bristol, until the RAC stopped these carefree meetings in 1950. Most of the cars were A7s, or similar specials, with wonderful names like Cotopaxi, Salome, and Orange Pippen, a Morris Minor special owned by a man named Cox. Also the Alfi-Capa, which became the famous Caesar Special.

To enjoy the carefree CAPA events Bill bought an Anzani-GN with Morgan ifs from Adrian Butler and Bobby Price but had to give up its name of "Stromboli", so renamed it "Buttercup", and the more potent Anzani-GN "Red Biddy", built pre-war by the O'Reilly brothers. "Buttercup" held the lap-record, for about two weeks. Never was so much fun had for such a modest outlay! In 1947 Joe Fry, Dick Caesar and Jim Bosisto formed a small body-building company, which Bill joined as secretary and dogsbody. The first two bodies were on Morgan 4/4 chassis and others were built on Allard, Alvis TA 14 and Speed-20 chassis and some Iota and Arengo 500s were also made — I recall Bosisto driving an Arengo at Weston, in 1949. After Fry's fatal accident they closed down.

The Lambda was changed for a 2-litre Lagonda with the cams nearly round and a body made from chair-legs. A legacy then made it possible for Little to buy a 2.3 8C Alfa Romeo from HW Motors, a reserve 1934 2/4-seater short chassis Le Mans team-car (DYO 308). It was collected with the help of Bosisto's T49 Bugatti, which was later to be rebodied by Max Hill. The Alfa was a true thoroughbred, but needed benzine in the fuel before 3500 rpm could safely be exceeded, and spares were virtually unobtainable. It was later to fulfill a lifelong ambition by allowing Bill Little to tow a Bugatti behind an Alfa to the Weston Sprint. The Bugatti in question was the ex-Duncan Hamilton red T35B Bugatti, quickly painted blue. This had T50 wire rear wheels, possibly because Duncan had driven through a gate six inches narrower than the car! So twin rear wheels could be fitted.

The Bugatti was used for considerable vintage racing in 1951, at Weston, Lulsgate (a 1st and a 3rd), VSCC Silverstone (2nd in the ½-mile sprint, 3rd in a 3-lap race), Great Auclum (2nd), a number of Prescott meetings and Castle Combe (4th).

In all this, the Bugatti had been very reliable, apart from a broken tappet-finger, a fractured air-pipe and some chewed-up second and third gears (not of Bugatti make). It was used on the road for a time, giving 10/12 mpg on methanol; "it was wonderful to pass another car at about 80 mph in third and then change into top" . . . The car was taken to meetings in Guy Arengo's enormous Dodge transporter that would take three Arengo 500s in-line astern. The end came when Bill forgot to replace the oil-filter cap at Castle Coombe and after two laps, with no oil, two rods emerged, wrecking the block. The car was sold to someone in N. Wales and is now thought to be in Miami. Petrol rationing and the arrival of a daughter made the Alfa a luxury, but it was going



Carefree unofficial CAPA racing with the GN "Buttercup".



Two of the more desirable cars in Little's motoring life — the 2.3 Alfa Romeo, a Le Mans reserve car, and the 35B Bugatti, once run by Duncan Hamilton.

well, discounting some clutch trouble and a sticking Autovac valve. Griffiths, back in the Trade, part-exchanged it for a 30 mpg Lancia Augusta, *Bill's first saloon!* Fully overhauled and leather-upholstered, this was a useful car; but *both* trafficators emerged together, only noticed after driving it for six months! Next? A 1933 Talbot 105 James Young fixed-head coupé (BPB 459). It was very comfortable, and Mrs. Little thought it one of their most successful cars, but her husband says "there was a little too much chrome and a dreadful gearbox caused me no end of trouble." Gearbox repairs, in fact, costing £70, it was sold and a rather rough long-chassis 19/90 hp Austro-Daimler chassis (YR 9749) obtained for around £50, Bill, a glutton for punishment, setting about making yet another body. This took so long that his wife thought he was keeping another woman. To meet the lower line, the steering column was raked and the gear lever bent — which was probably why the selectors ceased to function on a narrow road between Dawlish and Teignmouth, resulting in an enormous traffic jam.

For this holiday the body was in primer, causing the hotel manager to request its removal. It was trimmed and given full weather protection and proved eminently satisfactory. One of the Axel-Bergs eventually bought it. Then model-car racing took hold and motoring was done in a rather-breathless Austin Ten. But moving North in 1954, all but one of the models were sold to Peter Hampton. Another Lancia Augusta was found (BLT 158); when the engine was stripped, the pistons were seen to be oval where they should have been round, and while draining the scuttle gravity tank to work on a defective reserve-tap, Bill accidentally touched the starter solenoid and the lot went up in flames — and he had just repainted it . . . The rear doors also flew open at the slightest provacation. After 18 months an 8th Series Lancia Lambda Farina dh coupé (UU 1958) with a 7th-series engine was taken on, and on one occasion it towed Neve's TT Humber to Oulton Park. That was the occasion when, parked in Kenneth's drive, blocking in the cars of all the other guests, the Lambda proved immovable, until it was discovered that the Humber's cover had fallen through the floor and had wound itself round the rear universal!

The expected noisy engine, head-warping and wheel shimmy did not spoil a pleasant car. Then Peter Piper found a long-chassis 2.5 6C Alfa Romeo abandoned at Heathrow with a duff back axle. This was repaired and Bill took it on. It must have been stored in a hangar as it was covered in fuel-oil, which had preserved it; "it was the first car I had to clean with Brillo pads." Giving about 90 bhp it went very well despite the heavy, comfortable and spacious body and road-holding was excellent. Somewhat heavy tyre wear was cured by reducing the wheel size to accept Michelin "Xs". The many roller-bearings in the front suspension and steering-gear had to be renewed. Valve adjustment was simple, but the interior appointments left much to be desired. A head with triple single-choke Webers made little difference over the normal single twin-choke Weber, speed being about 85 mph, with 18/20 mpg. Reliable, and an ideal tow-car . . .

For three years Bill Little helped Kenneth Neve with his stable of interesting cars, about which you can read in "A Bit Behind the Times" (Grenville, 1988). Then in 1957 Bill's thoughts turned to doing some more competition work of his own. A 1939 1½-litre Alta was bought from Frank Lockhart in time of the VSCC Seaman Trophy Meeting. With this Bill had numerous adventures, and I much regret that space prevents me detailing them. The car was never quite running properly but on occasions displayed excellent acceleration off the line, and when it went sideways onto the grass at Oulton Park it did not roll over, as an ERA might have done. But the all-independent suspension gave no better ride than that of a Bugatti. The Alta was usually towed with the 2.5 Alfa, until Bill took over Piper's short-chassis 6C Farina two-seater (VNO 323), which had been bored out to 2.6 litres. After making 16 starts but finishing only four races, the Alta was sold to Hugh Clifford, who disposed of it, then bought it back again . . . It wasn't all bad, for as Bill says "I still talk to Frank, and Hugh still talks to me."

Later in 1958 the Sumner-JAP was for sale, and was collected from John Hinchcliffe's parents' house in Sevenoaks where it rightly occupied the drawing-room, with the Ghia Alfa and trailer. Mrs. Hinchcliffe regarded the dragging of it on its hubs over the parquet floor as a natural thing to do . . . By then the only original part of this one-time GN was its name. There was no engine, but a Beardmore power-unit was obtained. Alta problems led to disposing of the Sumner, the chassis locally, to someone who wanted its Brescia Bugatti back-axle, the Beardmore engine to an Australian owner of such cars. It was now that Bill met Peter Evans, who had raced a 20 hp Sunbeam tourer and was struggling with the Hooker-Thomas-powered Scriven Special "Nanette". Bill acquired the latter, optimistically hoping to succeed with it where Evans had been unsuccessful. Meanwhile, Mrs. Little motored in a red and yellow American A7 (NV 6014), not a Bantam but the earlier version, like an English A7 but with 1h controls. It was a little too vintage for its purpose, and the man who bought it managed to keep breaking prop-shafts. The 2.5 Alfa with its two spare engines was sold to a young man in London.

A new chain-drive for Nanette's oh-camshaft was made, to replace the Thomas eccentric-drive, and a start was made on a new original-pattern body — again! But before the engine could be run, the old racer was part-exchanged for a 1935 135M Delahaye chassis. (Majzub now has "Nanette", but Bill wonders if Evans' plan to install a 2-litre Lagonda engine would have worked). Much hard work went into the very rough Delahaye, and it is no surprise that a Bill Little body was made for it, using a 12/50 Alvis beetle-back tail. Tried on Trade-plates, it went well in the indirect ratios of the delightful Cotal gearbox but Grif-





The Alfa Romeos pair — 2.5 6C and the 2.6 6C.

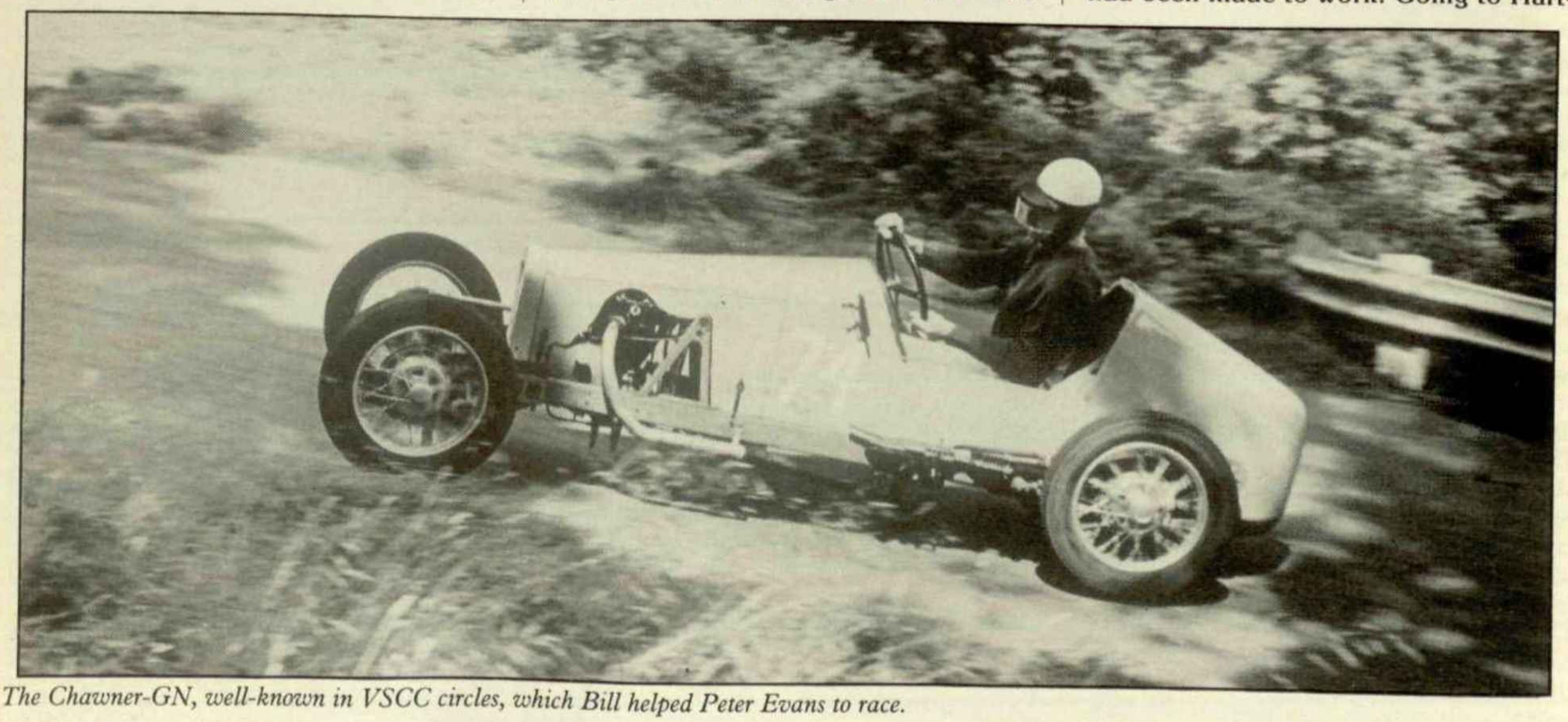


The 1938 1½-litre Alta doing its celebrated sprint-start from ERA, Delage, Maserati and Bentley opposition, at VSCC Oulton Park.

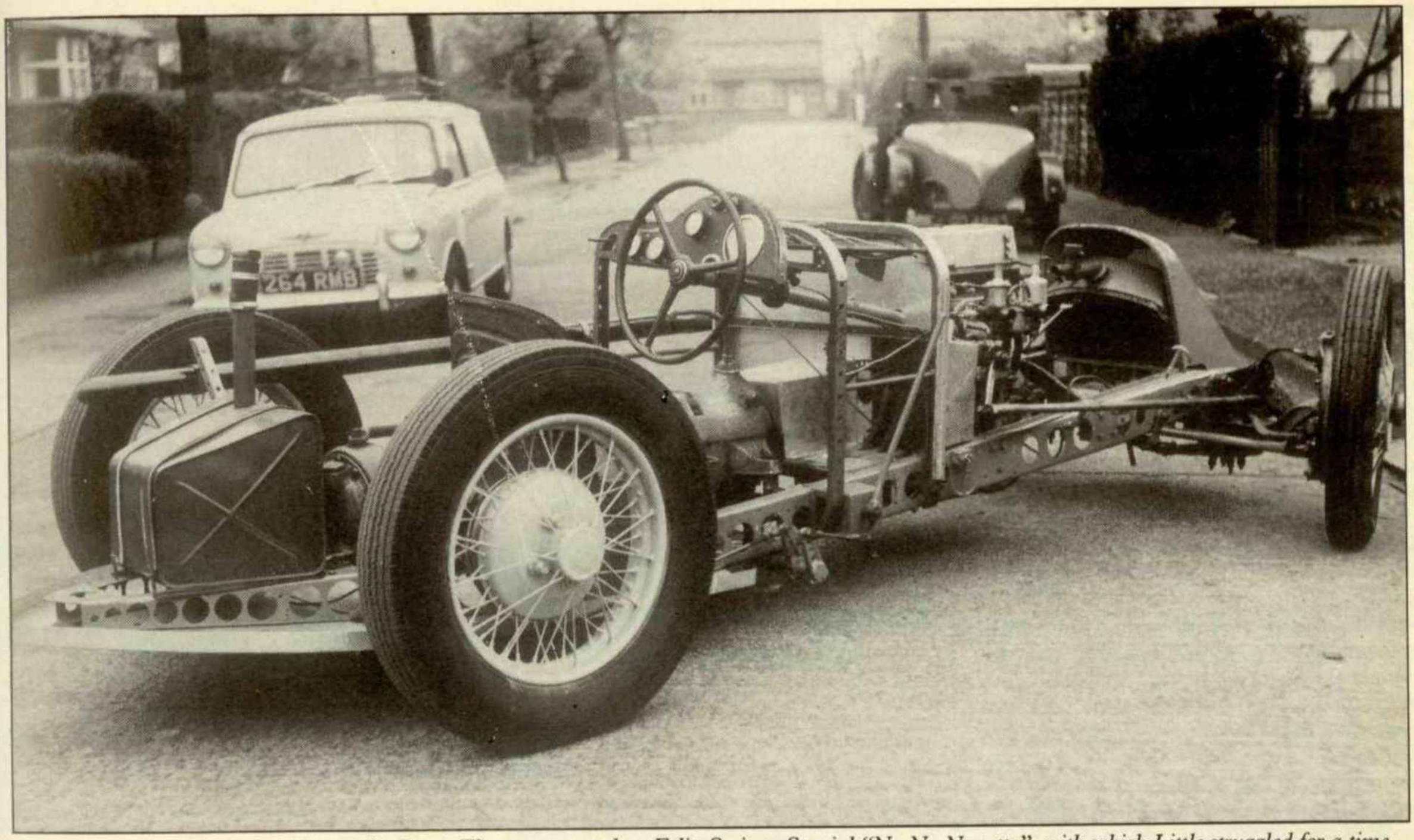
fiths, who bought it, said it faded away at the top end. Bill's next venture was an A7 Special.

It was based on the "Dutch Clog" single-seaters and although the elaborate off-set transmission could not be copied, much the same result was obtained by using a long and a short half-shaft in a standard axle, with the diff. some seven inches from the n/s back-plate. The engine was also slightly off-set, Hardy Spicar couplings overcoming any transmission problems. As even an Ulster engine was unobtainable a normal one was used, with a blower which Peter Evans described as "of unknown make but undoubted virtue". It might have been alright had Bill Little not moved to a Cheshire cottage with no garage facilities; working on a racing car in the open in several feet of water was not on . . . This A7 is now Richard Campbell's very effective Fiat 1100-engined job, with a proper transfer-box.

Transport was now provided by a £5 Jowett Javelin, after its defunct gearbox had been made to work. Going to Hart-



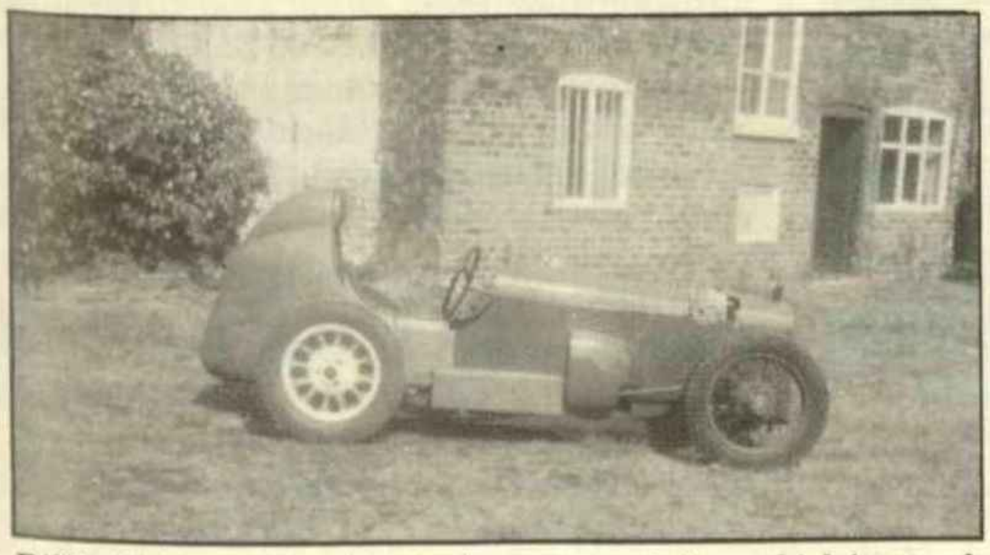
The Chawner-GN, well-known in VSCC circles, which Bill helped Peter Evans to race.

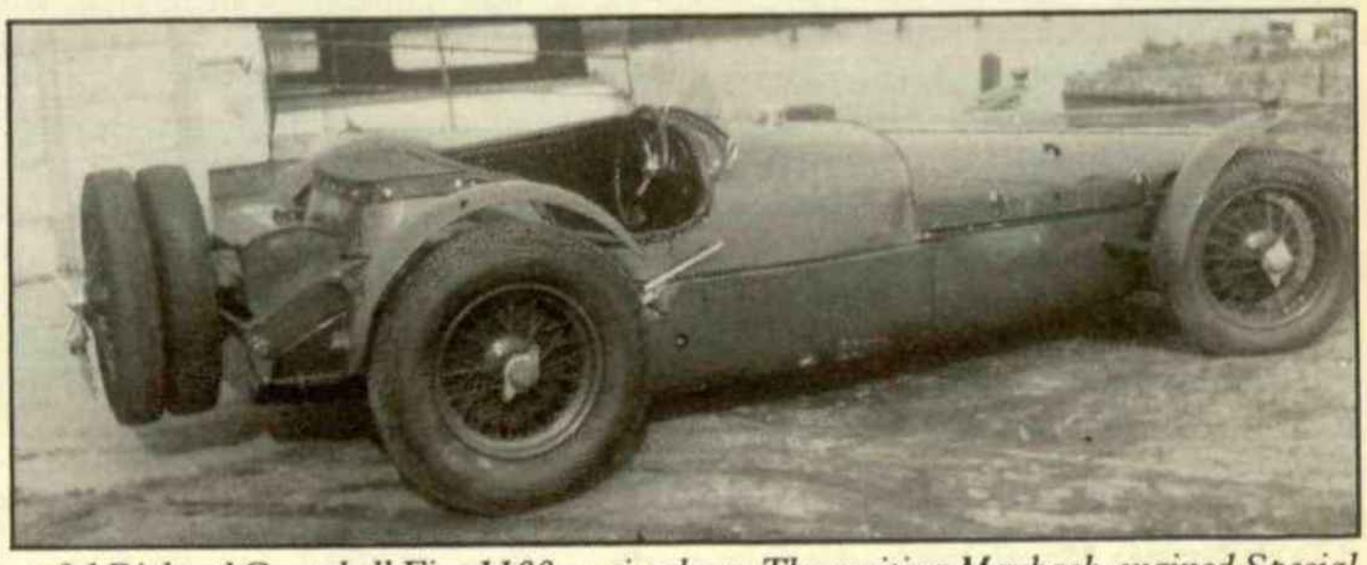


Racing car in an unexpected setting — the Parry Thomas-powered ex-Felix Scriven Special "No No Nanette", with which Little struggled for a time.

ley Wintney for Christmas, the throttle-cable broke in Kenilworth — string threaded through the driver's window was a solution — but try getting string on Christmas morning! This make-shift repair gave Bill a stiff right arm, not wanted during the festive season! The Javelin was replaced with a Fiat 500C, also needing another gearbox. Away from Motorways it was a jolly little car, with all of 13 bhp, until its oil-thirst became excessive. Peter Evans was, by 1966, racing the Chawner-JAP he had bought from Peter Watson, with which Bill helped him — "tremendous fun". He also had a half-share in Michael Chipperfield's A-type Connaught, which was minus its pre-selector gearbox. Alan Southon had a possible one and they went to Hartley Wintney in Peter's Volvo to see it. It was there that Bill spotted "something interesting" in a corner, a Special Alan had started on after the war but had not completed. The chassis was pre-war Humber Pullman with ifs, into which had been installed an almost unused 4.2-litre Maybach engine from a German troop-carrier. Rudge hubs had been fitted, and brakes from a Canadian Ford, of which the drums were missing. There was a pre-war Jaguar back-axle, also with Rudge hubs and a heavy Alvis pre-war gearbox, the kind reputed to have cost £180 to make. Alan offered to give the beast to Bill, and it was duly collected. Then commenced much work to complete it, and of course, construct a body for it. Welding and machining problems to make Jaguar axle and Alvis gearbox fit were solved, the 22" prop-shaft gave no trouble, Konis at the back, Girling shock-absorbers at the front, improved road-holding, the 18" rear brakes were converted to hydraulic operation, and post-war Jaguar drums mated with the front hubs. A post-war Sunbeam outside brake-lever completed a queer but impressive car, the body made in two halves, with a 10' long bonnet. However, this was not acceptable as a pvt to the VSCC, due to the Humber chassis, so it was disposed of for a small sum. Not long afterwards it was advertised in MOTOR SPORT for £495 and then for £750, which did not much please Bill. He was by now sharing a garage with Peter Evans, who had acquired the ex-Whithead Alta (AER 8841) chassis, which had been successively endowed with Riley Six, Jaguar, and Riley "Blue Streak" engines. Much work was carried out, but Bill was then posted to the South of England and Evans was occupied with the Chawner-JAP and Connaught. So the Alta went to John Ashton. There was, too, an Alvis GN, but it was no match for the Chawner-JAP at the VSCC Seaman Trophy meeting in 1965.

Bill Little eventually moved to Fowey, where he still lives, his later cars including an A35 to replace the little Fiat, a Lancia Aurelia, a TVR, a 1959 lhd VW Karmann Ghia and, in more recent times, a number of Alfa Romeos and Lancias. He has made models of many of the cars described in this look-back to over 25 years ago. What an interesting motoring life he has had! **WB**





Bill's A7 Special (left) with off-set transmission, which is now the successful Richard Campbell Fiat 1100-engined car. The exciting Maybach-engined Special (right) acquired from the late Alan Southon.



It was the cylindrical radiator which most distinguished the Maudslay from its contemporaries.

FORGOTTEN MAKES: No.88 — The Maudslay

THE Maudslay Company of Parkside, Coventry, was a highly respected engineering concern before it turned to making cars in 1902, at a branch of the mainstream business that was building marine engines and other products. The first cars had three-cylinder power-units, noted for their overhead-camshaft valve-gear which remained a Maudslay hallmark into commercial vehicle days. The three-cylinder models were developed as 40 hp and 60 hp six-cylinder chassis of double the capacity, by doubling the number of cylinders, and the cylinderical radiator by which these cars could be easily distinguished (unless mistaken for a Hotchkiss or a Delaunay Belleville) was adopted by 1905.

In time, the larger cars were abandoned in favour of the 17 hp "Sweet Seventeen", which remained in production up to the outbreak of WW1. A very over-square 20 hp Maudslay had been entered for the 1905 IoM TT, without success. Maudslay's true *forté* was commercial vehicles, perhaps more in keeping with a firm founded in 1798 by Henry Maudslay, who devised the screw-cutting lathe, the slide-rest, and the micrometer, who had co-operated in making a durable steam bus in 1883, and who was to supply 80% of the steam-engines used by the British Navy. The factory moved to Coventry from Lambeth in 1840, later to make tools and components for the infant Motor Industry. The first commercial vehicle was produced in 1903.

The purpose of the overhead-camshaft used on these vehicles, from which a dashboard-mounted magneto was driven was accessibility rather than that of defeating valve-bounce, the entire valve-gear being hinged so that by undoing a couple of bolts it could be swung clear of the cylinder head, and a valve could be removed in two minutes. In the 1920s, this was further developed, and trap doors in the crankcase enabled the pistons to be withdrawn in 15 minutes. Such aids to rapid maintenance were a great asset in the world of trucks and buses. Maudslay lorries to WO-Subsidy saw active service in 1914/18, more than 1500 being employed at the Front, some built at Rover's. The war over, it seemed that Parkside had finished with cars — until 1923.

In that year considerable surprise was caused by the Company's return to the private-car sector. And what a car! It had a 2-litre, twin-cam, all-roller-bearing engine in a chassis of advanced design. Quite what prompted Maudslay to go for such an advanced chassis remains one of motoring's mysteries. It is somewhat on a par with Humber making similarily advanced racing-cars for the 1914 TT, although here there may have been a desire for continuity, in as much as Humber's had run cars in the four previous TTs. Whereas Maudslay had never made even a sporting-type car . . . Be that as it may, work on the new car proceeded under its designer, J A Kemp (who later became Albion's Director and chief designer of their commercial vehicles), with J R Hamilton (later to become Maudslay's Technical Manager) doing the detail work, while it was apparent that Alexander Craig (who had been associated with Henry Maudslay's brother Reginald in forming the Standard Motor Company in 1903 but who was now MD of Maudslay's) was responsible for the concept of this exciting, but totally unexpected car.

When it emerged late in 1923, as the 15/80 hp Type 2L6 Maudslay, the motoring world was taken by storm. *The Autocar* observed that not since the Fergus has appeared in 1915, with its single oh-camshaft 2.6-litre engine and supple cantilever springing, had a design so full of interest been encountered — which seems unfair to the Leyland Eight, which had been called the "Lion of Olympia" in 1920 and was of equally ingenious concept. However, in 1923 a twin-cam roller-bearing engine was associated only with racing cars and the new Maudslay had other endearing features as well.

The engine, a six-cylinder of 65 × 100 mm (1991 cc), had the valves fully inclined in the detachable head, giving hemispherical combustion chambers with central sparking plugs, in the best racing-car fashion. The cams acted directly on the valve stems *via* steel inverted-pistons. The valves, of tulip shape, were large, and closed by compound springs. Each oh-camshaft ran, in six roller-bearings and a locating ball-bearing, in oil, under detachable cam-cases, surplus oil draining through a gauze filter to the sump. The camshafts were actuated from the rear of the engine by a 2-to-1 reduction gear driving a roller-race eccentric connected to a light, H-section, Y-shaped member so neatly enclosed in the cylinder block as to puzzle those who looked for a conventional camshafts drive. The arms of the "Y" had further roller-races turning crank-pins on the camshafts, which were thus driven by the rotary motion of this Y-member. (The Leyland Eight had a different form of eccentric-drive for its single oh-camshaft).

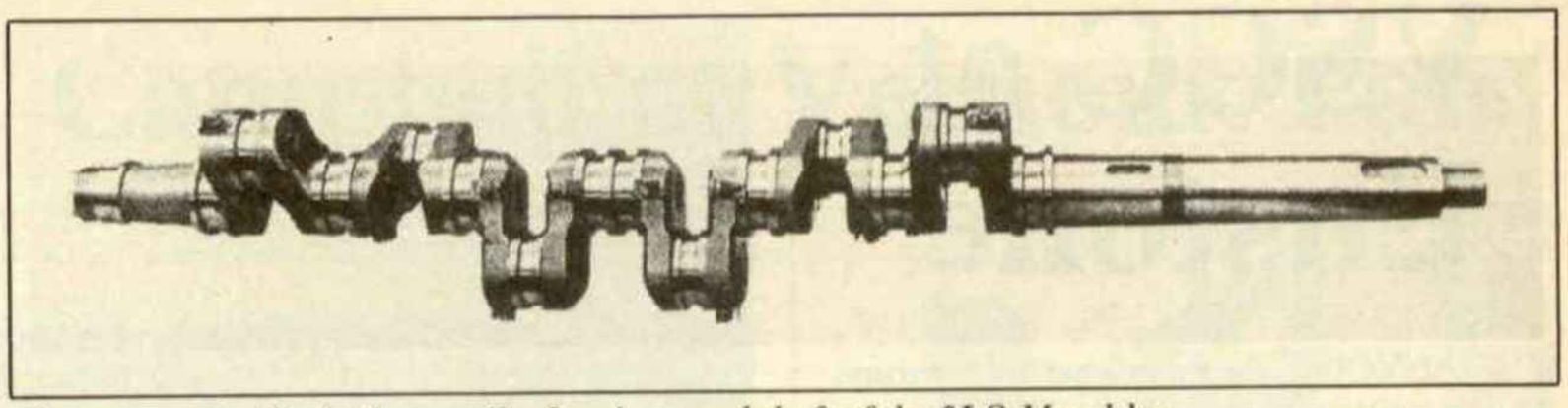
Maudslay had used such a mechanism "for other purposes", presumably in their marine engines. Quiet running was no doubt the objective, for otherwise a twin-cam engine of the 1920s could have been objectionably noisy. The Y-member and the camshaft-driving cranks were balanced with bob-weights and although the unit was within the

cylinder block, a large cover plate made it accessible. It is a mark of a tool-maker that the timing-gears for the Y-member were hardened and ground, and significant that these were the only gears in the entire engine! This was possible because the distributor for the coil-ignition was driven from the forward end of the o/s camshaft (nothing is new . . . witness this on some modern German engines!), and as roller-bearings do not require pressure oil-feed, an oscillating plunger-pump was sufficient to distribute the necessary oil-mist, and this was driven from a boss on the eccentric-strap of the camshaft-driving gear.

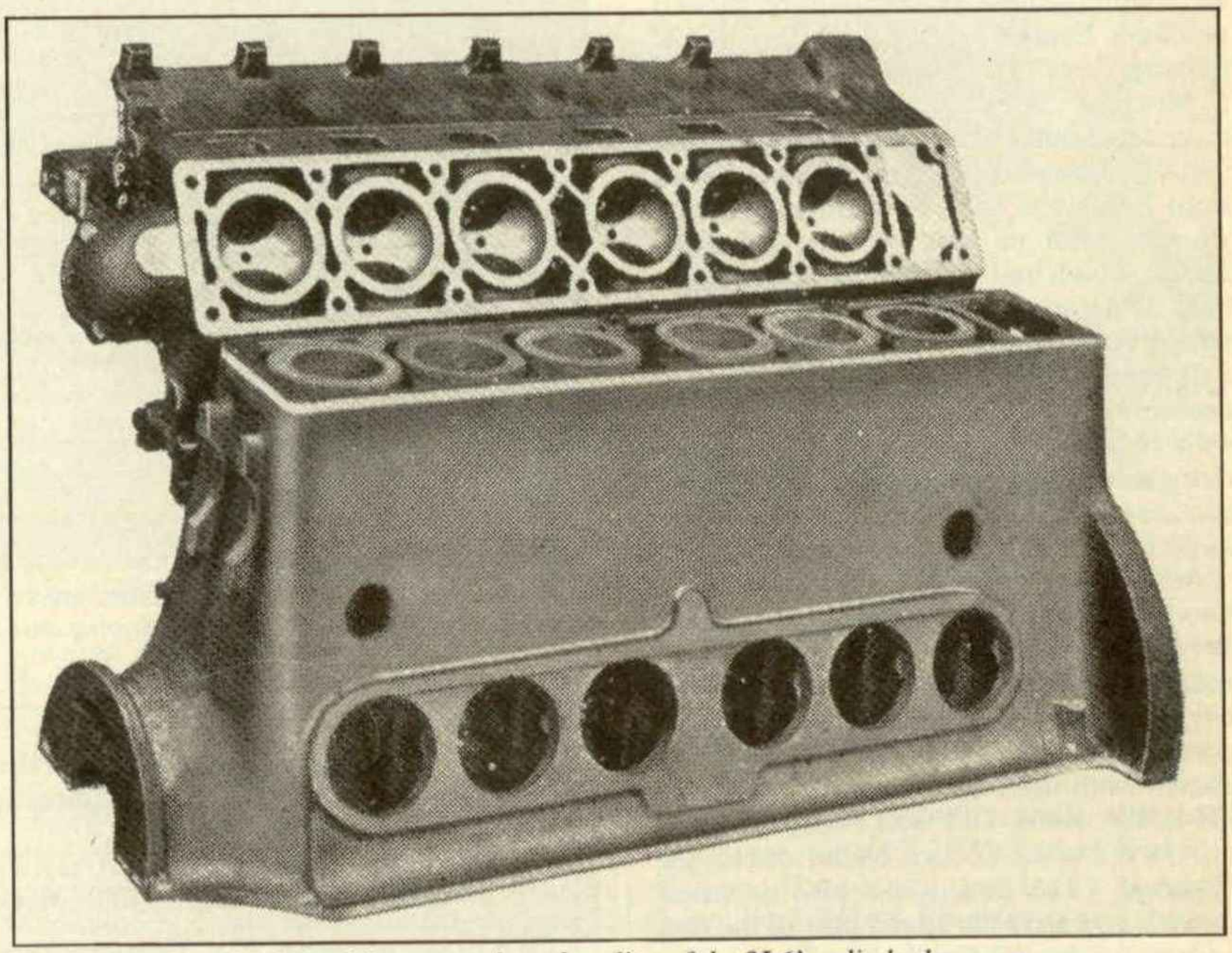
Pump cooling was used, the water pump a turbine formed round the nose of the seven-bearing crankshaft. Any water-loss from the rear gland fell into the road. A thermostat was incorporated in the water pipe to the radiator. Ahead of the statorbladed pump was a fixed starting-handle. The water jackets provided a free flow round the cylinder barrels. Another ingenious feature was the combined CAV starter/dynamo within the flywheel, Model-T Ford fashion, which was, however, completely accessible. This 2L6 Maudslay was a remarkable car, with its racing-style engine . . .

This engine was installed in a chassis with a unit 4-speed and reverse gearbox, controlled by an open-gate rh lever, with the hand brake outboard and behind it. A single-plate clutch and enclosed propshaft were used, with a spiral-bevel back axle. Half-elliptic springs slid in slots cut in large rollers free to rock in the attachment brackets. The springs had ground leaves and were gaitered and the gearbox had a centre bearing and so a driving/driven shaft spigot-bearing was eliminated. The gears and shafts were hardened and ground, and throughout the chassis the utmost care was taken to achieve maximum efficiency. Perrot four-wheel brakes with large ribbed aluminium drums, and Rudge wire wheels with 34 × 4½ Dunlop tyres, were fitted. The engine incorporated H-section con-rods bolted to the big-ends for easy withdrawal of the aluminum pistons, and two Solex carburettors on the o/s. The ribbed exhaust manifold was on the n/s and refinements included a gearbox-driven speedometer, fully-floating back axle shafts machined from bar-forgings, a light alloy axle casing, forged instead of brazed brackets for the tubular cross-members of the chassis frame, and the ability to withdraw the clutch without disturbing engine or gearbox. As with the 3-litre Bentley, tax was £16 a year and the chassis-price was fixed at £825, or £75 less than for the Bentley. The wheelbase was 10 ft. 3 in., the track 4 ft. 5 in.

A chassis was tested exhaustively in the Coventry area, and the original single-row 7/16in big-end races giving trouble, they were replaced with two-row 5/16in roller-races, and the supply of oil



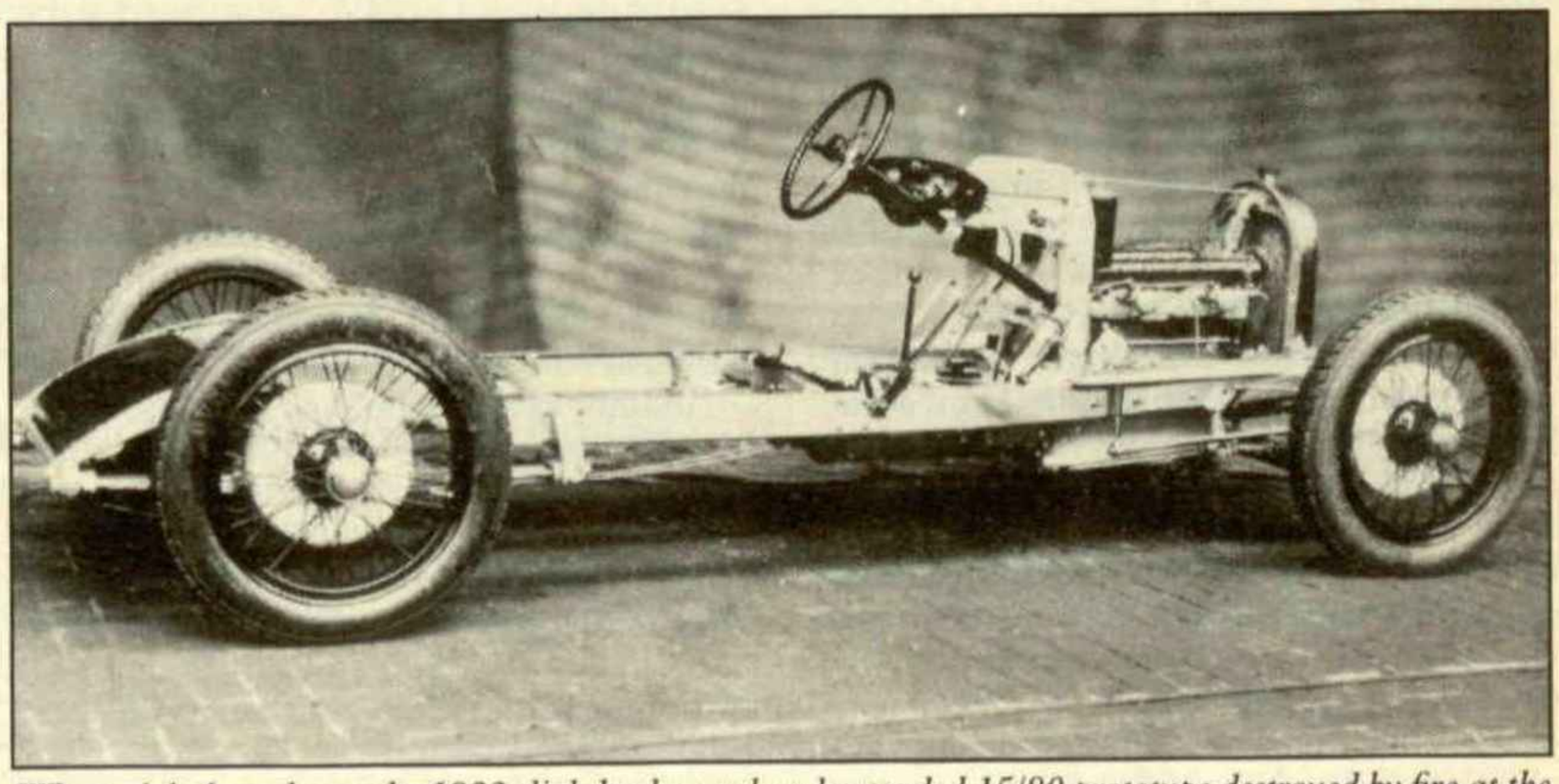
The motorcycle-like built-up roller-bearing crankshaft of the 2LS Maudslay.



The method by which Maudslay ensured good cooling of the 2L6's cylinder bores.

mist increased. The ingenious camshaft-drive had been observed under an oscilloscope but it, too, needed a good deal of development to get right. It was intended to have sports-tourer, saloon and landaulette bodies on the new Maudslay at the 1923 Olympia Show, but it seems as if only two chassis existed at this time. The one intended for exhibiting was sent to the coachbuilder, only to be destroyed in a fire. The test chassis was hurriedly cleaned and substituted, on Stand No.180. After which, no more was heard of this ambitious car . . .

Usually brief road-test impressions of new cars were published but of the 15/80 Maudslay — nothing! Perhaps the complex engine with its built-up crankshaft and 22 main roller-races and four ball-races proved too much for the production department. Anyway, Maudslay went on with commercial chassis and merged with AEC in 1948. But the 2L6 car deserves to be remembered, as a good try . . . **WB**



What might have been: the 1923 slightly changed and extended 15/80 prototype destroyed by fire at the factory.

VSCC at Enstone

IF ANYONE doubts whether vintage car competitions are an all-the-year-round pastime, they should have been at bleak Enstone airfield for the VSCC Driving Tests (107 entries) on December 2. Much of the fun of watching how such tests are dealt with comes from the great variety of cars used. This time they ranged from Edmonds' jolly 1923 Morgan three-wheeler with its disc wheels and JCC badge, which had to bribe the marshalls to help it "garage", as it has no reverse to its two-speed transmission, Woodrow's delightful yellow flat-twin Rover 8 two-seater, Barry Clarke's racing Singer Ten with what there is of its bodywork as easily detachable as its bonnet, and Hiron's GN, the ioe-valved engine of which was seemingly content to tick over indefinitely.

At the other extreme, Hamilton-Gould's handsome 1925 DISS Delage, its Victor Broome coupé body enhanced by a low roof-line, was conducted in a manner belying its Parisian dignity, that consistent competitor Mark Garfitt was flinging stones from the back wheels of his smart FN-BMW, Keith Hill was really hanging out the tail of the Crouch-Helix, and Roger Collings' 1913 Brixia-Zust also dropped down a cog after the speed part of the test named "Arnold-Forster's Route to Marsh's Marathon.", the better to take the pyloned roundabouts. This test sensibly made full use of the space an airfield provides for such frolics. Other tests had terrifying names like "Collings' Cage", "Gray's Glide", "Spollon Sprint" and "Giles' Jolts", which did not seem to intimidate the faster competitors.

Indeed, how the halfshafts of D Bond's 1928 Morris survived all the wheelspin he produced is a minor miracle; Wheeler treated his 1926 Morris with much more circumspection and R Bond was quite gentle with his 1932 Riley 9 two-seater. Not Peppercorn, however, who hurled his "top-hat" A7 about. Enstone seems to attract Morrisses, perhaps due to the proximity of Cowley and Oxford. But A7s also abounded, from the Ulsters and Chummies, of which Felthouse's Chummy was very low, very spartan, and had twin-SUs and an Ulster-type front axle, to various "box-saloons", of which Rosoman and Chinery preferred the longer bonnetted later type. Binns' was in his HRG and John had the actual Frazer Nash road-tested by MOTOR SPORT in 1933. Wendy Cooksey's M-type MG looked as new but her husband apparently preferred the lofty utility of a 1923 Harper-Bean. I saw no mechanical mayhem this time and as for the humans, they had free doctor's checks before the start! To the credit of the officials and marshals, it was all over by lunchtime. **WB**



C. Hamilton-Gould won the 'best saloon' award with his 1925 Victor Broome-bodied DISS Delage seen at the starting line of one of the driving tests at Enstone airfield.

Results of driving tests at Enstone
December 2, 1989

1st class awards: A. D. Jones (A7); P. R. Rosomon (A7); J. S. Baxter (A7); R. J. Nice (A7); G. F. Smith (MG); M. G. Garfitt (FN-BMW); P. N. Bullett (A7).

2nd class awards: E. J. Peppercorn (A7); R. Low (A7); Miss J. Winder (A7); M. Kipping (Humber); S. Bird (Singer); D. B. Roberts (Alvis); D. Hescroff (AC); C. Hancock (Fiat); P. L. Mather (A7).

3rd class awards: A. J. P. Hall (A7); Mrs D. Threlfall (BSA); B. M. Clarke (Singer); S. A. Shoosmith (Riley); M. B. Bullett (A7); J. Gunn (A7); R. Gunn (A7); J. A. Millham (Vauxhall).

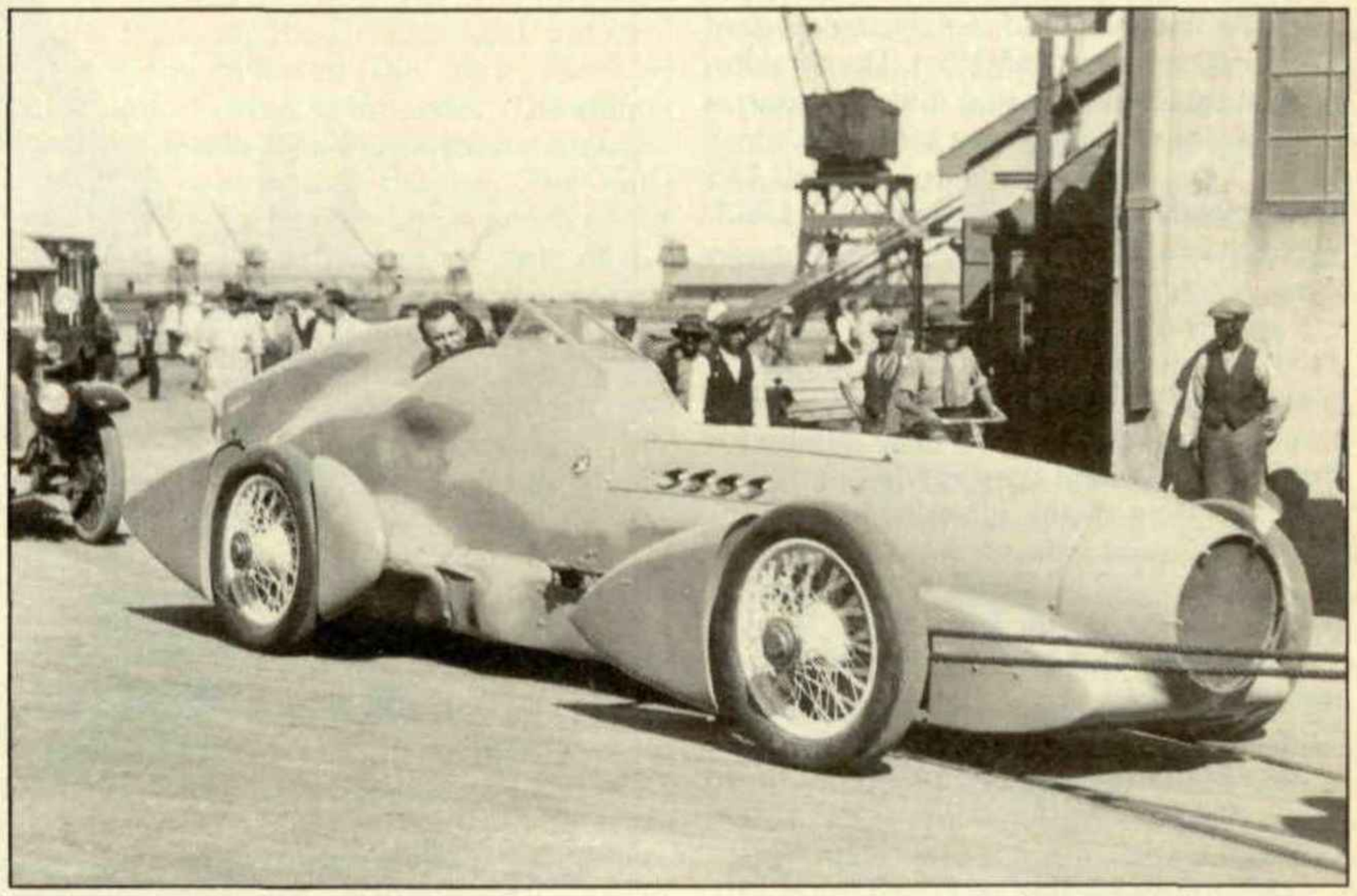
Humber Date

WE RECOUNTED last month how the Bentley DC honoured Miss Marjorie Burgess, daughter of Fred Burgess, designer of the 1914 TT Humber team-cars and who helped materially with the engine and chassis of the 3-litre Bentley, at their Silverstone race meeting, when the Chairman, Ray Wiltshire, presented her with a silver Bentley brooch and Billy Rockell with a framed photograph of a TT Humber donated by Kenneth Neve.

Another celebration was in store, when Miss Burgess drove the 400-mile return journey to Mr Neve's house and was taken out in his Humber, seeing her father's creation for the first time, as she was not born at the time of the 1914 TT. Mr Neve had invited my wife and I to join in. Although it had been idle since the IoM lappary, two pull-ups on the handle were all that were needed before the old motor car woke its garage with its loud and vibrant exhaust cry. It is kept permanently taxed, so no problems arose over a ride for the lady, along the lanes of Cheshire.

Afterwards, as Miss Burgess looked at Neve's albums and he studied her old Humber photographs, a few more conumdrums surrounding these cars were added to those I referred to in the October MOTOR SPORT. Such as, why the two tall breathers appear to have been cut down on the prototype engine, why only Burgess' car had a quite elaborate scuttle-cowl in the race, and who fitted the large bore camshafts oil drain pipes to the engine of Neve's Humber. However, the main thing is that Marjorie Burgess was obviously delighted to have had a run in the car her father designed, a remarkable Edwardian which out of more than 250 starts in vintage events has retired only three times, which Neve generously admits was his fault -see Chapter IX of *A Bit Behind The Times* (Grenville-1988). **WB**

Campbell at Verneuk Pan



OUR recent reference to Malcolm Campbell's abortive LSR attempt at Verneuk Pan in S. Africa when that was a British possession brought some excellent photographs from a reader, Mr W P C Hagger of Newquay, to whom they were sent by an aunt when he was 18 years old and a regular visitor to Brooklands on practice and race days. This recalls how Campbell took the Napier-Campbell Bluebird there in 1929, intent on regaining his LSR which had been bettered by Ray Keech with the incredible 81-litre Triplex.

Bluebird had a new nose radiator and a body built by Arrol-Aster in Dumfries. Seeking a longer course than Daytona provided, Campbell went to this new mud course, with the car, his mechanics, the time-keepers, the RAC timing apparatus, tyres in charge of a Dunlop technician and 56 cases of spares. He ran into fearful trouble. His light aeroplane was wrecked in a crash, to avoid shells cutting up the special tyres a new 12 mile surface of clay had to be laid, for which the S.African Government supplied the capital, together with the cities of Johannesburg and Cape Town, another town lent a steamroller, and local labour was hired.

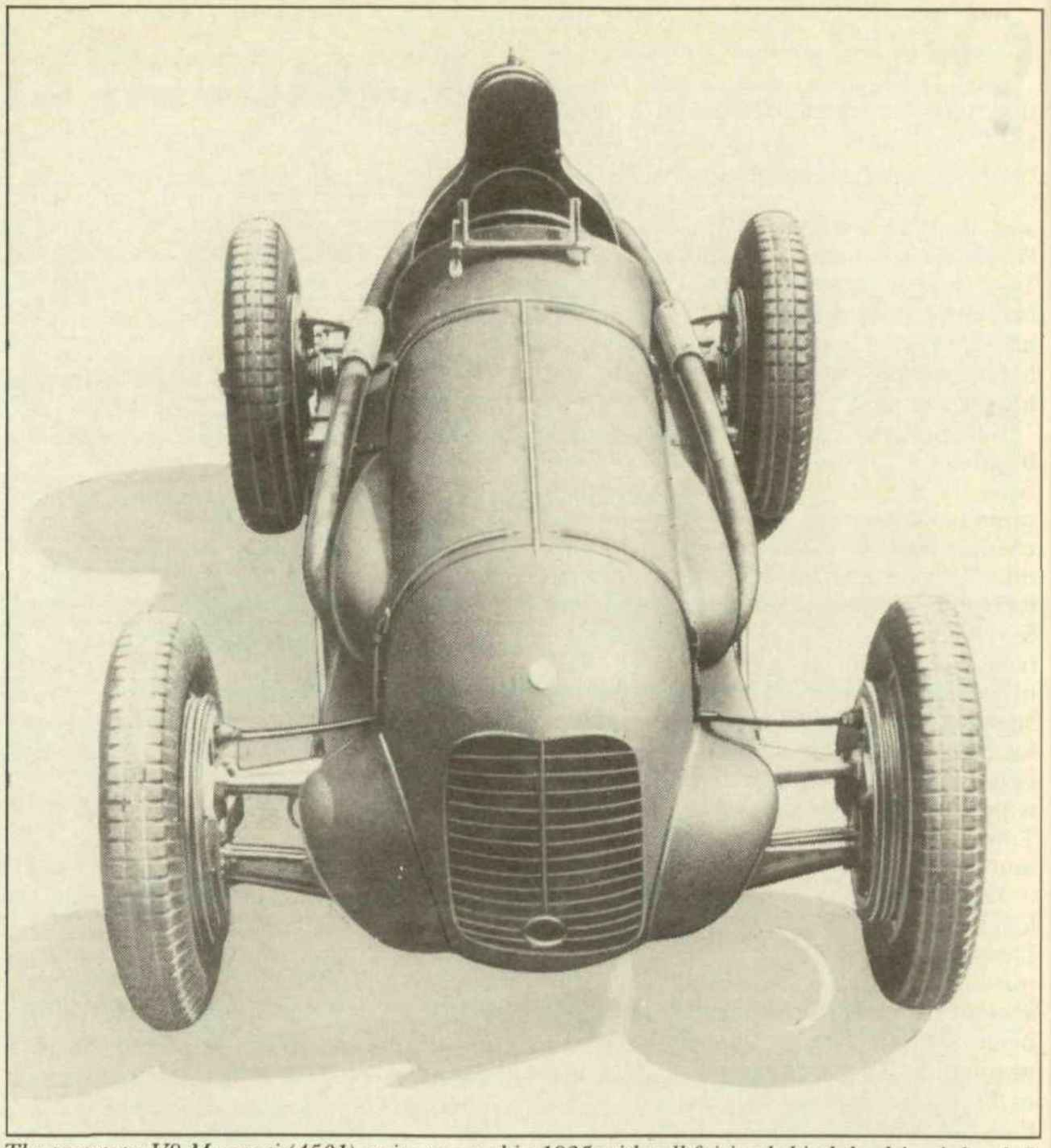
This course was 2500 feet above sea-level, reducing the power of the Napier Lion engine by about 11%. Then there was trouble getting the car to the venue, as the special six-wheeled Thornycroft lorry had been sold, while he was waiting. The weather then turned sour, causing a delay of three days. Meanwhile, Campbell heard that Segrave had raised the record from 207.5 to 231.4 mph with the Napier-powered Golden Arrow at Daytona. He also heard from Mrs Campbell, who had returned home to England, that all the pipes had burst in their house, causing expensive damage . . .

Local labourers refused to work at a place they thought had a hoodoo on it, and floods caused food and water to be rationed. The 3-ton car broke through the new surface and the shale consumed too many of the special Dunlops. With scant chance of the LSR, Campbell decided to go for the five and ten mile figures and to the alarm of the Dunlop man did so without a tyre change. His best speed was 217.6 mph, the LSR eluding him. It had cost him some £19,000 in today's money and it was not until 1931 that he had his revenge. The picture sent by Mr Hagger shows the luckless Bluebird being towed from the docks, followed by an early Talbot tourer. **WB**

Brighton Run Aftermath

LOOKING back on the 1989 Veteran Car Run, 66 entries were withdrawn and nine more failed to turn up. This left 377 pre-1905 "Kenco cars" as starters. Of these, those who failed to complete the journey within the specified time of approximately eight hours were, for the record: The oldest of them all, Moore's 1894 De Dion, Mitchell's 1897 Daimler, Mrs Redmond's 1898 Clement, Soderstrom's 1899 Hurtu, Dr Cosson's 1899 Locomobile, Edney's 1899 SFA, Goodman's 1900 Benz, de Pol's 1900 De Dion, Rendle's 1900 Georges Richard, Hounslow's 1900 Mobile, Smith's 1900 Napier, Le Rolland's 1900 Panhard, Jonker's 1900 Renault, Willis' 1900 Renault, Waind's 1901 Arrol-Johnston, Welch's 1901 Decauville, Wilson's 1901 De Dion, Hancock's 1901 De Dion, Ott's 1901 Hurtu, Mrs Moore's 1901 Stanley, Large's 1902 Albion, Brydon's 1902 Cadillac, Horne's 1902 James & Browne, Passey's 1902 National Electric, Mrs Morley's 1902 Oldsmobile, de Barres' 1902 Oldsmobile, Mrs Clayton's 1903 Clement, Dr Yahr's 1903 De Dion, Brown's 1903 De Dion, Jaye's 1903 Ford, Cmdr Chapman's 1903 Lagonda, Pollock's 1903 Mors, Carr's 1903 Northern, Landlass' 1903 Panhard, Middleton's 1903 Wolseley, Graham's 1904 Cadillac, Mason's 1904 Cadillac, Ward's 1904 Cadillac, Mrs Knight's 1904 Darracq, Robbin's 1904 Darracq, Miss Thompson's 1904 De Dion, Dr Pickering's 1904 De Dion, Darlow's 1904 Ford, Boella's 1904 Franklin, Hon's 1904 Mercedes, Sir Rogers' 1904 Orient, Sharpe's 1904 Pope Tribune, Inston's 1904 Rambler, Estler's 1904 Siddeley, Brandt's 1904 Turner-Miesse and Jones' 1904 Turner-Miesse.

Which goes to show that even in these enlightened days, the Run is still quite a difficult proposition; moreover, cars entered by the Daimler/Jaguar Heritage Trust, the Science Museum, Renault (UK) Ltd, and the British Motor Industry Heritage Trust had their failures. An unhappy note was sounded by the RAC this time, when it excluded eleven cars for contravening regulations and has refused entry to their owners for 1990. It also reprimanded four other entrants for breaches of the rules about retrieving broken down veterans. The latter may be commended if in future it prevents obstruction by following tender-cars and trailers; although it is difficult to conceive how otherwise many of the veterans are to be helped on their way. But to disqualify drivers who finish ahead of time is less acceptable. Once upon a time the RAC/VCC awarded much prized Certificates to all who finished the Run and these were inscribed with the individual average speeds attained. There may have been fewer entries then, and clearer roads; against which today's modern cars have better brakes and the A23 has been much modernised. Having been a passenger on three veterans which were ahead of schedule, one of them arriving before any other entrant, I can vouch for the fact that not once, in my view, was anyone endangered or inconvenienced. So while the Run should be well-publicised for not being a race, to so penalise heavily those who find irksome a 20 mph speed stipulation on roads over which mostly 60 mph, even 70 mph, is legal seems a sadly spoilsport attitude. Careless driving of any veteran is another matter entirely. **WB**



The prototype V8 Maserati (4501) as it appeared in 1935 with tall fairing behind the driver's head. It was crashed badly at Monza in the Italian GP.

Maserati V8 RI: Interesting but Unsuccessful

IN 1934 a new Formula for Grand Prix racing began, with the barest minimum of rules, so that designers had a fairly free hand. The car had to be weighed *without* fuel, oil, water and tyres and the weight could not be more than 750 kilogrammes (1650 lbs). The thinking behind this limit was that it would control engine size to somewhere around 2½ to 3 litres, and keep speeds to around 145 mph, which seemed reasonable for 1933, when the rule was formulated. There was one other restriction and that was a cockpit width of not less than 85 cms (33½ ins) which would naturally impose a reasonable frontal area, to combine with the horsepower from a 3 litre engine, to keep speeds within reasonable bounds.

At the time of the introduction of this Formula Grand Prix racing was ruled by Alfa Romeo and Maserati, with Bugatti in the background. The Tipo B Alfa Romeo "monoposto" had a 2.9 litre engine, as did the 8CM Maserati, while the Type 59 Bugatti had started out at 2.8 litres, and was later enlarged to 3.3 litres. Thus these three designs set the scene for the new Formula.

It is interesting that today's Grand Prix Formula scene has followed a very similar pattern, both in its aims and its errors! The rule-makers became very worried about the 1000 bhp potential of turbocharged 1½ litre engines and banned them from the end of 1988, substituting normally aspirated 3½ litre engines for 1989. During 1988 cars to the new Formula could run with the turbocharged cars, and those that appeared gave a totally false impression of what to expect. The rule-makers felt they had been very wise as performance and speeds appeared to be curbed pretty drastically. Then along came the new Honda, Ferrari and Renault powered cars and the standards of 1988 disappeared and as far as lap speeds were concerned, we might as well have stuck with turbocharged 1½ litre engines with fuel restrictions.

By the middle of 1934 the same thing happened. The new Formula started off with the three established designs from Alfa Romeo, Maserati and Bugatti setting the scene. Well before the end of the season, these standards had become obsolete, for the German firms of Daimler-Benz and Auto-Union had produced new designs that made a complete mockery of the rules, in so far as the aims had been. Engine sizes were nearer 5-litres than 3-litres, and speeds were nearer 180 mph than 150 mph, yet the weight limit was not exceeded. In fact, some of the obsolete cars were having difficulty in keeping under 750 kilogrammes. By design and construction, the German teams had produced cars of regulation weight with much larger engines than had been anticipated. Both Alfa Romeo and Maserati had to do some pretty serious thinking during the 1934 season if they were going to stay in Grand Prix racing in view of the designs from Germany, and it was not just a question of weight and engine power. Chassis, suspension and braking designs were also advancing at a great pace. Bugatti more or less gave up, seemingly unable to produce any advanced technical thinking.

In Bologna (not Modena in those days) the Maserati brothers, whose life revolved around Grand Prix racing, set to work on a totally new car, so new in design that if it had not had the Bologna Trident on the badge, it would have been difficult to believe it was a Maserati. It was not a success, as we shall see, but it certainly was interesting and incorporated some very advanced thinking for the time.

Work was begun before the end of the 1934 season, and all the time the new standards that were being set by Mercedes-Benz and Auto-Union were borne in mind, both as regards power and advanced thinking on chassis and suspension and weight distribution. By May 1935 the first engine was on the test-bed and was seen to be a pure racing V8, not only the first such layout from Maserati, but as far as one can trace, the first ever Grand Prix V8 engine. It had a 90-degree angle between the cylinder blocks and surprisingly, only a single camshaft to each bank, with the valves mounted in a single row, operated directly from above. This valve layout was difficult to comprehend, as the state of the art in engine design at the time was for hemispherical combustion chambers, with inclined valves operated by two overhead camshafts, one for inlet and one for exhaust. Even more desirable was a pent-roof combustion chamber containing four valves, two inlet and two exhaust, but operated by separate camshafts. Dr Porsche's Auto-Union engine made do with one camshaft to operate all the valves for his V-16 by using cross-push rods and rockers, but that was independent thinking. The Maserati design was certainly independent in thinking, but did not follow accepted combustion chamber thinking. However, it did save the weight of two camshafts, the extra timing gears and extra metal for the larger cylinder

heads that would have been needed for a conventional layout.

A single Roots-type supercharger at the front of the engine fed the cylinders through manifolding in the wide vee, and the exhaust ports fed into separate pipes blending into long tail pipes, one along each side of the car. What must have been one of the earliest double-choke Weber carburettor designs, if not the earliest, fed the supercharger.

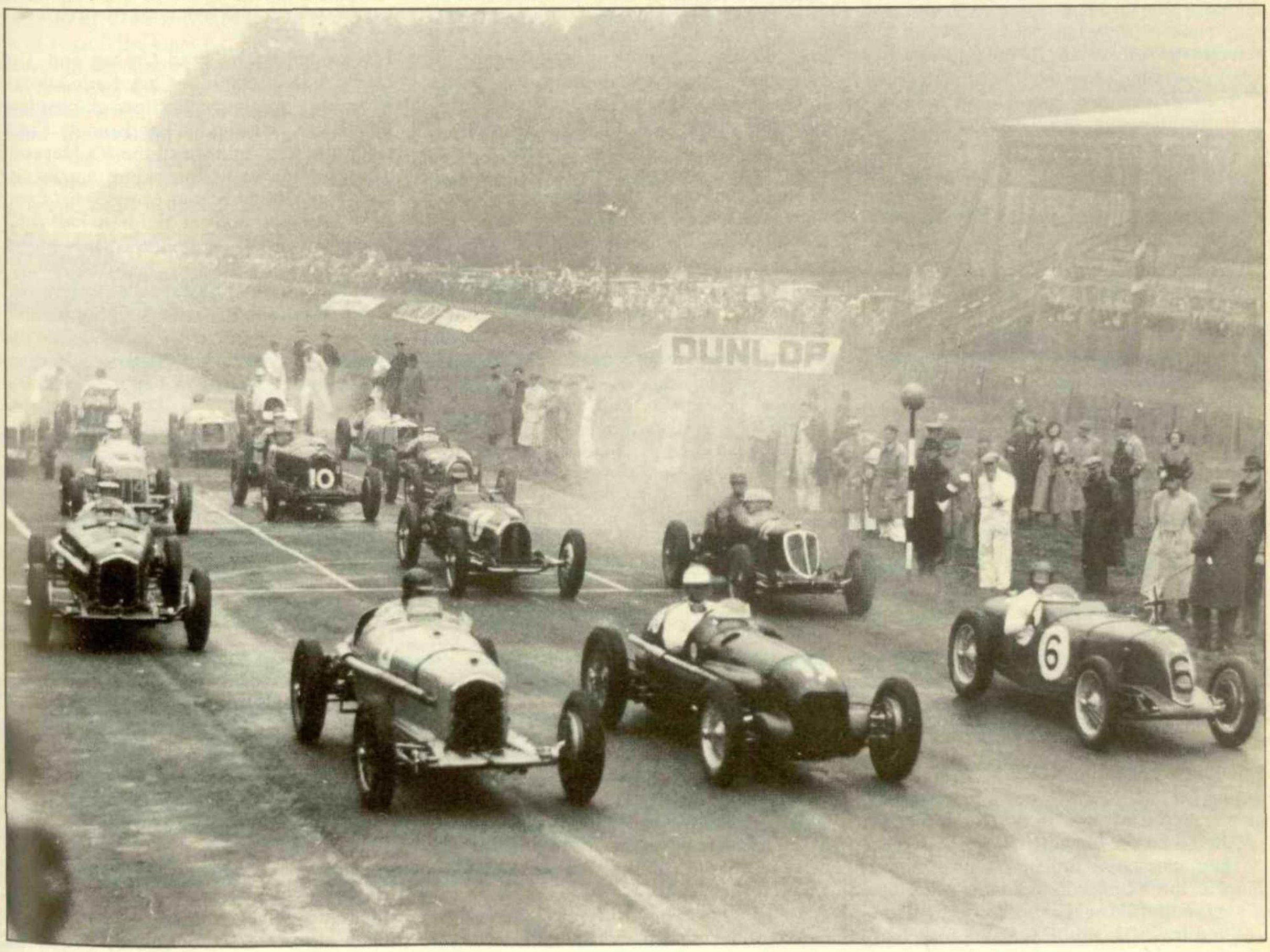
The chassis and suspension and gearbox were as new and unorthodox for the factory in Bologna as the engine was. The main frame was of boxed channel-section steel of the latest Hi-Tech specification, with similar cross-members. Front suspension was by double wishbone members, with the top one attached to a torsion-bar spring running rearwards parallel with the chassis frame and anchored at a point level with the back of the engine. Mounted centrally behind the engine was a very ingenious steering box of the worm-and-peg pattern containing a double worm gear and twin peg drives, that took the motion via cross shafts to the outside of each side of the chassis frame. There, drops arms operated long drag links to steering arms on each stub axle assembly, there being no track rod, each front wheel being steered by its own mechanism. This seemingly most unlikely arrangement was used on future Maserati racing cars, right through to the 4CLT of 1948.

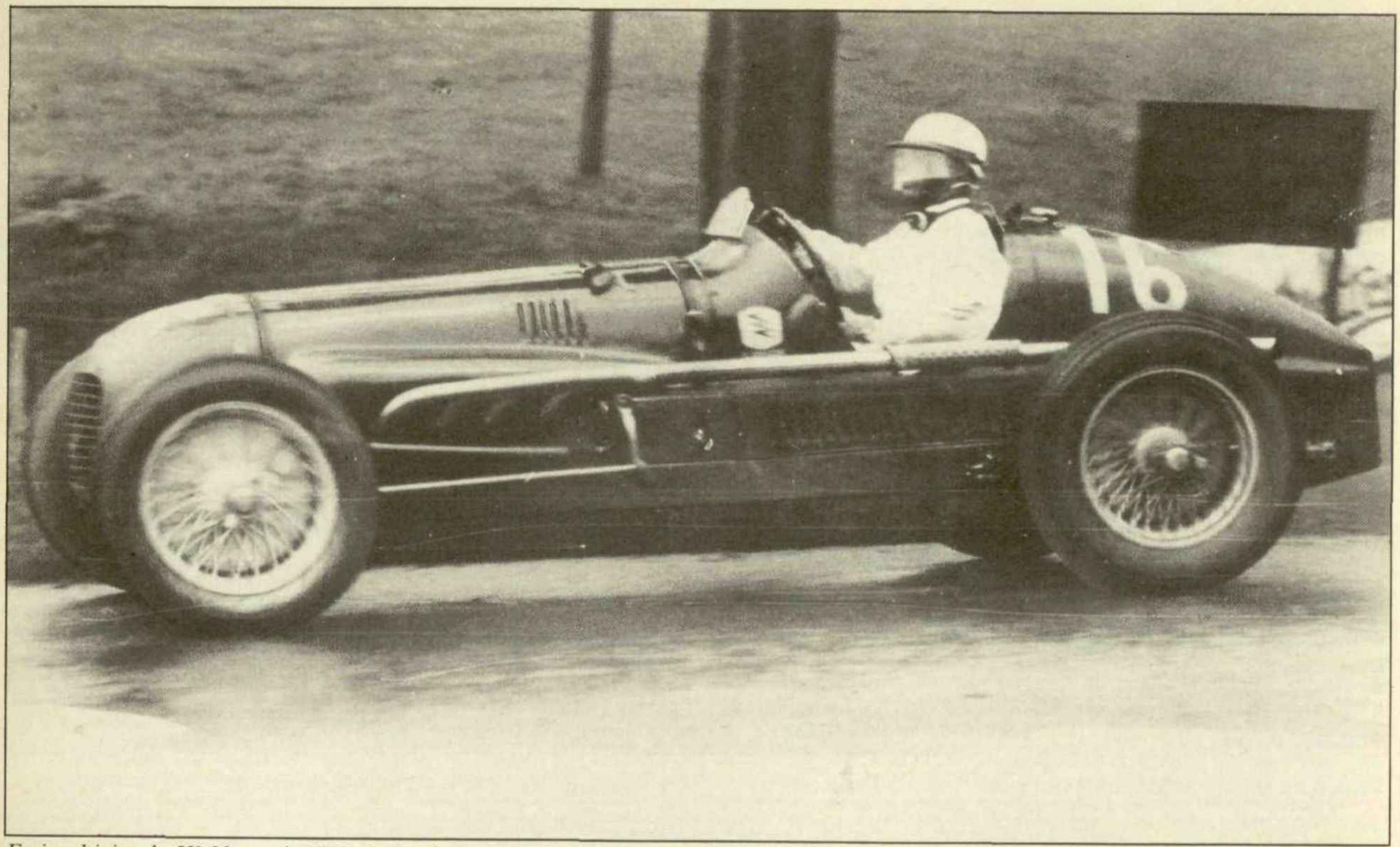
The rear suspension was fully independent, following the German lead, but mistakenly it followed the early German thinking of using swing-axles. The differential housing was mounted on a cross-member, which was tubular. The half-shafts were enclosed in tubes which could articulate on bearings on the side of the differential housing and at their ends carried the hubs and brakes. Just inboard of the brakes, the swinging half axles were attached to conventional leaf springs running fore and aft. These were pivotted at each end on ingenious dual directional shackles that allowed the springs to deflect up and down, with wheel movement, and to rock sideways to allow for the arc of the swinging half axle on each side. Fore and aft location of the axle tube was by a Watt-linkage layout of tubes above and below the point where the axle was fixed to the leaf spring.

Taking advantage of the fixed differential housing and fixed propellor shaft line, the engine sat low in the chassis, so low in fact, that the exhaust manifolds needed an upwards sweep to clear the chassis side-members. The large alloy brake drums virtually filled the inside of the wheels and hydraulic actuation was used, as had been introduced in 1933 on the 8CM Maserati. The alloy body followed the trend set by Mercedes-Benz in 1934, with a bulbous, but shapely, radiator cowl, with fairings over the front suspension, and a pointed tail with a fairing behind the driver's head that blended neatly down to the point of the tail. It was certainly a good looking machine for the time and the Trident supporters held out great hopes for its success.

By June 1935, the first car (4501) was out on test on the open road, such was the freedom and practicality of those days, and it was taken to the new Autostrada that ran from Firenze to the Mediterranean coast and put through its paces by Philippe Etancelin. The French driver had long been a keen supporter of Maserati, racing an 8CM model during 1934 and early 1935, and was promised the first opportunity to race this exciting new Grand Prix Maserati. Naturally the Italian press were also very excited about the new car and in typical journalistic enthusiasm, they made wild statements about its potential. 400 bhp was claimed for the engine, and 180 mph was claimed for the

The start of the 1935 Donington Grand Prix with Farina in the second V8 Maserati (4502) in the centre of the front row.





Farina driving the V8 Maserati (4502) during the 1935 Donington Park Grand Prix when certain victory was lost when a half-shaft in the rear axle broke.

runs on the Autostrada. These figures were what was going to be needed to match the Mercedes-Benz and Auto-Union cars. In truth the Maserati engine was giving about 320 bhp and was unlikely to have seen 150 mph maximum speed. This was a typical case of the press spoiling a courageous effort, just as in later years the English press nearly destroyed the V-16 BRM project by over-enthusiasm which was beyond all the realms of reason.

It was July before the V8 Maserati was ready to race, and it was entered for the Grand Prix de la Marne, on the triangular Reims circuit, for Etancelin. The car was officially designated as V8 RI (vee-eight-are-eye, not vee-eight-are-one as it was so often misprinted), the RI standing for "ruote indipendenti" or "wheels independent".

The Marne Grand Prix was run in two separate heats with the successful finishers from each, running together in the final. Etancelin finished second in his heat, behind a monoposto Alfa Romeo, which was an encouraging start, but retired from the final when the engine gave trouble, reported at the time as being piston failure. An entry for the Coppa Acerbo on the long Pescara circuit followed but the car was posted a non-starter due to supercharger trouble. It then appeared for the Swiss Grand Prix on the challenging Bremgarten circuit on the edge of Berne, but Etancelin crashed it on the opening lap.

Then came the Italian Grand Prix at Monza, the all-important home event for Italian enthusiasts. Etancelin was again entered in 4501, but in practice a second car (4502) appeared in the hands of Giuseppe Farina, a young and upcoming Italian driver. This car was entered by the Scuderia Subalpina ("below the alps") which was owned by Count Della Chiesa and "Gino" Rovere, who in fact held a financial interest in the Maserati concern. Farina had been driving earlier Maseratis for them, and his appearance with the V8 was long overdue. In truth the whole V8 project was already 12 months behind the pace set by the German teams, who, after initial teething troubles in 1934, were now forging ahead at a formidable technical pace. Special record versions of the German Grand Prix cars were capable of nearly 200 mph and power outputs were well over 400 bhp. There really was not much hope for the V8 Maserati, which was sad after such a courageous effort on design.

The Italian Grand Prix was a total disaster. 4502 had engine trouble while being warmed up before the start, and that was that, while 4501 had its throttle linkage jam open and Etancelin had a major accident, his injuries putting paid to his racing for the rest of the season and the car being very badly bent.

Immediately after the Italian Grand Prix there was a small event round the streets of Modena, without German participation, and Farina was entered on the repaired 4502. There was not much joy for the followers of the Trident, for though he led briefly from the start he soon had to retire with a leaking fuel tank.

In October "Gino" Rovere took 4502 to Donington Park for the inaugural Grand Prix organised by Fred Craner and The Derby & District Motor Club. Farina drove it amid a motley collection of obsolete Grand Prix cars and led handsomely. For a while the performance of the V8 Maserati was most impressive, providing you did not look too closely at the opposition. Even then fate was against it for a half-shaft broke when Farina had the race in his pocket.

That was the end of the first season for the Maserati V8, a brave effort, but too late and lacking the technical resources of the German teams. The Maserati brothers realized they could not keep pace with the opposition.

Alfa Romeo had at last produced their new Grand Prix car, and even that was not a serious challenger to the Germans.

During the winter of 1935/36, the crashed car from Monza was completely rebuilt and the whole rear end was redesigned, while a third car to the original specification was built (4503) and a fourth was begun (4504). The first car had the rear suspension changed drastically, from swing-axle independence to independence with vertical wheel movement. The differential unit and gearbox were still mounted on the chassis as before, but the wheel hubs were mounted on the ends of trailing arms, pivotting on a cross tube. Within this cross tube were two torsion bars, one end of each being attached to the trailing link and the other end to the chassis structure on the opposite side. This gave full independence to each wheel, and the drive from the differential unit was by shafts with universal joints at each end. An entirely new body

was made for the car, no longer carrying the high head fairing of the original design, and the radiator cowl was somewhat bizarre with a grille that can be described as "cascading steel strips". The exhaust pipes no longer ran along the sides of the cockpit, but once away from the engine they curved sharply downwards to run under the rear axle assembly. At the time the Press said the car had a rigid rear axle, which was totally incorrect!

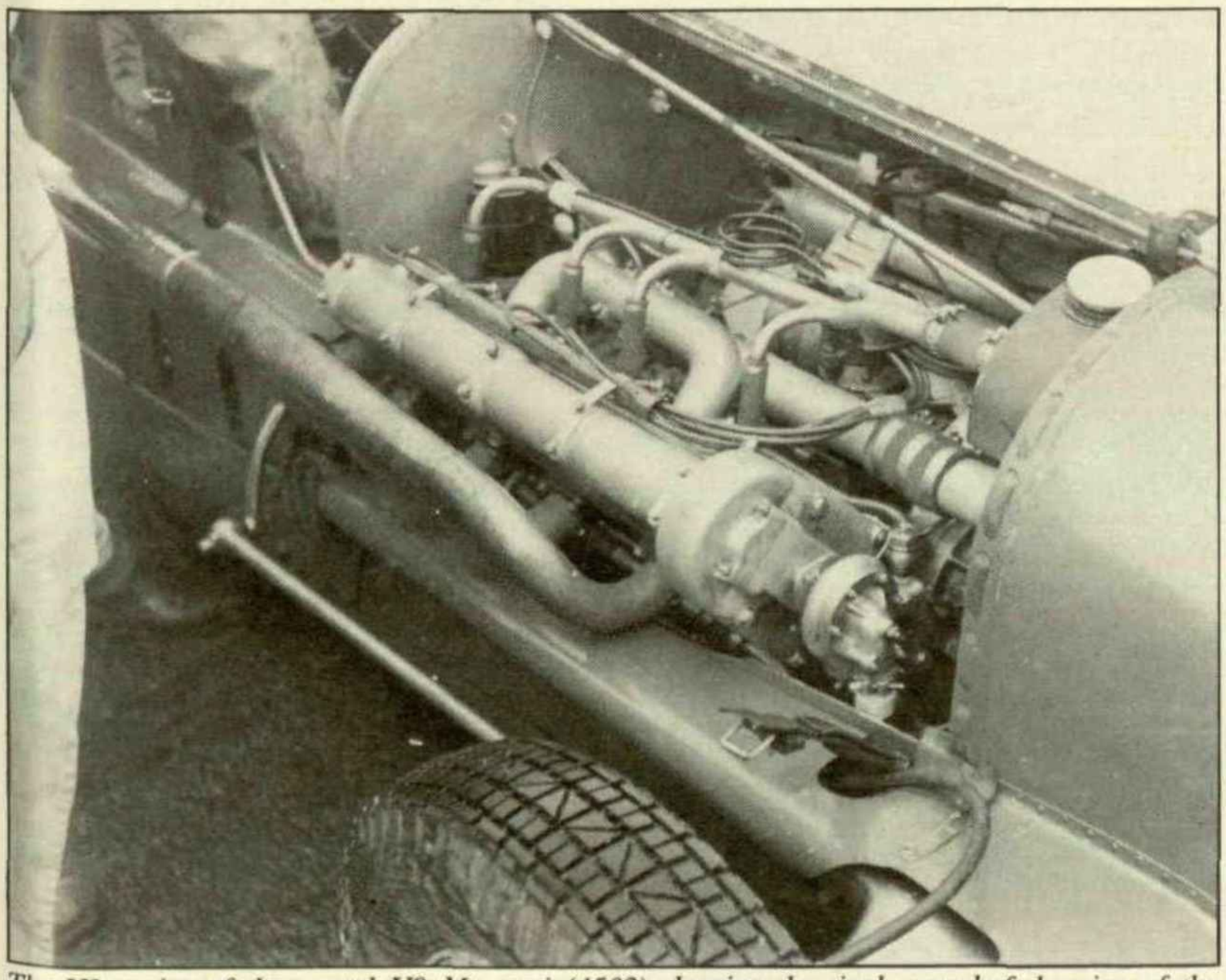
The Scuderia Subalpina had been reconstituted and was now called Scuderia Torino (Turin) and they took over the running of 4501 as well as keeping 4502, from the previous season. Count Trossi had moved from the Scuderia Ferrari, intending to build his own Grand Prix car, but as it was floundering he joined Scuderia Torino.

During the winter 4503 was built, effectively identical to 4502, and was delivered in February 1936 to Philippe Etancelin who intended to race as an "independent" with some works backing, the Maserati factory themselves not entering for Grand Prix events, being busily engaged on a programme for "Voiturette" racing, which in today's parlance would have been Formula 2.

Etancelin's car was delivered with a specification sheet which gave the bore and stroke as 84 x 108 mm, giving a quoted capacity of 4788 cc. Throughout the previous season the engine capacity had been quoted in the motoring journals as 4 litre, 4.4 litre and 4.7 litre. Other interesting details were that the inlet manifolding was made in elektron and comprised five pieces, the connecting rods were tubular with four-bolt big end fixings, the carburettor was a Weber twin-choke, the magneto a Bosch, the rear axle ratio was 10 x 44, the front brake drums were 400mm diameter, the rear ones 360mm, the fuel tank held 180 litres of alcohol fuel, the oil tank was under the seat, the front tyres were Pirelli Stella Bianca 5.50 x 19 inch and the rear were 7.50 x 16 inch Pirelli Aerflex. The car was painted blue in accordance with International Grand Prix regulations, which stated that the car had to be painted in the racing colours of the licence holder.

A bare two weeks after taking delivery Etancelin was racing his new car in south-west France in the Pau Grand Prix. It was a splendid debut race ending with a victory for the popular Frenchman, albeit against pretty mediocre opposition, but an encouraging start for the very full season that he had planned. This victory by the V8 Maserati was recorded for posterity on a French newsreel film and was recently incorporated in a BBC Television film about The Supercharged Grand Prix Car, but in their inimitable way the "Beeb" and their professional advisors made a nonsense by ascribing to this very rare piece of film the wrong date and the wrong car. They got the venue right.

After this encouraging start to the season Etancelin had a miserable time, with a long series of retirements, failing in the Monaco GP, the Tripoli GP, the Tunis GP, the Swiss GP and the Italian GP. What was even worse, was that at no time was the car competitive, once the proper Grand Prix season got under way. Although "Phi-Phi" did his best he was never more than a back-of-the-field "also ran", for the technical progress of Grand Prix racing was such that an "independent" driver had no more hope than one would today in Formula One.



The V8 engine of the second V8 Maserati (4502) showing the single camshaft housing of the right-hand bank of cylinders and the upswept exhaust manifold to clear the chassis frame and suspension torsion bar.

MASERATI V8RI
(Part 1)

Chassis No.4501

May 1935: Engine running on test-bed.
June 1935: Car on test on public roads and Autostrada.
July 1935: First race. Driver: Philippe Etancelin. Marne GP (Reims). 2nd in Heat 1. Retired in Final.
Aug 1935: Coppa Acerbo (Pescara). Driver: Philippe Etancelin. Non-starter. Supercharger trouble.
Aug 1935: Swiss GP (Berne). Driver: Philippe Etancelin. Retired first lap. Accident.
Sept 1935: Italian GP (Monza). Driver: Philippe Etancelin. Retired 14 laps. Accident. Car badly damaged.
1936: Car rebuilt with new design of rear suspension. New body with unusual radiator grille. Bought by "Gino Rovere for Scuderia Torino.
Sept 1936: Modena GP. Driver: Goffredo Zehender. Unplaced.
1937: Sold to Alistair and Esmond Bradley-Martin (USA).

Chassis No.4502

Sept 1935: Delivered to Scuderia Subalpina (Della Chiesa/Rovere).
Sept 1935: Italian GP (Monza). Driver: Giuseppe Farina. Non-starter due to engine trouble.
Sept 1935: Modena GP. Driver: Giuseppe Farina. Retired after leading briefly. Fuel tank leak.
Oct 1935: Donington Park GP. Driver: Giuseppe Farina. Retired when leading. Broken half-shaft.
April 1936: Monaco GP. Driver: Count Trossi. Retired. Engine failure.
Aug 1936: German GP (Nürburgring). Driver: Count Trossi/Richard Seaman. Retired. Brake trouble.
1937: Sold to George Rand (USA).

Chassis No.4503

Feb 1936: Delivered to Philippe Estancelin, Rouen. (Painted Blue).
March 1936: Pau GP (France). Driver: Philippe Etancelin. 100 laps. 1st in 3hrs 22mins 26.6secs.
April 1936: Monaco GP. Driver: Philippe Etancelin. Retired. Split fuel tank.
May 1936: Tripoli GP. Driver: Philippe Etancelin. Retired.
May 1936: Tunis GP. Driver: Philippe Etancelin. Retired.
Aug 1936: Swiss GP (Berne). Driver: Philippe Etancelin. Retired after 44 laps of 70 lap race. Throttle linkage.
Sept 1936: Italian GP (Monza). Driver: Philippe Etancelin. Retired.
Oct 1936: Vanderbilt Cup (USA). Driver: Philippe Etancelin Roosevelt Raceway. Finished 8th.
Oct 1936: Sold to Henry J. Topping Jnr. (USA).

Chassis No.4504

June 1936: Delivered to "Raph" (Raphaël Béthenod de Las Casas) Paris.
Oct 1936: Vanderbilt Cup (USA). Driver: "Raph". Disqualified after a spin. Car sold in USA after race.

By 1937 all four cars were in the United States of America.

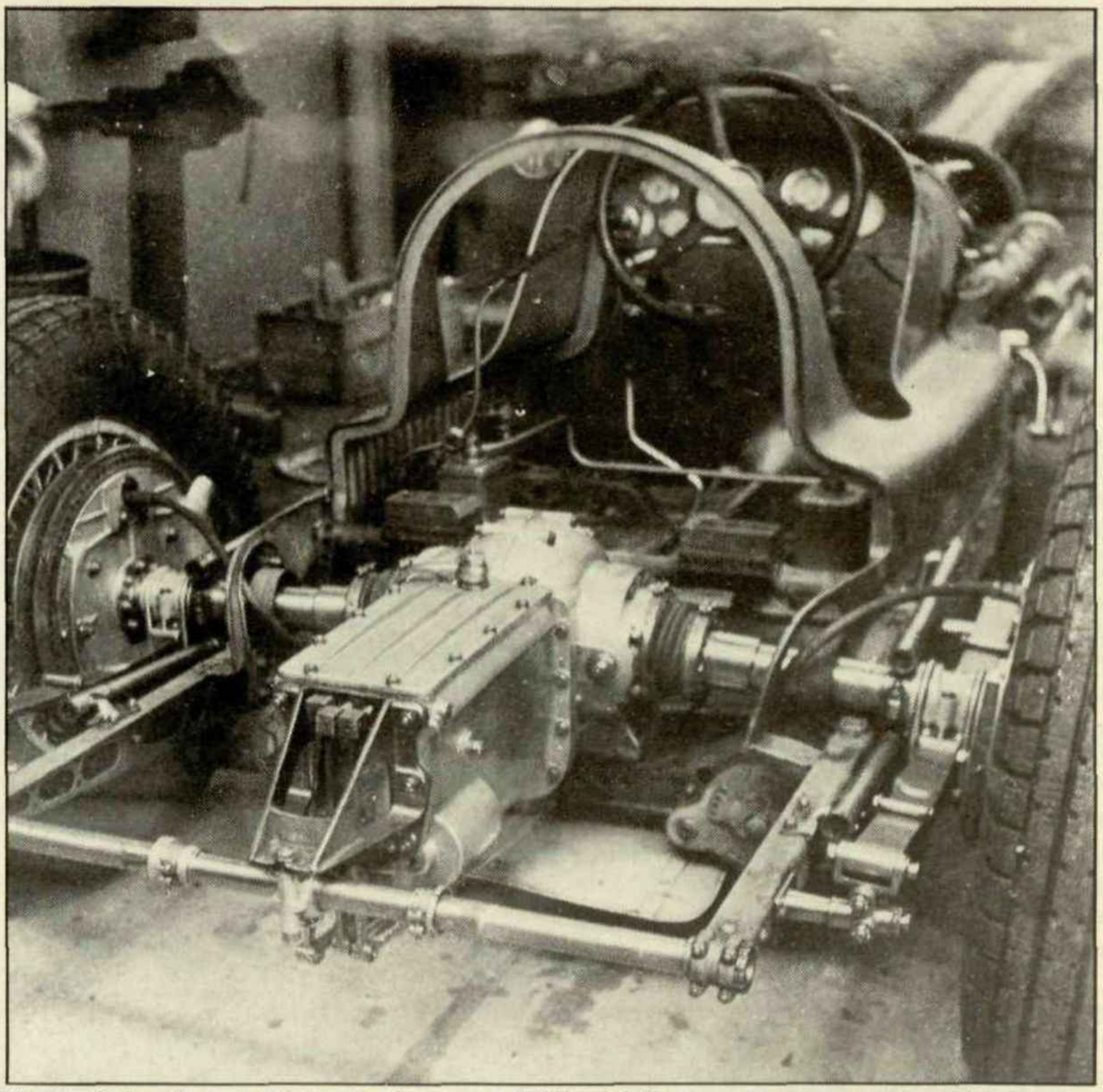
(End of Part 1)

At the end of the European season the Americans organised an event at the Roosevelt Raceway near New York, with a view to getting the United States involved in Grand Prix racing. Etancelin took 4503 to America in October 1936, and finished an unimpressive 8th. There was a lot of interest on the east coast for European-style road racing and he had little trouble in selling the car after the Vanderbilt Cup race. The new owner was Henry J Topping Jnr who was sponsoring the well-known American driver "Babe" Stapp.

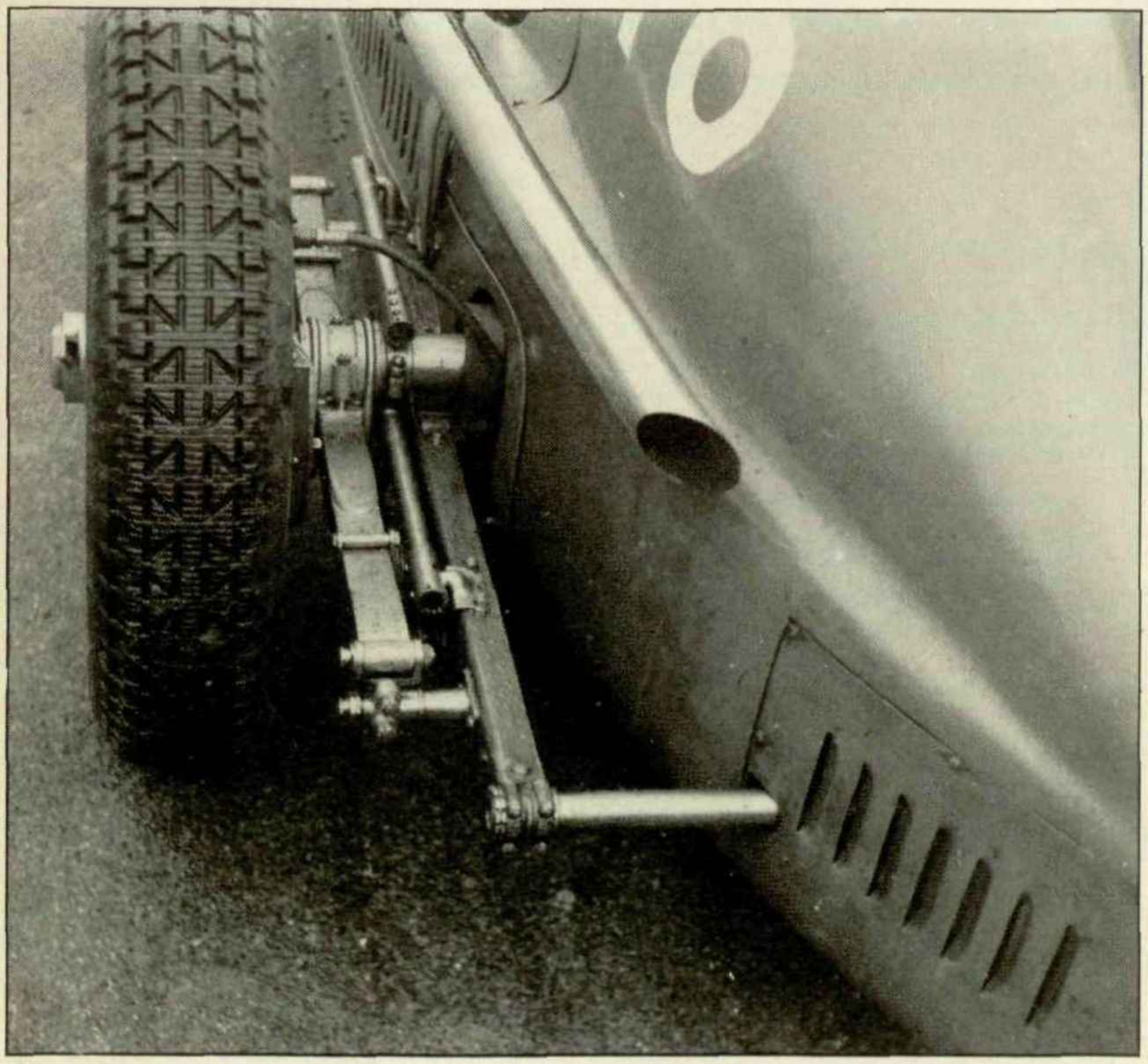
While Etancelin was trying to have a very full season of Grand Prix racing the Scuderia Torino were nothing like as active. In the Monaco GP Count Trossi drove 4502 but retired with engine trouble, and in the German GP on the Nürburgring he shared the car with Richard Seaman, who was just feeling his way into Grand Prix racing. They retired with brake problems, but were never anywhere near the race leaders, and Seaman was not very impressed with the car, and afterwards felt it had been a mistake accepting the offer of the drive. It did little for his growing reputation and produced nothing in the way of useful experience.

Early the following year "Gino" Rovere sold the car to the American George Rand.

The rebuilt 4501 only raced once in 1936, at the Modena GP in September, where it was driven by Goffredo Zehender, who had been racing 8CM Maseratis for the Subalpina team. He was unplaced and virtually unmentioned in Modena. This car was also sold to the United States, to the brothers Alistair and Esmond Bradley-Martin, who ran a horse-racing team under the name Balmacaan.



With the fuel tank removed the chassis-mounted differential unit and rear mounted gearbox is exposed as are the swing-axles and leaf-spring suspension.



The near-side rear suspension of the V8 Maserati (4502) showing the leaf spring supporting the swinging half-axle of the independent rear suspension.

The last car to be built (4504) was not completed until June 1936, when it was delivered to the private owner Raphael Bethenod de Las Casas, who lived in Paris and raced under the pseudonym of "Raph". From all research no trace can be found of his racing the car in Europe, but in October he joined Etancelin on the trip to the Vanderbilt Cup. he qualified for the race, but did not figure at all strongly and after having a spin he was disqualified for a rule infringement. This virtually new, but unsuccessful car, was then sold to an American owner and "Raph" joined Etancelin on the return journey to France with a wallet full of dollars and no car.

In a bare season and a half the Maserati brothers great Grand Prix hope achieved one victory and one second place, and all four cars ended up in the United States of America. It is unlikely that there were any tears shed in the Bologna factory, for they were now fully committed to 1½ litre "Voiturette" racing and their new 6CM had already chalked up its first victory.

Remarkably all four V8 Maserati have more or less lasted to the present day, having led long and active lives in America, and in Part 2 we will follow their careers in American racing. **DSJ**



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MS1

Hi-tech telemetry

DEAR Reader
There are some strange people who do not like the Honda Motor Company of Tokyo, mainly because they are so successful in Formula One and keep on winning. From outside, the change from 1½-litre turbocharger V6 in 1988 to normally aspirated 3½-litre V10, was hardly noticeable. It was the Honda-powered McLarens which set the pace throughout 1989, winning 10 of the 16 Formula One races almost as if there had not been any change to the Formula.

Personally I find the Honda Formula One engine project a fascinating and highly interesting activity that pays dividends for watching closely. Even the little we are allowed to know about the engines and the hi-tech telemetry operation in the back of the pit garages is fascinating to watch even though most of it is unintelligible to the untrained eye.

The 1989 season had barely ended before a five page document arrived from the Honda F1 engine team headquarters in Langley, in Buckinghamshire. The title was "Development of Honda's Formula One RA109E V-10 Engine" and it was written by Mr Osamu Goto, the Project leader of the Formula One engine. Apart from reviewing progress and development of the engine through its five variations used during the 1989 season, it also gave a detailed analysis of the engine failures they suffered.

Of particular interest was the story of what happened to Ayrton Senna's engine in the United States GP in Phoenix, Arizona. During the race the engine was plagued by a misfire that could not be traced or rectified, even though he stopped at the pits and had all the ignition and electronics checked and changed, the misfire still persisted and he finally had to retire. Prost, on the other hand, had a trouble-free run to victory at Senna's expense.

After the race the engine was sent straight back to Japan and put back in the test-bed. Everything was tested under even greater heat conditions than those at Phoenix, but the engine never missed a beat. It looked as though the engine electronics and all the sensors were not the cause of the misfire. Then the complete wiring loom was removed from the car, checked, tested, taken apart and inspected, but nothing could be found to be faulty. Everything was put back together and the car was given further testing at Hockenheimring, but the misfire never reappeared.

Although Honda are not prepared to be dogmatic about the results of their researches, they feel that the trouble had something to do with the car-to-pit radio signals, somehow affecting the engine management electronic system. Whether due to the Phoenix circuit being hemmed in by tall buildings, or something in the town being on a similar radio wave band to that used on Senna's car, they still do not know. As a result of this investigation



The paraphernalia without which a Grand Prix car could not move.

the radio installation on the car was repositioned at the following event.

Now the interesting thing about this clear and frank explanation from Honda, brings to mind a peculiar happening in the Canadian Grand Prix in 1988; on this occasion effecting Berger's Ferrari. Through-out practice and the race Berger's Ferrari had a persistent misfire which nothing would cure. The new engine fitted for the race also misfired like the practice engine had done. Everything was checked, tested, replaced but still the misfire was there. What was particularly frustrating was that Alboreto's engine was running perfectly. During the race Berger's trouble got so bad that he finally had to give up.

The Ferrari engineers were totally baffled, and when they got back to Maranello the car was tested on their Fiorano track before anything was touched, and the engine ran perfectly. Having nowhere else to look for the trouble it was shrugged off as a mystery or a phenomena. However the chief engineer was not easily put off and spent some time thinking over the whole episode.

1988 was the occasion when new pits were built on the Montreal circuit, and when everyone arrived the pits were usable, but not finished. They had been built in a remarkably short space of time and the wiring and electrical installations were not finalised. The day before practice it was realised that the whole pit complex was only served by 110 volts, and the "brain cells" of modern Formula One runs on 240 volts. To solve the problem, an enormous generating plant mounted on a lorry was produced and parked behind the new control tower. This huge diesel/electric plant ran continuously throughout the two days of practice and the day of the race, pushing out an enormous quantity of 240 volt electricity to keep everything working, and it did a magnificent job.

Now the Ferrari team was in the first two pits, very close to this generator and it was the only piece of equipment that is not normally at a Formula One Race meeting. Ferrari's engineer could not prove anything, but much later he told me that he was pretty convinced that the generator was somehow involved with the misfire on Berger's car. The two Ferraris are identical apart from the radio wavelength on the car-to-pit radio, so he felt sure that there was something in the generator plant that Berger's radio signal was picking up and this was affecting the engine management system.

Honda's problem in Phoenix in 1989 sounds exactly like Ferrari's problem at Montreal in 1988. The difference is that Ferrari did not publish any information or explanation of their problem, and I was only told about it privately and unofficially. Honda have recounted it openly and unashamedly. But that is the difference between following Honda racing and following Ferrari racing, one team tells you nothing, the other team tells you quite a lot. Obviously Honda will not tell you everything you want to know, though once a project is finished and obsolete,it publishes a lot of interesting knowledge. Ferrari publishes nothing. If it wasn't that the V12 Ferraris have been snapping at the heels of the McLaren-Hondas this past season, you could be forgiven for not knowing there was anything technical going on in Maranello.

Following Berger's monumental accident at Imola early last season, there was a lot of talk about Ferrari carrying out a thorough investigation into the cause of the accident. If it did carry out the investigation nothing has ever been published about it, and I am still waiting to hear what really caused that crash, even on the "off the record" grapevine. Just two different ways of going about running a racing programme. I know which I enjoy most.

Information from teams varies enormously and at times it is rather sad to see a small team with nothing to say, nothing to rejoice about, trying so hard to inform us of what it is doing.
Yours, DSJ



The Senna-McLaren-Honda combination was again worked well during the 1989 season.

McLaren-Honda 1989 Constructor's Champion

A TEAM that won ten out of the sixteen races in the 1989 World Championship series should be fairly contented, and there are some teams that would have been deliriously happy to have achieved such a result. To the Mclaren International team the 1989 season was a bit of a disaster, not from the point of view of the overall result, but more by the way it was achieved.

In 1988, they came as close to winning all sixteen races as any one could honestly hope to do. It was only a driving error by their number one driver, while leading, that robbed them of a "clean sweep". Winning fifteen out of the sixteen races, and losing the one race while leading, meant they had set themselves a pretty high standard. The 1989 season was approached with the view that they had to do better, which meant winning all the races.

1989 was the first year of the new Formula which limited engines to normal aspiration, with a capacity limit of 3500cc (3½ litres), all forms of supercharging or turbocharging being banned. This meant a new car and a new engine. Before the 1988 season was finished, the first of the new Honda V10 engines was ready for shakedown tests and a 1988 McLaren MP4/4 was modified to take the new engine. If the new car was going to go as well as the engine sounded, the McLaren team did not have too much to worry about.

An initial advantage over other teams was that virtually no changes were made in the personnel, the system of management, the partnership with Honda and the whole structure of the team. With Ron Dennis in overall control, Gordon Murray leading the technical side of the car and Osamu Goto leading the engine project, the whole assembly was justified in feeling confident. During 1988, the last year of the turbocharged MP4/4, Steve Nichol looked after the actual race engineering, while Neil Oatley headed the design team working on the 1989 chassis MP4/5 project.

In a recently released report of the development of the Honda V10 engine, it is revealed that the team designing and developing the engine were all young engineers and their leader had no experience of normally aspirated racing engines, having been always on turbocharged projects. In the early stages, the number of engineers and the facilities were limited, by Honda standards, as the last season of turbocharging was occupying the top echelon of engineers fairly fully. The design of the V10 was completed in 1987 and that autumn the first engine ran on the test bed. It failed to reach 500 bhp, which called for a lot of deep thinking and analysis, and the correction or alteration of detail design. By the spring of 1988, the engine was delivering over 600 bhp, which was considered a satisfactory starting point. During the initial track-testing, some lubrication problems arose and the "driveability" of the engine was not satisfactory. This referred to the torque curve balanced against the power curve, the delivery of the power and the response to the throttle openings. The whole of the engine Research & Development department applied themselves to these problems. It was soon decided to make a major change to the camshaft drive train, and the exposed toothed rubber-belt drive line from the crankshaft to the camshafts was abandoned and replaced with a totally enclosed gear train. This permitted much more accuracy and consistency in the valve timing, with better control of combustion and engine management response and produced horsepower that exceeded the target level, though the report discreetly omits to mention what the target level was. If we accept a figure of 650 bhp we will not be far out.

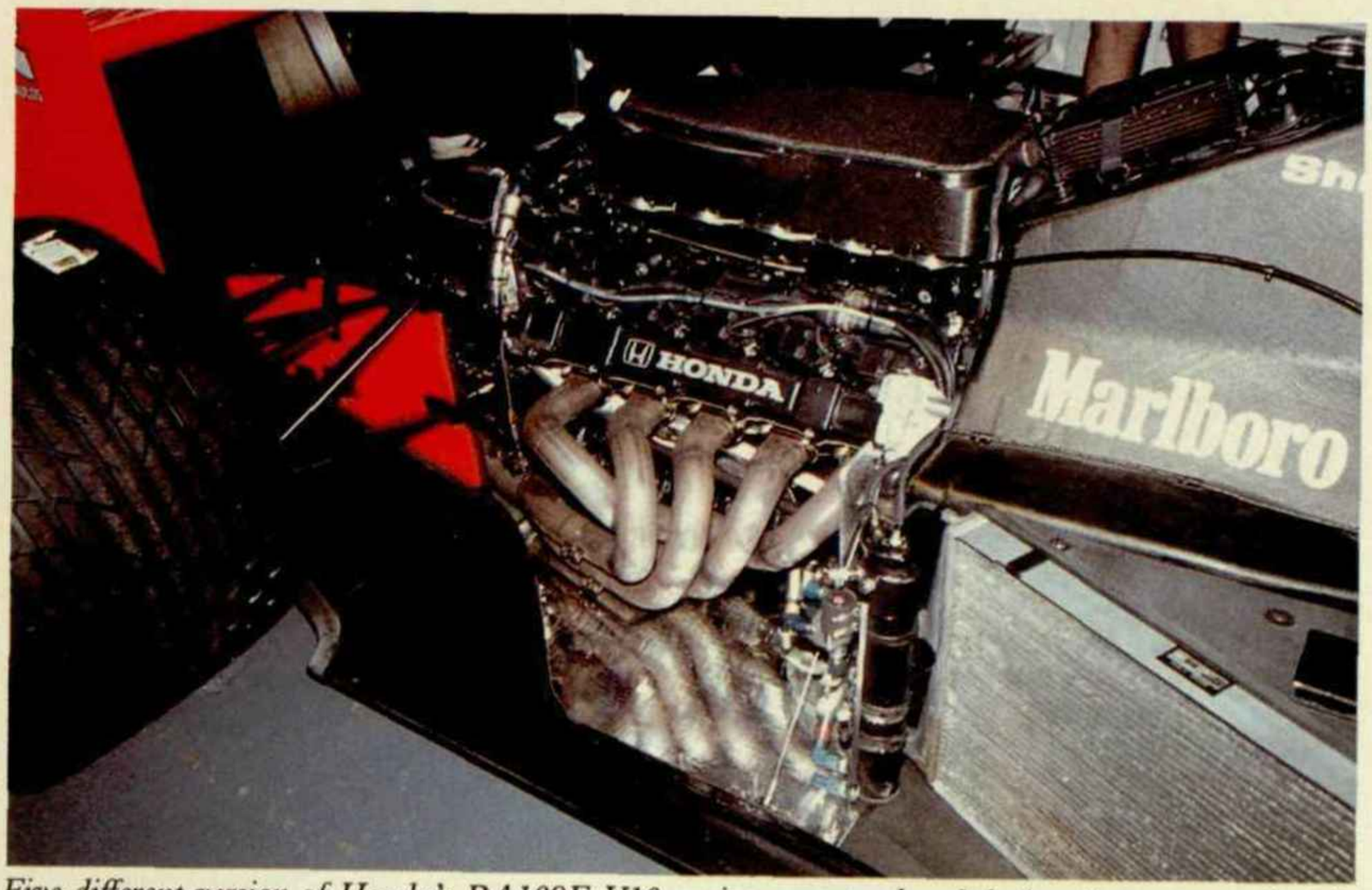
While all this work was going on in Japan, the team at Woking were completing the first of the MP4/5 cars. Although the basic layout of the car appeared unchanged from the previous cars, the MP4/5 was all-new in design, which it had to be, for the chassis no longer had to withstand 1000 bhp stresses and strains, the new V10 engine was longer than the turbo V6, and the engine bay no longer had to accommodate intercoolers, turbos, manifolding and other ancillaries particular to high pressure turbocharging. The centres of gravity of the major components were different and the aerodynamics could be altered and improved.

Anyone who thought they could build a car for the new Formula by taking a 1988 design and changing the engine mountings from a turbocharged engine to a normally aspirated engine were not facing up to design reality.

By the time the first MP4/5 car was ready for track teasting, the new and finalised version of the Honda RA109E was also ready, and by the time of the first race, which was in Brazil, the team had three MP4/5 cars, all with the latest specification engines. The progress of the cars, race by race, is shown in the table overleaf. From the first event, development of the car and engine never stopped, changes and improvement went hand in hand in a well-orchestrated programme that saw the McLaren-Hondas set the pace at the first race and continue to set the pace right through to the last race. Every time there was a sign of serious opposition, either McLaren or Honda introduced some new step in their development programme which kept them ahead.

During the season Honda produced five different versions of the RA109E V10 engine, together with detail modifications, all in the search for reliability, increase in power, driveability and suitability to circuit requirements. These involved atmospheric conditions from sea level to the rarified atmosphere of Mexico City, temperature levels from Arizona to cold and damp in Canada, and speed requirements from the twists and turns of Monte Carlo to the high speed of Monza. Whatever the situation, Honda seemed to have a version of the V10 that was suitable.

The MP4/5 had all the normal fine



Five different version of Honda's RA109E V10 engine were produced during the year, consistently upstaging the opposition.

adjustments of suspension geometry and springing, and all the normal variations of aerodynamic fins and wings, radiator ducting, air-flow over the body, air-flow to the engine and the cooling system. All these details could be pre-set to the driver's requirements, along with tyres, tyre pressures, brake ratios, caliper sizes, pad material to say nothing of a vast choice of ratios for the 6-speed gearbox and final drive ratios. Juggling the choice of these variations is an art in itself, apart from driving the car, and a good and close relationship between driver and engineer is essential, while the Honda engineers were always ready to provide minute variations on engine management to fit in with all the chassis variations.

It is not surprising that at times you saw Ayrton Senna, Steve Nichol and Osamu Goto in deep conversation, not wishing to be distracted by media coverage for TV or the *Daily Blurb*.

By mid-season it became very obvious to the astute observer that Alain Prost had lost interest in the McLaren team, for he no longer utilised all the information and brains that were available to him, even though Neil Oatley was as attentive as always. The Frenchman's announced departure from the team, to take effect at the end of the season, was no great surprise to those who had been watching closely.

By mid-season, at the British Grand Prix at Silverstone, McLaren introduced an entirely new transmission layout, and though there were a few minor teething troubles to begin with, they were sorted out and this new transmission was used at all times thereafter. The old layout consisted of a 5 or 6-speed gear cluster in an alloy housing, mounted on the back behind the differential and final-drive casing. The new arrangement was a compact gear cluster, lying across the car instead of longitudinally, and contained within a casing that filled the space between the back of the engine and the final-drive unit. Previously this space contained a housing for the clutch and the main oil tank; it now also contained the gearbox, mounted traversely to the right side of the clutch centre line, with input bevels turning the drive through 90-degrees and spur gears running back to the final-drive.

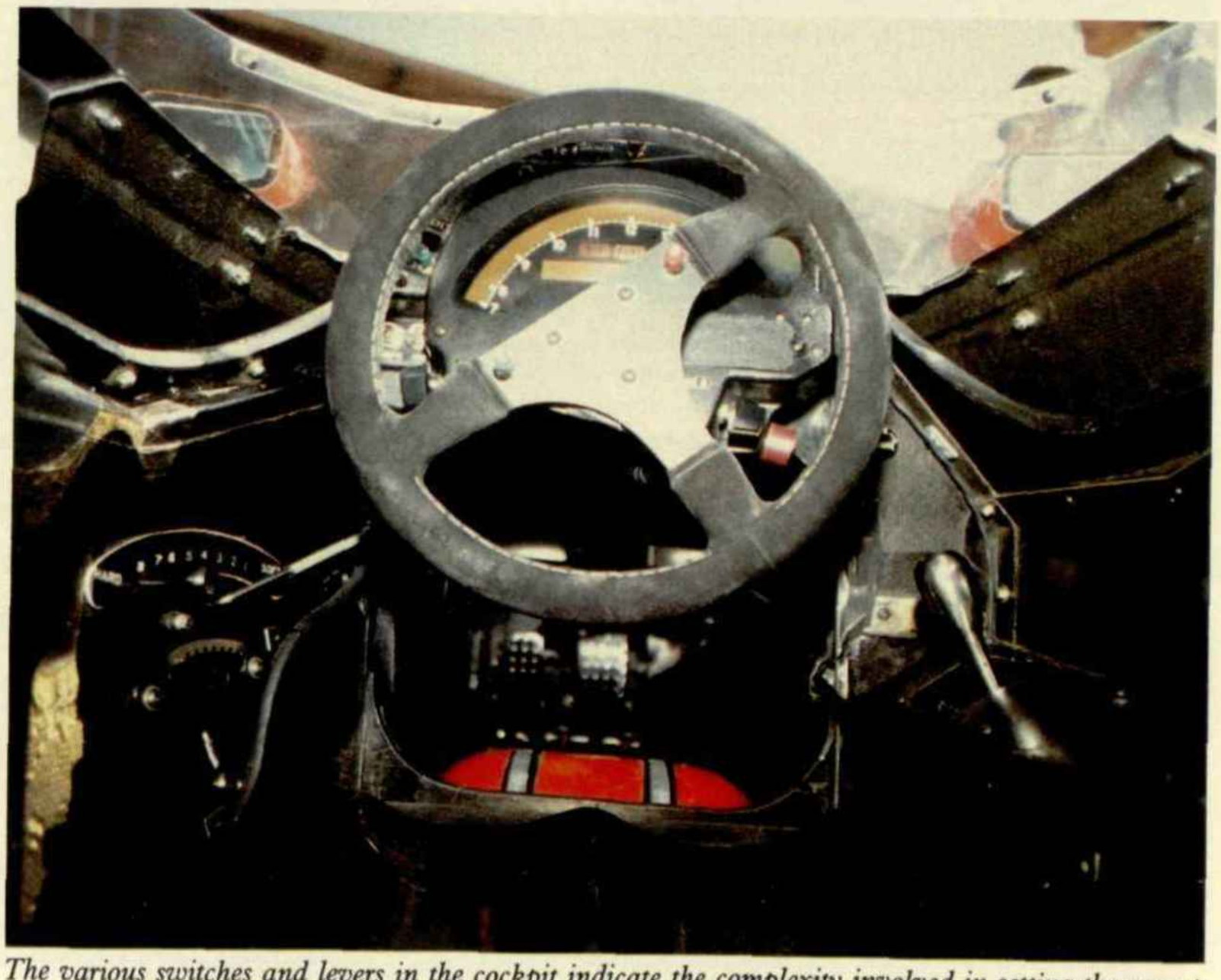
This new transmission was cleverly designed so that it fitted into the suspension layout at the rear, in place of the old transmission, and if need be the old and the new could be interchanged without any major alterations to the car. It served two purposes, one, it brought a great mass of weight within the wheelbase, which moved the centre of gravity of the car forwards, and two, it permitted a major change of air flow around the back of the car. Once the decision had been made to use this new gearbox, it became a standard component for the MP4/5.

Honda's engine development programme was all pre-planned and their report shows total satisfaction as regards power increase. They set the engine used for the first race as their "basic version" and by the second race had added 10 bhp. By the British GP, the engine was giving 18 bhp more than the basic engine and by the Belgian GP, another 5 bhp had raised the total to 23 bhp over the basic engine. For the Italian GP, a further 5 bhp was added and for the Japanese GP, another 2 bhp brought the total increase since Brazil to 30 bhp, which was their target figure. Taking our reasonable estimate of 650 bhp in Brazil, it means they were up to 680 bhp by the end of the season, retaining inherent reliability all the time.

Honda think in such finite and detailed terms, that they went to great lengths to save 3 kilogrammes of weight from the engines for the Monaco GP, in view of the continual acceleration and braking that is needed on that circuit.

During the season there were two major engine failures, on both occasions in Senna's car, and while he was leading. The first was in Canada and the second at Monza. On both occasions the engine failed dramatically, causing instant retirement. Honda's report reads as follows:-

"Lubrication problem at the Canadian GP: The reliability of the RA109E engine had been tested under various conditions. However, the Canadian GP was the first time the engine was used in wet condi-



The various switches and levers in the cockpit indicate the complexity involved in setting the car up properly.

tions. The analysis made after the race revealed that oil consumption was much greater than expected; this being caused by the driving patterns used in wet conditions, when unlike in the dry, a greater percentage of time is spent with the throttle only part open or closed, which caused piston ring fluttering leading to unusually high oil consumption. At the same time, the fact that water entered the engine made the situation even worse. This resulted in a drop in the oil tank level which in turn caused oil pressure to drop and the bearings seized.

"Lubrication problem at the Italian GP: Thinking that we had successfully solved our lubrication problem after the Canadian GP, we were shocked to see an apparently similar situation develop during the Italian GP. Senna was in the lead from the start but his engine oil level began to decrease with a corresponding loss of oil pressure until this resulted in the bearings seizing. Post-race inspection showed that the cause of engine failure was different to that found in Canada, and was traced to poor quality control in the manufacture of the pistons. Prost went on to win the race, but subsequent examination of his race engine showed that it too was suffering from the same problem."

These statements put the situation very simply, without going into detail as to what happened when the crankshaft bearings seized up at 12,800 rpm! Nor what all the instruments and gauges recording engine data in the pits did at the point of seizure. The Canadian seizure happened just as Senna was passing the pits and virtually as he lifted off for the following corner, and he pulled off onto the grass in a cloud of oil smoke. The blow-up at Monza was more dramatic for it happened on full song down the back straight. There was just time for Senna to see the oil pressure light come on and then it was all over. He was probably doing nearly 180 mph at the time, so he turned all the switches off and snicked into neutral, hoping to coast back to the pits. Not realising how much oil was all over the back of the car, he freewheeled into the Parabolic corner and as he turned in the rear wheels lost adhesion and he spun gently through 180 degrees and stopped, from fairly low speed.

The question of the top teams (ie Honda, Renault, Ferrari and Ford) having telemetry systems that transmit information from the car to the pits during a race, is one that gets some people stirred up very easily. There is nothing magic about it, it is a simple fact of modern technology, so that the engine people can watch the performance of their engines on screens and read-outs. All the relevant data from throttle openings, rpm, fuel consumption, pressures, temperatures and anything else you need is recorded and can be studied as it happens, or studied afterwards. Honda are as deeply into this as anyone, and on test days they have a satellite dish that beams the information direct to the Research & Development centre in Japan.

McLaren MP4/5
Chassis and Results 1989

31 Starts: 21 finishes; 20 in first six places.
9 Retirements: Senna 7; Prost 2.
10 Wins: Senna 6; Prost 4.
7 Second Places: Prost 6; Senna 1.
1 Third Place: Prost.
1 Fourth Place: Prost.
1 Fifth Place: Prost.
1 Eleventh Place: Senna.
1 Disqualification: Senna.
1 Withdrawal: Prost.
4 First & Second Places.
15 Pole Positions: Senna 13; Prost 2.
8 Fastest Race Laps: Prost 5; Senna 3.
Winner of Constructor's Championship.

MP4/5-1
First car to be completed
T-car for Brazilian GP (Rio de Janeiro)
Pole position San Marino GP (Senna)
1st San Marino GP (Senna)
Pole position Monaco GP (Senna)
1st Monaco GP (Senna)
Pole position Mexican GP (Senna)
1st Mexican GP (Senna)
T-car for Canadian GP
Sent to Japan as engine test-chassis
Test-driven by Emanuele Pirro
T-car for Japanese GP
Tested by Gerhard Berger

MP4/5-2
New for Brazilian GP (Rio de Janeiro)
Pole position Brazilian GP (Senna)
11th Brazilian GP (Senna)
T-car for San Marino GP
T-car for Monaco GP
Not used Mexican GP
Crashed practice USA GP (Prost)
Rebuilt as Exhibition car

MP4/5-3
New for Brazilian GP (Rio de Janeiro)
5th on grid Brazilian GP (Prost)
2nd Brazilian GP (Prost)
2nd on grid San Marino GP (Prost)
2nd San Marino GP (Prost)
2nd on grid Monaco GP (Prost)
2nd Monaco GP (Prost)
2nd on grid Mexican GP (Prost)
5th Mexican GP (Prost)
T-car for USA GP
2nd on grid USA GP (Prost)
1st USA GP (Prost)
Pole position Canadian GP (Prost)
Retired Canadian GP (Prost) Suspension
T-car for French GP (Paul Ricard)
T-car for British GP (Silverstone)
Pole position German GP (Senna)
1st German GP (Senna)
2nd on grid Hungarian GP (Senna)
2nd Hungarian GP (Senna)
T-car for Belgian GP (Spa-Franc)
T-car for Italian GP (Monza)
T-car for Portuguese GP (Estoril)
T-car for Spanish GP (Jerez)
T-car for Australian GP (Adelaide)

MP4/5-4
New for Mexican GP (Circuit Hermanos Rodriguez)
T-car for Mexican GP
Pole position for USA GP (Senna)
Retired USA GP (Senna) Electronics
2nd on grid Canadian GP (Senna)
Retired Canadian GP (Senna) engine failure
2nd on grid French GP (Senna)
Retired French GP (Senna) Differential
To Test-team. Not used British GP
Back up T-car for German GP (Hockenheim)
T-car Hungarian GP (Budapest)
T-car Italian GP (Monza)
T-car Portuguese GP (Estoril)
T-car Spanish GP (Jerez)
Not used in Japanese GP (Suzuka)
T-car Australian GP (Adelaide)

MP4/5-5
New for French GP (Paul Ricard)
Pole position for French GP (Prost)
1st French GP (Prost)
2nd on grid British GP (Prost) new gearbox
1st British GP (Prost)
2nd on grid for German GP (Prost)
2nd German GP (Prost)
5th on grid for Hungarian GP (Prost)
4th Hungarian GP (Prost)
2nd on grid for Belgian GP (Prost)
2nd Belgian GP (Prost)
4th on grid for Italian GP (Prost)
1st Italian GP (Prost)
4th on grid for Portuguese GP (Prost)
2nd Portuguese GP (Prost)
3rd on grid for Spanish GP (Prost)
3rd Spanish GP (Prost)
T-car Japanese GP (Suzuka)
T-car Australian GP (Adelaide)

MP4/5-6
New for British GP (Silverstone) new gearbox
Pole position for British GP (Senna)
Retired British GP (Senna) gearbox
Crashed in practice for German GP (Senna)
Rebuilt as Exhibition car

MP4/5-7
New for Belgian GP (Spa-Franc)
Pole position for Belgian GP (Senna)
1st Belgian GP (Senna)
Pole position for Italian GP (Senna)
Retired Italian GP (Senna) engine failure
Pole position for Portuguese GP (Senna)
Retired Portuguese GP (Senna) Accident
Pole position for Spanish GP (Senna)
1st Spanish GP (Senna)
Pole position for Japanese GP (Senna)
Disqualified Japanese GP (Senna)
Pole position for Australian GP (Senna)
Retired Australian GP (Senna) Accident

MP4/5-8
New for Japanese GP (Suzuka)
2nd on grid for Japanese GP (Prost)
Retired Japanese GP (Prost) Accident
2nd on grid for Australian GP (Prost)
Withdrawn before Australian GP (Prost)

Eight cars built during 1989 season: 10 wins
MP4/5-1 Three wins (Senna)
MP4/5-5 Three wins (Prost)
MP4/5-3 Two wins (Prost, Senna)
MP4/5-7 Two wins (Senna)

I have heard people suggest that such technology should be banned, but they are not in touch with the real world. Other people have suggested that Honda are one step ahead of everyone else, in that they can actually alter the engine conditions directly from the pits. This has caused unqualified media people to suggest that Honda are controlliing the power of the engine direct from the pits, which is a way of saying that Senna is given more power than Prost. Honda refute this emphatically as follows:

"Is Honda controlling the Engine from the Pits?; There has been much rumour and speculation concerning Honda's use of telemetry. In particular it has been suggested that we can control the power output of the engine while the cars are on the track during a race. This is absolutely not true. Even if we had the technology to carry out this procedure we would not do so. The driver must have sole control of the engine during a race as it is not difficult to imagine the dangerous consequences of a driver finding that he suddenly has extra horsepower halfway through a corner.

"It is important to note that we do not have, never had, nor have any desire to have the ability to modify on-car performance by adjusting the engine management system by means of telemetry. All such functions are passive - purely initiated for a better understanding of the car/engine performance from the viewpoint of enhancing their development."

This data supplied by telemetry can be utilised in many ways, and the Honda engineers have had a most enjoyable time working with top drivers and co-ordinating driver feedback with the readings from the telemetry system, to their mutual advantage. At Monza, in qualifying, people unconnected with Honda suggested that Senna had a better engine than Prost, an idea which Prost took up to explain a 2 second difference on lap time. The Honda engineers used their telemetry data analysis to show that the cars had the same maximum speed, so presumably the same engine power, but that Senna was faster through the corners. The Curva Parabolica is given as an example. Senna's engine rpm was 1000 higher than Prost's, and he exited the corner 24 kph faster (15mph) than Prost. With the same maximum speed at the end of the pits straight, this would mean he averaged a higher speed on that part of the circuit. In Senna's continual search for improvement he would study read-outs of rpm and throttle openings, in conjunction with a circuit map, searching out where he could use greater throttle openings, or keep the throttle fully open rather than flexing his toes and showing a throttle closing of perhaps 1 or 2 degrees, as against no movement at all. Such is the fine edge on which the top drivers work, and fortunate is the driver who has engineers like those from Honda to work with him.

It is the same with the McLaren part of the equation, the chassis engineers have vast data banks of information on all the available variables and will work to all hours with the driver to achieve improvement. One degree alteration here, a pound lower pressure there, a millimetre on the spring height, a minute change of angle on the ride-height, a fraction on the roll-bar setting, a single turn on the brake balance, an inch on the height of a nose fin end-plate, the variations are endless. But the driver must be very knowledgeable and sensitive to change and be able to communicate his findings to his engineer, and Senna has a particularly good rapport with Steve Nichol, while Ron Dennis smiles with quiet satisfaction while he watches and listens as it all happens.

When you think of all these things, it is not so surprising that Senna does not enjoy spending time speaking to the media-men, with corporate image platitudes in answer to banal questions. There are more interesting and important things to do. Six wins this past season, together with 13 pole positions and 3 fastest race laps would indicate that the combination Senna-McLaren-Honda works well. Honda dropped the ball three times during the season, Senna dropped it three times, and McLaren once. Honda had engine failure twice, while Senna was leading, and electronic trouble once, Senna collided with Mansell, Prost and Brundle, putting himself out of the race on each occasion, and once he had the gearbox play up. Prost, on the other hand retired twice, once when the McLaren chassis let him down, and once when he collided with Senna. He netted four wins, and six second places, a third, a fourth and a fifth, and one withdrawal. He claimed two pole positions and five fastest race laps.

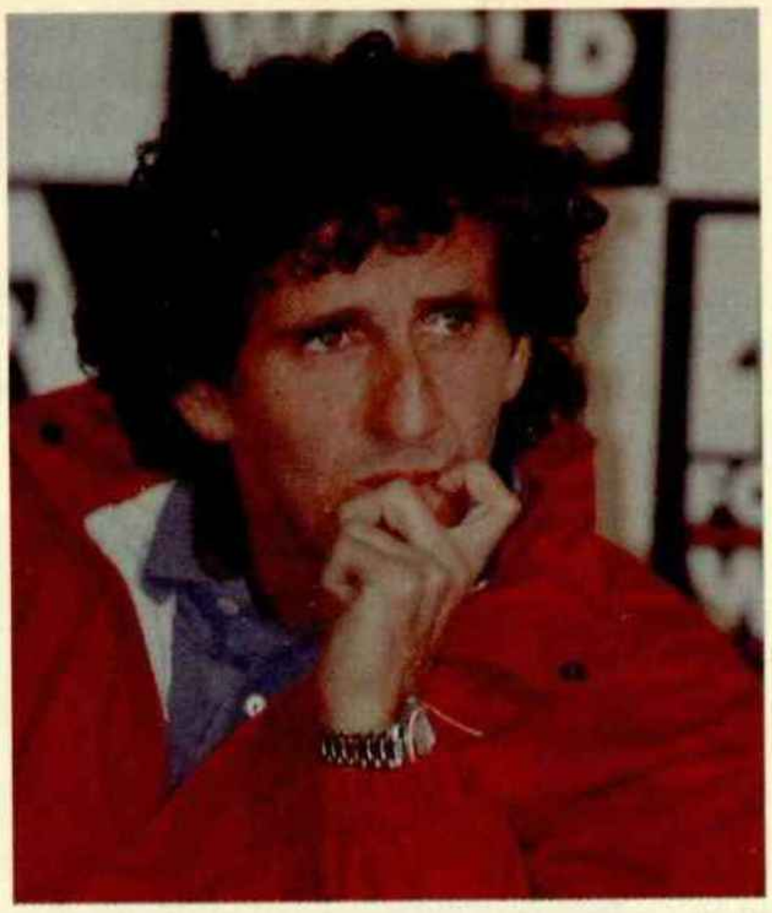


Honda chalked up a milestone in 1989 when Senna scored its 50th Grand Prix win at Spa.

1989 may not have been the best season for the McLaren-Honda partnership, but it was impressive by anyone else's standards. It ended on an exciting high note with the public release of a new Honda V12 engine to be ready for testing later in 1990 and ready to race in 1991. By this time the present V10 engine will be considered to be obsolete as a Research & Development project, and will be made available to other teams, to keep them in play in Formula One. **DSJ**



Senna shows the strain after another resounding qualifying session, but always takes the time to listen to words of advice from Honda engineer Osamu Goto and other Japanese technicians.



Alain Prost

An interview with the new World Champion

PIERGUIDO Castelli wasn't remotely interested in the scene outside the technical centre. The excited babble of 200 anxious pressmen and photographers at the gates of Fiorano left him cold. Alain Prost was about to have his first run in a Ferrari, but Castelli had no intention of watching the run itself. Instead, he was off to watch the television screens. An intensely practical engineer, he knew the telemetry systems would tell him far more about the team's new recruit than anything his own senses could take in out on the track.

After the Frenchman had completed two laps, Castelli was tingling. After another five he was so excited he momentarily all but lost the power of speech. "We've had Nigel Mansell, Gerhard Berger, Roberto Moreno, Nicola Larini, JJ Lehto and Gianni Morbidelli in that car," he enthused when his tongue finally began to function again. "And Alain Prost has a totally different technique to them all. It's unreal! He's smooth and progressive, and in two laps he's already using the engine better than any of them!"

Prost himself admitted he was being very cautious on his first acquaintance with John Barnard's innovative electro-hydraulic gearbox and its fingertip operation. "The last thing I wanted to do was make a fool of myself in front of the Italian press," he grinned.

If the remark was typical of an essentially modest man, the depth of his emotion that day was a surprise after his unhappy mien throughout 1989. There was a hint of moisture about his eyes, and he bubbled with enthusiasm.

"You know, for me this is like being back for my first day at school. I feel like a little boy all over again. It wasn't quite this way even the first time I joined McLaren, or when I went to Renault. Both times then I ran on my own at Paul Ricard, away from prying eyes. Here I just feel so excited!"

Close observers noted how much younger he looked, how the move from McLaren delayed initially after a childish squabble over releases between the British team and Ferrari - had shorn five years from his face.

Two of my favourite motor racing stories concern Chris Amon and tricks people tried to play on him to check just how good he was. During one McLaren tyre test with Bruce Harre of Firestone, at an early stage of their relationship, Amon pitted for fresh rubber. As others distracted him, Harre had the same set put back on, to see if the rookie really did know what he was talking about. Amon did a lap, pitted, and asked: "Er, Bruce, is there any way the boys could have put the same tyres back on? These certainly aren't new."

When he switched to Ensign for the 1975 Austrian GP, Mo Nunn put on a notch more rear wing after Amon had come in to extol the car's virtues. To this day Mo is still stunned that Amon did another lap before pitting to demand why the hell he hadn't left the car alone . . .

At Fiorano, Ferrari always sets its cars up to understeer heavily during a new driver's first stint. After only two laps, Prost was already in to ask for more front wing. Castelli was again impressed . . .

Prost himself is the first to admit he didn't win his third World Championship in quite the manner he'd have liked, and that when it comes to the one-lap qualifying blast, he cannot match Senna. And he has an honest assessment of his overall 1989 performance, too. "It's quite different, you know, because the people don't understand how hard it is to race and work in F1 with all the problems, the stress and the danger. After 10 years in it, you don't drive like Ayrton. He's very motivated and I have to be very careful because my life is more important to me than the championship. His trouble is that because he believes in God, he thinks he can't be killed.

"Okay, one day like Suzuka I can prove that I'm still there. I can be even quicker if I want. Every time I go into a fast corner I know that Ayrton is going to be one or two tenths quicker in it. I know that, but I don't push harder because of it. It was my way of racing in 1989, because although I still enjoyed the racing, I hated all the pressure. It became more and more difficult because of the ambience in the team, but I was still there when I wanted to be, and some people don't like that. I'm sorry, but there was nothing I could do about it."

With those brief laps at Fiorano, and more the following day before the engine and gearbox problems intervened, he swept away the rancour of the season, the rancour that had led to that McLaren refusal to release him to Ferrari prior to the end of the year, and Ferrari to retaliate tit-for-tat by refusing to release Gerhard Berger.

The pairing of Senna and Prost was always going to be tricky. McLaren was Prost's team, after all, yet Ron Dennis bent over backwards to accommodate his new charge. Sometimes, thought Prost, he bent too far. Yet they survived 1988 with reasonable cordiality, once strong words had been spoken following Senna's Estoril attempt to squeeze Prost into the pit wall. Even before the start of the '89 season, however, Alain was feeling aggrieved; he would conduct the bulk of the pre-season testing, only to have Ayrton turn up and slam in fastest time overall.

Despite that, they meshed well enough until Imola, where Prost departed *post haste* rather than vent his feelings after finishing second. As far as he was concerned, Senna had violated an agreement of his own suggestion, wherein neither passed the other in the first corner of a race. Senna denied ever making such a suggestion, but Marlboro's John Hogan had been present at the time, and backed Prost. That was when Dennis made his first mistake of the year by calling a press conference at Monaco just to tell a sceptical press that there wasn't a story. Alain and Ayrton really were good mates.

Prost was riled again, but kept his silence, all the while pondering his future. Dennis, rightly, was getting edgy awaiting some sort of decision, and there was



Despite generally being in Senna's shade in 1989, Prost won the championship on sheer consistency.

plenty of subtle pressure to try and shake him out of his annoying prevarication. Then came Ricard and the long awaited announcement: Prost was leaving. McLaren wasn't big enough for him and Senna, and Senna still had a year left to run on his contract.

"My relationship with McLaren has always been excellent," said Alain. "It has been a very hard decision to make." At the time it was true. Sure, there'd been an up and down run-in with Honda when he suggested Senna had a better engine in Mexico, but that had all been smoothed over. Senna was the reason he was leaving, and Senna alone.

He and Dennis continued to speak warmly of their friendship, and made it tantalisingly clear their working partnership might not be at a complete end. There were clear hints that they might work together with Prost running a McLaren B team, driving a McLaren Indycar, or even taking a year's sabbatical and returning for 1991 once Senna had retired.

But there was a snag. Prost wanted to race in 1990; all he wanted to do in leaving McLaren was get out of the same working environment as Senna. Gradually that would become clearer to Dennis. At the time, Williams seemed the favourite to secure his services, and that was okay by Ron.

After Prost's outspoken comments on the subject of engine management chips were aired fully in *Motoring News* in July, Honda's feathers were further ruffled. Taken to task and shown the offending interview, he calmly replied that he had been quoted exactly as he had spoken.

Around about then the relationship with Dennis began to decline as well. At Hockenheim Honda's Osamu Goto spent some time assuring MN that Prost now understood that his driving style wasn't suited to the RA109E's poor low-speed performance, that Ayrton had realised this and had changed his to suit. It was intriguing that while Prost was Prost to Goto, who professed total objectivity, Senna was Ayrton.

And as it became clearer that Alain was moving ever closer to a Ferrari deal instead of Williams, Dennis came into the picture again, vehemently confirming Goto's claim that Prost, a winner of 38 Grands Prix (27 of them for Mclaren) didn't know how to change gear. Williams, to him, was less of a threat. Ferrari was a different matter altogether.

By Hungary Prost was feeling isolated within McLaren. "The stress was unbelievable," he said later. "I had my worst year in F1. I learned a lot, especially on the human side, like my friend Jo Ramirez, I still have a lot of friends at McLaren, but . . ."

At Monza came the final undoing of his friendship with Ron. There was all the hoopla about management eproms all over again, and then he gave away his trophy.

Both Nigel Mansell and Keke Rosberg had urged him to speak out against the engine situation in Italy, rather than sit tight 'and be screwed for the championship'. Against his calculations, Prost did just that, and was hauled over the coals by Estoril, where he signed an official apology as Senna was urging Goto to fire him and Dennis was still seething after throwing his own trophy at Prost's feet on the Monza rostrum, after Alain had passed his trophy down to the *tifosi* in a moment of ill-considered generosity. To Dennis, it had been tantamount to treason.

In both Iberian races Prost was an also-ran. Last year he dominated them, yet in his 1989 guise seemed no longer able to summon any fight. Senna, by contrast, was fighting every inch of the way for his second title. Going into Japan he had to win both final races, and few would have bet against him doing so, even though the mathematical advantage was the deflated Frenchman's.

And yet. And yet in Suzuka the old Prost flared through, snatching the lead off the line and maintaining it under fearsome pressure right up until that dramatic moment on lap 47 as he and Ayrton went into the chicane.

Was his a deliberate move as he slammed the door prematurely on his team-mate? Prost would merely shrug at the suggestion, before responding: "To be very honest I was absolutely sure I was going to win, or it was going to end in an accident. I knew that Ayrton wanted to win absolutely and, you know, the problem with him is that he cannot accept that he cannot win, and he cannot accept that somebody might resist one of his overtaking moves.

"Before the race I said that this time I would not be leaving the door open, as I have had to do in the past. Look at Canada last year, or at the start at Silverstone this season. I had to back off there to avoid contact. Even in testing I've had to do that, like at Monza where we were a tenth apart until it came to qualifying, where he then found two seconds!

"That's why this time I said no. This time I don't open the door.

"Of course I'm very sorry it had to end like that, but if you have two drivers in F1 who drive like he does, that's what will happen."

And that, in a nutshell, is why Alain Prost has so hated 1989, for confrontation has never been his style. Nor has any sort of situation in which the truth becomes difficult to establish. An emotional, yet intensely honourable driver, he drew little pleasure from his third title, "save that he didn't win it," he will add in a telling aside.

"You know, nobody saw the real Prost in 1989, and if I'm driving this way next year you can write me off. I won three World Championships with McLaren, but I can tell you I want to forget all about them. What I want now is my 40th GP win and I will be going for it in Phoenix. And now that I've driven the Ferrari, I am certain I can win the Championship again in 1990 . . .

DJT



The end of term photograph in Australia hides a lot of rancour and bitterness between team management and driver. The Frenchman, however, leaves behind many friends in the team.

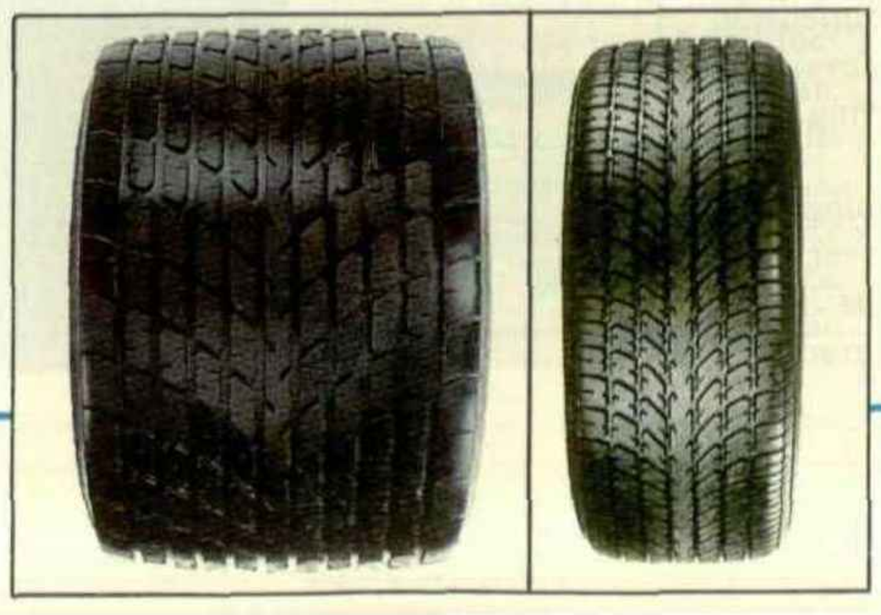
For the past three seasons every World Championship F1 Grand Prix has been won on Goodyear tyres.



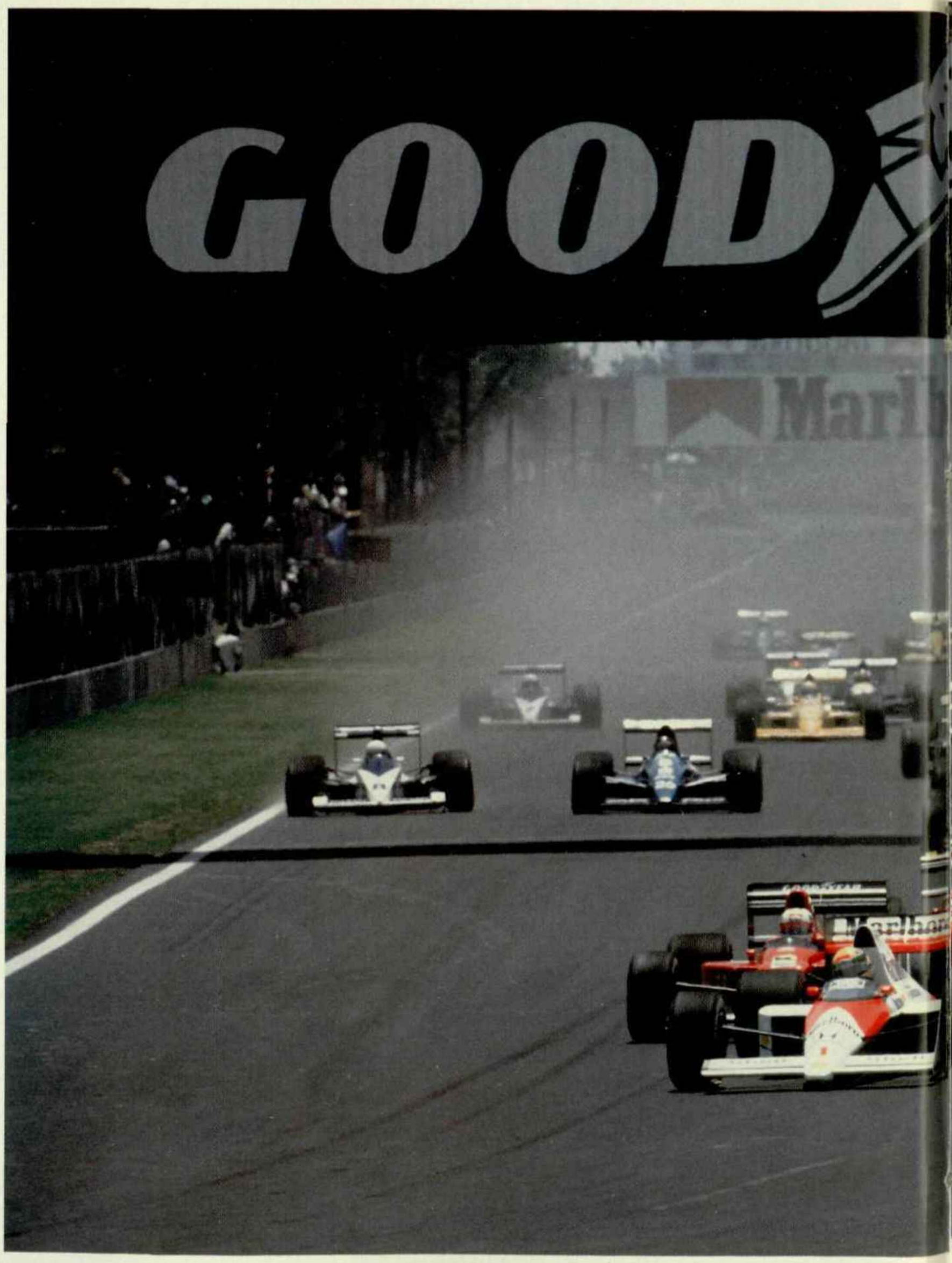
GOODYEAR IN FORMULA ONE SETTING THE PACE ON ROAD AND TRACK



The company's unrivalled record of F1 supremacy is due to a combination of factors: advanced computer-aided design and innovative race circuit computer simulation technology, and the 60-year-old Neutral Contour Technology theory developed by Goodyear engineer John Purdy...



GOOD



Neutral Contour Technology was used in the development of the low-profile NCT tyre in the late 1970s, the introduction of which was a milestone in the development of high-performance tyres. NCT theory states that if the internal stresses within a tyre can be equalised, then an optimum balance in ride and handling can be achieved. Simply put, a car's performance can be significantly improved if more tyre tread can be firmly placed on the road.

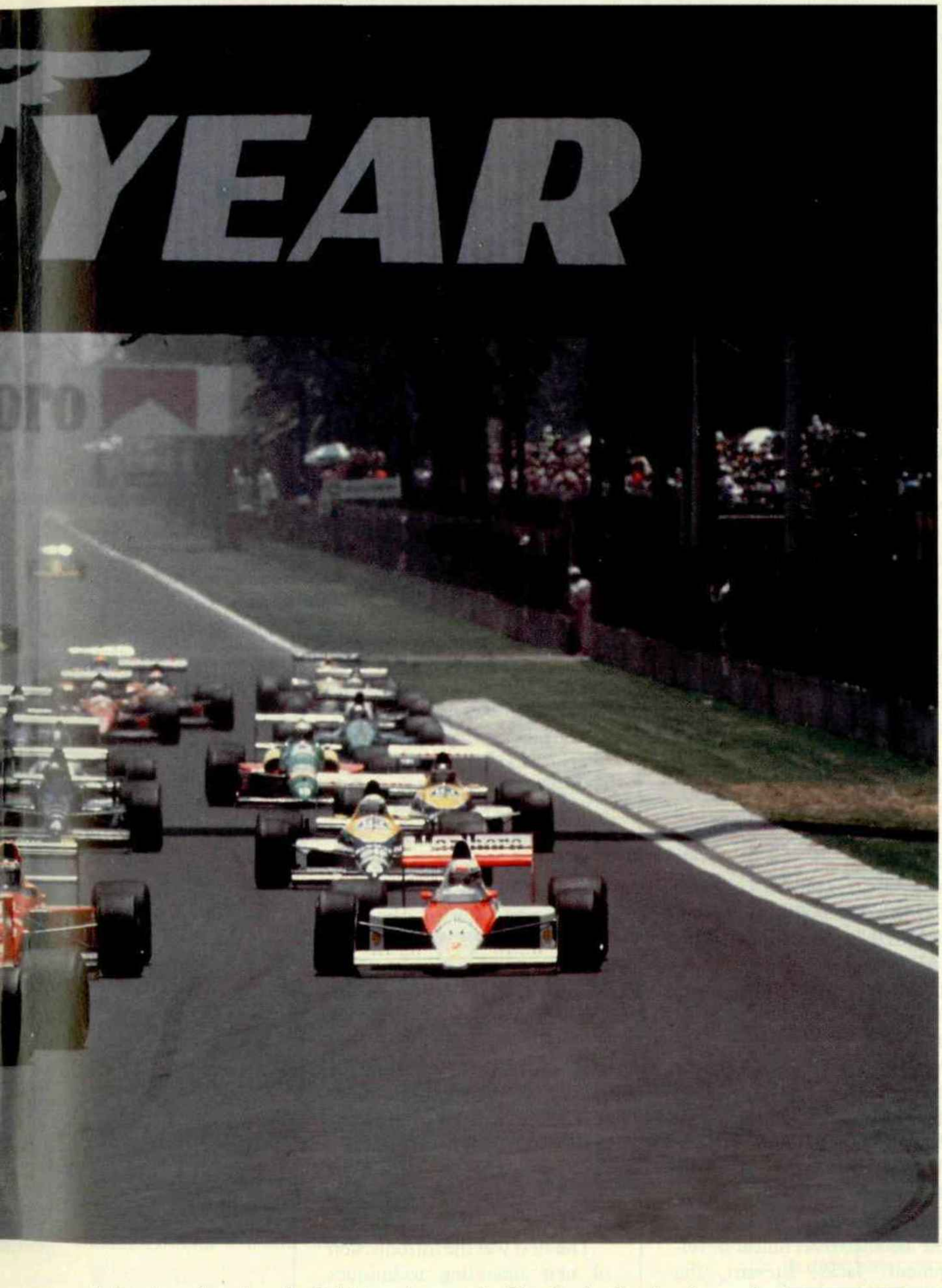


Modern computer technology permitted Goodyear engineers to make full use of Purdy's theory. In street tyres this resulted in the NCT tyre, and in racing tyres it spurred the development of the very successful low-profile F1 racing tyre – the Eagle F1 – which, with its distinctive directional tread for maximum water evacuation on rain-drenched circuits, became the wet-weather racing tyre all others were judged by.

The directional tread created a new trend in wet-weather tyre development and led to the introduction of the Goodyear 'Gatorback' low-profile high-performance tyre series. The Eagle VR tyres for the Chevrolet Corvette with their Formula 1 heritage became almost legendary and established Goodyear as the leading manufacturer of tyres for fast cars. A host of new-generation Porsches, Ferraris, Mercedes-Benz, Lotuses and Toyotas all fitted Goodyear low-profile tyres. These added a dimension previously not readily available to the pleasures of driving a fast car.

It is from this technology and know-how that Goodyear most recently developed its Eagle NCT 2, which is gradually





As with every Grand Prix this year, all the leading cars were on the dominant Goodyear tyres.

Nigel Mansell, Alain Prost and Riccardo Patrese (below) share the winners' podium, the three drivers, from different teams, illustrating Goodyear's depth of field.

the race track.

For the past three seasons every World Championship Grand Prix has been won on Goodyear rubber and the current Eagle F1 tyre owes its unrivalled record of F1 supremacy – which includes 17 Drivers' World Championships, 18 Constructors' titles and 232 Grand Prix victories – to the Neutral Contour Technology theory. However, it was not until computer technology came into its own that Goodyear's Research and Development engineers could really put the theory into practice. The result was the highly successful Goodyear Low-Profile Racing Tyre – the Eagle F1. Using the enormous experience gained from the company's many F1 victories, Goodyear then developed the Eagle F1 wet-weather racing tyre.

Its race-winning tread has straight circumferential grooves and open-shoulder radial panels, a uniquely effective combination for dispersing water quickly and efficiently, reducing the possibility of aquaplaning while offering sustained control and stability.

being introduced to the British market to cater for selected performance machines in the Saab, Mercedes-Benz, Opel and Peugeot ranges. It is the logical derivation of the Eagle NCT which has gained such a strong reputation as a performance-car tyre over the past few years, reflecting 25 years of Goodyear motor racing technology.

It was in 1965 that the late Richie Ginther scored Goodyear's maiden Grand Prix win at Mexico City at the wheel of the works Honda, the first in a long line of Formula 1 successes for the company which has become the most staunch and successful tyre supplier to the international motor racing community. Like few other areas of the sport, motor racing improves the breed in terms of production tyre technology in a quite dramatic manner. In a competitive and challenging business, Goodyear's role in forcing the pace of tyre technology can be largely linked to its successes on





Above: ***The feedback provided by World Champion Jackie Stewart made an invaluable contribution to Goodyear's tyre development programme during the Seventies.***

It was in 1964 that Goodyear established a race tyre design, development and production base at Wolverhampton, England, and this remained the focal point of the company's Formula 1 competition operation until 1980, when all race tyre manufacturing was transferred to its US corporate headquarters in Akron, Ohio.



Goodyear provided tyres for Honda and Brabham in 1965, and Ginther's win at Mexico City in the last race of the 1½-litre Formula 1 set the ball rolling. The company's first World Championship followed in 1966 with Jack Brabham's Repco-engined Brabham. It was the 40-year-old Australian's third world title, adding to those he notched up in 1959 and '60 at the wheel of a Cooper, and his Goodyear-shod machine reeled off four successive victories to clinch the crown during the course of that summer.

Not content with winning the Formula 1 title, Brabham also took the Formula 2 Championship in a Goodyear-tyred car. That may have been only the American tyre manufacturer's second season in Grand Prix competition, but it had demonstrated its complete technical mastery of this challenging arena and set the Formula 1 world alight.

The following season, 1967, it was Brabham's team-mate Denny Hulme who grasped the World Championship, again using Goodyear rubber. Moreover, by the end of that year a full-scale tyre war had developed in Grand Prix racing and development had reached fever-pitch. The main reflection of the progress achieved was the ever-increasing width of the tyres.

In 1965 Goodyear had been using tyres with a 5-inch tread width. By the end of that season they had expanded to 6 inches; the 1966 season saw 7½-inch tyres and, at the beginning of 1968, Goodyear unveiled 11½-inch-wide rear tyres for its three contracted teams – Brabham, McLaren and Dan Gurney's AAR company. By the middle of that year, Gurney's Eagle was running a rear tyre with a tread some 13½ inches wide. Between 1968 and '70, Goodyear added another seven Grand Prix wins to its tally, but at the end of 1970 an event took place which would have far-reaching and significant effects on the level of the company's success and associated technical development. Jackie Stewart, the 1969 World Champion, had suffered an uncompetitive season during 1970, so his team owner, Ken Tyrrell, decided to build his own Formula 1 car for 1971. Initial testing showed great promise, so Goodyear signed the Tyrrell team and its drivers, Stewart and François Cevert.

Stewart was undoubtedly the best tyre test-driver in Formula 1 at the time, shrewdly appreciating the benefits to be gained from pounding round as many circuits as possible during the off-season evaluating many different tyre compounds and constructions. In effect, Stewart was to help Goodyear write the 'tyre testing manual' for Formula 1 in the early 1970s and his arrival in the Goodyear camp was marked by another intensive development programme.

All this investment and commitment paid off handsomely during the first year of the Goodyear/Stewart/Tyrrell alliance, Jackie winning the 1971 World Championship with six Grand Prix victories, while Cevert ended up third in the points standings.

The 1972 season saw a continuation of the development programme started by the introduction the previous year of smooth, 'slick' tyres which had no real tread pattern, an innovation pioneered on the US drag racing scene. Dispensing with the tread had been made possible by the enormous progress made in tread compounds and internal constructions, a process aided by two key advances in tyre manufacturing technology.

The first was the introduction of new moulding techniques which permitted the construction of tyres with thinner treads that greatly reduced heat build-up, the second the evolution of heat-resistant rubber which actually offered significantly better traction. From the start of the 1971 season, all dry-weather tyres had been slicks.

Towards the end of the 1972 season a second significant spin-off from drag racing made its presence felt in the form of a new type of tyre construction: a soft 'wrinkle wall' tyre carcass



It was Jack Brabham who brought Goodyear their first World Championship in 1966 with his Repco-powered Brabham.

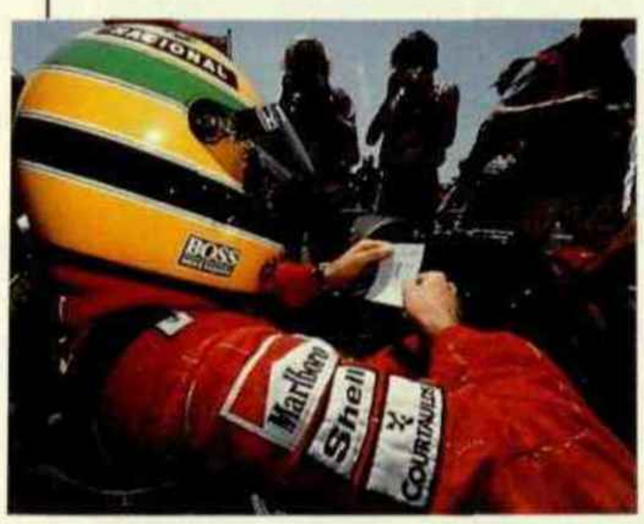
was introduced which would wind up like a spring out of slow corners, literally catapulting the car out onto the straight. It came too late to enable Jackie Stewart to retain his title, but Jackie and Tyrrell bounced back magnificently to take the championship again in 1973, the Scot retiring at the end of that season with a then-record total of 27 Grand Prix wins to his credit.

Emerson Fittipaldi picked up Stewart's gauntlet on Goodyear's behalf in 1974, winning the championship for McLaren. From 1975 the tyre manufacturer found itself with a Formula 1 monopoly after the withdrawal of its only rival. But the company maintained its commitment to a sustained programme of research and development at the upper limits of vehicle behaviour attainable only by a Formula 1 car, despite being the sole supplier to the Grand Prix business.

In 1978 Mario Andretti successfully fended off Michelin's challenge to take the championship in his Goodyear-shod Lotus, while Alan Jones did the same for Williams in 1980. Nelson Piquet was on Goodyears when he scored the first of his three world titles in 1981, and so were the next two champions, Keke Rosberg, driving for Williams, and Piquet again. The 1984 season saw the all-conquering McLaren-TAGs take F1 by its throat on competitive tyres, but the following year this famous team switched to Goodyear and it has remained with the Akron company ever since. Since 1985 every Formula 1 World Championship has been won on Goodyear rubber.

At first, all Goodyear Formula 1 racing tyres were of bias, or cross-ply, construction, the first radials being produced in 1984. Initially radial construction was used only for the rain tyre, but it was soon incorporated into all the company's Formula 1 products.

As things stand in 1989, all such tyres have to conform to a



size restriction laid down by the sport's governing body, FISA. This states that the covers must not exceed 26 inches in overall diameter and 18 inches in overall width when fitted to the wheel rim and inflated to operating pressure. The rear tyres are made to the maximum of these dimensions, while the fronts are slightly smaller to provide optimum balance and handling.

Goodyear Eagle F1 radial racing tyres are designed to operate at inflation pressures of between 18 and 20 pounds per square inch at the front and between 16 and 18 pounds per square inch at the rear, the pressure varying slightly depending on the characteristics of the track surface and climatic conditions.



Throughout any season Goodyear will select its tyres from a range of compounds, its choice dependent upon several considerations such as track surface and length, likely weather conditions and so on. Tracks fall into three broad categories: low-grip street circuits such as Monaco and Phoenix; medium-speed tracks like Estoril; and high-speed tracks, into which class only Silverstone has really fallen this year.

The logistics involved in servicing 13 teams on a World Championship trail which encompasses 16 races all over the globe are truly daunting. Goodyear brings in the region of 2300 Eagle F1 radial racing tyres to each event, transported within Europe by a fleet of six articulated transporters. To service the Grand Prix business there will be 22 Goodyear Racing Division personnel, including management, engineers, public relations staff and tyre fitters.

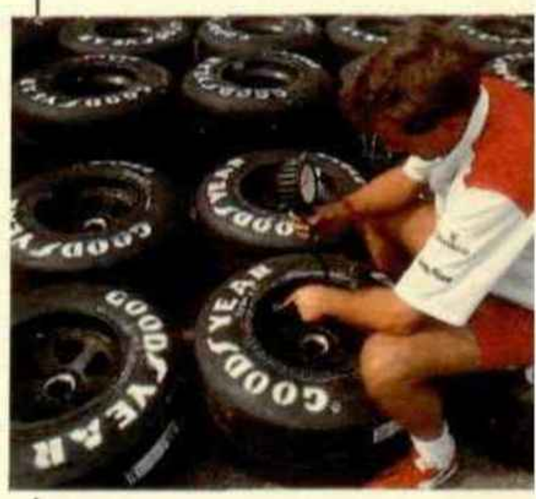
Generally, Goodyear will have a choice of two potential race compounds available, along with an ultra-soft qualifying tyre which is usually good for between one and three laps only. There are occasions, of course, when both race compounds may be used during the course of the same Grand Prix. This situation can arise for various reasons.

A driver may express a preference for one compound over the other, even if there is no perceptible performance difference. On the other hand, tyre performance data, generally based on temperature, may determine that the faster cars must race the harder of the two available compounds, while the slower cars can use the softer tyre. There are also occasions when a driver will use the harder compound on one side of his car, the softer on the other. However, all such tyre choices and set-ups have to receive the approval of the Goodyear race engineers who attend every Grand Prix to monitor tyre performance and advise the teams on tyre choice.



Ayrton Senna (centre) ***studies the tyre data so crucial to every driver's quest for the best possible grid position.***

A McLaren tyre technician (below) ***checks that these qualifying tyres are inflated to exactly the right pressure.***



Even though new World Champion Alain Prost has left the McLaren-Honda team, he will still be using Goodyear tyres in 1990, the association between Goodyear and Ferrari going back many years.



The Goodyear Technical Centre in Luxembourg, hot bed of ideas and technology.

At the Cutting Edge

Although construction of the Grand Prix tyres is in Akron, Ohio, Goodyear's Technical Centre in Luxembourg is the nerve centre of a global operation that oversees research and development in every country of the world with the exception of the North American continent. Despite being thousands of miles apart, the liaison between the two centres is very close. Long gone are the days when each Goodyear satellite was separated by a crackling telephone line, lengthy postal sevices and the intermittent cable, for nowadays there is instantaneous communication between every continent via desk-top computer terminals.

The Luxembourg Centre was opened in 1959 and is situated beside one of the half dozen Goodyear tyre manufacturing plants in Europe. It rapidly outgrew its early capacity of acting as a technical support for the European market and soon took on the responsibility of product development, manufacturing support and training for all 43 manufacturing plants outside the USA and Canada.

Naturally research into compounds is one of its core functions, and indeed it is very strong in the whole area of polymer development, but that is not its sole role. Contrary to public opinion, tyres are a high tech product forming an important part of any vehicle whether it be passenger car of earthmover, juggernaut or jumbo. No matter how advanced the vehicle is, its only contact with the road is through those small patches of rubber which amount to only a few square inches at any given time. It is the efficiency of those points of contact upon which so much depends and into which Goodyear applies so much research.

While one department of engineers concentrates on designing new tread patterns using three dimensional computer models capable of pinpointing every aspect of the design, other members of the staff are working on compounds, sidewall structures, durability, roll stiffness etc, all pushing the boundaries of tyre technology to keep pace with ever more complex vehicles they have to fit. The role of the tyre does not end there however, for as far as Goodyear is concerned, the day is not far off when it will be an integral part of a car's information-gathering system, expanding well beyond its present role as a safety and energy-absorbing component.

It is in this pioneering area that motor racing, and Grand Prix racing in particular, is providing once again useful feedback. While Akron is the source of Goodyear's racing tyres, all the information is fed across to Luxembourg so that everything relevant can be fed to the engineers working on the next generation of road-use tyres. Better tyre heat resistance and the development of the low profile tyres for high performance cars are just two recent spin-offs.

The Eagle VR, for example, is one such tyre which has evolved with the knowledge gained from track experience. Developed initially as a Formula One race tyre, it was adapted to fit the Chevrolet Corvette. Such was its success on that model that it became a trendsetter not just in the United States, but in Europe as well.

The amount of information in Goodyear's data bank in the States is now quite staggering with regard to racing, Formula One in particular. The details of all the teams which run on Goodyears are carefully logged and the cars 'tested' on a computer simulator around three dimensional circuits. There is nothing like the real thing, however, to prove a tyre's compound, which is why Goodyear continually hold tyre testing days throughout the year, regardless of the season.

Contact with Goodyear users is very close indeed, but the use of a telemetry system within any



Walt Curtiss, General Director of the Luxembourg Centre.

car, so as to be able to trace a tyre's performance as it circumnaviagtes the track, has not yet been installed. Although a thermo-vision camera is in laboratory use, the equipment at present is too bulky and therefore too impractical for everyday use. As soon as the cameras are developed into smaller units, they will doubtless be installed on various cars.

With this knowledge, and the experience gained from years of producing tyres, Goodyear would like to have an even closer relationship with car manufacturers. As Walt Curtiss, General Director of the Luxembourg Technical Centre puts it: "Historically designers have said 'hey, we need tyres' and the tyre companies have had to rush them a product to fit. It may not have been the most ideal to bring out the car's virtues and it certainly has not been the most efficient way of doing things. The whole thrust nowadays is to develop a capability where we can really get into bed, so to speak, with the manufacturer at the prototype stage. With mathematical models we can begin to play 'what if' games and prepare a better optimisation package at a point before the tooling and experimental work is undertaken and we would let them have the same facility so they can call-up our tyres. We can then get together and decide on the combination. That, however, is quite a long way down the road, but it will be of real value to the automotive people and Goodyear are at the leading edge of that capability.

"We have more success with smaller companies, such as with Ferrari, Lotus, Porsche, where we've had a long relationship, than with the larger companies where the approach has been 'you know about tyres, and we know about cars'. You have to develop some credibility where they believe that you know what you are talking about. You have to go through phases and then you have to demonstrate that you have the tools. We've been going through that with many different companies.

"At the moment they use a base tyre, like our new NCT-2 for example, which is so good that it is ideal for any vehicle. There may be some construction and compound changes, but otherwise it is perfect."

Other problems component suppliers have to face is that most manufacturers today keep their stock down to a bare minimum. This "just in time" policy together with the decreasing time span between new models bring their own pressures, and yet they are ones that Goodyear relish being well positioned to cope with these demands, being "well ahead of the game" according to Curtiss.

In the quest for further information, over half a million miles a year are logged by the Centre. Apart from their own fleet of vehicles, commercial operators are contracted to run on Goodyear rubber who compile comprehensive reports while the Company itself employs racing drivers to test the tyres to the limit on its own test tracks situated in both Luxembourg and in the south of France.

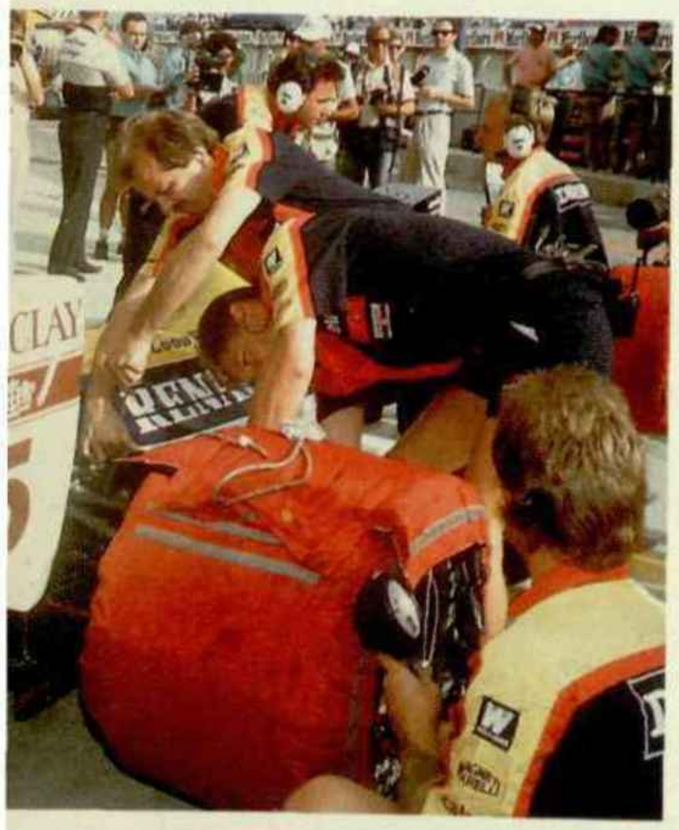
Despite its name the Technical Centre does not just limit itself to technology, but also provides the Company with a strategic and political overview. Obviously the opening up of western Europe in 1992 is the subject of minute scrutiny, but so too are the Japanese and, most recently, the developments in the Iron Curtain countries with all the implications.

Located where it is, the Technical Centre has a very cosmopolitan composition. At present, for example, people from 33 different countries are working alongside each other providing "a real pot of synergy" according to Curtiss, who then goes on to say that: "The key is to bring everything together in a system that is really going to bring some efficiency and some improved effectiveness. That's what we focus on here at the Technical Centre."

There is no doubt that not only is Goodyear at the forefront of technology on the race tracks of the world, it is also at the cutting edge in every aspect of its industry.

While engineers check over the Williams-Renault, the tyre technician checks the temperature and pressure prior to taking off the tyre warmers.

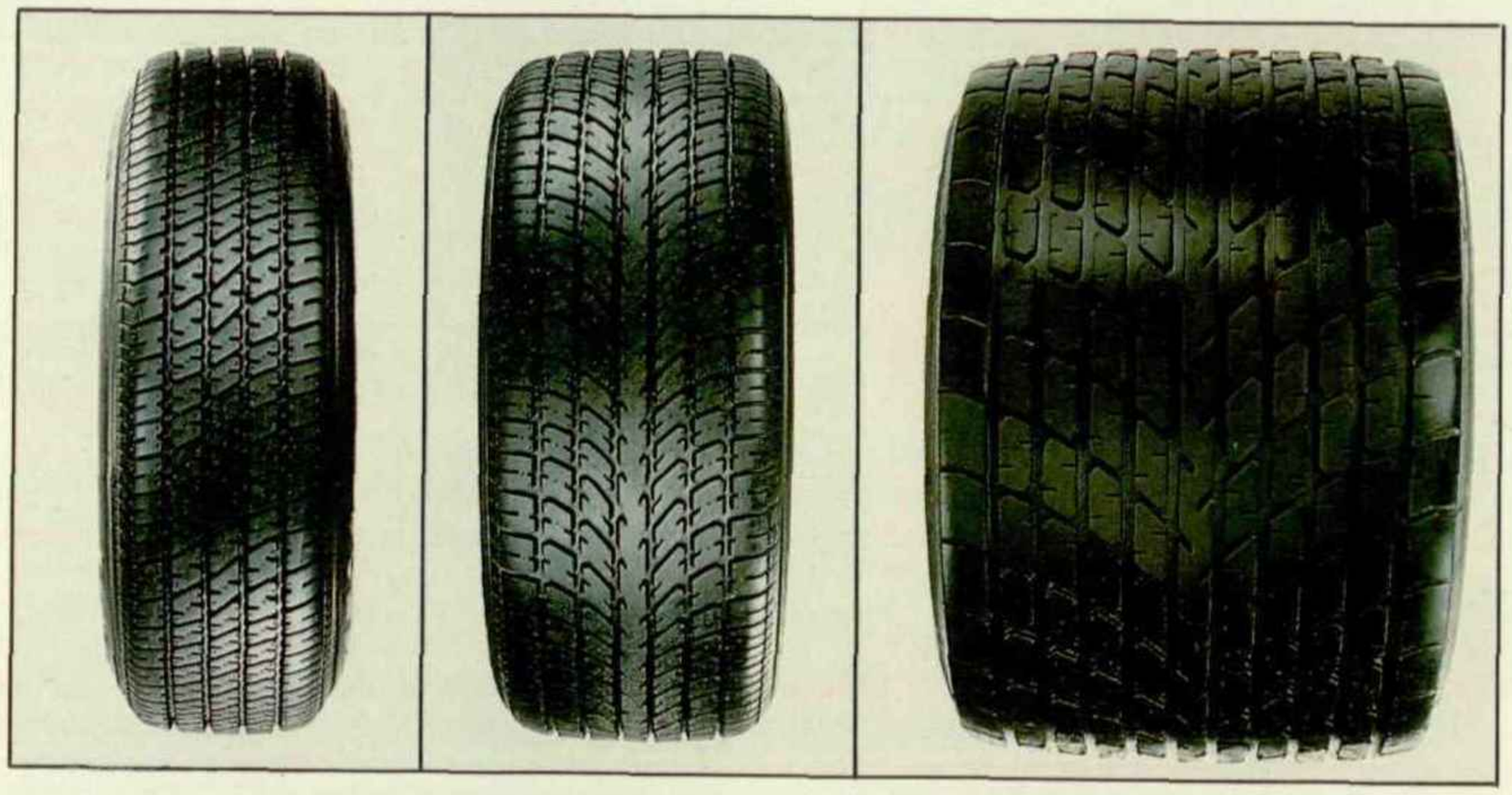
The value of Grand Prix racing as a testing ground has always been that it pushes components to the outer limit of their performance. If a component or material works in a racing environment, it will work under normal operating stresses with a large safety margin. It is for this reason that experimental carcass materials – the fabrics forming the skeleton of the tyre – are frequently tested in racing tyres as part of their development.



Goodyear's Director of International Racing, Leo Mehl, has summed up the company's approach to motor racing in general and Formula 1 in particular, by saying: 'There is no question in my mind we are the number one tyre company in Grand Prix racing and intend to stay that way. We welcome competition from other tyre companies in Formula 1 because the benefits which accrue from this business are split pretty well 50/50 between the technical feedback and the advertising benefit. But you run the danger of losing both benefits if you don't have the stimulus of competition. Goodyear has a long-term commitment to this business.'

That level of commitment certainly shows. The development of the range of Eagle high-performance road tyres started with the Eagle NCT, which was then supplemented by its big brother, the Eagle VR. This tyre, which was specifically developed to meet the exacting requirements of performance-plus car owners, has a directional tread pattern virtually identical to that of the Eagle F1 wet-weather race tyre. The range is now being further expanded by the introduction of the Eagle NCT 2 radial high-performance tyre.

Of the same breed. Pictured below (left to right) *are the Eagle NCT, the Eagle VR and the Eagle F1 wet-weather racing tyre.*

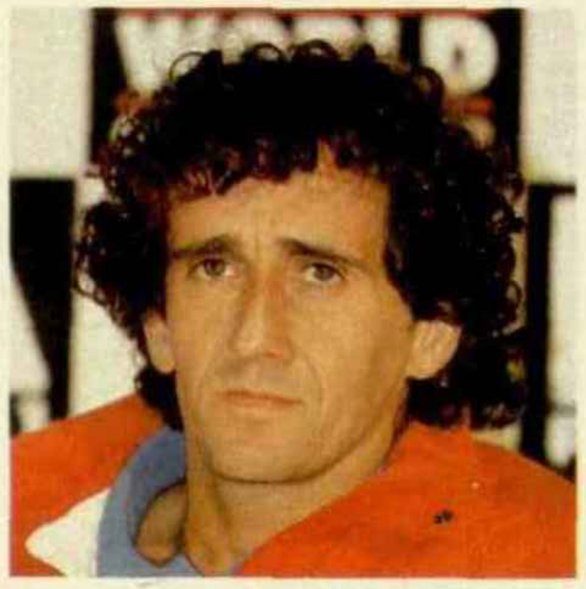




Take a close look at the Eagle NCT 2. With its wide 'S'-shaped groove pattern to minimise aquaplaning, its 772 longitudinal notches to ensure good water dispersal and lateral grip in the wet, its soft edges for low impact noise and regular wear, and its extended shoulder to enhance cornering performance and dry-weather traction, its whole concept stands as a testimony to the company's forward-thinking, high-technology approach, an approach honed on the race tracks of the world and proof positive that racing improves the breed.

GOODYEAR

WORLD CHAMPIONSHIP EVENTS
FORMULA ONE 1989



Champion Driver: Alain Prost

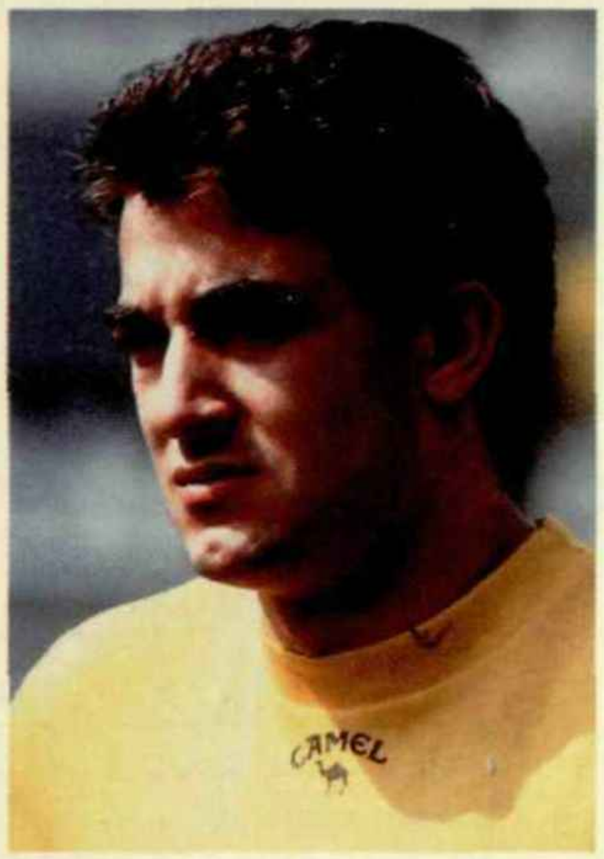


Champion Car: McLaren-Honda

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed kph	Fastest Lap	Time min sec
Mar 26	**Brazilian GP** (306.891 km)	**Rio de Janeiro**	**Nigel Mansell** (Ferrari F1/89-Ferrari V12)	**Alain Prost** (McLaren MP4/5-Honda V10)	**Mauricio Gugelmin** (March 881-Judd CV8)	**Johnny Herbert** (Benetton B188-Cosworth V8)	**Derek Warwick** (Arrows A11-Cosworth V8)	**Alessandro Nannini** (Benetton B188-Cosworth V8)	**186.034**	**Riccardo Patrese** (Williams FW12C-Renault V10)	**1.32.507**
Apr 23	**San Marino GP** (292.320 km)	**Imola**	**Ayrton Senna** (McLaren MP4/5-Honda V10)	**Alain Prost** (McLaren MP4/5-Honda V10)	**Alessandro Nannini** (Benetton B188-Cosworth V8)	**Derek Warwick** (Arrows A11-Cosworth V8)	**Jonathan Palmer** (Tyrrell 018-Cosworth V8)	**Gabriele Tarquini** (AGS JH23-Cosworth V8)	**201.939**	**Alain Prost** (McLaren MP4/5-Honda V10)	**1.26.795**
May 7	**Monaco GP** (256.256 km)	**Monte Carlo**	**Ayrton Senna** (McLaren MP4/5-Honda V10)	**Alain Prost** (McLaren MP4/5-Honda V10)	**Stefano Modena** (Brabham BT58-Judd CV8)	**Alessandro Caffi** (BMS Dallara F189-Cosworth V8)	**Michele Alboreto** (Tyrrell 018-Cosworth V8)	**Martin Brundle** (Brabham BT58-Judd CV8)	**135.401**	**Alain Prost** (McLaren MP4/5-Honda V10)	**1.25.501**
May 28	**Mexican GP** (305.049 km)	**Mexico City**	**Ayrton Senna** (McLaren MP4/5-Honda V10)	**Riccardo Patrese** (Williams FW12C-Renault V10)	**Michele Alboreto** (Tyrrell 018-Cosworth V8)	**Alessandro Nannini** (Benetton B188-Cosworth V8)	**Alain Prost** (McLaren MP4/5-Honda V10)	**Gabriele Tarquini** (AGS JH23-Cosworth V8)	**191.825**	**Nigel Mansell** (Ferrari F1/89-Ferrari V12)	**1.20.420**
June 4	**United States GP** (284.25 km)	**Phoenix, Ar.**	**Alain Prost** (McLaren MP4/5-Honda V10)	**Riccardo Patrese** (Williams FW12C-Renault V10)	**Eddie Cheever** (Arrows A11-Cosworth V8)	**Christian Danner** (Rial ARC2-Cosworth V8)	**Johnny Herbert** (Benetton B188-Cosworth V8)	**Thierry Boutsen** (Williams FW12C-Renault V10)	**140.608**	**Ayrton Senna** (McLaren MP4/5-Honda V10)	**1.33.969**
June 18	**Canadian GP** (302.910 km)	**Montreal**	**Thierry Boutsen** (Williams FW12C-Renault V10)	**Riccardo Patrese** (Williams FW12C-Renault V10)	**Andrea de Cesaris** (BMS Dallara F189-Cosworth V8)	**Nelson Piquet** (Lotus 101-Judd CV8)	**René Arnoux** (Ligier JS33-Cosworth V8)	**Alessandro Caffi** (BMS Dallara F189-Cosworth V8)	**149.707**	**Jonathan Palmer** (Tyrrell 018-Cosworth V8)	**1.31.925**
July 9	**French GP** (305.040 km)	**Paul Ricard**	**Alain Prost** (McLaren MP4/5-Honda V10)	**Nigel Mansell** (Ferrari F1/89-Ferrari V12)	**Riccardo Patrese** (Williams FW12C-Renault V10)	**Jean Alesi** (Tyrrell 018-Cosworth V8)	**Stefan Johansson** (Onyx ORE1-Cosworth V8)	**Olivier Grouillard** (Ligier JS33-Cosworth V8)	**185.830**	**Mauricio Gugelmin** (March CG891-Judd EV8)	**1.12.090**
July 16	**British GP** (305.904 km)	**Silverstone**	**Alain Prost** (McLaren MP4/5-Honda V10)	**Nigel Mansell** (Ferrari F1/89-Ferrari V12)	**Alessandro Nannini** (Benetton B189-Cosworth V8)	**Nelson Piquet** (Lotus 101-Judd CV8)	**Pierluigi Martini** (Minardi M189-Cosworth V8)	**Luis Perez-Sala** (Minardi M189-Cosworth V8)	**231.634**	**Nigel Mansell** (Ferrari F1/89-Ferrari V12)	**1.12.017**
July 30	**German GP** (305.865 km)	**Hockenheimring**	**Ayrton Senna** (McLaren MP4/5-Honda V10)	**Alain Prost** (McLaren MP4/5-Honda V10)	**Nigel Mansell** (Ferrari F1/89-Ferrari V12)	**Riccardo Patrese** (Williams FW12C-Renault CV10)	**Nelson Piquet** (Lotus 101-Judd V8)	**Derek Warwick** (Arrows A11-Cosworth V8)	**224.566**	**Ayrton Senna** (McLaren MP4/5-Honda V10)	**1.45.884**
Aug 13	**Hungarian GP** (305.536 km)	**Hungaroring**	**Nigel Mansell** (Ferrari F1/89-Ferrari V12)	**Ayrton Senna** (McLaren MP4/5-Honda V10)	**Thierry Boutsen** (Williams FW12C-Renault V10)	**Alain Prost** (McLaren MP4/5-Honda V10)	**Eddie Cheever** (Arrows A11-Cosworth V8)	**Nelson Piquet** (Lotus 101-Judd CV8)	**167.197**	**Nigel Mansell** (Ferrari F1/89-Ferrari V12)	**1.22.637**
Aug 27	**Belgian GP** (305.360 km)	**Spa-Francorchamps**	**Ayrton Senna** (McLaren MP4/5-Honda V10)	**Alain Prost** (McLaren MP4/5-Honda V10)	**Nigel Mansell** (Ferrari F1/89-Ferrari V12)	**Thierry Boutsen** (Williams FW12C-Renault V10)	**Alessandro Nannini** (Benetton B189-Cosworth V8)	**Derek Warwick** (Arrows A11-Cosworth V8)	**181.576**	**Alain Prost** (McLaren MP4/5-Honda V10)	**2.11.571**
Sept 10	**Italian GP** (307.400 km)	**Monza**	**Alain Prost** (McLaren MP4/5-Honda V10)	**Gerhard Berger** (Ferrari F1/89-Ferrari V12)	**Thierry Boutsen** (Williams FW12C-Renault V10)	**Riccardo Patrese** (Williams FW12C-Renault V10)	**Jean Alesi** (Tyrrell 018-Cosworth V8)	**Martin Brundle** (Brabham BT58-Judd CV8)	**232.119**	**Alain Prost** (McLaren MP4/5-Honda V10)	**1.28.107**
Sept 24	**Portuguese GP** (308.850 km)	**Estoril**	**Gerhard Berger** (Ferrari F1/89-Ferrari V12)	**Alain Prost** (McLaren MP4/5-Honda V10)	**Stefan Johansson** (Onyx ORE1-Cosworth V8)	**Alessandro Nannini** (Benetton B189-Cosworth V8)	**Pierluigi Martini** (Minardi M189-Cosworth V8)	**Jonathan Palmer** (Tyrrell 018-Cosworth V8)	**191.418**	**Gerhard Berger** (Ferrari F1/89-Ferrari V12)	**1.18.986**
Oct 1	**Spanish GP** (307.914 km)	**Jerez**	**Ayrton Senna** (McLaren MP4/5-Honda V10)	**Gerhard Berger** (Ferrari F1/89-Ferrari V12)	**Alain Prost** (McLaren MP4/5-Cosworth V8)	**Jean Alesi** (Tyrrell 018-Cosworth V8)	**Riccardo Patrese** (Williams FW13-Renault V10)	**Philippe Alliot** (Lola L89-Lamborghini V12)	**171.374**	**Ayrton Senna** (McLaren MP4/5-Honda V10)	**1.25.779**
Oct 22	**Japanese GP** (310.527 km)	**Suzuka**	**Alessandro Nannini** (Benetton B189-Cosworth V8)	**Riccardo Patrese** (Williams FW13-Renault V10)	**Thierry Boutsen** (Williams FW13-Renault V10)	**Nelson Piquet** (Lotus 101-Judd CV8)	**Martin Brundle** (Brabham BT58-Judd CV8)	**Derek Warwick** (Arrows A11-Cosworth V8)	**195.907**	**Alain Prost** (McLaren MP4/5-Honda V10)	**1.43.506**
Nov 5	**Australian GP** (Two Hours)	**Adelaide**	**Thierry Boutsen** (Williams FW13-Renault V10)	**Alessandro Nannini** (Benetton B189-Cosworth V8)	**Riccardo Patrese** (Williams FW13-Renault V10)	**Satoru Nakajima** (Lotus 101-Judd CV8)	**Emanuele Pirro** (Benetton B189-Cosworth V8)	**Pierluigi Martini** (Minardi M189-Cosworth V8)	**131.981**	**Satoru Nakajima** (Lotus 101-Judd V8))	**1.38.480**

Drivers' Championship Placings: 1st Alain Prost; 2nd Ayrton Senna; 3rd Riccardo Patrese
Championship Placings: 1st McLaren-Honda; 2nd Williams-Renault; 3rd Ferrari

INTERNATIONAL FORMULA 3000 CHAMPIONSHIP



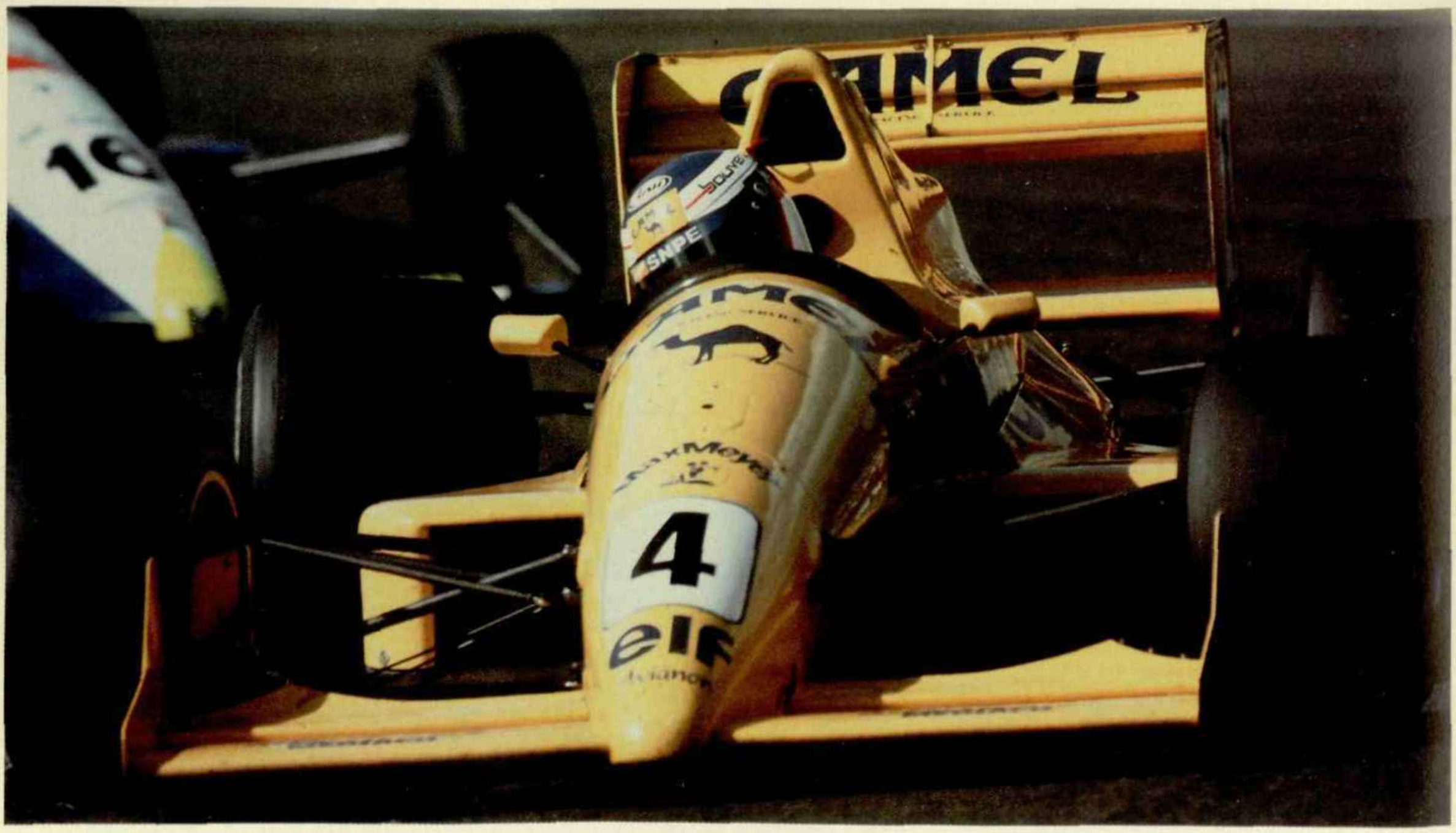
Jean Alesi



Reynard 89D-Mugen V8

Date	*Race and Distance*	*Location*	*First*	*Second*	*Third*	*Winner's Speed kph*
Apr 9	**Silverstone** (195.97 kms)	**England**	**T. Danielsson** (Reynard-Cos V8)	**P. Favre** (Lola-Cos V8)	**M. Blundell** (Reynard-Cos V8)	**211.720**
Apr 30	**Vallelunga** (204.96 kms)	**Italy**	**F. Giovanardi** (March-Judd V8)	**A. Chiesa** (Reynard-Cos V8)	**E. van de Poele** (Lola-Cos V8)	**168.160**
May 15	**Pau** (198.89 kms)	**France**	**J. Alesi** (Reynard-Mugen V8)	**M. Apicella** (Reynard-Judd V8)	**T. Danielsson** (Reynard-Cos V8)	**136.030**
June 4	**Jerez** (202.31 kms)	**Spain**	**E. Bernard** (Lola-Mugen V8)	**E. Comas** (Lola-Mugen V8)	**M. Apicella** (March-Judd V8)	**154.700**
July 23	**Enna-Pergusa** (193.05 kms)	**Sicily**	**A. Chiesa** (Reynard-Cos V8)	**C. Langes** (Lola-Cos V8)	**E. Irvine** (Reynard-Mugen V8)	**196.637**
Aug 20	**Brands Hatch** (200.48 kms)	**England**	**M. Donnelly** (Reynard-Mugen V8)	**J. Alesi** (Reynard-Mugen V8)	**E. Comas** (Lola-Mugen V8)	**194.180**
Aug 28	**Birmingham** (202.73 kms)	**England**	**J. Alesi** (Reynard-Mugen V8)	**M. Apicella** (Reynard-Judd V8)	**M. Donnelly** (Reynard-Mugen V8)	**169.360**
Sept 16	**Spa-Francorchamps** (194.3 kms)	**Belgium**	**J. Alesi** (Reynard-Mugen V8)	**E. Comas** (Lola-Mugen V8)	**M. Apicella** (Reynard-Judd V8)	**186.005**
Sept 24	**Le Mans** (196.0 kms)	**France**	**E. Comas** (Lola-Mugen V8)	**E. van de Poele** (Lola-Cos V8)	**E. Bernard** (Lola-Mugen V8)	**168.590**
Oct 22	**Dijon-Prenois** (205.2 kms)	**France**	**E. Comas** (Lola-Mugen V8)	**E. Bernard** (Lola-Mugen V8)	**A. Gilbert-Scott** (Lola-Cos V8)	**189.066**

International Formula 3000 Champions: Jean Alesi



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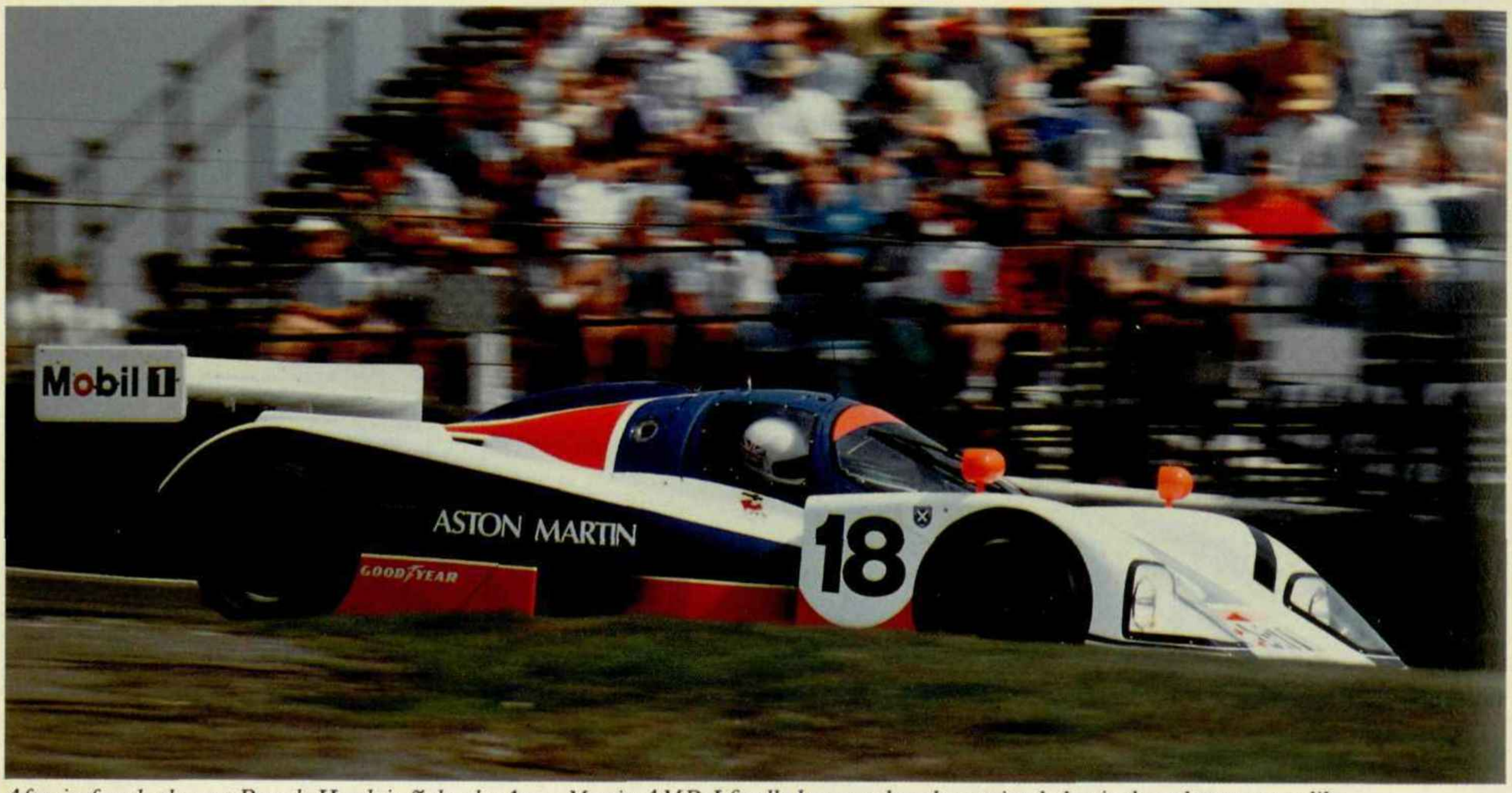
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After its fourth place at Brands Hatch in July, the Aston Martin AMR-I finally began to be taken seriously by rivals and spectators alike.

Aston Martin AMR-1

VICTOR Gauntlett looked the happiest man in the world at Brands Hatch on July 23, after seeing David Leslie and Brian Redman drive the Aston Martin AMR-1 to fourth place overall in only the car's third World Sports-Prototype Championship race. Initially the Max Boxstrom-designed Group C car had not created a good impression on its first outing at Dijon in May, but the subsequent 11th place at Le Mans was better.

"But fourth! I never dreamed we could do so well, so soon" exclaimed Aston Martin's chief executive, who is also the team's keenest supporter.

Maybe he is the second keenest supporter, because the title should go to Peter Livanos, a director of Aston Martin Lagonda Limited, who pledged £26 million to Aston's World Championship programme over a period of five years – longer in fact, than any other manufacturer has committed itself. Gauntlett and Livanos were side-by-side for an hour as they leaned over the pit rails at Donington in September, putting up with the thunderous noise in a way that some other motor magnates might avoid.

Their interest is all the more surprising, perhaps, since they are minority shareholders in AML, with 12½ per cent apiece. Ford, the majority shareholder with 75%, has spent no money at all on the racing project although, clearly, the principals of the team hope to have real support in the form of a 3½-litre engine in time for the 1991 season.

Many people remember the Aston Martin Nimrod all too well, the privately sourced project having been born at the beginning of Group C in 1982, and abandoned with a terrible accident at Le Mans in 1984. It was overweight and underpowered, although Richard Williams and Ray Mallock, who were deeply involved, will not have it that the Nimrod was a failure.

Nimrod is, in any case, history. The AMR-1 was overweight, too, by 80kg when it first raced at Dijon-Prenois in May, and pressurisation of the oil tank gave the impression that it was a hazard on every lap. Testing had been badly hampered by a crash at Donington, the first composite "tub" being badly damaged in a crash that followed the loss of a wheel.

The omens were not, at that early point, very good at all, but it's necessary to remember how the red, white and blue Mobil-sponsored car was in May, to understand how far it progressed over the next three months.

"We all knew it was going to be bloody hard," says Protech's managing director and team manager Richard Williams, "but it was even worse than we expected. We worked ourselves into the ground, and I actually feel guilty for the employees because we've done a year's development work in six months.

"We have incorporated literally hundreds of modifications into the original design, some quite major...such as fabricating new front uprights, because we suspected that the magnesium castings weren't stiff enough. We were right, because for the first time the Craner Curves at Donington were "flat", which they certainly hadn't been before." Like Victor Gauntlett, Williams thrives on hard work. They are both regularly at their desks at 6am, Williams at the space-age Protech premises in Milton Keynes, Gauntlett a few miles away in the old-fashioned Aston Martin factory in Newport Pagnell. Both work until the day is done, typically at 8pm, and will work through weekends when the schedule demands.

"I love being the first into work in the mornings" says Williams , 43, who wound up his thriving Aston Martin restoration business to accept his new post at the beginning of 1989. "In fact, I'd hate it if someone was there before me. I've always wanted a job like this, and I sometimes can't believe it has happened."

Ray Mallock is Protech's engineering director, now responsible for all the development, and his twin priorities in the weeks after Dijon were to reduce the Aston Martin's weight, and to improve the suspension characteristics. Just how successful he has been is indicated by the fact that chassis 05, which was completed on the morning of Donington pre-qualifying, was weighed at 906kg – with steel discs, not carbon which would be 10kg lighter still – and the AMR was one of the best-handling cars on the difficult circuit, surprisingly qualifying faster than the nimble Spices. Another key member of the team is former journalist Michael Bowler, a director of AML, who is Protech's operations manager.

The Aston Martin was designed by Swedish-born Max Boxstrom, who helped with the development of the Ecosse C2 car in 1986 when it won the World Championship for C2 Teams powered by the

Metro/Rover V6 engine. In fact the Ecurie Ecosse connection has been very strong throughout, through drivers Ray Mallock and David Leslie, and manager Richard Williams. Now, Mallock represents Hugh McCaig and Ecurie Ecosse's 12½ per cent share of Protech.

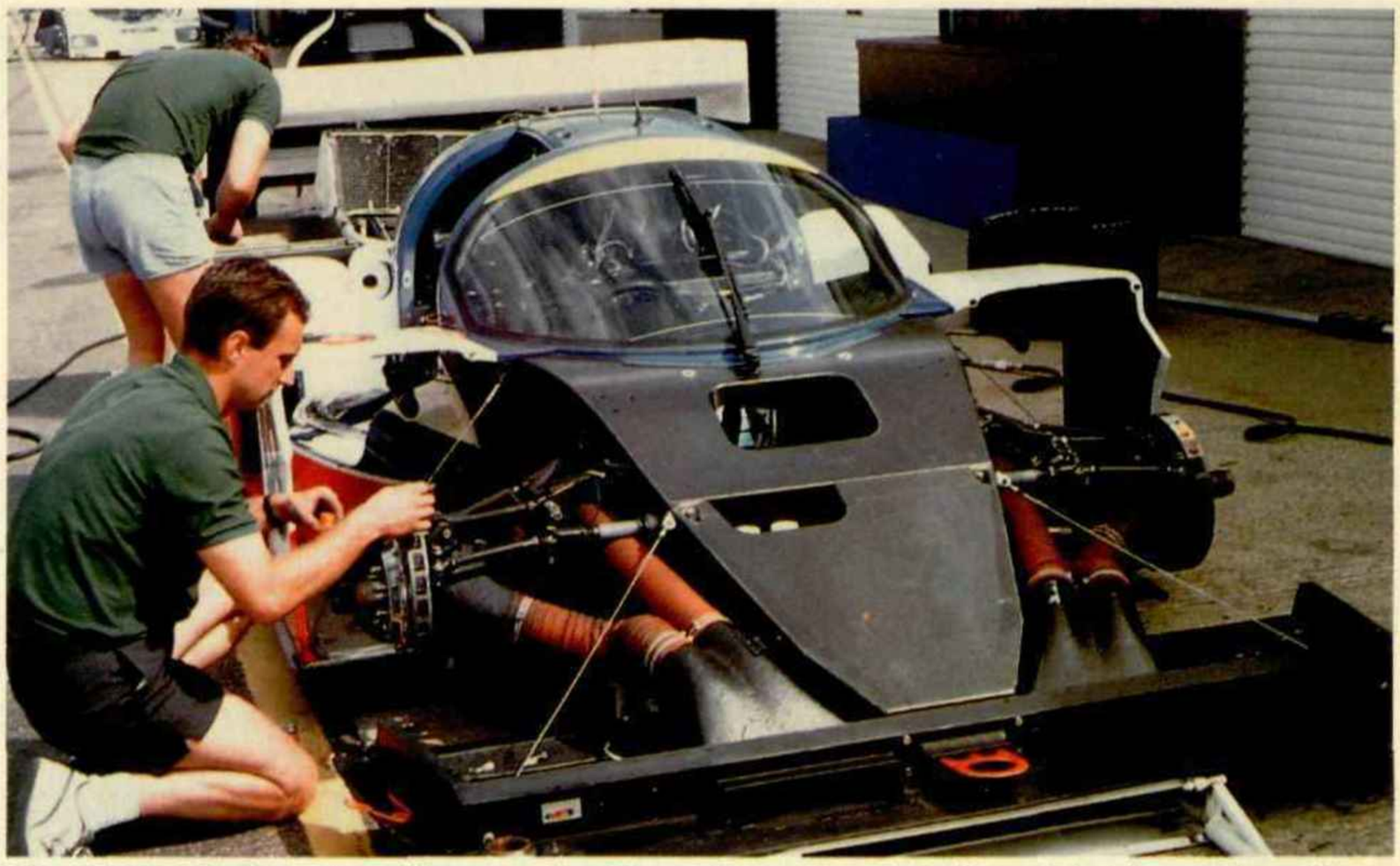
On behalf of Ecurie Ecosse, McCaig approached Aston Martin straight after his team had won the C2 Championship and a year later he was awarded the contract, and a budget, to design and develop the AMR-1. The V8-engined car was ready to run at the beginning of December 1988 and was tested extensively at Silverstone and Donington, although generally four or five seconds off a decent pace. Suspicions grew that the car wasn't any good and the Dijon performance didn't allay these fears. The write-off at Donington in March set the team back further than it was prepared to admit. Protech braced itself and paid the mandatory fine of $250,000 for missing Suzuka (they tried a plea of *"force majeure"* but it was rejected by FISA), and months of testing time was wasted.

"Morale got very low," Williams admits. "We lost wheels, crashed, lost oil, worked all-nighters, that's how it was for weeks on end. We really were in the fourth division when we looked at first division teams like Mercedes."

Then on June 2, Prince Michael opened the spacious new premises in Milton Keynes (unusually there were no journalists present, "so it was a family affair which raised the morale a bit") and then the team went to Le Mans and got one car home in 11th place.

"It was our fourth place at Brands Hatch which did the trick," says Williams. "That changed everything overnight. Everyone's spirits picked up tremendously, and suddenly we felt as though we'd shot up to the top of the second division. We haven't looked back since, and we know that next year we'll be of age, we won't be the new boys anymore."

Boxstrom was clearly under great pressure at Dijon, and a few days later it was announced that he'd left the team to concentrate on his Dymag wheels business. "He took on too much," says Williams. "He thought that he could do both jobs on a part-time basis but it just wasn't possible. When it became clear that development of the Aston Martin would be a full-time job, and then some, there was really no choice." Both Williams and Ray Mallock closed their own businesses to work with Aston Martin, but for Boxstrom, Dymag was his first priority.



The AMR-1 looks quite unlike any other Group C car once the bodywork has been taken off.

Development of the chassis has been far more intensive than that of the 6-litre, four-cam "Virage" engine which has been the responsibility of Reeves Callaway in Connecticut. Starting with Aston Martin's 5.3-litre V8, Callaway increased the capacity and designed, developed and installed a chain-driven four-cam system to drive the 32 valves, releasing a lot more power.

Callaway Engineering was commissioned to produce the "Virage" engine for the latest road model, just into production, but Livanos and Gauntlett were not slow to realise its potential in racing. The 16-valve engine had developed a claimed 580 bhp when prepared by Tickford (though Chuck Graemiger doubted that figure, when he started his own preparation) but the 32-valve produces "over 650 bhp" with credibility, and rivals on the track now find the AMR-1 fully competitive in all departments.

"I'm terribly pleased with what Callaway is doing," says Williams. "The engine has been very reliable and gives plenty of power. Up to Le Mans we wanted reliability more than anything, but since then Reeves has been concentrating on a "Series 2" which we'll run in Mexico; we'll need it, at that altitude."

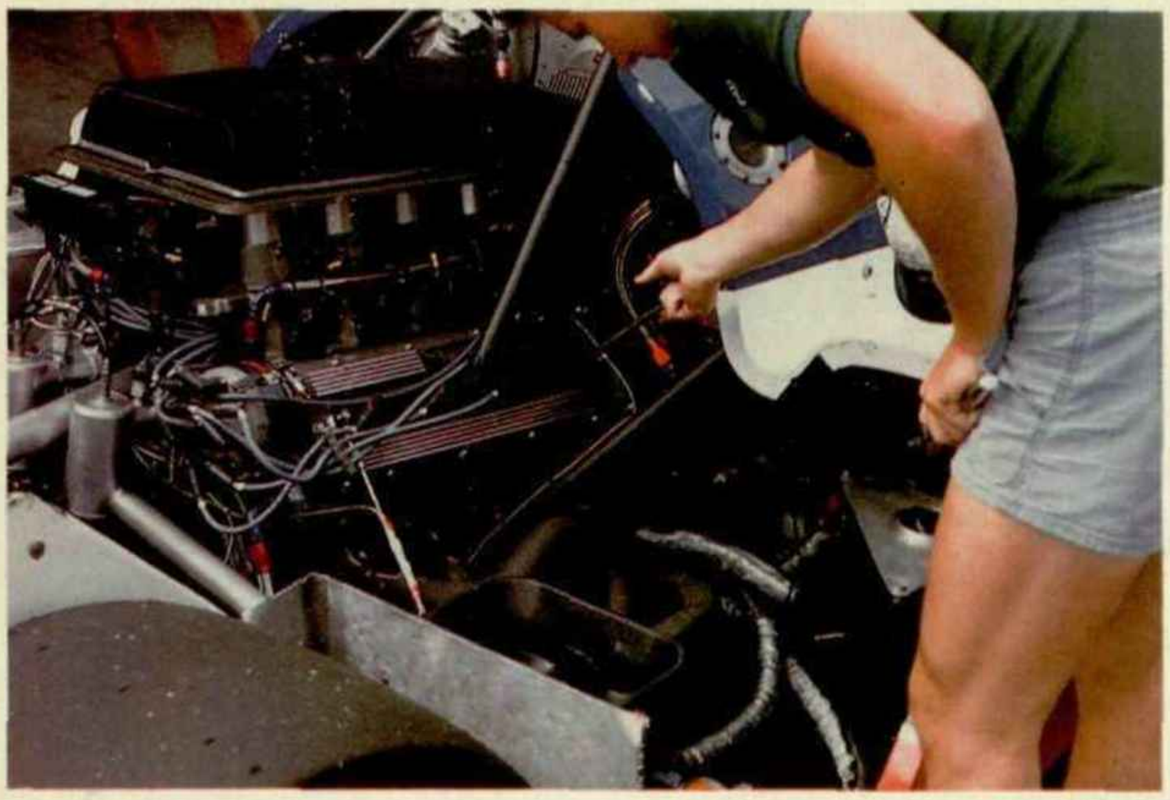
The S2 will have more power, lower frictional losses and better economy, work having concentrated also on the cylinder heads, porting and camshaft timing, and on new mapping for the Zytek engine management system. In the S2 version the four camshafts will each be 8 ounces (226 grammes) lighter, representing a total saving of 2 pounds (0.9kg) at the top end of the V8, where any saving is most beneficial. The total weight of the 4-cam V8 is 500 pounds



The Aston Martin logo is at the forefront in a cockpit packed with driver information.



Protech has invested heavily in hi-tech equipment at its new premises. (Zooom)





With Richard Williams looking on, the 6.0-litre engine is attended to during a test session at Donington.

(226 kg), about what one would expect when compared with the 240kg of Jaguar's TWR-prepared racing V12.

The most remarkable progression was seen on the AMR-1 between the Brands Hatch test days on July 5/6 and the race on July 23. On the test days, Michael Roe was unable to break 1:22 around the former Grand Prix circuit and was the unfortunate launch pad for the Toyota driven by Johnny Dumfries. Race weekend, however, opened another chapter for the hard-pressed Protech team as David Leslie qualified in 14th place at 1:17.961, and both he and Brian Redman were able to race consistently at below 1:20 to a very worthy fourth place.

A complete transformation was seen in the Aston Martin team, and performances at the Nürburgring, Donington and Spa have shown that this wasn't a one-off improvement. Ray Mallock denies that everything was done in a fortnight.

"Although the car looks similar on the outside, a huge amount of work has been done over a period of six months and there's no one thing that accounts for the performance at Brands Hatch. We have always believed in the integrity of the monocoque, in the whole car, but we started with safety-related problems, the crash while testing at Donington due to a wheel falling off, and then concentrated on aerodynamics and suspensions.

"We realised we had ample downforce but too much drag, which meant that we ran to a maximum of 212 mph (341 km/h) at Le Mans instead of the 230 mph (370 km/h) that we'd expected. There was too much kickback through the steering and the road holding was poor; we realised that the suspension travel was far too limited as the car had been designed for the perfect race circuit, which doesn't exist of course, which has no bumps!

"We had a suspension failure on one car during qualifying which was cured by a small modification, but there was a different failure on Brian's car on Sunday morning which involved more development work. Because of a wiring fire at the start of the race, David Leslie's car ran without a rev-counter, and that eventually resulted in over-revving and a bearing failure between numbers 7 and 8 cylinders."

The young Aston Martin team went for a finish with the car driven by Redman, Michael Roe and Costas Los, and was duly rewarded with 11th position in the classification. Since then the engine, thought to be "bomb proof", has been looked at anew and modified with new oil ways, a different oil pump and an uprated scavenge system; even the direction of the water flow inside the engine has been changed. Capacity has been increased to 6.3 litres from the original 6.0 and in tests at Donington, it proved to be 1.2 seconds a lap faster.

Generally the development work has concentrated on increasing the suspension travel (Nissan has had to work on similar lines with the R89C), front and rear suspension geometries which have secured "huge improvements", a rear anti-roll bar has been added, and the entire spring rate/roll stiffness ratio has been developed.

Although the placing of the water radiator across the tail, underneath the wing, is judged to be an interesting idea, it's likely to be located at the front of the car in 1990, in the interests of better weight distribution. One feature of the car is the special gearbox casing, designed by Boxstrom around Hewland VGC inter-

Proteus Technology

Protech, short for Proteus Technology, is part of the Proton Group which is a holding company for the Greek ship-owning Livanos family and Aston Martin chairman Victor Gauntlett. Proton owns 75 per cent of Protech, Richard Williams and Ecurie Ecosse sharing the balance.

Peter Livanos, a longtime Aston Martin enthusiast and amateur racer in America, underwrote the racing programme to the extent of £26 million over five years, and spent £2 million on bringing the first prototype to the test stage last December. Mobil, whose products are carried in the Livanos family's ships, became the sole sponsor with enthusiasm that extended to wide "good luck" advertising before Donington.

Early in September, 42 people were employed in the new premises which cover 36,500 square feet at Milton Keynes. There are bays for four racing cars, carbon and composite workshops, a machine shop, a fabricating shop, a paint oven, an electrical/telemetry department, and stores.

In 1990 Aston Martin will run two cars throughout the season, and three at Le Mans. So far five AMR-1s have been built, though the second chassis is used only for jigging. **MLC**

nals to maximise the underbody aerodynamics, and Williams is particularly warm in his praise for the transmission, "a great credit to Max".

Ray Mallock, who competed at Le Mans but claims not to miss being a racing driver, assumed overall responsibility for the AMR-1's development in May, but the search is being stepped up for a leading designer for the 3½-litre AMR-2 which must be ready by the end of next year, and the appointment has now become "a pressing problem".

David Leslie, Michael Roe and Brian Redman have already signed contracts for 1990, Redman though for a limited programme which will include Le Mans, and Williams is most anxious to get Stanley Dickens' signature after his drive at Spa.

The future for Aston Martin's Protech team seems a lot brighter now than it did in the early months of 1989, when the euphoria of forming the team was soon replaced by a realisation of the task ahead. Realistically, Richard Williams admits that the AMR-1 has not been a potential winner, but believes that the S2 engine will make the car much more competitive in 1990. Above all, though, the team's sights are set on reaching the top of the first division in 1991. **MLC**



There is plenty of space for each car in the Milton Keynes factory which is kept spotlessly clean. (Zooom)

WORLD SPORTSCAR CHAMPIONSHIP

FOR TEAMS AND DRIVERS



J-L. Schlesser

Date	*Race and Distance*	*Location*	*First*
Apr 9	**Suzuka** (480 km)	**Japan**	**J-L Schlesser/M. Baldi** (Sauber Mercedes C9 V8 t/c)
May 21	**Dijon-Prenois** (480 km)	**France**	**B. Wollek/F. Jelinski** (Joest Porsche 962C flat-6 t/c)
June 25	**Jarama** (480 km)	**Spain**	**J-L. Schlesser/J. Mass** (Sauber Mercedes C9 V8 t/c)
July 23	**Brands Hatch** (480 km)	**England**	**M. Baldi/K. Acheson** (Sauber Mercedes C9 V8 t/c)
Aug 20	**Nürburgring** (480 km)	**W. Germany**	**J-L. Schlesser/J. Mass** (Sauber Mercedes C9 V8 t/c)
Sept 3	**Donington** (480 km)	**England**	**J-L. Schlesser/J. Mass** (Sauber Mercedes C9 V8 t/c)
Sept 17	**Spa-Francorchamps** (480 km)	**Belgium**	**M. Baldi/K. Acheson** (Sauber Mercedes C9 V8 t/c)
Oct 29	**Mexico City** (480 km)	**Mexico**	**J-L. Schlesser/J. Mass** (Sauber Mercedes C9 V8 t/c)



Sauber Mercedes C9/89

Second	*Third*	*Fourth*	*Fifth*	*Sixth*	*Winner's Speed kph*
K. Acheson (Sauber Mercedes C9 V8 t/c)	**B. Wollek/F. Jelinski** (Joest Porsche 962C flat-6 t/c)	**K. Hoshino/T. Suzuki** (Nissan R88C V8 t/c)	**J. Nielsen/A. Wallace** (Jaguar XJR-9 V12)	**H. Ogawa/P. Barilla** (Toyota 89C V8 t/c)	**170.596**
J-L. Schlesser/J. Mass (Sauber Mercedes C9 V8 t/c)	**M. Baldi/K. Acheson** (Sauber Mercedes C9 V8 t/c)	**J. Dumfries/G. Lees** (Toyota 88C 4-cyl t/c)	**D. Bell/T. Needell** (RLR Porsche 962C flat-6 t/c)	**Fabre/J-L. Bousquet** (Cougar Porsche C22 flat-6 t/c)	**178.339**
J. Lammers/P. Tambay (Jaguar XJR-9 V12)	**O. Larrauri/J. Pareja** (Brun Porsche 962C flat-6 t/c)	**W. Taylor/T. Thyrring** (Spice Cosworth SE89C V8)	**M. Baldi/K. Acheson** (Sauber Mercedes C9 V8 t/c)	**J. Nielsen/A. Wallace** (Jaguar XJR-9 V12)	**139.719**
B. Wollek/F. Jelinski (Joest Porsche 962C flat-6 t/c)	**J-L. Schlesser/J. Mass** (Sauber Mercedes C9 V8 t/c)	**D. Leslie/B. Redman** (Aston Martin AMR-1 V8)	**J. Lammers/P. Tambay** (Jaguar XJR-11 V6 t/c)	**W. Brun/J. Pareja** (Brun Porsche 962C flat-6 t/c)	**178.872**
M. Baldi/K. Acheson (Sauber Mercedes C9 V8 t/c)	**G. Fouche/G. Lavaggi** (Kremer Porsche 962C flat-6 t/c)	**W. Brun/J. Pareja** (Brun Porsche 962C flat-6 t/c)	**J. Nielsen/A. Wallace** (Jaguar XJR-11 V6 t/c)	**O. Larrauri/F. Konrad** (Brun Porsche 962C flat-6 t/c)	**172.725**
M. Baldi/K. Acheson (Sauber Mercedes C9 V8 t/c)	**J. Bailey/M. Blundell** (Nissan R89C V8 t/c)	**B. Wollek/F. Jelinski** (Joest Porsche 962C flat-6 t/c)	**O. Larrauri/H. Huysman** (Brun Porsche 962C flat-6 t/c)	**D. Leslie/M. Roe** (Aston Martin AMR-1 V8)	**162.746**
B. Wollek/F. Jelinski (Joest Porsche 962C flat-6 t/c)	**J. Bailey/M. Blundell** (Nissan R89C V8 t/c)	**O. Larrauri/R. Ratzenberger** (Brun Porsche 962C flat-6 t/c)	**W. Taylor/T. Thyrring** (Spice Cosworth SE89C V8)	**J-L. Ricci/H. Pescarolo** (Joest Porsche 962C flat-6 t/c)	**183.005**
O. Larrauri/H. Huysman (Brun Porsche 962C flat-6 t/c)	**H. Pescarolo/F. Jelinski** (Joest Porsche 962C flat-6 t/c)	**D. Bell/T. Needell** (RLR Porsche 962C flat-6 t/c)	**A. Wallace/A. Ferté** (Jaguar XJR-9 V12)	**J. Lammers/P. Tambay** (Jaguar XJR-9 V12)	**168.788**

World Sportscar Championship: 1st Sauber Mercedes; 2nd, Joest Racing Porsche; 3rd, Brun Motorsport Porsche
Drivers' Championship: 1st, Jean-Louis Schlesser. **Group C2 Championship:** 1st, Fermin Velez/Nick Adams

FISA waves stick at Le Mans

ON Thursday, December 7, FISA dropped its bombshell on the Automobile Club de l'Ouest, in refusing to renew the track licence for Le Mans for 1990. The historic 24 Hour race cannot now take place on June 16/17 unless two chicanes are installed on the main straight, to comply with a ruling passed in secret by the World Motor Sport Council. The devil's powers are absolute and limitless! This ruling, under the heading of circuit safety, decrees that no circuit licenced by FISA may have a straight section longer than two kilometres (1.24 miles).

The six kilometre straight on which the leading cars reach nearly 250 mph is a prime feature of the Le Mans circuit, and one of its main attractions. If the necessary modifications could be done to the circuit, chicanes would be needed at the Hippodrome and just before the famous "Mulsanne Kink" which is taken at full speed. This would, however, involve the acquisition of private land to widen the road at two points.

Having made the demand that might be impossible to comply with, FISA puts the ball back into the ACO's court. "The World Council also stated that absolute priority would be given to the 24 Hours to resume its place on the calendar, on condition that the work requested by FISA was carried out," the official statement continued. "It agreed to grant a one-year waiver concerning the construction of new pits in 1991, on condition that the ACO produces financial guarantees or bank guarantees."

Throughout 1989 the debate has centred on whether the 24 Hours will remain in the World Championship - this year it was withdrawn, at a month's notice, without coming to any apparent harm - and whether it will return to FISA's control in 1990. What nobody, not even the ACO, envisaged was the possibility that FISA would prevent the Club from running a race on the full 14.2 kilometre circuit, most of which - and notably the "Mulsanne Straight" - is on public roads.

The uncertainty over the future of the race continues. Manufacturers, team owners, drivers, sponsors, plus the quarter-million spectators who attend each year, will look to the ACO for assurances that the work will be carried out. Teams which base their plans for the year on the requirements of the 24 Hours will be left in doubt for days or weeks, although FISA promised to produce a World Sportscar Championship calendar on December 20. It is expected to contain a new 24-Hour race at Spa-Francorchamps, effectively replacing the touring car race.

The ACO, naturally, has reacted furiously. "We are stupified," said the organisation's spokesman, Jean-Marc Desnues, on December 8. "Without notice and on a false pretext, FISA have wiped the world's most prestigious race off the map of automobile sport." His statement continued that agreement had been reached with FISA on all the leading issues, but that safety had been introduced as a contentious point by FISA president Jean-Marie Balestre as recently as November 28, only one week before the fateful decision was taken by the World Motor Sport Council.

Team owners and managers reacted with disbelief on hearing the news. "We are absolutely devastated," commented Richard Williams, managing director of Proteus Technology Limited, and manager of the Aston Martin team. "The whole reason for the team's existence is to compete at Le Mans and now the goal, to win the event, has been taken away."

Alan Docking, director of Mazdaspeed's World Championship team based at Silverstone, said the news was not good for his team. "We need Le Mans in the World Championship. Take that away and you haven't got a proper championship. I don't know how Mazda will react. I'm going there next week."

Jaguar and Tom Walkinshaw issued a joint statement: "Circuit safety is an important matter which must always remain a key factor with FISA. We hope, though, that the circuit authorities at Le Mans will be able to hold the race next June."

Keith Greene, manager of Nissan's World Championship team, was knocked down by a car in the pits lane in 1985 and is highly aware of the dangers at Le Mans. "I had 20 stitches in my face, so I speak with experience. I have to say that Le Mans is an essential part of the Group C calendar. There's nothing like it, and we don't want to be without the race."

Toyota's Glenn Waters, a noted FISA supporter, had a slightly different viewpoint. "Le Mans is highly dangerous because of the high speeds, and we have to build cars specially for that race. If they install chicanes the race might be more like the others, so that we wouldn't have to change the specifications so much. And yes, the pits are antiquated and dangerous, we all know that. Maybe it wouldn't be a bad thing for the race to be out of the championship for one year."

Although FISA's statement carefully mentioned that the decision was made by the World Council, on which Max Mosley is Britain's delegate ("unanimously, after each member had explained his vote"), there need be no doubt that President Balestre exerted his powerful influence. In the first week of November, when the ACO believed that agreement was all but reached, he called the new World Sportscar Champion Jean-Louis Schlesser to his office for congratulations.

In the course of the meeting Schlesser repeated his opinion that the Le Mans circuit would not be acceptable to him, and some other drivers, unless two or three chicanes were installed on the main straight. In response, Balestre told Schlesser that he needn't worry about the race. "If it isn't in the World Championship it won't take place at all, so you won't have to decide anythng," is the gist of the conversation repeated by Schlesser later.

The ACO insists that it had conceded a great deal to reach agreement, in principle, with FISA on a number of points, and has released a document signed by Balestre with the outline agreement. The ACO would retain the television rights for France, and for Japan as well in 1990 only; the ACO would enter a contract for three or five years, would introduce the 3½-litre formula exclusively in 1991, would build modern pits for 1991, and would assign to FISA the right to issue pit passes.

In return FISA would offer 60 "top quality" cars for the event in 1990, would allow the ACO to exploit the event commercially except for the competition itself, and would strengthen the world media coverage of the race and the level of sponsorship.

This document was signed by Balestre on October 12, and on November 8 the FISA president confirmed all the details. "Why was it that, on November 28, the President Balestre raised for the first time the problem of the straightline speed?" asks the ACO.

The 24 Hours of Le Mans is one of motor racing's big three events, ranking with the Indianapolis 500 and the Monaco Grand Prix. Last year it attracted 238,000 spectators in the five days which began with qualifying on Wednesday and of these a quarter, at least 60,000 are Britons, who cross the English Channel.

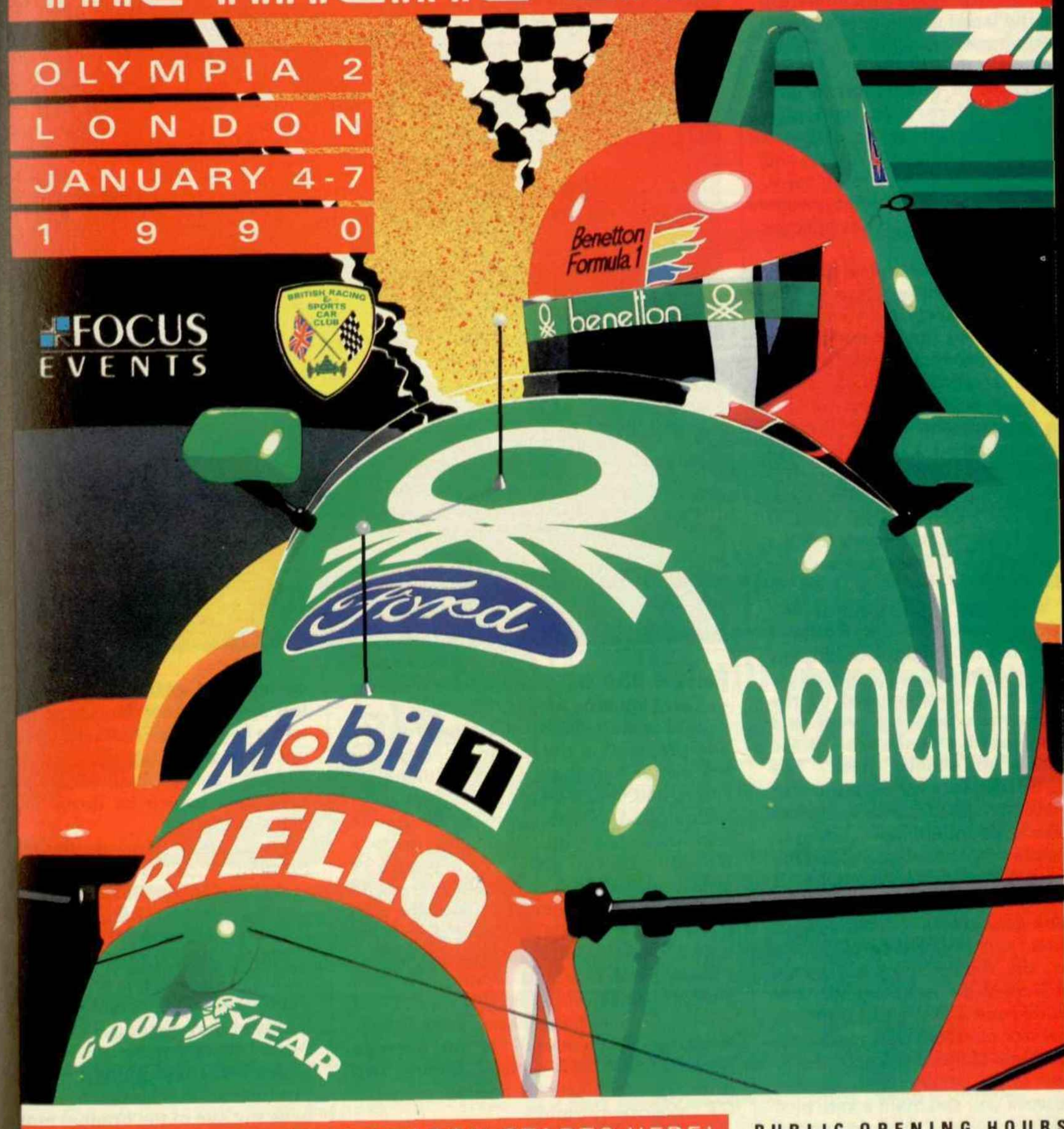
To them, FISA's treatment of Le Mans is akin to a world council telling the English lawn tennis association that the championships must be held at Eastbourne in future, because some leading players complain that the Wimbledon grass is too slippery. In America, it would be like ACCUS telling the Indianapolis Speedway authority that it must install chicanes at Turns Two and Four, in the interests of safety. It would be difficult to deny that fatalities might be reduced, but the number of accidents would be increased. More to the point though, the spectacle of the Indy race would be destroyed, a mortal blow for the Speedway.

Even if the ACO, the town of Le Mans, and the Department de la Sarthe (nowadays, equal owners of the title of the race) can manage to install the chicanes as required by FISA, the race could not fail to lose popularity. Once again the influence of Balestre has prevailed, but not for the good of the motor sports he is entrusted to promote and protect. FISA and its World Motor Sport Council have disgracefully failed the manufacturers, teams, sponsors and the public who rely on them to manage the sport in a responsible fashion. **MLC**

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Models

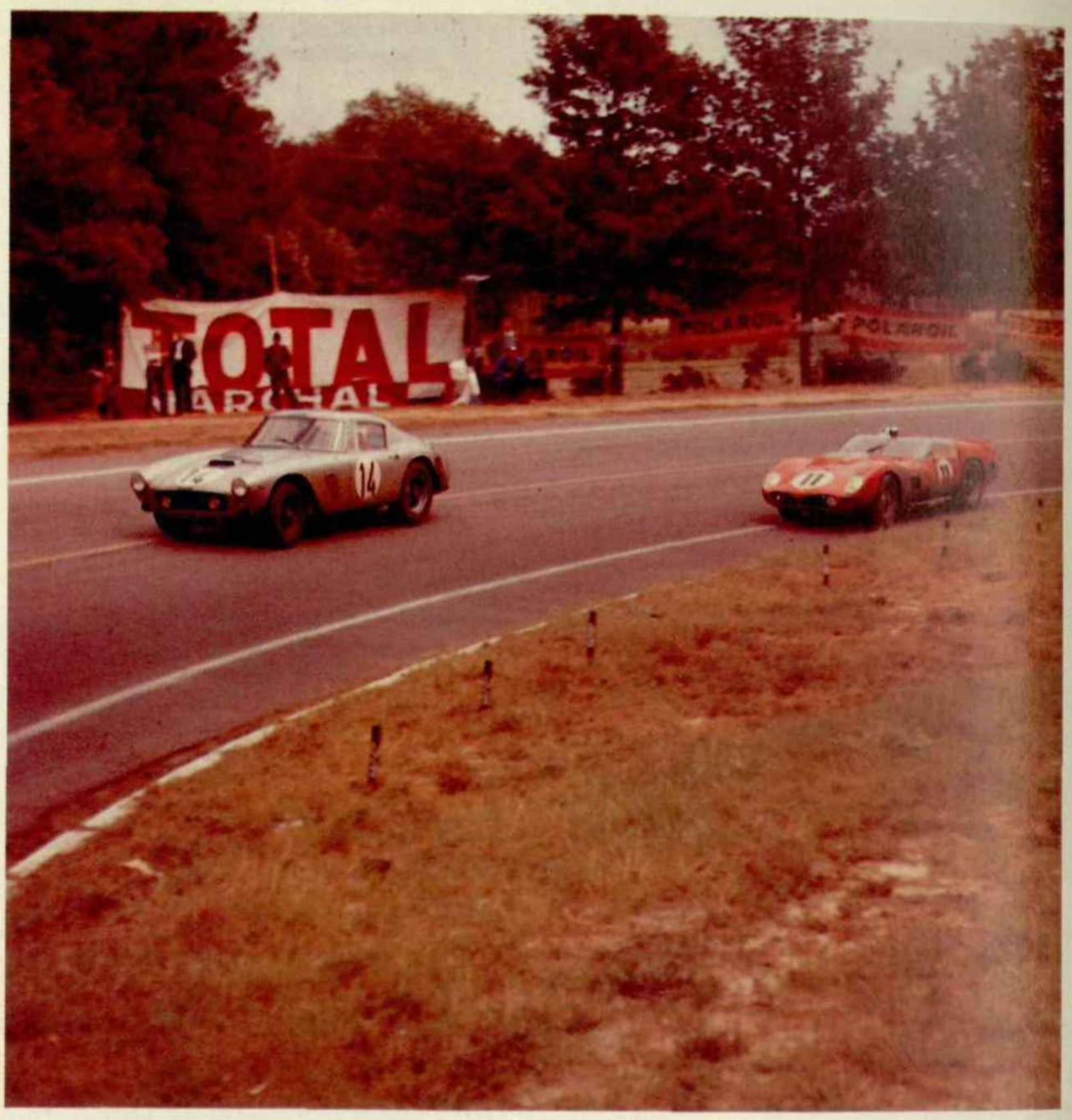
IT HAS been disappointing just how few interesting and reasonably priced models of modern racing cars there have been in recent years. It is therefore a paradox that the model and toy market is now quite literally flooded with miniature versions of the latest racing exotica in all scales, suiting every pocket and taste. This is obviously due to the heightened public awareness of motorsport in general, and Nigel Mansell in particular. Currently there is a wide range of Grand Prix, Sports- Prototype and Groups A and B machines, ready-built and in kit form, motorised and static. The market is overburdened, so much so that it has become bewildering.

With this abundance of topical models, it comes as a pleasant surprise to discover the issue of a classic racing car model. Described by the kit-maker, the Milan-based ESCI concern as the "Ferrari SW8 Racing" — what is actually in the box is a 1/24 representation of the immediate predecessor of the famous and much worshipped 250 GTO — the Scaglietti-bodied Tipo 61 250 GT Berlinetta. In fact it is chassis number 2689GT, the car which finished third at Le Mans in 1961 in the hands of the French duo Pierre and Jean Guichet (see panel to the right).

The kit is at first sight rather a disappointment, as it really is a bit of a throwback to the moulding standards of 10 years ago — long since surpassed by the skill and technology applied by the Japanese. The mouldings are crude and lack detail and need a lot of work with file and sandpaper to remove 'flash'. The detail of the Borrani wire wheels is particularly poor and toy-like. It is also a mystery as to why the ESCI should have chosen to cast the body in white and then instruct the builder to paint it metallic grey, when it would have been much more sensible to use the same grey plastic mix as used for the engine and running gear parts.

However, the rubber tyres are nicely done even if they do lack any sidewall detail. Included are a fine set of transfers with the correct numbers and markings. The overall shape of the shell captures the line and feel of the original well, so that with a little work you can build a very nice and and original model of this infrequently visited car. The final clincher is that all you are asked to fork out is a mere £6.95 — so all the above criticisms become a bit churlish — good value for money.

Later in the year ESCI have promised the same car, but chassis number 273GT, in its better known dark blue and white livery of Rob Walker. This car was originally the personal property of Stirling Moss before passing to British Racing Partnership/UDT Laystall and a succession of private owners. Another worthwhile addition to the collection then, but one hopes they can have the foresight to get the body colour correct. **IB**



Ferrari 250 GT Tipo 61 Berlinetta — Chassis No. 268GT

Sold to Pierre Noblet on June 3rd 1961 and prepared at the factory specially for the owner and his co-driver Guichet to run in that year's Le Mans 24 hour race.

Equipped with an alumimium bodyshell (painted silver-grey with a mid-blue central strip) on a type 539 spaceframe chassis and fitted with a type 61 2953cc V12. Competition engine with triple Weber 46 DCF Carbs delivering approximately 280 bhp through the Ferrari 4-speed box and Dunlop 16 inch rubber. Considering that this was its first race — it could hardly have done better, finishing third overall at an average speed of 100.242 mph — behind two prototype stablemates and winning the GT category outright.

A win by the same drivers followed by Monza in the Coppa Inter Europa, with an eighth in the Monthlhéry 100 kms later that year and a retirement with a blown engine at the same circuit in the Coupes du Salon.

During the winter of 1961 the car was completely overhauled at the factory before its return to the racetrack in '62 and despite the sleeker and faster 250 GTOs appearing on the scene, Noblet scored a number of notable placings throughout the year, climaxing with a win and fastest lap in the Coupe de Bruxelles.

Willy Mairesse practiced the machine during the Le Mans test day, reaching a top speed on the Mulsanne of 265 kph and a fastest lap of 186.13 kph. 2689 did not appear for the race itself however, Noblet having obtained a GTO in the meantime, which he drove into second place overall.

From 1965 onwards the car passed through a number of private hands, including Harley Cluxton's, before undergoing a total restoration in 1975 whilst in the hands of one J R Upton.

Whilst on the subject of vintage kits and racing machines, it is not too late to point out to readers that Humbrol are currently involved in re-issuing some of the classic Airfix 1/32 kits of the late Sixties and early Seventies. These models were first class productions in their time — and even now belie the age of the original mouldings. A bonus of the kits includes drivers!

However all the issues are cast in one colour, so some careful work has to be done on the wheels and tyres in particular. Already on shelves are the Bugatti 35B, the 3-litre Bentley, and Alfa-Romeo 8C Le Mans. Newly released is the MGB Roadster and coming soon is the E-Type Jaguar, hopefully with the option of drop-head or hard-top as with the original kit.

£2.50 buys you your Bentley or Jag, and it is to be hoped that Humbrol can be prevailed upon to re-issue my personal favourite of the range — the Porsche 91K. **IB**

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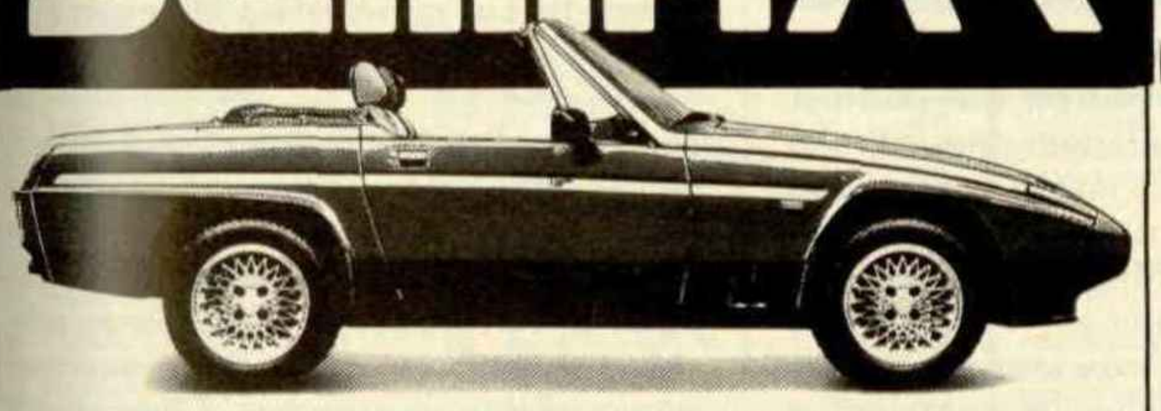
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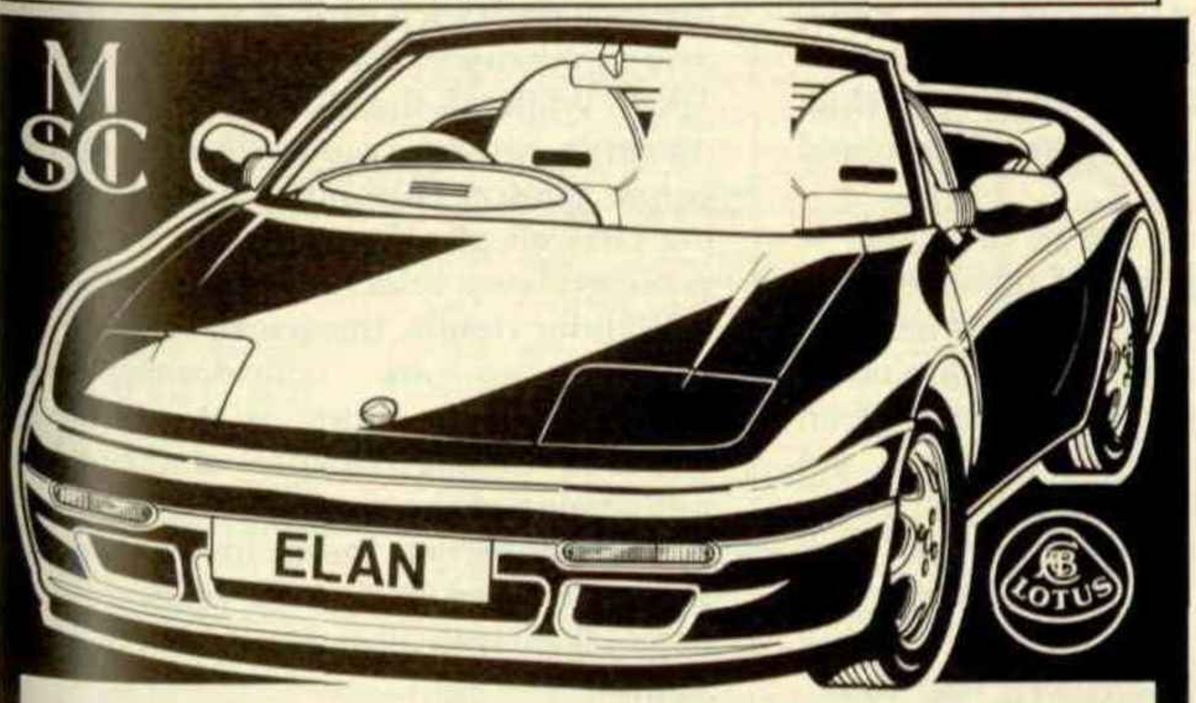
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1989 Le Mans 24 Hours
by Christian Moity and Jean-Marc Teissedre. Published in the UK by Autotechnica, 14 Peartree Business Centre, Colchester, CO3 5JN. 197 pages in full colour. £23.90)

Fifty thousand Britons cannot be wrong! The 24 Hours of Le Mans is much more that a motor race, rather an established part of the British racing calendar, and it has become an annual party that doesn't really end until the official book appears.

In past years we've had to wait until January for the official history of the event, but this year the ACO, the authors and publishers have made a huge effort to produce the book well in time for the Christmas list. It is expensive at £23.90. This and *Autocourse* are going to set the serious motorsporting person back the best part of £50.

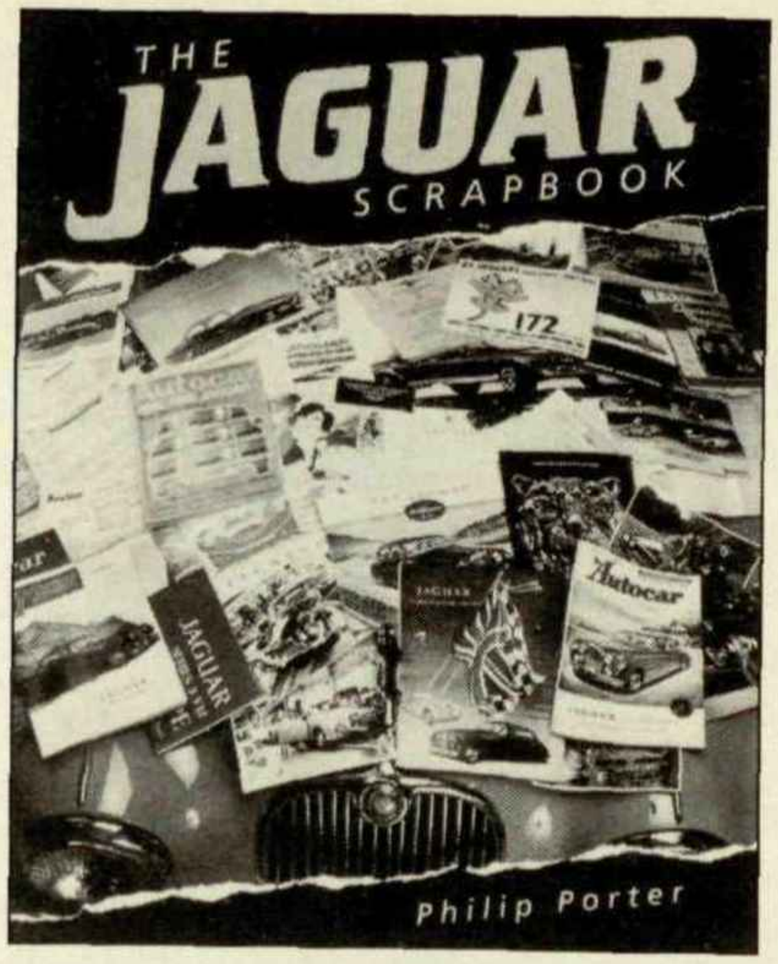
Whether you did or did not go to Le Mans this year, the 24 Hour book is a superb souvenir of the occasion. Patrick Tambay writes a good preface about his new-found fascination for the race, Paul Frere's technical summary is as fine as ever and there is an excellent guide to Mercedes' previous outings, starting with the awesome SSK driven by Rudolf Caracciola and Christian Werner in 1930.

The photography, almost entirely in colour, lifts the annual to the highest level. Bob Wollek, red-eyed, looks fit to fall asleep on the reader's lap. How cool Kunimitsu Takashi looked after jumping out of that fireball! Was Hideki Okada really not even scratched in that terrible accident? Nothing of importance has been missed by the photographers, and at the beginning of the book the ACO's argument for the special nature of the event, in the face of FISA's demands, is presented eloquently. It is, as Raymond Gouloumes states, "a magic formula which has fascinated lovers of car racing for sixty years now." **MLC**

The Jaguar Scrapbook
by Philip Porter. 168pp. 10¾" x 8". Haynes Publishing Group, Sparkford, Yeovil BA22 7JJ. £17.95

Not another Jaguar book? Haynes themselves have 17 others! But on examination I decided that this must be the best browsing book of 1990. What Philip Porter has done is to make up a truly browsable book from all manner of SS and Jaguar items, letters, tear-sheets, reproductions of masses of documents, cemented together by interviews and quotes from those associated with these cars.

He divides such material into six periods, from pre-war to the Eighties, with quotes from people like S H Newsome, Cyril Mann, Eric Findon, William Wormsley, Stirling Moss, Jackie Stewart, Roy Salvadori, Duncan Hamilton, John Coombes, Tommy Sopwith, David Murray and many others — including Sir William Lyons and Bill Heynes.



There are Norman Dewis' test reports, not only on Jaguars but on the Daimler SP250, the latter unfavourable, all the amusing, nostalgic and very good pictures, some in colour, from Jaguar material of all kinds. Moreover, some very interesting things emerge — how Moss was paid £100 and expenses plus prize monies and car uses when he was winning very important races for Lyons, HM the Queen's congratulatory telegram after Jaguar's 1953 win and Rankin's infamous quote "In the course of 27 years as PRO with this company, I have had to put out (often under protest) stories that were, shall we say, slightly exaggerated, to such an extent that they were little less than downright inventions." Has it changed one wonders!

Heynes' retirement letter to Lyons is included. This is a book of personalities. Jaguar technical development comes into it, but mainly it is for browsing. One notes that sometimes lukewarm reception given to the SS1 when it was a new car — yet today auction bids for them run up to over £35,000! I enjoyed the picture of Clark Gable sitting in his new XK120 up on a delivery lorry, with the caption: ". . . but perhaps he went everywhere like that!" There may be some repetition (the very first item seems familiar) but primarily this is a FUN book.

The author, owner of a Swallow, every type of XK, and three E types, balloon pilot and active member of the Sherlock Holmes Society, appears to have put in only one false clue or had one heavy landing, on page 55. It was in *1952* that the Le Mans works Jaguars overheated and retired, *not* in 1953. **WB**

Those who appreciate Ian Bamsey's technical books about racing cars and their engines will be pleased to know that he has written *A History of the Turbocharged Racing Car*, which clearly explains the working development and history in the remarkable 1964-1989 period of racing with such engines. The illustrations are magnificent. Haynes have published this 159 page book for £24.95. **WB**

Nigel Mansell and **Niki Lauda**
by David Tremayne and Alan Henry respectively. 10¾" x 8". Hazleton Publishing, 3 Richmond Hill, Richmond, Surrey TW10 6RE. 108 pages. £11.95 each.

When a couple of blue chip writers put pen to paper, you can be assured of a good result. Even though the biographies of both Lauda and Mansell are perforce perfunctory, with little to offer by being in-depth profiles, they answer a need.

Although 108 pages, the text in fact covers just 30 pages with the rest of the book made up of primarily black and white photographs, some of which are unwarrantedly large. Both books have a 16 page colour section, but the photographic choice is poor and not up to the usually high standards of Hazleton Publishing.

At £11.95 they are priced a little on the high side, but nonetheless fill a gap in the library at that price. **WPK**

The Grand Prix Collection of postcards is a novel idea of selling contemporary photographs of racing cars. Altogether there are 80 postcards divided into eight packs of 10 cards representing a decade of either drivers or cars. Each successive winner of the Constructors' Championship has been included so as are all the World Champions as well as several other well known drivers.

Many of the photographs have not been published before, but some old favourites are included, such as that of Farina on his way to victory in the British Grand Prix in 1950. While all the cards from the Sixties onwards are in colour, there are three colour photographs included in the Fifties pack as well, all of Fangio. The back of every postcard has a brief outline of the subject.

Without doubt, the packs of the Fifties and Sixties are considerably more interesting than those of the latter two decades, mainly because of the relative rarity value of the pictures.

Each pack, enclosed in an attractive wallet finished in British Racing Green, costs £5.00 with all eight sets discounted to £35.00.

The Grand Prix Collection is only available directly from the publishers: The Card School Limited, PO Box 194, Peterborough, PE4 6FQ. **WPK**

Portobello Publishing of Dublin have produced a special limited edition of Brendan Lynch's award-winning book *Green Dust — Ireland's Unique Motor Racing History 1900-1939*, which we reviewed in February, 1989. 50 copies have been signed by both the author and John Watson and are available from Portobello Publishing, 13 Kingsland Parade, Portobello, Dublin 8 for £40 (post free).

Following the success of their first U.S. exhibition at Lime Rock, Connecticut, the Guild of Motoring Artists have announced that their next exhibition will be housed within the Donington Collection from January 29-February 10, from 10 till 5.

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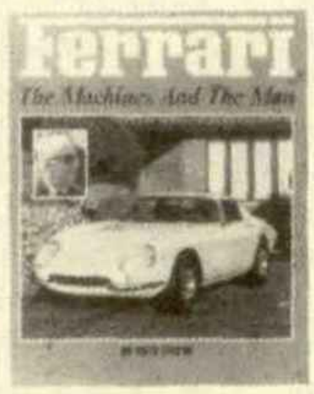
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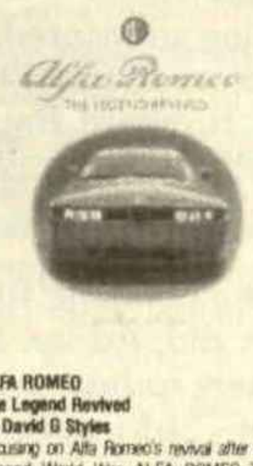
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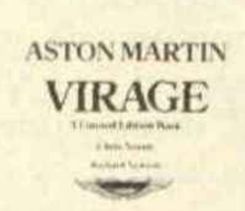
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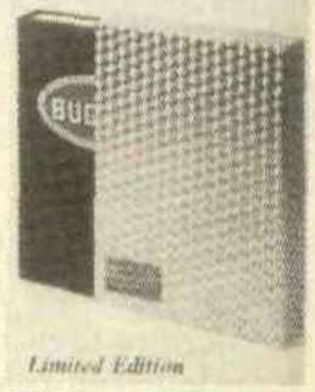
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Norris Miles of Hubbard Racing is keen to start a series based on the old Group 2, pre '74 saloons, reviving a series from 16 years ago that used to see Camaros, BMWs, Capris, Mustangs, Escorts and Alfas mercilessly vie with one another. If the response is good enough, an RAC affiliated organisation will be approached and dates fixed up for some events which have the prospect of being sponsored.

All potential competitors are asked to contact Norris Miles at Hubbard Racing, 5 Bushey Mill Lane, Watford, Herts. WD2 4QT.

Conscious that in 1990 all vintage Rileys will be at least 65 years old, Adrian Vine is persuading their owners to take part in a two-day fun-run of 266 miles on September 29/30, starting from Coventry (naturally) and ending at Bridgnorth, spending the night in the Brecon area. Write to him at Tadpole Cottage, Eardisland, Leominster, Herefordshire.

Sunbeam MCC member Geoffrey Morris is trying to ascertain whether the 1914 1000cc Zenith Gradua motorcycle, which he has immaculately restored (LO 3560), may have been one of those ridden in trials and raced at Brooklands by Kaye Don. Don apparently stashed away some ancient bikes, including three Zeniths, at his Ambassador Motorcycle works, in the early 1950s, which may well have been his former competition machines. A Centaur was among them, and they were stored at the old Pontiac works at Ascot until sold to Commerford's for their museum. Mr. Morris then bought his Zenith from Bob Winter, a Commerford director, in about 1978. Letters can be forwarded.

A reader has some spares for a circa 1927 27 hp Barcelona Hispano Suiza which he wants to go to a good home. Letters from those interested can be forwarded.

Chester Motor Club will be running a classic rally in North Wales over Easter weekend, April 14-16, 1990. The format will be the same to that of rallies run in the 1950s and 1960s on kinder tarmac stages, regularity and timed road sections and autotests.

Scrutineering will take place in Chester on Saturday, April 14 with the start taking place the next day from the city centre. Special stages, regularity runs and timed road sections will be staged in North Wales followed by a regularity run overnight before returning to Chester on Monday morning. During the afternoon there will be autotests and an optional Concours in Chester followed by prize giving in the evening.

All enquiries to the Secretary of the Meeting, W Harris, 6 Needham Drive, Hartford, Northwich, Cheshire CW8 1RW.

Neil Murray is taking over as VSCC Competitions Secretary from Ted Smith as from January 1.

Ecurie Ecosse Historic Motor Tour will start on Thursday, May 10 from the St. Andrews Old Course Hotel and travel to Oban via Kenmore and Inverary, on to Fort William, Glen Spean, Tomintoul, Pitlochry and Dundee, finishing at the St. Andrews Old Course Hotel on Saturday, May 12.

Entries are strictly limited to around 40 cars and are accepted for sports and sports racing cars of any age so long as they are of great rarity or honoured by their own racing history. The event attracts cars that have won not only the 24-hour race at Le Mans but also cars that have raced in many of the world's great endurance races.

For further details contact John Foster, Tour Organiser, Estates Office, Craigie Farm, Leuchars, St. Andrews, Fife, KY16 0DT. Tel. 0334 83218. Fax. 0334 83503.

Run from June 16-23, the Rally Moravia 1990 is a Czechoslovakian event open to cars manufactured before 1960. Divided into 5 classes (pre 1905, pre 1919, pre 1931, pre 1941 and pre 1961 sportscars up to a maximum of 20) the number of entries is being limited to 120.

Starting at Znojmo and finishing at Straznice, the route will be about 700 km long with daily stages between 100-150 km. The event will be enlivened by visits to the Tatra Auto Museum, various castles and the opportunity to taste the produce of local wine cellars. Accommodation will be in good class hotels.

Further details and entry forms from Jiri Vankek, Rally Director, Veteran Car Club Ostrava, Postovni, Schranka 139, 728 39 Ostrava 1, Czechoslovakia.

Entries are open for this year's Classic Marathon. Organiser Philip Young and Fred Gallagher have been to Italy to inspect a revised route which they hope will be even tougher than last year's, although more closed road tests and slacker timing on the public roads can be expected. The run between London and Cortina will take place between June 17 to 23.

For those with the courage to give it a go, the Marathon office is located at 85-87 St. John's Road, Tunbridge Wells, Kent. Tel. 0892 24746. Entries are by invitation only chosen from a "Priority List", but information kits are sent out to all those who write in.

The VSCC has issued a press release about the use of unleaded petrol in pre-war cars. Further information can be obtained from the editor of the Vintage Bulletin on 0606 42279.

The Rover Car Club of Australia have invited all known Rover clubs to participate in its National Rally in Sydney, an action packed, four day event from Friday 13 April to Monday 16, 1990. For full details contact Tony Cope and Tom Currie, 24 Kerr Crescent, Pagewood, New South Wales, NSW 2045, Australia.

Martin Grant-Peterkin resigned his position as Secretary of the Historic Grand Prix Cars Association in October. He has been replaced by Jim Whyman who still retains his position as Secretary of the Aston Martin Owners Club. He can be contacted during the working day at the AMOC's premises at Sutton, near Ely on 0353 777353, fax 0353 777648.

The Aston Martin Owners Club has appointed Alan Putt as Competition Secretary allowing Jim Whyman to concentrate on the normal club administration. While on the subject of the AMOC, a tour of Scotland organised by the club will take place between Friday, May 11 and Sunday, May 13. Various visits will be organised en route as well as mild daily contests for drivers and passengers.

The route starts in Glasgow and ends in Edinburgh but goes through some of the most magnificent scenery on the West Coast and in the Highlands. Aston Martins are compulsory.

Details from David Barnes, 9 Eastwood Mains Road, Giffnock, Glasgow. Tel.: 041 638 2045.

Following in the steps of ADO 16 Spares, now itself a trading division of The Really Free Group, a further trading division to be known as ADO 17 has been launched.

The aim of ADO 17 Spares is to assist owners of the BMC 1800/2200 range of vehicles manufactured between 1964 and 1975 in the parts provision for their car.

Further information, contact Michael Smith at 30 Main Street, Clifton-upon-Dunsmore, Warwickshire CV23 0BH. Tel.: 0788 815594 - evenings.

Gordon Murray of McLaren International has become Honorary President of the Midas Owners Club.

R J Holmes has been appointed Spares Officer for the Jowett Car Club and is keen to learn of any spares or vehicles that may still be lurking about. He can be contacted at 156 The Beeches, Upton upon Severn, Worcester WR8 0QQ. Tel.: 06846 3940.

VSCC Lakeland Trial

THIS tough event was run on November 11 last year.

Results: Bridge Trophy: P. Stringer (A7). **Kirkstile Plate:** D. Marsh (Bugatti). **Roy Patterson Cup:** M. de Redder (A7). **1st Class Awards:** Stringer, Marsh, A. Jones (A7), F. Giles (Frazer Nash), R. Low (A7), R. Winder (A7), J. Millham (Vauxhall), R. Collings (1903 Mercedes). **2nd Class Awards:** J. Blake (GN), H. Spence (Lea-Francis), W. Gordon (A7), R. Felton (Bugatti), R. Clark (HRG), C. Rides (Invicta), M. Hurst (Alvis), P. Garland (Vauxhall). **3rd Class Awards:** R. Thwaites (A7), M. Sythes (Frazer Nash), C. Pipkin (A7), P. Longhurst (Riley), R. Proctor (Frazer Nash), B. Clarke (Austin/GN), J. Evans (A7), J. Ghosh (Vauxhall).

Plastic or Metal?

Sir,

Brian Morgan has got his spanners in a muddle! Not having had a chance to footnote his letter in last month's issue objecting to GRP bodies for vintage specials, I will now reply. Tim Llewellyn was pleading his case, not for a universal acceptance of plastic bodied cars in VSCC events, but for being allowed to continue to use such a body on his competition Bentley after 1992. If it confers no performance benefits, weight and shape being as with an aluminium body, it is hard to understand Brian's objection. If fabric, wood or cardboard had been used, presumably that would have been acceptable, on the grounds that these materials were in use prior to WWII?

We are talking of a car the plastic body of which has been in use for a considerable time and whether it need be scrapped in a couple of years, not condoning the use of GRP within the VSCC for specials not yet constructed. In that context I said that Tim had made out a good case, of which the VSCC may or may not take note. Which is not the same as advocating universal acceptance of plastic in the vintage field.

Brian Morgan suggests that future builders of specials for VSCC racing should study the Sunbeam Tiger. Of course, one admires enormously this car and its driver, as one does Tim and his Bentley Special, for what they have achieved. But let it not be overlooked that since 1984 the Tiger has departed from the original in respect of engine-mountings, camshafts size and profiles, blower drive, scavenger oil pump size, oil-tank, brake drums, and it now has an electric starter. If the Riley boys with their boxes of bits wish to emulate this, I can well believe that they may have to master some new trades, as Brian suggests. When Tim called me over to defend his plastic body I wasn't aware that he had used this material; had he shown me new brake drums of carbon fibre, the argument would have been quite different.

BILL BODDY
Nantmel, Powys

How Many More?

Sir,

I was very interested to read the article in the December MOTOR SPORT entitled "How Many More?". It outlines a concern which many associated with historic motor sport have been voicing for some time.

The problem of authenticating cars has been with us for many years. From the FISA Historic Commision, with considerable help from the RAC Historic Committee, there has evolved a documentation process whereby the details of a car are recorded on a form called the FIA Vehicle Identity Form. Whilst the intent of this form is excellent, it has the failing that much of the information must be taken on trust by the Registrar authenticating it.

This documentation process is intended to apply to cars which are raced or rallied abroad and the requirements which govern the standards of the issue of the form are laid down in Appendix K of the FIA Yearbook.

The process itself is also only applicable to cars which are able to prove an international competition history for the car or model and for which a continuous history of the particular car is available. This in itself is fraught with problems as although someone will know where, for example, an ERA, has been for every minute of its life, an Elva Formula Junior car, of which perhaps 100 examples were built, will not feature in any documentation unless driven by a driver of note. Hence the chances of there being a continuous history of any but the most prestigious of cars is very slim. The Registrar has therefore to make a value judgement as to whether the car is genuine. If it has been around for a number of years, preferably before it began to be worth large sums of money then it is probably genuine. If it has only recently appeared and happens to be something for which there is a ready market then let the registrar beware. There is a very ready market in racing cars and many are not what they seem, having suffered all of the "bitza" and "one becomes infinity" syndromes of other vintage and historic cars.

There have been moves on a number of occasions to legislate for "reconstructions" of historic cars built to the original specification and registered as non-original. Coupled with this would be the need to register all cars which cannot be shown to be original as "reconstructions". This would allow them to be used, but not passed off, as genuine — a case of guilty until proved innocent. Neither FISA nor anyone else felt inclined to go down this path.

There was a similar attempt to record formally collections of parts of a car. It is quite common for someone to import the remnants of a car and then to reconstruct it completely. The problem arises after the car is accepted in ensuring that the scrap is either destroyed or remains with the car, otherwise the bits may then recirculate and result in another car being built. A procedure of recording these collections of bits was devised allowing some control on them when they changed hands — many are sold in an unrestored state many times over before they are completed. Only one club to my knowledge makes a practice of recording these and monitoring the car up to the issue of a FIA Vehicle Identity Form.

The problems of fakes, clones and replicas is complex. Whilst one has no objection to someone building a full scale working model of a D Type Jaguar provided it is claimed to be such and selling it for whatever the market is prepared to pay, none of us wants to see a car that was built last week advertised as "ex Hawthorn". Whilst one can understand that a totally fake Bugatti may escape any comeback from the manufacturer as Bugatti are no longer in business, one may have thought it not in the best interest of Jaguar, for example, when cars built a long way from Coventry are passed off as original C and D Types.

The solution is equally difficult but the following suggestions may help.

1. Extend the FIA Vehicle Form to all historic cars which will all be categorised as "reconstructions" unless cast iron proof can be found for them being re-categorised as "genuine".

2. In order to do this, form a central organisation or network of Registrars who can exchange information and know where such information may be obtained.

3. Gather together information of components, for example casting codes, metallurgical information, compositions of welding materials, drawings and production records etc., which may be used to authenticate genuine components.

Such solutions would require investment and the Motor Industry, whose heritage this would protect, may care to fund such a move.

The problem must be tackled soon, for in twenty or so years many of the fakes already around will have insinuated themselves as genuine and there will be total confusion as to which cars are real and which are not.

ALAN PUTT
Dartford, Kent

Original Nuts?

Sir,

Yet again, December issue, more about fake and replica cars. I always thought that the real enthusiast was interested really in how a car went, how it performed, how it handled and how it looked. To my mind it shouldn't really matter to a true enthusiast whether a car was built out of spares, partly from spares, or manufactured as a whole to give that particular person a car that he always admired and wanted. In fact with minor modifications and modern materials some of the basic faults might be removed and a better longer lasting version of the car might materialise. Is that wrong?

The years have passed by and among the rest a new type of enthusiast has arisen. The question now of "what's it worth" tomorrow comes into it to a larger extent and is very often the real reason for purchase. Money has entered the picture and now many "enthusiasts"

Continued on page 80

Continued from page 79
are more concerned about how much more the car will be worth when the time comes to sell. In the meantime the car is pottered about, driven non-enthusiastically or stored to make sure that above all else the value is retained.

We have now entered another world away from the time that 5 year old Bentleys were fetching £20 and are now dealing in investment values. I am surprised that MOTOR SPORT would want to get involved in discussions, for example, about original nuts.

RONALD GRAHAM
Carlisle, Cumbria

A Note of Thanks

Sir,

The organisers of the Lombard RAC Rally would like to take this opportunity of thanking the many thousands of volunteer marshals and other officials who gave so generously of their time to make the 1989 event such a success.

Their efforts in maintaining the high standards of safety and organisation are very much appreciated; their dedication plays a vital part in the smooth running of this world-class major British sporting event.

JOHN R QUENBY
Chief Executive (Designate)
RAC Motor Sports Association
Colnbrook, Slough

Métallurgique

Sir,

It was a very pleasant article in your magazine, on the Metallurgique, that very old Belgian car. In fact, my father bought for the enormous sum of 5.000 francs the first car ever made by Métallurgique, used for the tests and tuning up. He always boasted that he had spent more time under the car than driving it. The only time the car did run very well was on top of a hill with a railway crossing at the bottom. It ran clear through it.

As for myself, the oldest car I have driven was a 1914 Métallurgique tourer owned by one of my priest professors. When I was 18, he took me with him to celebrate Mass in a small neighbouring village and let me drive. What a treat!

A AREDNT
Coutisse, Belgium

World Champion Or Not?

Sir,

I submit that the racing driver who, in a season, achieves the most race wins should surely be the World Champion; hence for 1989 it would be Ayrton Senna, just as in the same way for 1958 it should have been Stirling Moss.

I consider the "points system" does nothing at all for the sport, as in my opinion the general public who follow it, particularly through the medium of television, would understand a simpler and fairer method as outlined above. Obviously, if two or more drivers achieved an equal number of wins, then one could take account of their second, third, fourth, fifth and sixth positions.

Just what advantage is there by using a "points system"?

With regard to the Prost/Senna incident this year, it was apparent to me, after exercising numerous times the pause button on my video recorder, that Prost deliberately drove into Senna; hence, should he not have received a penalty, ie fine? In my view, Senna merely took advantage of the moment when track space was presented to him, in just the same way as Stirling Moss did with Fangio at the French Grand Prix in 1958.

PAUL T HEZZELL-MOODY
Bourton-on-the-Water, Glos.

The Hidden 'b's

Sir,

The Cosworth article in the December 1989 issue quotes Mr Goddard as saying that the competitiveness of Grand Prix racing is governed by tyres, chassis, driver and engine in that order.

It would appear that a hidden factor has been considered on page 1270, but in the light of experience, discarded on page 1271. I am referring to the absence of the letter 'b' in the script.

What does a letter 'b' weigh to make it so important as to leave it out 53 times?

It is interesting that further consideration during page 1271 must have brought a conclusion to reinstate it.

I am glad to notice the old formula of "Simplicate and add lightness" is rearing its splendid head again.

All power to Cosworth!

R W PHILLIPS,
Salcombe, S. Devon

(Having shot the proof reader, we discovered the fault lay not with the unfortunate wretch, nor even with the much maligned printers, but with the computer typesetting system. All the 'b's were in place when they left the editorial desk, but en route to the printers, were hijacked by a malfunctioning and malevolent typesetting computer. We sincerely apologise for the resulting text).

An Appeal for Help

Sir,

Since summer 1986, a detailed recording of the industrial archaeology of the entire Brooklands site (particularly the former British Aerospace factory) has been carried out by staff and enthusiasts on behalf of Brooklands Museum Trust.

Before everything outside the Museum site completely disappears under a major new development programme, the Museum welcomes any comments from interested individuals, organisations and societies to ensure that nothing significant has been missed during recording so far. In particular, we seek information on specific motoring and aviation buildings (especially the Itala Works and the pre-1919 Vickers premises) which anyone considers worthy of detailed recording for future generations. Any other statements about the importance of specific features of the site, including photographs and any interesting anecdotes relating to past events, are also sought.

Brooklands Museum already has extensive Brooklands archives for the pre-World War Two period, but we now feel this is perhaps the last major opportunity to appeal for further contributions to our archives specifically about the site itself.

The fact that Surrey County Council's Planning Committee have recently instructed their officers to consult local residents and companies based on, or adjacent to, Brooklands about a proposed Brooklands Conservation Area reinforces the importance of this unique site — the birthplace of British motorsport and aviation.

I shall be most grateful if anyone with further information could contact me at the address below with the ultimate objective of producing a definitive site plan of Brooklands' historic past.

Incidentally, guided tours of Brooklands Museum during its preparations for public opening in 1991 are available by prior arrangement with Mrs Diana Bedford at the same address.

JULIAN C TEMPLE
Curator of Aviation & Industrial History,
Brooklands Museum Trust,
Brooklands Road, Weybridge, Surrey.

Metro Help Needed

Sir,

I am writing a book about the Metro and wish to cover Metros in motor sports. That's where you could help! If you have any interesting Metro adapted for motor sport of any kind, I would like to hear from you. So if you might like your Metro pictured in a book, write (with a photo if possible) to 42 Birchfield Close, Coulsdon, Surrey. I look forward to hearing from you.

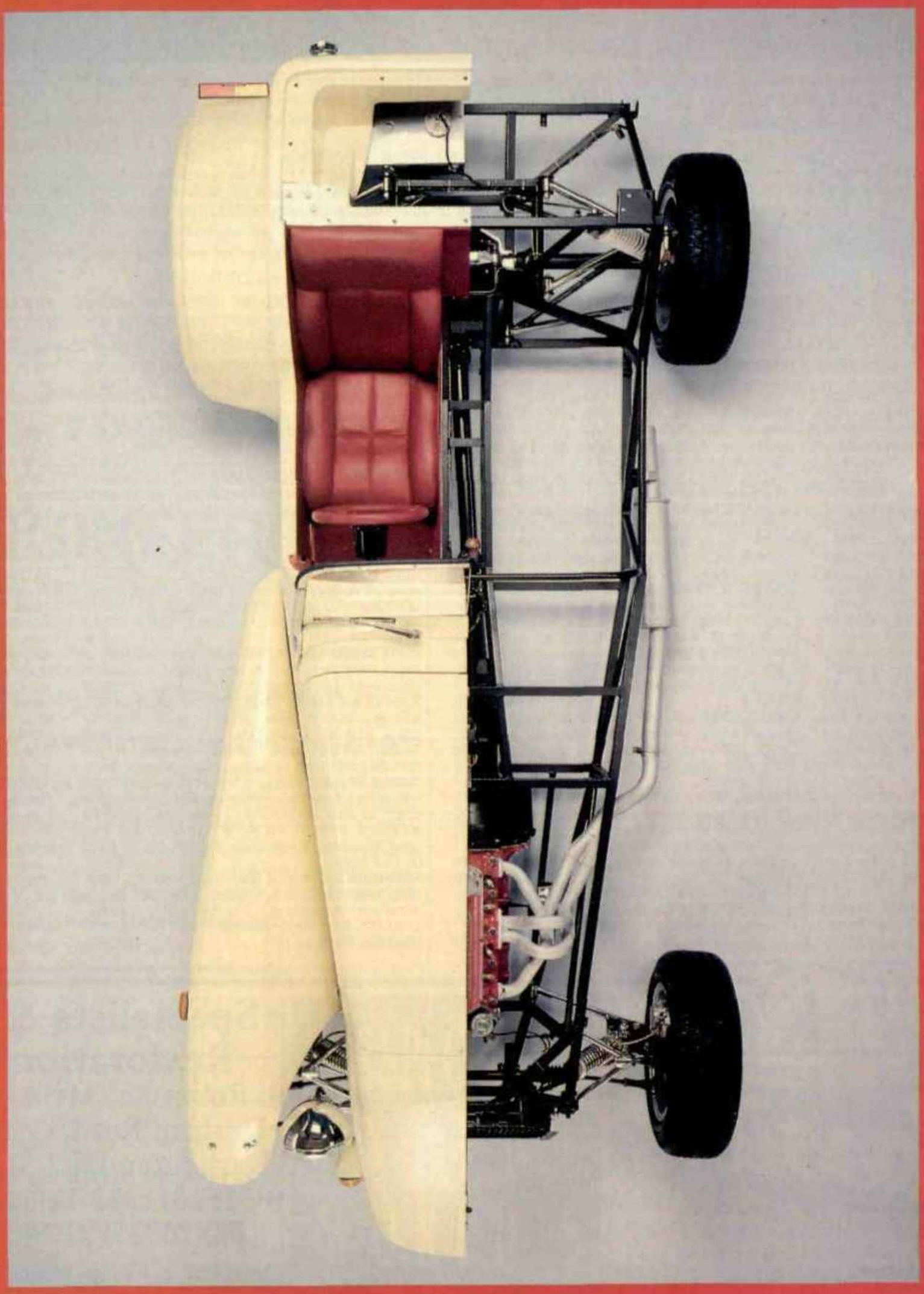
MARK STEWARD
Coulsdon, Surrey

Senna the Sinner?

Sir

May I join Diana Slater in the wilderness? Senna is a brilliant and forceful driver, a natural winner. I suggest that if he was British he would be everybody's hero.

ROY SANDBACH
Stockport, Cheshire



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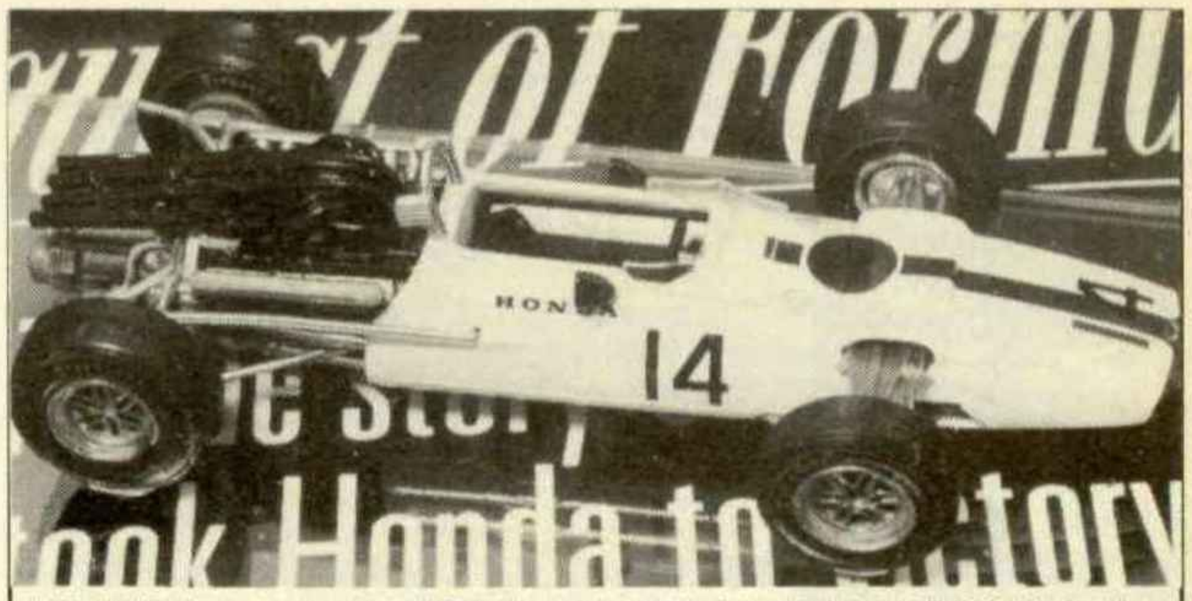
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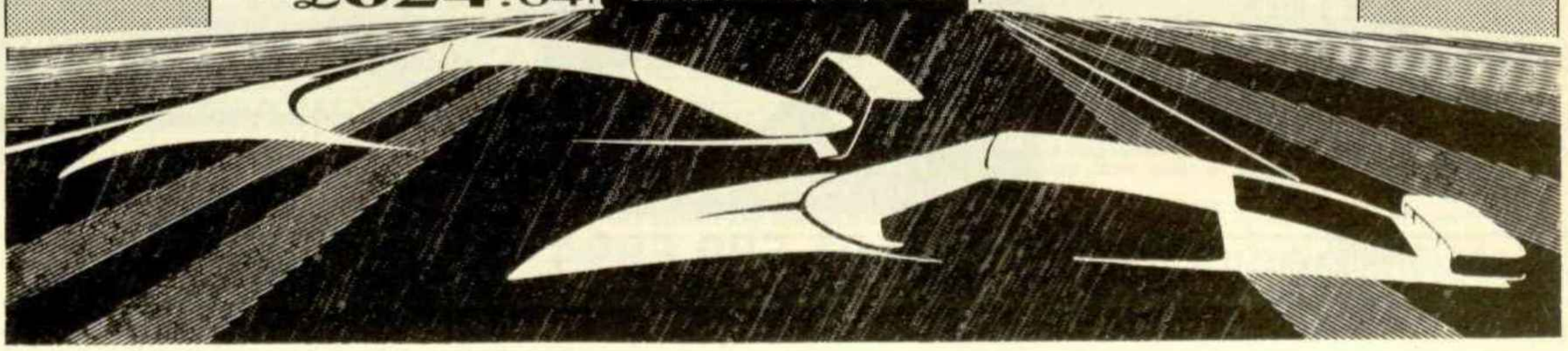
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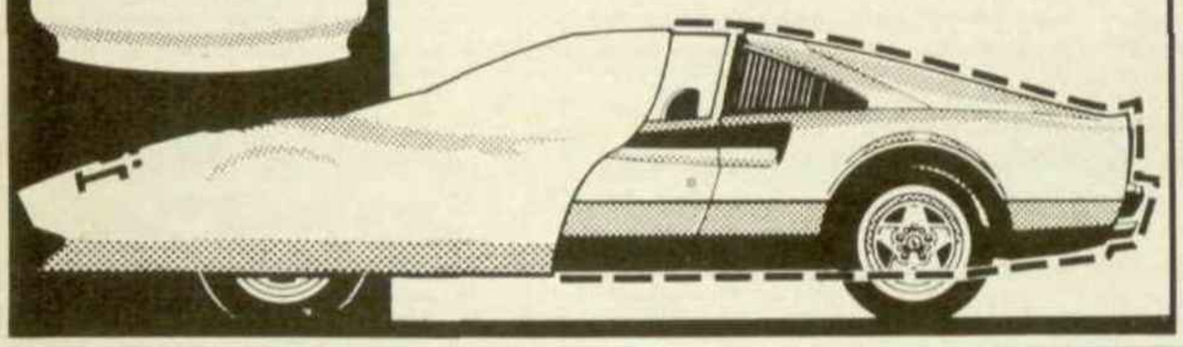
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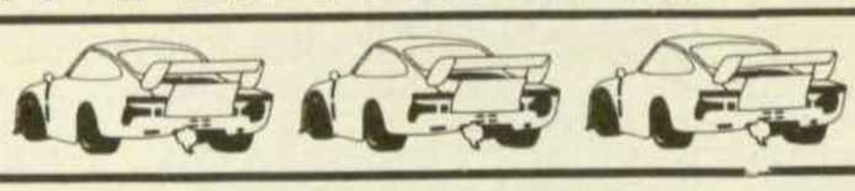
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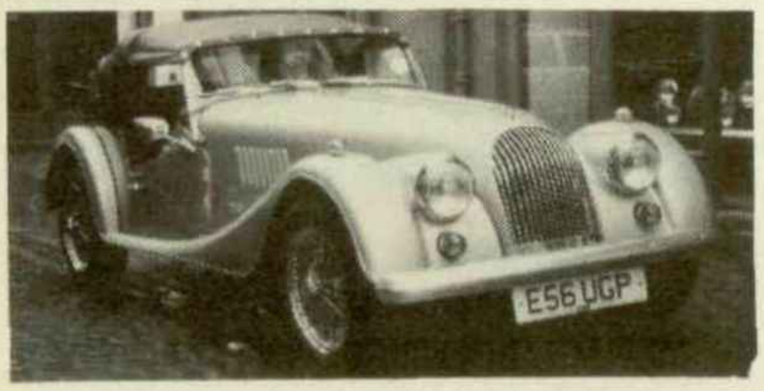
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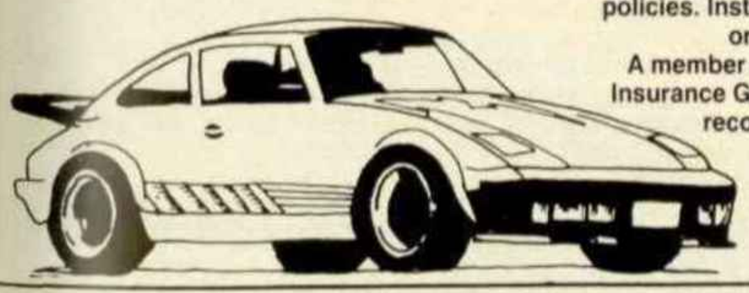
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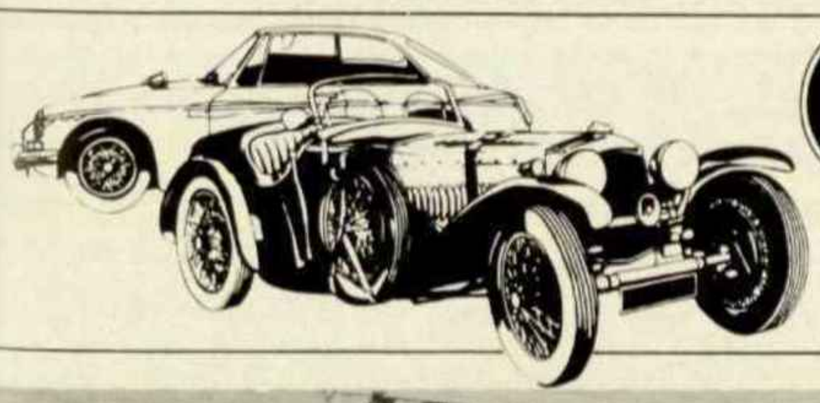


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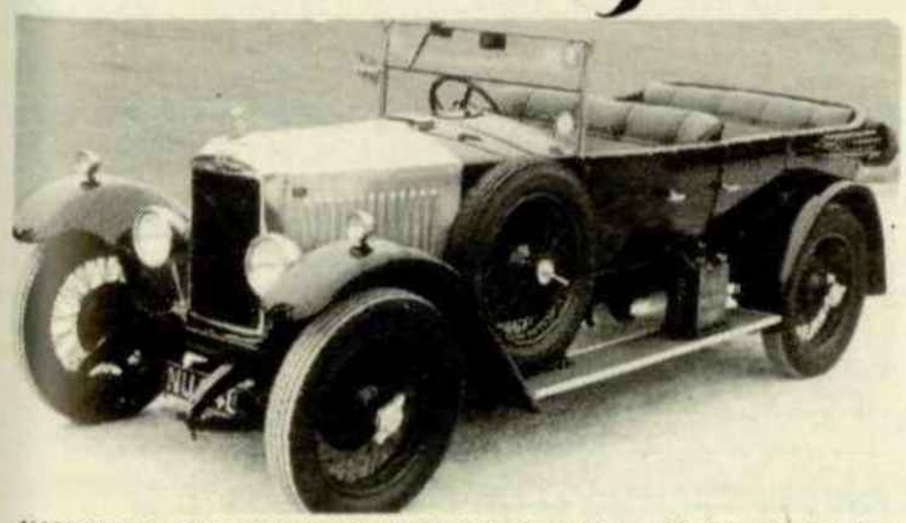
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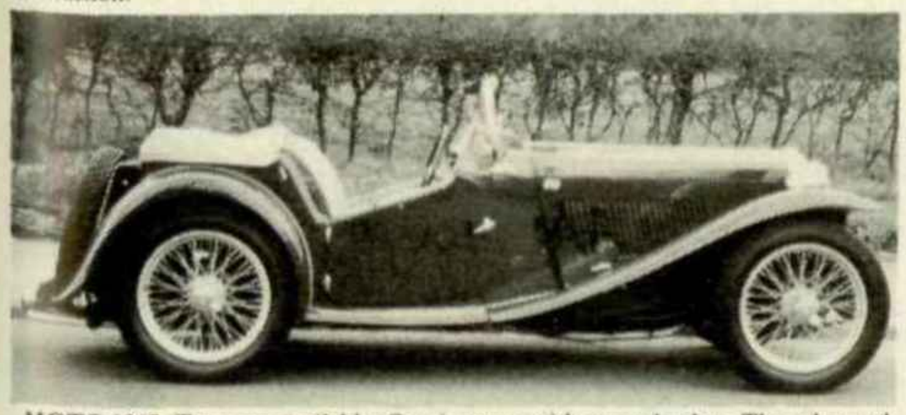
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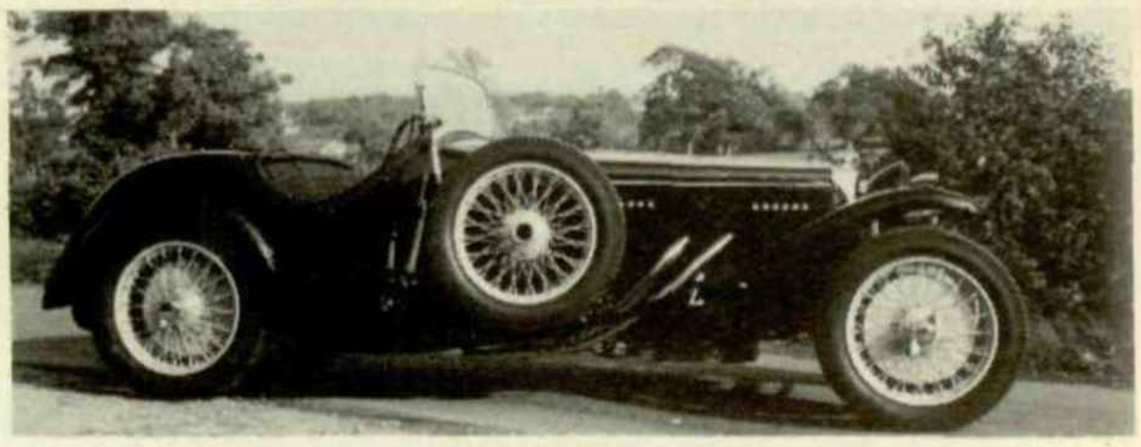


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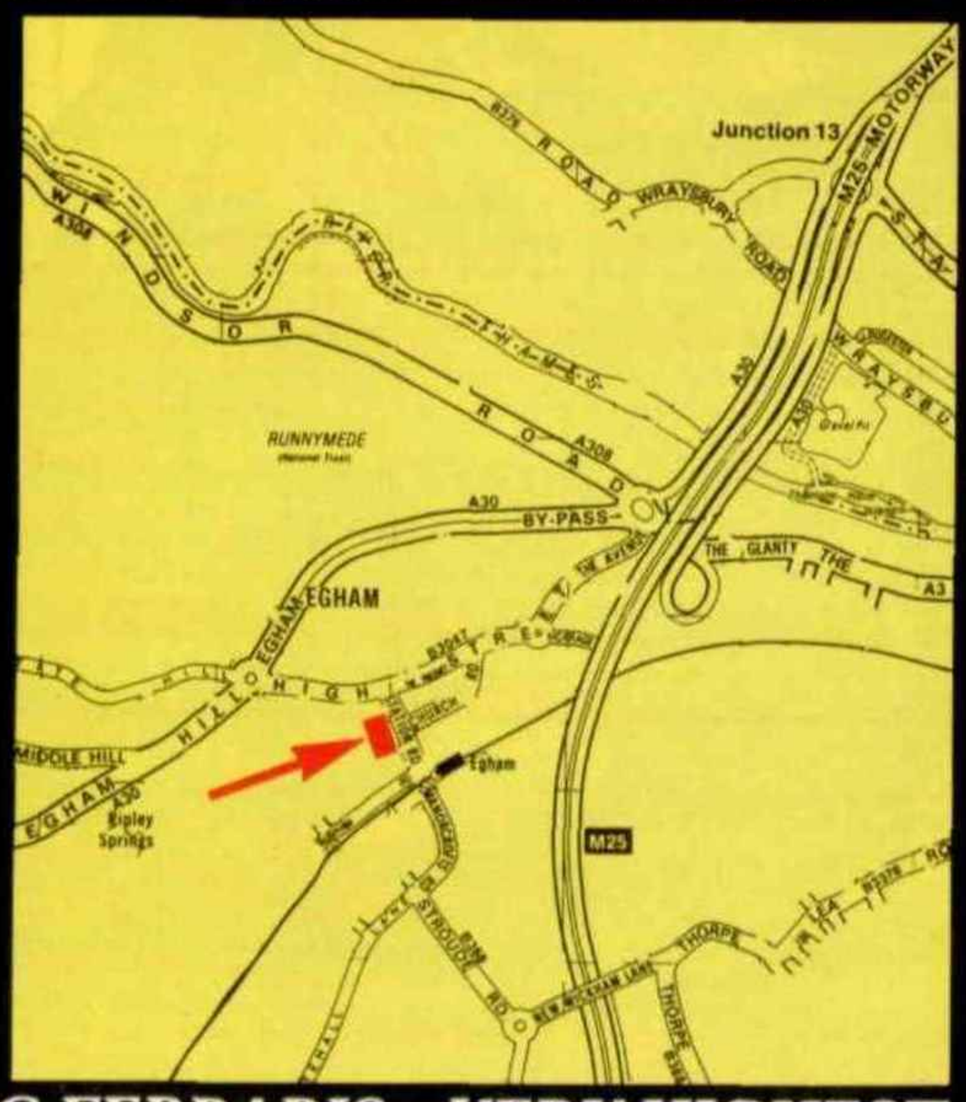
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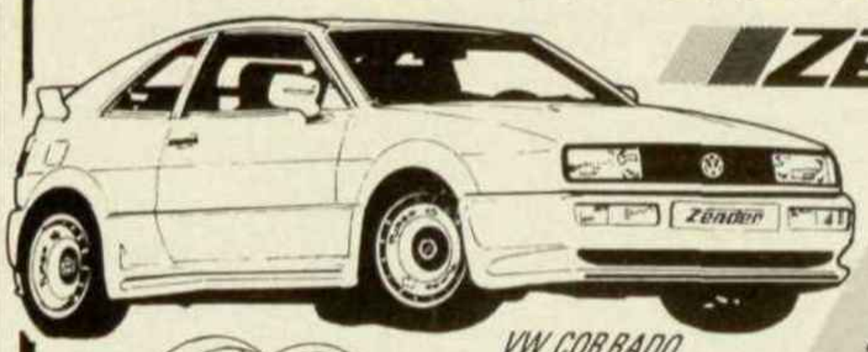
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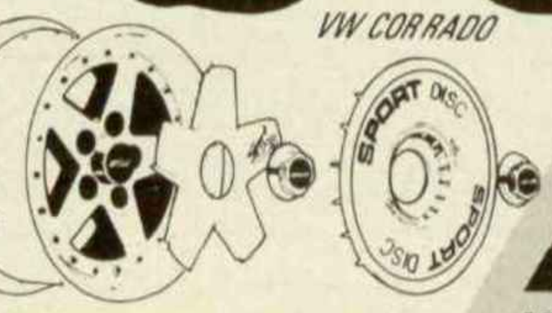
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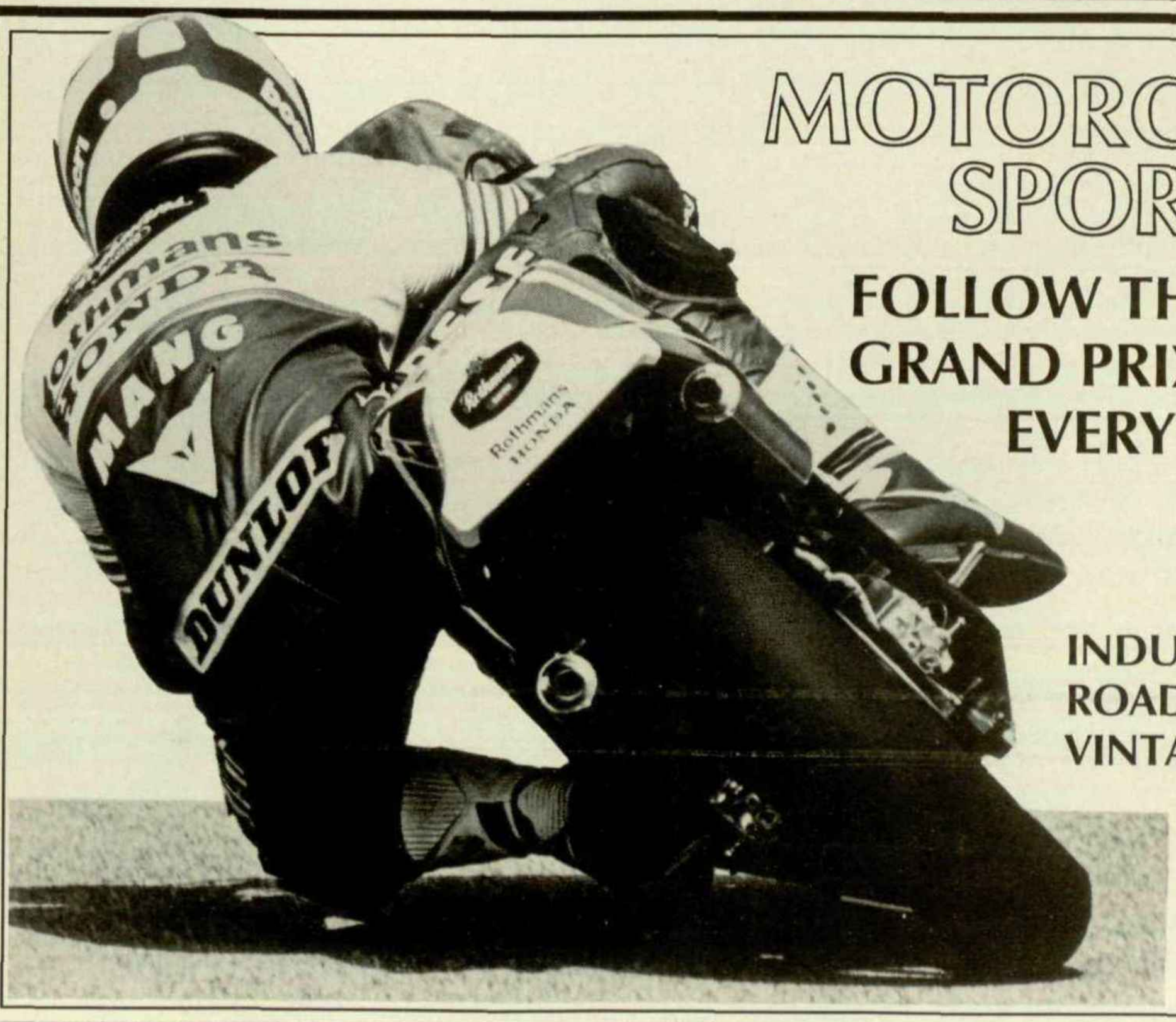
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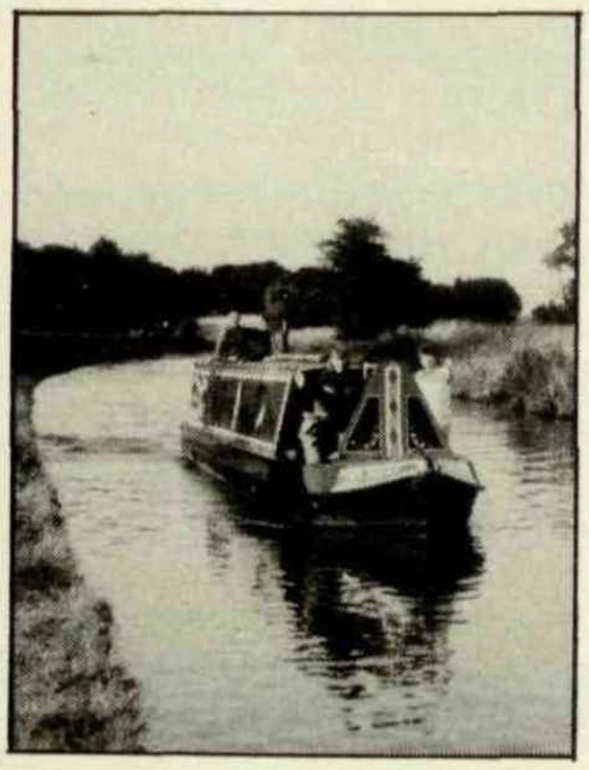
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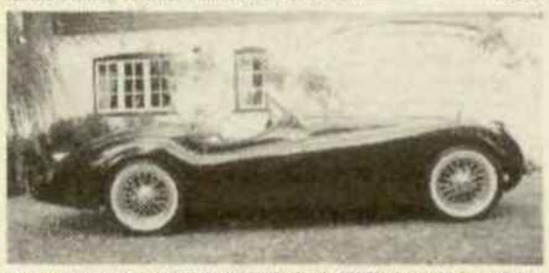
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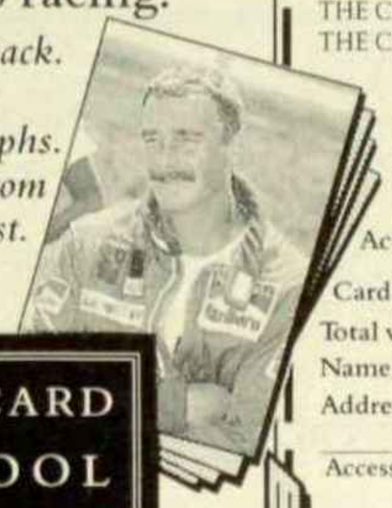
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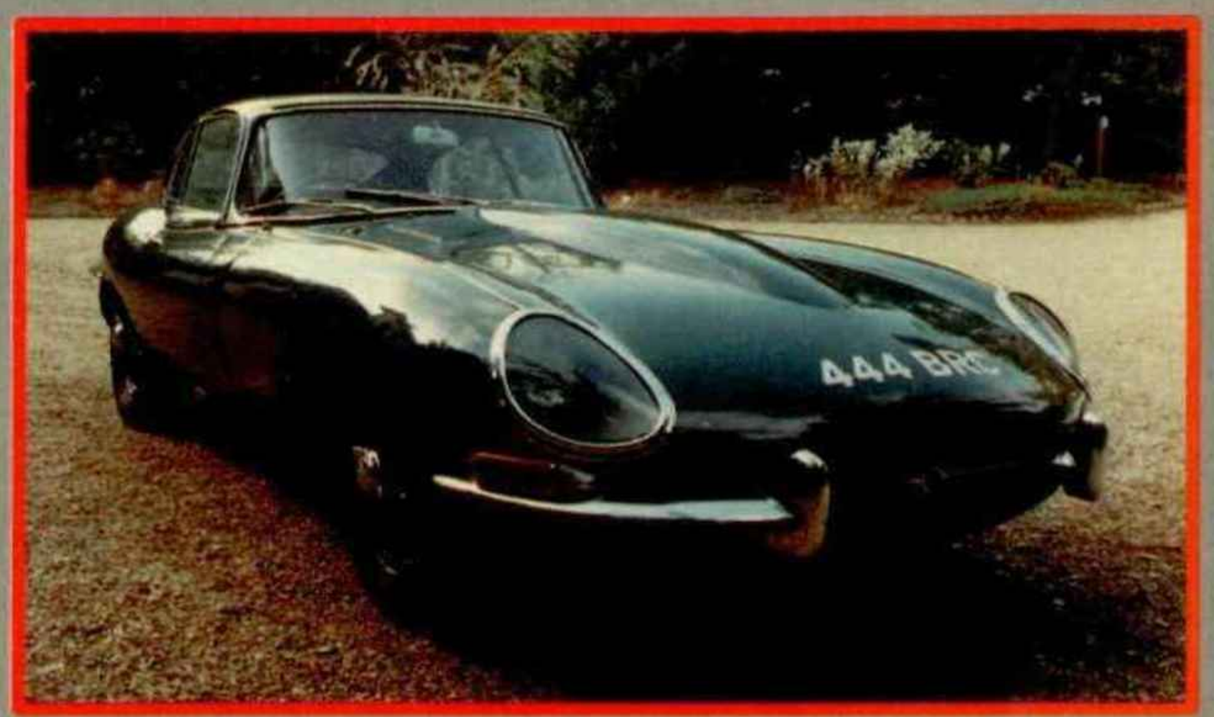
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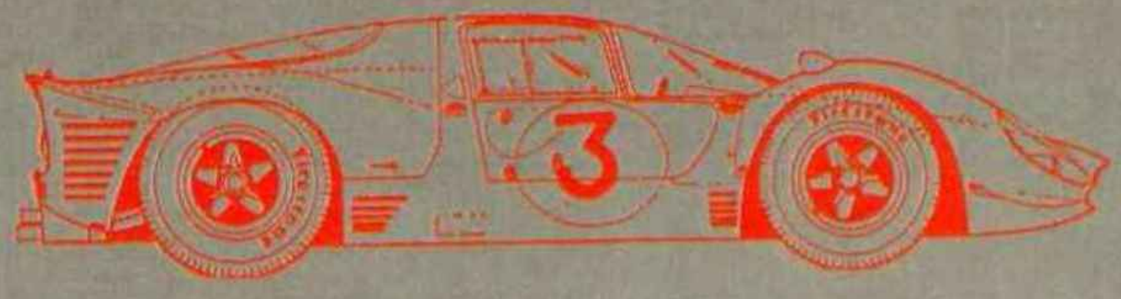
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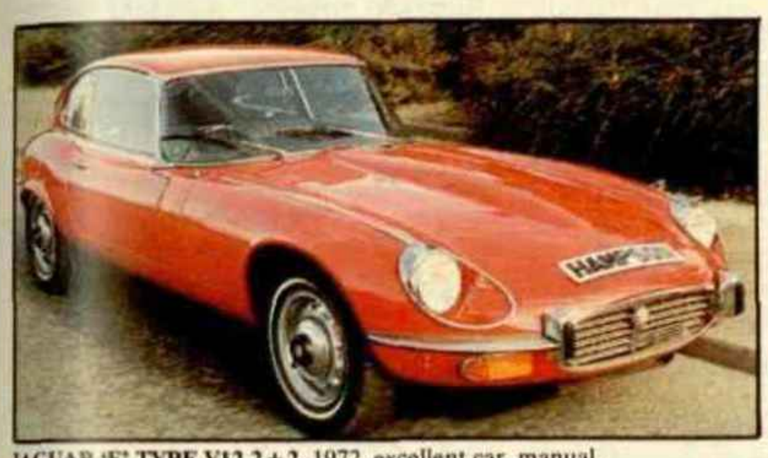
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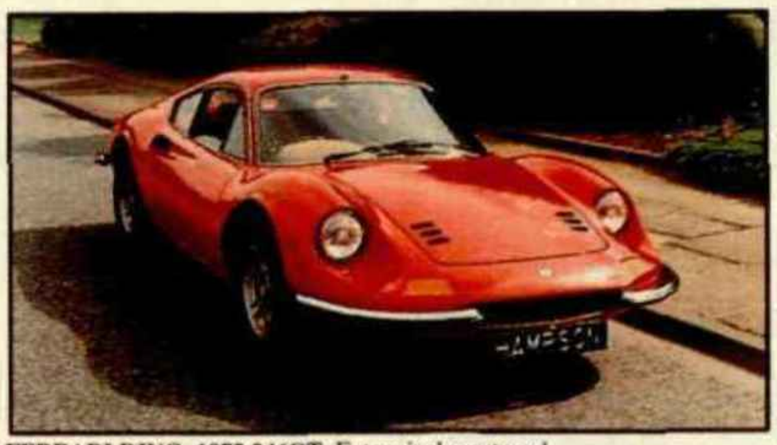
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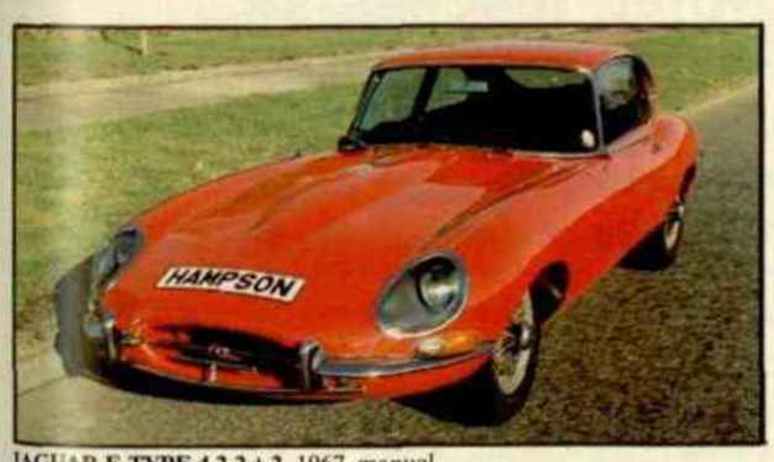
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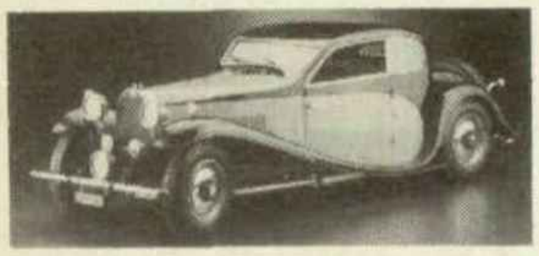
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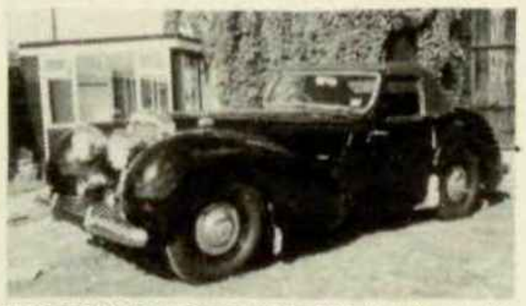
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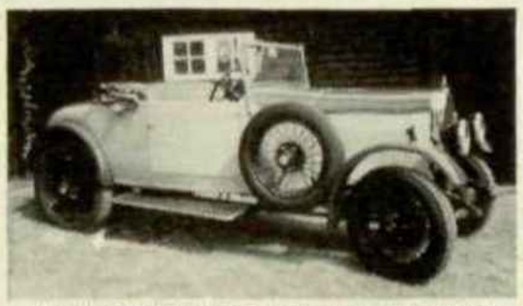
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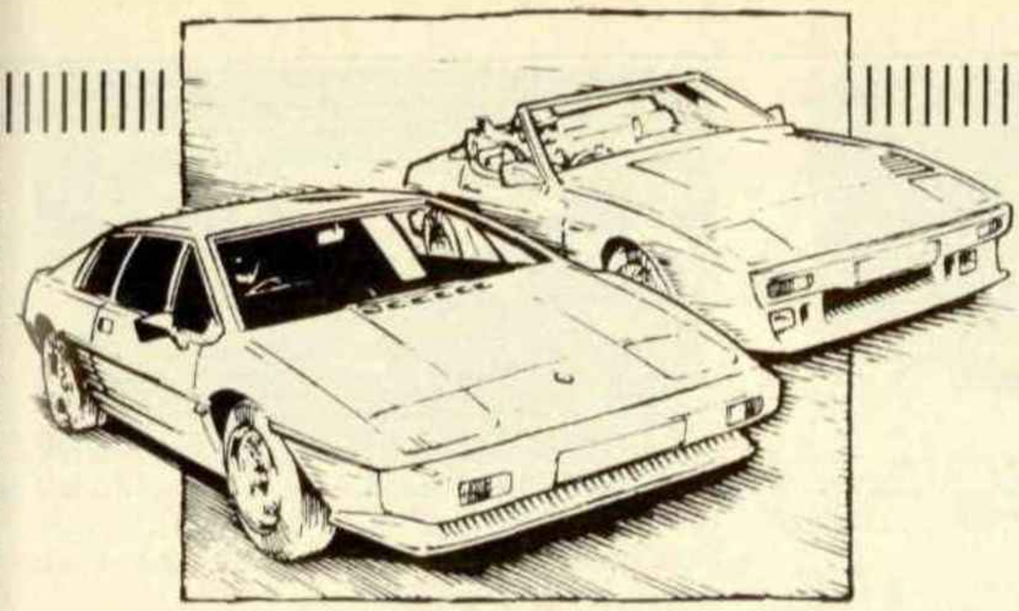
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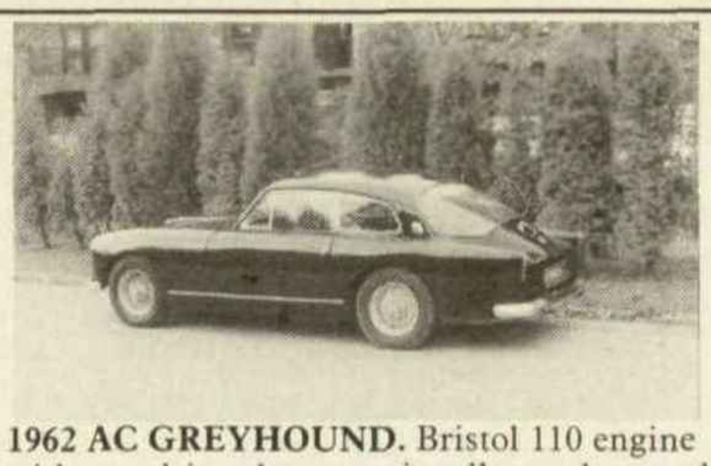
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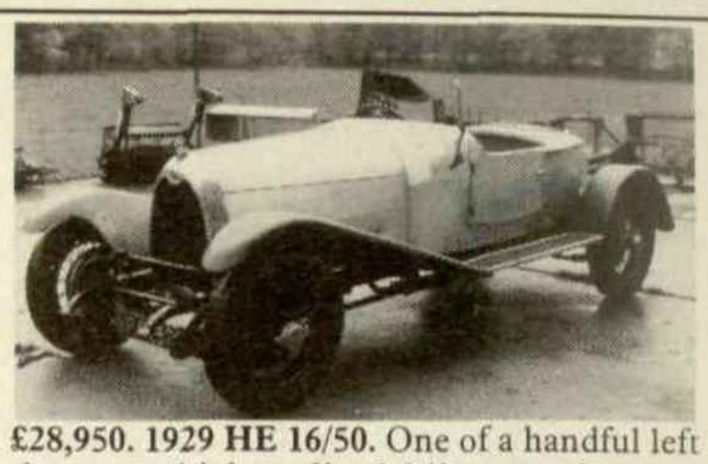
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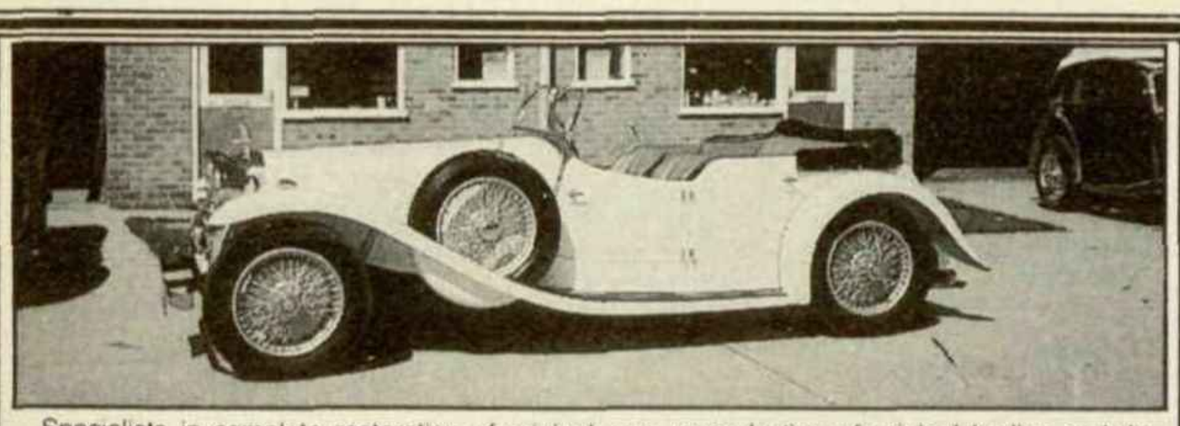
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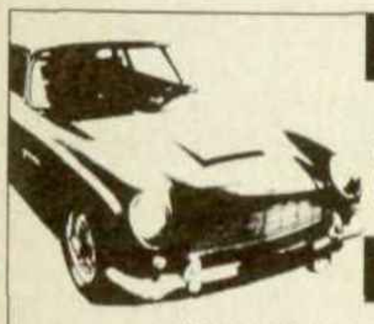
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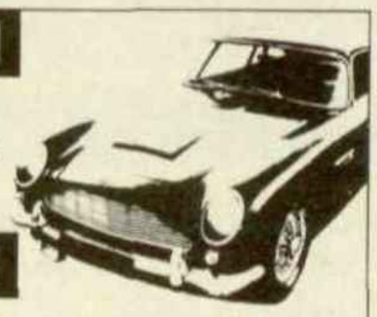
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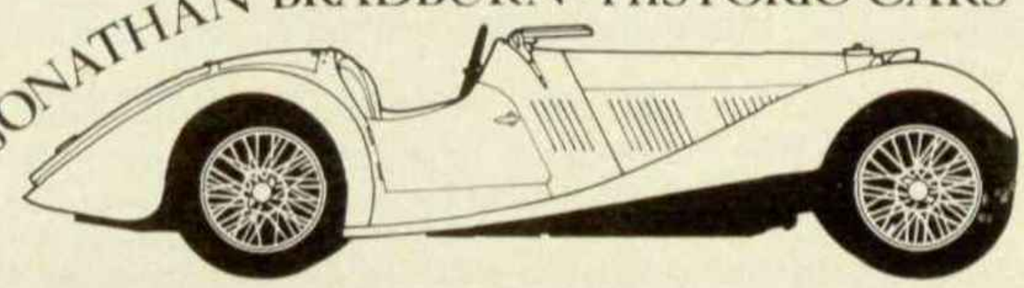
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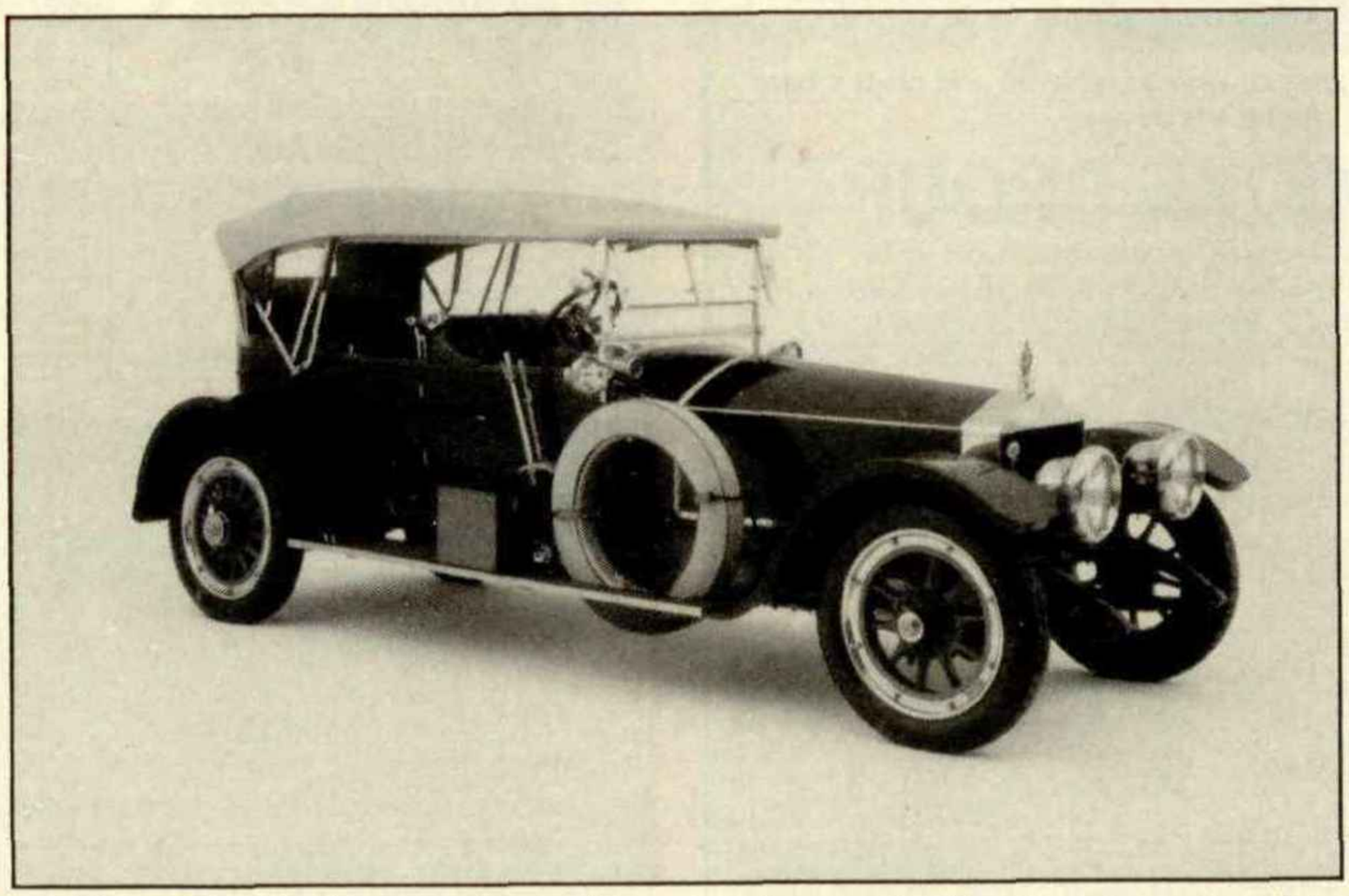
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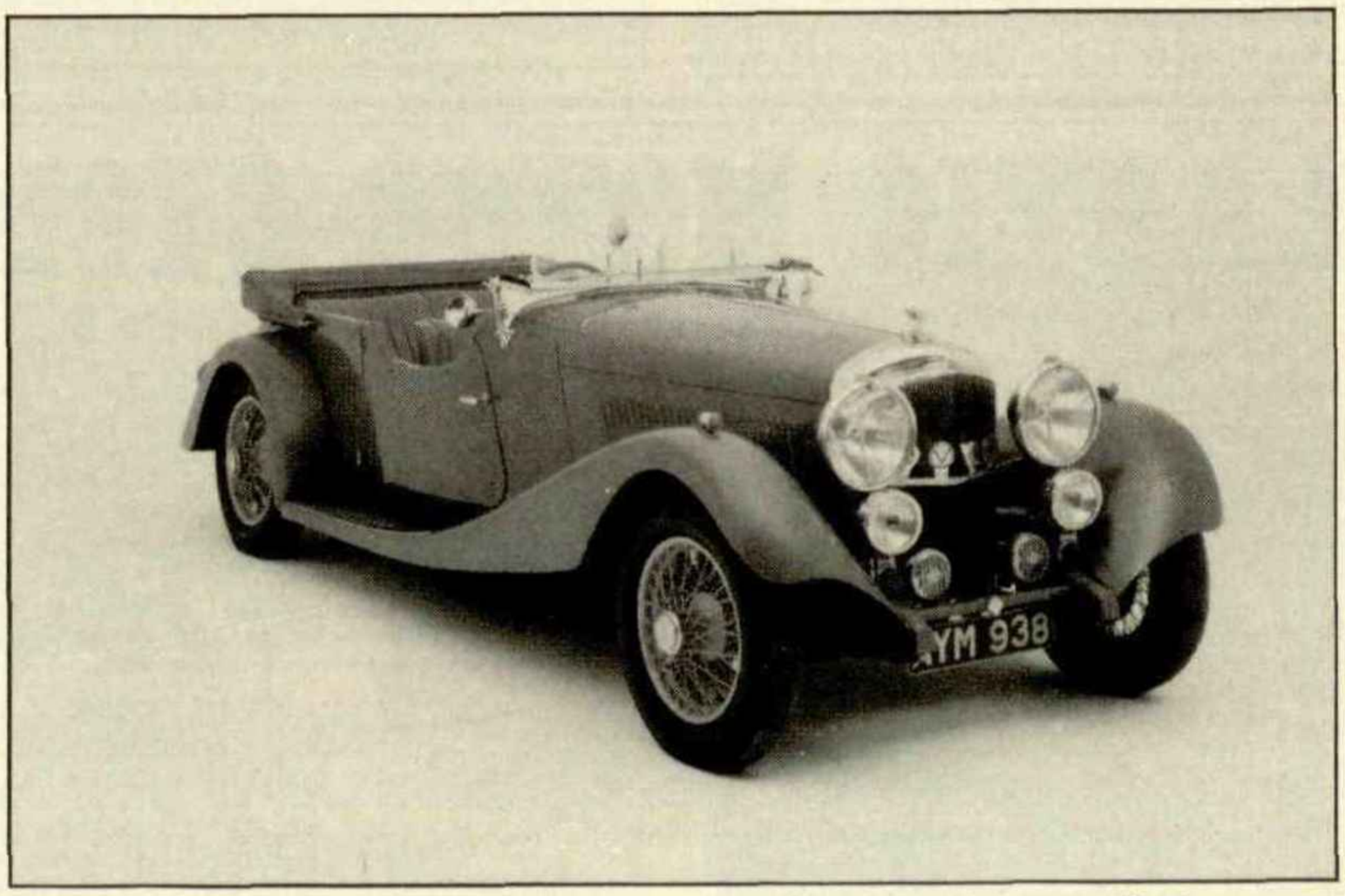
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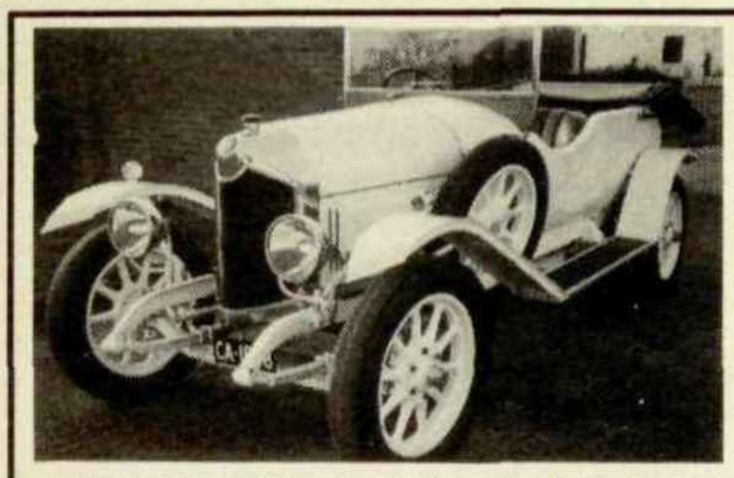
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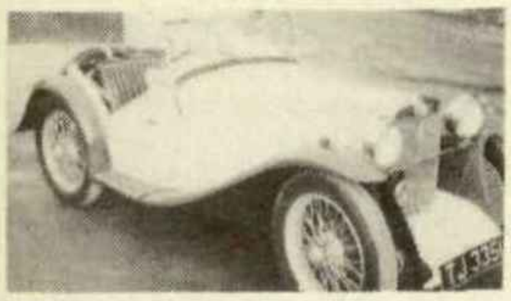
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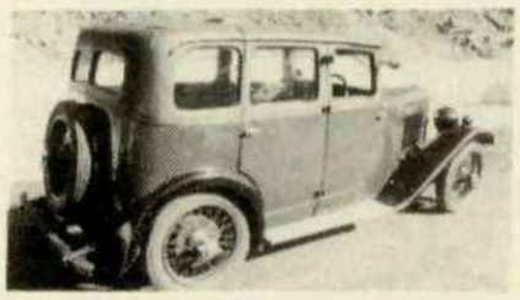
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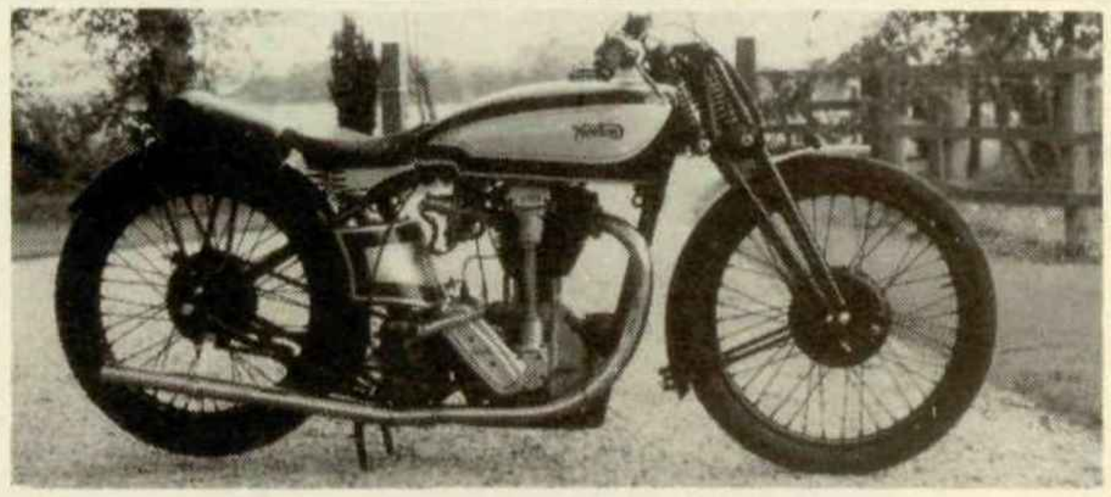
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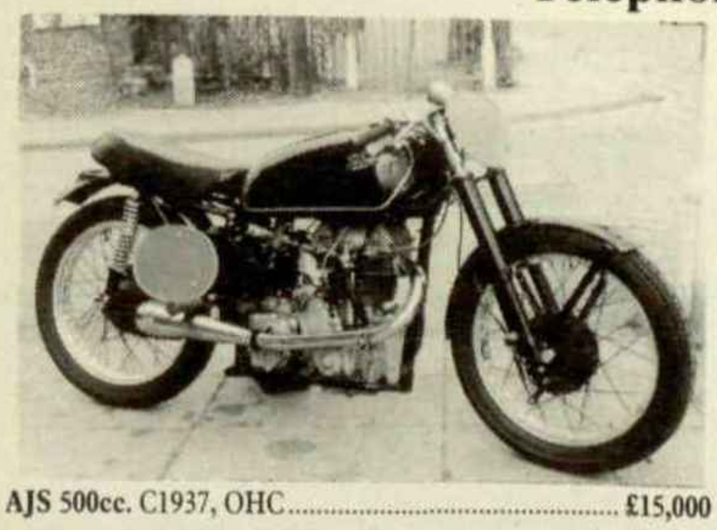
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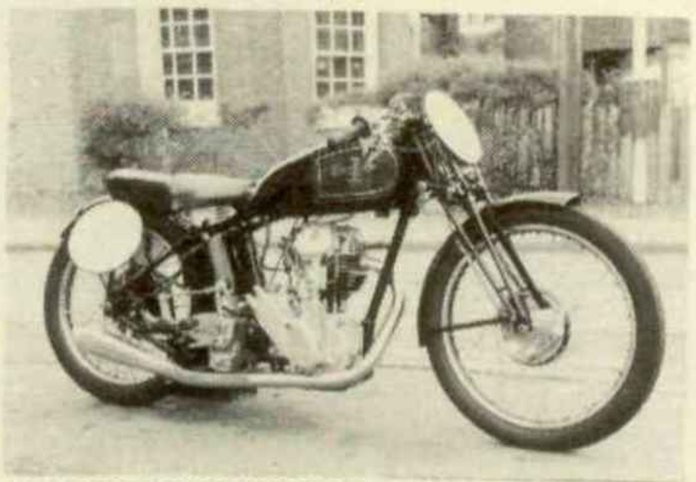
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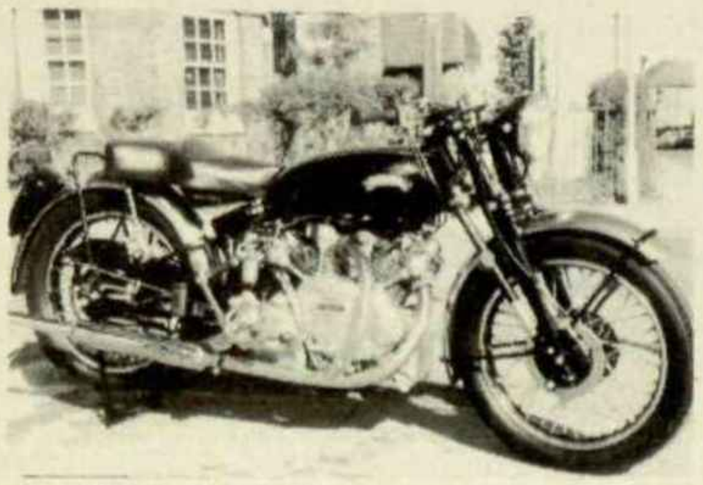
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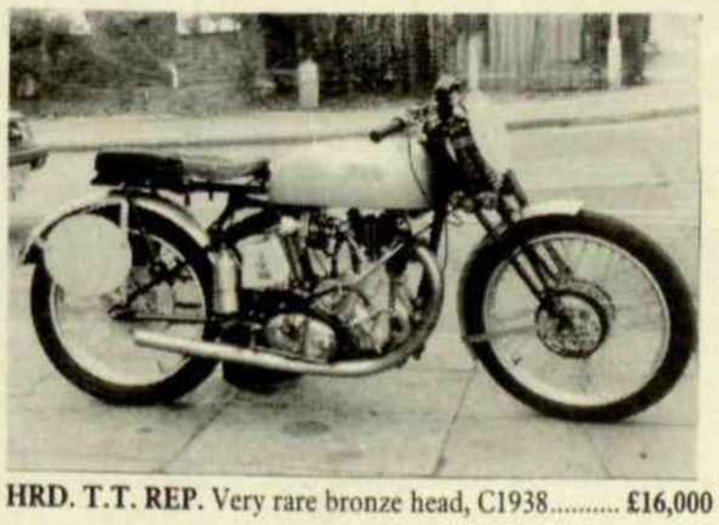
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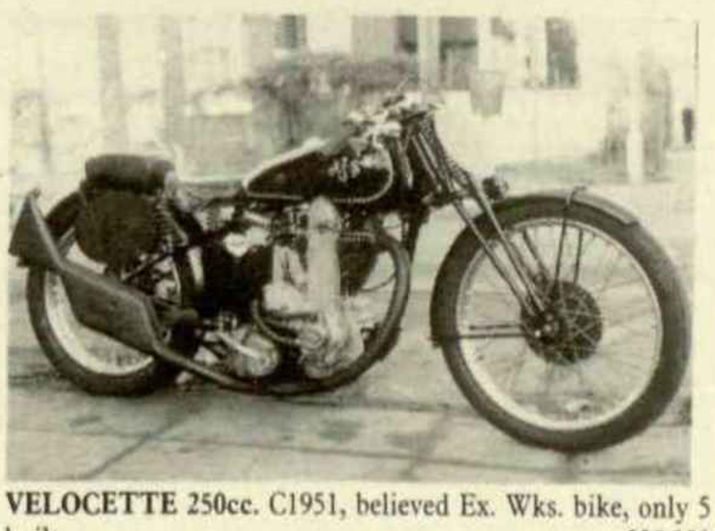
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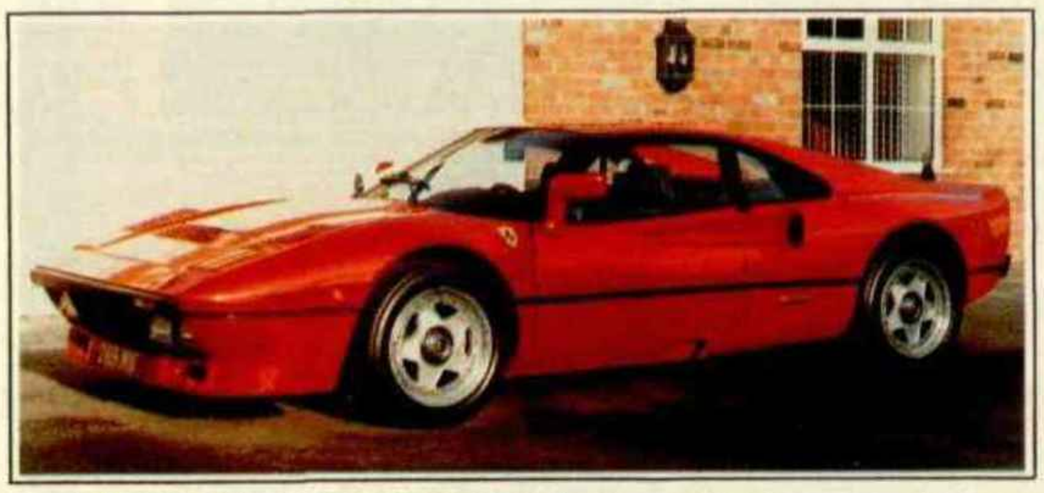
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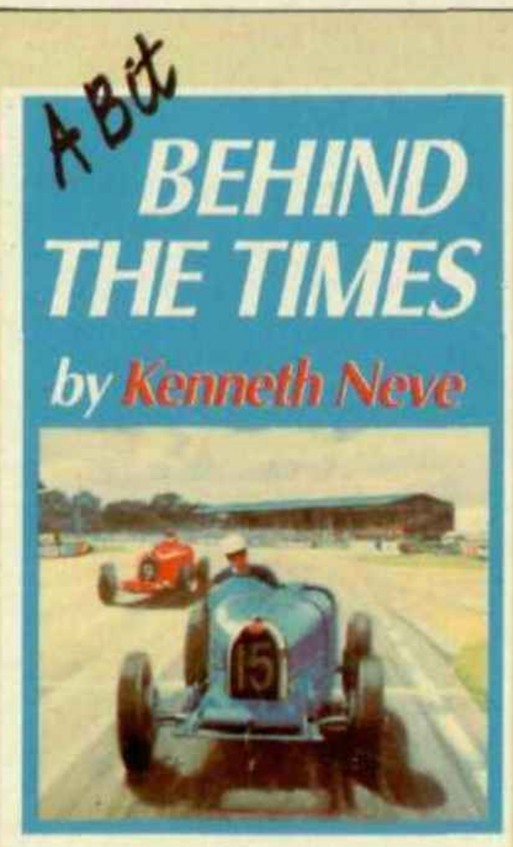
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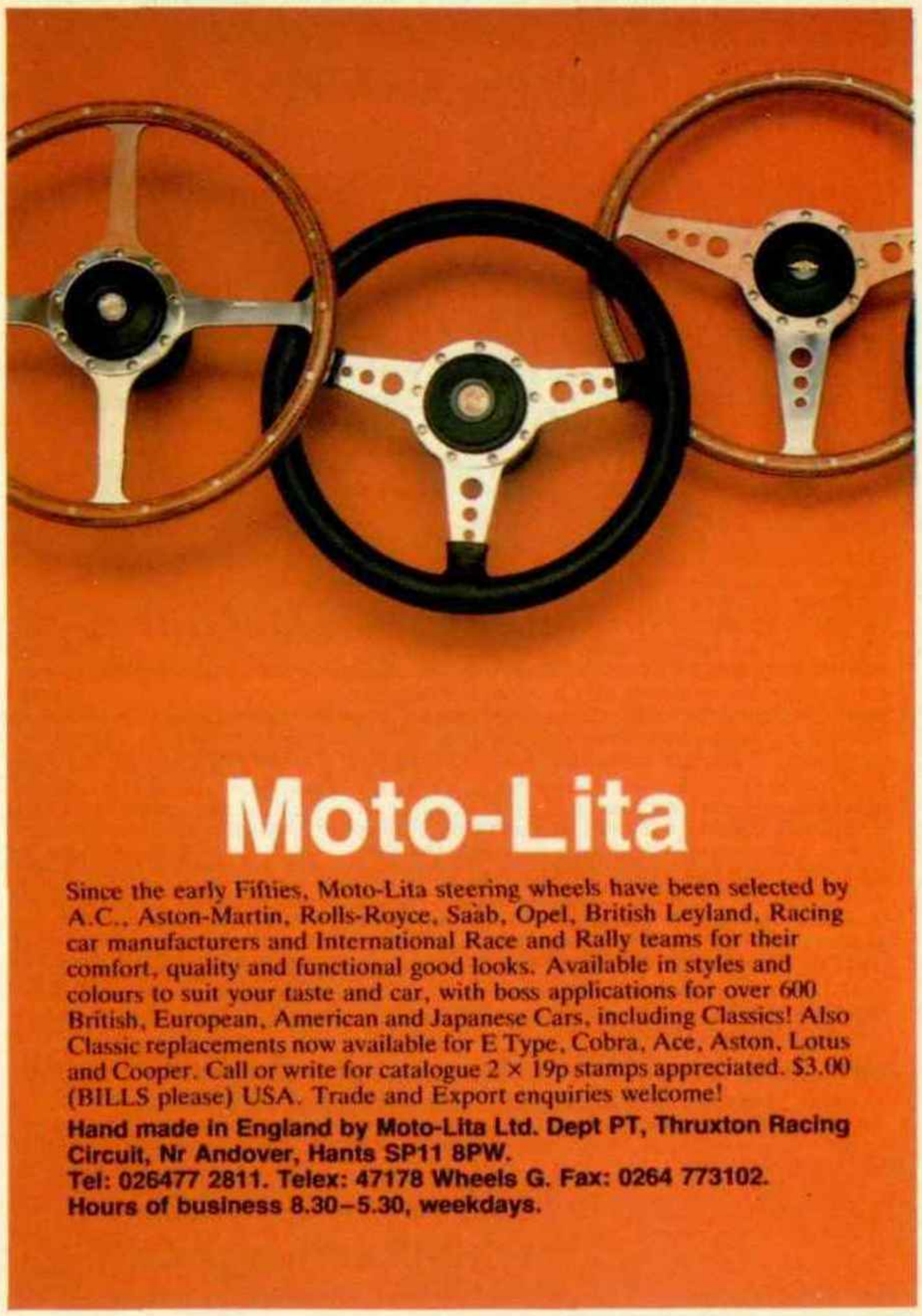
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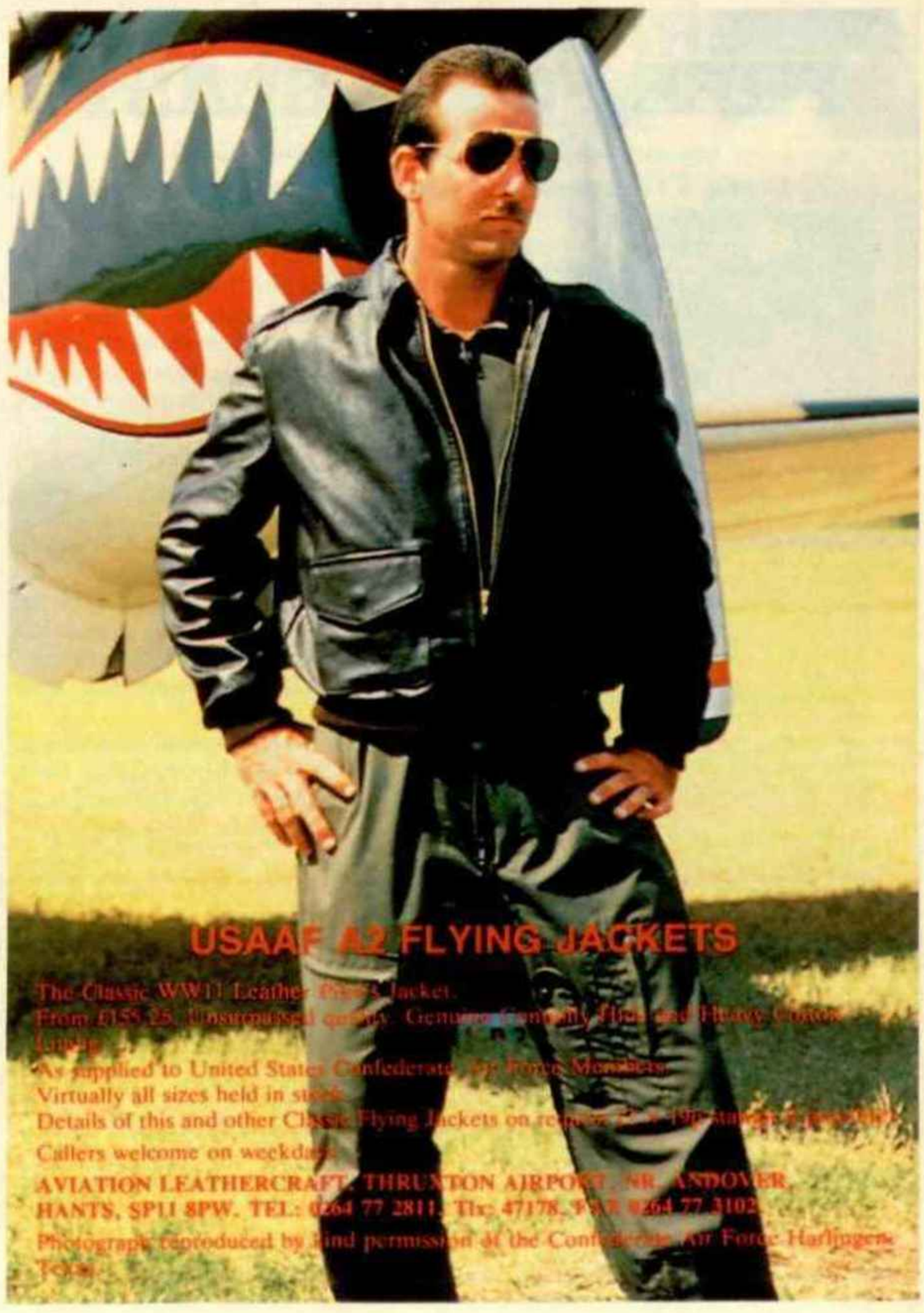
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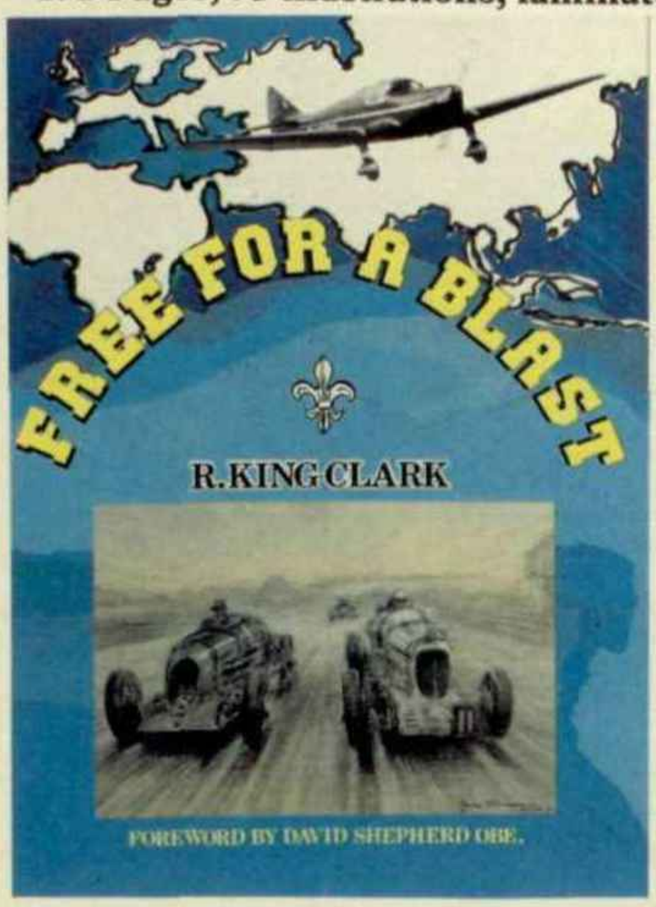
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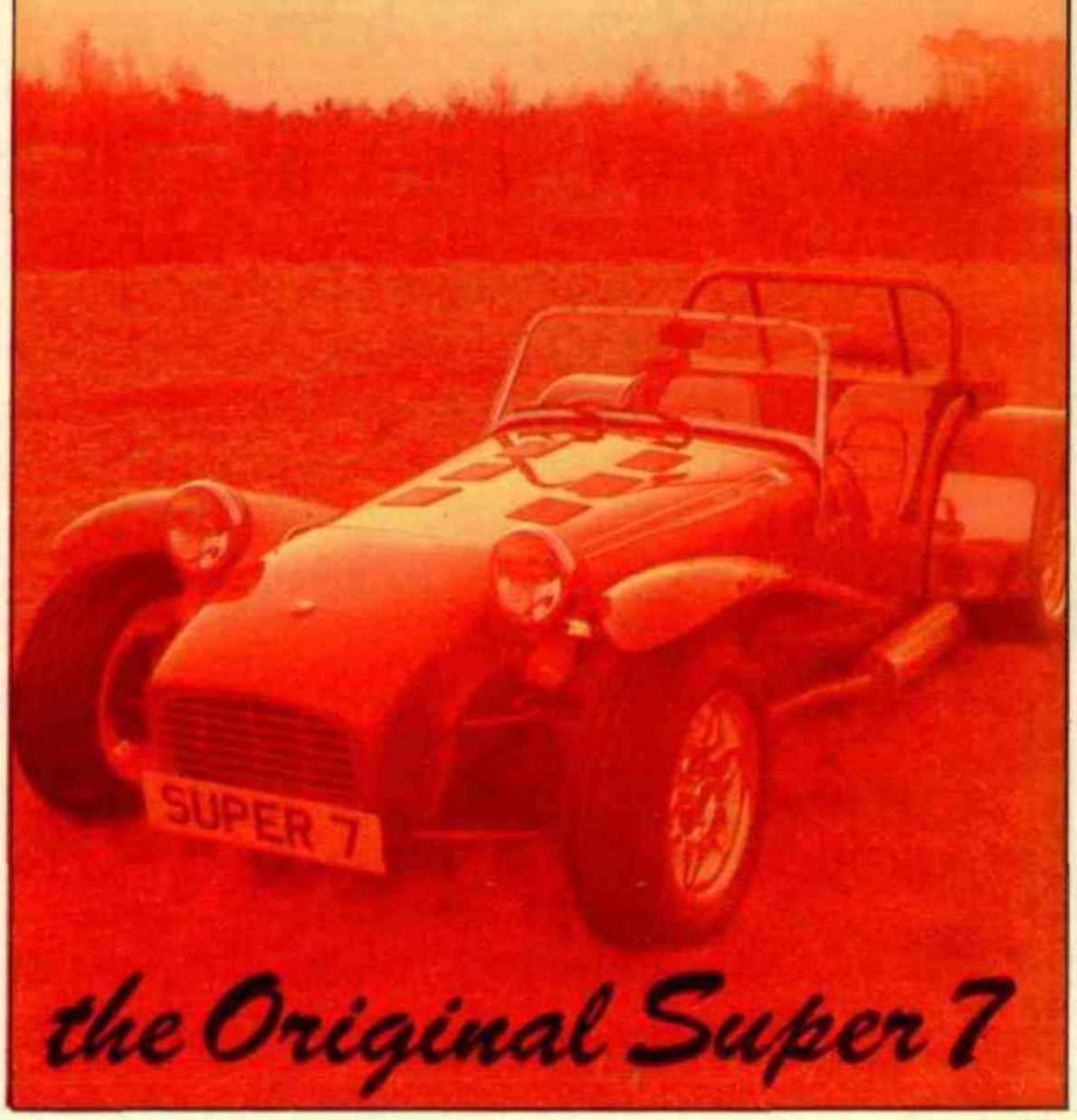
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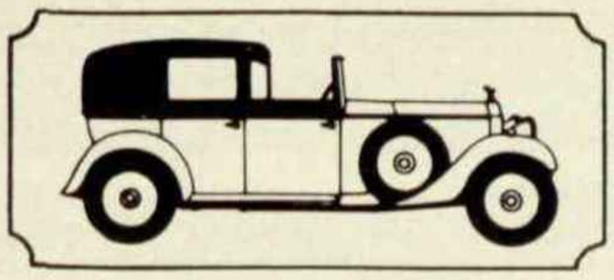
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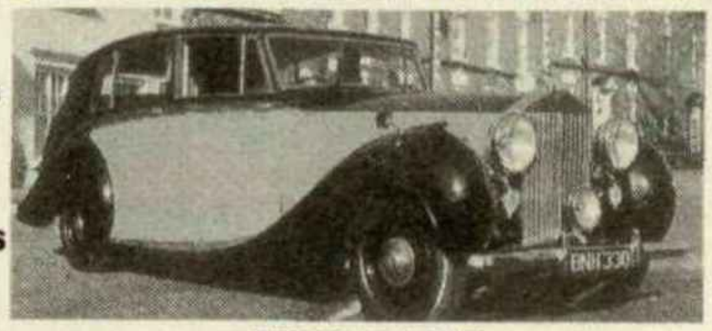
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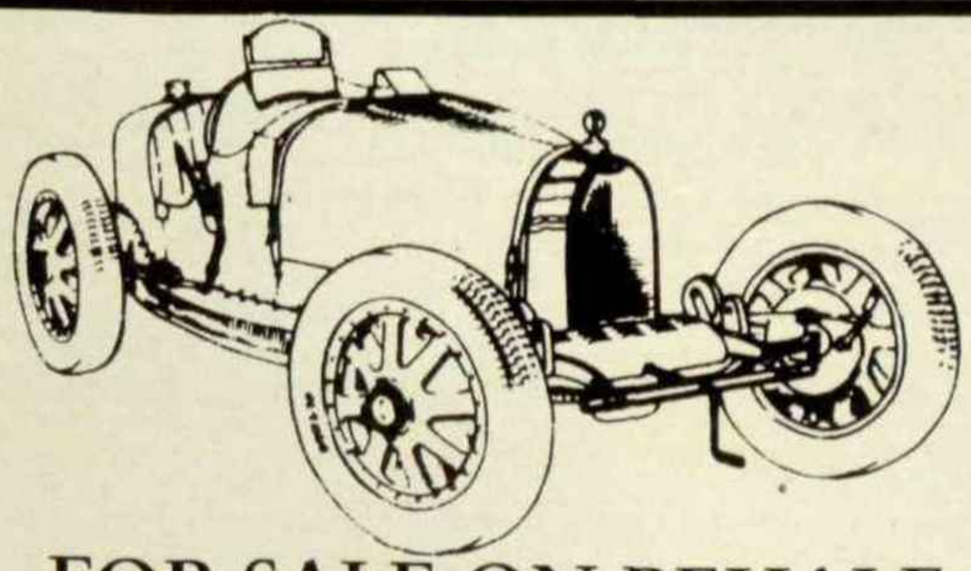


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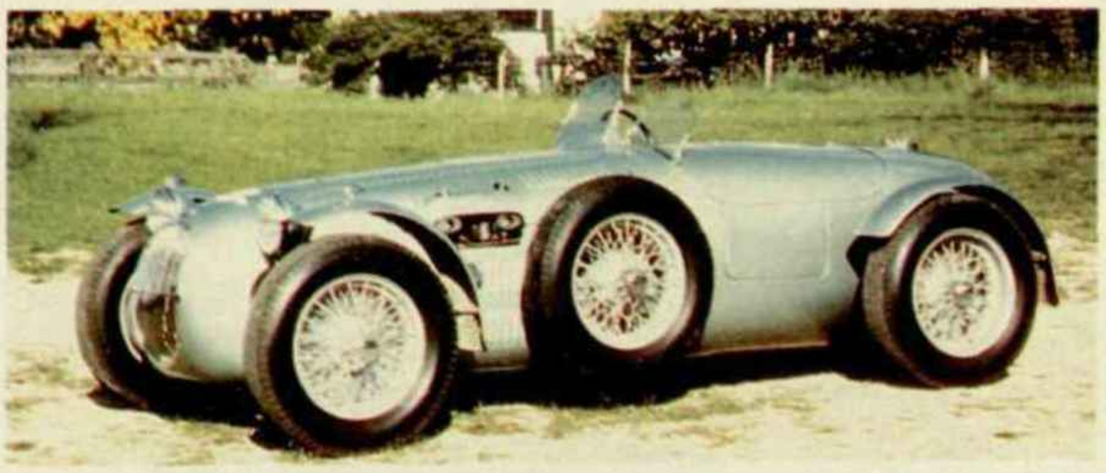
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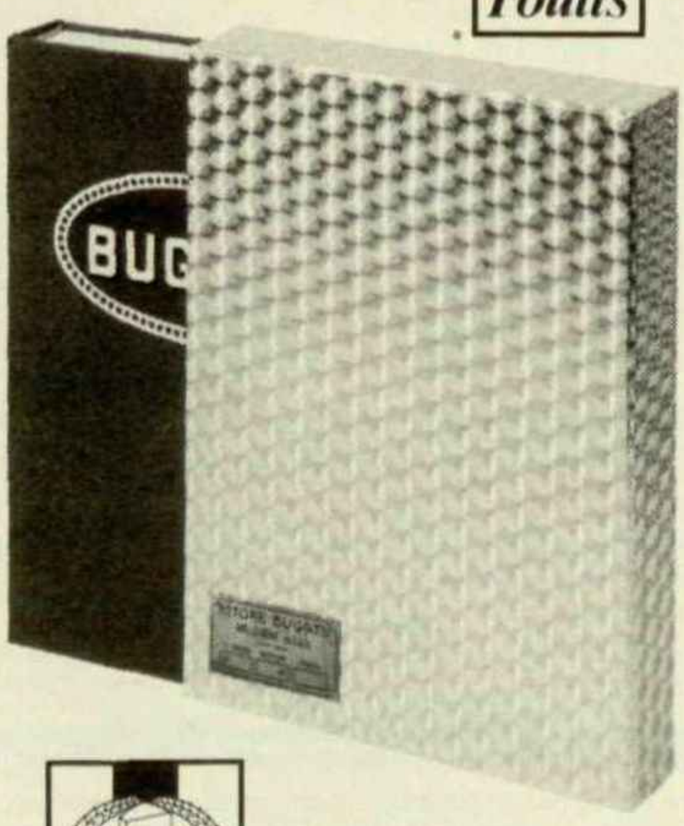
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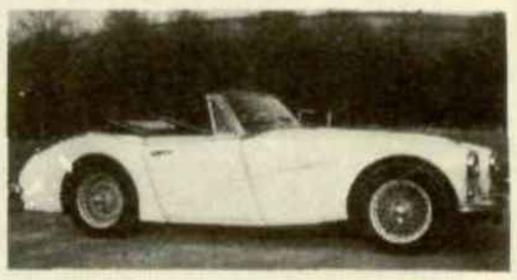
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Performance: 0-100 m.p.h. in 7.5 secs. Top Speed: 170+ m.p.h. Mileage: 2,400 from new.

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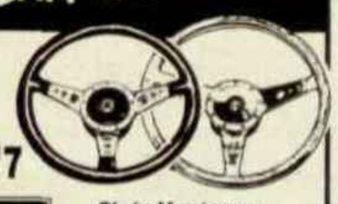
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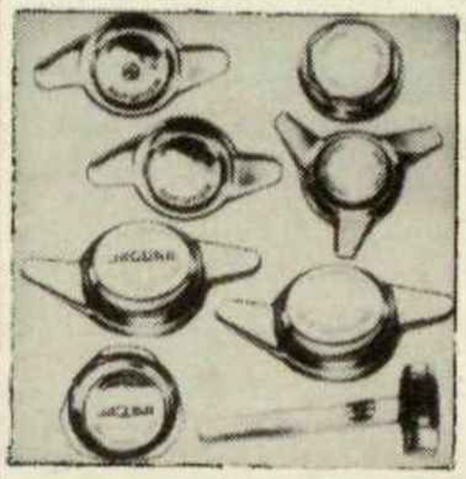
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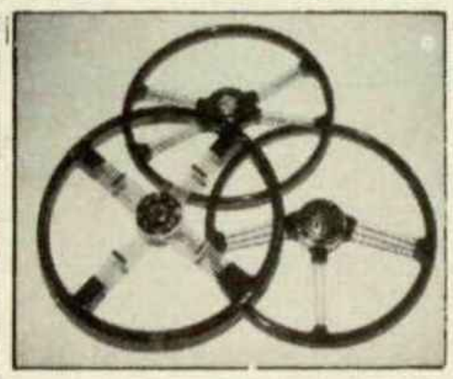
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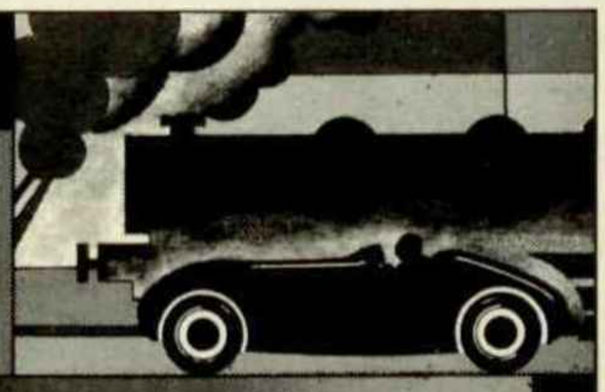
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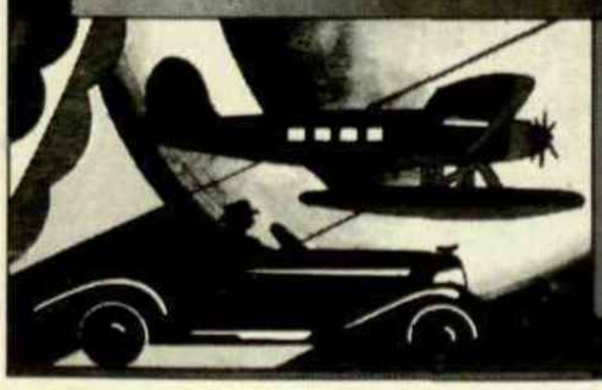
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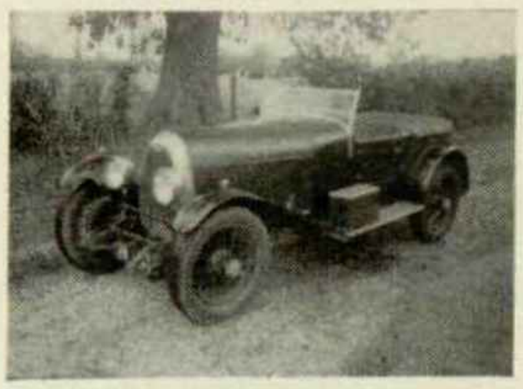


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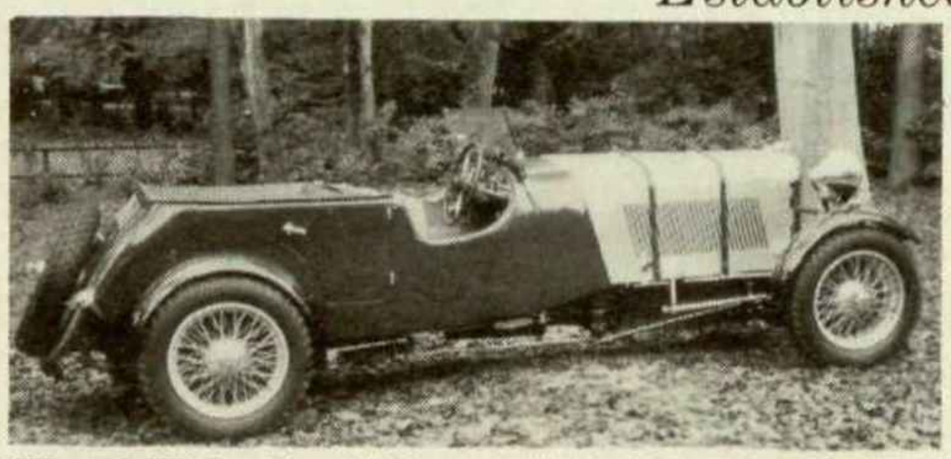
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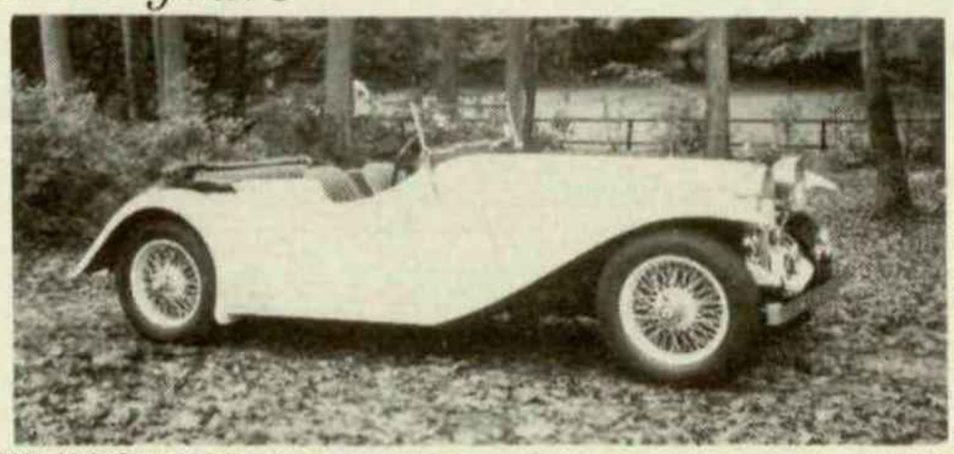
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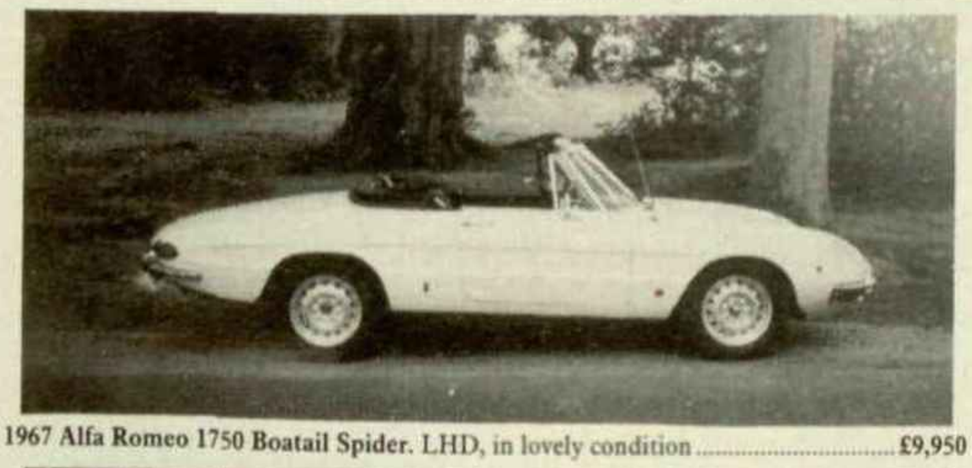


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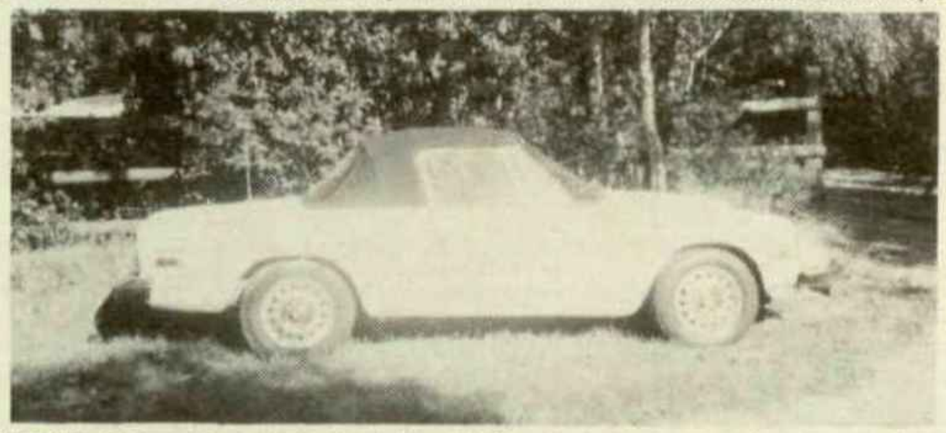


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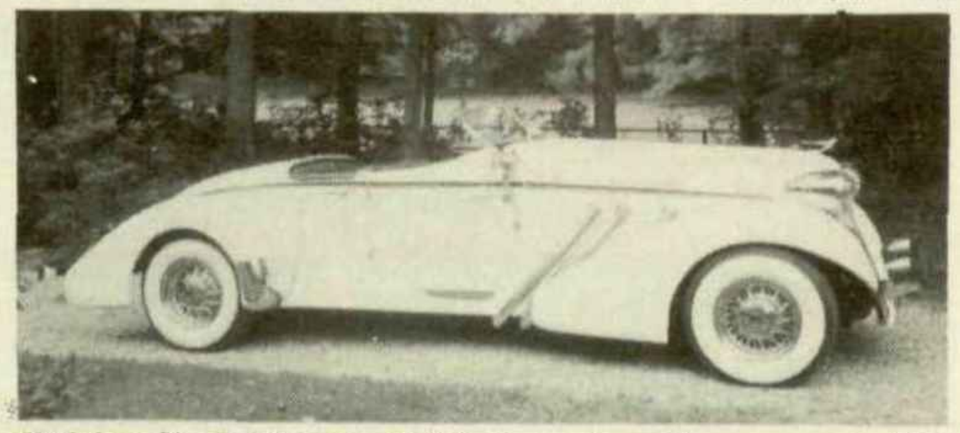
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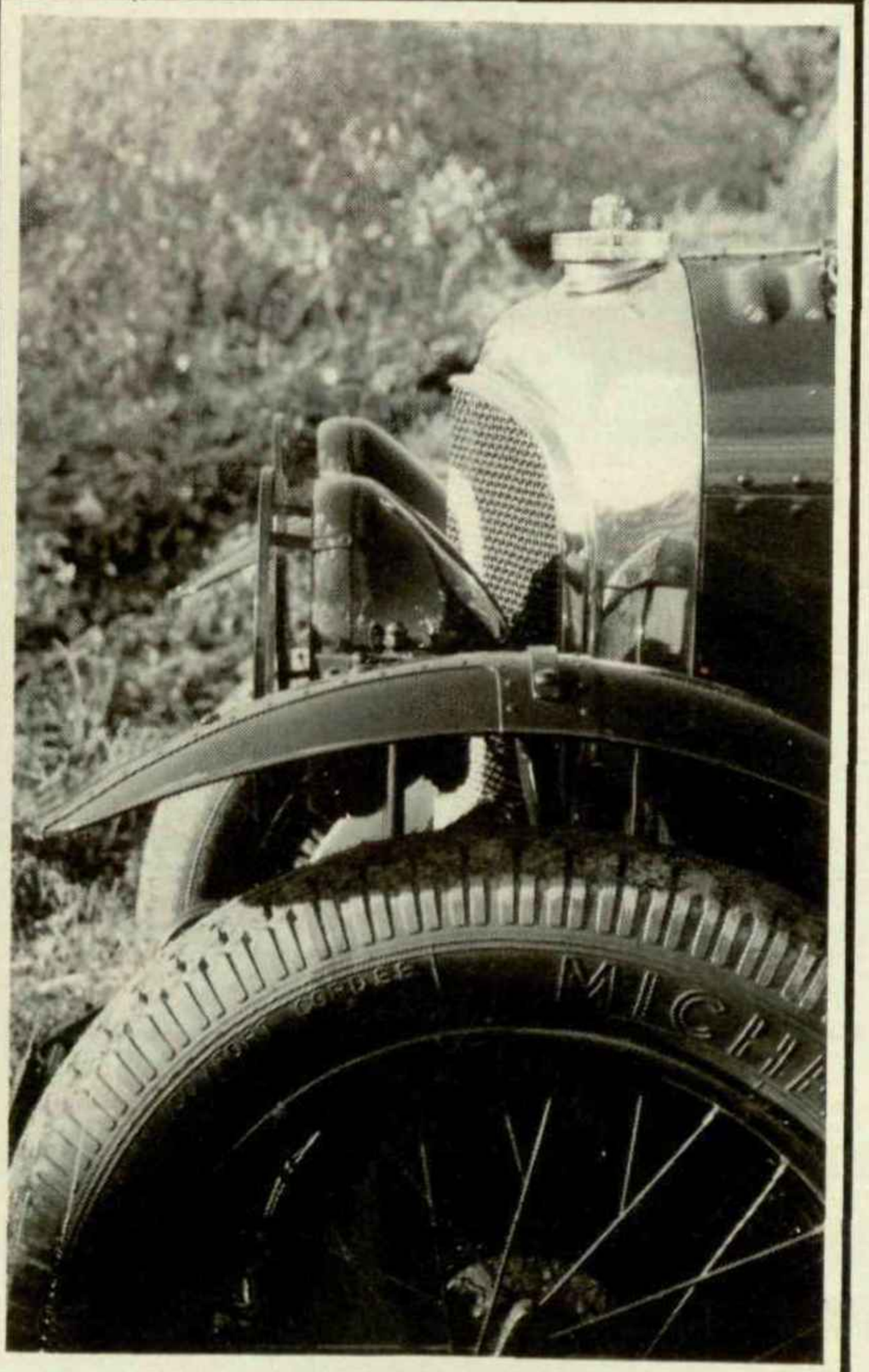
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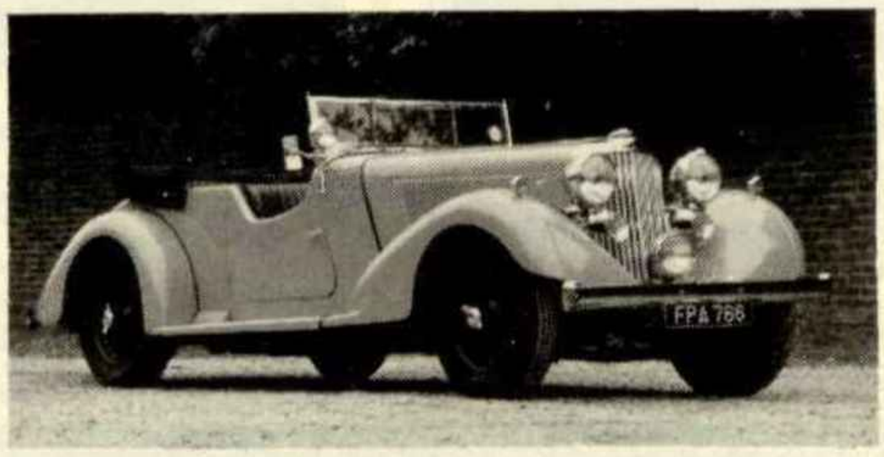
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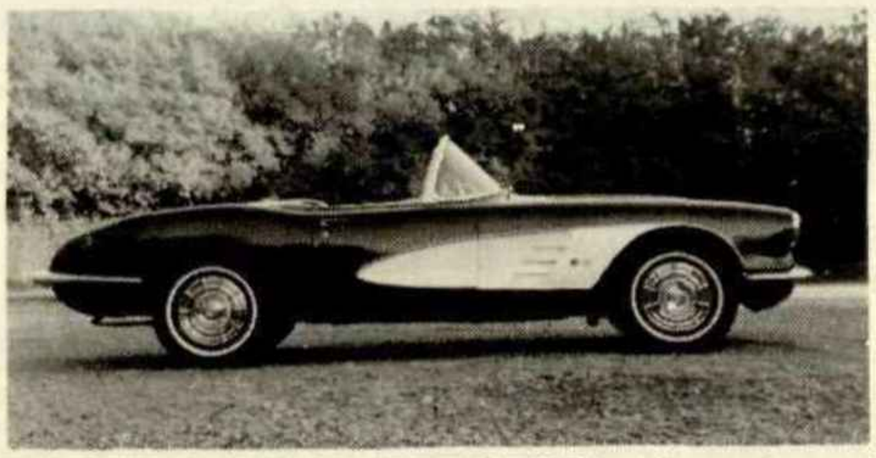
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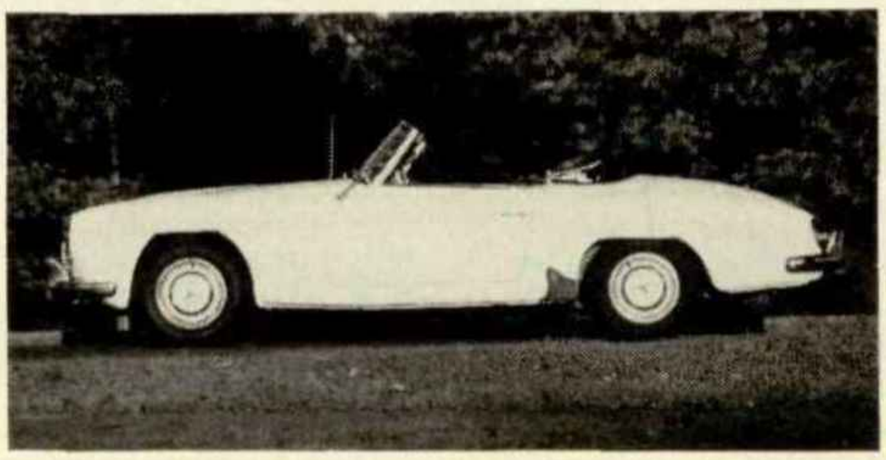
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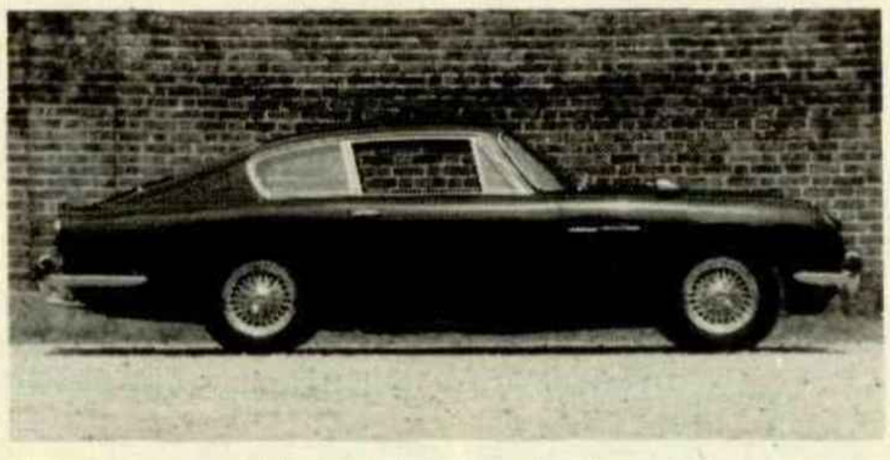
1960 MERCEDES 190SL. L.H.D., finished in white with red interior. Superb restored condition.



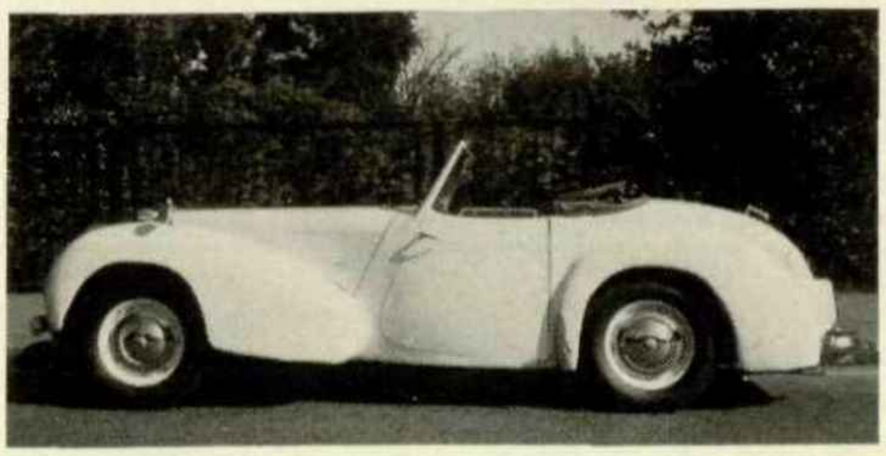
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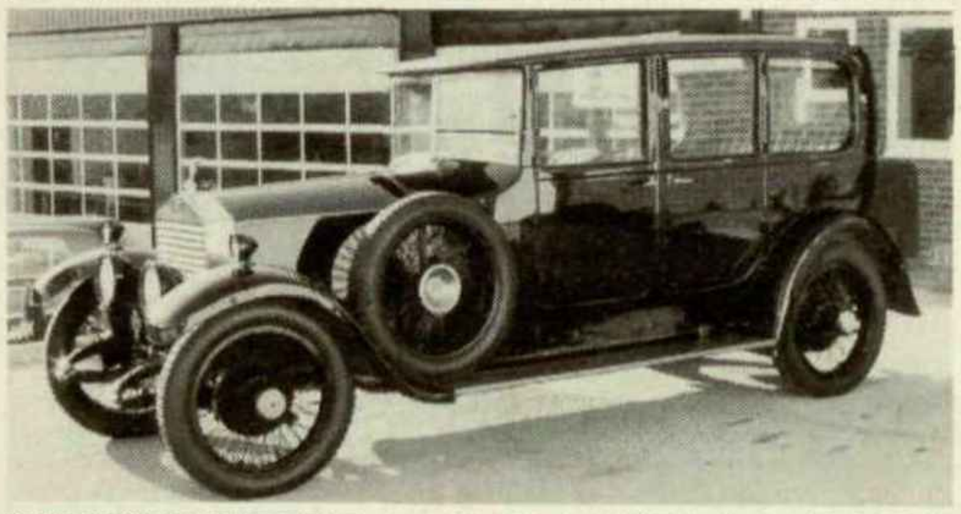
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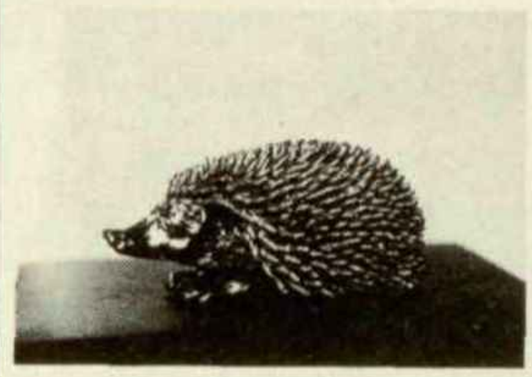
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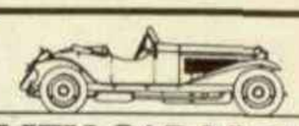
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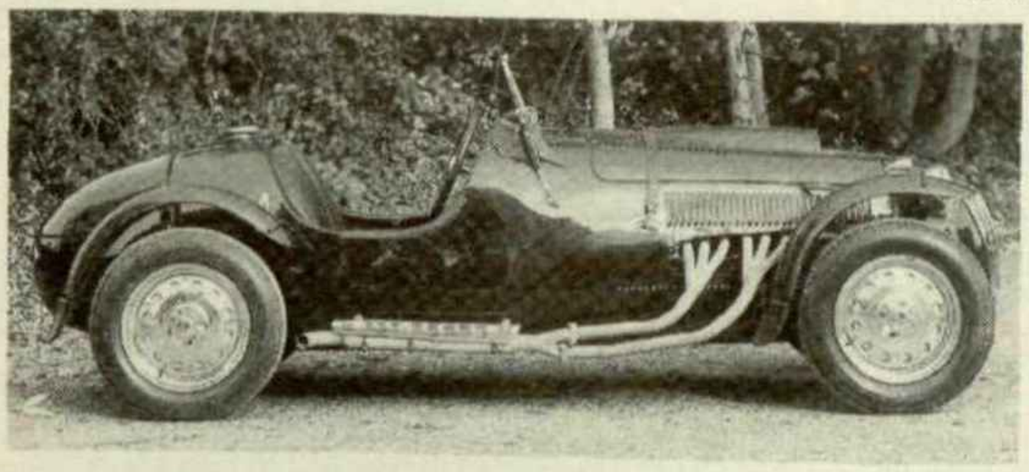
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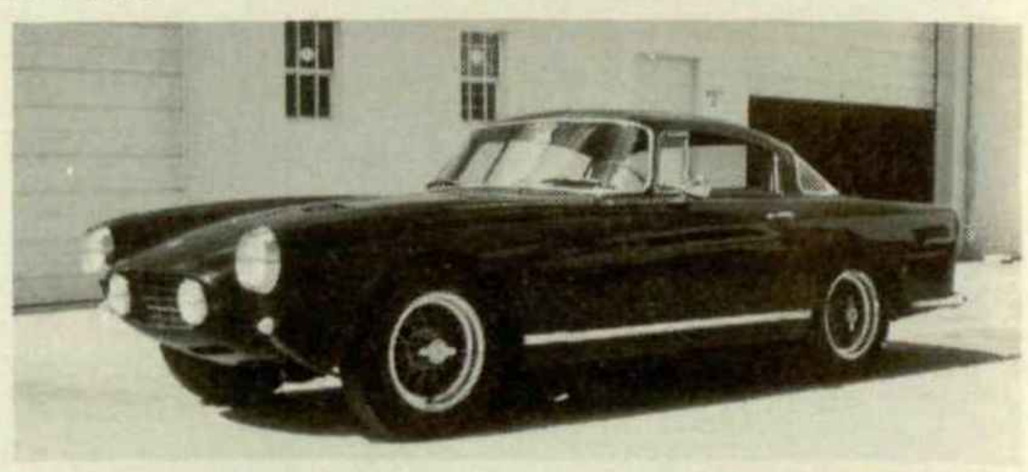
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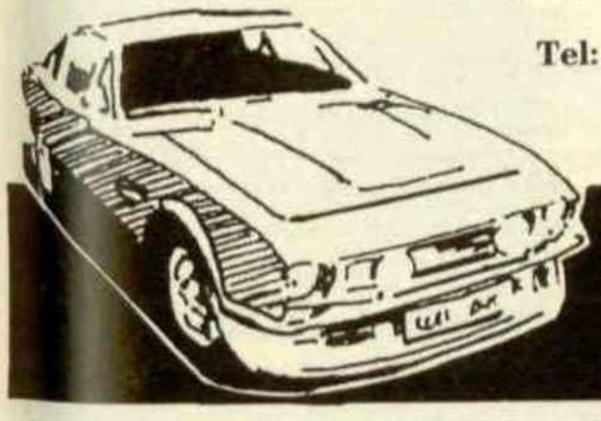
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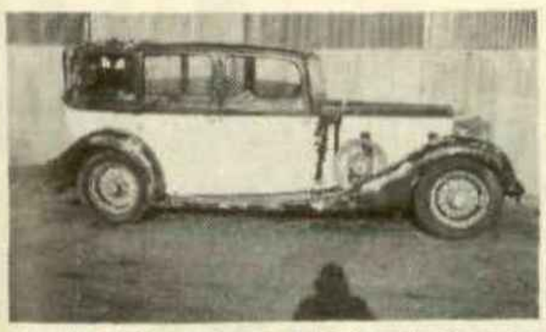
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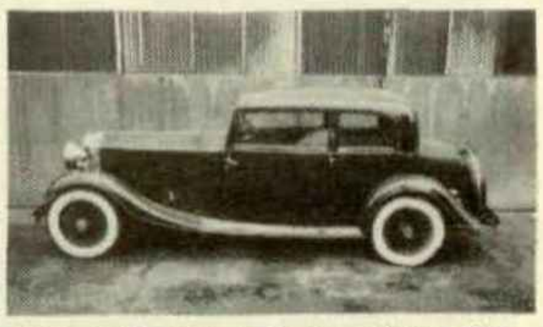
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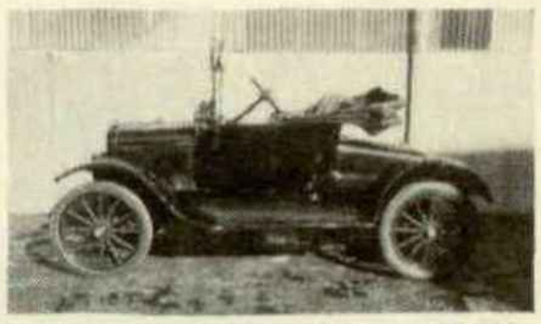
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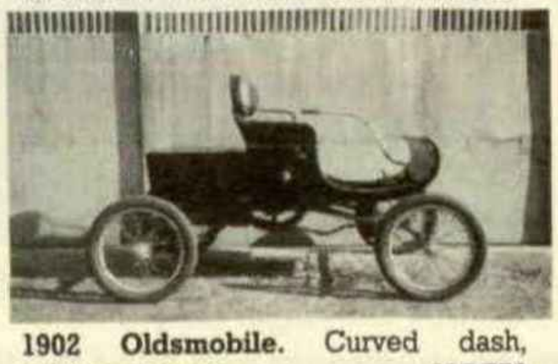
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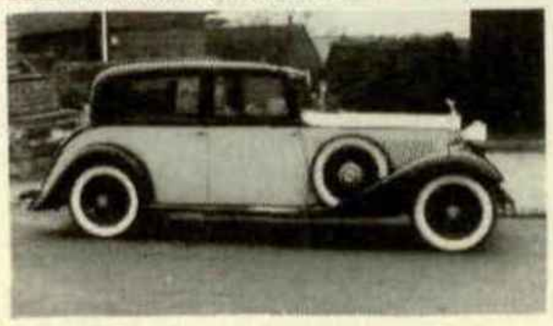
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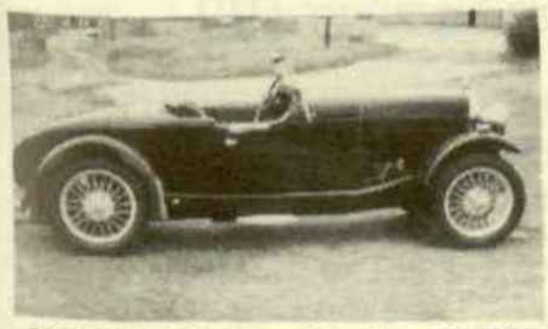
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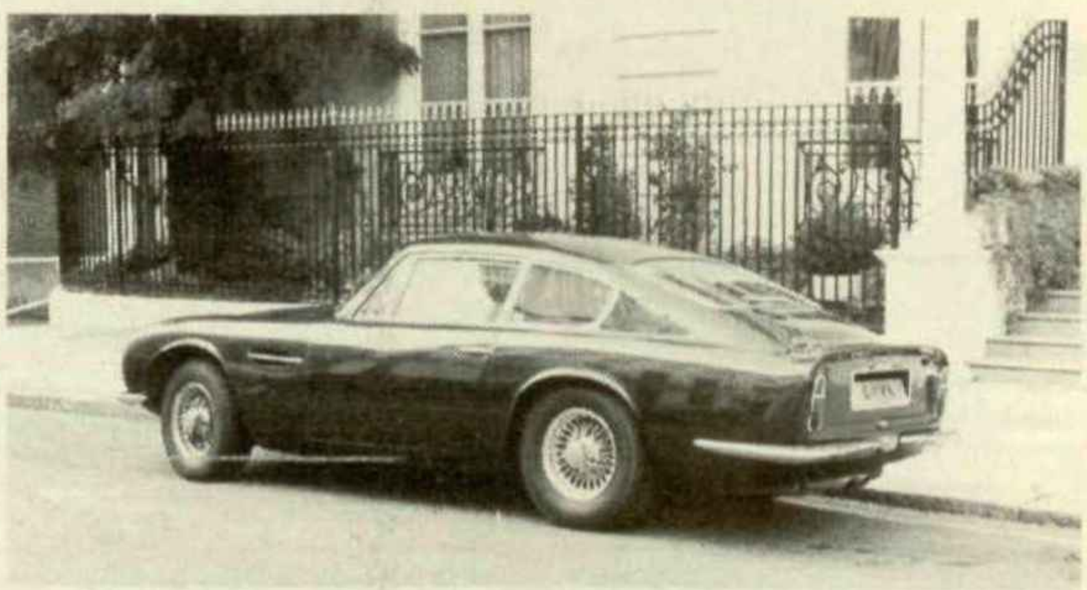
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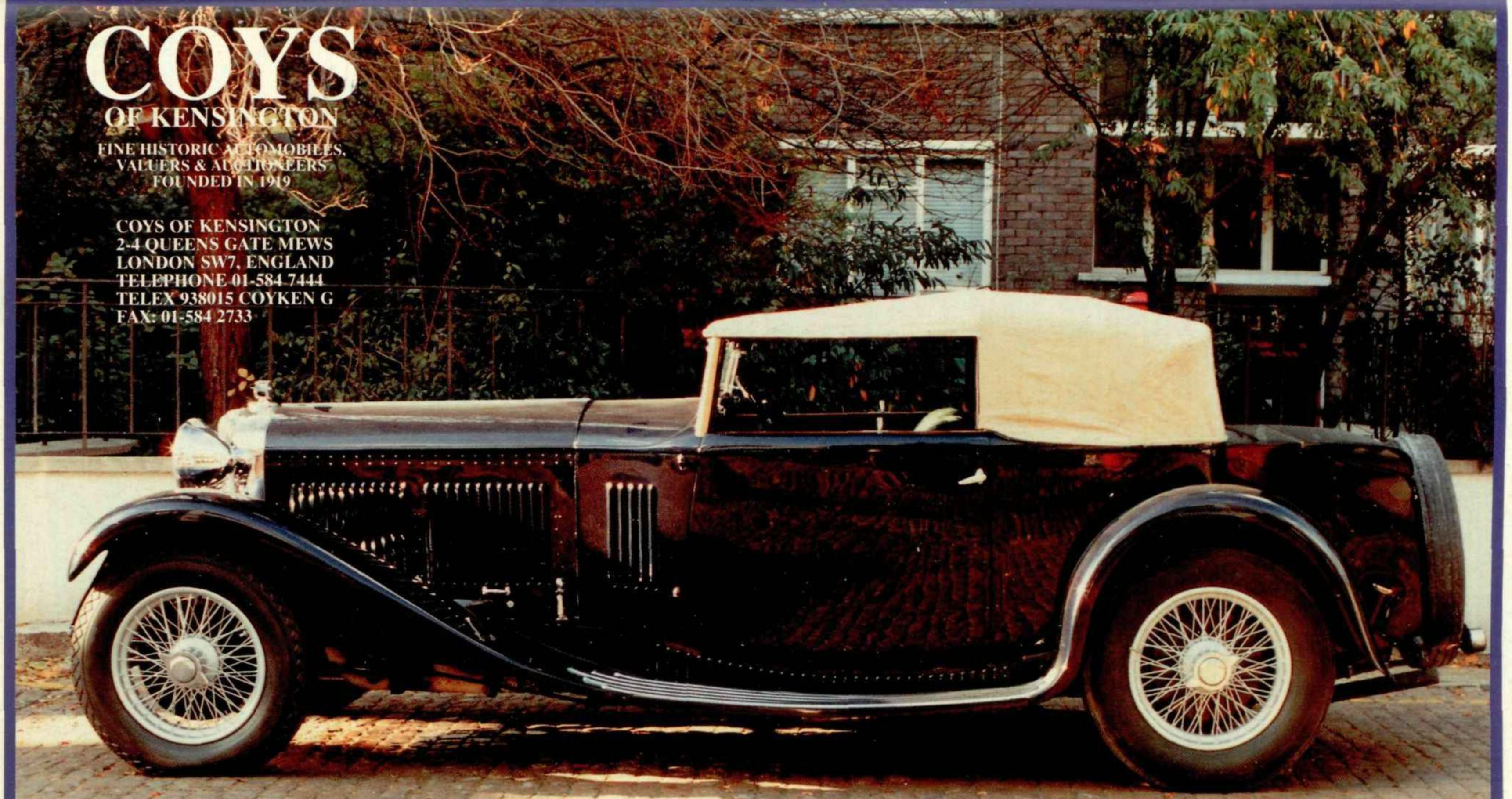
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