

OCTOBER 1988

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F3000: tarnished image

TRIBUTE: Enzo Ferrari

TT: Rouse humbles Europeans

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MOTOR SPORT

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Although in slightly fortuitous circumstances following Ayrton Senna's collision with a backmarker two laps from the finish, Gerhard Berger provided a breath of fresh air for the 1988 Formula One season by leading a Ferrari 1-2 in the Italian Grand Prix at Monza, the team's first victory since the death of its founder finally breaking the McLaren-Honda stranglehold. Throughout the weekend Berger was one of the most spectacular through the corners, and is seen lifting his front wheel as he powers his way into the Campari chicane. **Italian Grand Prix, page 1014**
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LETTERS

Readers cast a critical eye over Government regulations, Rover Group marketing policy, and MOTOR SPORT editorial opinions!

The death of Enzo Ferrari poses the question of what will happen to the Formula One Ferraris and Ferrari road cars now that this great character no longer has control. Fiat owns Ferrari and speculation about what this Italian colossus will do, now that Enzo Ferrari has gone, is bound to be of concern to all enthusiasts. Indeed, the matter has been discussed already, in a journal which we feel we are now really justified in referring to as *Motorcar!*

The opinions expressed, perhaps unconsciously, expose the very fears held by those who believe that cars made by individuals are better than those manufactured by industrial giants. Cars such as Bentley, Lancia and MG were at their best, were they not, when Walter Bentley, Vincenzo Lancia and Cecil Kimber were alive? These are the more sporting makes, but there are others. This is not to suggest that later models of these illustrious makes were poor cars. Far from it. But reflect on the racing successes, the more sporting aura, the individuality of these makes, when their originators were in control.

The run of Bentley victories at Le Mans was never matched by the Derby and Crewe cars bearing WO's proud name. Look at what became of Lancia after it had taken on the Fiat mantle. It was not Kimber who killed the racing programme which had given his overhead-camshaft MGs their considerable prestige.

So what will happen to Ferrari? The aforementioned writer posing the question of what Fiat will do now that its ownership of Ferrari is unfettered thinks the famous red cars will continue to appear in Formula One, at least for a while, unless Fiat is influenced by how few Panda or Uno owners know that the maker of their little cars owns Ferrari, or does not find it relevant but no doubt that could be put right by some effective advertising.

He believes Ferrari's 3000-a-year output may be out of sympathy with Fiat's love of highly-automated robots on its mass-production assembly-lines. This same speculator thinks it would be nice if Maranello changed to building high-tech cars, no longer built by



One man's passion gave us the world's most famous racing cars; what sort of spirit can corporate control produce?

Ferrari under Fiat

hand, but by future Fiat robots, and for Ferrari to move away from its classic concept to a new kind of sports-car, including, perhaps, a four-door luxury Ferrari . . .

These ideas underline the fact that once individuals cease to control their factories things change, for better, for worse. In this context, one might cite Lotus under Colin Chapman, Lord Austin backing those twin-cam racing A7s, Peugeot in the days of family ownership, however good all these cars were subsequently. As Dr Magnus Pyke OBE (remember him?) says in his entertaining book *The Six Lives of Pyke* (JM Dent, 1981), the clock cannot be turned back. The Henry Fords and Lord Nuffields amassed immense personal fortunes before anyone noticed, but subsequent automation and computerisation ensured that no single individual any longer owned the car factories.

A pity! And where Ferrari is concerned, our fingers are firmly crossed.

Success, Success

McLaren International's domination of Formula One is unique. By the eleventh round of the series at Spa, it had already taken the Manufacturers' World Championship with record points. Commenting last month on the achievements of the McLaren-Hondas, DSJ recalled other dominant makes from the past, up to the Alfa Romeo 158s. It started before that, of course.

In the beginning it seemed that nothing would beat Panhard-Levassor, and in 1912-13 Peugeot, with its new-fangled twin-cam multi-valve engines (we have come full-circle!) was supreme, but then there were fewer major races so it was less apparent. After

World War One came that string of wins by the invincible Talbot-Darracq *voiturettes* and at the time of the Brooklands British Grand Prix the Delage team won the Constructors' Championship (ten years afterwards Dick Seaman had his run of victories in the same kind of Delage against the new ERAs, a sort of confirmation of future exploits of vintage cars in their own field).

Back to McLaren-Honda, you might have been saddened or relieved by the misfortunes which befell it at Monza, shattering dreams of a full season unbeaten, but at least they proved that in motor racing there is no such thing as a foregone conclusion.

A "Eurofund" set up for the new Federation of British Historic Vehicle Clubs, which is looking after the interests of users of old vehicles in the face of possible restrictive EEC legislation, already has £5323 from the HVCC and donations which include £1000 from each of the VCC and VSCC, and £1010 from the RREC; another £3000 has been promised, including £1000 sums from the VMCC and the National Traction Engine Trust.

The Federation's first AGM will be held on October 22. Its preliminary research into the road usage of old vehicles in other European countries suggests that Luxembourg, Austria and Portugal are the most favourable, with generous tax concessions, but that the amount of restrictions which already exist are highly disturbing.

Fifty pre-1974 cars, mostly from the Historic Rally Car Register, competed in the seventh annual Coronation Rally based at Pembrey in August, ranging from a Ford V8 Pilot Roadster to an ex-London-Sydney Marathon 1800. Details of the Circuit of Ireland Retrospective on October 7-9 are available from M Jubb, 38 Longfield Road, St Andrews, Bristol BS7 9AG.

Jaguar Car Club and Jaguar Enthusiasts' Club combine to stage an international spares day at Stoneleigh in Warwickshire on October 23, at which non-members will be welcome. The organiser is John Bridcutt, 23 Worcester Road, Great Malvern, Worcestershire WR14 4QY.

Stoneleigh's Royal Showground is also the venue for the National Automobile and Restoration Show on October 8-9. Both days will feature club stands, trade stands and an autojumble.

Driving Member, the official journal of the Daimler & Lanchester Owners' Club, has taken on a magazine-size format. Its August issue featured the Daimler Majestic Major, a car which impressed MOTOR SPORT very favourably when we tested one and which our Managing Director owned for some years. The Club elected 58 new members in June, their cars ranging from 1933 LA10 Lanchester to 1978 Daimler 4.2 VdP Daimler Sovereign.

Exactly forty years after its inaugural meeting in the very same pub, the AC Owners Club plans a birthday gathering at the Red Cow in Hammersmith in February, in addition to the Malvern Weekend which has already been arranged. ACOC Competition Secretary is Ray Wilkinson, Oriana, 2 Roger Hey, Cheadle Hulme, Cheadle, Cheshire.

Lancia Motor Club's Summer 1988 *Journal* features a 16-page supplement celebrating the Fulvia's 25th anniversary.

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AROUND AND ABOUT

Camel Trophy Back to its Roots

Celebrating its tenth anniversary, the Camel Trophy returns in 1989 to the Amazonian jungle, its place of origin. Teams from fourteen countries will be tackling the tough terrain in turbo-diesel Land-Rover One Tens.

Adventure is the essence of the challenge, but since it is impossible to assess all-round abilities, there are a number of tasks the competitors will be undertaking. Altogether they will be judged on their initiative, their efficiency in overcoming problems and their ability to work together.

Last year 26,000 application forms were received by the organisers, from which 24 people were shortlisted. From the ensuing trials, two finalists were selected to compete for the Trophy itself in Indonesia (MOTOR SPORT, May 1988).

Being widely distributed throughout newspapers, garages and magazines over the next two months are application forms for next year's event — a "once in a lifetime" opportunity open only to amateurs.



Indonesia-bound — Land Rover One Ten.

Family Fortunes

The Brabham family is currently enjoying its most successful racing season since 1966, when Sir Jack became the first and so far only driver to win the World Drivers' Championship in a chassis bearing his own name.

Eldest son Geoff has all but secured the American IMSA GTP Sports-Car Championship thanks to a run of eight consecutive wins between March and September in the Electramotive team's Nissan ZX, despite strong Jaguar and Porsche opposition.

Meanwhile, Gary Brabham has been making his Bowman Ralt-Volkswagen a force to be reckoned with in British Formula Three, culminating in recent victories in the Oulton Park Gold Cup (the fifth time this particular trophy has visited the family mantelpiece) and at Brands Hatch, which moved him into second position in the championship.

To cap it all, David Brabham emerged as Class B winner at Oulton, as at Snetterton three weeks earlier, in a Jack Brabham Racing Ralt.

OCTOBER FIXTURES

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

Date	Organiser	Venue	Event	Type
Sept 24	HSCC	Silverstone, Towcester, Northants	Race Meeting	R
Sept 23-25	Cyprus Automobile Association	Cyprus	Cyprus Rally (ERC)	INT
Sept 24-25	BARC	Harewood Hill, Harewood, Leeds	Hill-Climb Championship	N
Sept 25	BARC	Thruxton, Andover, Hants	Race Meeting	N
Sept 24-25	JDC	Donington, Derby	Race Meeting	R
Sept 24-25	BRSCC	Brands Hatch, Dartford, Kent	Race Meeting	N
Sept 25	BARC	Mallory Park, Kirkby Mallory, Leics	Race Meeting	N
Sept 25	BRSCC	Cadwell Park, Louth, Lincs	Race Meeting	R
Sept 25	SMRC N	Ingliston, Edinburgh	Race Meeting	R
Sept 25	ASACO DES 24 Heures du Mans	Le Mans, France	International F3000 Championship	INT
Oct 1	MCC	Barracks Hill, Weedon, Northants	Edinburgh Trial	R
Oct 1-2	BRDC	Silverstone, Towcester, Northants	British Formula Three Championship	INT
Oct 2	MGCC	Donington Park, Derby	Race Meeting	R
Oct 2	BARC	Lydden Hill, Dover, Kent	Race Meeting	R
Oct 2	BRMC	Snetterton, Norwich, Norfolk	Race Meeting	R
Oct 2	Cirjesa	Jerez, Spain	Spanish Grand Prix	INT
Oct 2	Australian Racing Drivers Club	Bathurst, Australia	Bathurst 1000km	INT
Oct 6-8	ASAC Antibes Juan-les-Pins	Antibes, France	Antibes Rally (ERC)	INT
Oct 8	Silverstone 8 Clubs	Silverstone, Towcester, Northants	Race Meeting	R
Oct 8	BARC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Oct 8-9	BHLRC	Brands Hatch, Dartford, Kent	Race Meeting	INT
Oct 9	NZ International GP Association (Auckland)	Calder, Australia	Touring Cars	INT
Oct 9	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
Oct 9	BHLRC	Cadwell Park, Louth, Lincs	Race Meeting	R
Oct 9	BARC	Donington Park, Derby	Race Meeting	N
Oct 9-15	AC San Remo	San Remo, Italy	San Remo Rally (WRC)	INT
Oct 9	Victory Circle Club	Fuji, Japan	Fuji 1000kms (WSC)	INT
Oct 15	BRSCC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Oct 15	BRSCC	Castle Combe, Chippenham, Wilts	Race Meeting	R
Oct 15	PMC	Silverstone, Towcester, Northants	Race Meeting	R
Oct 15-16	BRSCC	Donington Park, Derbyshire	Historic GP Cars 100-Mile Race	INT
Oct 15-16	BARC	Thruxton, Andover, Hants	Race Meeting	INT
Oct 16	BARC	Brands Hatch, Dartford, Kent	Race Meeting	N
Oct 16	AC Radevor Wald	Zolder, Belgium	International F3000 Championship	INT
Oct 16	HSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
Oct 16	SMRC N	Ingliston, Edinburgh	Race Meeting	R
Oct 16	750 MC	Mallory Park, Leicester	Race Meeting	R
Oct 19	CPRC	Cadwell Park, Louth, Lincs	Race Meeting	R
Oct 22	BHLRC	Oulton Park, Tarporley, Cheshire	Race Meeting	R
Oct 22	750 MC	Snetterton, Norwich, Norfolk	Race Meeting	R
Oct 23	Astra MC	Lydden Hill, Dover, Kent	Race Meeting	R
Oct 23	ASA Dijon-Prenois	Dijon, France	International F3000 Championship	INT
Oct 23	BRSCC	Snetterton, Norwich, Norfolk	Race Meeting	R
Oct 24	BRSCC	Mallory Park, Leics	Race Meeting	R
Oct 23	NZ International GP Association (Auckland)	Wellington, New Zealand	Touring Cars	INT
Oct 29-30	BRSCC	Brands Hatch, Dartford, Kent	Formula Ford Festival	INT
Oct 30	Suzuka Motor Sports Club	Suzuka, Japan	Japanese Grand Prix	INT
Oct 29	750 MC	Silverstone, Towcester, Northants	Race Meeting	R
Nov 6	RACMSA	Hyde Park Serpentine, London	London-Brighton Veteran Car Run	INT
Nov 6	SDMC	Brands Hatch, Dartford, Kent	Race Meeting	R

National F3000 Series for 1989

Brands Hatch Leisure is to promote a British Formula 3000 Championship next year, both to bridge the gap between national Formula Three and international series for aspiring single-seater drivers, and to help boost the company's prestige following the loss of the Grand Prix to Silverstone.

A provisional calendar proposes nine events—three at the Kent circuit itself, two at Oulton Park, and one each at Donington Park, Silverstone, Thruxton and Snetterton. Races will be between 100-150km in length, for cars to full FIA specification. A class for obsolete 3-litre Grand Prix cars is also being considered.

Fully supported by FISA's Vice-President for Promotional Affairs, Bernie Ecclestone, the series is set to supplant F3 as this country's most potent open-wheeled category since the

Aurora F1 Championship of the 1970s.

The latter succumbed (as indeed did Formula Two by 1984) as a result of dwindling grids of declining quality, but International F3000 and British F3 are both currently oversubscribed and BHL clearly believes there is a market in the middle-ground for those without the finance to graduate to the European arena.

Perhaps unfortunately, the announcement comes just two weeks after a disastrous visit to Brands by the European F3000 circus, whose race required two restarts, put three top competitors in hospital after major accidents and provoked widespread criticism of the driving standards exhibited by young chargers with 450 bhp at their disposal.

The aim of British F3000 is to give the talented but under-financed valuable extra opportunities, but the risk is that it will simply encourage too many drivers to become acquainted with too much power too soon.

A number of prominent FIA Championship teams are based in this country, notably racewinners Bromley Motorsport, Eddie Jordan Racing and GA Motorsport.

Yamaha follows Honda into F1

Japanese engineering is set to make further inroads on the European establishment in Grand Prix racing, with the announcement at Monza that Yamaha will supply engines to the Zakspeed team in 1989.

The 3½-litre five-valve V8, known as OX88, is a development of the unit used exclusively in Japan's own Formula 3000 series this year.

Erich Zakowski's team, from Niederzissen in West Germany, has used its own 4-cylinder turbocharged Zakspeed engine since its Formula One debut in 1985.

London - Brighton Sponsor

This year's RAC London to Brighton run, which takes place on November 6, will be sponsored by a commercial organisation.

Kenco Coffee will put up £250,000 over three years for major exposure to the estimated 1½-million people who watch the 57-mile Run, a deal which RAC Chairman Michael Southcombe says will "enhance the tradition and raise the profile of the biggest motoring event in Britain", though crowds already cause serious traffic problems.



Tuscan — on-track promotion.

Trackwise TVR

Blackpool sports-car manufacturer TVR has broadened its racing involvement to promote its latest model, on show for the first time at the Motor Show this month.

An updated version of the S, the new car will be called Tuscan, after TVR's mid-Sixties V8, and will use a Rover V8 midway in tune between the 350i and 390 models.

A one-make series of 12 rounds called the Tuscan Challenge is being planned, run by the BRSCC. Thirty prepared race-cars using a 300 bhp V8 will be sold at a discounted £16,000, and prize-money will total £30,000.

Donington GP!

Fifty years to the month after Donington ran its last racing car Grand Prix, the Historic Grand Prix Car Association is running a 100-mile race for these cars at the Derbyshire track on October 15-16. There will be two 50-mile sections, one each day, incorporating handicap and team awards. A huge entry of single-seaters, including cars from abroad, is promised for what should be a spectacular finish to the vintage racing year.

Alfa Romeo Procar Unveiled



First of its kind — Patrese and the Brabham-built 164 racer at Monza.

Alfa Romeo revealed its contender for the proposed Procar series at Monza just before the Grand Prix, and Riccardo Patrese gave a few demonstration laps.

Powered by the new 3½-litre Alfa Romeo V10, the car is a convincing replica of a 164 saloon from outside, but uses a two-seater carbon-fibre monocoque with the engine

amidships, and wishbone/pull-rod suspension. Its 17in wheels carry 9in wide tyres, and a six-speed gearbox is fitted.

First trials indicate that the Brabham-built vehicle is quick if not easy to drive, but as doubts continue about when, if ever, the Procar championship will come off, the Alfa is still the only car to have appeared.



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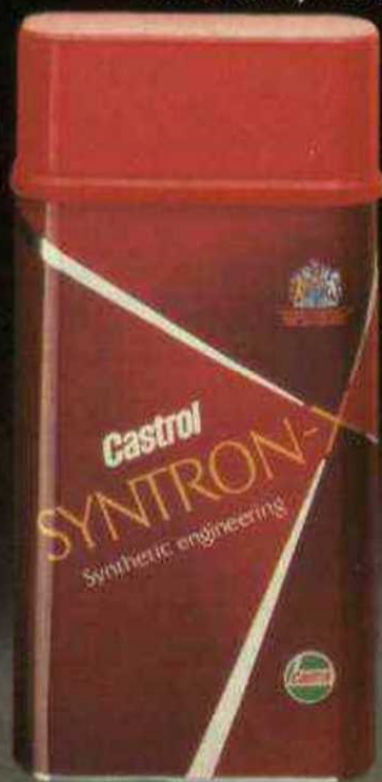
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FORMULA ONE

Francorchamps, August 28

If there is a better driver than Ayrton . . . No, wait a minute, I said that last month. Let's start again. If there is a better circuit used for Formula One racing today, I'd like to see it. The Nationale Circuit de Francorchamps with its 6.94 kilometres (4.3 miles) of impressive descents and climbs and tight first-gear hairpin in the south-east corner of Belgium just has to be the best there is.

I first saw the Francorchamps circuit from the platform of a racing sidecar outfit in 1948, almost exactly 40 years ago to the day, and I thought it was the ultimate Grand Prix road circuit. Now, 40 years later, even though it is half its original length it is still the best, and a drive round it, even in a Eurobox, produced old-fashioned simple exclamations like "Cor!" "Ooh!" "Kee-ryst!" "Wow!"

Put Ayrton Senna on the circuit in a McLaren MP4/4-Honda, in perfect weather conditions, and you can sit back and watch and listen with the satisfaction of experiencing David and Igor Oistrakh giving the sort of violin recital that makes the "tingles" run down the spine of a true music lover. I am talking of standing on the side of the circuit at Eau Rouge bridge, for example, and watching the red and white car visibly accelerating downhill towards you, feeling the sound waves from the engine as the car sweeps by with just the barest lift of the throttle and then powers up the steep "Raidillon" and away over the brow. During the race Senna had such a lead that you could listen to his Honda engine on full song almost to the end of the long climb to the "chicane" at Les Combes before the next car came by.

It was Grand Prix at its best, and that "next car" was Senna's team-mate Alain Prost in a similar car. Double joy! Of course, this means being out in the sunshine and being slightly more deaf than usual at the end of the race, not sealed away inside a glass viewing box or sitting at home in front of the television. There were only 65,000 people able to experience what I write about, plus the two or three thousand like myself who are paid to enjoy such things.

This is why I returned home full of enthusiasm for Grand Prix racing as it really is, to find all my friends who could only watch it on television yawning and saying: "What a bore". If I had to sit at home and watch what appear to be slow-moving model cars to a muted background of sound that bears no relation to reality, over-ridden by the excited chattering of dear old Muddly Walker, I would probably find it all a bore too. There is no real substitute for "being there", but not everyone is lucky enough to have the opportunity. As friends have been saying for nearly 50 years now, "It's alright for you . . ."

Yes, it is alright for me, and while we have circuits like Spa-Francorchamps and cars like McLaren-Hondas, it's alright for Formula



Prost gets the jump on Senna as the field hurtles towards La Source, but not for long.

The Best of Everything



BMS Dallara's Alex Caffi impressed once more, heading the Cosworth-powered qualifiers.

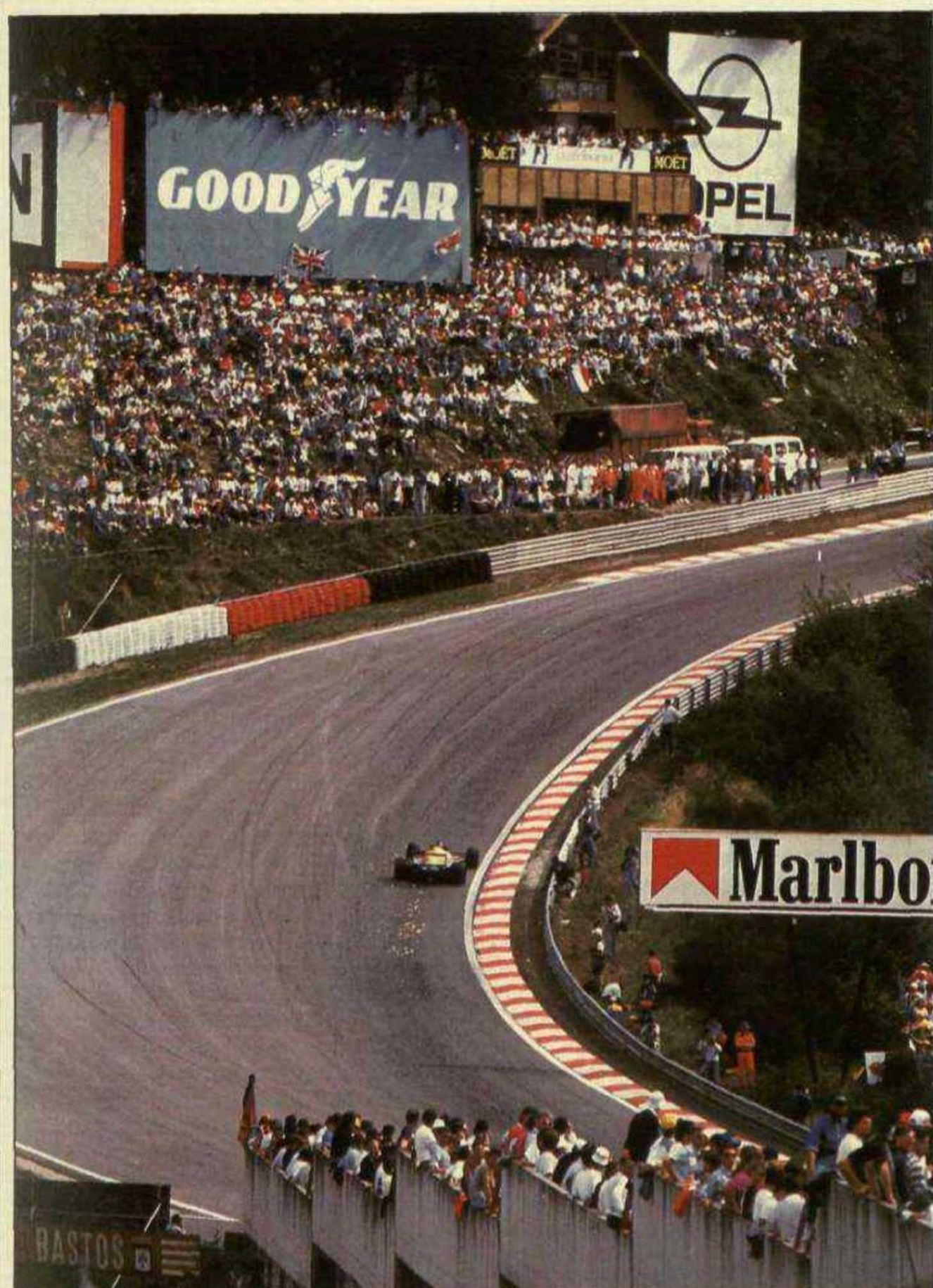
One. Grand Prix racing is alive and well. Behind the two McLarens there was some good racing going on, some reputations were being enhanced and some new ones made. Taking part in a race at Francorchamps is not a matter of "racing wheel-to-wheel" in an unruly scrabble such as happens at Brands Hatch; it is a matter of high-speed precision driving, accuracy and judgement, in a car that is perfectly "tuned" for the requirements.

The winner's average speed for the 43 laps was 203.447 kph (over 126 mph) and this included coming almost to a stop at the hairpin on each lap. Scrabbling round the hairpin in first-gear is not that important, the real test is taking the high-speed corners at high speed, like the long three-part left-hand sweep

downhill in the middle of the circuit. Race lap times were just over two minutes a lap, during which there is little time for relaxation and some idea of Senna's ability can be seen by a look at his individual lap times, provided by the Longines-Olivetti electronic timing apparatus, which Olivetti kindly provides for those journalists who are interested.

Lap 12: 2.01.772
Lap 13: 2.01.891
Lap 14: 2.01.805
Lap 15: 2.01.665
Lap 16: 2.01.711
Lap 17: 2.01.792
Lap 18: 2.01.061
Lap 19: 2.01.341
Lap 20: 2.01.373

Belgian Grand Prix



The fearsome Eau Rouge gives Boutsen and Benetton another chance to show their mettle.

During this remarkable series of laps Senna recorded his fastest of the race on lap 18, and lapped the Coloni on lap 19. He then caught up with the two Zakspeeds and in lapping them his times fluctuated by 1.9 seconds, and all at an average speed higher than most of us have ever driven at for more than a fleeting moment. His variation during those nine consecutive laps was a mere 0.83 seconds, from fastest to slowest; just try measuring eight-tenths of a second and you will get some idea of the remarkable precision and judgement of the Brazilian driver.

His race was not 100% perfection, for his start was not up to Villeneuve standards, and Prost got the drop on him from the second position on the grid and came down to the Eau

Rouge bridge in the lead. Even Prost knew that the situation was temporary, a lap at the most, but by the time he reached the end of the long uphill straight to Les Combes he knew his lead was meaningless.

Between warm-up and the race Prost had altered his aerodynamic adjustments to provide more cornering power at the cost of a very minimal loss of top speed, but that loss was visibly too much by the time the two McLarens were half-way round the opening lap, so he graciously waved his team-mate by into the lead. Even down the descent and through the high-speed swerves his down-force advantage was not significant and by the end of the opening lap it was all over for Prost as regards finishing first.

During Senna's demonstration of the Art of High Speed Driving he demonstrated on four occasions his incredible superiority over Prost under racing conditions. Lapping slower cars is a part of the Grand Prix scene, like "traffic" during qualifying sessions, and fortunately the Spa-Francorchamps circuit is wide and clear so that overtaking causes few problems. Although Senna was away on his own there was some good scrapping going on right through the field; the two Zakspeeds of Schneider and Ghinzani were in close company, with Johansson and Palmer racing each other ahead of them. Then further up the field were Alliot and Streiff, and nearer the front Cheever and Brundle. Senna came up behind each of these "pairs" in turn and effectively passed them two at a time. His slowest lap during these passing manoeuvres was 2min 05.968sec, which was on lap 39 with the end of the race in sight and he was already "rolling it back". During the height of his lapping his slowest lap had been 2min 03.609sec.

All this time Prost had been following neatly and tidily in second place, but he tended to overtake slower cars one at a time, rather than in pairs, and though his lap times did not vary much more than Senna's he was 30 seconds behind by the end of the race.

In those far-off days of 1955 when Fangio and Moss used to give similar demonstrations of total superiority with the Mercedes-Benz W169 cars, they usually finished much closer after racing in similar conditions, lapping most of the field. The English driver admitted that it took everything he'd got to stay with Fangio when it came to lapping slower cars, but it was a point of honour not to get left behind!

That then was the Senna/Prost, McLaren/Honda show and it was well up to the expected standard, but there was a lot more than that going on.

Before the meeting began the tabloid press had a field day with Nigel Mansell succumbing to illness and having to withdraw, and Frank Williams inviting Martin Brundle to "stand in". Now Brundle came on the scene in Formula One a year or two ago and though showing promise did not make much progress. His term with Tyrrell while the team tried to cope with Renault turbo engines was a disaster, and when Tyrrell opted out of turbo racing to run at the back with Cosworth power in 1987 Brundle went to Zakspeed in desperation. It was an even worse disaster, so he wisely pulled out of Formula One for 1988 and joined the Jaguar sports-car team, where he not only had the chance to drive a winning car but made the most of the opportunity.

When Frank Williams gave him the chance to take Mansell's place in the Belgian Grand Prix he did not hesitate, and Tom Walkinshaw and Jaguar kindly released him from his contract. By sheer chance (one hopes!) he had been doing a lot of test-driving for the Williams team because Patrese and Mansell

FORMULA ONE

"were otherwise engaged" said the Williams PR department.

Brundle was all keyed up and ready for a brief return to Formula One, and he came through with flying colours. In the first qualifying session he was 12th fastest, and on Saturday in the pouring rain he actually topped the list. It was not *that* significant, for most of the front-runners merely went out to look at the conditions and weigh up the situation, and Prost did not even bother to go out. Nonetheless Brundle could have slopped around moaning that it was hopeless, but he didn't, he got on with the job.

From his 12th position on the starting grid he kept his place in the opening lap and then had the two "likely lads" in the turquoise Leyton House March-Judd cars hot on his tail. It was not until lap 12 that Mauricio Gugelmin got by, and Ivan Capelli one lap later. It seemed to Brundle that maybe he had gone a bit too fast too soon and his tyres were "going off", so once the March cars had got by he eased off slightly, content to keep them in sight, rather than get involved in an unruly scrap. Unbeknown to Brundle his trouble was not overheated tyres but a very slow puncture in the right rear one, the very gradual loss of air affecting the handling in an insidious manner. He finished in ninth place, one lap behind the leader, with very little air left in the tyre and during the last ten or fifteen laps it was very obvious what the trouble was, but there was little point in making a stop for a new tyre.

Taken all-round, Martin Brundle's return, albeit brief, to Formula One did him more good than all his previous experience and it was a genuine case of "in at the deep end".

A driver whose style and speed has been long admired by those who can appreciate such things is the Belgian Thierry Boutsen. Not only did the Francorchamps circuit do full justice to his driving prowess, but he did more than full justice to the circuit and to his Benetton B188. This is another combination of car and driver that is always a joy to watch, no matter where, and his smooth, unruffled

and polished style in the Cosworth DFR-powered Rory Byrne-designed car put him well ahead of any of the other non-turbo 3½-litre cars.

That he finished in third place was partially due to the failure of the Ferraris, but nonetheless it was more than deserved. Not a simple afternoon promenade as it may have looked to distant viewers, but continuous driving to the maximum to finish just under one minute behind Senna, which amounted to just over one second-a-lap loss throughout the race. He reeled off a series of as many as six laps in succession with a variation of half a second.

In the opening two laps Boutsen lay fifth, with Alboreto and Berger ahead of him, but on lap three Berger's electrics went awry and he stopped at the pits, leaving Alboreto to hold third place. This the Italian did, though unable to stay with the two McLarens, until there was a big cloud of blue smoke from the Ferrari engine as he plunged down to the Eau Rouge bridge. As the Ferrari disappeared over the brow of the "Raidillon" the smoke got worse, and before the end of the lap there was a bang and oil everywhere and the yellow flags and the oil flags were waving frantically. As Boutsen inherited third place the Benetton tried to get away from him on the oil and afterwards he quietly mentioned that it had been "a big moment". His calm demeanour was as smooth as ever, but in his eyes you could read a quiet satisfaction that he had been master of the situation. More deeply could be seen the satisfaction of finishing a brilliant third in his home Grand Prix, on his home circuit.

All weekend the Ferrari team had seemed like a ship without a Captain, for Enzo Ferrari had died just two weeks before. Not that the "old man" had really been in control in the last few months, but *he was there in Maranello*, and that meant everyone in the racing team felt a sense of responsibility to him. Now he was gone. The team was getting on with the job but you could not help sensing that they were all

aware that *there was no-one at Maranello*, who was going to want to know, *why?* Throughout practice and qualifying the cars had been fast on maximum speed, if not so fast for the full lap and Berger and Alboreto had lined-up third and fourth on the grid. After Berger's pit stop to have various electrical components changed he rejoined the race in last position, set a fastest lap for the race on lap 10 and expired for good two laps later. The official word was "electronics" which meant an untraceable electrical malfunction.

For a team in only its second season of current Formula One racing, the Leyton House March Team has been impressive. Running a single car entry for Ivan Capelli last year, using Cosworth DFZ power it needed watching. This season, with Judd V8 power and running two cars it has been very much "there" and the second driver Mauricio Gugelmin has begun to look as if he has always been in Formula One, instead of being two-thirds through his first season.

While we have Prost and Senna as a homogenous pair at the top of the tree, we have Capelli and Gugelmin as a similarly well-matched and talented pair half-way up the tree. While those at the top can only eventually descend, those half-way up can go on climbing. The Judd V8 has not been a roaring success in the Williams FW12, and is a total disaster in the Ligier JS31, but the same engine in Adrian Newey's March 881 design has been unobtrusively successful.

Very early in the race Gugelmin's car had its clutch-operating mechanism go on the blink so he did all his changing without the clutch. No real problem with a modern Formula One gearbox, but it did call for faultless changes and on one occasion Gugelmin muffed his change and got a bit crossed-up over the kerbs at the lower "chicane". This did a bit of damage to the underbody of the car and its precise aerodynamic sensitivity was slightly impaired. The chunky Brazilian had been leading his team-mate up to this point, but he now dropped back a bit, though still holding a

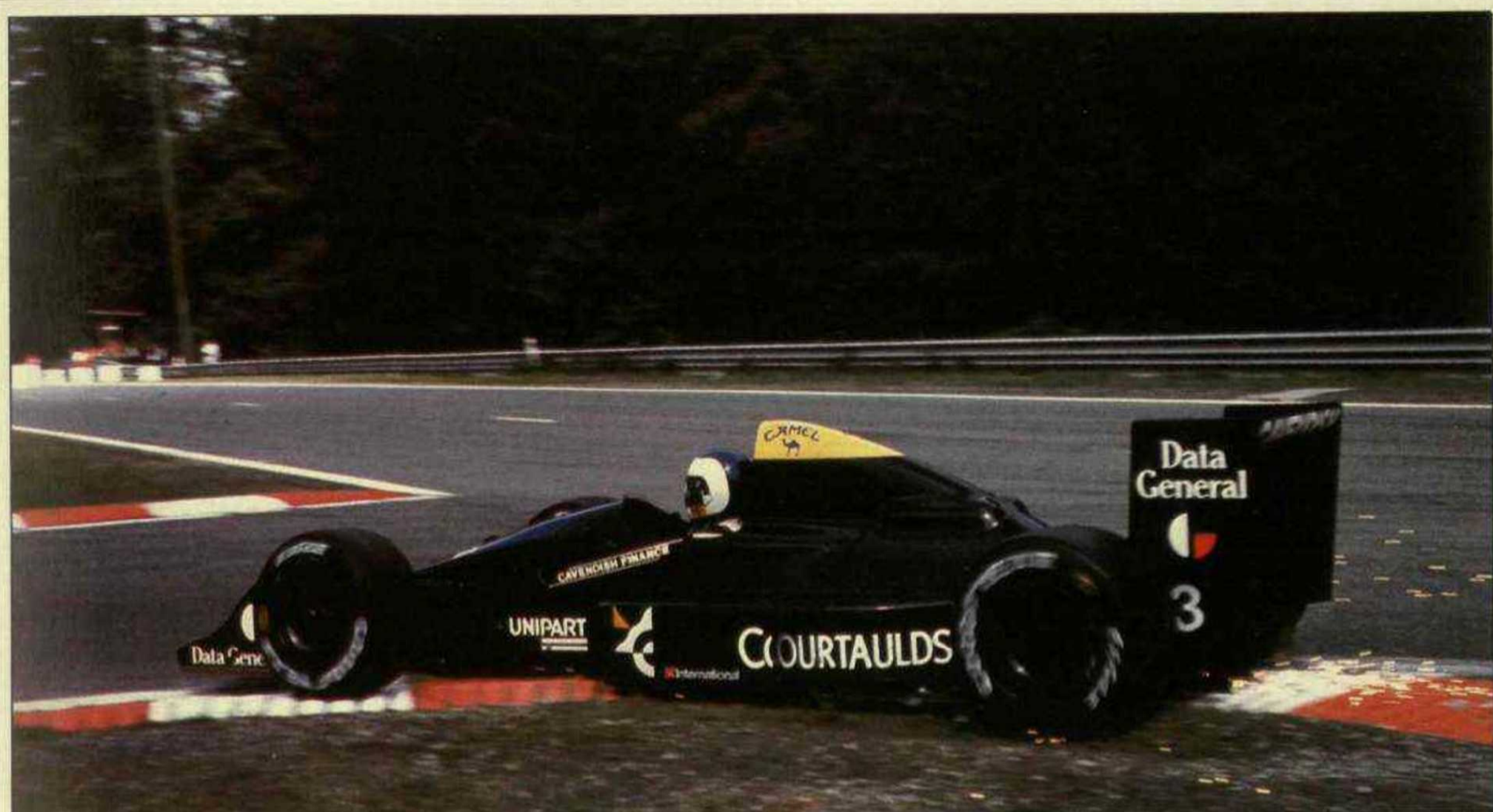


Mansell's stand-in Martin Brundle temporarily delays Ivan Capelli's charge.



Saturday qualifying was blighted by typical Spa weather.

Belgian Grand Prix



Jonathan Palmer enjoyed himself while his Tyrrell-Cosworth lasted, though a broken throttle control prevented him from seeing the chequered flag.

good place. He had made fastest lap for a non-turbo car on lap 14, in 2min 02.255sec, and nobody improved on this. On lap 25 he got into a big spin at the far end of the circuit, from which he would normally have extricated himself without problem, but unable to free the clutch as the car went past the 90° position the engine stalled and that was that as the March slid off onto the grass verge.

Quietly and smoothly leading all the cars powered by Cosworth DFZ engines was the red BMS Dallara driven by the small and pleasant personage of Alessandro Caffi. He had been 15th on grid, ahead of all the DFZ clan, and finished 10th. I don't think that is a sign of luck, nor is it due to a vastly superior car or engine. Those sort of results speak for themselves.

Although only 13 of the 26 starters were running at the end of the race, the others having stopped by the wayside, there were five drivers who did not get to race. Oscar Larrauri was ruled out in the first practice session under the pre-qualifying system, and Perez Sala, Martini, Modena and Bailey were eliminated by the first qualifying session; the wet second session prevented anyone improving their positions.

Pierluigi Martini and Julian Bailey promptly went off to Birmingham to take part in the F3000 event and one wondered whether they should ever have left that scene. Pretty consistently through this season the Tyrrells, the Minardis and the EuroBrunns have failed to qualify for the race, or at best squeezed onto the back of the grid. While the Williams, Lotuses, Benetton, Marches and others have

been relentlessly chasing the McLarens and Ferraris, those right at the back have been getting left behind, and next year won't improve things for them.

If the Lotus-Hondas were not painted bright yellow I feel sure a lot of people would not notice them any more; I know I would be one of them. When you do notice them, and realize they have the same engines as McLaren, and their team leader was once one of the best true World Champions we have had, it is sad, and you wish you hadn't noticed them! If things are going to change for Team Lotus let us hope they get better; if they get worse then Team Lotus, like Team Brabham, will sink without trace.

One thing that came over loud and clear for those of us watching *Le Grand Prix de Belgique* in reality, not on the small screen, was that the future looks much better than it did a year ago. Honda and Renault have both announced their new normally-aspirated 3½-litre engines for 1989, the two best drivers are staying with the best team, and there are some very worthy rising stars already forging good reputations. As it seems likely that the V10 Honda and the V10 Renault engines will have as much bhp when they start racing as this year's strangled turbocharged 1½-litre engines, and a V12 Ferrari engine is a Ferrari after all, we can look forward to 1989 with more interest.

The turbocharged years of 1985-86 were one of Grand Prix racing's high points; with any luck we could reach a higher point by 1995, providing some meddling people do not foul everything up for us. **DSJ**

Francorchamps Fripperies

Joke of the race happened on lap 3, when Arnoux and de Cesaris collided and the Ligier and the Rial promptly retired. Left the way clear for a nice race.

★ ★ ★

A sort of 'no-hopers' duel was enacted down at the back of the field between Jonathan Palmer (Tyrrell) and Stefan Johansson (Ligier). They were enjoying themselves and doing nobody any harm so it was a pity that they both failed to reach the chequered flag, even though they were classified as finishers. The Ligier broke its final drive and the Tyrrell broke its throttle control.

★ ★ ★

The Arrows pair continue to look like Siamese twins, their performances being depressingly equal. Out of the cars you seldom see them arm-in-arm, but in the cars it is hard to separate them. Tenth and eleventh on the grid, and seventh and eighth in the race, though in fact Warwick did manage to make a break and get away from Cheever on the track. Their best laps were almost identical and they both did them on lap 24. This togetherness is getting boring!

★ ★ ★

Boutsen's immaculate performance rather overshadowed his Benetton team mate's race, but nevertheless Nannini did a good job, hauling himself from seventh on the grid to a fighting fourth at the finish. Another good reputation enhanced. **DSJ**

RESULTS

Belgian Grand Prix

STARTING GRID

11 A. Prost (McLaren-Honda V6%) 1 min 54.128 secs	12 A. Senna (McLaren-Honda V6%) 1 min 53.718 secs
27 M. Alboreto (Ferrari V6%) 1 min 55.665 secs	28 G. Berger (Ferrari V6%) 1 min 54.581 secs
20 T. Boutsen (Benetton-Cos V8) 1 min 57.455 secs	6 R. Patrese (Williams-Judd V8) 1 min 57.138 secs
2 S. Nakajima (Lotus-Honda V6%) 1 min 57.616 secs	19 A. Nannini (Benetton-Cos V8) 1 min 57.535 secs
17 D. Warwick (Arrows-BMW 4cyl.%) 1 min 57.925 secs	1 N. Piquet (Lotus-Honda V6%) 1 min 57.821 secs
5 M. Brundle (Williams-Judd V8) 1 min 58.206 secs	18 E. Cheever (Arrows-BMW 4cyl.%) 1 min 57.980 secs
16 L. Capelli (March-Judd V8) 1 min 59.439 secs	15 M. Gugelmin (March-Judd V8) 1 min 58.361 secs
30 P. Alliot (Lola-Cos V8) 1 min 59.906 secs	36 A. Caffi (BMS Dallara-Cos V8) 1 min 59.776 secs
14 P. Streiff (AGS-Cos V8) 2 min 00.410 secs	25 R. Arnoux (Ligier-Judd V8) 2 min 00.037 secs
26 S. Johansson (Ligier-Judd V8) 2 min 00.857 secs	22 A. de Cesaris (Rial-Cos V8) 2 mins 00.521 secs
31 G. Tarquini (Coloni-Cos V8) 2 min 01.359 secs	3 J. Palmer (Tyrrell-Cos V8) 2 min 01.078 secs
9 P. Ghinzani (Zakspeed 4cyl.%) 2 min 01.899 secs	29 Y. Dalmas (Lola-Cos V8) 2 min 01.467 secs
21 N. Larini (Osella-Alfa V8%) 2 min 02.029 secs	10 B. Schneider (Zakspeed 4cyl.%) 2 min 01.938 secs

Did not qualify:

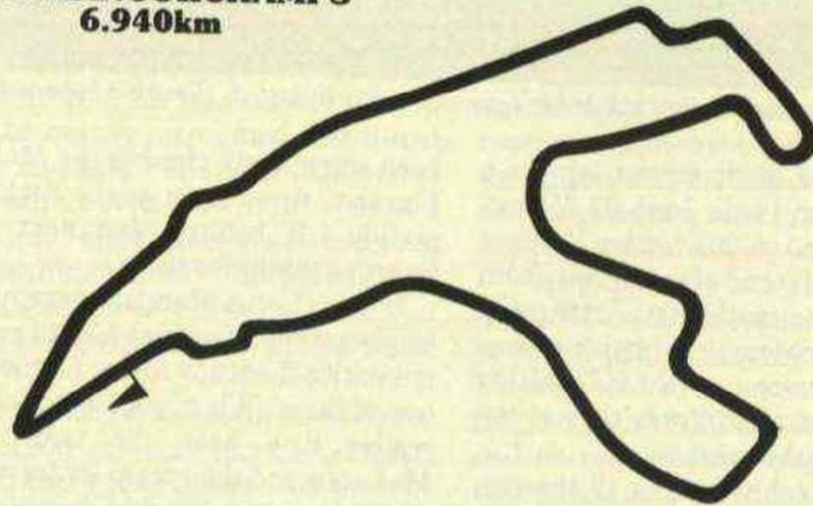
- 24 L. Perez Sala (Minardi) 2 min 02.159 secs.
- 23 P. Martini (Minardi) 2 min 02.314 secs.
- 33 S. Modena (EuroBrun) 2 min 02.322 secs.
- 4 J. Bailey (Tyrrell) 2 min 02.519 secs.



LAP TIMES

		Qualifying Friday	Qualifying Saturday	Best race lap	(on lap)
1	N. Piquet	Lotus 100T	1.57.821	2.15.027	2.02.598 (23)
2	S. Nakajima	Lotus 100T	1.57.616	2.14.739	2.03.448 (20)
3	J. Palmer	Tyrrell 017	2.01.078	2.20.594	2.05.525 (21)
4	J. Bailey	Tyrrell 017	2.02.519	no times	DNQ
5	M. Brundle	Williams FW12	1.58.206	2.14.517	2.04.088 (9)
6	R. Patrese	Williams FW12	1.57.138	2.15.358	2.03.220 (19)
9	P. Ghinzani	Zakspeed ZK881	2.01.899	2.22.064	2.06.653 (14)
10	B. Schneider	Zakspeed ZK 881	2.01.938	2.19.825	2.06.810 (19)
11	A. Prost	McLaren MP4/4	1.54.128	no times	2.01.702 (18)
12	A. Senna	McLaren MP4/4	1.53.718	2.15.196	2.01.061 (18)
14	P. Streiff	AGS JH23	2.00.410	2.23.953	2.05.028 (23)
15	M. Gugelmin	March 881	1.58.361	no times	2.02.255 (14)
16	I. Capelli	March 881	1.59.439	2.22.821	2.02.302 (14)
17	D. Warwick	Arrows A10B	1.57.925	2.16.770	2.03.002 (24)
18	E. Cheever	Arrows A10B	1.57.980	2.19.908	2.03.653 (24)
19	A. Nannini	Benetton B188	1.57.535	2.17.077	2.02.289 (39)
20	T. Boutsen	Benetton B188	1.57.455	2.15.236	2.02.849 (21)
21	N. Larini	Osella FA1L	2.02.029	2.17.127	2.06.514 (12)
22	A. de Cesaris	Rial ARC 1	2.00.521	2.17.028	2.08.821 (2)
23	P. Martini	Minardi M188	2.02.314	no times	DNQ
24	L. Perez Sala	Minardi M188	2.02.129	no times	DNQ
25	R. Arnoux	Ligier JS31	2.00.037	2.19.260	2.07.978 (2)
26	S. Johansson	Ligier JS31	2.00.857	no times	2.05.681 (39)
27	M. Alboreto	Ferrari F187-88C	1.55.665	2.15.677	2.01.924 (34)
28	G. Berger	Ferrari F187-88C	1.54.581	2.17.115	2.00.772 (10)
29	Y. Dalmas	Lola LC88	2.01.467	2.19.909	2.07.497 (7)
30	P. Alliot	Lola LC88	1.59.906	2.21.219	2.05.083 (37)
31	G. Tarquini	Coloni CF188	2.01.359	2.19.939	2.04.589 (36)
32	O. Larrauri	EuroBrun ER188	did not pre-qualify
33	S. Modena	EuroBrun ER188	2.02.322	2.19.880	DNQ
36	A. Caffi	BMS Dallara F188	1.59.776	2.18.052	2.04.475 (24)

SPA-FRANCORCHAMPS 6.940km



RESULTS

Belgian Grand Prix, Spa-Francorchamps, August 28 43 laps of 6.940km circuit, (298.420 km/185.429 miles)

Pos	Driver	Car/Engine	Time
1st	Ayrton Senna	McLaren MP4/4-Honda V6%	1h 28m 00.549s
2nd	Alain Prost	McLaren MP4/4-Honda V6%	1h 28m 31.019s
3rd	Thierry Boutsen	Benetton B188-Cosworth V8 DFR	1h 29m 00.230s
4th	Alessandro Nannini	Benetton B188-Cosworth V8 DFR	1h 29m 09.143s
5th	Ivan Capelli	March 881-Judd V8	1h 29m 16.317s
6th	Nelson Piquet	Lotus 100T-Honda V6%	1h 29m 24.177s
7th	Derek Warwick	Arrows A10B-BMW 4 cyl%	1h 29m 25.904s
8th	Eddie Cheever	Arrows A10B-BMW 4 cyl%	1 lap behind
9th	Martin Brundle	Williams FW12-Judd V8	1 lap behind
10th	Alessandro Caffi	BMS Dallara F188-Cosworth V8 DFZ	1 lap behind
11th	Philippe Alliot	Lola LC88-Cosworth V8 DFZ	1 lap behind
12th	Philippe Streiff	AGS JH23-Cosworth V8 DFZ	1 lap behind
13th	Stefan Johansson	Ligier JS31-Judd V8	1 lap behind
14th	Jonathan Palmer	Tyrrell 017-Cosworth V8 DFZ	retired on lap 40
15th	Bernd Schneider	Zakspeed ZK881-Zakspeed 4 cyl%	(not running) 4 laps behind
16th	Gabriele Tarquini	Coloni CF188-Cosworth V8 DFZ	5 laps behind
17th	Michele Alboreto	Ferrari F1/87-88C-Ferrari V6%	(not classified) 7 laps behind
18th	Riccardo Patrese	Williams FW12-Judd V8	retired on lap 36
19th	Mauricio Gugelmin	March 881-Judd V8	retired on lap 31
20th	Piercarlo Ghinzani	Zakspeed ZK881-Zakspeed 4 cyl%	retired on lap 30
21st	Satoru Nakajima	Lotus 100T-Honda V6%	retired on lap 26
22nd	Nicola Larini	Osella FA1L-Alfa Romeo V8%	retired on lap 23
23rd	Gerhard Berger	Ferrari F1/87-88C-Ferrari V6%	retired on lap 15
24th	Yannick Dalmas	Lola LC88-Cosworth V8 DFZ	retired on lap 12
25th	Andrea de Cesaris	Rial ARC1-Cosworth V8 DFZ	retired on lap 10
26th	René Arnoux	Ligier JS31-Judd V8	retired on lap 3

Fastest Lap: G. Berger (Ferrari) 2 min 00.772 secs on lap 10; 206.869 kph (128.280mph)
Winner's Average Speed: 203.447 kph (126.416 mph) **Conditions:** Perfect — warm and dry.

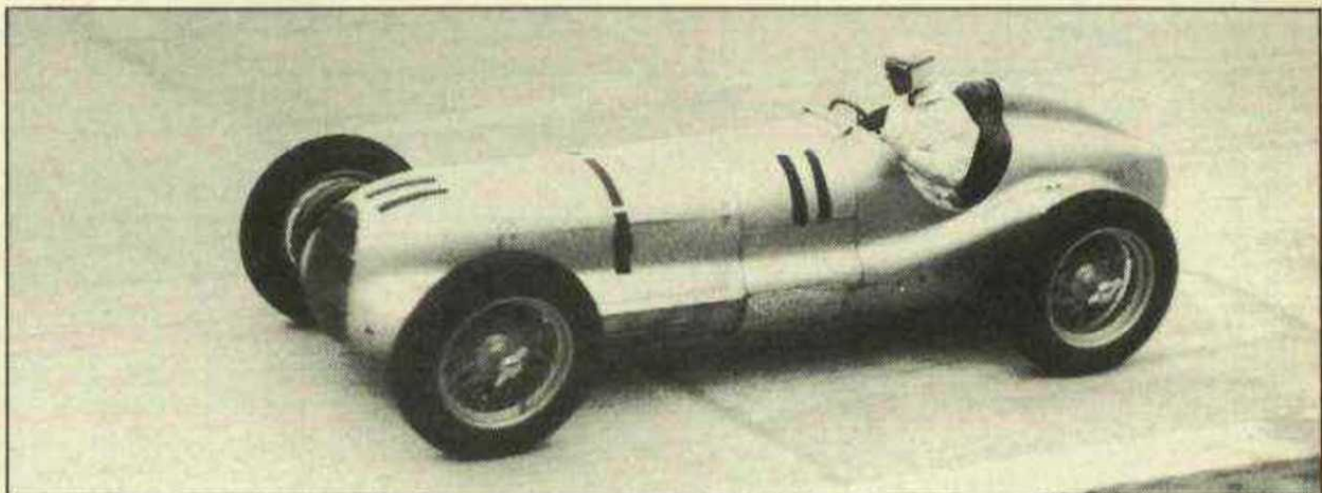
In recent months there have been letters in the columns of MOTOR SPORT decrying the dismantling of a famous racing car from the British motor racing scene, in order to recreate a car that was last seen in one piece in 1937. I refer to Multi-Union II. One of the letters we received (MOTOR SPORT, July 1988) was from Jack Emmott who was one of the group of people who conceived the Multi-Union, and later became the owner.

The idea of the Multi-Union stemmed from Flt Lt Chris Staniland who was Chief Test pilot for Fairey Aviation, and a noted racing driver of the 1930s. In 1935, when the Scuderia Ferrari began to sell-off its obsolete Grand Prix cars, the French driver Raymond Sommer bought one of the 1934 Grand Prix Alfa Romeos. He raced it in many of the Grand Prix races in Europe, and ended the season competing in the Donington Park Grand Prix. Chris Staniland then bought the car and raced it in British events during 1936. By 1937 the car was very out-dated and no longer competitive, but Staniland conceived the idea of using it as the basis for a special. Not a "bitsa" but a soundly-engineered special Alfa Romeo, with improvements to all the Alfa Romeo components and in particular, the 2.9-litre supercharged straight-eight engine.

It first appeared in 1938 and won the 100-mile race in Dublin's Phoenix Park, proving to have the legs of any of the cars currently competing in British racing. In 1939 it reappeared as Multi-Union II, the Alfa Romeo suspension, brakes, gearbox, supercharging layout and most other parts being replaced with superior components. In its first form it had set new 3-litre international speed records at nearly 140mph, and in its second form it was even faster, and certainly the fastest 2.9-litre Alfa Romeo-engined car. The 1939-45 war put a stop to further development.

Sadly Chris Staniland was killed in an air crash during the war, and subsequently Jack Emmott sold the Multi-Union II. Various people tried to compete with it, mostly in unsuitable events, but remarkably it remained unmodified from its 1939 state; until recently, that is. The present owner(s) decided that it wasn't an important car, and certainly not a valuable appreciating asset for the auction world. Various attempts to sell it, even at an honest figure, drew little interest.

In the meantime "collectors' valuations" of genuine old Grand Prix cars began to be pushed up and up, and a genuine 1934 Grand Prix Alfa Romeo Tipo B was given an "established value". The poor old Multi-Union, which was a far superior racing car to any Tipo B Alfa Romeo, did not have a "collector's value". Very soon now there will appear a totally rebuilt, restored, reclaimed, call it what you will, Tipo B Alfa Romeo *monoposto* 1934. It will be a car that was once



Chris Staniland, test-pilot, racing motorcyclist, racing driver and instigator of the construction and development of the Multi-Union project, is seen in action in the final version of the car in 1939.

Vandalism?

part of the Scuderia Ferrari, more than likely raced by Nuvolari and probably the winner of many Grand Prix races. It will not be for sale, of course.

The claim will be that it is the ex-Raymond Sommer, ex-Chris Staniland car, the one that Staniland and his friends "vandalised" to make into a home-made special in 1937. In truth it will contain the chassis side-rails, less the front part which was cut off, the divided prop-shaft rear axle, the steering box, and some of the engine parts. The rest will be new. From the dismantling of Multi-Union II there will remain the special four-speed gearbox, the Tecnauto independent front suspension, the Lockheed hydraulic brakes, the special oil and water radiators, all the bodywork, the superchargers and manifolding and much of the cockpit hardware. These will be mounted on a new chassis frame and a new engine will power the car and it will purport to be Multi-Union II.

As Winston Churchill said, when introduced to the naval chap named Bossom, "Not one thing, nor another".

Depending on where you are standing and where your interests lie, Chris Staniland and his friends "vandalised" an obsolete Alfa Romeo in 1937, or the present owner(s) have "vandalised" a car that was significant in British motor racing history. I know where I am standing and where my interests lie, even though I am an ardent Alfa Romeo and Scuderia Ferrari enthusiast.

Vandalism does not seem to be confined to Great Britain; a similar act of breaking up an historic car has recently happened in Australia. This concerns a record-breaking car built by Piero Taruffi in the early 1950s which he named TARG II. He had built his first TARG around motorcycle components for breaking 500cc speed records and the conception of the vehicle was to present as low a frontal area as possible and the lowest possible drag. There were two cigar-shaped pontoons; one contained the engine and gearbox and the other contained the driver

(Taruffi himself) and the controls. There was a wheel at the front and rear of each pontoon, concealed within the shell. The two pontoons were spaced apart at the desired track measurement, and joined by aerofoil struts carrying pipes and control systems.

So successful was the original TARG that Taruffi embarked on a second one, this time built around racing car components. It was of similar layout, but scaled up to take a Grand Prix Maserati engine, enlarged to 1720cc from its original 1500cc, and using Maserati wheels and brakes and gearbox. This was TARG II and it took 2-litre class records at speeds up to 144mph. It had a maximum in the region of 180mph.

When Taruffi gave up record breaking he gave TARG II to the Monza museum, where it stayed for some 25 years. Not long ago it was acquired by an Australian who took the engine and gearbox out to put into a 4CLT/48 Maserati Grand Prix, of the type from which the unit had come. The resurrecting of a valuable and historic Grand Prix car!

The Australian York Motor Museum acquired TARG II, less its oversize 4CLT Maserati engine and gearbox, and feeling they ought to do something with it, they installed an engine from a production Dino Ferrari. A Rover 2000cc gearbox was mated to the Ferrari engine and TARG II was made mobile, though for no other purpose than to drive it on 'demonstrations' though what it is meant to be demonstrating is unclear.

And now, back home, I hear that one of the Vanwall Grand Prix cars has gone to the USA! When GKN, which took over the Vandervell empire, decided to have a clear-out it sold the whole Vanwall collection of cars and equipment to Tom Wheatcroft's Donington Park museum, as being a suitable home for one of Britain's best Grand Prix teams. One of the original team cars, together with the one assembled recently from spare parts, is said to have gone to an American collector. Is nothing sacred? **DSJ**

FORMULA ONE



Only one thing matters for Grand Prix crowds at Monza: seeing Ferrari's drivers on the top steps of the victory podium.

It Had To Happen . . .

Monza, September 11

If you believe in the law of averages, the day had to come when McLaren and Honda would not win a 1988 Grand Prix.

Up to the Italian Grand Prix at Monza the McLaren International team drivers, Ayrton Senna and Alain Prost, had cleaned up every Grand Prix this season, Senna winning seven races and Prost winning four, and quite often they finished first and second. The Italian Grand Prix was the twelfth race this season for the Drivers' and Manufacturers' Championships, and for 34 laps of the total of 51 it looked to be another dominating first-and-second for the red-and-white cars, with Senna well ahead of Prost — but a race is not finished until it is won.

Practice and qualifying did not produce anything unusual as far as the front of the grid was concerned, for Senna was uncatchable, even by his team-mate with an identical car. Conditions for Friday and Saturday were about perfect, and while Friday qualifying hour sorted out a pretty reasonable grid order, with Senna one tenth of a second ahead of Prost, Saturday conditions were even better and Senna improved on his time and put himself into the unique position of being the only driver to break 1 minute 26 seconds, his time being 1min 25.974sec. Prost did not improve on his Friday time, but the Ferrari drivers, Berger and Alboreto both improved and got very close to Prost.

A mild eyebrow was raised at the sight of the two Arrows drivers, hand-in-hand as ever, occupying the third row of the grid ahead of the fast-fading Lotus pair and all the



Berger, flanked by Alboreto and Cheever, savours his moment of Italian glory.

“hot-shoe” normally-aspirated-engined cars.

It seems Heini Mader and his engine men discovered that the FIA boost-control valve on the “upright” BMW engine had not been in the most advantageous position, probably involving complicated things like pressure waves. A re-positioning had worked wonders, and the system was now putting the full 2.5-bar pressure into the cylinders. At one point Cheever actually clocked 200 mph past the timekeepers, while the Hondas and Ferraris were levelling off at around 192 mph.

The 1988 restriction of 2.5-bar boost-pressure, as against the 4-bar allowed in 1987, has trimmed the power of the turbocharged engines, but not as dramatically as officialdom hoped; it is only really noticeable on the super-fast circuits, and Monza is one of them, in spite of the three “chicanes” spread around the circuit. Senna's pole position time was two seconds down on Piquet's 1987 pole-position time, and the best 3½-litre non-turbo engined

car was almost three seconds behind Senna. The back row of the grid was virtually eight seconds slower than the front row, which is too much of a differential at the high average speeds at which races are run these days.

Standing out like a sore thumb was the second Williams-Judd, actually car No 5 which should have been driven by Nigel Mansell. He was still on the sick list suffering from the pox, and all Frank Williams could rustle up was Frenchman Jean-Louis Schlesser, who has done a lot of racing, but never taken part in a Formula One race before.

Having “lent” Martin Brundle to Frank Williams for the Belgian Grand Prix, Jaguar and Tom Walkinshaw quite rightly wouldn't risk him for a second “loan” and the fact that the Williams cars are sponsored by Barclay cigarettes ruled out “borrowing” a driver contracted to Marlboro cigarettes! Some years ago this contracting of drivers centred around petrol companies and quite often an Esso-sponsored driver was prevented from driving a BP-sponsored car, or a Shell driver could not drive an Esso car. Petrol companies are still very involved, but not with driver contracts; they have been taken over by the cigarette companies.

As usual one of the tail-end “rabbits” was eliminated on the first morning of practice. This time it was Oscar Larrauri, and by Saturday afternoon four more had been eliminated as being too slow.

The race itself started at 3pm in front of a very large crowd, even though the Italian populace had been told by their newspapers that “only a miracle could give Ferrari victory against the might of Honda”. Before the green

Italian Grand Prix



Formation finish — Alboreto had closed the gap to his winning team-mate during the final laps.

light was given there had been drama.

Berger arrived at his grid position in third place, at the very last moment, his Ferrari not running properly as he left the pit-lane. He returned to the pits, did another warm-up lap in the spare car, and threaded his way through the dummy-grid to take up his place.

The all-clear was given for Senna to lead the field round on the parade lap, and all but Nannini followed him. The Benetton was left immobile as an electronic "gizmo" involved with the engine throttle system had failed. While the rest went away on the parade lap, the Benetton was wheeled across to the pit-lane exit and the Benetton and Ford/Cosworth people leapt into action.

As the two McLarens came up the finishing straight, heading for the starting-grid, the drivers indulged in a full-power burst of acceleration, Senna doing his first, and as he slowed abruptly, Prost accelerated past — a flagrant violation of FIA rules, which say that not only must you not change your position during the parade lap, but you certainly must never overtake the pole-position man! If you didn't have rules you couldn't break them, could you?

Apart from Nannini being in the pit-lane exit the start was superb, and Prost disappeared towards the first "chicane" an inch ahead of Senna.

Before the start Berger had jokingly said he would try to lead the first lap, just for the hell of it, because he had no hope of leading the last lap! That wasn't to say he was going to give up — he was just being realistic in view of the last eleven races. He very nearly got between the two McLarens as they left the start, but not quite. This time it took Senna even less time to take the lead than he had taken in the Belgian Grand Prix, and he was aided by Prost's Honda engine not being 100% sharp as he accelerated through the gears.

By the end of the opening lap it was all over. Senna had pulled out the sort of lead Jimmy Clark used to do over Dan Gurney, Graham

Hill and John Surtees back in the 'Sixties. Just before Senna completed the first lap, Nannini took off like a scalded cat from the pit-lane, and anyone around the circuit who hadn't been paying attention would have believed he was leading the race. For two glorious laps the Benetton led the field and one wondered if this was a preview of 1989 racing!

On lap 3 Senna went by Nannini and conveniently put him between the two McLarens. Berger and Alboreto were hard after Prost and Cheever was in a strong fifth place, followed by Boutsen once again "the class" of the non-turbo brigade. Prost and the two Ferraris overtook Nannini so that the front of the race looked alright, with Senna out on his own followed at a fair distance by Prost, with Berger and Alboreto pounding along behind.

The race had barely settled down before there was a noticeable absence of yellow cars: both Lotus-Hondas were gone, Piquet into a gravel-trap and Nakajima into the pits with engine trouble.

Engine trouble? In a Honda? Out on the track Prost's Honda engine had developed a distinctly flat note to its exhaust, and it was getting worse. Even more worrying was a sudden loss of power on lap 31 and an increase of six seconds on his lap time, which meant that Berger closed up visibly. Three more relatively slow laps for Prost had the Ferrari on his tail, and Berger was able to enjoy the glory of powering past the sick McLaren-Honda, before Prost pulled off into the pit-lane and stopped at the McLaren pit.

In a flash the boys in red and white had the upper part of the bodywork off and up in the air, while Honda men surrounded the engine. It did not take many seconds to diagnose engine failure and the car was wheeled away. Piston-orientated internal trouble suggested mixture control and boost pressure, and Senna was called up on the in-car radio and warned to ease off a bit and notch up the mixture strength to play safe. He had a

comfortable lead over the two Ferraris so there was no real problem and he slowed his lap times by between a second and a second-and-a-half.

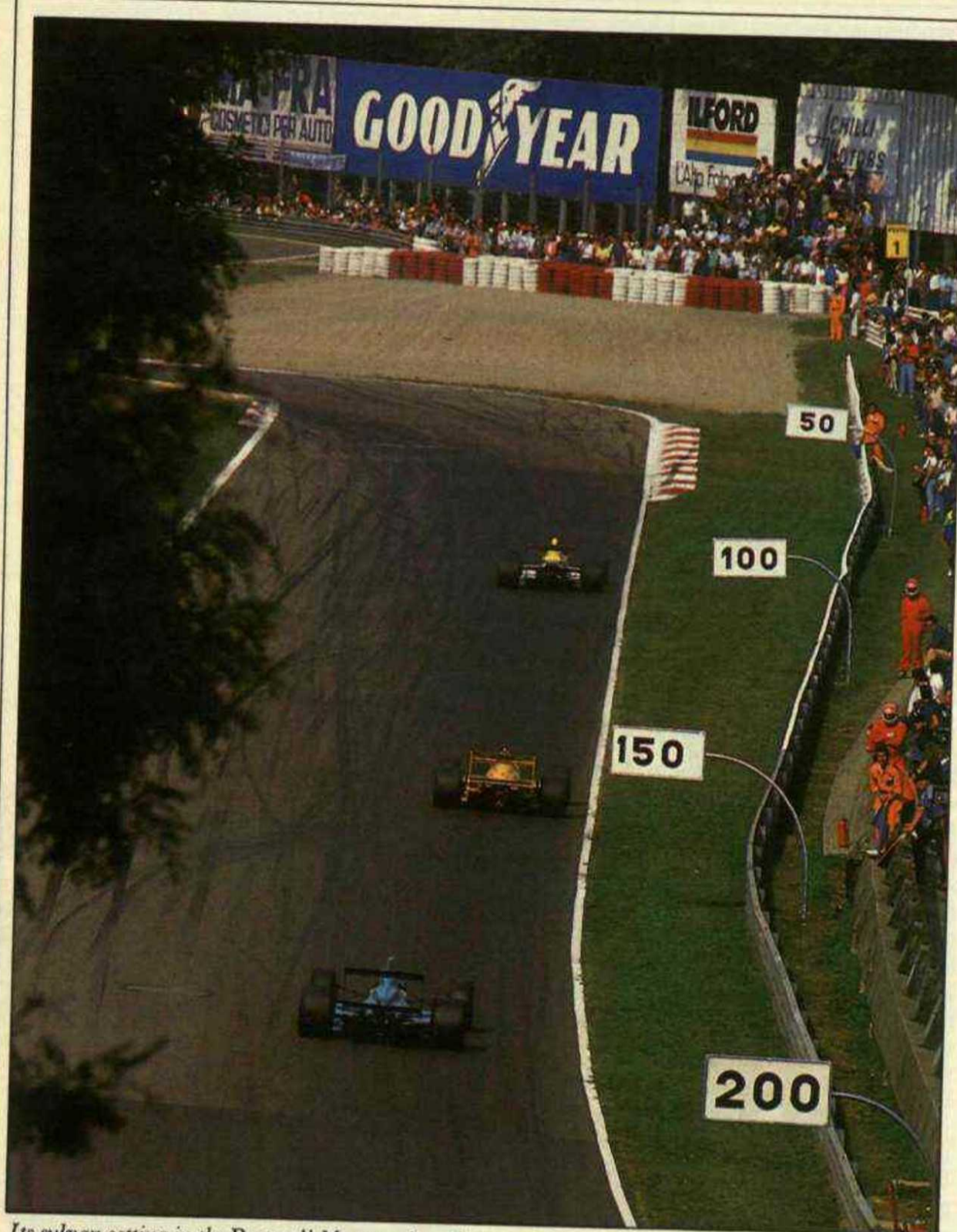
There was a sudden awareness that out of four Honda-powered cars at the start there was only one left in the race, and there were still sixteen laps to go. Both Ferraris seemed healthy, the two Arrows were now running strongly, Cheever leading Warwick, Capelli had taken the category B lead from Boutsen, Patrese was eighth and Gugelmin ninth.

Nannini was tenth, having gone through all the rabbits in the back end of the field like a dose of salts. It was a great pity the smiling Italian had lost that whole lap at the start, for his car was running well and he was driving hard. There does not seem to be much difference between the Benettons and the Marches, taken as complete packages, so it all comes down to a pretty straightforward battle between the Ford-Cosworth works DFR engines and the Judd V8 engines, and this time Judd was winning, for Boutsen's DFR was misfiring at high revs.

With the end in sight Senna could gradually ease off, but not to any great degree for the two Ferraris were still healthy and not too far behind. Confident now that they had no fuel consumption worries they both pushed their lap times below 1min 30sec, and actually



In the limelight — Warwick fought his way up to fourth, while Grand Prix debutant Schlessler also made an impression . . .



Its sylvan setting in the Parco di Monza gives the autodromo a special flavour.



His suspension choked with gravel, Piquet tries in vain to rejoin the fray after spinning.

improved on Senna's best race lap which he had recorded on lap 29 while building up his lead. The Ferraris were beaten once again, but not disgraced, and the crowd were warm to the two drivers, for they could appreciate that they hadn't given up the fight.

In ninth place, Gugelmin was about to be lapped by Senna, while he himself was about to lap Schlesser in the Williams, who was soon due to be lapped for the second time by the leader. Having wafted past the Williams, the turquoise March suddenly found it tucked in behind, and next time round Schlesser was giving Gugelmin a hard time under braking for the first "chicane", sitting it out with him, wheel-to-wheel! It seemed a pointless exercise as Schlesser was a lap behind the March and there was nothing to gain. As they went into the start of the fiftieth lap of the race, the Williams outbraked the March towards the "chicane" just as Senna came up to lap them both, Gugelmin for the first time and Schlesser for the second time.

In the middle of the "chicane" Senna tripped over the Frog and landed heavily on the kerbing, and that was that. The last Honda had gone, and with it Senna's eighth victory this season, McLaren's hopes of winning all sixteen races, Ron Dennis' personal wager with Bernie Ecclestone, and all the media hype about records of this and that; a complete fracture of an established pattern.

For the 80,000 tifosi none of that was of any importance. As Berger sailed past the stricken McLaren the cheering drowned the sound of the cars, and preceded Berger all round lap 50 to reach a crescendo from the vast main grandstands as he streaked over the line at 185 mph to start the last lap, hotly pursued by Alboreto in the second Ferrari. The noise as the two Ferraris got the chequered flag must have reached up to "Zio Enzo" up on high and for once the police and marshals did not try to restrain the crowds as the cars finished their slowing down lap and headed for the *parc fermé*.

By the time Berger, Alboreto and Cheever, who had come into a well-earned third place, appeared on the winners' balcony overlooking the starting area the track was packed solid with humanity as far as you could see in both directions. Cheering, shouting, singing, waving flags, carrying banners and no doubt many of them weeping with emotion, they waited for Gerhard Berger to appear. When he did the clamour must have been heard in Milan, and when Michele Alboreto joined him it was even louder. It was Joy Day for Italian motor racing.

As one Italian journalist said: "It was a nice present from McLaren-Honda, and it went to the right man and the right team." To which I replied: "Yes, and in the right place." Any place other than Monza for McLaren-Honda to falter would have been a shame, and for any other team to have benefited would have been unjust. Enzo Ferrari may be dead, but long live Ferrari!

DSJ

Italian Grand Prix

RESULTS

STARTING GRID

<p>12 A. Senna (McLaren-Honda V6t/c) 1 min 25.974 secs</p> <p>28 G. Berger (Ferrari V6t/c) 1 min 26.654 secs</p> <p>18 E. Cheever (Arrows-BMW 4cyl) 1 min 27.660 secs</p> <p>1 N. Piquet (Lotus-Honda V6t/c) 1 min 28.044 secs</p> <p>19 A. Nannini (Benetton-Cos V8) 1 min 28.958 secs</p> <p>16 I. Capelli (March-Judd V8) 1 min 29.513 secs</p> <p>15 M. Gugelmin (March-Judd V8) 1 min 30.035 secs</p> <p>10 B. Schneider (Zakspeed 4cyl t/c) 1 min 30.161 secs</p> <p>21 N. Larini (Osella-Alfa V8t/c) 1 min 30.481 secs</p> <p>24 L. Perez Sala (Minardi-Cos V8) 1 min 30.698 secs</p> <p>36 A. Caffi (BMS Dallara-Cos V8) 1 min 30.989 secs</p> <p>14 P. Streiff (AGS-Cos V8) 1 min 31.676 secs</p> <p>29 Y. Dalmas (Lola-Cos V8) 1 min 32.164 secs</p>	<p>11 A. Prost (McLaren-Honda V6t/c) 1 min 26.277 secs</p> <p>27 M. Alboreto (Ferrari V6t/c) 1 min 26.988 secs</p> <p>17 D. Warwick (Arrows-BMW 4cyl t/c) 1 min 27.815 secs</p> <p>20 T. Boutsen (Benetton-Cos V8) 1 min 28.870 secs</p> <p>6 R. Patrese (Williams-Judd V8) 1 min 29.435 secs</p> <p>2 S. Nakajima (Lotus-Honda V6 t/c) 1 min 29.541 secs</p> <p>23 P. Martini (Minardi-Cos V8) 1 min 30.125 secs</p> <p>9 P. Ghinzani (Zakspeed 4cyl t/c) 1 min 30.476 secs</p> <p>22 A. de Cesaris (Rial-Cos V8) 1 min 30.560 secs</p> <p>30 P. Alliot (Lola-Cos V8) 1 min 30.962 secs</p> <p>5 J.-L. Schlesler (Williams-Judd V8) 1 min 31.548 secs</p> <p>25 R. Arnoux (Ligier-Judd V8) 1 min 32.049 secs</p> <p>4 J. Bailey (Tyrrell-Cos V8) 1 min 32.290 secs</p>
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Did not qualify:
 3 J. Palmer (Tyrrell) 1 min 32.405 secs
 26 S. Johansson (Ligier) 1 min 32.438 secs
 31 G. Tarquini (Coloni) 1 min 32.829 secs
 33 S. Modena (EuroBrun) 1 min 33.226 secs

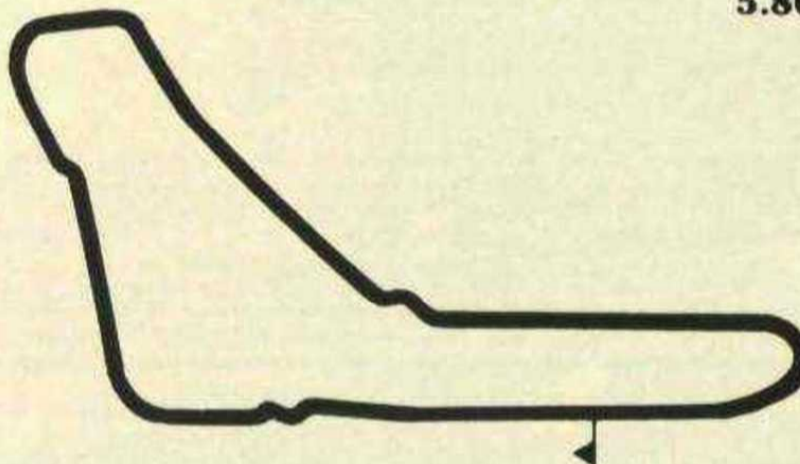
1988 WORLD CHAMPIONSHIP

DRIVERS	CONSTRUCTORS
1 Senna 75	1 McLaren-Honda..... 147
2 Prost 72	2 Ferrari 59
3 Berger 37	3 Benetton-DFR 30
4 Alboreto 22	4 Lotus-Honda 17
5 Boutsen 21	Arrows-BMW 17
6 Piquet 16	6 March-Judd 13
7 Warwick 12	7 Williams-Judd 8
8 Nannini 9	8 Tyrrell-DFZ 5
9 Capelli 8	9 Rial-DFZ 3
10 Mansell 6	10 Minardi-DFZ 1
11 Gugelmin 5	
Cheever 5	
Palmer 5	
14 de Cesaris 3	
15 Patrese 2	
16 Martini 1	
Nakajima 1	

LAP TIMES

		Qualifying Friday	Qualifying Saturday	Best Race Lap (on lap)
1	N. Piquet	1.28.440	1.28.044	1.31.803 (11)
2	S. Nakajima	1.29.541	1.30.570	1.32.804 (11)
3	J. Palmer	1.32.405	1.33.067	DNQ
4	J. Bailey	1.32.573	1.32.290	1.33.203 (40)
5	J.-L. Schlesler	1.31.548	1.31.620	1.33.179 (39)
6	R. Patrese	1.30.124	1.29.435	1.31.704 (26)
9	P. Ghinzani	1.31.182	1.30.476	1.33.476 (10)
10	B. Schneider	1.30.773	1.30.161	1.32.054 (24)
11	A. Prost	1.26.277	1.26.428	1.29.642 (27)
12	A. Senna	1.26.160	1.25.974	1.29.569 (29)
14	P. Streiff	1.31.676	1.31.687	1.33.898 (31)
15	M. Gugelmin	1.30.145	1.30.035	1.31.832 (27)
16	I. Capelli	1.29.513	1.29.696	1.30.971 (37)
17	D. Warwick	1.28.258	1.27.815	1.30.504 (43)
18	E. Cheever	1.28.101	1.27.660	1.30.452 (42)
19	A. Nannini	1.28.969	1.28.958	1.30.248 (33)
20	T. Boutsen	1.29.607	1.28.870	1.31.543 (34)
21	N. Larini	1.31.721	1.30.481	1.38.570 (2)
22	A. de Cesaris	1.31.263	1.30.560	1.33.007 (20)
23	P. Martini	1.30.734	1.30.125	1.34.420 (8)
24	L. Perez Sala	1.30.944	1.30.698	1.35.020 (11)
25	R. Arnoux	1.32.049	1.32.316	1.33.486 (42)
26	S. Johansson	1.33.272	1.32.438	DNQ
27	M. Alboreto	1.27.618	1.26.988	1.29.070 (44)
28	G. Berger	1.28.082	1.26.654	1.29.113 (47)
29	Y. Dalmas	1.32.164	1.32.686	1.34.723 (15)
30	P. Alliot	1.31.168	1.30.962	1.33.581 (28)
31	G. Tarquini	1.32.829	1.35.805	DNQ
32	O. Larrauri			did not pre-qualify
33	S. Modena	1.34.727	1.33.226	DNQ
36	A. Caffi	1.30.989	1.31.009	1.32.735 (19)

MONZA
5.800km



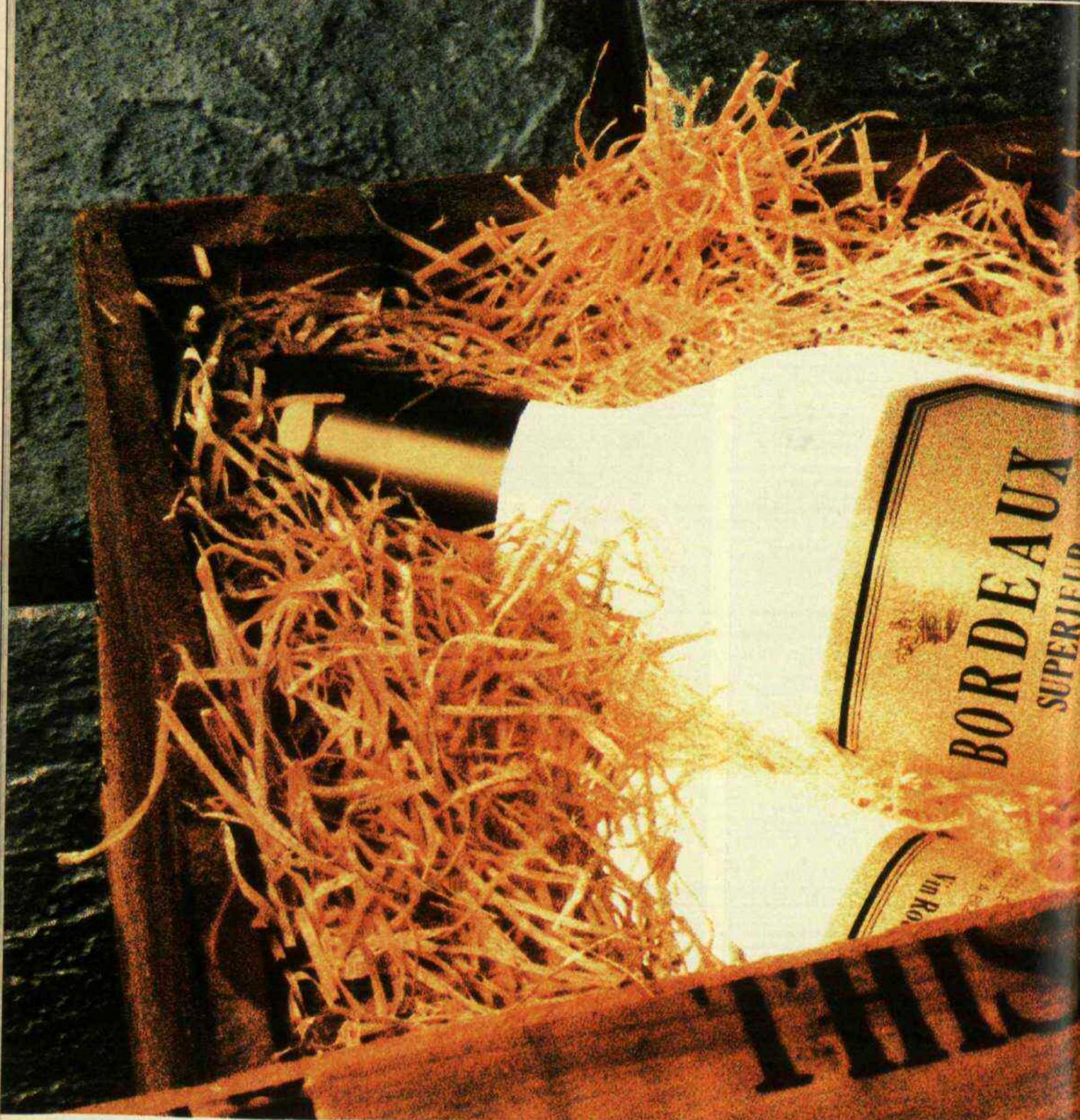
RESULTS

Italian Grand Prix, Monza, September 11
51 laps of 5.800km circuit (295.800km/183.801 miles)

Pos	Driver	Car/Engine	Time
1st	Gerhard Berger	Ferrari F1/87-88C-Ferrari V6 t/c	1h 17m 39.744s
2nd	Michele Alboreto	Ferrari F1/87-88C-Ferrari V6 t/c	1h 17m 40.246s
3rd	Eddie Cheever	Arrows A10B-BMW 4cyl t/c	1h 18m 15.276s
4th	Derek Warwick	Arrows A10B-BMW 4cyl t/c	1h 34m 27.745s
5th	Ivan Capelli	March 881-Judd V8	1h 18m 32.266s
6th	Thierry Boutsen	Benetton B188-Cosworth V8 DFR	1h 18m 39.622s
7th	Riccardo Patrese	Williams FW12-Judd V8	1h 18m 54.487s
8th	Mauricio Gugelmin	March 881-Judd V8	1h 19m 12.310s
9th	Alessandro Nannini	Benetton B188-Cosworth V8 DFR	1 lap behind
10th	Ayrton Senna	McLaren MP4/4-Honda V6 t/c	retired on lap 50
11th	Jean-Louis Schlesler	Williams FW12-Judd V8	2 laps behind
12th	Julian Bailey	Tyrrell 017-Cosworth V8 DFZ	2 laps behind
13th	René Arnoux	Ligier JS31-Judd V8	2 laps behind
14th	Alain Prost	McLaren MP4/4-Honda V6 t/c	retired on lap 35
15th	Philippe Alliot	Lola LC88-Cosworth V8 DFZ	retired on lap 34
16th	Philippe Streiff	AGS JH23-Cosworth V8 DFZ	retired on lap 32
17th	Bernd Schneider	Zakspeed ZK881-Zakspeed 4cyl t/c	retired on lap 29
18th	Andrea de Cesaris	Rial ARC1-Cosworth V8 DFZ	retired on lap 28
19th	Piercarlo Ghinzani	Zakspeed ZK881-Zakspeed 4cyl t/c	retired on lap 26
20th	Alessandro Caffi	BMS Dallara F188-Cosworth V8 DFZ	retired on lap 25
21st	Yannick Dalmas	Lola LC88-Cosworth V8 DFZ	retired on lap 18
22nd	Pierluigi Martini	Minardi M188-Cosworth V8 DFZ	retired on lap 16
23rd	Satoru Nakajima	Lotus 100T-Honda V6 t/c	retired on lap 15
24th	Luis Perez Sala	Minardi M188-Cosworth V8 DFZ	retired on lap 13
25th	Nelson Piquet	Lotus 100T-Honda V6 t/c	retired on lap 12
26th	Nicola Larini	Osella FAIL-Alfa Romeo V8 t/c	retired on lap 3

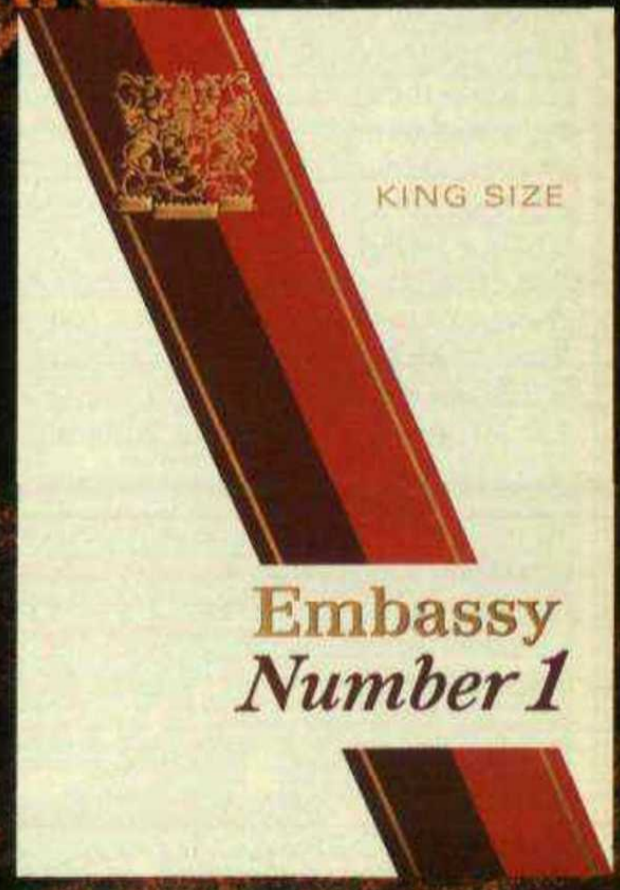
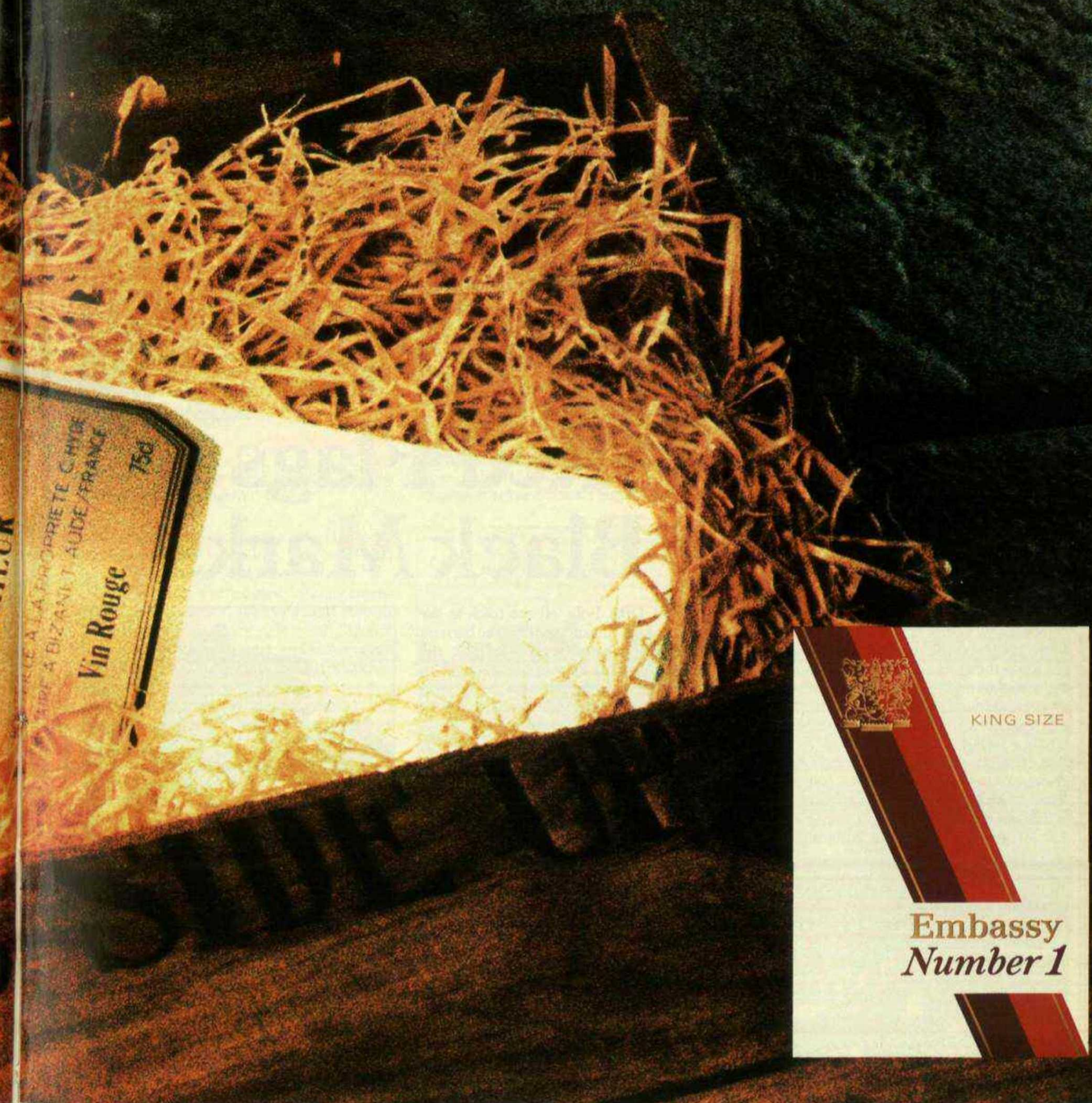
Fastest Lap: Michele Alboreto (Ferrari) 1 min 29.070 secs on lap 44; 234.422 kph (145.633 mph).
Winner's Average Speed: 228.528 kph (142.000 mph). **Conditions:** Very warm.

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Chief Medical Officers

FORMULA 3000

TS Eliot once contended that "April is the cruellest month". He was wrong. August is worse.

For the European Formula 3000 Championship, August 1988 was the blackest period since records began in March 1985.

There were two races. Both were in Britain, both were a complete farce, and a total of four drivers were taken to hospital, two with serious injuries.

Indeed, the latest four rounds of the series owed more to Buster Keaton than to any professional motor racing ethic. Monza was red-flagged after a horrific accident between Frenchman Fabien Giroix and Italian Massimo Monti. Travelling flat out through the first Lesmo curve, they touched; Monti cartwheeled into the trees, his Ralt sliced clean in two after flattening an advertising hoarding and several saplings. Miraculously, he escaped with nothing worse than shock.

Giroix's Lola struck the guardrail head-on however, necessitating his urgent removal to hospital with serious leg injuries. Under the care of Professeur Letournel, at Paris' renowned Clinique de Choisy, he is recovering well, having already indicated that he will not race single-seaters again, but will stick to saloons. One of France's many fine young F1 prospects has thus been lost to the sport's highest echelon.

There was no sign of a return to calm the next race, at Enna. Swiss Gregor Foitek arrived at the tight first left-hander in third place, but sadly way out of control. He spun wildly, pushed series leader Roberto Moreno out across the dust and a mass pile-up followed as the hapless midfield qualifiers were blinded by grit and spinning cars. Once again, the red flag was shown, and a vastly depleted field took the restart.

It was at Brands Hatch that serious criticisms began to be raised. There were several serious mishaps in qualifying, one of which put the future of bright young French star Michel Trollé in serious jeopardy.



Johnny Herbert, poleman in Kent, prepares to start the race which will cut short his season.



Serene victory in Birmingham virtually clinched the championship for Roberto Moreno.

Red Flags, Black Marks

Trollé's GDBA Lola left the track at the new Dingle Dell chicane, striking the barriers head-on, at unabated speed. It took the excellent medical team a full 90 minutes to stabilise him and engineer his removal to hospital.

Overnight, it became clear that he was too ill to be removed to join Giroix in Choisy. It was 48 hours later that he became strong enough to make the trip, and thus commence a long, long period of rehabilitation. Early estimates suggest at least four to six months before he can start to use his legs again, providing all interim operations are a success.

During Sunday's race, another hefty coming-together between Foitek and Moreno caused the race to be stopped, the furious Brazilian's car stranded in the gravel bed at Paddock Bend.

The race was barely underway again before the red flag appeared a second time, this time for more serious reasons. On the approach to Hawthorn, Foitek and Johnny Herbert — the latter comfortably leading the race at the first stoppage — banged wheels. The consequences were disastrous, both cars slamming into the armco. Foitek was launched into a horrific series of rolls, the front of Herbert's Reynard was torn off, exposing his feet, and the closely-following Olivier Grouillard piled into the wreckage, demolishing his Lola.

All but half a dozen of the 18 cars which had taken the restart became involved, the circuit looking like a battlefield within seconds. Several drivers — notably David Hunt, Cor



Oh no, not again! An F3000 car dangles from a crane over Midlands rooftops.

Euser and Gary Evans — rushed to assist Herbert, Grouillard and Foitek, all of whom were still in their cars, the latter unconscious.

Miraculously, once revived, Foitek had suffered no worse than a fractured right wrist and a sizeable black eye. Grouillard, feared to have broken his left leg, had nothing worse

FORMULA 3000



Moreno — four wins out of eight, and the most dominant force in the series' history.



Donnelly leads Martini, Herbert, Foitek and Grouillard out of Druids at Brands Hatch's second start, 30 seconds before Britain's biggest racing accident in years.

than substantial bruising, but poor Herbert's season was over, his ankles dislocated and several bones broken in his feet.

On the eve of a scheduled announcement about an F1 contract, Johnny found himself prostrate in Queen Mary's Hospital, Sidcup; his bones will heal with time, and he may even be back in a car before the year is out, but after the F3000 campaign is over.

After Brands, there were widespread calls from team managers to introduce a strict disciplinary code for drivers, and to stamp out any dangerous over-enthusiasm.

Birmingham came but seven days later, but there wasn't a hint of any better behaviour. David Hunt was the victim of a dreadful first-lap accident, his RCR Lola smashed in two after contact with a brick wall. It came to rest upside down, but David, amazingly, crawled out with nothing worse than concussion and an inability to remember very much about the previous day.

The patient Birmingham public waited 90 minutes for a restart, and within two more the red flags were out again. This time, Russell Spence had rotated and blocked the circuit. A traffic jam ensued as, in the subsequent pantomime, Spence's Reynard was hoisted aloft by a crane, with the Yorkshireman still inside. He and Spaniard Alfonso Garcia de Vinuesa were later fined for failure to obey marshals' instructions, precipitating what was felt to be an unnecessary stoppage.

In an effort to curb drivers' excesses, FISA had implemented a permanent F3000 delegate two days before Birmingham. Marcel Martin fined a couple of people for overtaking under yellow flags during qualifying. All well and good, but some of his decisions were



Third place in Brum was an improvement on non-qualification for the Belgian GP for Martini!

ludicrous. The unfortunate Hunt was fined (1000ecu, about £650) for not attending an extraordinary drivers' briefing which the aforementioned Monsieur Martin hadn't previously told him about.

Furthermore, Martin refused to allow beleaguered Clerk of the Course John Nicol to red-flag the Monday morning warm-up, when Hunt's Lola spun to a halt in a dangerous position. The previous day, Monti's Ralt clouted the barriers at the same spot. Martin permitted the red flag on that occasion.

Having a permanent delegate is a fine idea if he is a consistent individual of sound

judgement. To date, Martin has yet to show that he is that man.

The third, and final, Birmingham start was the formula's tenth in four races. This is an appalling record, for which such as Formula First drivers were often being reprimanded last year. The formula's showpiece lost two hours' live television coverage and much credibility.

It is no use saying that drivers do not have the experience to control 450 bhp, as certain critics have suggested. Those in F3000 are perfectly capable, as most have proved in previous seasons at this level. The trouble is that close, open-wheeler racing inevitably

FORMULA 3000



Stepping into injured raceleader Herbert's shoes as Eddie Jordan Racing team-leader, Martin Donnelly won his debut F3000 event at Brands Hatch.

leads to the odd accident. Witness Formula First or Formula Ford. Formula 3000 is just as close, but a lot faster, and therefore accidents tend to be more damaging when they happen.

But enough of the problems that have beset Europe's most competitive single-seater racing series. In between the arguments and controversies, Roberto Moreno has carried on serenely at the head of the points table. A dominant performance at Monza completed an unprecedented hat-trick, and Birmingham was handed to the Bromley Reynard driver on a plate.

Although he could barely walk in the wake of Brands Hatch, Olivier Grouillard had sensationally taken pole, but got no further than the warm-up lap before being halted by electrical problems. With fellow front-row man Pierre-Henri Raphanel's Oreca Reynard out before the restart, the victim of a suspension failure while leading, Moreno was left with a clear track ahead of him, and duly romped to his fourth victory of the season.

His closest rival is Pierluigi Martini, who has smashed the notion that this year's March is a heap of junk with a splendid victory at Enna. He was second at Brands and third in Brum, too, but has only two races in which to eradicate Moreno's 16-point advantage (he

won't be at Le Mans, due to a clashing F1 commitment with Minardi). It is inconceivable to think that Moreno won't notch up three points in the remaining three events.

Foitek may be fit to return at Le Mans, but it remains to be seen whether his wrist injury will blunt his competitive edge. With Herbert out of the running, Moreno's most serious challenge is likely to come from Johnny's Q8 Team Ford Reynard team-mate, Martin Donnelly.

Recruited to replace Swede Thomas Danielsson, whose season was halted by an eye operation, Donnelly scored a stylish, if hollow, victory first time out at Brands, and backed it up with second spot on his first acquaintance with Brum. He has vaulted to third place in the series standings after just two events, which suggests he will be a major title contender if he stays with Eddie Jordan's outfit next season.

Indeed, he could still manage it this year, but only if he wins at Le Mans, Zolder and Dijon, with Moreno scoring no more than two points . . . That is the size of the task facing both he and Foitek so it is beginning to look very much as though the title will be decided before the final round, for the first time in the formula's four-year existence.

Of the others, Bertrand Gachot has every

right to curse the bad luck which has thwarted Spirit-Tom's Motorsport's bid to take the title at the first attempt. Various maladies beyond his control sidelined him from Monza, Enna and Brands, so fifth place at Birmingham, in the face of dire handling problems, came as some relief.

A change of engineers at Lola Motorsport has helped Mark Blundell's cause: the young Englishman lost fifth at Monza when his carbon clutch gave up the ghost, and was way off the pace at Enna, where he was an unwitting victim of the startline shunt.

At Brands, former GDBA engineer Duncan MacRobbie replaced Lola designer Mark Williams, to allow the latter to concentrate upon penning the 1989 car, and Blundell has bounced back into contention. Third at Brands saw him score his first points since Vallelunga, although a broken gearbox stunted his run in Birmingham.

Of the other Brits, GEM Motorsport has found extra pace since switching from Ralt to Reynard, Gary Evans taking seventh at Birmingham and Andy Wallace losing sixth at Enna with a late puncture. Unfortunately, Wallace left the team in acrimonious circumstances after Birmingham. His talents will hopefully not be wasted.

David Hunt has benefited from new

F3000

Frenchman finishing sixth on each of his first two outings in a Reynard. Unfortunately, he was also disqualified from both, a rear wing infringement catching the team out at Brands and a mysterious difference of opinion between weighing machines doing the damage at Birmingham. After the race the on-site scales tipped at 533kg (with fuel aboard), 7kg below the minimum. At Reynard's factory, the car scaled 541 (without fuel) . . .

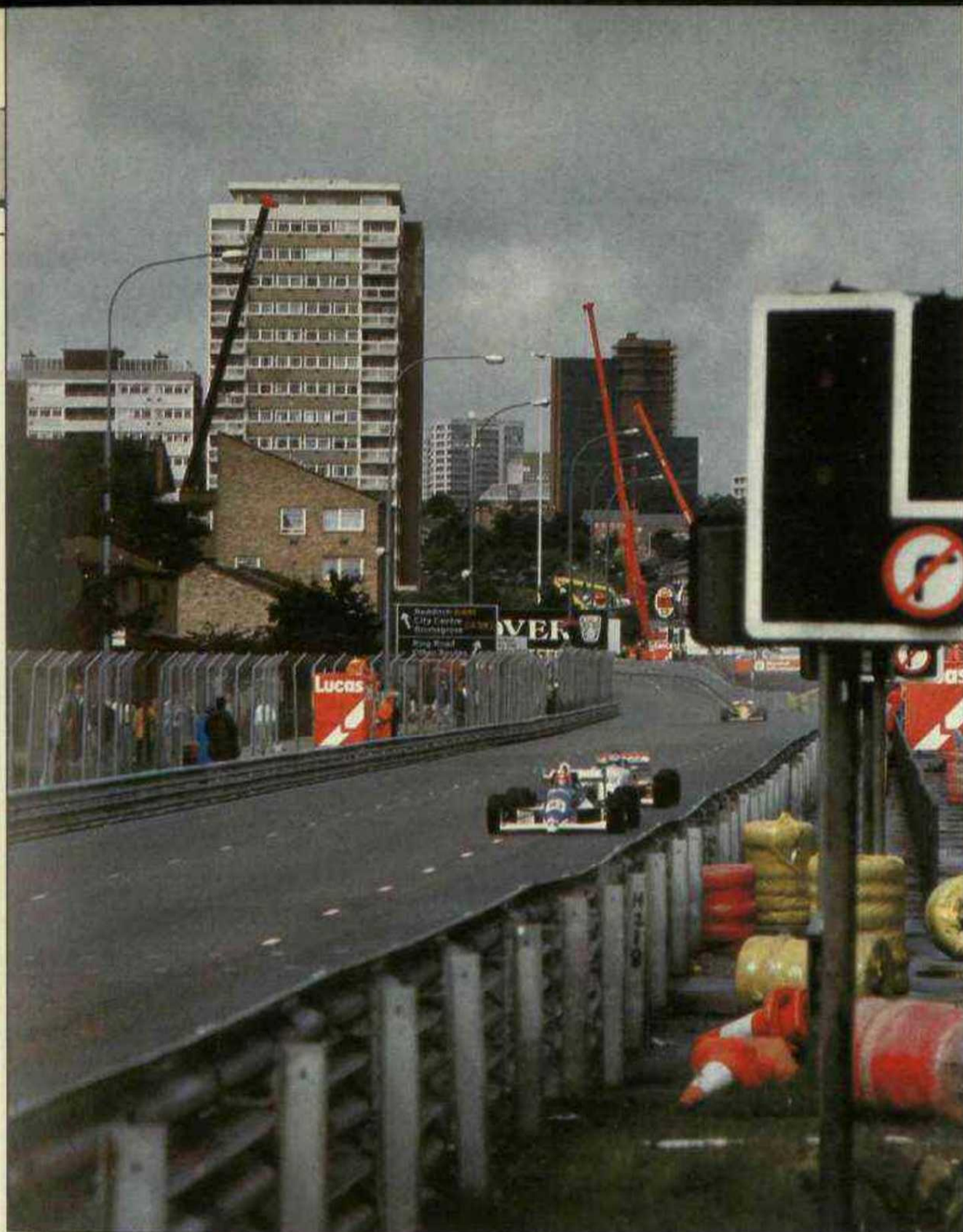
Bernard's place at Ralt was taken by Swiss Mario Hytten, who started well with eighth at Enna, and ran respectably in both British events before being sidelined by clutch and transmission problems respectively.

Following Giroix's accident at Monza, Sport Auto Racing rescued Michel Ferté from the dole queue, the fleet Frenchman getting into the points at Birmingham in the team's last race before the money ran out.

Marco Apicella has continued to shine as Martini's team-mate at First, although he has not enjoyed the same reliability, while Volker Weidler has at last made progress with Onyx Race Engineering's works March. His miserable run ended with a slightly fortuitous sixth at Brands, followed by an excellent fourth at Birmingham.

The Oreca Reynards of Jean Alesi and Pierre-Henri Raphanel have been fast, but prone to contact with solid objects. Raphanel was unfortunate to lose the lead in Birmingham when his suspension failed, as had happened to him 12 months previously, while Alesi has continued to show promise, all of which will doubtless be fulfilled if he remains in the formula next season. Andrea Chiesa has also come to the fore in recent races, scoring a point with Cobra's year-old Lola at Monza, and running competitively since the Warrington team switched to a new Reynard.

For all the recent dramas, F3000 remains an excellent proving-ground for the cream of the world's rising stars (the occasional presence of Japanese ace Aguri Suzuki has been welcome, for example). The final three races of the year will hopefully remind everybody just how good it is, and perhaps simultaneously quell the recent hysteria. SA



Belgrave Middleway becomes the Birmingham Superprix's longest straight for two days each year.

engineer Slim Borgudd's input, the former Tyrrell F1 racer taking charge at Brands, where David finished seventh.

Russell Spence has yet to finish a race in Madgwick's Reynard, his unhappy season amply illustrated by non-starts at both Monza and Enna, where he suffered qualifying accidents. He was particularly fortunate to escape the Sicilian mishap unharmed. Madgwick, meanwhile, has taken heart from the improved form of Dutchman Cor Euser, fifth

at Brands and well on the pace around the streets of Britain's second city.

Steve Kempton, injured in the opening round at Jerez, returned for the recent British races and finished 12th in Birmingham, where Perry McCarthy's efforts to qualify were scuppered by a damaging off during the final practice session.

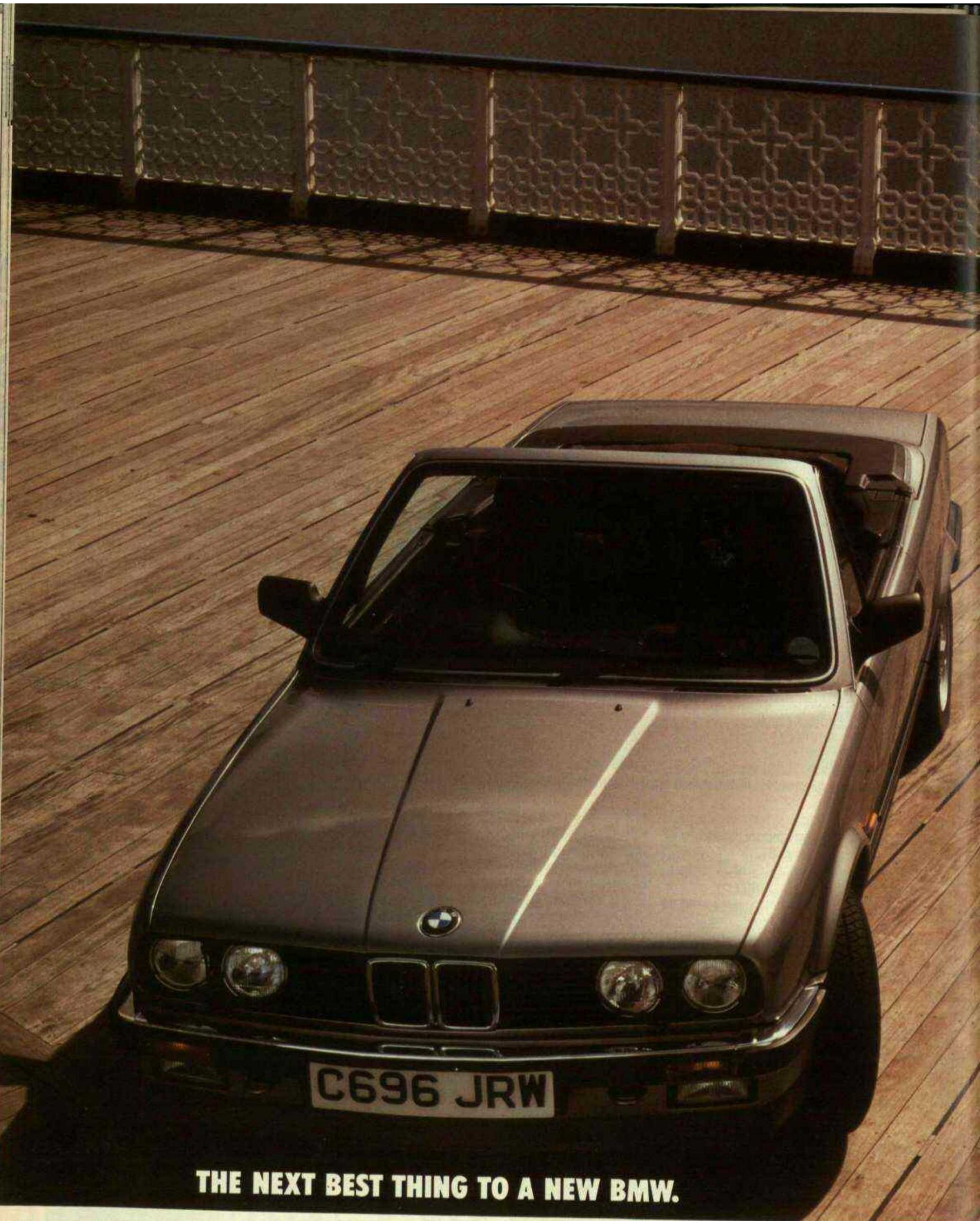
Some of the more interesting developments include the transfer of Eric Bernard from the works Ralt team to Bromley Motorsport, the



Which way out? Raphanel after his Birmingham spin.



Ferté was drafted into SAR's Lola-Cosworth after Giroix's injury.



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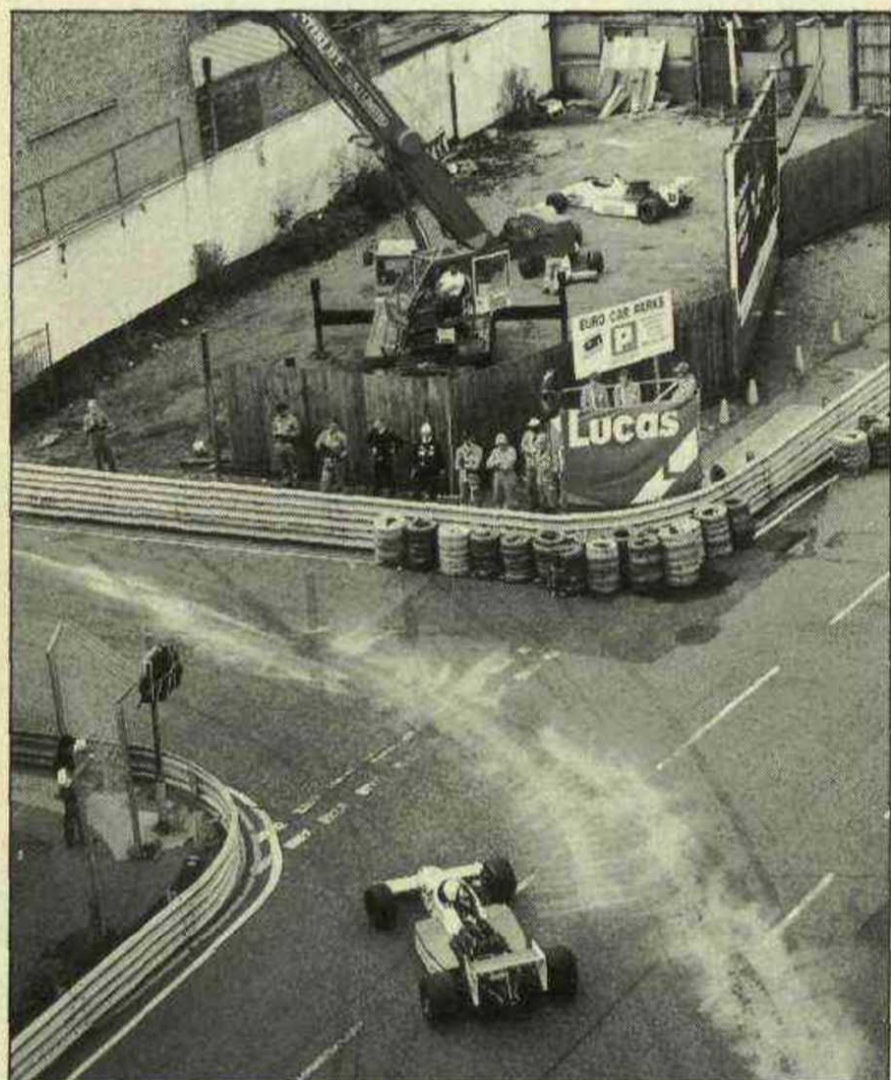
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RESULTS

Formula 3000



In the aftermath of the enormous multi-car accident following the restart at Brands, marshals strive to clear Pilgrims Drop of mechanical debris.



Crane operators were much in demand in Brum; used-car parks abounded.



Martin Donnelly — debut winner.



After shaving the Superprix Armo closer than anyone to claim pole, Grouillard's Lola failed before the start.

INTERNATIONAL FORMULA 3000 CHAMPIONSHIP Round 5, Monza, June 26

31 laps (13 + 18 lap parts), 111.72 miles (179.75km)

1st: Roberto Moreno	Reynard-Cosworth 88D	51m40.55s
2nd: Marco Apicella	March-Judd 88B	51m58.14s
3rd: Johnny Herbert	Reynard-Cosworth 88D	52m14.33s
4th: Gregor Foitek	Lola-Cosworth T88/50	52m32.43s
5th: Claudio Langes	Lola-Cosworth T87/50	52m41.41s
6th: Andrea Chiesa	Lola-Cosworth T87/50	52m46.53s
7th: Enrico Bertaglia	Dallara-Cosworth 3087	52m47.93s
8th: Paul Belmondo	Lola-Cosworth T88/50	53m11.86s
9th: Volker Weidler	March-Cosworth 88B	53m15.63s
10th: Giovanna Amati	Lola-Cosworth T88/50	53m15.70s

Winner's Average Speed: 129.71mph (208.70kph)
Fastest Lap: Herbert 1m38.12s; 132.22mph (212.74kph)

Round 6, Enna-Pergusa, July 17

37 laps (3 + 34 lap parts), 113.80 miles (183.10km)

1st: Pierluigi Martini	March-Judd 88B	56m20.62s
2nd: Olivier Grouillard	Lola-Cosworth T88/50	56m24.67s
3rd: Michel Trollé	Lola-Cosworth T88/50	56m32.45s
4th: Claudio Langes	Lola-Cosworth T88/50	56m35.82s
5th: Pierre-Henri Raphanel	Reynard-Cosworth 88D	56m41.33s
6th: Jean Alesi	Reynard-Cosworth 88D	56m45.11s
7th: Cor Euser	Reynard-Cosworth 88D	57m20.96s
8th: Mario Hytten	Ralt-Judd RT22 882	57m21.58s
9th: Andy Wallace	Reynard-Cosworth 88D	57m30.28s
10th: Andrea Chiesa	Lola-Cosworth T88/50	57m42.29s

Winner's Average Speed: 121.18mph (194.97kph)

Round 7, Brands Hatch, August 21

42 laps (22 + 20 lap parts), 109.20 miles (175.70km)

1st: Martin Donnelly	Reynard-Cosworth 88D	54m14.20s
2nd: Pierluigi Martini	March-Judd 88B	54m42.97s
3rd: Mark Blundell	Lola-Cosworth T88/50	54m45.26s
4th: Paolo Barilla	Reynard-Cosworth 88D	54m56.15s
5th: Cor Euser	Reynard-Cosworth 88D	55m09.47s
DQ: Eric Bernard	Reynard-Cosworth 88D	55m17.47s
6th: Volker Weidler	March-Cosworth 88B	*56m42.35s
7th: David Hunt	Lola-Cosworth T88/50	41 laps
8th: Andrea Chiesa	Reynard-Cosworth 88D	40 laps

Winner's Average Speed: 120.80mph (194.36kph)
Fastest Lap: Donnelly 1m15.88s; 123.35mph (198.47kph) (record)
*includes 1 min penalty

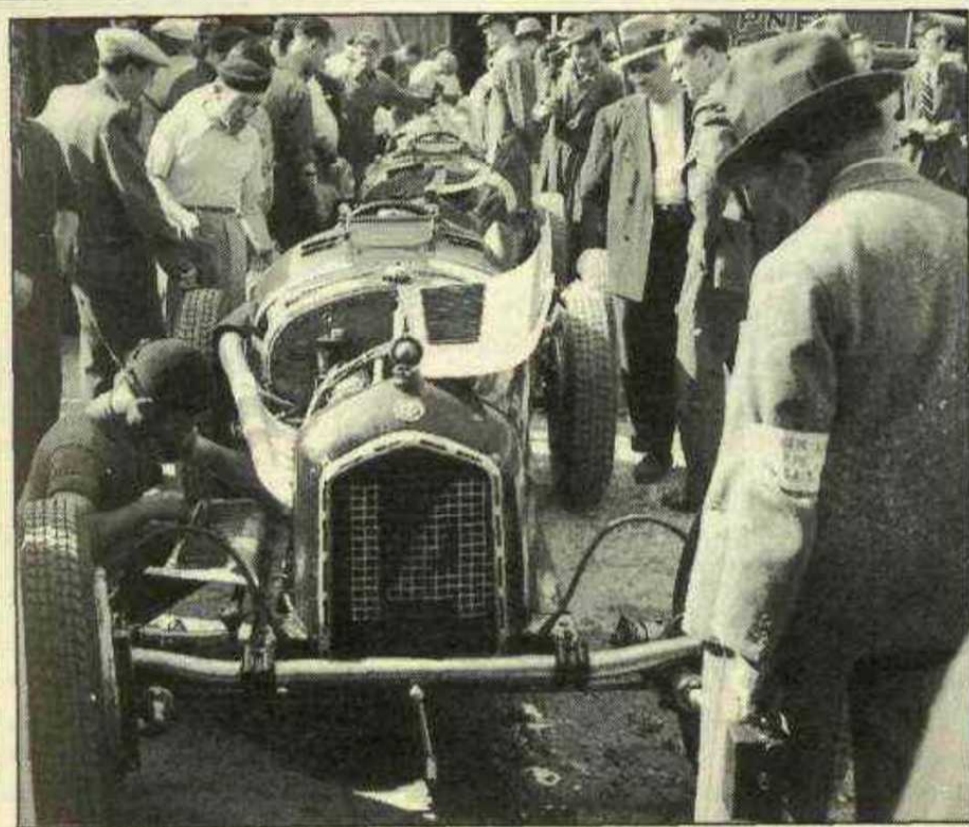
Round 8, Birmingham, August 29

43 laps, 106.21 miles (170.89km)

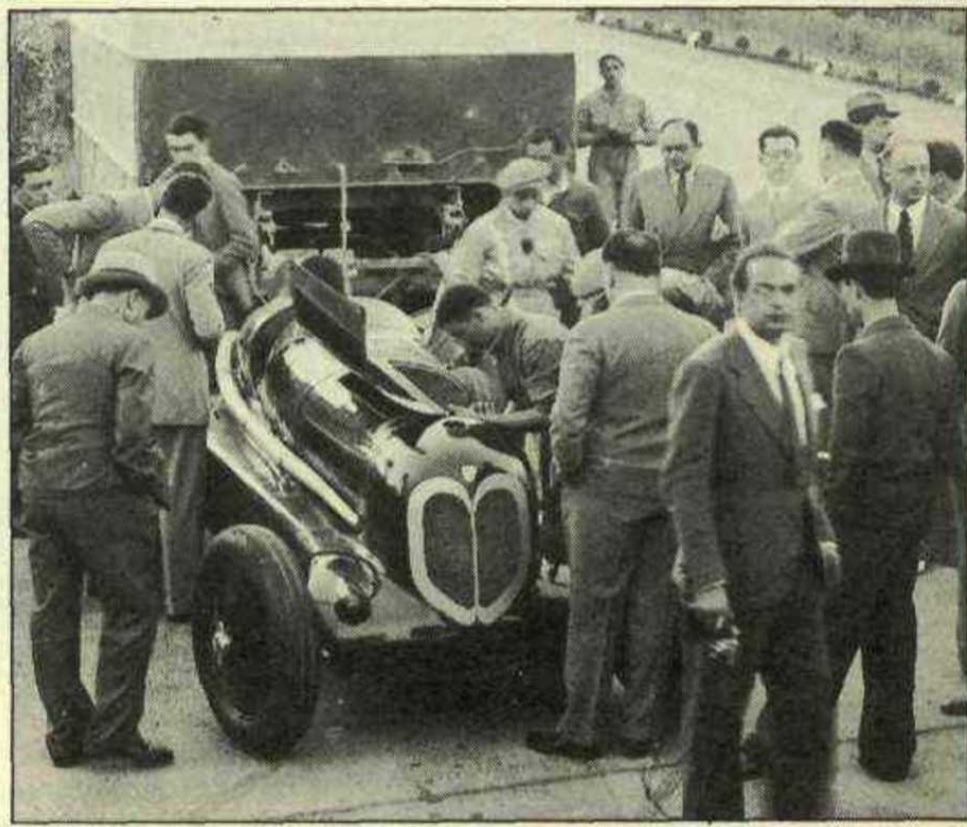
1st: Roberto Moreno	Reynard-Cosworth 88D	60m19.78s
2nd: Martin Donnelly	Reynard-Cosworth 88D	60m27.48s
3rd: Pierluigi Martini	March-Judd 88B	60m41.43s
4th: Volker Weidler	March-Cosworth 88B	60m57.48s
5th: Bertrand Gachot	Reynard-Cosworth 88D	60m58.16s
DQ: Eric Bernard	Reynard-Cosworth 88D	61m08.30s
6th: Michel Ferté	Lola-Cosworth T88/50	61m31.24s
7th: Jari Nurminen	Lola-Cosworth T88/50	61m40.16s
8th: Gary Evans	Reynard-Cosworth 88D	61m40.53s
9th: Paul Belmondo	Lola-Cosworth T88/50	42 laps
10th: Jean-Denis Deletraz	Lola-Cosworth T88/50	42 laps

Winner's Average Speed: 105.62mph (169.94kph)
Fastest Lap: Donnelly 1m23.33s; 106.70mph (171.68kph)

Drivers' Championship: 1. Moreno 39; Martini 23; 3 = Foitek and Donnelly 15; 5. Gachot 14; 6. Herbert 13; 7 = Blundell and Grouillard 12; 9 = Alesi, Apicella and Trollé 9; 12. Raphanel 7; 13. Langes 5; 14 = Weidler and Bernard 4; 16 = Barilla and Giroix 3; 18. Euser 2; 19 = Chiesa and Ferté 1.



The Scuderia Ferrari in the 1930s meant Alfa Romeo, and vice versa. The ultimate version of the famed Tipo B monoposto, driven by Nuvolari in 1935, ruled the roost in Grand Prix racing.



The 1935 twin-engined Bi-motore Alfa Romeo built in Modena by the Scuderia Ferrari achieved nearly 200 mph. It is seen in preparation for record attempts on the Firenze-al-Mare autostrada.

The Mantle of Mystique

Anyone who lives beyond man's natural span of "three score years and ten" has to be respected, and to live a further twenty years demands admiration. If that man has devoted nearly 70 of those years to a passion for racing cars and motor racing, then those of us who believe in motor racing as a way of life must hold the greatest admiration for such a man, and such a man was Enzo Ferrari.

From 1920 to 1938 his name was synonymous with Alfa Romeo, and in Italy Alfa Romeo was motor racing. In 1947 Ferrari struck out on his own as the manufacturer of Ferrari cars, and they have become more a part of the Italian way of life in motoring and motor racing, than even Alfa Romeo. If Enzo Ferrari had not fallen out with Wilfredo Ricart, Alfa Romeo's chief engineer, in 1938, he might never have started his own firm and a Ferrari car might never have been born. The name of Ferrari would undoubtedly have stayed with motor racing, for it was Enzo Ferrari's passion, even to becoming an obsession.

In his early days it was Grand Prix racing that was his true love, and in the 1930s he ran a powerful team that kept the name Alfa Romeo in the forefront of Grand Prix racing. In 1948 Ferrari committed his new factory to a programme of Formula One Grand Prix racing, and to this day the name Ferrari has been in Grand Prix racing consistently, missing the odd race here and there, but never missing a season. If for nothing else, 40 years of continuous support for Grand Prix racing shows a dedication beyond normal understanding.

Throughout his life in motor racing Ferrari



only believed in one thing, and that was overall victory. Not for him an insignificant class victory, or success in some minor category or unimportant event. Only the top echelon interested him, and consequently the name Ferrari became linked to important and serious events. If the name Ferrari was not in the entry, the event did not rank of much importance.

He ran the Alfa Romeo racing from 1929 to 1939 under the banner of the Scuderia Ferrari, so that the name Ferrari became associated with more things than the shrewd and calculating Modenese artisan who ran the

team. In the past forty years of racing, Ferrari almost changed from being a name to simply being an Italian word, used to encompass a wide variety of meanings all closely connected with racing and success.

When you spoke of "Ferrari" you could be referring to the man, to his team, to his factory, to his cars or merely the image of Italian racing, and red racing cars at that. An exciting-looking red car in the street would bring only one word from an Italian enthusiast: "Ferrari" — even though it might be a Maserati, an Alfa Romeo, a Lancia, a de Tomaso, an Iso Rivolta or a Lamborghini.

Enzo Ferrari traded on this feeling among his followers by insisting that they did not use any form of title such as Mr, Signore, Cavaliere, Commendatore or Ingegnere, and certainly not Enzo. He claimed he was just "Ferrari" and, of course, in normal everyday life in Italy, the name Ferrari was about as impressive as Smith in England! In his home town of Modena he was usually referred to in conversation as "Zio Enzo" (Uncle Enzo).

His original Scuderia Ferrari was originated and established in Modena, some thirty miles west of Bologna, but wartime work for the Italian Government enabled him to establish a new factory at Maranello, south of Modena, and it was here that he built his Ferrari car factory. He never forsook Modena, living in a modest apartment in the centre of the town even when his whole manufacturing empire had moved to Maranello, and it was at home in Modena that he died (not at Maranello, as the BBC's well-known television reporter would have us believe).

I have already suggested that the best thing

TRIBUTE



Luigi Villorosi in Ferrari's ultimate 4 1/2-litre V12 unblown car which brought about the demise of the supercharged Grand Prix Alfa Romeos and Maseratis of 1951.



Alberto Ascari in a Tipo 500 Ferrari of the type that dominated Formula Two Grand Prix racing in 1952 and 1953.

that happened for motor racing was Ferrari's argument with Wilfredo Ricart, which forced him to manufacture his own cars. The next best thing that happened was to get Gioachino Colombo to leave Alfa Romeo and design the first Ferrari engine. It was either luck or a stroke of genius that prompted Colombo to design a V12 engine for the first Ferrari, for the sound of all those tiny cylinders was sheer music: first as a 1 1/2-litre, then a 2-litre, and by steady increments up to 5-litres (there was even a one-off 7-litre!). Though Colombo did not stay to see the development through — other engineers did that — the whole musical sound of Ferrari came from the initial decision taken in 1945.

It is interesting to conjecture what would have happened if the first Ferrari had been a four-cylinder or a six-cylinder, and been just as successful. The thrill and excitement of a Ferrari engine would never have materialised and a big part of the Ferrari legend would be missing. Even though his engineers subsequently designed successful four, six and eight-cylinder racing engines, none of them emitted the true music of a real Ferrari.

More than anywhere, it was the Le Mans 24-Hour Race that brought the song of a Ferrari V12 to many thousands of ears, as it did not pass by in a fleeting moment, but was continuous for 24 hours. If you didn't enjoy that music you were destined to suffer for 24 hours, for one thing that made Ferrari engines admired the world over was their incredible reliability. This was easily understandable, for the engine was the heart of the racing car to Ferrari and everything went into the design and development of Ferrari racing engines, even if such vital things as brakes, suspension, chassis-frames and gearboxes were a bit primitive at times.

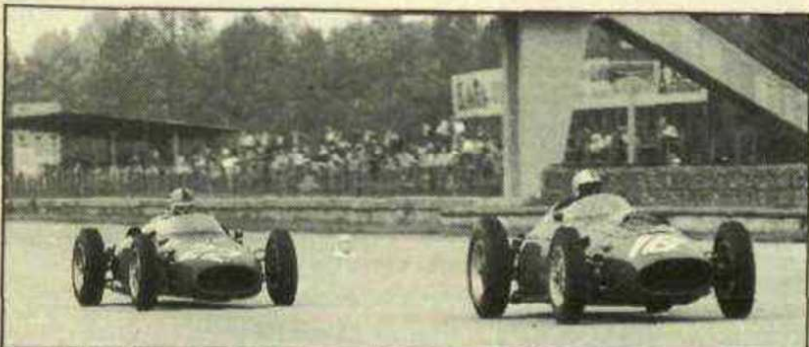
Right through his Alfa Romeo years Ferrari supported the sports-car racing scene, and was a powerful force at Le Mans and in the Mille Miglia, as well as lesser events, but all the time Grand Prix racing was his first love. Open-road racing was taken away from Ferrari by officialdom hounding sports-car racing on to purpose-built tracks, and he finally opted out of Le Mans after a battle to the death with Ford in the mid-Sixties. Ferrari may not always have won, but he



The 4.9-litre sports-cars which contested Le Mans in 1954 were amongst the most brutal and effective Ferraris ever, evidence that the factory took sports-car racing very seriously.



The end of an era was heralded by the Ferrari Dino 246, seen at Monza in 1958. Its V6 was the last front-mounted engine to power a Formula One World Champion.

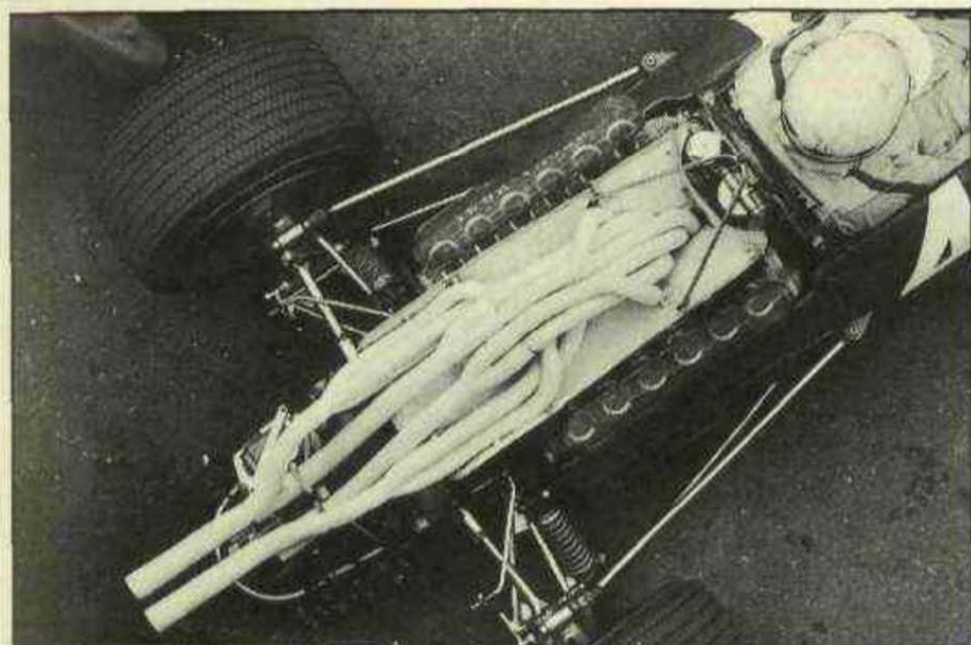


Italian GP, Monza 1960: Ferrari ushers in "tomorrow" with a last look at "yesterday". A front-engined Dino leads a rear-engined Tipo 156.



Once Ferrari had gone "rear-engined", the Cooper-inspired revolution of 1959-60 was complete. The 156, seen here at Monaco, convincingly won the 1961 World Championship.

Enzo Ferrari 1898-1988



For the 1966 3-litre Formula, Ferrari returned to the V12 in several forms. In 1967 the exhausts exited from the centre of the vee.



In the 70s Ferrari stuck to 12 cylinders, but in "flat" or "boxer" formation, with three World Drivers' titles resulting.

seldom gave up, and never gave in.

In Grand Prix racing Ferrari superiority rose and fell at regular intervals, the heights being reached when the opposition was poor, and the depths being plumbed when the opposition was strong. The list of manufacturers names that beat Ferrari at one time or another is a lengthy one, but most of them are long-gone from the racing scene. Maserati, Vanwall, Cooper, BRM and Mercedes-Benz all fought and defeated Ferrari, but while they disappeared from racing the red cars from Maranello always came back for more. Today they are being beaten by McLaren-Honda but they are still there, and still fighting hard. Ferrari knew no other way; let us hope his

successors have that same indomitable spirit.

Of all the journalists who have written about Ferrari since his death I must be the only one who never spoke to him, or went to one of the "play-acting dramas" he indulged in in his dotage. He did once speak to me. In 1956, when I was closely involved with Stirling Moss and Maserati, I went into the Ferrari racing department with Peter Collins — not particularly to see the racing department, but to go for a test-run with Collins in one of the big 3.7-litre 4-cylinder sports-cars. Ferrari appeared, looked down at me over his large nose and said, "A Maserati spy?", and was gone.

Having seen Ferrari in his heyday, when he actually attended races, practising or test-sessions, but even then only in Italian events, usually devoid of a tie or jacket, wearing braces to hold up his trousers and with his shirt-sleeves rolled up, I had no particular wish to see him in his dotage. A grand old man, undoubtedly; a legendary figure for anyone who had never seen him in a local bar or restaurant in Modena, acting like a perfectly normal Italian artisan. When he was active he was never portentous, he was just "Ferrari". Only in his last twenty years did he don the mantle of mystique, a clever piece of "play-acting" to a gullible audience, making the most of every aspect of life and playing it to the limit.



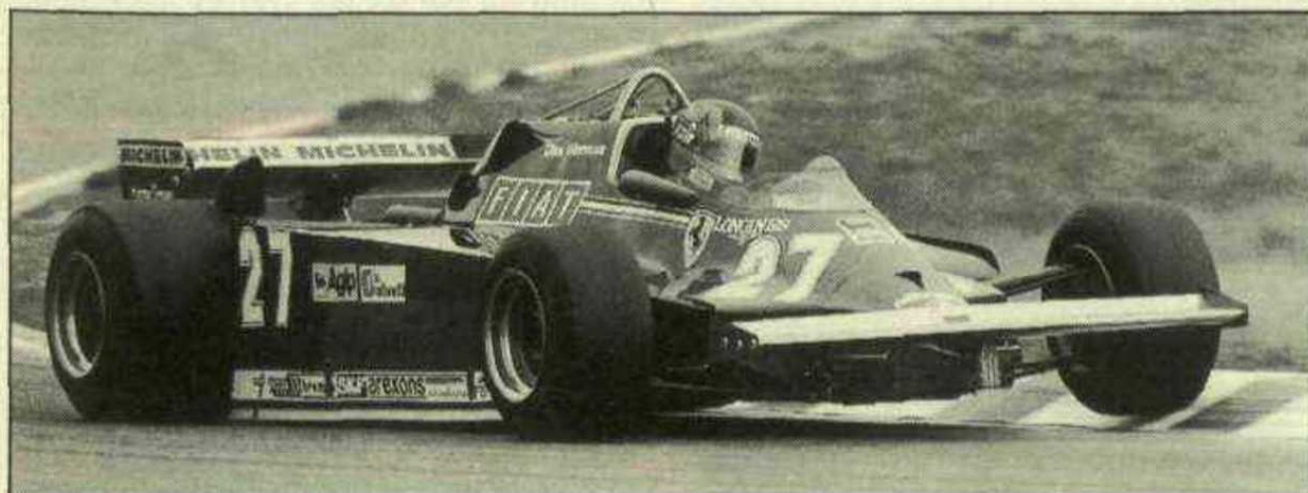
For 1969 Ferrari's long-distance sports-car was the 312P, effectively a Grand Prix car with all-enveloping bodywork.

Even his death was played in the same way. His wishes were respected by his close associates who did not tell the world of his death until after his funeral. It was then too late for a twenty-mile-long funeral cortège, a lying in state, a week of mourning and all the rest of the religious mumbo-jumbo that only benefits those who are left behind.

The realisation of that final wish was the true Enzo Ferrari. An Italian artisan, born in 1898, who made as big a mark on Italian history as many legendary figures. To remain faithful to your belief in motor racing for 70 of those 90 years without faltering is as big a tribute as anyone could want. **DSJ**



Mike Parkes' SWB 250GT at the 1961 Goodwood TT exemplifies the GT series which led to the GTO.



By 1981 Ferrari had joined Renault on the turbocharged 1½-litre V6 route, a development which stirred the interest of manufacturers such as Alfa Romeo, BMW, Porsche and Honda.



The road-cars went "rear-engined" with the advent of the Dino, powered by a development of the V6 Formula Two engine.

WORLD SPORTSCAR CHAMPIONSHIP



The leaders struggle for grip on the pace-car lap prior to the second heat. Dumfries, alongside Schlessers Mercedes, is destined to crash on lap one.

Sauber Makes Jaguar Wait



Reinhold Joest bought a works 962C from Porsche, in which Wollek/Barilla claimed third place.

The AEG Sauber-Mercedes driven by Jean-Louis Schlesser and Jochen Mass took an excellent victory at the Nürburgring on the first weekend in September, leaving Martin Brundle and Eddie Cheever in second place in their Silk Cut Jaguar XJR-9. But it was still almost a formality for the British team to win the World Sports-Prototype Championship for the second year in succession, perhaps at Spa-Francorchamps a fortnight later.

Brundle, though, will have to work harder for the Drivers' Championship which is led by Schlesser. Because the best seven scores (of eleven) settle the contest, the odds were slightly on the Jaguar driver, since Schlesser already had seven results after the German round, but the Sauber's form is absolutely formidable at the moment.

Porsche is working hard to find a sponsor for 1989 and 1990, to put a sports-car team together again. If that happened the cars would, necessarily, be existing 962C chassis, and after Sauber's victory a Porsche engineer

Nürburgring 1000km

was asked the big question: could a works Porsche have beaten it? A long pause . . . "no".

Say what you like about the tobacco industry, its money is supporting professional motor racing at the moment, as it has been for some years, and since the departure of Rothmans, Porsche has talked deeply with Camel and Marlboro. Refusals suggest that even the Porsche factory will not be able to secure the multi-million budget which is required these days; they are talking of upwards of £5-million per year to operate a two-car team properly, and even then the manufacturer would be supporting the budget.

Rivalry between Jaguar and Sauber-Mercedes has taken them to a higher level, though the Porsche customers have been able to close up now that the Bosch Motronic 1.7 engine-management system has become available (at no mean price, DM150,000). Reinhold Joest's team has just taken delivery of an ex-works Porsche (962C-007) and in it Bob Wollek claimed the third place on the grid behind the two Saubers, and ahead of the two Jaguars. Even now the ageing 962C cannot be said to be completely obsolete, but teams question how much better off they would be with a new chassis, perhaps of the type that will be offered by Spice Engineering next year.

The ADAC's decision to hold the race in two heats, each supposedly of 500km, was extremely controversial, and in the dreadful weather conditions of Saturday evening the heat ran to 413km before being stopped at the three-hour mark.

Jan Lammers pulled out a substantial lead over Schlessler and Baldi in the opening laps, but had a margin of 24 seconds taken away when the pace-car was sent out. A lake had formed at the Sachs curve, causing Claude Ballot-Lena and World C2 Champion Ray Bellm to crash, and several others to spin. After half-an-hour the pace picked up again and Lammers eked out a fresh lead of 15 seconds before his first pit-stop became due.

Tactics, it proved, settled this race, as the Silk Cut team adhered to its plan and stopped each car twice, Lammers staying in No 2 until half-an-hour from the finish, Cheever in No 1 until an hour from the end. Such was the pace, though, that Schlessler was able to stay motoring for 53 laps, covered in 110 minutes, and the dark-blue car stopped only once for Mass to take the wheel for the last 70 minutes. It is probably not more economical than a Jaguar XJR, but Peter Sauber is prepared to run his car to the bottom of its fuel-tanks, unlike Roger Silman with the Jaguars, and on that evening his tactics were more versatile.

The well-driven Sauber was the winner by 76 seconds, the two Jaguars crossing the line together; Dumfries had been hit in the back by a Porsche 12 minutes from the end and slowed as his oil cooler was leaking on to the rear tyres.



Eddie Cheever returned to TWR to partner Martin Brundle for the first time since May.

The garages were unlocked 90 minutes before Sunday's heat so that repairs could be carried out, Wollek's Porsche for instance having a new transmission installed.

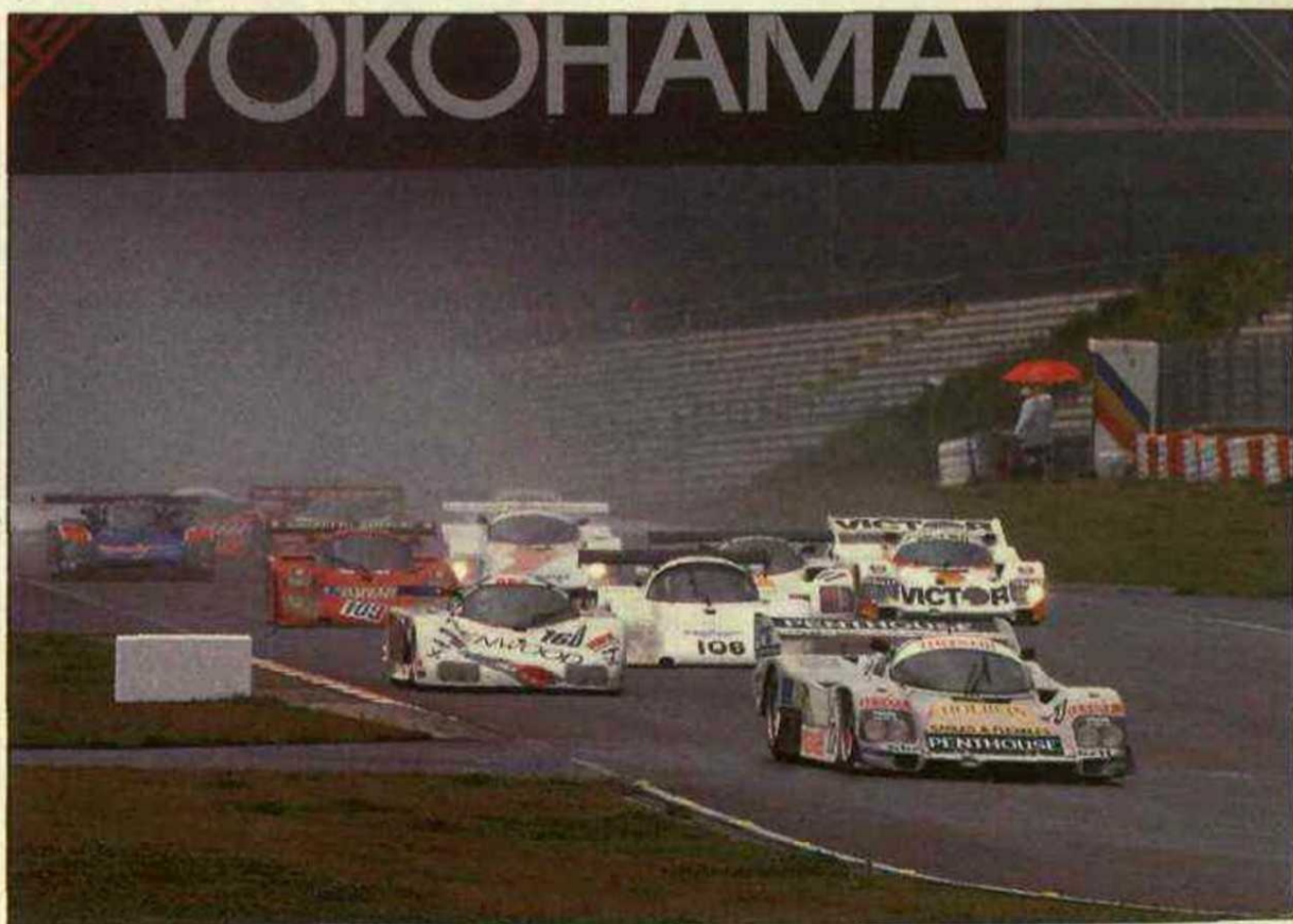
Conditions were wet again for the start of the second heat, though the track dried quickly, and while Schlessler started on full rain tyres (Michelin supplying a new construction), Baldi bravely chose slicks, and Brundle and Dumfries wisely opted for intermediate Dunlops for their Jaguars.

The first few minutes were extraordinary, for Baldi could not find any grip at all and spun twice on the warm-up lap (the second time hitting the Armco by the startline) and a third time on the first lap, damaging the Sauber too badly to continue. Dumfries also crashed on the first lap, repairs to his Jaguar taking

half-an-hour, and effectively the race became a straight contest between Schlessler/Mass and Brundle/Cheever, with the Sauber holding a 76.9-second advantage at the start.

Schlessler lost some of his advantage when he needed a tyre change, to slicks, after only 12 laps, and the Jaguar was usually ahead on the road throughout the afternoon while the Sauber was ahead on aggregate. The Parisian was 34 seconds ahead overall going into the last hour, and was surely the winner even before Cheever's engine began to run very roughly ten laps from the finish.

Allan Scott, TWR's engine expert, guessed that a cylinder-liner had cracked, and the American counted himself lucky to get to the finish in second place, earning 30 points for Jaguar, and for Brundle's account. **MLC**



Lee-Davey's privately-entered Porsche leads a C2 gaggle including the winning Tiga (No 106).

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP Round 8, Nürburgring 1000km, August 4 (aggregate of two heats : 413km + 495.08km)

QUALIFYING TIMES

Baldi/Johansson	Sauber	1m24.92s
Schlesser/Mass	Sauber	1m25.72s
Wollek/Barilla	Porsche	1m26.25s
Lammers/Dumfries	Jaguar	1m26.71s
Brundle/Cheever	Jaguar	1m27.50s
Jelinski/Winter	Porsche	1m28.28s
Reuter/Pareja	Porsche	1m28.46s
Weidler/Giacomelli	Porsche	1m28.54s
Dauer/Konrad	Porsche	1m29.19s
Brun/Huysman	Porsche	1m29.65s
Larrauri/Schaefer	Porsche	1m30.67s
Los/Taylor	Spice	1m32.01s
Spice/Bellm	Spice	1m32.10s
Salamin/Lavaggi	Porsche	1m32.58s
Hobbs/Donnelly	Porsche	1m32.60s
Adams/Jones/Williams	Spice	1m32.77s
Thyrring/Coppelli	Spice	1m33.22s
Ricci/Ballot-Lena	Spice	1m34.55s
Frey/Giangrossi	Lancia	1m35.91s
Gellini/Randaccio	Tiga	1m36.32s
Smith/Chauvet	Argo	1m36.53s
Barberio/Veninata	Tiga	1m37.57s
Seher/Mundas/Neuberger	Gebhardt	1m38.75s
Piper/Jacobelli	Argo	1m38.75s
Descartes/Lacaud/Tremblay	ALD	1m40.65s
Maurer/Gall/Doeren	Maurer	1m41.18s
Lombardi/Sotty/Lecerf	Spice	1m41.33s
Crang/Sheldon	Tiga	1m41.61s
Messaoudi/Rousselot	Argo	1m41.83s
Fritsch/Heinzelmann	Porsche	*1m41.98s
Lee-Davey/Dodd-Noble/Oberndorfer	Porsche	1m42.40s

* Did not qualify (night session)

RACE RESULTS

1st	J-L. Schlesser/J. Mass	5.0t	Sauber-Mercedes C9	C1	908.400km
2nd	M. Brundle/E. Cheever	7.0	Jaguar XJR9	C1	897.232km
3rd	B. Wollek/P. Barilla	3.0t	Porsche 962C	C1	884.850km
4th	J. Winter/F. Jelinski	3.0t	Porsche 962C	C1	877.013km
5th	M. Reuter/J. Pareja	3.0t	Porsche 962C	C1	872.966km
6th	W. Brun/H. Huysman	3.0t	Porsche 962C	C1	868.418km
7th	D. Hobbs/M. Donnelly	3.0t	Porsche 962C	C1	866.449km
8th	J. Lammers/J. Dumfries	7.0	Jaguar XJR9	C1	837.377km
9th	A. Salamin/G. Lavaggi	3.0t	Porsche 962C	C1	823.103km
10th	B. Giacomelli/V. Weidler	3.0t	Porsche 962C	C1	820.655km
11th	O. Larrauri/U. Schaefer	3.0t	Porsche 962C	C1	812.112km
12th	P. Barberio/V. Veninata	3.3	Tiga-Cosworth GC288	C2	797.197km
13th	T. Thyrring/A. Coppelli	3.3	Spice-Cosworth SE88C	C2	793.061km
14th	N. Adams/R. Jones/J. Williams	1.8t	Spice-Hart SE87C	C2	780.829km
15th	R. Piper/O. Jacobelli	3.3	Argo-Cosworth JM19C	C2	717.756km
16th	C. Los/W. Taylor	3.3	Spice-Cosworth SE87C	C2	716.368km
	R. N. Crang/J. Sheldon	3.3	Tiga-Cosworth GC286	C2	DNF
	R. M. Baldi/S. Johansson	5.0t	Sauber-Mercedes	C1	DNF
	R. Lee-Davey/Dodd-Noble/Oberndorfer	3.0t	Porsche 962C	C1	DNF
	R. R. Seher/H. Mundas/S. Neuberger	3.3	Gebhardt-Cosworth JM19C	C2	DNF
	R. J. Messaoudi/P-F. Rousselot	3.3	Argo-Cosworth JM19C	C2	DNF
	R. M. Gellini/R. Randaccio	3.3	Tiga-Cosworth GC288	C2	DNF
	R. Descartes/Lacaud/Tremblay	3.5	ALD-BMW	C2	DNF
	R. W. Maurer/H. Gall/E. Doeren	3.5	Maurer Lotec-BMW	C2	DNF
	R. R. Spice/R. Bellm	3.3	Spice-Cosworth SE88C	C2	DNF
	R. J-L. Ricci/C. Ballot-Lena	3.3	Spice-Cosworth SE88C	C2	DNF
	R. P. Chauvet/R. Smith	3.3	Argo-Cosworth JM19C	C2	DNF
	R. J-P. Frey/P. Giangrossi	3.1t	Lancia LC2	C1	DNF
	R. P-A. Lombardi/B. Sotty/T. Lecerf	3.3	Spice-Cosworth SE86C	C2	DNF
	R. J. Dauer/F. Konrad	3.0t	Porsche 962C	C1	DNF

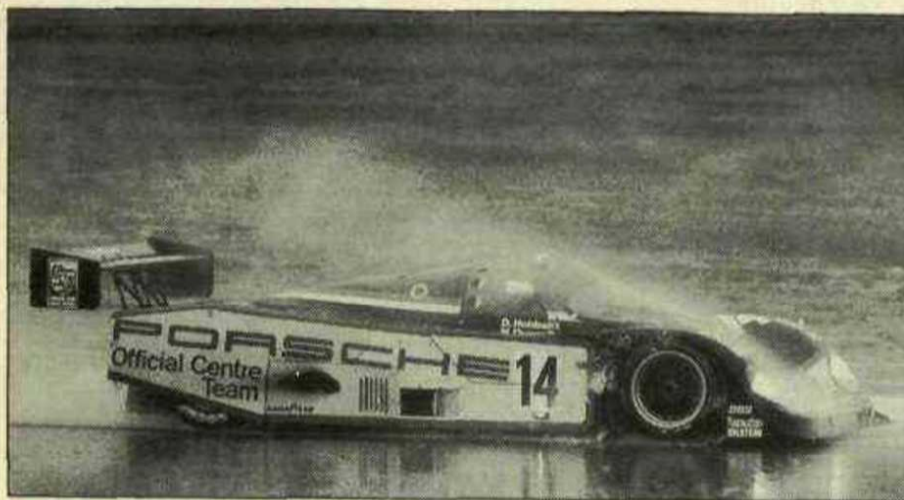
Fastest Lap: Schlesser 1m28.55s; 184.65kph (114.76mph)
C2: Taylor 1m3.12s; 179.59kph (111.61mph) (record)

Teams Championship: 1. Silk Cut Jaguar 275; 2. AEG Sauber 199; 3. Joest Racing 165; 4. Brun Motorsport 74; 5. Spice Engineering 54.

C2 Teams: 1. Spice Engineering 290; 2. Chamberlain Engineering 135; 3. Kelmar Racing 110; 4. Charles Ivey Racing 78; 5. GP Motorsport 70.

Drivers: 1. Schlesser 199; 2. Brundle 185; 3. Baldi 143; 4. Cheever 130; 5. Wollek 122; 6. Mass 120; 7. "Winter" 119; 8. Ludwig 115; 9. Jelinski 111; 10. Nielsen 97; 11 = Lammers and Dumfries 78.

C2 Drivers: 1 = Spice and Bellm 250; 3 = Thyrring and Coppelli 157; 5. Veninata 106; 6 = Ricci and Ballot-Lena 99; 8. Barberio 90; 9. Los 70.



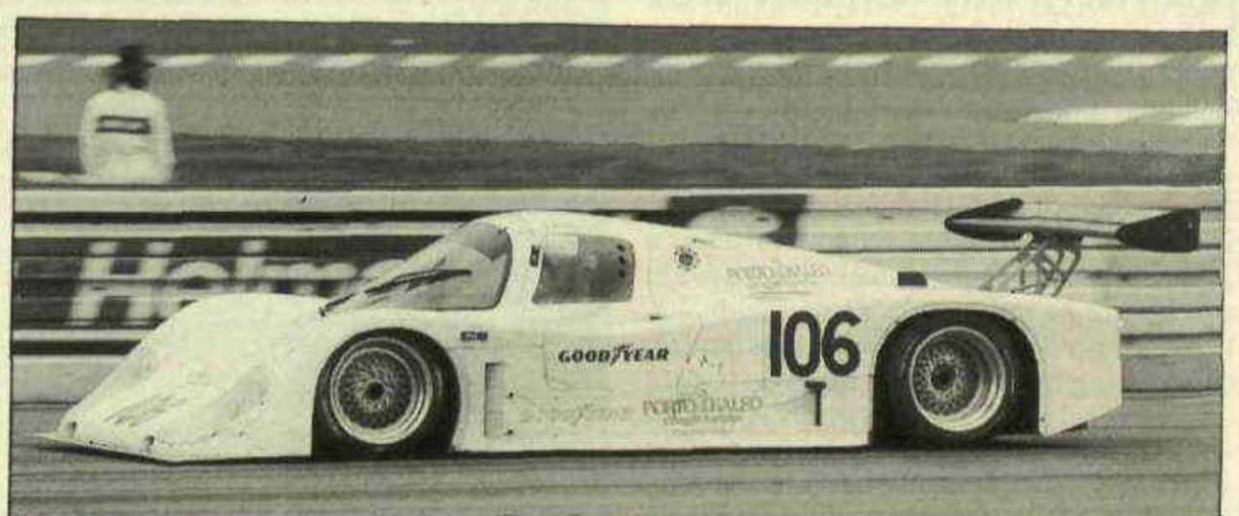
Dealer sponsorship helped put Richard Lloyd's Porsche back on the track after several races' absence, veteran David Hobbs leading the team.



The start of race one: Lammers splashes past Schlesser.



Looking drained on the podium are (left to right) Cheever, Brundle, Mass and Schlesser.



After Spice Engineering's championship-winning Spice/Bellm car failed to start the second heat, a Kelmar Tiga won C2 in the hands of Pasquale Barberio and Vito Veninata.

The ADAC's decision to hold the Nürburg 1000km World Championship race in two heats, each supposedly of 500km, proved extremely controversial and unpopular. The theory was good enough, to hold a race on Saturday evening running into darkness, and continuing it on Sunday afternoon, and in fine weather the format might almost have succeeded. FISA blessed the plan and the teams were informed some months before.

Experiments should not be condemned out of hand, and the ADAC couldn't be blamed for wanting to increase the rather poor crowd that usually supports its race.

In 1969, when the Porsche 908 became the world champion by beating the Ferrari 312P, the Ford GT40 and the new Porsche 917 model, traffic jams extended to a radius of 30 kilometres from the Nürburgring and the crowd might easily have been 200,000. Even now I recall eating my boiled egg in the Schlossblick hotel in Blankenheim early on Sunday morning, and wondering why the traffic outside wasn't moving. The realisation that it *might* be stationary all the way to the track was reason enough to hurry, and much of the journey had to be covered on the wrong side of the road.

At Spa last year Marc Duez, whose family owned a local hotel, had a joke he was rather proud of: "What's the difference between a Grand Prix and a sports-car race?" (The obvious answers aren't allowed.) "At a Grand Prix the spectators know the names of all the drivers. At a sports-car race, the drivers know the names of all the spectators!"

It wasn't really as bad as that, but only 5000 spectators paid to watch the gripping Sauber versus Jaguar battle on Saturday evening, and only 15,000 in total paid to watch the two main races. Conditions were absolutely dreadful, it has to be said, with pouring rain, low cloud and a strong wind which was bending the flagpoles, but even so the experiment clearly didn't work.

I remembered, because I found my lapel ticket in a drawer the other day, that the BARC held an experimental evening meeting at the Crystal Palace on Friday, June 18, 1971. It poured with rain, and I counted 14 spectators standing miserably on the banking opposite the pits with water trickling down their collars. Grahame D White, then Clerk of the Course and now part of Richard Lloyd's team, says he's been trying to forget that experiment ever since, but Saturday September 3 was a reminder. The grandstand looked quite full, because every spectator present had gathered there for warmth and shelter, but the feeling of success was illusory.

Someone up there doesn't like experimental evening meetings, and certainly none of the mortal drivers did. The professional drivers in the Grand Prix category were outraged at the idea of racing in the dark, and even the more stoic sports-car devotees had second thoughts at the driver's briefing, when rain washed down the windows of the new



"What's the difference between a Grand Prix and a sports-car race?" . . .

One Leg Good, Two Legs Bad

Michelin press centre in rivers.

Merely to hold a meeting in the evening isn't nearly enough to attract spectators in large numbers. I believe that the World Sports-Prototype Championship is attractive enough to draw big crowds; the Germans should have been drawn by the Sauber-Mercedes as Britons are by the Jaguars, and one can only suppose that the event itself is not being promoted properly. Bernie Ecclestone, FISA's promotional vice-president, may well draw that conclusion anyway.

This year, Group C racing is far more exciting than Grand Prix racing and at most venues the crowd figures are rising, but there is still an enormous gulf between Formula One and everything else; the Formula 3000 teams are equally aware of this. Publicity tends to have a snowball effect, television coverage especially, and Grand Prix racing can easily generate six-figure crowds over three days by reputation.

Some organisation still needs to get its shoulder to the problem and set this boulder off in the right direction, but one question remains: can the total number of motor racing spectators be increased, or would the present total tend to divide its loyalties? I believe the first proposition, but if the latter were true then FISA wouldn't try very hard to promote Group C racing.

The ADAC apparently believed that because an annual 24-hour touring car race was extremely popular on the Eifel mountain circuit in June, the same people might return for a World Championship race in September. And that furthermore, the *neue* Nürburgring would be even more suitable for night racing.

But the drivers of BMWs, Ford Sierras and Opel Kadetts are travelling much less quickly, sit higher behind better lights, and have lower expectations of the marshals. So long as there's someone around to pull them out of the wreckage, that's all they expect at three o'clock in the morning.

The organisation should surely not expect Jean-Louis Schlesser and Martin Brundle to have the same attitude, and it was shocking to realise that no provision had been made for night racing. On Thursday night the kerbstones couldn't be picked out at a distance (and remember, the track has huge run-offs, and is rather featureless), and no marshals could be seen after dark. They were there, in their posts many metres from the trackside, but were invisible.

Only after Brundle and Cheever had led a deputation on Thursday evening did the ADAC realise that anything had to be done, and fortunately Spa-Francorchamps director Danny Delettre was present to offer equipment at his disposal, including fluorescent jackets, reflector boards and torches.

Safety was much improved on Friday night, but was still not nearly good enough. When Brundle complained on Saturday night about a car circulating without lights, he was chided by Cheever: "But Martin, how do you think they'd stop a car at night?" Jan Lammers said it only went to prove what a good job they do at Le Mans.

The experience of 60 years is incalculable, but what a pity the ADAC didn't ask for advice before it staged its two-day meeting. It might even have been judged a success, despite the weather.

MLC

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EUROPEAN TOURING CAR CHAMPIONSHIP



Andy Rouse (left) packed his team with experience for the TT, Guy Edwards and Jonathan Palmer sharing the second Sierra.

Silverstone played host to the 52nd running of the Tourist Trophy on September 4, which was also the penultimate round of the European Touring Car Championship.

Having won the World Championship for teams last year, and with its prospects looking good for the European title this year through its official representative the Swiss Eggenberger team, Ford came to the race hoping to pick up its first win here since 1972, the glory days of the fire-breathing RS Capris.

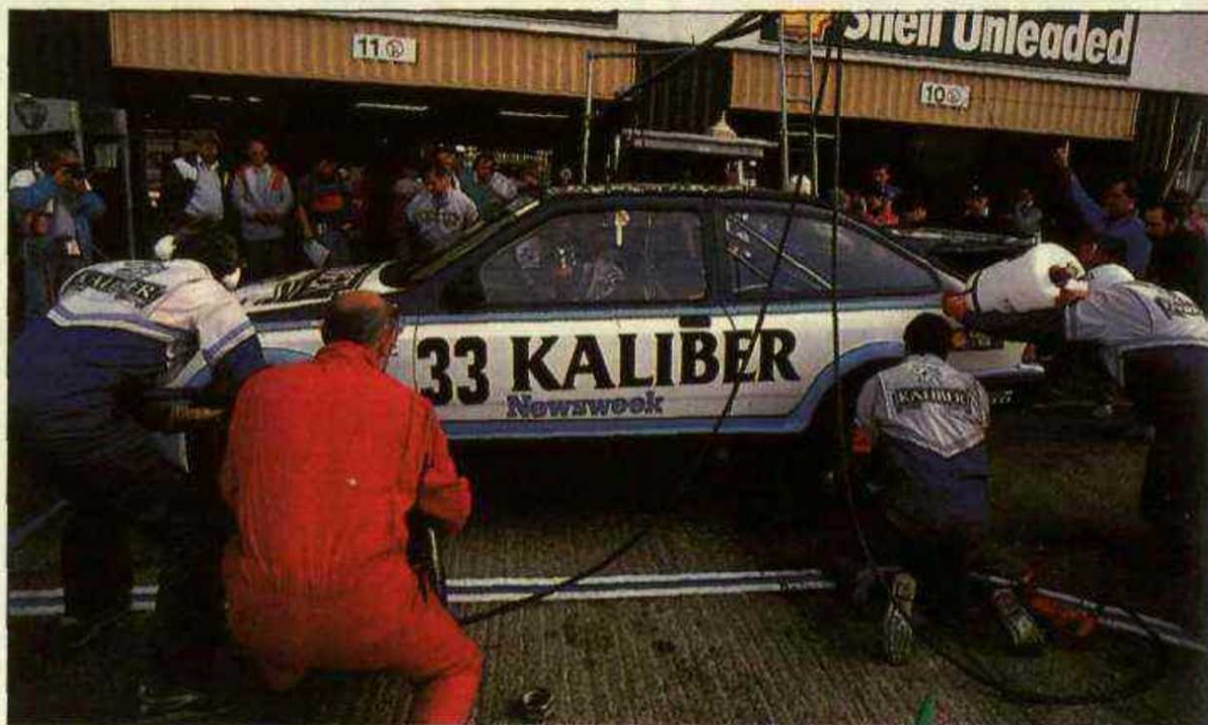
Despite Eggenberger cars winning six of the nine races so far this year, only Pierre Dieudonné among its drivers, having notched up only two wins compared to the four of Steve Soper and three of Klaus Niedzwiedz, stood a chance of becoming champion. To give him maximum chance, team tactics were to hold him back and put him into the best-placed car after half-distance.

After its failure at Donington, the team had dominated the season but it was beginning to fall apart, losing out at both Spa and Zolder to the Schnitzer BMWs prior to this race. Victory in these events virtually assured Roberto Ravaglia of his third successive touring car drivers' championship, having been World Champion last year and European Champion the year before. As in the case of Dieudonné, he was being held back until the second half of the race before being placed in the leading Schnitzer car.

Pitting their wits and skill against these regular front-running contenders were a wide-ranging number of teams, all of whom wanted to have a pop at Europe's armada of champions. Of these the most fancied was the Kaliber-backed British equipe of Andy Rouse Engineering.

A dominant force in the British Touring Car Championship, Rouse was joined by Alain Ferté, whom he runs in the French series, while the other Kaliber-backed car was driven by regular pilot Guy Edwards and Tyrrell Grand Prix driver Jonathan Palmer. A third Rouse-prepared car was entered for Laurence Bristow and Robb Gravett.

Making a welcome appearance at the race was the RS500 of Dick Johnson, this year's Australian Touring Car Champion who had won the series quite handsomely. Lest anyone should think otherwise, the championship



Slick pitwork helped the domestic challenger not only to keep up with Europe's best, but beat them!

The Armada Repulsed!



Proof of the strength of Australian touring car racing: Dick Johnson shakes off the pack at the start.

down-under has for a long time been regarded as one of the toughest and most competitive series in any form of racing, with its star event at Bathurst rivalling Le Mans, Indianapolis and any Grand Prix in national following and television coverage. Partnered by John Bowe, Johnson was coming to Europe determined to prove a point.

Other Sierra drivers hoping to make their

mark were Armin Hahne and Harald Grohs in the fast but hitherto frail Wolf Racing entry, while British regulars Graham Goode and Mike Newman were teamed in the Listerine-backed car and Jerry Mahony and Mark Hales in the Arquati Ford. Altogether seventeen RS500s were to start the race, out of 46.

Setting identical times in practice were the recently-homologated Holden Commodore

Silverstone Tourist Trophy



Reigning World Champion Roberto Ravaglia (left) overcame all rival BMWs in the Schnitzer M3 — enough to secure another European title.

of Tom Walkinshaw and Jeff Allam, and the Nissan GTS-R of Win Percy and Allan Grice. The latter had set fastest lap at the previous round at Zolder, so was clearly a potential winner, while anything Tom Walkinshaw turns his hand to cannot be discounted.

Apart from the two Schnitzer BMWs, there were eleven other M3s. Regular runners Bigazzi had two cars for Jacques Laffite, Olivier Grouillard, Mark Thatcher and Winni Vogt, while leading the British challenge were two Prodrive cars for Frank Sytner, Mike Smith, Will Hoy and Mark Duez.

In the 1600cc class, the entry-list comprised nothing but Toyota Corollas, but it was the example of Phil Dowsett and Tiff Needell which differed from the rest by being front-wheel-drive. It was quickest in practice, but there were doubts about its reliability. In the event, however, Dowsett and Needell were able to bring the car home first in class ahead of regular European winners Fermine and de Liedekerke.

At the sharp end of the grid, it was the Australian Cosworth which showed the rest of the pack a clean pair of heels. From the start, Johnson stamped his authority on the race, and maintained it even after a pace-car interlude had allowed the field to bunch up again. In his wake were the RS500s of Ludwig, Soper, Hahne, Rouse and Gravett, while next in line were the Holden and Nissan.

It was the antics of Rouse which maintained interest at this stage of the race. From fifth place on the first lap, he passed Palmer on the fourth and then began a duel with Soper which was to last, on and off, for the rest of the

race. It was a battle that went one way and then the other: at first Soper had the advantage, then Rouse, then Soper again, but not for long as Rouse re-took third place. With adrenalin flowing, he charged past Ludwig two laps later to claim second.

The early pit-stops, however, were where the European regulars were at their strongest, allowing the Eggenberger cars to resume the lead. Soper was able to gain a 24-second advantage over team-mates Brancatelli and Ludwig, while Ferté, taking over from Rouse, was quickly being reeled in by Bowe, who had replaced Johnson.

Bowe soon passed Ferté and quickly closed up on the third-placed Eggenberger car, but as Brancatelli pitted, it was Ludwig who was soon in his sights. The German was no easy prey. For lap after lap Bowe was all over him, even going onto two wheels as they hammered it out, neither man giving an inch nor receiving any mercy. Only when they pitted



Former Grand Prix driver Tiff Needell was recruited to share Phil Dowsett's Corolla, and the pair dominated their class.

together after several frantic laps did the battle subdue.

Quickly the stop-watches were out, as if for a Grand Prix, in the hope of a second instalment, but while the Eggenberger car shot out after 29.7 seconds the Australian car sat still, its worthy challenge halted by a faulty water-pump. Johnson did eventually get back into the race and charged round, but was to finish in 21st place, eight laps behind the winner.

Fortunately for the few spectators who had turned up, the racing was far from over. Ferté was able to take advantage of the Ludwig/Bowe/Soper stops to inherit the lead for five laps before the Frenchman himself pitted.

Rouse, now back behind the wheel, immediately overtook Ludwig for second place, and at a second a lap reeled in Dieudonné, who had taken over from Soper. It took just eight laps until Rouse finally took the lead on lap 82; for the remaining 23 he maintained a five-second gap to claim a well earned victory.

Into second, third and fourth came the Eggenberger cars and fifth, a lap down, was the Wolf Racing Ford. With Palmer finishing sixth and the Bristow/Gravett car ninth, it was a good day for Andy Rouse Engineering. The Holden made it to the finish as well, in fifteenth place between the two Toyota Supras, but the Nissan had retired before quarter-distance with gearbox problems.

More significantly, by coming home tenth overall and first in class in Schnitzer's M3, Roberto Ravaglia had yet again clinched the European Championship. **WPK**

RESULTS

Touring Cars



Ravaglia's Zolder success was aided by the intervention of rain.



Pit-stop for early TT leader Dick Johnson.



Tom Walkinshaw's newly-homologated Holden graced the TT.



Eggenberger's third Sierra battles with Percy's Nissan, at Silverstone.

EUROPEAN TOURING CAR CHAMPIONSHIP

Round 9, Zolder, August 21

115 laps, 299.57 miles (482.00km)

1st:	E. van de Poele/R. Ravaglia	2.3 BMW M3	2	4hr02m01.74s
2nd:	F. Biela/P. Dieudonné	2.0t Ford Sierra RS500	1	4hr02m02.15s
3rd:	T. Tassin/J.-C. Andruet	2.0t Ford Sierra RS500	1	114 laps
4th:	J.-M. Martin/J. Laffite	2.3 BMW M3	2	113 laps
5th:	A. Hahne/P. Obendorfer	2.0t Ford Sierra RS500	1	113 laps
6th:	V. Strycek/P. Mueller	3.0 Toyota Supra	1	111 laps
7th:	U. Larsson/L. de Sordi/K. Bornebusch	2.0t Ford Sierra RS500	1	111 laps
8th:	O. Vanicek/V. Tomasck	2.3 BMW M3	2	108 laps
9th:	J. Wollstadt/H. Wirth	2.3 BMW M3	2	106 laps
10th:	C. Raes/F. Verhaegen/C. H. Cromer	2.5 BMW 635CSi	1	106 laps

Class Winners: Biela/Dieudonné; van de Poele/Ravaglia; P. Ferminé/S. de Liedekerke (Toyota Corolla).

Fastest Lap: Grice (2.0t Nissan GTS-R) 1m47.68s; 87.09mph (140.12kph)

Round 10, Silverstone, September 4

105 laps, 311.74 miles (501.59km)

1st:	A. Rouse/A. Ferté	2.0t Ford Sierra RS500	1	2hr59m57.88s
2nd:	S. Soper/P. Dieudonné	2.0t Ford Sierra RS500	1	3hr00m04.48s
3rd:	K. Ludwig/K. Niedzwiedz	2.0t Ford Sierra RS500	1	3hr00m07.10s
4th:	G. Brancatelli/B. Schneider	2.0t Ford Sierra RS500	1	3hr00m50.01s
5th:	A. Hahne/H. Grohs	2.0t Ford Sierra RS500	1	104 laps
6th:	G. Edwards/J. Palmer	2.0t Ford Sierra RS500	1	104 laps
7th:	R. Ravaglia/A. Heger	2.3 BMW M3	2	104 laps
8th:	O. Grouillard/J. Laffite	2.3 BMW M3	2	103 laps
9th:	L. Bristow/R. Gravett	2.0t Ford Sierra RS500	1	103 laps
10th:	E. van de Poele/M. Oestreich	2.3 BMW M3	2	102 laps

Class Winners: Rouse/Ferté; Ravaglia/Oestreich; Dowsett/Needell (Toyota Corolla).
Fastest Lap: D. Johnson (2.0t Ford Sierra RS500) 1m36.57s; 110.68mph (178.12kph) (record)

Drivers' Championship: 1. Ravaglia 294 (361); 2. Soper 280; 3. Dieudonné 275 (332); 4. Van de Poele 213 (264); 5. Laffite 206; 6. Niedzwiedz 204; 7. Ludwig 210; 8. Heger 169; 9. Grouillard 156; 10= Ferminé and de Liedekerke 144 (174).

RAC BRITISH TOURING CAR CHAMPIONSHIP

Round 10, Brands Hatch, August 21

1st:	A. Rouse	2.0t Ford Sierra RS500	A	24m01.71s
2nd:	T. Harvey	2.0t Ford Sierra RS500	A	24m03.82s
3rd:	J. Mahony	2.0t Ford Sierra RS500	A	24m12.34s
4th:	M. Newman	2.0t Ford Sierra RS500	A	24m12.57s
5th:	G. Edwards	2.0t Ford Sierra RS500	A	24m20.25s
6th:	G. Goode	2.0t Ford Sierra RS500	A	24m23.74s
7th:	C. Hodgetts	2.0t Ford Sierra RS500	A	24m31.27s
8th:	F. Sytner	2.3 BMW M3	B	24m36.37s
9th:	G. Hall	2.3 BMW M3	B	24m43.27s
10th:	G. Hathaway	2.0t Ford Sierra RS500	A	24m43.69s

Winner's Average Speed: 97.39mph (156.73kph)

Class Winners: Rouse; Sytner; Jeffrey (VW Golf GTi); Dowsett (Toyota Corolla).

Fastest Lap: Rouse, 1m34.70s; 98.84mph (159.03kph)

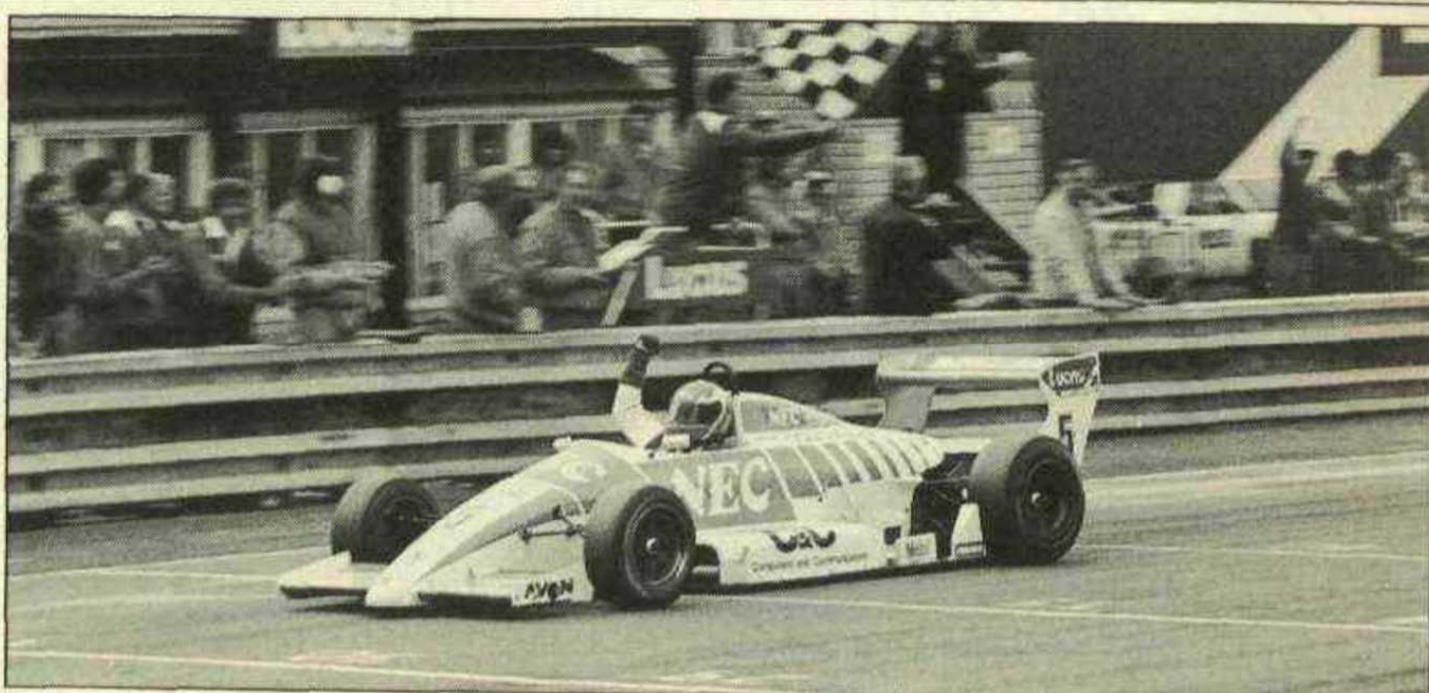
Drivers' Championship Overall: 1. Sytner 89; 2. Rouse 85; 3. Dowsett 82; 4. Hall 46; 5. Smith 39; 6. Mahony 31.



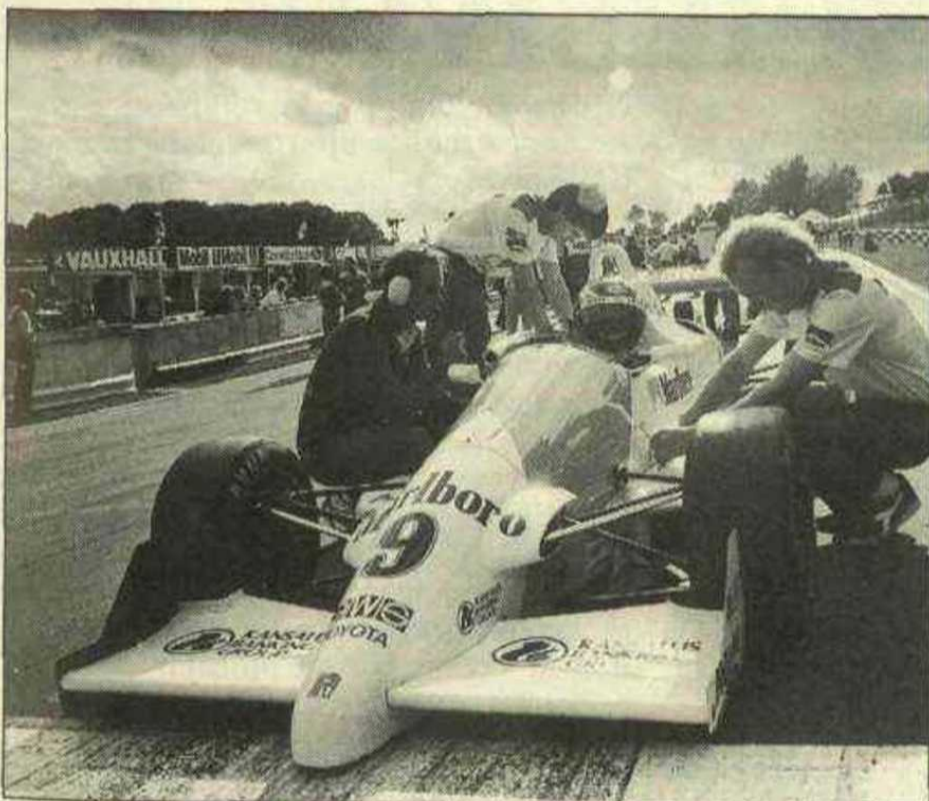
Before taking on Europe in the TT, Andy Rouse reeled off another national championship victory at Brands Hatch, leading all the way.



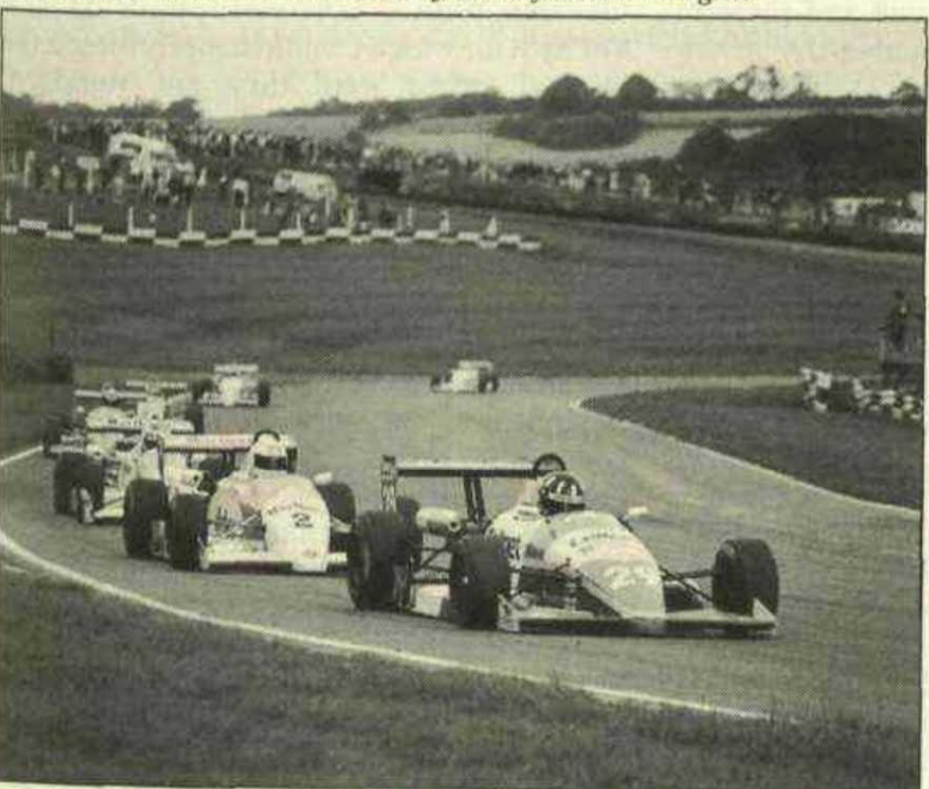
Jyrki Jarvilehto — 1988 champion.



A raised fist acknowledges the chequered flag at Oulton Park, and the Brabham clan's fifth Gold Cup.



By round fifteen at Brands Hatch, Lehto and Pacific Racing had already secured the British title by a comfortable margin.



A dogfight for second place at Brands featured Damon Hill's Ralt (No 29) under heavy pressure from both Eddie Irvine (No 2) and Lehto. Overtaking attempts saw Irvine spin back and Lehto crash out, but Hill sailed on.

BRITISH FORMULA THREE CHAMPIONSHIP

Round 13, Oulton Park, August 21 20 laps, 55.38 miles (89.10km)

1st	Gary Brabham	Ralt-Spiess VW RT32	30m29.17s
2nd	JJ Lehto	Reynard TOM's Toyota 883	30m30.57s
3rd	Damon Hill	Ralt TOM's Toyota RT32	30m44.36s
4th	Eddie Irvine	Ralt-Alfa Romeo RT32	30m48.54s
5th	Philippe Favre	Reynard-Alfa Romeo 883	30m52.88s
6th	Jason Elliott	Reynard-Spiess VW 883	30m55.10s
7th	Antonio Simoes	Ralt-Alfa Romeo RT32	31m09.79s
8th	Phil Andrews	Reynard TOM's Toyota 883	31m11.81s
9th	Peter Kox	Ralt-TOM's Toyota RT31	31m12.37s
10th	Perry McCarthy	Reynard-Alfa Romeo 883	31m12.79s

Winner's Average Speed: 108.99mph (175.36kph)

Fastest Lap: Lehto 1m30.68s; 109.92mph (176.86kph)

Class B Winner: David Brabham (Ralt-VW RT31)

Fastest Lap: Ward (Reynard VW 863) 1m32.83s; 107.38mph (172.77kph)

Round 14, Silverstone, August 29 25 laps, 40.20 miles (64.68km)

1st	JJ Lehto	Reynard TOM's Toyota 883	22m36.18s
2nd	Ross Hockenhull	Ralt-Spiess VW RT32	22m45.28s
3rd	Eddie Irvine	Ralt-Alfa Romeo RT32	22m45.76s
4th	Jason Elliott	Reynard-Spiess VW 883	22m51.78s
5th	Jonathan Bancroft	Reynard-Alfa Romeo 883	22m54.79s
6th	Paul Warwick	Reynard-Spiess VW 883	22m57.31s
7th	John Alcorn	Reynard TOM's Toyota 883	22m58.98s
8th	Gary Brabham	Ralt-Spiess VW RT32	23m00.88s
9th	Antonio Simoes	Ralt-Alfa Romeo RT32	23m02.80s
10th	Peter Kox	Ralt-TOM's Toyota RT31	23m03.58s

Winner's Average Speed: 106.71mph (171.69kph)

Fastest Lap: Lehto 53.77s; 107.65mph (173.20kph)

Class B Winner: Gary Ward (Reynard-VW 863)

Fastest Lap: Ward 54.96s; 105.32mph (169.46kph)

Round 15, Brands Hatch, September 4 20 laps, 52.00 miles (83.66km)

1st	Gary Brabham	Ralt-Spiess VW RT32	27m59.55s
2nd	Damon Hill	Ralt-TOM's Toyota RT32	28m04.20s
3rd	Paul Warwick	Reynard-Spiess VW 883	28m08.34s
4th	Alain Menu	Ralt-Spiess VW RT32	28m17.76s
5th	Jason Elliott	Reynard-Spiess VW 883	28m17.96s
6th	Eddie Irvine	Ralt-Alfa Romeo RT32	28m18.26s
7th	Antonio Simoes	Ralt-Alfa Romeo RT32	28m19.98s
8th	Phil Andrews	Reynard TOM's Toyota 883	28m25.54s
9th	Rowan Dewhurst	Reynard-VW 873	28m40.13s
10th	Gary Ward	Reynard-VW 863	28m41.02s

Winner's Average Speed: 111.46mph (179.34kph)

Fastest Lap: Brabham 1m22.68s; 113.21mph (182.15kph) (record)

Class B Winner: Dewhurst

Fastest Lap: David Brabham (Ralt-VW RT31) 1m24.49s; 110.79mph (178.26kph) (record)

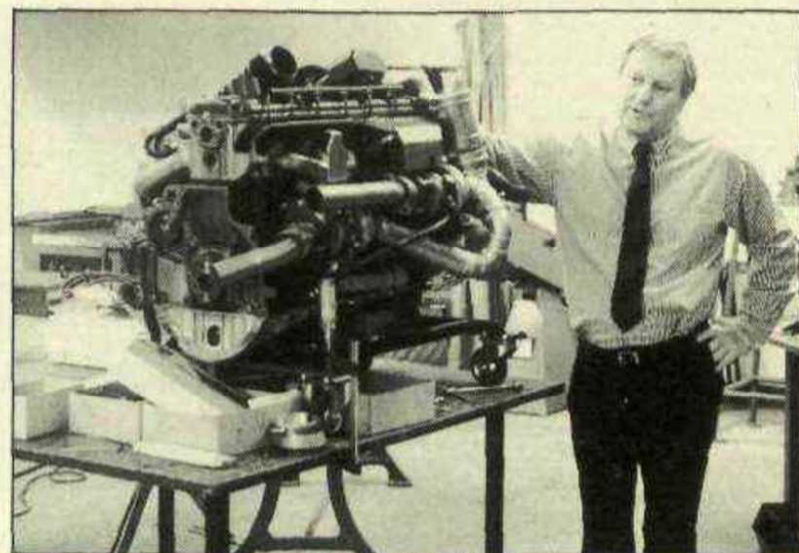
Championship Positions: 1. Lehto 93; 2. Brabham 61; 3. Donnelly 54; 4. Hill 50; 5. Irvine 43; 6. Alcorn 17; 7. Warwick 16; 8. Favre 14; 9. Hockenhull 13; 10. Bancroft 12; 11. Elliott 7; 12 = Ratzemberger and Menu 4; 14. Simoes 2; 15. Rydell 1.

Class B: 1. Dewhurst 90; 2. Lyall 81; 3. Penfold 46; 4. Stringfellow 36; 5. Brabham 28; 6. Ward 17; 7. Hine 12; 8 = Pettitt and Simmiss 11; 10 = Hardman and Bottoms 9; 12. Mezera 8; 13. Reynolds 7; 14. Germain 5; 15. Walker 4;

16. Kimbell 3; 17 = Thomas, Gray and Janes 2; 20 = Robinson, Grant, Basile and Amren 1.



As well as its road-cars, Alpina runs two M3s in German Gp A racing.



Burkard Bovensiepen with a new turbo project.

A manufacturer, not a tuning company, that is the message that Burkard Bovensiepen, proprietor of the Alpina concern, has striven to put across about his exclusive BMW-based products. Each has a chassis number of its own in addition to the BMW one, but self-consciously carried in plain view on the centre console. Unlike many firms who are in the business of altering cars from large manufacturers, Alpina not only has the approval of the Munich factory, but its cars are promoted as a complementary range to the normal showroom selection.

When the operation began in 1965, it concentrated on performance tuning, always BMWs, and made a name in racing with the 2002 and CS coupé. Nowadays, while increased power and roadholding remain central to the conception, other concerns have become equally important elements in Alpina's cars: comfort, economy and low emissions. All cars leaving the factory at Buchloe in Bavaria, which is only 40 minutes' drive from BMW in Munich, are equipped with catalysers, though some models are available without in the British market.

What cannot be measured or specified in brochures, however, is exclusivity, something which Alpina is equally keen to remind its customers and the public about. Total output of the Buchloe plant for one year is only some 500 cars, a fraction of the quantity BMW itself sells, and there are only minor external differences (chin spoiler and those special stripes) to identify the Alpina.

Complete cars arrive from Munich and are partially dismantled before new engines, from ready-modified stock, are installed and running-gear and trim re-fitted. Alpina has its own emissions laboratory, as well as two dyno-cells and facilities for modifying the electronic chips of the Bosch injection systems, and many of the special engine parts are made on site. Thanks to its close links with the factory, Alpina is able to start development work on new BMW models before their public launch, and to allow for development work on the steady stream of new models, a new building is going up. Production, though, will stay at around the same figure—

rarity is one of Alpina's strong suits.

On the platform of the new 535i, Alpina offers the B10: a 3½-litre six with special pistons, longer rods, larger valves, high-lift cam, and modified Motronic injection to give 254 bhp and 236 lb ft of torque, coupled with 17in wheels and tyres stretched to a massive 265-width at the back. But the damping seems to take out any extra noise, and even over white lines and uneven cambers the B10 displayed none of the expected wayward characteristics. We drove it on the *autobahn* at very high speeds indeed and found it stable and assured, with strong acceleration even in top, and when we turned on to fast Bavarian B-roads, the big saloon felt like a much smaller car, crisp and precise and very rapid.

But for more power, Alpina has turned its attention to BMW's new V12. Twelve Mahle pistons, reworked ports, new cams and revised injection conjure 350 bhp and 347 lb ft of torque out of it — enough and more to propel five occupants at double the speed-limit. Called B12, this is only available as an auto, but Alpina modifies this, giving higher change-points and a faster, harder shift. It works, too, giving the driver back some control over ratios by allowing him to delay or promote upshifts.

Despite all the extra power, the B12's acceleration is only marginally better than the B10, but the 750i's inbuilt cut-out at 155 mph is removed, and the luxury limousine will reach a staggering 171 mph, if that is of any use to anyone. Nevertheless with its firmer Servotronic steering, the B12 is noticeably crisper than a 750i, with a firm but compliant ride and no significant loss of refinement. Quite an achievement.

But of all the cars we tried, my favourite was the B6 3.5S. Lurking behind those obfuscatory digits is a rather small and absurdly fast saloon, derived from the BMW M3. As it comes from the factory, the M3 already has magnificent poise combined with a raw and racy four-cylinder power-unit. Some have

criticised it for its engine, complaining that it steps out of the line-up of traditionally smooth BMW sixes.

The B6S sweeps aside such carpings. Out goes the 2.3 16-valve race engine, and in goes the 3½-litre 254 bhp Alpina six. With only one minor change to the suspension (the front springs are a little stronger to carry the extra engine weight) and some expensive upholstery, the result is still an M3, only more so. It still has the pin-point sharpness of the beautifully-balanced chassis, but Michelin MXX 225/45 VR16 tyres push the roadholding even higher — in the dry at least. An exotic wood knob adorns the gear-stick, but it is still connected to probably the best performance gearbox in a production car, the slick and sharp Getrag.

But when the throttle is wide open, the abrasive 16-valve noise has evaporated; instead the sweeter note of six cylinders fills the cabin. With 25% increased power the car is a delight for which I would happily forego the internal extras were they not standard: beautiful dark blue suede with fine pale blue piping, a neat supplementary digital display including final drive oil temperature and a fancy steering wheel. Apart from the B6S and 5- and 7-series cars, this engine is also offered in a 325i shell, known just as B6.

Instead of exporting from Germany, Bovensiepen has chosen to licence others to build Alpina cars abroad. In the UK this operation is handled by Frank Sytner, BMW dealer and British Saloon Car racer currently leading the championship, who produces the cars at his Nottingham base, and we benefit from the removal of the catalytic converters. Thus the enlarged 325i engine (2.7 litres) gains 6 bhp to 210, while the big six in the B6 and B10 jumps to 260 bhp. Prices, though, reflect the thoroughness with which the cars are developed and assembled: the bottom end is £7495 + VAT to convert a 325i into a C22.7, and £10,950 + VAT to produce a B10. V12 prices have yet to be fixed. GC

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RALLY REVIEW



Markku Alén did win his home event, but, thanks to the challenge of Juha Kankkunen's Toyota (right), not with Lancia's customary ease.

Delta Meets its Match

At last a manufacturer has been able to take to a rally car capable of matching, even bettering, the performance of the Lancia Delta HF Integrale. The Italian team has had things all its own way for some two years and, with no real opposition, has romped to the top of results lists with boring regularity. But in Finland's Thousand Lakes Rally at the end of August, all that changed.

Peugeot was the first team to spot the anomalies and ridiculous freedom of FISA's former Group B regulations for World Championship rallies, and to design and construct a car specifically to win such events. Their 205 Turbo 16 was purpose-built for rallying, as similar to a roadgoing 205 as a pneumatic tyre is to a cartwheel band, and it immediately started its impressive run of victories.

When FISA was panicked into revoking its Group B rules, Peugeot pulled out of World Championship rallying, and from that moment Lancia took over the winning streak with its Group A version of the Delta. Like other cars of that group, its entitlement to be called standard was tenuous, to say the least, but it did fall within FISA's interpretation of a production car.

No other manufacturer was able to match Lancia's immediate switch from Group B to Group A, and Delta successes have become monotonous. So often have these cars occupied several places at the head of the field, enabling the team management to decide which of its drivers should win, that Lancia winner-picking has become something of a

joke.

In Finland at the end of August Toyota made its second appearance with the four-wheel-drive Celica 2000 GT-Four, and the tables were suddenly turned. Not only was the new car able to keep up with the Lancia Delta, but it stayed ahead of it for much of the time.

The Safari apart — for Lancia's win there was not certain until the final sections — the Thousand Lakes was, without doubt, the most interesting and exciting rally that anyone has witnessed for at least a couple of years. The close, fierce competition between Markku

Alén in his Delta and Juha Kankkunen in his Celica was almost a contest on its own, keeping observers spellbound throughout most of the rally.

Lancia must have found it strange not to be in complete control. Alén drove at his absolute limit all the time, and still he was unable to outpace Kankkunen, although the difference between them was never more than a handful of seconds. Kankkunen led by twenty seconds at the end of the first leg and by just three at the end of the second. He was still ahead well into the third leg when, following an oil leak which



Spectacular driving can catch up with the best: Ari Vatanen's BMW retired after hitting a tree.

Thousand Lakes Rally

caused a quickly extinguished fire, his engine failed only five of the thirty-nine stages from the end.

His retirement immediately took the steam out of the rally. Had he continued to the end, the straight fight between two well-matched crews in two well-matched cars would have been taken to its conclusion, bringing, no matter which of the two had won, the satisfaction of a hard, close, start-to-finish contest. It was a great disappointment that this did not happen, but at least everyone now knows that Lancia no longer has a monopoly on World Championship wins.

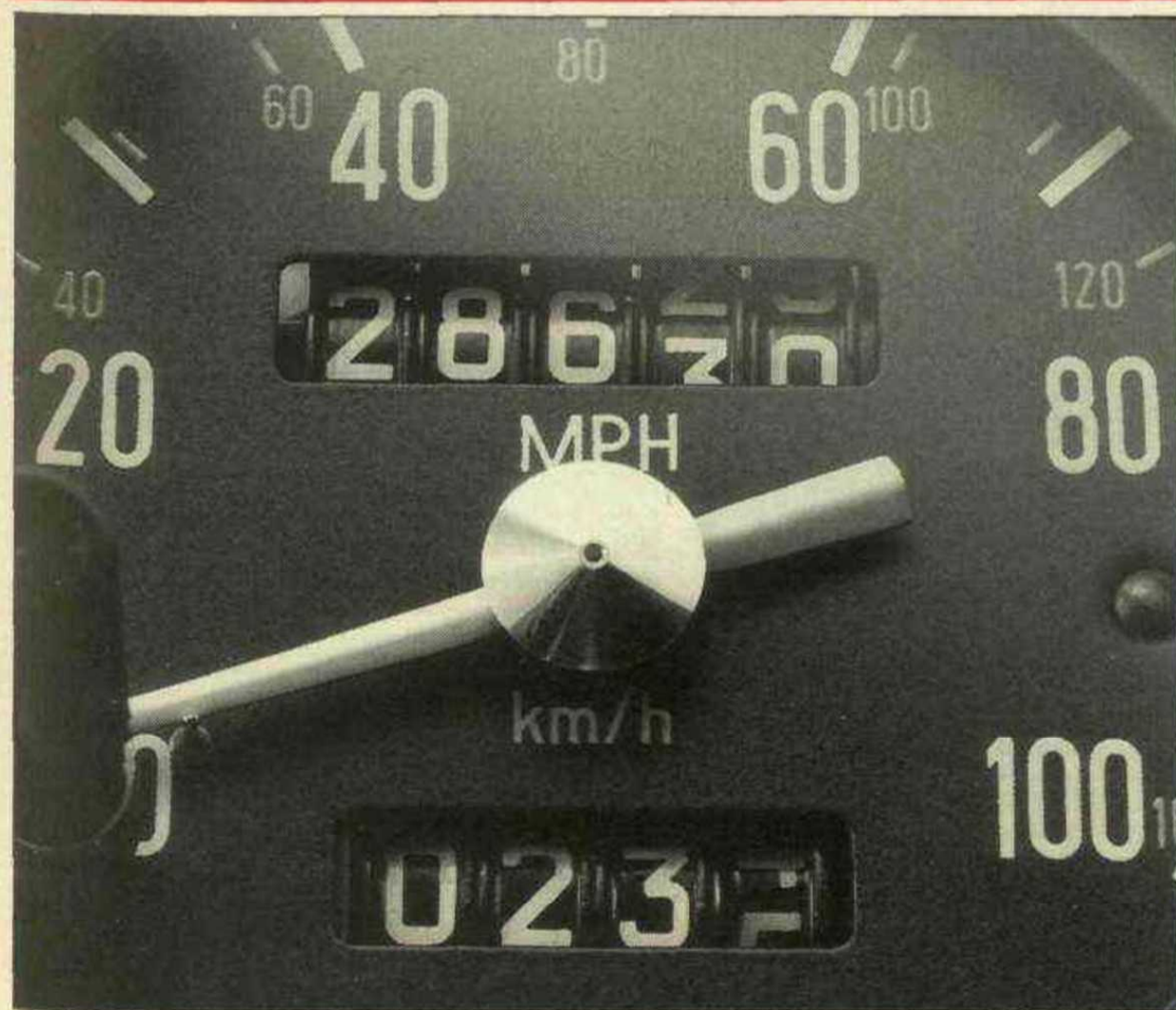
The rally itself was once again a model of smooth, unruffled efficiency, every facet of the organisation ticking like a clock. Results came through bang on time, sent directly by radiophone from portable terminals at the stages to the main computer in Rally headquarters. Even the arrangements for two royal visitors from overseas didn't cause a single ripple, which might not have been the case in some other countries we can think of.

There were the usual huge crowds of spectators, but no traffic delays, thanks to revised tactics by the police. Jyväskylä's police chief was, for the first time, in charge of traffic control along the whole of the route, and this arrangement worked well. The only hold-up seemed to be at a lake ferry which



Lancia Deltas were all the rage in Finland; 39 started, but only 14 finished.

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Corsica winner Didier Auriol again starred for Ford, overhauling Salonen's Mazda for third place.

some service crews decided to use as a short-cut, to find themselves in a mile-long queue for the boat!

The weather was good, although heavy rain in the weeks beforehand, signalling the end of a tropical summer, softened some of the narrower roads which were left somewhat rutted and worn after two weeks of note-making and memorising, the latter a speciality of Finnish drivers.

Lancia's team consisted of two cars, for Alén and Mikael Ericsson, but there were several others, including a Jolly Club car for Alessandro Fiorio, a privately-entered one for Argentina Rally winner Jorge Recalde, one entered by the importers for Sebastian Lindholm and another entered privately by Harri Toivonen. In fact, there was a total of 39 Deltas in the rally, 29 of them Integrales. Fourteen Deltas finished.

Toyota Team Europe was strictly a two-car outfit, for the only other Toyotas in the rally were completely different models. Drivers were Kankkunen and Kenneth Eriksson. Three Sierra RS Cosworths were entered by Ford for Stig Blomqvist, Didier Auriol and Carlos Sainz, and there was a Group N version for Kyösti Hämäläinen from Ford Finland.

The Mazda Rally Team had two 323s for Timo Salonen and Hannu Mikkola, whilst other 323s came from Belgium for Pascal Gaban, from Sweden for Thorbjörn Edling and from Finland for Mikael Sundström. A single BMW M3 came from Prodrive for Ari Vatanen, and a single Opel Kadett GSi from GM Euro Sport for Mats Jonsson.

The other works teams were those of Lada (six starters, six finishers); Wartburg (two starters, two finishers); and Trabant (three starters, one finisher).

During the first leg, forming a loop mostly to the south-east of Jyväskylä, it became quickly obvious that a Lancia/Toyota duel was developing between Alén and Kank-

kunen, for they took first and second-best times on all but two of the twelve stages, always only a few seconds apart.

During this leg, both Kankkunen and Eriksson experienced difficulty changing gear, and this gave rise to a series of gearbox changes during the rally. The trouble was in the selector mechanism, it being sometimes difficult or impossible to select a gear (third and fourth in Kankkunen's case) and sometimes difficult to disengage it. However, Kankkunen didn't show any sign of being perturbed, whilst his stage times did not reflect any problem at all. Had his gearbox functioned properly all the time, we wonder how much faster he would have been!

Alén, on the other hand, needed a new fuel pump, whilst Salonen suffered fuel starvation, very peculiar handling caused by crabbing, loss of power-steering and a misfire which seemed to be corrected by reducing the turbocharger boost pressure and changing the spark plugs. At the end of the leg, a new turbocharger was fitted.

Among the Fords, both Blomqvist and Sainz experimented with various types of spring to prevent the rear kicking up too high on brows. Blomqvist later hit a log and bent a front strut, slowing him on the stage but producing no road penalties after the replacement. Auriol experienced severe oversteer under braking on left-hand bends, and the problem persisted for so long that he got used to it. He even asked his mechanics to arrange the same characteristics on right-hand bends!

Early in the second leg, Vatanen came to a sudden stop against a tree, and news from the field was that he was seen by other drivers sitting on a log drinking milk — the beverage marketed by his sponsors.

Mikkola also retired in the second leg when his engine temperature rose and the power fell to almost nothing. He suspected main bearings, and this was later confirmed, due to

a broken oil-pipe from the pump.

Kankkunen's gear selectors continued to give trouble, but he still drove at undiminished speed. He lost the lead for a while, but soon regained it, and the fight between these two had become such a national talking point that radio stations reported the situation after every stage, immediately their times became known. Each was determined to beat the other.

Blomqvist's clutch and housing were replaced after the lining had disintegrated, damaging the interior of the housing, whilst Auriol had a new gearbox fitted after having it jam in fourth. The replacement had a synchromesh and was merely a temporary measure until a non-synchro box became available and could be installed.

At the end of the second leg, Fiorio had a new alternator, Kankkunen new suspension and turbocharger (but not a new gearbox this time), Auriol suspension, gearbox and turbocharger, and Alén a microchip board in his engine-management computer.

All seemed to be set for a stirring duel in the third leg, for Kankkunen was only three seconds ahead of Alén. However, the first indication of any problem with the Toyota came when leaking oil caught fire on the hot exhaust. This was quickly put out, but there was concern where the oil had come from.

Three miles into the 34th stage, Kankkunen came to a stop with what he referred to as a "broken engine". That leak had been far more serious than at first thought. As far as the excitement was concerned, it was all over. Alén slowed down, allowing others to be faster than him on stages for he knew that his margin was enough to stay in the lead.

Salonen's Mazda began leaving a trail of steam and smoke, and required frequent replenishments of both oil and water. Indeed, a helicopter was organised to provide a shuttle service for water cans between a well and service points. Later it was found that the radiator filler-cap had lost its vital rubber seal, allowing the temperature to rise. There were fears for the head-gasket, but it was later found that a misfire was cured completely by replacing the turbocharger.

Earlier, Salonen had been third, ahead of Auriol, and the Frenchman had given up trying to catch the Finn. However, when Salonen was slowed by these problems, Auriol began to go flat out again and indeed managed to overtake Salonen to finish 35 seconds ahead of him, in third place.

No-one who saw it will forget the Alén/Kankkunen fight, and one can but hope that there will be many repeats of such close competition on future rallies. But it's a pity that there are so far no more cars with performance to match the Delta and the Celica. Now if "Standard Cars" meant just what it said, far more people would be fighting just as closely on all rounds of the World Championship, and what an improved situation that would be!

GP

WORLD RALLY CHAMPIONSHIP

Round 10 for Drivers and Round 9 for Manufacturers, 1000 Lakes Rally, August 24-28

TOP 20 STARTERS

1:	Alén/Kivimäki	Lancia Delta Integrale
2:	Salonen/Harjanne	Mazda 323 4WD
3:	Kankkunen/Piironen	Toyota Celica GT-Four
4:	Blomqvist/Melander	Ford Sierra RS Cosworth
5:	Vatanen/Berglund	BMW M3
6:	Ericsson/Billstam	Lancia Delta Integrale
7:	Mikkola/Geistdörfer	Mazda 323 4WD
8:	Eriksson/Diekmann	Toyota Celica GT-Four
9:	Auriol/Occelli	Ford Sierra RS Cosworth
10:	Fiorio/Pirollo	Lancia Delta Integrale
11:	Recalde/Del Buono	Lancia Delta Integrale
12:	Sundström/Silander	Mazda 323 4WD
13:	Lindholm/Pettersson	Lancia Delta Integrale
14:	Sainz Moya	Ford Sierra RS Cosworth
15:	Edling/Andersson	Mazda 323 4WD
16:	Heinonen/Eirtovaara	Audi Quattro Coupe
17:	Ericsson/Sandberg	Audi Quattro Coupe
18:	Jonsson/Bäckman	Opel Kadett GSi
19:	Gaban/Lux	Mazda 323 4WD
20:	Ercolani/Mari	Lancia Delta Integrale

RESULTS

1st:	Markku Alén (SF)/Ilkka Kivimäki (SF)	Lancia Delta Integrale	A	4h35m29s
2nd:	Mikael Eriksson (S)/Claes Billstam (S)	Lancia Delta Integrale	A	4h38m24s
3rd:	Didier Auriol (F)/Bernard Occelli (F)	Ford Sierra RS Cosworth	A	4h45m15s
4th:	Timo Salonen (SF)/Seppo Harjanne (S)	Mazda 323 Turbo	A	4h45m50s
5th:	Stig Blomqvist (S)/Benny Mellander (S)	Ford Sierra RS Cosworth	A	4h46m32s
6th:	Carlos Sainz (E)/Luis Moya (E)	Ford Sierra RS Cosworth	A	4h46m41s
7th:	Alessandro Fiorio (I)/Luigi Pirollo (I)	Lancia Delta Integrale	A	4h53m14s
8th:	Harry Joki (S)/Per Carlsson (S)	Lancia Delta Integrale	A	4h55m11s
9th:	Tomas Jansson (S)/Ingemar Algerstedt (S)	Audi 80 Quattro	A	4h55m31s
10th:	Mats Jonsson (S)/Lars Bäckman (S)	Opel Kadett GSi	A	4h56m48s

Driver's Championship: 1. Biasion 95; 2. Fiorio 61; 3. Alén 56; 4 = Sainz and Auriol 32; 6. Blomqvist 31; 7. Ericsson 30; 8 = Loubet and Recalde 27; 10. Stohl 21; 11. Haider 20; 12. Salonen 18; 13. Eriksson 16; 14 = Kirkland and Wilson 15.

Manufacturer's Championship: 1. Lancia 140 (max); 2. Audi 63; 3. Ford 61; 4. Mazda 49; 5. Renault 32; 6. BMW 25; 7. Toyota 24; 8. Nissan 23; 9. Subaru 18; 10. Peugeot 14; 11. Opel 11; 12. Volkswagen 10; 13. Suzuki 9; 14. Mitsubishi 7; 15 = Vauxhall and Alfa Romeo; 17. Fiat 2.



Timo Salonen fought hard for third place on home soil in the leading Mazda, but various gremlins dropped him into Auriol's clutches at the end.



Alén — 18th World Rally success.



Three RS Cosworths finished in the top six, Blomqvist's the second of them.



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The air flow measuring injection systems that Porsche progressed to from the RS mechanical injection, first K-jetronic, latterly Motronic, are superbly developed and impressively efficient, but for the true fanatic they lack the crisp, immediate response and broad power band of the pre-Turbo era engines, and that glorious power roar as an RS comes hard up onto cam over 5,000 R.P.M. Worse still, apart from stretching capacity or fiddling with the exhaust, there's precious little you can do to uprate these later engines. Unless, of course, you change the induction system!

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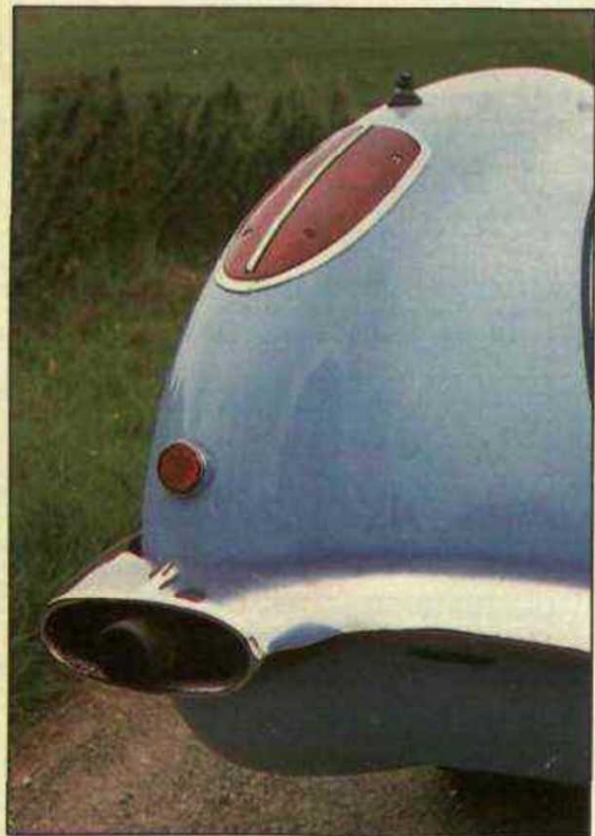
Only Brands since last month, but what a carry-on! After the F3000 Lemmings had screwed the timetable up — at least their repeat at Brum got the Pirelli Production lot on telly! — and it rained (again) just before our race, there was no time left to let us fit wets. Which left 5 of us 'standing' in the paddock, not enough starters in the top class, and a potential nonsense in the championship. Will Mike Jordan's Production RS win the modified series?!! Currently, the carless Chilton still leads from John Greasley, in turn now seriously threatened by Mike Youles. At least it's still wide open.

Eisewhere Porsche still lead the Gordon Russell Intermarque, but in the Mylords Porsche/Ferrari challenge, due to other commitments, holidays, the post strike, etc., we let them just win. (or did they beat us? Oh rats, it's only a hobby!)



Now that certain new American cars from General Motors have been certificated for sale in the UK, we thought it would be educational to look back at one of the lavishly-decorated big-engined products of GM in the States, products which once aroused derision amongst those with a European view of what a car should be and how it should behave — the Chevrolet Corvette.

When it was unveiled in 1953, the new Corvette was the first production sports-car to be built in America post-war, and thus was guaranteed enthusiastic acclaim. That following has continued and increased since, as the car has matured into the current elegant shape with its astonishing roadholding. But while the body shape has changed, two things have remained constant throughout most of that



GM styling department oozed invention, like the exhaust concealed in the bumper.

US Excess

time — a V8 engine and fibreglass bodywork.

The car we drove dates from 1959, and is a fuel-injection example belonging to Marion Walker, whose husband Alastair Walker raced in Formula Two in the Sixties and Seventies, as well as finishing fifth at Le Mans in 1970, with Hugh de Fierlant in a Ferrari 512S. (He describes it as one of the worst cars he ever drove).

Although the Walkers only bought the car last year from California, it had had just the one owner since it was new and had never been interfered with, though it did require some attention, dealt with by Westlake Motors in High Wycombe. It arrived on Cragar wheels, a popular sporting extra, but now has the proper pattern ones fitted. At the same time, a trunk-full of rare spares (light lenses and chrome trim) was obtained, which makes the thought of traffic bumps less alarming.

Marion uses the car as daily transport, except when the rain is falling; the dainty white hood is not up to British weather, and the owner describes the effect as "like standing under a thatched roof — permanent dribbles".

This was an early machine to be blessed with fuel-injection; in "low" power applications, simple carburettors worked well on these big V8 engines, but when multi-barrel Holleys and Carters were used for larger outputs there could be problems of cornering surge and hesitation on sudden throttle opening. The Rochester injection system introduced in 1957 cured many of these faults, but being of an unsophisticated design, soon developed a reputation for difficult starting.

Nevertheless, after a longish twist of the key, the expected noises blossom from the exhausts. First is fiddly to find, but is not an important ratio in any case, and as the

long-travel clutch comes up, so does the nose. It is softly-suspended; lean on the heavy brake pedal for the four broad drums and the body tips forward, bobbing up again at a standstill if the pedal is not carefully feathered. But the damping is surprisingly efficient; as you turn the wheel the car rolls away from the corner, naturally, but as everything straightens up again the body reverts smartly to the level without bobbing around.

From the way it looks, the way it is laid out, and the way it goes, this is pre-eminently a car for cruising in; the rich V8 burble oozes from oval outlets incorporated into the chrome of the rear bumper and washes over the extensive rear deck, and the engine's torque, 290 lb ft of it according to contemporary data, wells up from idle and sweeps the car along in third or fourth without the need to change gear too often. Indeed, second is good for 77 mph, though this would entail using 6500 rpm, not the lazy V8's best regime.

Yet the shift action is pleasant, too, using the traditional American system of operating rods outside the box to connect lever to forks; the result is not fast, but it is positive, with reassuring clankings confirming that the hefty gearsets, which have to be tough enough to cope with 4639cc, have swapped places.

At first glance the chrome and paint cowls for the instruments look impractical and showy, but in fact the large speedometer and smaller concentric tachometer work together in a logical and legible fashion; seen from an angle the various dials and cowls dissolve into a three-dimensional jumble, but from behind the large wheel they reassemble into a sensible layout. With a finger-stalk for the indicators, short gearshift with round metal knob just below the wheel rim, and a bright chrome bar embossed with the legend "Parking Brake"

1959 Chevrolet Corvette

CLASSIC TEST

tucked under the dash by the left hand, the ergonomics are surprisingly efficient, and with the wide soft seats to lounge in, and a ride like a hovercraft fending off any nasty interference from ground level, the Corvette envelops its passengers in a cocoon of well-being.

On the meandering Berkshire roads we explored, the 'Vette turned out to be a real pleasure for relaxed driving, burbling along in the sunshine, squeezing past farm trucks with an inch to spare, and taking off from junctions with an invariable chirp from the broad tyres. A light foot is needed in first or the rear wheels and positraction lsd spin away all the forward motion, but in second and third the car bolts forwards pretty well as quickly as any big sports-car of today, with a crisp but well-silenced engine-note. The soft seat cushions draw the crew into them when the power is on, but there are only lap-belts for restraint, which I suspect would be worse than nothing at all in a frontal accident.

In contrast to all this power, the chassis behaviour is a different matter. The thin wheel is very low-g geared, so it is no effort to turn it with one hand, but negotiating English street-corners is a wheel-twirling chore. There is no lost movement in it, it is just rather slow. More worrying is the Corvette's desire to oversteer at moderate, even pedestrian

speeds; a function of the unsophisticated suspension and tyres, not of excess power application.

GM, sensibly enough, used the technology it knew well from its sedans for the early Corvette: there is a bolt-on cross-member with coil-sprung double wishbones at the front, and a solid axle at the back mounted on

inclined leaf-springs which are supposed to provide some roll-understeer. Well, if they do, you are through it and out the other side into opposite lock before you can say "jack-knife", with the wheel spinning madly to keep up. One such lesson should be enough to re-learn the lower limits of earlier days, and in fact the set-up is very likely no worse than



Performance of this 29-year old car is comparable to today's sports-cars.




ROLEX
of Geneva

BUY YOUR ROLEX THE ALEXANDERS WAY

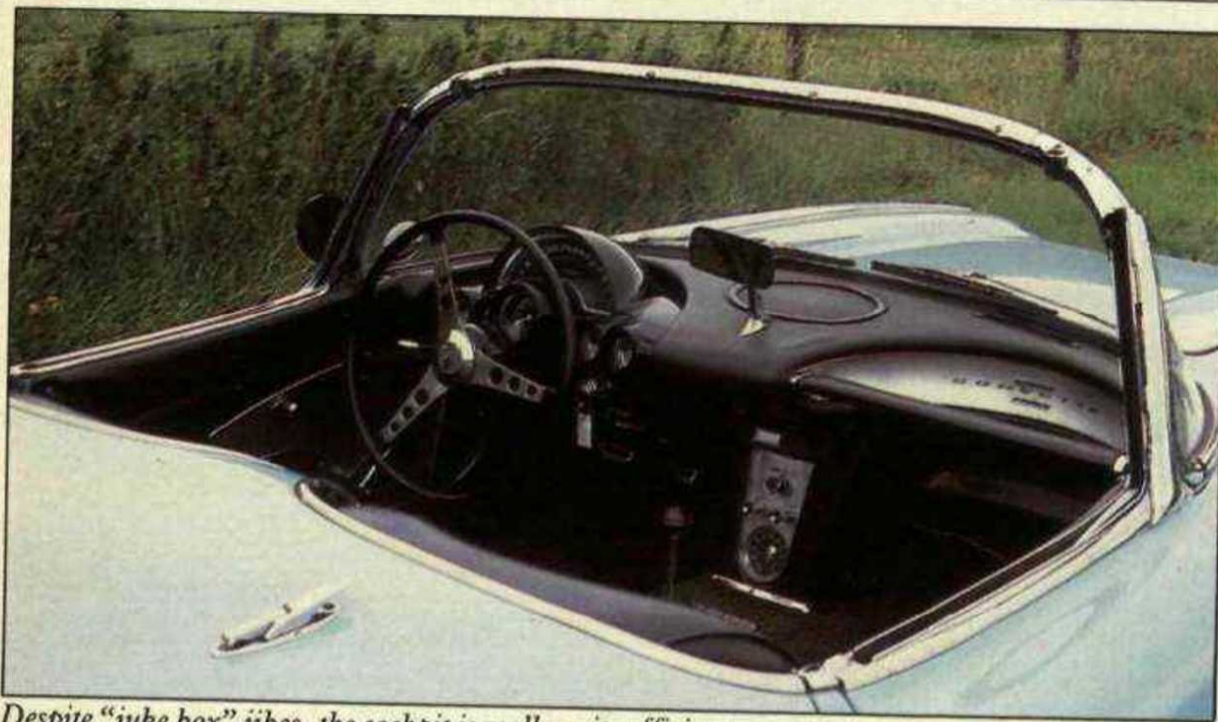
The distinctive shape of the Rolex Oyster Datejust and Lady-Datejust Chronometers is easy to recognise. You will notice them on many of the world's most famous people. Stainless steel Oyster cases with stainless steel 'Jubilee' bracelets, the Datejusts are guaranteed waterproof to 330 feet. Both have Rotor self-winding perpetual movements which have qualified for the title of Swiss Chronometer awarded by the Swiss Chronometer Testing Institute. Alexanders the Jewellers, official Rolex jewellers for over 30 years, offer both these superb watches on **INTEREST FREE CREDIT TERMS.**

The Datejust (model 16013), Recommended Retail Price of £1,911 at £195 deposit plus 12 monthly payments of £143. The Lady-Datejust (model 69173), Recommended Retail Price of £1,472 at £152 deposit plus 12 monthly payments of £110.

Interest free credit terms are also available on most other Rolex models. Telephone (0252) 715100 (24 hour service) now for a free Rolex brochure and full details of interest free credit or write to Alexanders Ltd, 3 Castle Street, Farnham, Surrey GU9 7HR. Personal callers are welcome at either 3 Castle Street, Farnham, Surrey GU9 7HR or 41-43 High Street, Reigate, Surrey RH2 9AE—open 6 days a week.

Alexanders
THE JEWELLERS LIMITED

CLASSIC TEST 1959 Chevrolet Corvette



Despite "juke box" jibes, the cockpit is really quite efficient.

other late-Fifties/early Sixties machinery, merely exaggerated by the bulk of the car and the prodigious performance.

In its day, the 1959 Corvette was timed over the 0-60 mph dash in 6.6 seconds, with a peak of 128 mph; at a time when manufacturers' horsepower figures were often misleading, independent sources were proving that such cars were genuinely fast, at least in a straight line. And that figure was on a four-speed car similar to the one we drove; the previous three-speed manual had such a high first that 60 mph was reached without any changes at all. Consequently it looked even faster at just 5.5 seconds, the same as a current Porsche 911 Turbo.

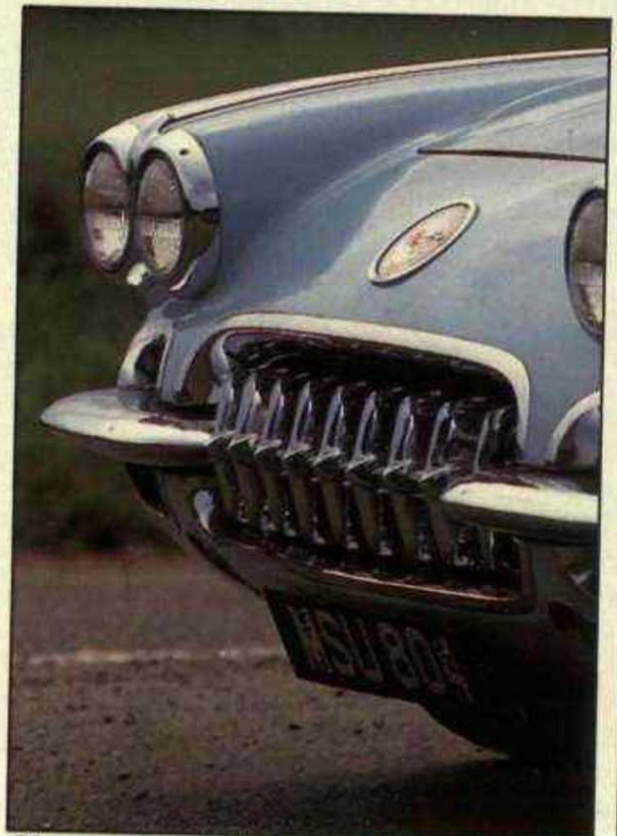
It is difficult to imagine that the '59 model pictured here was actually *less* ornate than the model before it, on which the stylists had added fake bonnet louvres and heavy chrome strips across the boot. Yet in all its gaudy attire and non-functional decoration, the Corvette has a basic elegance of line in the way the various elements all slope forwards, from the projecting headlamps, through the sweeping scallop on the flanks, to the flat tail with its lights recessed into the tops of the wings, and all of these are bound together by the strikingly-angled chrome hoop of the wrap-around windscreen.

Cars like this could never have originated in this country, but whether or not the look appeals, there is no doubt that the GM stylists of those days bubbled with creativity, even in details. That big badge on the nose, for instance, has the Corvette legend on a perspex dome over a plated recess, an inventive and eye-catching device. And the hood disappears completely beneath a metal cover sculptured to sweep down between the seats, making the car as clean when open as when closed. When fitted with the rakish hard-top, the entire roof can be lifted like a huge air-brake to get at the extra storage space liberated when the hood is removed.

This cover is counter-balanced by the same

springs as the large bootlid, so that if the boot is open, raising the other gently lowers the bootlid. With every aspect of the car being on the grand scale, the boot is also large, swallowing the 15in high profile spare tyre and much else, despite the declining curve of its shape.

Corvettes have been on the scene in various incarnations for over 30 years, and for much of that time GM's two-seater has been seen as America's only real sports-car. That description was stretching a point over the first models, with a heavy in-line six and production running gear, but with the arrival of the V8 engine in 1955 the American appetite for power was whetted. In the following years the 'Vette's rated output (always given as a gross figure by the big makers, and often from a blue-printed engine run on the bench without ancillaries) soared, along with engine capacity, until in 1967, there was a 7-litre available with a claimed 435 bhp. And a further competition option, using aluminium cylin-



Chrome abounds but spares are rare; back-up stock is a wise investment.

der heads, was reputed (by independent sources, not Chevrolet) to reach a staggering 560 bhp on high-octane fuel.

Many Corvette owners went small-time racing with their beloved cars, and a wide choice of engine and suspension tuning options was offered by the factory and specialist tuners. But for most, the imposing presence of the car, always a trend-leader in American styling from the Fifties to the current model, coupled with the ability to "burn rubber" at will and impress onlookers, made it the only car to be seen in, the proud upholder of an American legend which ignored European qualities such as agility in favour of something perfectly suited to American roads and the American character.

GC



Concealed hood gives the Corvette an exceptionally clean line when the top is down.

Read the next few pages, and take all the **TIME** in the world.

Watches of Switzerland are experts in Time.

After all, we *are* the World's premier watch specialists representing a unique collection of the most famous Swiss brands, and we have 20 horological showrooms in London and other major cities. The following pages illustrate a comprehensive selection from our extensive stocks of the finest Swiss watches.



Our premier showroom at 16 New Bond St, Mayfair, London. The many windows display probably the largest collection of prestige watches in the world. There are up to a dozen skilled technicians working on the premises, and on a busy day the spacious interior discreetly throngs with customers, often appearing like a convention from "Who's Who".

We are not simply "jewellers who also sell watches", as each of our showrooms, besides displaying an unrivalled collection of brands and models, is staffed by experts. You will find our salespeople knowledgeable and helpful. We have highly skilled resident watchmakers in every showroom.

We can carry out repairs, servicing, alterations and renovations actually on the premises. Replacement straps or batteries, valuations and security marking are usually undertaken while you wait. Repairs and alterations to gold bracelets, or indeed any gold or gem-set jewellery is carried out by our own craftsmen. It is a complete horological service only available where you see the Watches of Switzerland sign on the fascia, as listed on the last page of this feature.

However, because we realize that not everyone can conveniently visit one of our showrooms, we are offering this opportunity to purchase any of the models illustrated in this feature by our prompt and efficient Direct-Mail service. All watches are referenced and the prices are given on the order form on the last page, with details of our unique INTEREST-FREE finance facilities. Naturally, we would venture to suggest that you visit one of our showrooms in person and experience our expertise at first hand, but failing this you will find our postal service simple and convenient.

We suggest that whichever you choose, the most sensible decision is to consult the experts –
Watches of Switzerland Ltd., – the World's premier watch specialists.



Our many showrooms include modern premises in London's Brent Cross Shopping Centre, (left), and our 1930's style showroom in King Street, Manchester (right).

For prices see the last page of this feature. **Watches of Switzerland Ltd** the place to buy your watch.

TIME for all Seasons

Something inherently Swiss

Four fascinating ways to pass the time.



The PR100 water-protected sports watch. Order ref: TIS2A.

Beneath the fashionable face of a Tissot timepiece, ticks the heart of Swiss craftsmanship.

Each watch is refined to the last detail. A jewel of precision.

But if our quality never changes, our looks move with the times.

Seen here is a difficult choice from Tissot.

The "Two Timer" is both analogue and digital.



The TWO-TIMER skeleton quartz movement. Dual analogue and digital display steel. Order ref: TIS2B1.

As TIS2B1, gold plated model. Order ref: TIS2B2.

Our traditional skills are matched with today's technology.

Carved from Alpine stone,

the "Rock Watch" is unique. Each piece of granite is different, so no two "Rock Watches" are the same.

The Tissot "PR100" is imperturbable.

Nothing upsets it's constant pulse.

(Not time pressure.

Not water pressure.)

The 9ct gold tribute to contemporary style, is what

we describe as "Skeleton". You'll call it a masterpiece.

All are fascinating ways to pass the time.



The TISSOT skeleton watch in 9ct gold. Order ref: TIS2C.



The TISSOT ROCK WATCH in white marble. Order ref: TIS2D1.

As TIS2D1 but in grey granite. Order ref: TIS2D2.

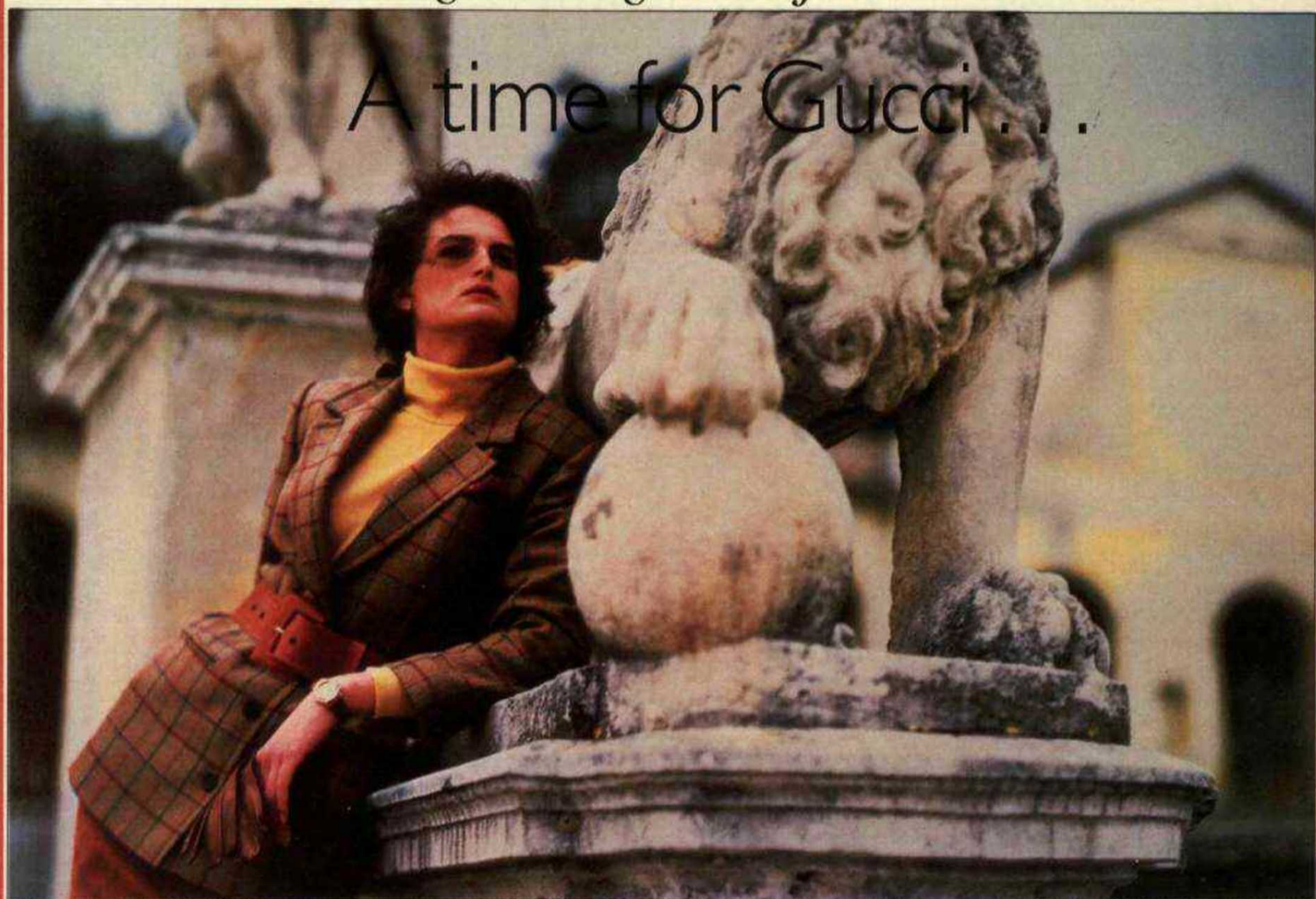
TISSOT 
SWISS QUALITY TIME

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Watches of Switzerland Ltd the place to buy your watch.

Double **TIME**

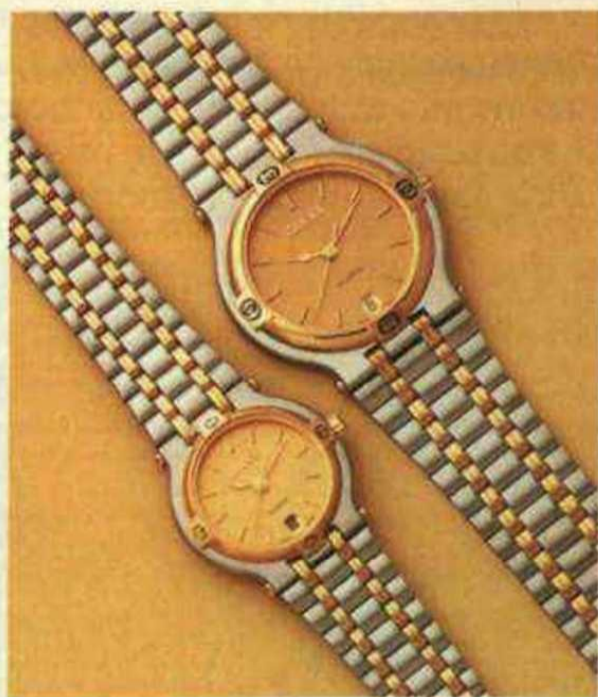
Including matching models for him & her



The Bangle Watch. Gold plated, with a set of 12 interchangeable bezels.
Order ref: GL1.



Classic gold plated Gucci watches on leather strap.
Gentlemen's model, order ref: GG2.
Ladies' model, order ref: GL2.



Bracelet watches in steel and gold plated, with date.
Ladies' model, order ref: GL3.
Gentlemen's model, order ref: GG3.

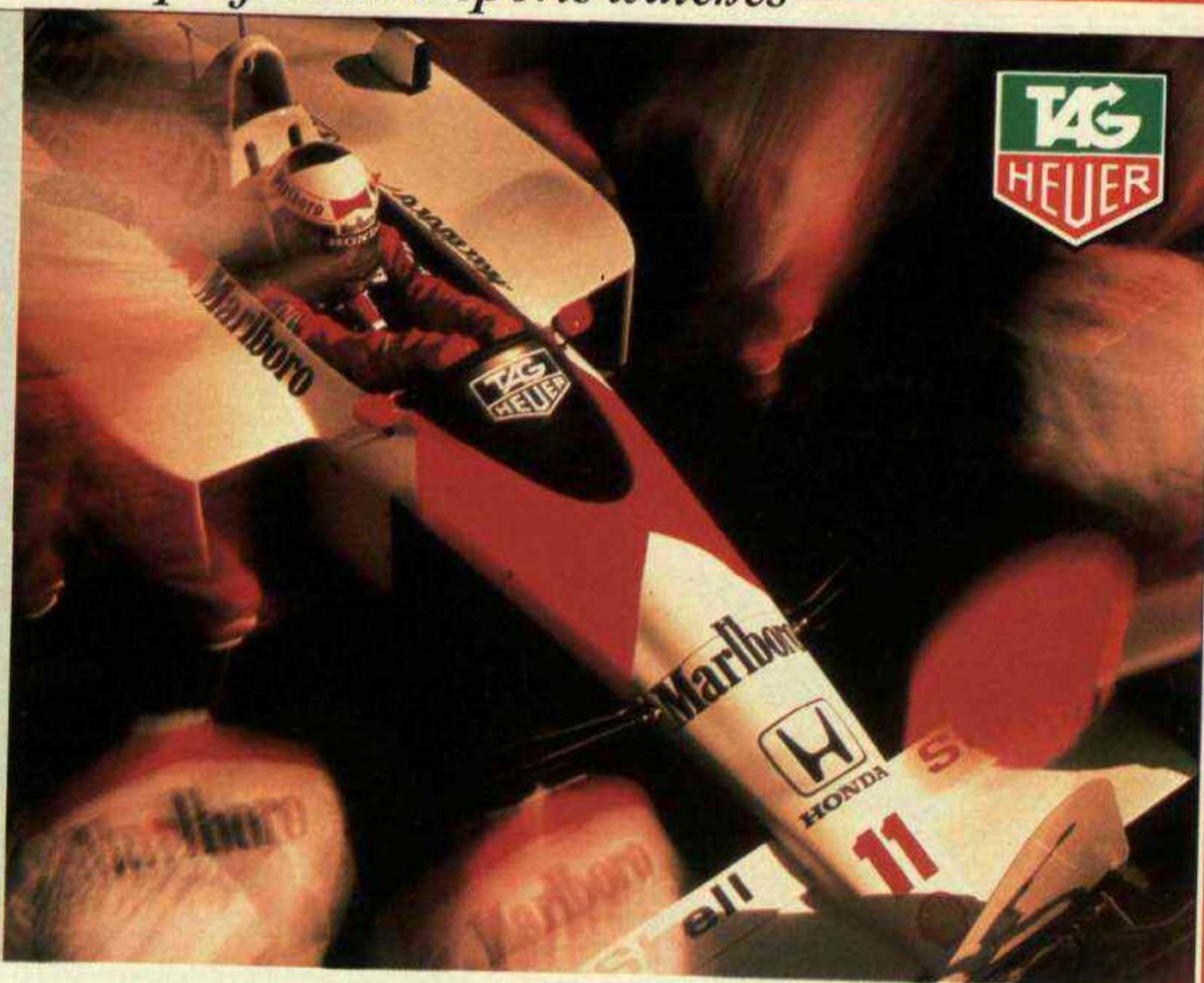
A time for Gucci. Timepieces with precision ETA Swiss Quartz movements, available in various styles for Ladies or Gentlemen. Featured here the bangle watch, the "3000" models and the "9000" on bracelets.

GUCCI
TIMEPIECES

For prices see the last page of this feature. **Watches of Switzerland Ltd** the place to buy your watch.

TIME and motion

The professional sports watches



FORMULA 1 sports watch.
Steel and glass fibre.
Order ref: TH4B.

THE TAG/HEUER FORMULA 1. GUARANTEED NOT TO BREAK DOWN DURING HIGH SPEED KNOCKS AND SCRAPES.

In Grand Prix racing, a pit stop can last less than seven seconds. Air hammers go flying. Jacks are thrown into action. So the Marlboro McLaren Tag Turbo team are fortunate to have the advantage of a TAG/Heuer Formula 1 among their equipment.

The Formula 1 watch-case is a combination of steel and glass fibre that's resistant to violent knocks from the equipment of the trade or a concrete pit wall. With a TAG/Heuer, you'll keep running when others come to a halt.



SERIES 2000 Quartz Chronograph.
All steel. Order ref: TH4C.



S/el sports model.
Steel and gold-plated.
Order ref: TH4D.



SERIES 2000.
Matt stainless steel, diver's watch.
Order ref: TH4E.



SERIES 1000.
Matt black, diver's watch with
phosphorescent dial.
Order ref: TH4F.

For prices

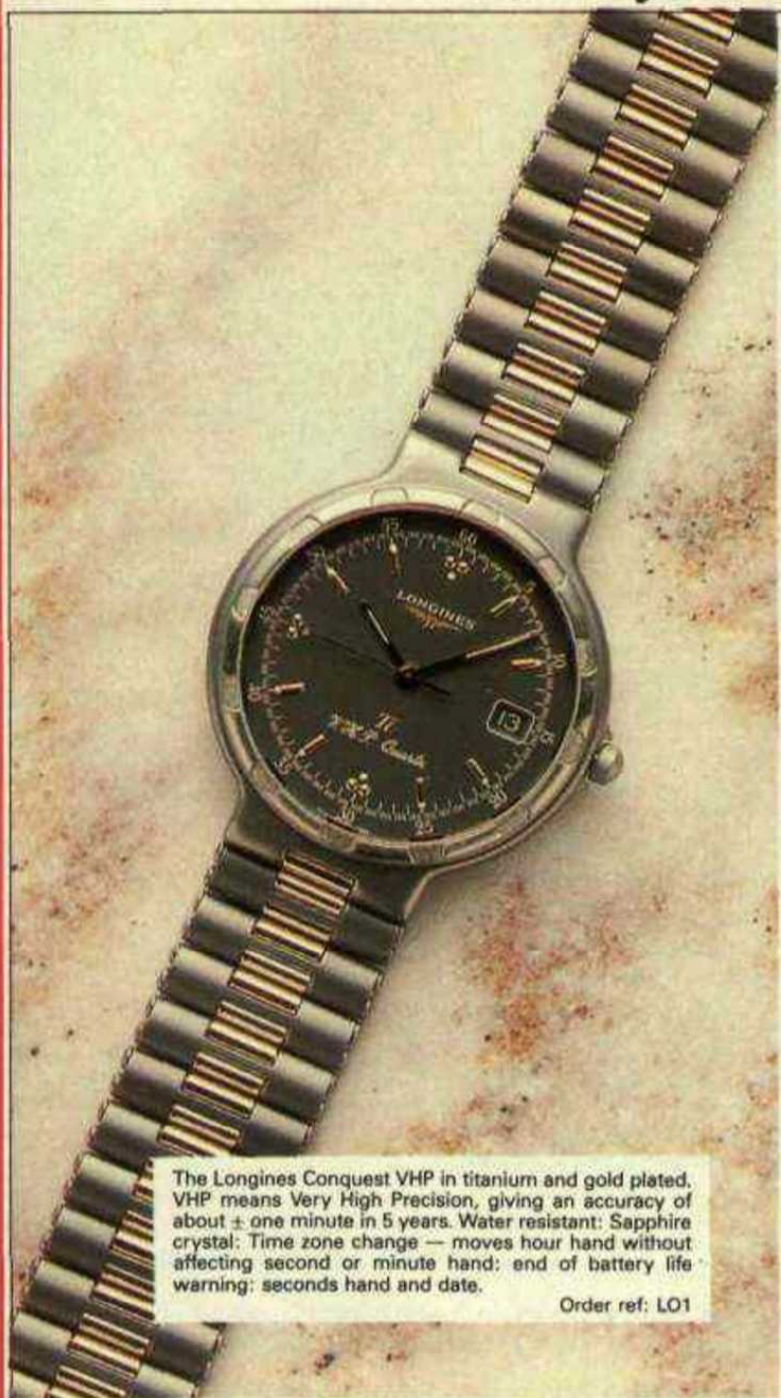
see the last page of this feature.

Watches of Switzerland Ltd

the place to buy your watch.

TIME and style

Inimitably the World's most honoured watch



The Longines Conquest VHP in titanium and gold plated. VHP means Very High Precision, giving an accuracy of about + one minute in 5 years. Water resistant; Sapphire crystal; Time zone change — moves hour hand without affecting second or minute hand; end of battery life warning; seconds hand and date.

Order ref: LO1



LONGINES TIMES THE WINNER

LONGINES

Official Timekeeper of Formula 1 Grand Prix motor racing and the Ferrari racing team

For over 150 years, Longines have been creating watches in an area at the heart of the Swiss watchmaking region. Today, Longines still enjoys the same recognition as a leading Swiss watch manufacturer internationally.

A Longines watch has a highly individual character. Its main features are superb design, whether classic or sport, combined with advanced technology. The collection represents an extensive range of styles, all designed by Longines' watchmakers with an eye on quality, style and performance.

Watchmaking methods may have changed, certainly style and design reflect the current trend, but the unchanging Longines commitment to maintaining quality and reliability remains paramount.

At Longines, quality is a tradition.



Ladies Conquest in titanium and gold plated. Quartz movement and accuracy. Water resistant; Sapphire crystal; end of battery life warning; seconds hand and date.

Order ref: LO2



Ladies 9ct gold bracelet watch. Quartz movement; mineral crystal; decorated bezel.

Order ref: LO3



Gents 9ct gold watch. Quartz movement; mineral crystal; seconds hand and date.

Order ref: LO4



Gents gold plated watch on strap. White roman dial; quartz movement; water resistant; mineral crystal; with feature small seconds hand. A Longines slim classic.

Order ref: LO5

LONGINES



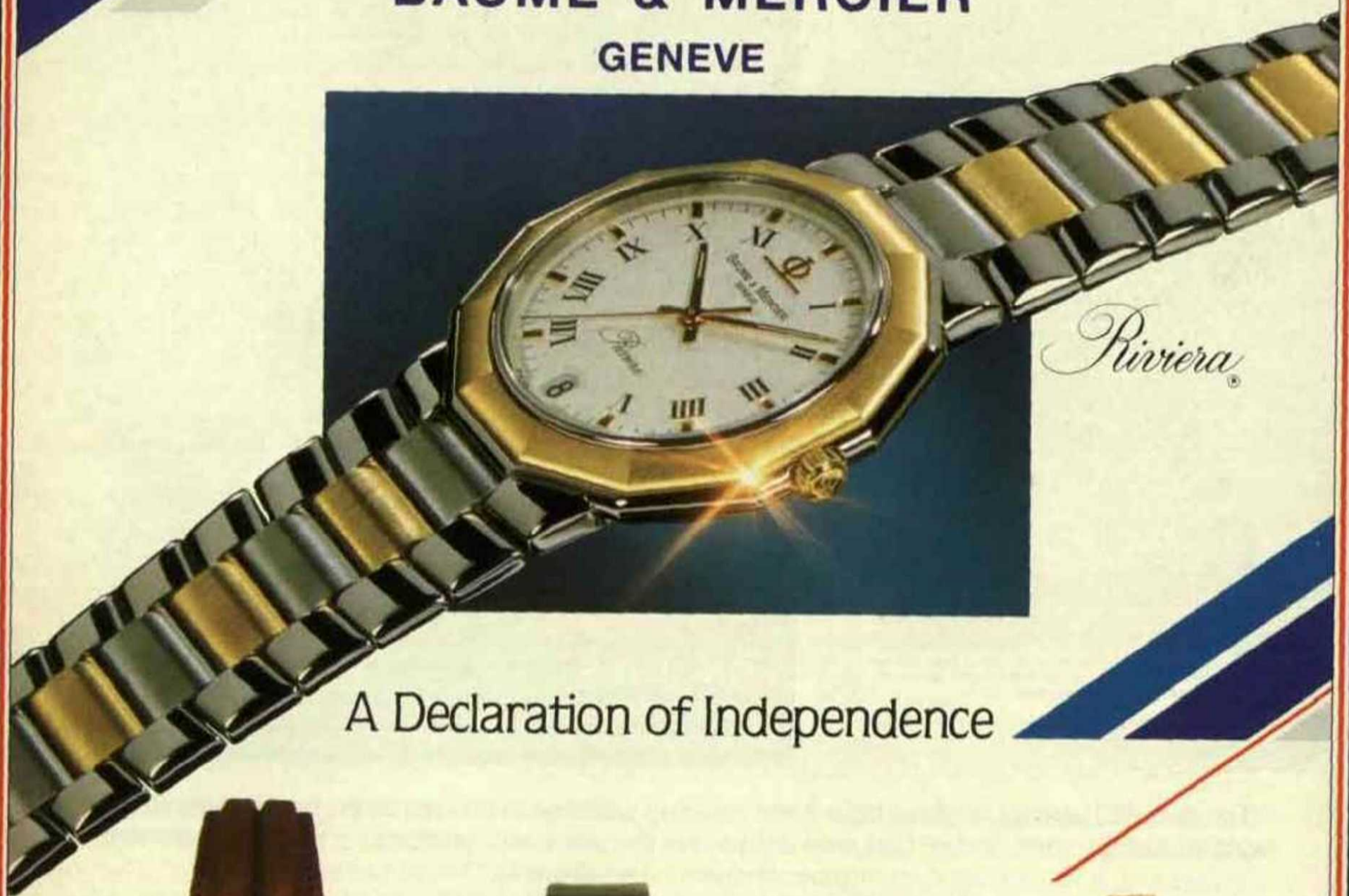
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TIME *and taste*

In vintage Swiss tradition



BAUME & MERCIER
GENEVE



Riviera

A Declaration of Independence



Bi-colour chronograph in steel and yellow metal, with date. Order ref: BM1.



Classic Roman faced calendar watch. Quartz. 18ct gold. Order ref: BM2.



Ladies' classic. 18ct gold. Order ref: BM3.



Ladies' 18ct gold bracelet watch. Order ref: BM4.

Main Illustration (top) Gentlemen's "Riviera" sports dress watch. Steel and yellow metal. Quartz. Order ref: BM5. Ladies' model order ref: BM6.

For prices

see the last page of this feature.

Watches of Switzerland Ltd

the place to buy your watch.

TIME *and tide*

Elegance and prestige fully water protected



EBEL

Les Architectes du Temps



Ladies' "Sports". Bi-colour steel and yellow metal on steel and gold plated bracelet. Quartz. Water-protected. Order ref: EB1.



Gentlemen's "Sports". Bi-colour steel and yellow metal on steel and gold plated bracelet. Quartz. Water-protected. Order ref: EB2.



Gentlemen's "Discovery". Bi-colour steel and yellow metal. Quartz. Rotating bezel. Water-protected. Order ref: EB3.

EBEL combine the durable reliability of truly water-protected sports watches with the prestigious luxury and elegance refined to perfection over the years. Today, EBEL epitomises watchmaking skill, and each model is internationally guaranteed for five years.



Gentlemen's "1911". All 18ct Gold. Water-protected. Quartz movement. Order ref: EB4.



Ladies' "1911". All 18ct Gold. Water-protected. Quartz movement. Order ref: EB5.



EBEL

The Architects of Time



Gentlemen's "Chronograph". Steel and yellow metal. Multi-functional split action chronograph. Self-winding movement. Water-protected to 3 atmospheres. Order ref: EB6.

For prices see the last page of this feature.

Watches of Switzerland Ltd *the place to buy your watch*

Over TIME

Including the unique "Reverso" flip-over watch



Left (above) - "Reverso" with moonphase 18ct gold. Quartz. Order ref: JC1.

Left (below) - "Reverso". All steel. Quartz. Order ref: JC2.

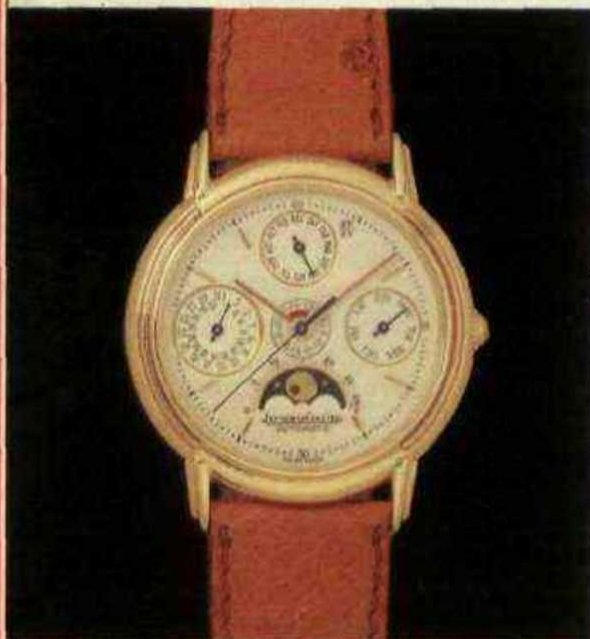


Right - As JC1 (shown closed).

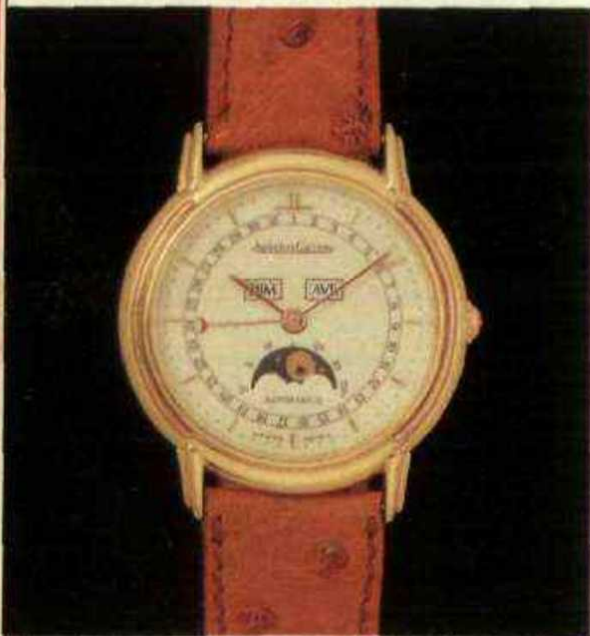
Far right - "Reverso" with date and inset seconds dial. Bi-colour steel and yellow metal. Order ref: JC3.

JAEGER-LECOULTRE

Outstanding achievements speak for themselves



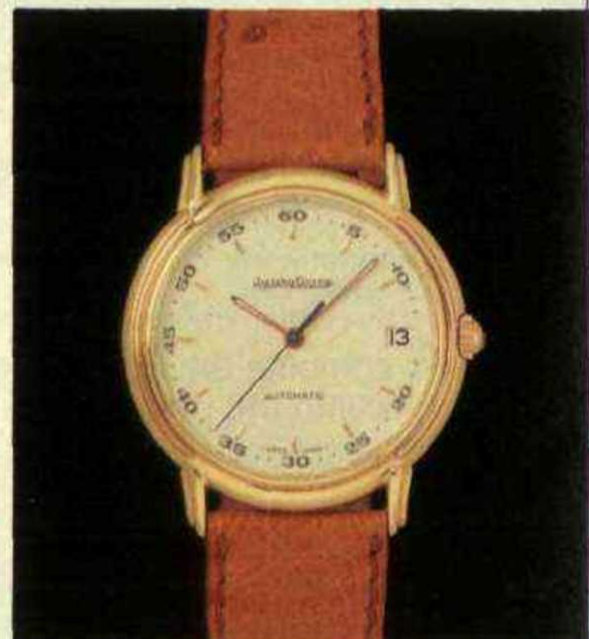
Above - "Odysseus" Quarter perpetual. Self-winding mechanical. 18ct gold. Order ref: JC4.



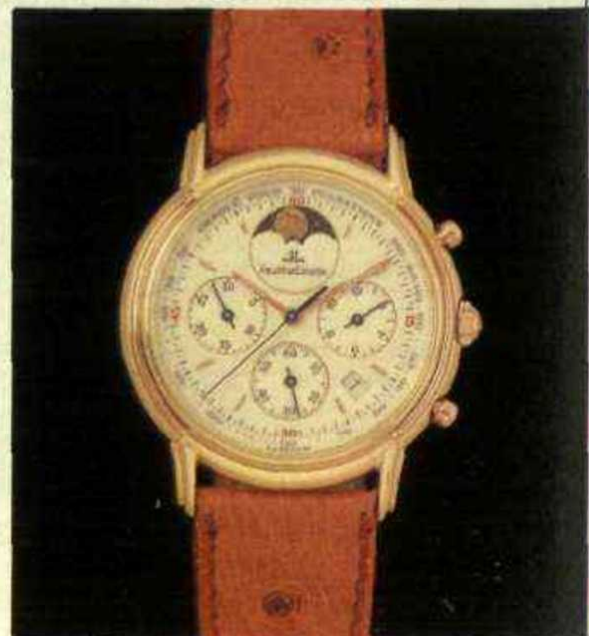
Above - "Odysseus" moonphase perpetual calendar. 18ct gold. Self-winding mechanical. Order ref: JC5.

- 1833: Antoine Le Coultre sets up his workshop.
- 1844: He invents the "Millionmetre".
- 1850: Invents new machinery to make movements of his own design.
- 1851: Gold medal at the first World Exhibition.
- 1860: First watch with a crown.
- 1870: First "minute repeaters" produced.
- 1903: Jaeger Le Coultre make the world's flatest movement, 1.38 mm slim.
- 1914: Production of precision instruments for aircraft and Tachometers for motor cars.
- 1926: Invention of the "Duoplan" watch and first with stainless steel watch cases.
- 1929: The smallest movement in the world. Only 14 mm by 4.85 mm and weighing only 1 gram.
- 1930: Production of the "Chronoflight" aeronautical double chronograph.
- 1931: Introduction of the "Reverso", the world's first sports watch with pivoting case to protect the glass. Still made today, with many refinements, and illustrated here.
- 1934: Production of the famous ATMOS clocks.
- 1953: The first fully automatic watch.
- 1956: The first automatic watch with alarm function.
- 1967: Ultra-flat automatic movement, only 2.35 mm slim.
- 1971: Development of a quartz movement with calendar.
- 1979: Ultra-flat quartz movement, only 2 mm.
- 1982: Launch of the smallest quartz movement in the world. 11.7 mm x 1.8 mm high.
- 1988: First complete analogue chronograph movement with a diameter less than 24 mm.

Jaeger-Le Coultre, looking towards the 21st century from the vantage point of 150 years of distinguished history.



Above - "Odysseus" classic, self-winding mechanical. 18ct gold. Order ref: JC6.



Above - "Odysseus" multi-functional chronograph with moonphase. 18ct gold. Order ref: JC7.

For prices

see the last page of this feature.

Watches of Switzerland Ltd

the place to buy your watch.

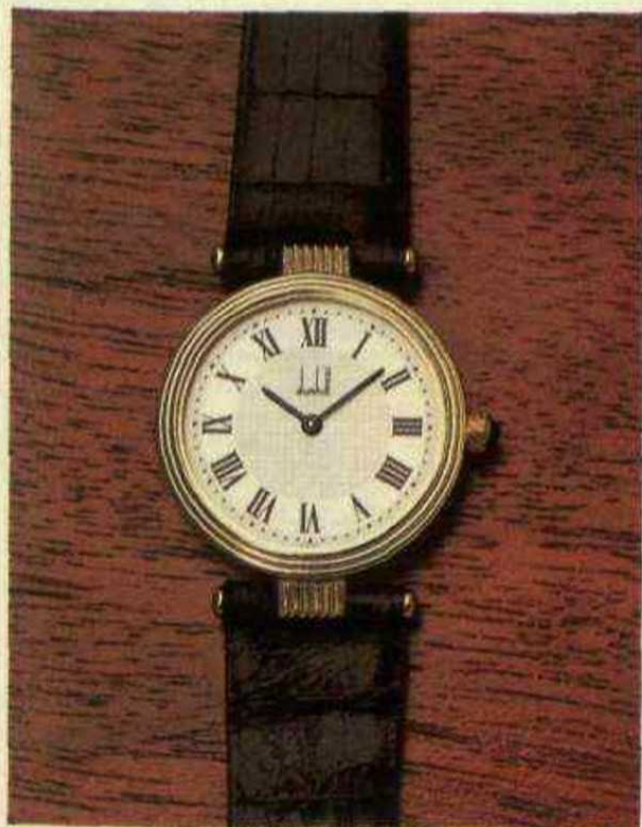
TIME *and quality*

The unmistakable feel of refinement

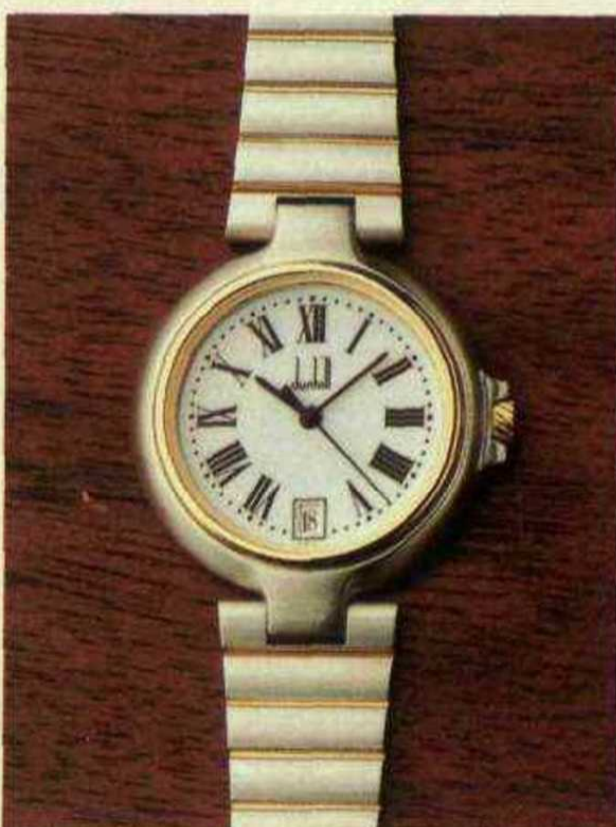


The Dunhill Elite Watch styled in 18ct gold has a slim elegance and unique design that together create a classic timepiece of ultimate luxury. Each individual Roman numeral is applied by hand as a signature

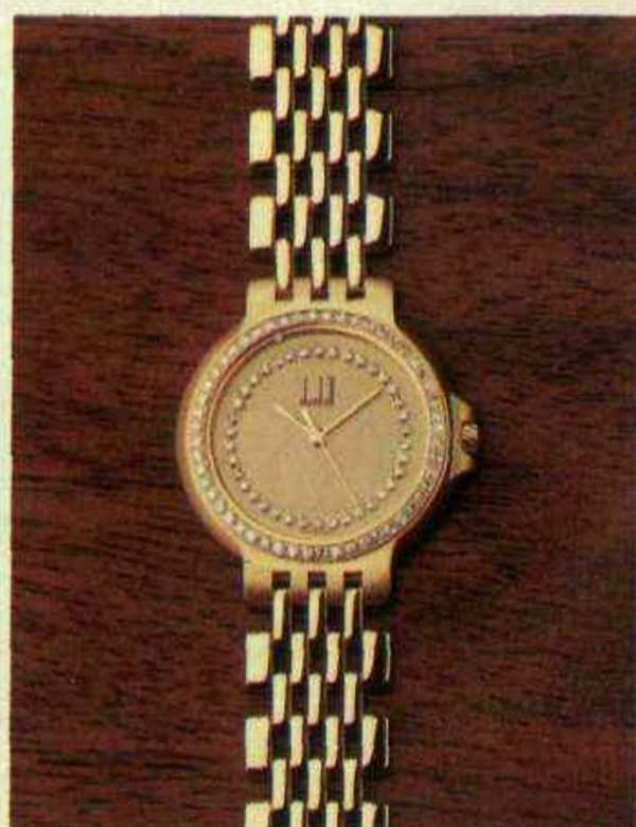
of both time and the craftsman's skill. It is just one from a collection that includes watches discreetly set with diamonds, and is a timepiece for those who value style and individuality.



The distinctive and classical Dunhill in 18ct gold on leather strap. Order ref: DQ1.



The classic Dunhill Millennium Watch combines British design expertise with world-renowned Swiss craftsmanship to create a watch of supreme accuracy cased in satin steel for durability. Order ref: DQ2.



An exquisite Dunhill Elite Ladies Watch in 18ct gold with very fine diamonds which are hand applied to the dial and case to add a finishing touch of beauty. Order ref: DQ3.

dunhill

Top illustration: A Dunhill Elite Watch with a handfinished dial and 18ct gold case and bracelet. Order ref: DQ4.

For prices see the last page of this feature. **Watches of Switzerland Ltd** *the place to buy your watch.*

TIME and effort

The most exacting hand-craftsmanship



The automatic Chronograph, Perpetual Calendar and automatic Tourbillon.

It takes more than simply endeavour to achieve real success. Audemars Piguet create exceptional watches. Each one represents a milestone in the history of watchmaking. Continuing a long tradition, Audemars Piguet have been in the forefront of fine watchmaking since 1875. It is a world of exacting standards and a constant search for perfection.



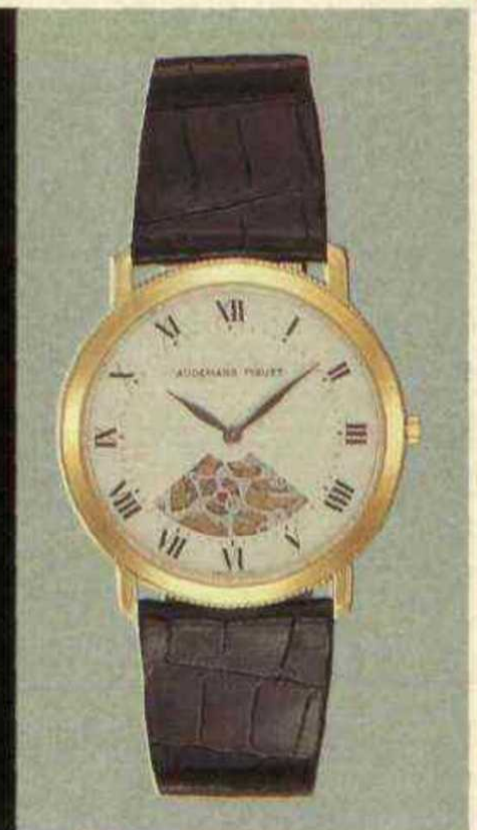
Steel and yellow metal ROYAL OAK, automatic, water-resistant to 100 feet. Order ref: AP4.



18ct. gold diamond set BAROQUE with Amethyst glass, quartz, moisture resistant. Order ref: AP5.
(Available on leather strap AP5A).



Gentlemen's 18ct. gold self-winding watch with date. Order ref: AP6.



18ct. gold ULTRA-THIN, manual part-skeleton movement, moisture resistant. Order ref: AP7.

left to right - (top illustration)

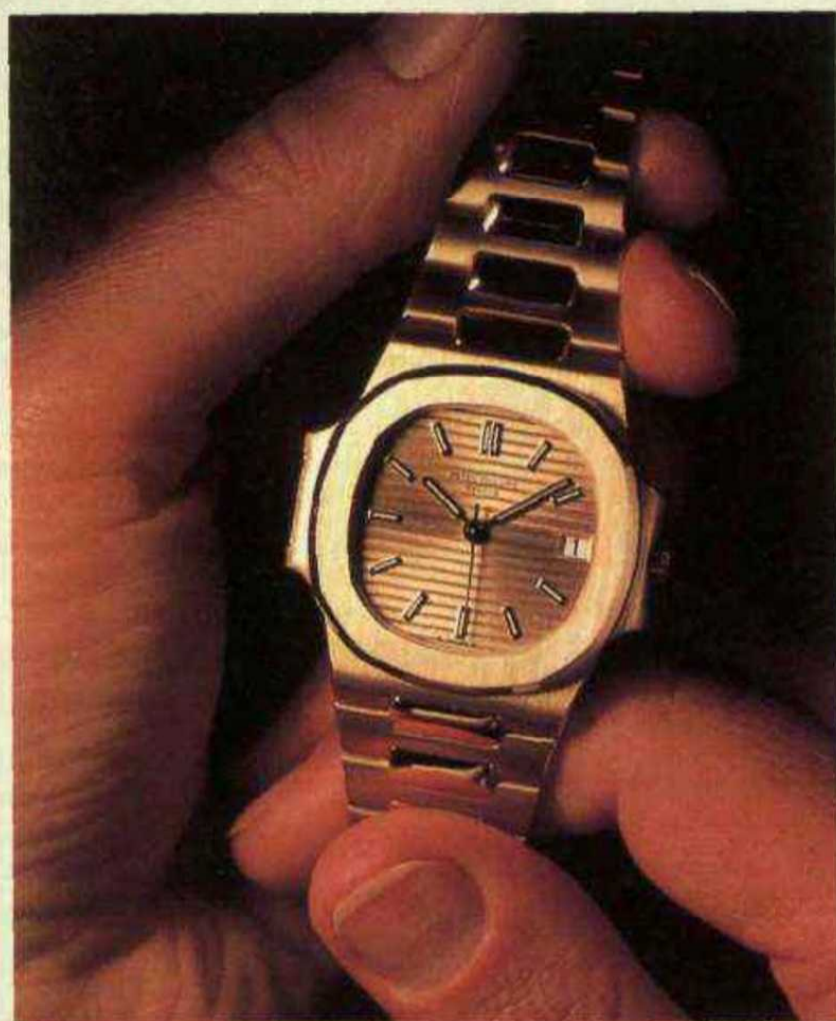
- 18ct. gold CHRONOGRAPH automatic, water-resistant to 60 feet. Order ref: AP1.
18ct. gold PERPETUAL CALENDAR automatic, moisture resistant. Order ref: AP2.
18ct. gold TOURBILLON automatic, moisture resistant. Order ref: AP3.

Audemars Piguet
La plus prestigieuse des signatures.

For prices see the last page of this feature. **Watches of Switzerland Ltd** the place to buy your watch.

TIME of your life

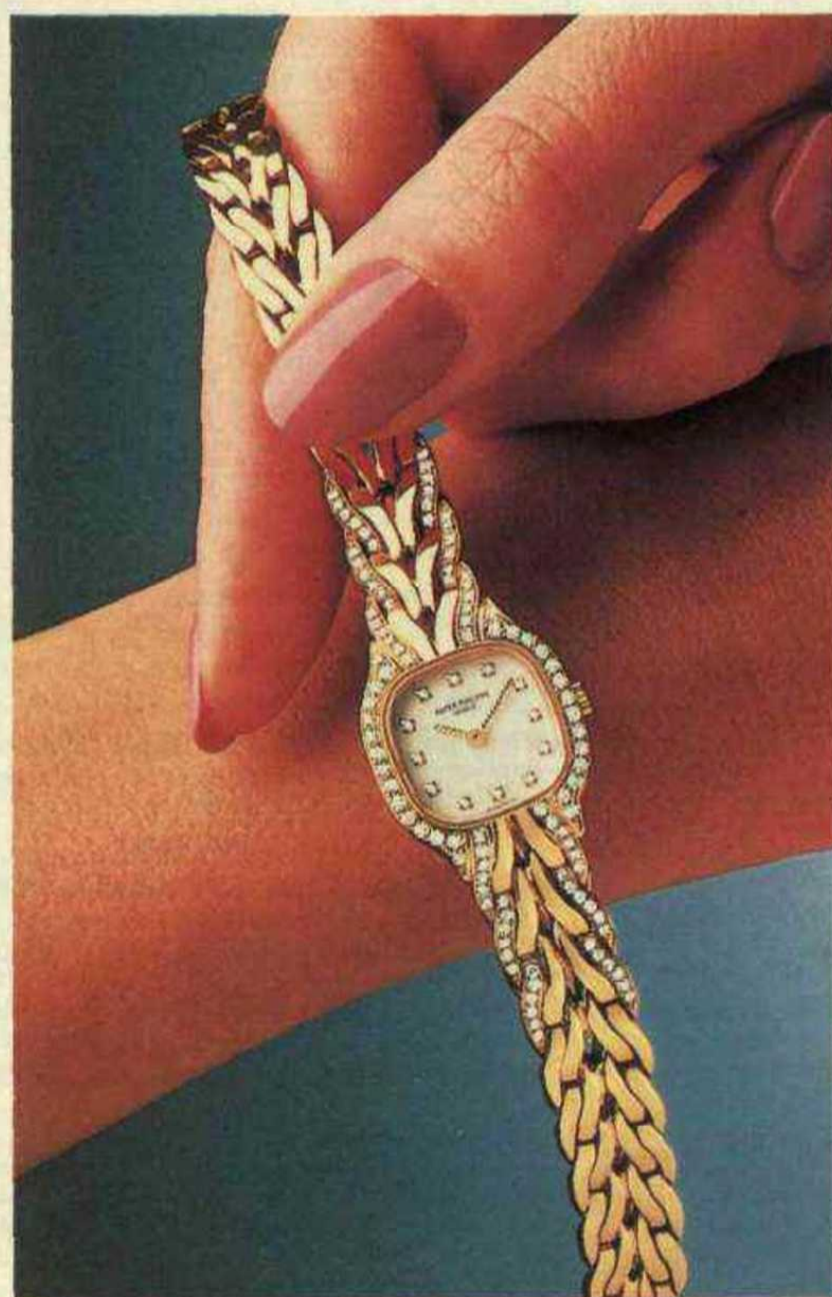
— Enduring heirlooms of the future —



A Patek Philippe is the watch you choose for a lifetime — a choice that assumes a love of quality for its own sake. So it's natural to seek the advice of someone who shares a fine sense of values. This is why Patek Philippe entrust their watches to Watches of Switzerland Ltd. Their appreciation of a Patek Philippe is based on their understanding — and admiration — of the craftsmanship that is embodied in their timepieces.

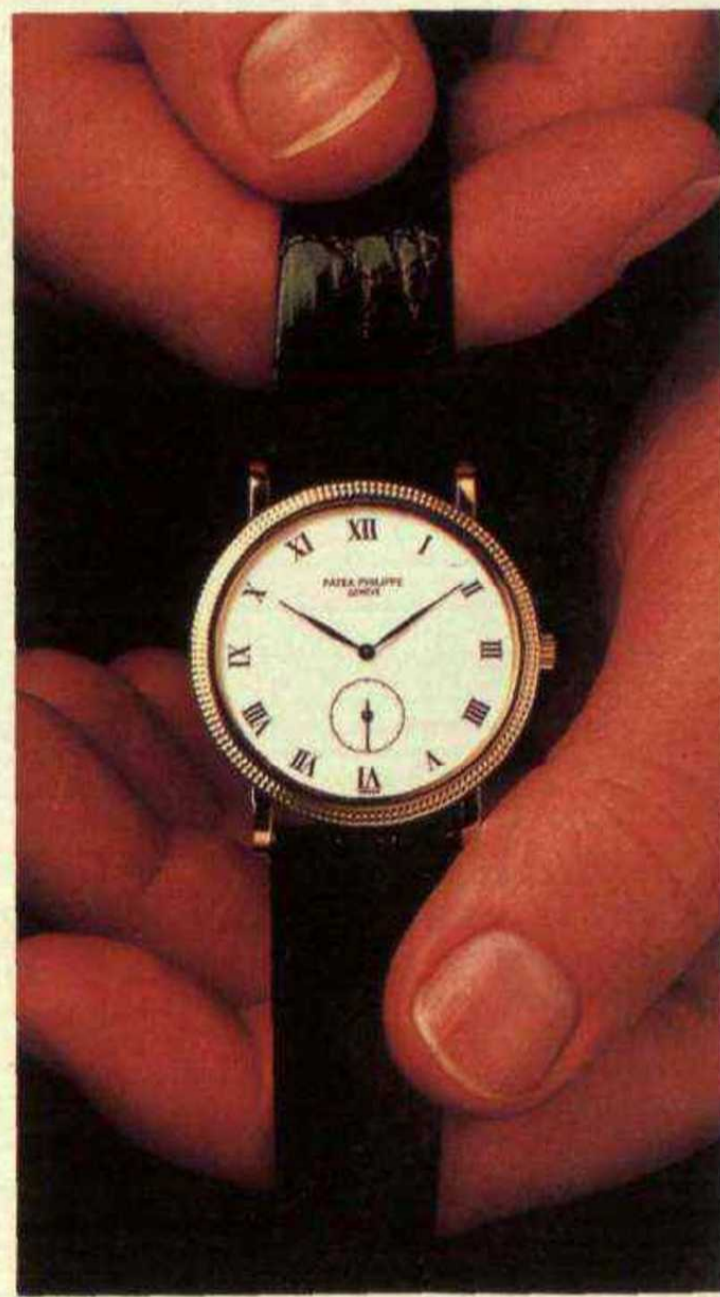
A Patek Philippe is the watchmaker's watch. When you are shown a Patek Philippe you will share the respect horologists have for an object of such rare perfection.

A Patek Philippe —
because it's for a lifetime.



Above left:
Gentleman's "Nautilus"
18ct gold sports watch,
water-protected.
Automatic.
Order ref. PP1.

Left:
The "Flamme".
Ladies dress watch
in 18ct gold with
diamond dial, case and
bracelet. Quartz.
Order ref. PP2.

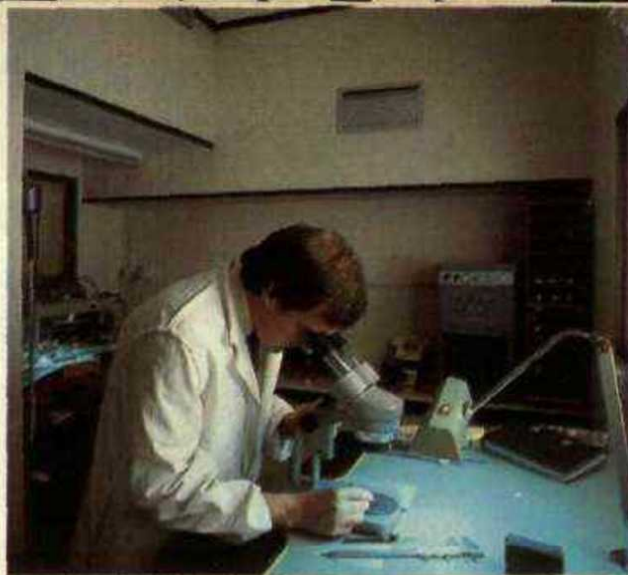


Right:
The "Calatrava".
Classic 18ct gold watch
on leather strap.
Manual wind.
Order ref. PP3.

PATEK PHILIPPE
GENEVE

For prices see the last page of this feature. **Watches of Switzerland Ltd** the place to buy your watch.

This collection of fine watches has been especially chosen for the discerning. They may be ordered by mail with complete confidence and are sent post-free on seven days approval against a full refund. Simply complete and send the clip-out order form. We accept cheques (subject to clearance) or any major credit cards, on which you may order by telephone if you prefer. Alternatively you may reserve your watch by sending only 10% deposit, and requesting an application form for our INTEREST-FREE credit terms over 12 months (or 24 months at only 15.7% APR)*. We welcome personal callers at any of our showrooms nationwide (see list below) where extensive ranges of famous Swiss brands may be viewed. We will gladly send you our full colour catalogue on request. Remember that whichever you choose the most sensible decision is to consult the experts — Watches of Switzerland Ltd — the World's premier watch specialists.



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Pikes Peak Peugeot 405 T16 TRACK TEST

Instead of Britain's pastoral uphill sprints, the Americans can indulge hill-climbs of Continental grandeur. So it is fitting that Europeans such as Peugeot and Audi have become fascinated with the commercial prestige which accrues from winning the USA's annual 12.4-mile Pikes Peak contest.

Last year Audi and Walter Rohrl marshalled the forces of a 598 bhp 2.1-litre quattro Sport S1 development to set a new record. This year Audi was absent, but Peugeot put its engineering might and the loose-surface driving skills of Ari Vatanen and Juha Kankkunen to effective work. The two Finns finished first and second; they also set a new record, just under 70 mph average, over sandy and stony trails, despite nature's stormiest tantrums.

The 405 Coupé outline of this competition Peugeot is not yet available to the public, but much of the transverse mid-engine and all-wheel-drive componentry beneath was made familiar in the double World Rally Championship 205 T16s of 1985-86.

The aluminium four-cylinder has the usual dohc and 16-valve layout of contemporary performance units, yet its 520 bhp at 7000 rpm and 470 lb ft of torque at 4500 revs are far from routine. The power-unit was developed from the 1775cc unit of the rallying 205s, displacing 1905cc via an elongated stroke; it now measures 83mm x 88mm. A static 7:1 compression ratio is used in association with a Garret AiResearch turbocharger to boost pressures to maximum of 3-bar.

This compares with the 1987 power-unit, which originally developed 400 bhp on 2.2-bar boost, plus 362 lb ft of torque, all for flexible power to a geared 137 mph upon the Paris-Dakar-style events which Peugeot now contest.

I would estimate the car I drove had similar power statistics to that 1987 development 405, because it was limited to 2-bar boost, to avoid triggering the water-injection system which operated at pressures above 2.8-bar for Pikes Peak in 1988.

New transmission features included the company's own TJ six-speed gearbox and the use of carbon-fibre materials to save 7kg over a conventional clutch friction disc.

The four-wheel steering system is similar in action and principle to the mechanical system adopted by Honda for the Prelude coupé. That means a transfer shaft fore and aft, activating the rear wheels to a counter-steering pattern beyond a three-quarter turn of lock.

Unlike the Honda, the Peugeot's rear wheels do not follow the arc of the fronts, instead remaining neutral until that three-quarter turn of lock is applied, then only moving 3° for every further degree of front wheel movement. Interchangeable cam profiles in the rear steering box mean that such characteristics can be changed rapidly to take account of differing wheelbase, roads, adhesion levels and tyre sizes. We had 10.6in wide,



Four-wheel steering gives Peugeot's hill-climber exceptional agility.

Aiming Higher



JW in situ.

45% low profile rear Michelins installed, this 405 employing 16in diameter Speedline wheels.

Peugeot successfully aimed at a similar kerb weight to that of the 11.8in-shorter wheelbase 205 T16. A total of 880kg was achieved, using the now usual Kevlar and composite materials for the lift-off body panels and the imposing spoilers.

Overall length was just over 167in, but the extended wheelbase accounted for a disproportionate 113.7in, thus endowing this 405 with a fine ride, plus more progressive handling than either the mid-engined 205, or the front-drive 205 GTi.

Enclosed within the tubular steel and folded sheet-metal framework of the monosto LHD Peugeot, one is certainly conscious of mortality. The ominous smell of petrol lingers on after they top up the 50-litre underfloor reservoir within, and an RACMSA scrutineer would probably not approve the unshielded battery sharing that fume-laden compartment.

The clutch is of the embarrassing in/out variety, but the gearbox is perfect compensation. The pattern is that of most rallying six-speeders, with fifth facing sixth across the

gate and an extension to the right which will find reverse. Gear selection is so free from mechanical clashes that you immediately forget synchromesh is absent, recalling only the unsynchronised speed of changes (without the obstructions that even the best roadgoing gearboxes ultimately exhibit) and free to admire the closeness of the ratios.

Boost multiplies rapidly beyond 4000rpm, with startling acceleration delivered through 4WD grip. This 1.9-litre romps to the 8000rpm cut-out in the first five gears on the short straight provided, then exceeds 7600 rpm in sixth with an exhilarating escalation in sound levels from that mains-drainage exhaust orifice.

Peugeot's transverse mid-engine layout and double-wishbone suspension with 4WD was unmatched in Group B days for poised rallying traction. The 405 lifts such abilities to another astonishing plateau. The 4WS system seems to speed the 405's turn into low-speed corner, but the initial loose-surface understeer was hard to overcome.

Once the 405 was sliding it could be persuaded to large angles of opposite-lock motoring, but that is not its natural stance: the 405 seems to slide pretty evenly at either end under full power on a loose surface; something of a surprise given the unequal power-distribution of one-third front, two-thirds rear. Those extrovert aerodynamic appendages and rear ground-effect tunnels are set to exert maximum assistance between 62 and 112 mph. Maybe the driver's impressions are coloured more by aerodynamics than mechanical underpinnings?

AP four-piston calipers and ventilated disc brakes remained constant, even with hard treatment at low air-speeds. At our rallycross circuit pace, the complete car was viceless in its handling and immense traction, despite the rousing turn of full-boost speed. JW

ROAD IMPRESSIONS



Viewed from the side the Kallista is a head-turner, but it still looks slightly out of proportion.

The Mistress!

As I approached the Panther Kallista a big smile broke across my face as the little boy in me anticipated with relish the thought of going to play cars. I am lucky enough to drive a great variety of vehicles every month, but the prospect of being unleashed in this projectile was very exciting, despite the scoffing of my colleagues.

The Panther puts one in mind of both the Morgan and Caterham Super Seven, although it does not quite have the grace of the former or the aggression of the latter. It does have a visual appeal of its own, particularly at the front, but the graceful line of the long bonnet and mudguards comes to an abrupt end just past the door, as it turns into a bumble tail capped by the spare wheel. Viewed from the side it looks a little out of proportion. The standard of workmanship, however, is high, with the aluminium body showing no signs of ripple and rattle-free when on the move.

With a design pretending to be pre-war, the feeling of being in a time-warp continued with the selection of the door key — it has been a long time since I have used a key with a single edge. Stepping over the chromed running board, I slid into the seat easily enough, but whenever I brought my right foot in I caught the right-hand edge of the seat. Although this Panther had only done 2500 miles, there were already signs of wear.

Once seated in the car, the time-warp sensation was soon eclipsed by familiarity.



There are three engine options; this is the 2.8.

The long bonnet stretching out in front of me was flanked by proper mudguards topped with small sidelamps. The windscreen was split by a metal strip running from the mirror to the scuttle to decrease rattle. The side

windows had quarter lights and the dashboard, on which the rev-counter and speedometer are most prominent, was made of a patterned matt black plastic which put me in mind, heavens above, of a Skoda.

Panther Kallista

Indicators were operated by the stalk on the left of the steering column which, when pulled, would flash the headlamps. Behind the windscreen-wiper stalk to the right of the column was the light switch—pushed up two notches to illuminate the headlamps, side-lights having been activated on the way.

With the stalk in this position, the tachometer was partially obscured. The dipped headlamps were so weak that I had to get out of the car to see if they were on, but I later discovered that they were malfunctioning.

Located as they are above the radio, buried deep in the centre console, the heater controls are out of sight but simple in operation. Air-flow and temperature could be easily controlled by touch without the need to look once the positions are learned.

The fuel gauge on the right is not calibrated but marked 0 on one side and 4/4 on the opposite end of a thickening arc, but it is totally obscured when driving with your hands in the "ten to two" position; likewise the water temperature gauge and clock. The speedometer had a mind of its own, with the habit of leaping off the clock for no apparent reason when cruising at 80 mph, and on one occasion indicated 140 mph as I parked in a *cul de sac*. This was presumably the same electrical error which affected the dipped headlights.

The tops of the doors were finished in walnut, which made the plastic imitation on the panel in front of the passenger, and on the centre console around the heater controls and radio, look rather cheap. I would have much preferred the doors topped with padded plastic and the imitation wood replaced with a facing more in keeping with the vehicle.

Rearward vision was marred, with the hood up, by the distortion created by the plastic rear screen; although improved with the hood stowed, the high ridge it created made reversing very tricky indeed. The hood went down simply and took less than two minutes to fold away and cover. It was just as easy to erect until matching the clips on the hood with the sockets on top of the windscreen. Even with the doors open, it required some strength to align and push them home but, once done, the ceiling was quite weatherproof. Luggage area is limited to a space behind the seats which becomes even more confined with the hood down.



With the hood down the rear vision is relatively unobstructed.



The dash shows five dials, imitation walnut facing and vertical rod from the mirror mounting.

Once on the move, I felt I was about to slide off the seat, especially when travelling at lower speeds; in fact it gripped me well, but I was always aware of that slippery feeling.

Safety belts were of the inertia-reel type which came in over the right shoulder on the driver's side. The trouble with this set-up was that, with the hood down, the belt rubbed against the folded hood so the reel did not readily take up the slack, resulting in the belt lying loosely and uselessly in one's lap. The answer was to tip the seat forward before getting in, and adjusting the belt so that it remained tight as you slipped it over your shoulder and into the latch.

The Kallista's steering was precise and, despite the size of the 187/76 x 16 Goodyears, never heavy, but it did get caught out once when I braked while going over a slightly-raised rumble-strip designed to slow traffic on approach to a 30 mph zone. For a split second the car wanted to change direction and dart across the central white line, before regaining its composure. Although I braked on other strips to see whether it would give a repeat performance, this never manifested itself again.

Apart from this one occasion, I found the car's handling good and predictable, although not top in class. When pushed very hard the back can be made to swing out, but since the driver's seat is more or less over the back axle, there is ample warning of any imminent problem. In the wet, however, I found that just for an instant the car wanted to understeer, and then the weight would transfer to the back and very quickly the tail would come out; a more delicate situation.

Although the Panther was a delight to drive at speed, I found the g-forces in left-hand bends would force my knee against the door-handle. I was not left with a bruise, because I learnt to lodge myself against the



A blend of ancient and modern, the Kallista is a real pot-pourri.

handle in anticipation, but it did create a tender spot.

Built from pressings from Korea and utilising Ford running-gear underneath, the Kallista comes in three guises. There is the Ford 1.6 CVH-engined model priced at £10,975, the 2.8 V6 (as tested) at £11,825, and the 2.9 injection at £12,995. The bigger-engined cars are equipped with either an automatic or five-speed box. While the 1.6 takes 12.5 seconds to reach 60 mph from rest, the 2.8 and 2.9 injection take 7.8 and 7.7 respectively, and have top speeds of 110 and 112 mph. Petrol consumption on the test car worked out at just under 21 miles per gallon.

The Kallista is like a mistress representing something you tell yourself you should not have, but if you are going to have a fling she will not disappoint, so you may as well sit back and enjoy it—bearing in mind that she's expensive to run and it could end in tears. She's also a little bit on the wild side, she lacks pedigree and she's impractical but, you know, she turns heads, so it's good to be seen in her company, she's a fast mover and she brings out the boy in you. Dammit, I think I'm falling in love.

WPK

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Versatility

It might have been seeing F G Moore's original-looking M-type MG Midget at the VSCC's fiftieth anniversary Prescott Hill-Climb last month; or it might have been Rivers-Fletcher's pronouncement that sports-car racing has lost its way, that unless such cars are road-legal they are not really sports-cars at all, and that they should be driven to all the races in which they compete. Whatever set it off, I got to thinking how versatile even the least expensive production sports-cars were in vintage times.

This is emphasised nicely by a series of events in which one of the first in the long line of popular MG Midgets took part, back in 1930.

There is little need to describe the M-type Midget itself, but it was the brainchild of Cecil Kimber, who had been making sports-cars based on contemporary Morris chassis. The first Morris Minor, Lord Nuffield's 1928 answer to Lord Austin's A7, used a 57mm x 83mm (847cc) engine whose valves were actuated by an overhead camshaft (driven via a vertically-mounted dynamo) and rockers. This power-unit looked useful for a smaller MG, and was duly installed in a chassis made almost entirely from Minor parts but with decreased road-spring camber (these springs were half-elliptic all round) and modified steering gear; to give a sporting tone, the steering column was less steeply inclined and the lever for the three-speed non-synchromesh gearbox bent downwards.

Designed by someone entirely outside the influence of the Morris organisation (according to Kimber in a talk given to the IMT in 1945), the engine gave about 20 bhp at 4000 rpm as installed in the first M-type — a model which was in production for three years from 1929, during which time 3235 were built. The Morris Minor was later given a side-valve engine of the same size, but the ohc power-unit which had appealed to Cecil Kimber for his first Midget apparently had Wolseley origins.

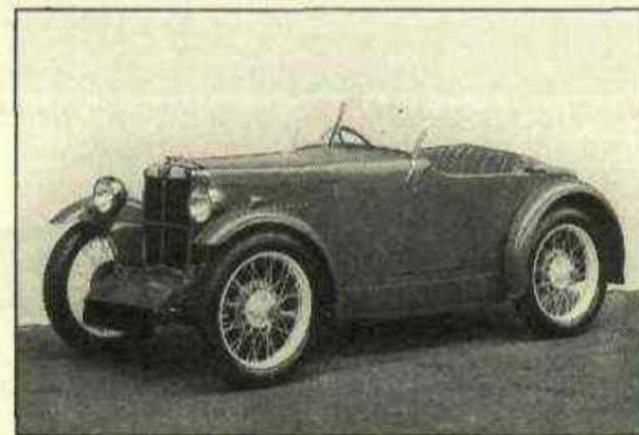
The M-type MG had a pointed-tailed two-seater body (fabric-covered or metal-panelled according to the year) supplemented by a Sportsman's coupé, and became the bitter racing and record-breaking rival of the A7 Ulster. MG beat Austin to become the first four-wheeled 750cc-class car to officially exceed 100 mph (a three-wheeled Morgan had reached that target first), first in class to do 100 miles in the hour, and then first in class to manage 120 mph; as an Austin enthusiast, I prefer not to debate which was more successful . . .

The production MG sold for £185 in two-seater form for most of its life, had a wheelbase of 6ft 6in (against the A7's 6ft 3in at that time), weighed 10-11 cwt, and could do 64 mph (42 mph in middle-gear before valve-bounce really took hold) and 0-50 in 25 seconds, with a thirst of 38-40 mpg. Tyre size was 4.00 x 19.

To demonstrate the M-type's versatility, it

was subjected in 1930 to a rather tough assignment (officially observed by the RAC) which comprised of one hundred ascents of Beggars' Roost, the notorious 900-yard Devon trials hill with a loose surface, a maximum gradient of 1-in-3.58, and no run-in. Presumably to avoid interference with other road-users, the test was done between 2.15am and 10am, during which time the MG's engine ran non-stop. Ascents were made in bottom and second gears, and no problems were experienced (although Beggars' Roost stopped 60 cars in the following year's Land's End Trial, and 88 in 1932).

Then, with no mechanical attention, the same car (RX 6795) was lent to H S Linfield, a road-tester for *The Autocar*, for the MCC Edinburgh Trial. This involved many severe



For £185, the M-type offered a 20 bhp engine in a two-seater pointed-tail body.

"The M-type became the bitter racing and record-breaking rival of the A7 Ulster. As an Austin enthusiast, I prefer not to debate which had the greater success . . ."

gradients, including the dreaded Park Rash with its 1:4½ section towards the summit, and by the time Linfield and his navigator Scutts had returned to London via the Lake District the little MG had done 930 trouble-free miles, the occupants still quite comfortable on the pneumatic upholstery. None of the MCC-observed sections had troubled the car, and it won a gold medal along with fourteen other Midgets.

RX 6795 was then used for another trial, before Linfield took it over again, this time to compete in the JCC High-Speed Trial at Brooklands.

This ingenious event was run over a course consisting of the Byfleet banking and the Railway Straight in the reverse direction (that

is, clockwise), the cars then taking the Paddock return road, but hairpinning left to go up the hill through the tunnel; they continued along the entrance-road (but in the exiting direction) and then turned to descend the Test Hill, thereby regaining the finishing straight. There was a "no overtaking" rule on the Test Hill section, but the rest of the "road" course was much enjoyed.

That was how it was, the entries divided into classes by capacity and having set-speeds to maintain to gain awards. For 20 laps the 750cc cars had to average 33 mph, 1100cc cars 35 mph and 1500cc cars 38 mph minimum, if a silver medal was to be earned; open cars which exceeded their targets by 20% and closed cars which exceeded them by 15% received gold medals. It was a popular event, the maximum entry of 50 soon running into reserves. In 1930 eleven A7s in Class A met ten MG Midgets in Class B, the latter hampered by their engine capacity of 847cc.

Let loose in the much-travelled RX 6795 over this interesting course, Linfield found the speedometer would go easily to 70 mph, but preferred to hold to 64-66 mph in order to attain the 42 mph average required. He thought the course quite demanding, with its bends, steep ascent and two miles of open track. The MG had been fitted with a Brooklands exhaust system, so it now emitted a fierce crackle!

Some drivers liked a scrap, and before the end the M-type had been lapped by two "Double-Twelve" MG Midgets (three MGs had won the Team Prize in the JCC Double-Twelve Hours). But what mattered was that Linfield gained a gold, as did eight other Midgets, including those of club racers Miss Victoria Worsley and the Earl of March.

Before returning the car to Abingdon, Linfield took it up the infamous 1-in-3 Alms Hill near Henley, proving, as he said, that freak hill-climbs, long-distance trials, fast touring and Track speed events could all be achieved by this versatile MG, as well as plenty of pottering around in town and on byways.

Modern Caterham 7s, Morgans, Reliant Scimitars and fast hatchbacks would be capable of the same — or would they? Remember, I am writing of a 847cc £185 sports-car of 58 years ago; in order to show similar versatility, a modern counterpart would have to finish high up in a production sports-car race, and successfully compete in a round of one of the Hill-Climb championships, being used as a normal business car and taking top honours in at least one MCC trial in between.

How many would qualify? Or have sports-cars, the few which remain, become too specialised?

WB

FORGOTTEN MAKES No84

Number 82 in this series (MOTOR SPORT, July 1988) dealt with the Zephyr light-car of 1919, which is not to be confused with the later Zephyr made by Lincoln Cars. More readers will recall the latter, although it is seldom seen these days and has been largely forgotten outside the realms of the specialist clubs.

When it surfaced in 1935, the Lincoln Zephyr was to British eyes flamboyant — not quite the kind of car for “Lord Rover” or “Lady Lanchester”, although I remember pioneer motorist Commander Grahame-White was quite fond of it. It was notable for its V12 engine in what was a comparatively cheap machine — only possible because Ford (of which Lincoln Cars was a subsidiary) had after much toil and expense solved the problem of manufacturing a low-cost V8 by casting the blocks and crankcase as one unit. This was such a great breakthrough for the Ford Motor Company that by 1934 it found it possible to play down the four-cylinder cars which had been produced since 1932 alongside the epoch-making V8.

The Lincoln Motor Company of Detroit was founded in 1920 by Henry M Leland, who in earlier days had been associated with Henry Ford, had supplied engines to Oldsmobile, and (as chief engineer) had based the first Cadillacs on the simple Fords of the time.

In 1915 he introduced the first Cadillac V8, copied from the 1910 De Dion Bouton V8, six years after the company had been absorbed by General Motors. Thereafter, the Cadillac name was synonymous with the V8 configuration, so it was no surprise that after resigning from GM in 1917 to start his Lincoln Motor Co Leland's first car was a big side-valve V8 luxury offering. And a fine motor car it was.

The ironic thing is that old Henry Ford, who by 1922 had turned out nearly seven million examples of the lowest-priced automobile in the world, should have become interested in the financially-ailing Lincoln concern. What is more, instead of using his purchase as extra manufacturing capacity for his expanding Model T business, he continued the Lincoln tradition of building big luxury cars.

This seems to have been too much for Henry Leland and his son Wilfred, who both resigned within months of Ford's takeover. They had established the Lincoln as a fine and respected make, capable of some 70 mph from its pressure-lubricated 5.8-litre engine, but in keeping its price down to a competitive \$4300 they apparently skimmed on the quality of the bodywork — a decision which probably contributed to their downfall.

Henry Ford might have been expected to continue with such economy measures or introduce a smaller, less expensive car, but did neither. He was no doubt delighted that he would soon be selling luxury cars as well as the famous “Tin Lizzie” or “Flivver” which had opened up the outbacks of the American continent and given wheels to the world since



The Tjaarda-styled V12 Lincoln Zephyr, America's first mass-produced unit-construction car.

Bargain Twelve

its first assault on the domination of the horse in 1908.

His prestige was enhanced when President Coolidge became a Lincoln user in 1924, and indeed the White House seemed to become addicted to the make: Franklin D Roosevelt had a V12, Harry Truman an open Lincoln in 1950 and John F Kennedy a Continental. However, Ford realised that it would not be politic to use his name on cars at both ends of the price-spectrum, so the Lincoln remained a Lincoln, and has done so into modern times.

It was soon introduced to British motorists. One of the first Lincolns ready for assessment by the Press was a fine 5860cc tourer, in the summer of 1923. This was priced at £1200, at a time when a Packard tourer of similar engine capacity cost £1345, a Rolls-Royce Silver Ghost chassis £1850, and no prices were quoted for the Cadillac.

This Lincoln was found to be a comfortable car with good acceleration. Its outstanding feature was an excellent top-gear performance: it was not necessary to change down for hills as steep as Guildford High Street, Kingston Hill or Robin Hood Hill, and so smooth was the clutch that it was even feasible to start in this gear! The engine was very quiet, apart from a slight whine, possibly from the dynamo which fed the Delco coil-ignition, and the most noticeable noise was the hum of the 33 x 5 tyres on the tarmac.

Interesting details included an electric carburettor heater which operated in conjunction with the air shutter, an early form of

automatic cigar-lighter, a folding steering-wheel for easy access, locks on just about everything including the spare wheel-rims, courtesy lamps (almost unknown at the time) to the rear compartment, an inspection lamp with a long flex (as had the cigar-lighter for use by back-seat passengers), and a steering-column lever for dipping the headlamps. Brakes were the subject of some criticism, but the bands were to be enlarged; the V8 made carburettor and valves rather inaccessible, but the big car gave 13.1 mpg. The agent in this country was S J Frost of the Automobile Emporium in Praed Street, London.

So much for the first of the big Henry Ford Lincolns. By the time Lincoln Cars had established a headquarters on the Great West Road at Brentford, under the directorship of Edsel Ford, the Rt Hon Lord Perry MBE, CE Sorensen and Sir Malcolm Campbell MBE, the Lincoln Zephyr was in production beside the larger models.

After Henry Ford had finally replaced the immortal Model T with updated four-cylinder cars, he suffered fierce competition from Chevrolet's new six-cylinder models, and he retaliated with his famous V8. The complexity of rival engines (it is said that in the course of the intensive research Fred Thoms, on Ford's orders, obtained nine different V8s for the technicians to study, these presumably including Cadillac, La Salle, Viking, Oakland, Cunningham and Peerless, while a Lincoln unit or drawings of it would be easily available) convinced him that a new approach

would be needed if a low-cost V8 was to be successfully marketed, and his company's advanced foundry methods eventually made possible the simple monoblock engine.

The Ford V8 was to prove a sensation, providing vivid acceleration for an almost unbelievably low price. Success in the Elgin stock-car races and adoption by American and British police forces enhanced its allure.

Henry Ford was conscious that there was a big gap in his catalogues between the Fords and the Model-K Lincolns, and the solution was the "interim" Zephyr, which would have the Lincoln name for prestige and a V12 engine like its namesakes, but would sell at a low price, reaping the benefits of the problems solved in the evolution of the V8.

The small Lincoln, which had all the sales-appeal you would expect of a V12, appeared in 1935. Its 70mm x 95mm (4375cc) 110 SAE hp engine developed about the same power per litre as the V8, but at a higher peak speed of 3900 rpm, and with the advantage of even smoother torque. A four-door sedan cost £480 in Britain in 1936, and was good for 0-60 mph in 15 seconds, 90.9 mph over the Brooklands half-mile, an ascent of the Test Hill at 22.24 mph, and 16-17 mpg (the equivalent Ford V8 saloon cost £250, and recorded 0-60 in 17.5 seconds, 87.38 mph, a 22.04 mph ascent and 17-20 mpg). There was a weight penalty of 5 cwt over the V8, more space within and more bulk without, while the annual tax was five guineas more for the Zephyr at £25.15s.

The Zephyr had to endure some of the V8's teething troubles, the through-the-block exhaust manifold giving rise to cooling problems although the water pumps were already in the cylinder blocks — a modification not used on the V8 until 1937. To effect a partial cure, the Zephyr's water capacity was increased from 27 to 30 quarts and the radiator area from 391 sq in to 464 sq in by 1940. Both cars had three-speed gearboxes, and Henry's dislike of hydraulic brakes meant using self-energising cable brakes, with 12in drums as on the Ford but with a lining area 168in less due to increased efficiency.

The 10in longer wheelbase and greater weight of the Zephyr showed up shortcomings in the transverse springing which Henry Ford insisted on keeping, in spite of revised mountings; a front strut had to be added to restrict sideways float, and this was retained even when torsion-bar stabilisers were fitted in 1940.

The big Lincoln-K floundered in 1939, by which time the unitary-construction Zephyr had at last acquired hydraulic brakes and a steering-column gearshaft in place of the previous year's dashboard lever. After the war the emphasis switched back to bigger Lincolns, but many will remember the Zephyr (not, of course, to be confused with the six-cylinder Ford Zephyrs which appeared in 1951) as an inexpensive means of driving behind twelve cylinders. **WB**

VSCC Cadwell Park

Memories of the dreadful weather at Moulton Park attended the VSCC's Williams Trophy meeting at Cadwell Park on August 28, for practice was run in what looked like unrelenting rain. But the downpour stopped, and the track, if not the undergrowth where reporters lurk, soon dried out for the racing proper.

Interesting vehicles in attendance included Ken Rees' ex-Hugh Hamilton MG Montlhéry, on only its second racing outing since 1933, and David Baldock's single-seater Alta, the sister-car to the Abecassis mount, with 2-litre supercharged twin-cam engine, ENV pre-selector box, and sliding pillar suspension at every corner. Restored, or in DSJ's terminology "resurrected", from two-seater wishbone-suspended form, the apple-green car looks like being very quick, though this was not to be driver Paul Jaye's day.

Nor was it for David Fletcher-Jones, who pushed his Lagonda Rapier to the head of the field on lap one of the Spero and Voiturette Trophies race and then spun into the bank negotiating Hall Bends. Jones was thrown out, fortunately without major injury, and the race was stopped while the Rapier, fuel gushing from the tank, was made safe.

On the restart, Freddie Giles managed to head the field despite having only two gears on the Morgan/GN, and for several laps his main challenger was Spence's A7. Then Salome's gear-lever began to dangle on the track, leaving Giles with top only, and he was finally black-flagged. But as Giles was sliding back down the order, Peter Hornby had decided that his blown 7 deserved some glory, and muscled his way past car after car to take Spence's lead to the end. Being a 750cc entrant, he thus collared both Spero and Voiturette Trophies.

Julian Majzub had similar ideas in the eight-lap vintage scratch race: Tim Llewelyn (Bentley 3/8) made a splendid start, dropping Dave Caroline (Morgan Super Aero) and Freddie Giles behind, but Majzub flung the 35B Bugatti round the winding circuit, picking off Giles and Caroline and looking as if he might tackle the Bentley too. But as his lines became wilder, Tim's lead was assured to the flag.

Everything stopped again during the next handicap, when Nick Lees overturned his Riley Special approaching the Mountain, breaking his collarbone. Meanwhile the timing-chain on Jaye's Alta, which had been going rapidly, had jumped several teeth, and while there was no big bang, some careful dissection is called for.

The big event, the Williams Trophy, was much less exciting: four-time winner Sir John Venables-Llewelyn in Lord Raglan's Type 51 Bugatti exerted a proprietorial grip from the start, leading an obedient trail of assorted



Venables-Llewelyn again: a fifth win with Lord Raglan's Bugatti in the Williams Trophy race.

Bugattis from start to finish, in the unchanging order Majzub, Terry Cardy and Martin Morris. Spollon's Alfa Romeo Monza was fifth, while sixth-placed Smith received the Bruton Trophy for first 1½-litre car, the abrasive-sounding supercharged Nurburg Frazer Nash.

Two ERAs were missing from the John Scott and Partners pre-war racing cars race; the engine of Donald Day's R14B was still in bits, while supercharger problems on R12C sidelined Tony Stephens. But it was an ERA benefit, nevertheless, Anthony Mayman (almost unbeatable this year in R4D) heading Bill Morris, Duncan Ricketts in Sally Marsh's car, and Brian Classic through ten steady laps, with Gunnar Elmgren fifth in his 6CM Maserati. Bill Summers had to retire the MG KN when top gear disappeared and a camshaft oil-seal went, and at the same moment E T Dunn cruised in with a suspected valve or piston failure in his Riley Falcon Special.

Better luck attended Sayers' Riley in the next event, which was the first home on the road; after handicap calculations, Hugh Conway took the Melville Trophy away in the 35T, and P W Champion (Frazer Nash Super Sports) topped the 1500cc section to win the Geoghegan Cup. K C Rawlings added another feather to the Riley marque in the last handicap, before the final five-lap race which was dominated by Bruce Spollon's Alfa Romeo Monza. **GC**

VETERAN TO CLASSIC

In 1927 Owen John spent a lot of time at the Olympia Show, noting in his diary that too many of the cars he inspected were equipped with spiky mascots — stags' antlers, silver-plated warriors, absurd birds, animals, weapons, dancing girls and other ornaments — which were certain to tear the rugs or coats "that all cars, at some time or other, have to be covered up with in order to keep them warm".

Well, that dates things, because not only have cars not needed their bonnets covered over for a very long time indeed, but in later years pointed radiator-cap mascots were made illegal, because they were dangerous to pedestrians who might be hit by a car. The mascot of the Humber Super Snipe, I seem to remember, was consequently obliged to be fitted with a rather sissy rubber beak.

At that same Show, OJ was impressed by an anti-dazzle device introduced by Vincents of Reading, which could be brought down, by winding a handle, from its hiding place in the peak of the roof of a saloon body to act as a shield in bright sunlight — now we have tinted-glass windscreens,

Another notable exhibit was the Vulcan saloon in which the seats could be turned into beds for camping, at the expense of a rather wide structure. This was far better than towing a trailer caravan, thought old OJ, and I go along fully with that, regarding caravans, which take up more than the space of a car and pay no tax for the privilege, as one of the causes of present-day road congestion. Perhaps they should only be permitted to go out and about during the dark hours?

OJ also mentioned the need for good brakes, having been impressed by the vacuum-servo ones he had experienced on the MG Super Sports he had driven that summer. In the Olympia Gallery he was able to study a model of the Clayton Dewandre system and see how it worked. But he also saw some cars in which adjusting the brakes was unduly difficult — another "period" touch, whereas now we are into anti-locking brakes.

Looking at bodywork at the 1927 Show, OJ thought cars were getting more and more elegant, largely because loud, eye-catching types of saloon had gone and bright colours were reserved for open sports-cars. OJ believed that soon any open car would be of sports type, and saw this trend emphasised in a strawberry-and-cream Rover Ten, cream-and-chocolate MG and blue-and-silver AC. He said he would have seen even more of this Motor Show had he not been away for the grouse-shooting — which may or may not sound like a "period" observation . . .

Next, OJ turned to cyclists, and their ingratitude to motorists in cases where they rode until after dark. I am not at all sure that they were legally obliged to carry lamps in



Even in 1927 the "steam versus petrol" argument had long since been won and lost, to OJ's regret. Today the appearance of a 5½ hp Locomobile Steamer is limited to special occasions.

The Roads of the 1920s

those 1920s, and even today, when a front light and a rear lamp or reflector are obligatory, it is possible to count quite a number of bicycles creeping along without any form of illumination after lighting-up time.

I feel sure that sensible cyclists, whether members of the CTC or not, are careful about their lamps; but there are still many who are not, including a long spread-out line of club or racing riders I encountered recently who appeared to have about half-a-dozen lamps between 20 or more bicycles,

the lightless ones being "protected" rather ineffectively by their brethren. This is hardly the way in which to get a racing club a good name!

OJ felt that the motor car had been responsible for the much-improved roads of the 1920s, from which bicyclists benefited, and that they might at least carry proper lamps in appreciation! The roads, he said, had once been white, and a bicycle lamp could be seen reflected in such a road surface. Before the war came "to tear our peaceful life to ribbons", every road was of

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chalk or gravel or hard grey stone, steam-rollers were few and far between, and thus cycling was a hard slog. The real scorcher who rode a machine without mudguards on a wet day "could be detected by the swallow's nest that invariably clung to the back of his coat" (which would have long been observed by Sherlock Holmes, one assumes).

Then came the car and dark smooth tarmac roads, free of manure. Cyclists had the benefit of these, but unlit riders no longer showed up as once they had done. The puncture-proof new roads were largely provided by the tax motorists paid, but OJ (perhaps because he was a cyclist himself) did not object in the least to the cyclists' exemption.

Although the experts at the show argued loud and long on the merits or otherwise of supercharging, and whether magneto ignition was superior to coil ignition or *vice versa*, these concerns really didn't matter to most car-owners in 1927 and the cars went better if they were not tinkered with.

OJ did, however, express his regret that the one-time "steam versus petrol" argument had died out, for he remembered the pioneering days when a two-cylinder car had a job to prove its all-round superiority to a car with only one cylinder, or that four cylinders were better than two (three intervening), or six best of all (unless you were S F Edge) — but there was no doubt then that a steam car was infinitely more delightful than any contemporary petrol car, providing one had someone else to do all the seemingly inevitable dirty work. There were no such things in those times as straight-eights or double-sixes to enter into the "how many cylinders?" arguments.

His observations on the evolution of the road led OJ to consider whether canals could profitably be converted into roads. He was in the main against the idea, but it is amusing to find that in 1927 he was referring to the Regent's Park canal running from Paddington to the London Docks as "showing undoubted signs of life financially", because today this is one of London's attractions.

On the subject of canals, I was also interested to note that OJ mentioned that cosy little bit of North Wales south of Wrexham which carries on under mountains and dark woodlands and through a perfect George Moorland pastoral countryside all the way from Llangollen to Chirk, Welshpool and the "absolutely purely Welsh town of Newtown in the quaint and quiet county of Montgomery" — OJ was referring to that canal which is the joy of all longboatmen. I had occasion to drive over that route very recently in the latest Ford Sierra XR4x4 (which has some minor irritations compared to the older example I have just discarded) and very pleasant it was, apart from tourist congestion in popular Betws-y-Coed. **WB**



N A Ridley's 1914 TT Sunbeam heels over on the approach to Orchard.

VSCC Prescott

On August 7 the VSCC had magnificent weather for the anniversary celebration of its first Prescott hill-climb 50 years ago — and with the sun shining there is no better place to be.

Sonia Rolt was guest of honour, and drove the 1925 12/50 Alvis tourer, which has been in the family since new, up the course. Other guests from the VSCC's first Prescott event were Dick Habershon, Anthony Heal, Rupert Instone, Clive Windsor-Richards (who drove Quartermaine's 30/98 in the parade), Tim Carson (VSCC secretary from 1936-71), John Swainson and Cecil Clutton (who competed in the 1908 GP Itala as he has done for half a century). Douglas Tubbs commented with John Willis and brought his big Gobron-Brillé with horizontally-opposed-pistons as the course-opening car. A happy day!

Having been to all the 1938 BOC Prescotts, I could not think why I had missed the first VSCC one, until my old diary reminded me with the entry "Brooklands" — I was reporting for MOTOR SPORT the 200-Mile Race, won by Johnnie Wakefield's ERA.



Waiting for the green light: D R Harrison on the 1907 Renault.

On the competitive side, Nice won the 1100cc sports-car class (53.24 sec) out of a conglomeration of Austin 7 Ulsters, Dunn's Riley Falcon the 1500cc division (47.56 sec), and Rogers' 1928 Frazer Nash the 3000cc section (49.85 sec) — a notable performance for a vintage car in this well-supported class. Spollon's smart Monza Alfa Romeo cleaned up the big sports-car category (45.40 sec), with Hine's Bentley best vintage car. Sam Clutton's Itala was quickest of the 17 Edwardians (55.08 sec) from Collins in the Lindsays' 1914 GP Opel, the winner on handicap being Pipkin's 1911 Calthorpe. Of the hoped-for three 1914 TT Sunbeams, only Ridley's was entered (63.04 sec).

Grey's Hardy Special scored in the small racing car class (43.64 sec), from the best vintage effort, Giles in Salome (46.63 sec). Records now began to fall on this perfect day, Bill Morris in ERA R12B bringing his own figure down to 42.29 sec, with Caroline's Morgan taking vintage honours here (47.40 sec), and Anthony Mayman beating Donald Day's long-standing record in the 3-litre racing car class by making FTD in ERA R4D (42.27 sec). Best vintage car and third in this class was Cardy's 35B Bugatti (45.13 sec), not quite quick enough to beat consistent Bruce Spollon's ERA R8C (42.35 sec).

Rodney Felton's Alfa Romeo took the unlimited racing car class (42.31 sec), from Guy Smith's Alvis-powered Frazer Nash, while the new owner of the 12-litre Bequet-Delage, A Boswell, won the vintage division (49.00 sec). Guy Spollon's Alfa Romeo was fastest sports-car, Cardy's Bugatti fastest vintage car.

With a record entry of 200, no accidents, and a meeting which finished on time — a credit to all the officials and marshals — this was a day to remember. **WB**

VETERAN TO CLASSIC

Mystery Solved After Fifty Years



It is not often that a mystery remains unsolved for 50 years, yet one such mystery directly involves MOTOR SPORT.

Back in 1938 we published a photograph of a car which a reader had seen at a race meeting and could not identify. Neither could I. Nor did any solution present itself. The problem had also troubled Peter Hull, Acting Secretary of the VSCC, until he happened to come across the answer in a 1987 edition of the *American Old Cars Weekly*.

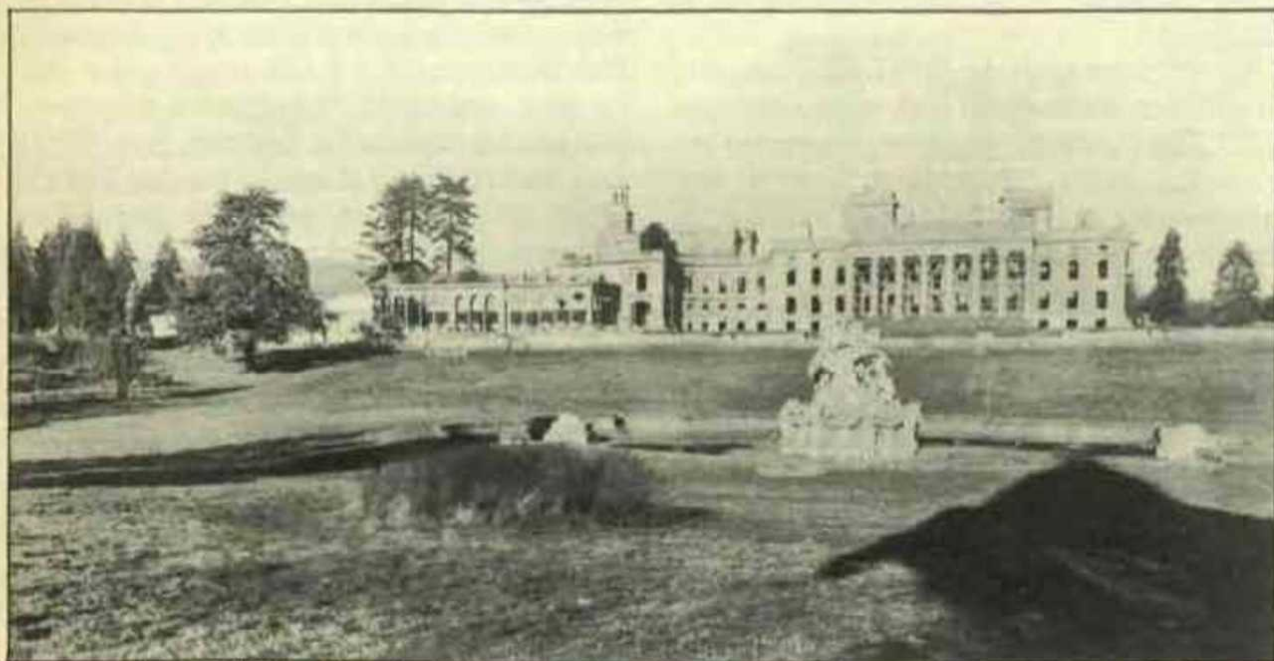
Apparently the mystery car was one of three Pokora & Spols, made in 1927-28, using a straight-eight 3.5-litre Continental engine. The car in question is said to have been raced

by the Czechoslovakian racing driver Mrs Pokora, who had associations with the Steyr Company.

This particular Pokora was a short-chassis hill-climb car; Mrs Pokora came to England in 1938 and it was registered EWX 459 in 1945, after wartime storage. It was rediscovered in 1980, and last year it was advertised in Berlin for the best offer over \$50,000.

Of the other two Pokoras, one is said to have been destroyed by a bomb during the war, the other lost when being flown to England. Mrs Pokora seems to have founded the Delta Motor Research Co in Potton, Bedfordshire. Has anyone anything to add? **WB**

Worcester's Stillborn TT Course



Apparently when Colonel Stanley Barnes was looking for a suitable circuit for the Tourist Trophy race after the war he had in mind Witley Court near Worcester. The project never came to fruition and the 1950 race went back to Ulster, at Dundrod, where it was won by Moss' Jaguar. The Witley Court ruins are now a tourist attraction, and the guidebook refers to the stillborn "stock-car" racing plan and later ideas for kart racing, which were also abandoned.

V-to-C Miscellany

The MCC Edinburgh Trial takes place on October 1, with scrutineering at Weedon near Daventry before competitors go on to Bamford in Derbyshire for the start at 7.15am. The finish is at Buxton. Those who intend to watch the entry of some 250 tackle the observed sections might care to note that the first motorcycles are expected at Bamford Clough at 7.20am, at Pilsley at 10.10am and at Litton Slack at 11.30am, followed by the cars, which have to do seven other sections.

Brooklands Museum has been presented by the widow of John Cobb with the fine Trophy he won for his ultimate lap-record with the Napier Railton, 143.44 mph in 1935 (the car itself is an exhibit in the Midland Motor Museum at Bridgnorth). The *Daily Herald* bronze statue was won successively by Kaye Don, Sir Henry Birkin, Oliver Bertram and, three times, by Cobb. A car clubs' picnic will be held at the Track on October 9.

Following our article on the Old Mill light-car (MOTOR SPORT, August 1988), Mrs Lexa Dudley, whose father worked on these cars, identifies the people in our photograph as Cyril Bignell standing behind the car, foreman Leslie Jones behind the wheel, Jack Chandler beside him and Bert Pichnell at the back. She thinks the lad sitting on the running board might be her father, and would be glad to hear any further information.

The Bull Nose Morris Club's magazine reports an entry of 34 pre-1930 cars at its Spring Rally (including a one-ton truck), the oldest being a 1917 Cowley coupé. The distance award was won by McWilliam, who drove his 1926 Morris Oxford tourer 282½ miles from Yorkshire; runner-up was Cooke's 1925 Oxford tourer after 327 miles. An interesting non-Morris was a fine Arrol-Aster fixed-head coupé. Club Secretary is R Harris, PO Box 383, Hove, Sussex BN3 4FX.

By all accounts this year's Lea-Francis Owners' Club Stanford Hall Rally was a great occasion, with nine Hypers (in spite of Tom Delaney's latest one from Australia not being ready), 22 Lower Ford Street cars, 23 Much Park Street cars and a twin-cam Vulcan-engined tourer among the large assembly. The "long haul" award was won by Walpole's Hyper Replica, and in the post-vintage class by the Ramseys, who came 350 miles with a 14hp saloon and a second Leaf, which they had bought only a week before.

The National Motor Boat Museum is restoring the recently discovered hydroplane "Little Beta" and badly needs the engine used both in this boat and in the 1928 Laystall Special racing car. If anyone can help, Kevin Desmond would be glad to hear from them. We can forward letters. **WB**

Apex — The Inside Story Of The Hillman Imp

by David and Peter Henshaw. 148pp. 9 1/2" x 6". (Bookmarque Publishing, Minster Lovell, Oxford. £12.95).

Once upon a time the late May Cunliffe, the lady who raced a GP Sunbeam, told me how proud she was of her son, who had written a book about the Hillman Imp. It was a good book, but more about how this cheeky little car could be hotted up than about its origins and history. Now you can have the latter too, in fascinating detail.

The Henshaws take you through everything — from the time 24-year-old Mike Parkes and 20-year-old Tim Fry set out to design a British minicar known as the Slug, and later the Apex, through the replacement of its Villiers flat-twin engine with a four-cylinder light-alloy Leo Kuzmicki-inspired Coventry Climax unit, to the building of the Scottish Linwood factory to put the Imp into production. Fry himself contributes the foreword, and I found the whole account of absorbing interest.

The car's early problems, its competition successes, the Series 2 Imps and later derivatives such as the Sport, Husky, Singer Chamois and Sunbeam Stiletto are not neglected. Nor is the Chrysler takeover and adoption of cost-cutting and other policy changes, and the story covers the "hot" Bevan and Hartwell Imps and the use of Imp engines in other spheres, including motorcycles.

The questions of why the Issigonis Mini succeeded whereas the Imp failed, and whether it was this little Hillman which killed the Rootes Group, are answered, and there is a chapter on what to look for if you fancy an Imp today: the authors say you can pick one up for between £50 and £500. Specials are dealt with, and the book has tables, charts, index and 130 photographs.

In spite of Imp-tester Wyse being quoted as coming fifth in the 1912 French Grand Prix in an Arrol-Johnston (the Coupe de l'Auto is meant) and the authors' inability to spell "desmodromic" (which kind of valve-closing was contemplated at one time for the Imp), I enjoyed it. **WB**

The Best Of Christophorus 1956-1963

edited by Mike Cotton. 159pp. 12" x 8 1/2". (Porsche Cars GB Ltd, Bath Road, Calcot, Reading RG3 7SE. £19.95).

Christophorus is the high-grade house magazine of Porsche of Germany; I have not seen it for a long time, but I am glad to learn that it prospers. Bill Aldington found some English-language editions, and it seemed a good idea to get Michael Cotton to select the better pieces from them and make up a book. So here you have a rich hotch-potch of old Porsche material for rich Porsche owners to put on their coffee-tables.

Many of the articles are from the jolly pen of

the late Richard von Frankenberg, who started the journal: how Porsches are (or were) made, races, personalities and technical explanations are there, although the speed-records from long ago and a detailed description and diagram of how James Dean died might have been better left out.

One droll piece suggests that Her Majesty the Queen and the Duke of Edinburgh drive themselves about in Rolls-Royces and that cars such as 2-litre Lagondas and 30/98s are owned mostly by titled people — with the present VSCC membership, this must mean that Britain is very well-endowed with aristocracy! **WB**

The Cecil Kimber Centenary Book 1888-1988

edited by Richard L Knudson. 208pp. 11" x 8 1/4". (Malcolm J Green, Knowle House, Hooke Road, East Horsley, Surrey KT24 5YD. £15.95 plus £2 postage UK, £3 overseas).

If you thought all known information about MG cars and their creator had long ago been published, think again! This American softback packs in a great deal of fresh material, largely contributed by one of the late Cecil Kimber's two daughters, Mrs Kimber-Cook, who has also dug out hitherto-unpublished family photographs.

She writes in a most interesting manner about her famous father, sparing little and going deep. His achievements and disappointments, his two marriages and his work after leaving MG are covered in much detail, and rather as other great men have been treated in non-motoring biographies, with warts along with praise and affection. She also corrects some inadvertent errors in the books of British MG expert Wilson McComb.

That alone makes this centenary publication unique, and essential to all serious MG enthusiasts and historians; but there is much

more. Kimber's own articles and lectures about the motor industry and MG racing (about which he is very honest) are reprinted, and there are chapters by ex-employee Norman Ewing on publicity, by John Dugdale who raced an MG and knew Kimber well when he was with *The Autocar*, by friend of the family Robbie Walkinton, and by editor Dick Knudson himself about "Old No 1 MG". There is plenty, too, about Kimber's love of sailing and his boats.

The book is also well provided with pictorial MG memorabilia of many kinds, including large specially-commissioned paintings which deserve framing. Pictures of the family's MGs, the Singer in which Kimber took his first wife on honeymoon, his only crash (and an explanation of the cause), his water-colour non-motoring paintings, and a rather tasteless newspaper cutting about the 1945 railway accident which killed him — all this adds up to some wonderful nostalgia.

It is the work of the New England MG T-Register, which could not afford to have it professionally published, but very fortunately Malcolm Green is distributing it here. MG badges, racing scenes and sixteen colour plates, including a portrait of Kimber himself, help make this essential reading. **WB**

Video:

The Silverstone 1000km

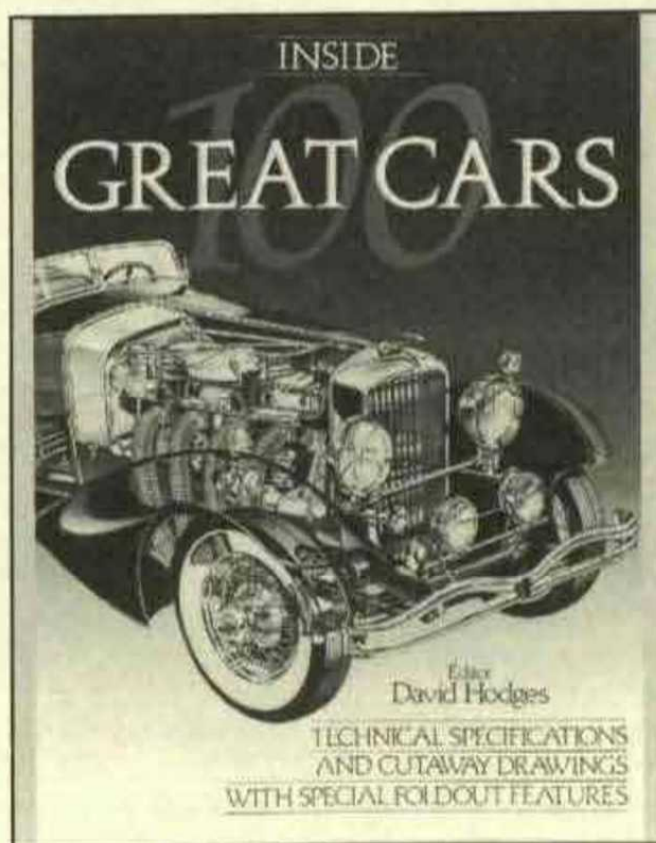
Produced by Videovision Broadcast, 53 minutes. (Duke Marketing PO Box 46, Douglas, Isle of Man. £24.95)

As usual with Videovision Productions, the pictures are superb, this time aided by superb racing as the Cheever/Brundle Jaguar battled it out with the two Sauber-Mercedes.

There are short pre-race interviews with pole man Schlessler, front row man Cheever and with Derek Bell, but they are hardly illuminating. There is also a camera in the C2 class Spice of Costas Los which luckily for us, but unfortunately for him, started the race from the pit-lane due to his engine not starting on the warm-up lap. We therefore have the pleasure of Los carving his way through the field. Unfortunately it all comes to an end at the first routine pit stop when his car refuses to start again and is pushed away into retirement.

The criticism concerns the commentary, which has a tendency to be trite and repetitive while the on-the-spot interviews with drivers as they leave the car are uninformative. Altogether, though, this is a worthy production and one worth considering. **WPK**

Foulis/Haynes has reprinted the large-format *Inside 100 Great Cars* (formerly published by Orbis and resurrected by Marshall Cavendish), featuring fine colour cut-away drawings of vehicles from 1908 GP Itala and Model T Ford to Rolls-Royce Silver Shadow, and priced at £24.95. **WB**



LETTERS

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

Schizophrenia?

Sir,
Has dear old MOTOR SPORT gone schizophrenic? I refer to the editorial "Faster and Faster" (MOTOR SPORT, July 1988).

Initially you support the sale of super-fast high-performance road-cars. Speed itself is not a menace. The great accelerative powers, the crisp response to the controls and the high standards of road-clinging which such cars undoubtedly possess are safety factors. Since their top speeds are scarcely usable legally on most of the world's roads, such speeds are only a kind of prestige bonus (nobody sane would do anything like them on the motorway).

Then comes a complete change of tack. Such cars are so dangerous that they should only be sold to those holding special competition licences. The average customer is unlikely to possess the skills of a racing driver. Should he then be buying cars which can do only 20 mph below that of the best Le Mans cars?

Another change of tack. The motorways are so congested we should raise the speed-limit, and good luck to those who buy super-fast cars!

A DICKINSON
Brightwell-cum-Sotwell, Oxon
Our correspondent has missed the points raised. Super-fast cars embody many safety factors but their maximum speeds are illegal. The idea that only those used to driving 200 mph can be allowed to buy them was put forward just as an idea, because even at restricted speeds skill is required to drive the very fast and powerful cars satisfactorily. Many authorities, police chiefs included, favour increasing the motorway speed-limit to 80 mph, but this is rather different from 150-200 mph. WB

Balanced View

Sir,
As my copy of MOTOR SPORT dropped through this morning's letterbox, I almost choked on my cornflakes. Searching for a little bit of lightweight reading, I turned instantly to your review columns. I was staggered by the remarks made by IB about

Radio Le Mans — The Video.

Surely, IB must realise that taste is subjective. Radio Le Mans does not appear to be hastily cobbled together, far from it. Cramming 24 hours of motor racing into 100 minutes of tape is hardly straightforward. And who wants to see a video of race scrutineering?

As for quality, mine also had a muffled soundtrack. I addressed the problem to Sports Seen, and they issued me with a fresh copy, and courteous apology, by return of post. The new copy is perfect, and I will watch it again and again.

As it is, IB's observations can do nothing but harm to what I — and countless friends, some of whom were at the race — found to be jolly decent effort, and good value to boot.

If anything was hastily cobbled together, without a moment's thought, it was IB's review.

BRIAN P WHITCOMBE
Epsom Downs, Surrey

Grand Prix Louts!

Sir,
It was disturbing to read of Laurence Meredith's encounter with a "Yobbo" element among the British crowd at Le Mans (*Letters*, MOTOR SPORT, August 1988). I suggest that the problem may run even deeper, as evidenced by the report on qualifying for Hockenheim in *Arab News* on July 24.

"Piquet . . . said he was delighted with the Louts team's newly-introduced driver-controlled computerised suspension system. It enables the Louts drivers to adjust the ride of their car from soft to hard . . ."

GEOFF UREN
Jeddah, Saudi Arabia

Helmets and Open Cars

Sir,
A recent picture in *The Scotsman* shows the Prince of Wales touring round Brands Hatch at 50mph in an open Bentley with his minders, etc., and all are kitted out with helmets.

It is this kind of rubbish which gives the nanny state the idea of compulsion and no doubt Bottomley or Channon will have taken notice and may well act at

some future date.

I am glad that I am an old man and have lived in the happier days when motoring or motorcycling was a pleasure, without all the crash-helmets, seat-belts, annual tests, and the multitude of restrictions which have had little effect on safety, as the main cause of accidents is the general decline in courtesy and a growing boorishness among the public in general.

DESMOND AHERNE
Edinburgh

It is also notable that the picture caption values the 1926 Bentley at £250,000! WB

Moggie Man

Sir,
May I thank you for your excellent coverage of events for us "Vintage Types", and take advantage of your journal to mention Stuart Harper in his 1927 three-wheel Morgan.

This man often enters events where there is not even an award, but I am sure his pure enthusiasm, pure guts, and a large portion of ability have brought joy to enthusiasts on a great many occasions.

To see the little "red peril" passing enormous Lagondas, Bentleys and so on is a sight for sore eyes, and I can't imagine what other drivers think when it's slotted under their tail!

Full marks to Stuart Harper, and perhaps this letter will be one small accolade. Keep up the good work!

JOHN J CREASEY
Sutton Coldfield

"The Fastest Rover"?

Sir,
It was interesting to compare the road test of the new 2.7-litre Rover Vitesse in *Motor* of July 2 this year with the road test of the previous 3500 Vitesse published in the same magazine on January 29, 1983. Despite the advertising hype surrounding the new "fastback", it is difficult to see in what ways this represents such an advance on the previous model.

Key comparisons from the road tests include:
0-60mph: 3500 Vitesse 7.1sec,
2.7 Vitesse 8.2sec.
Standing quarter mile: 3500 Vitesse 15.8sec, 2.7 Vitesse

16.5sec.

0-100mph: 3500 Vitesse 19.9sec, 2.7 Vitesse 22.1sec.

Top speed: 3500 Vitesse 132.1mph, 2.7 Vitesse 136.8mph.

Accepting that top speed is somewhat academic on British roads, the earlier Vitesse has the edge on the Vauxhall lookalike on all the acceleration figures. Can Austin Rover be surprised that I, for one, have opted to keep my real Vitesse?

T F BROCKBANK
London

Amon McLaren

Sir,
In part of your Lola T70 story (MOTOR SPORT, June 1988, page 572), you used a photograph of a car which I have acquired — the Chris Amon Team McLaren. I have a fair history of its racing activities here in the States in the CanAm series, but I would like to be able to fill in the gaps with its racing in England. I am unsure whether Chris' car was a 1965 convert or a new car constructed in early 1966.

PATRICK DEKLE
Valrico, Florida, USA

Degrading Ritual

Sir,
I wonder how many followers of motor sport are embarrassed to see champagne wasted on winners' rostrums? No doubt it seemed a bit of a lark when first thought of, but it has become an undignified ritual of which the sport should be ashamed.

L G F BRADSHAW
Bolton, Lancashire

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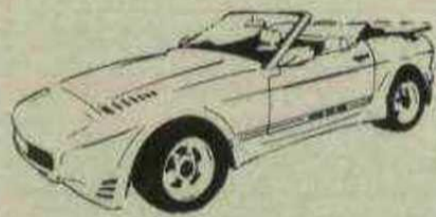
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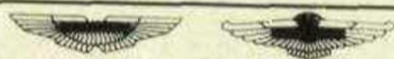
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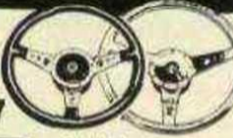
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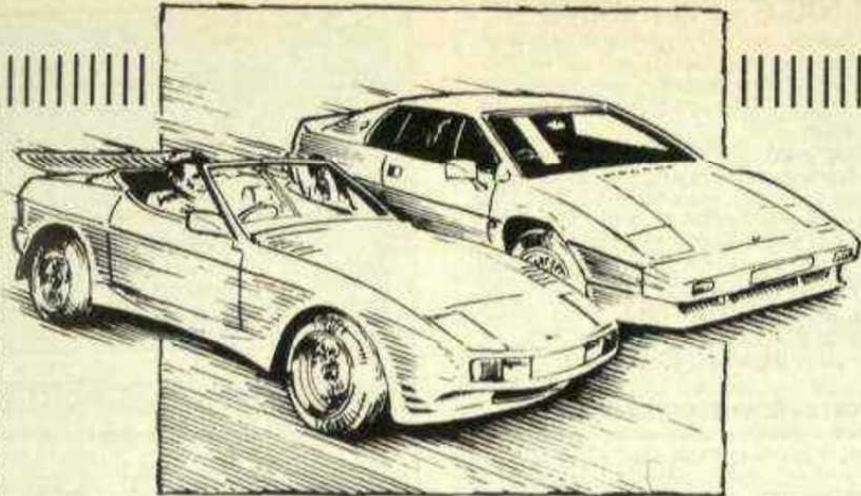
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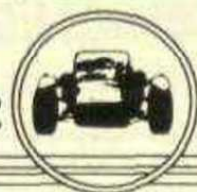
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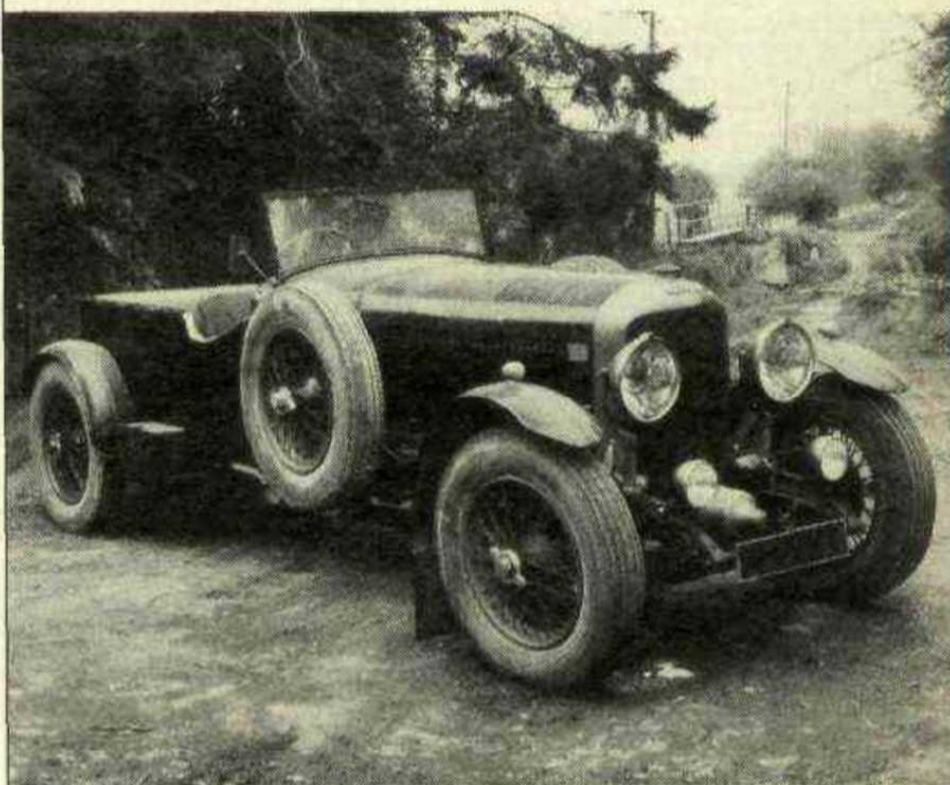
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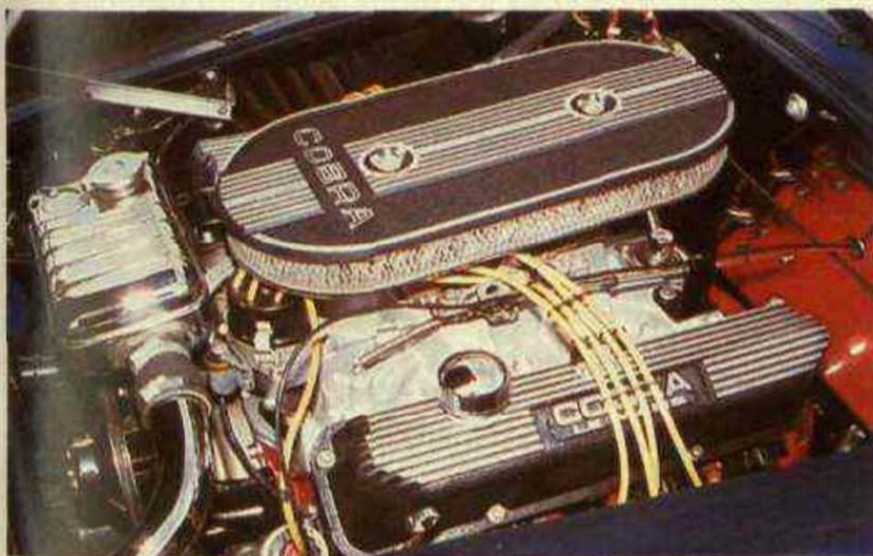
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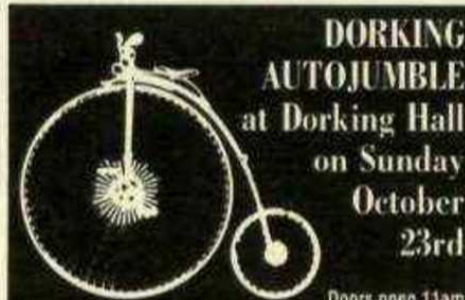
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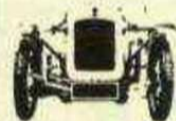
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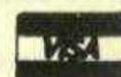
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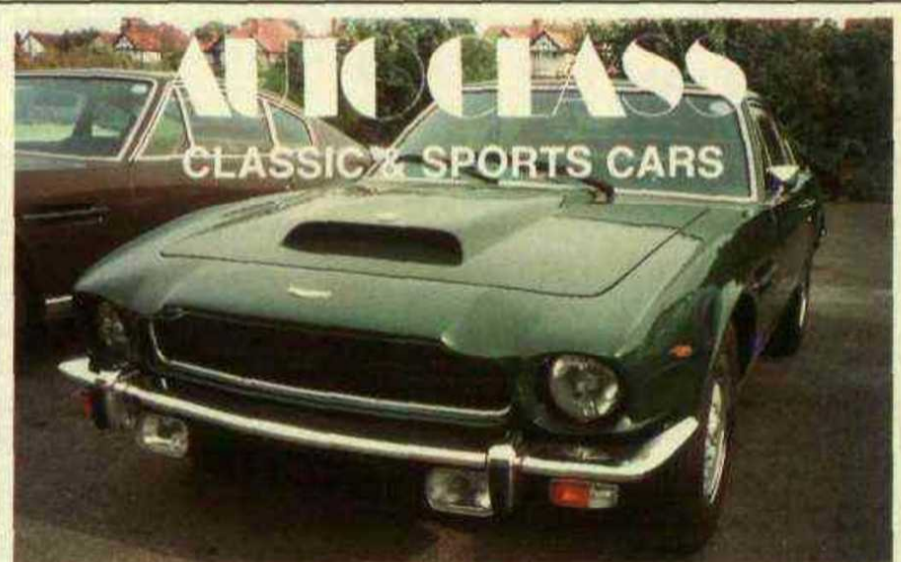
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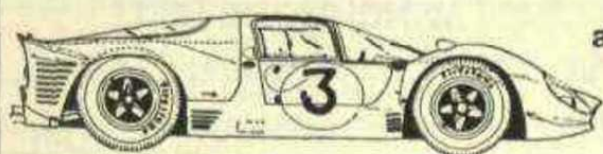
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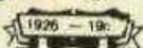
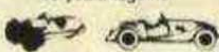
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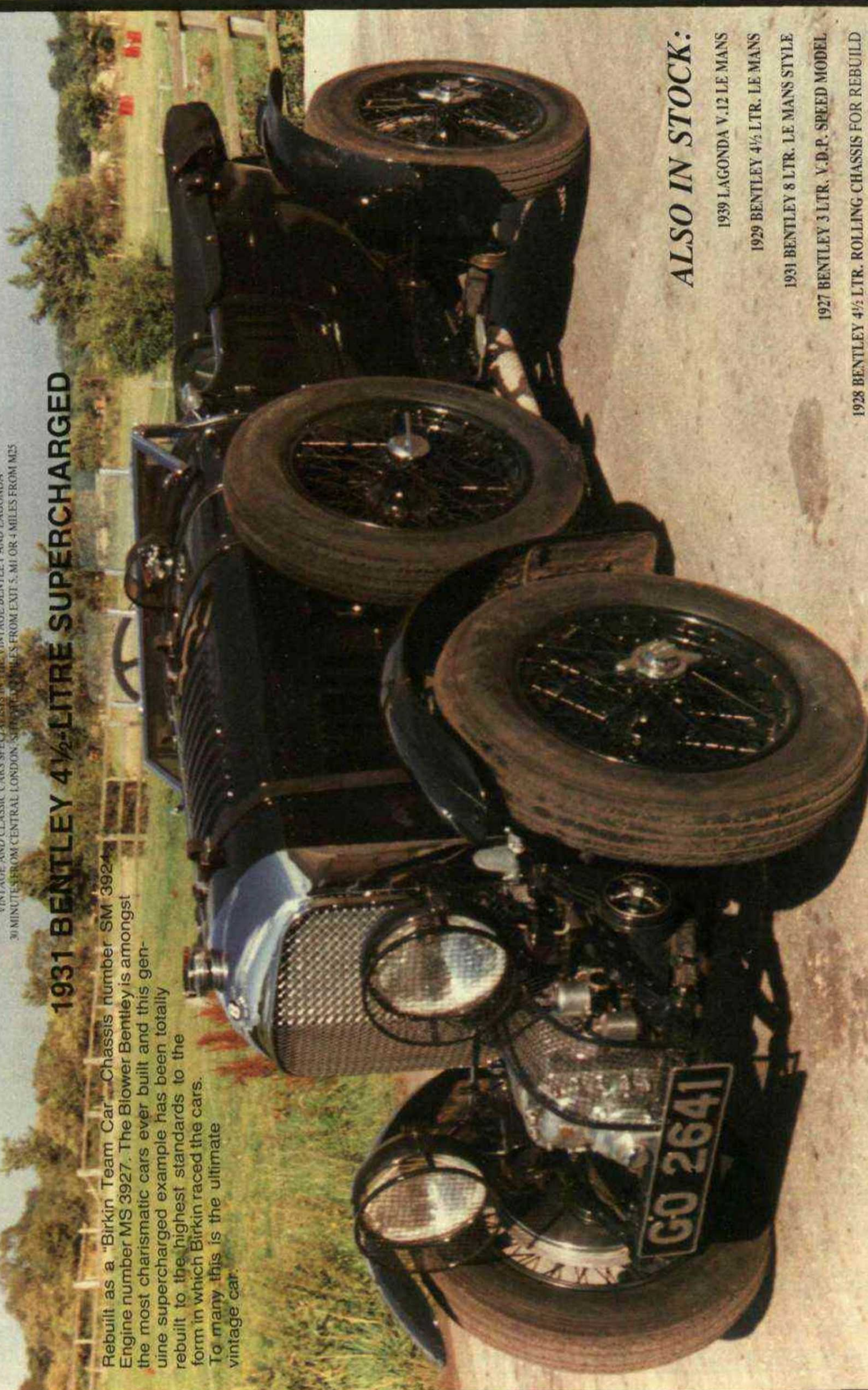
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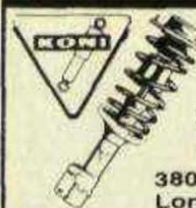
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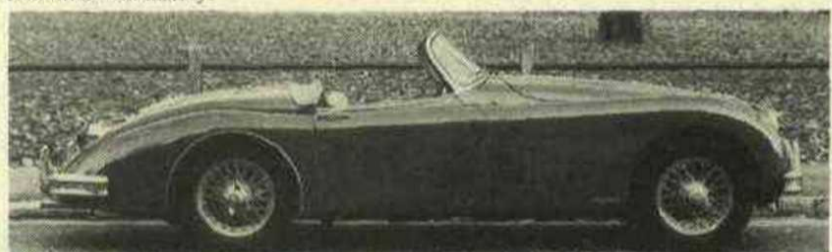
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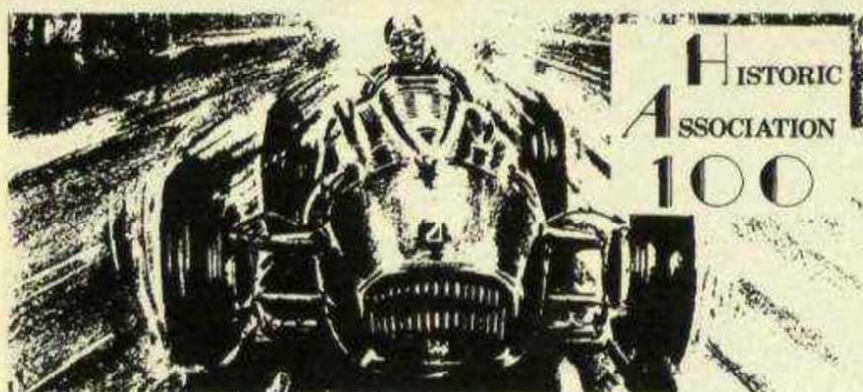
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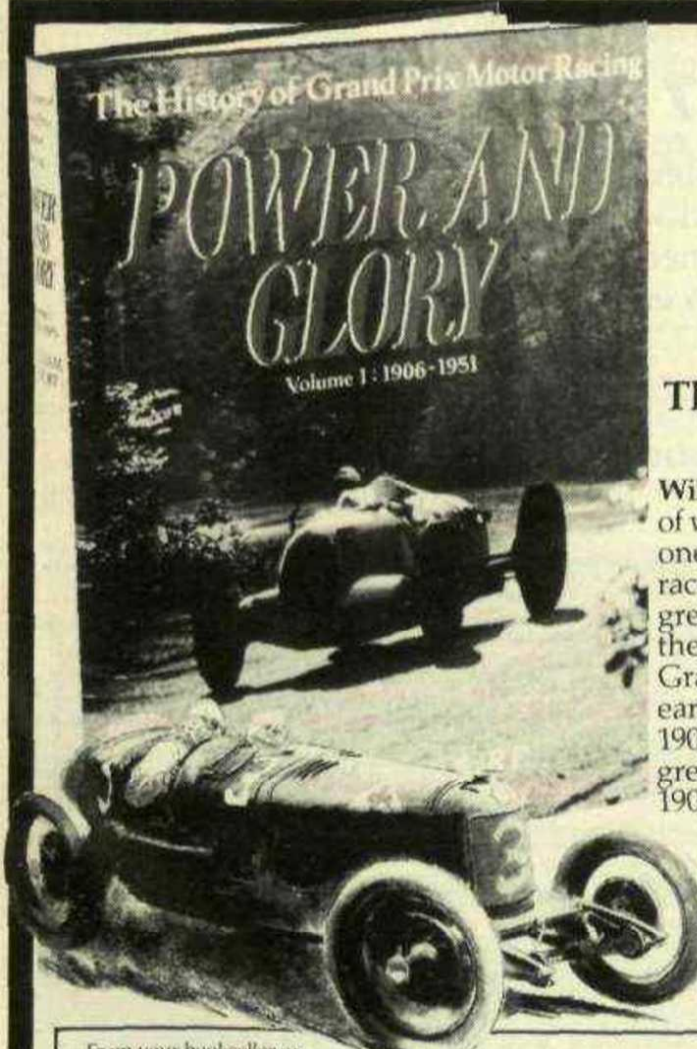
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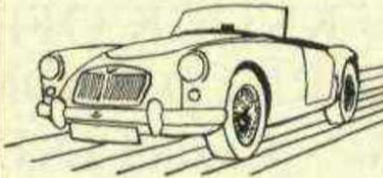


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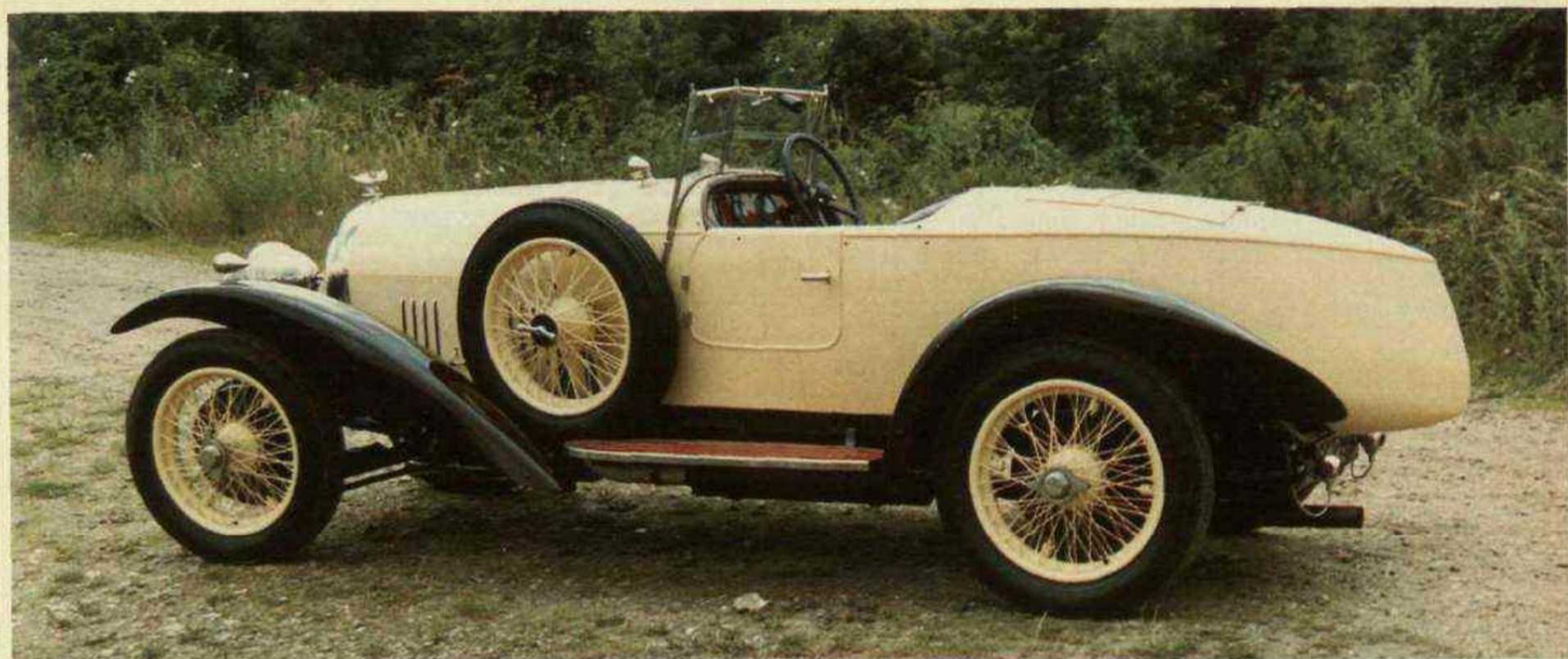
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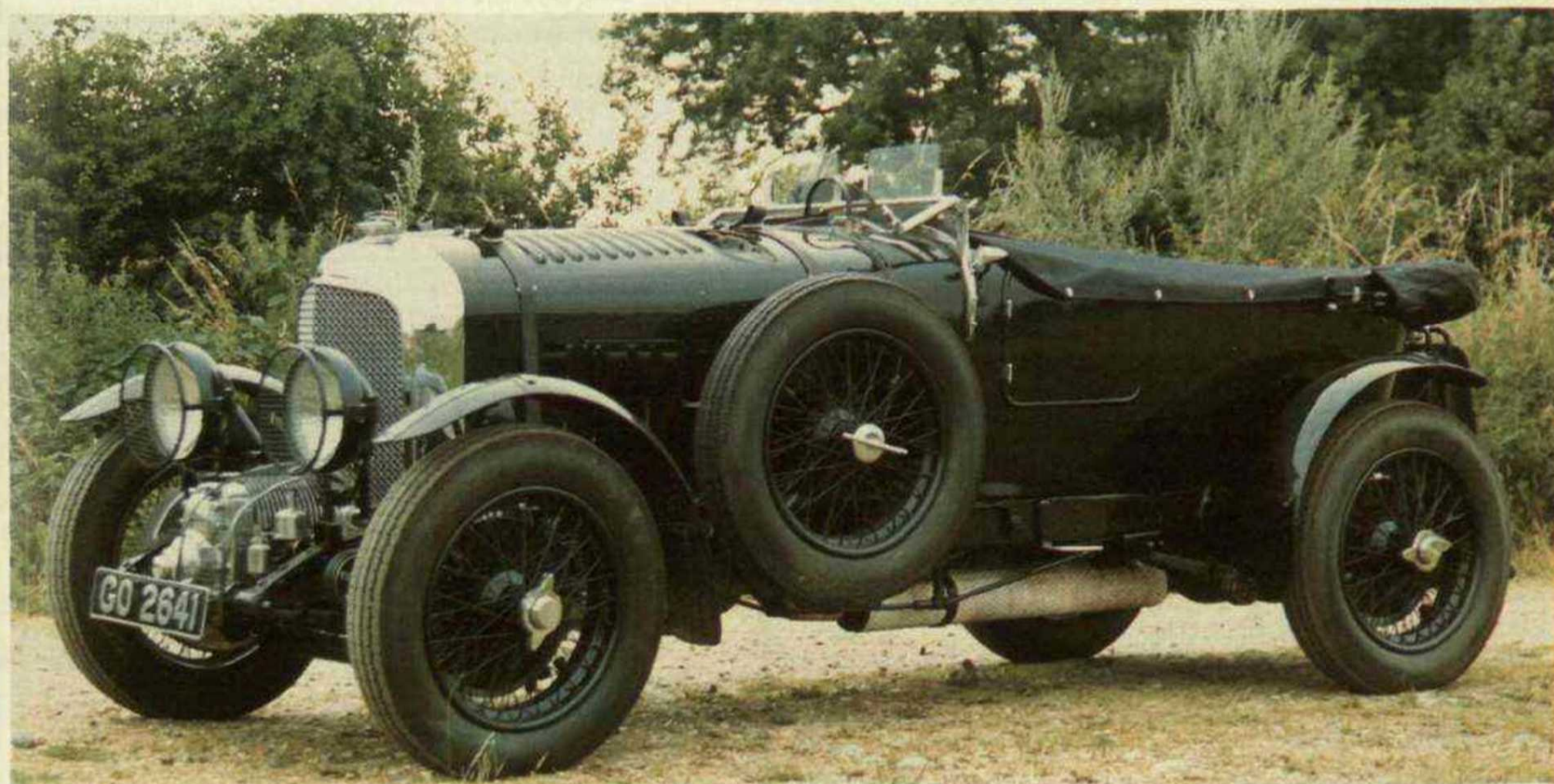
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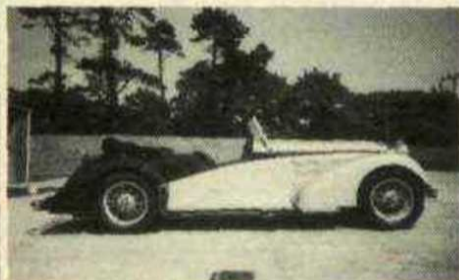


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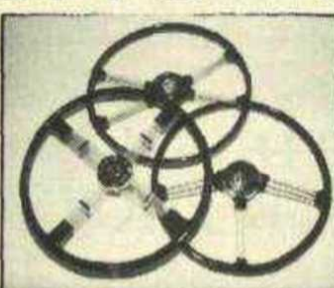
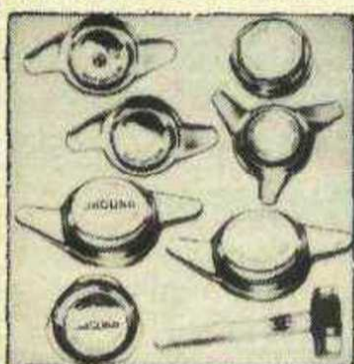
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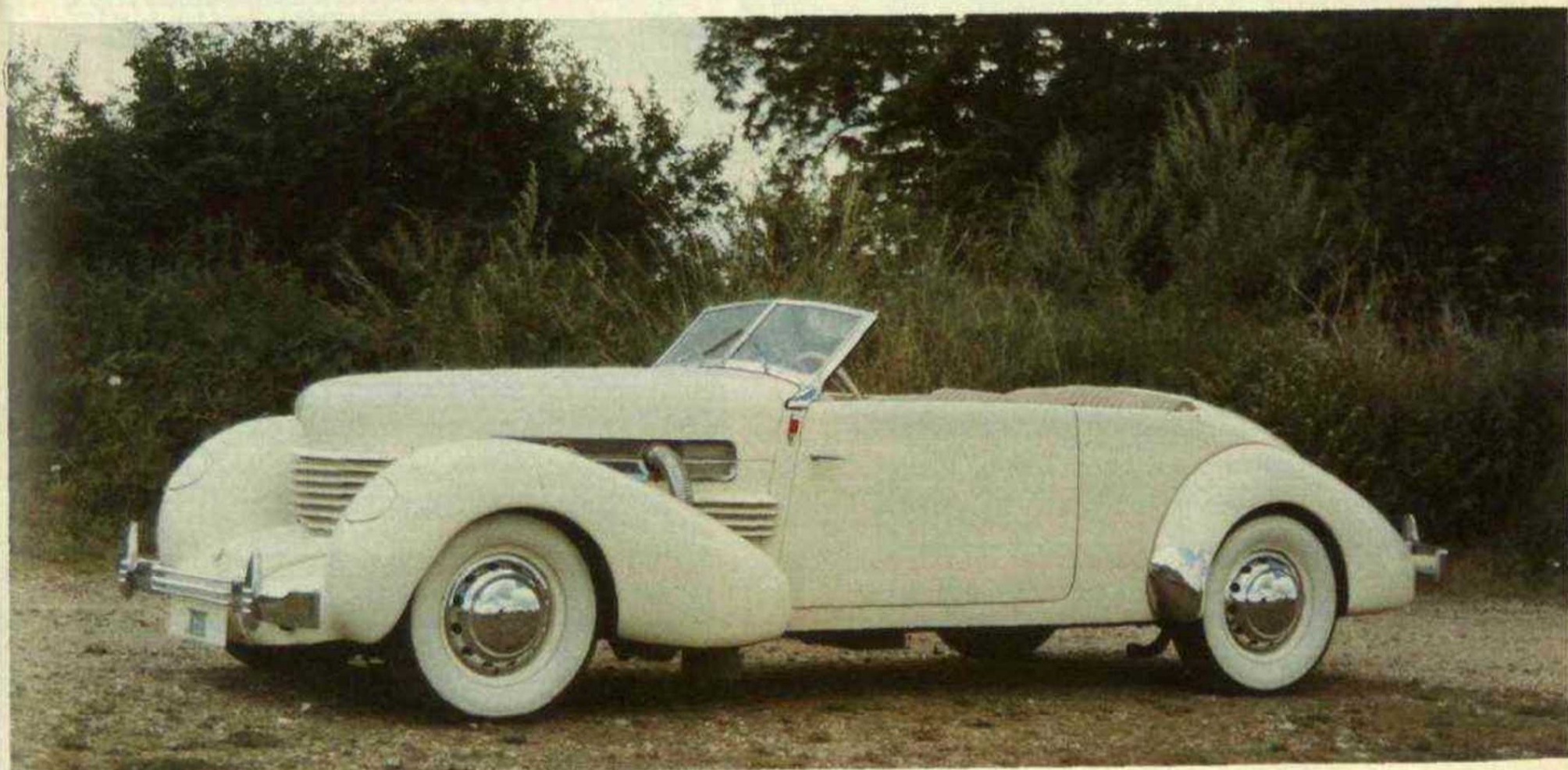
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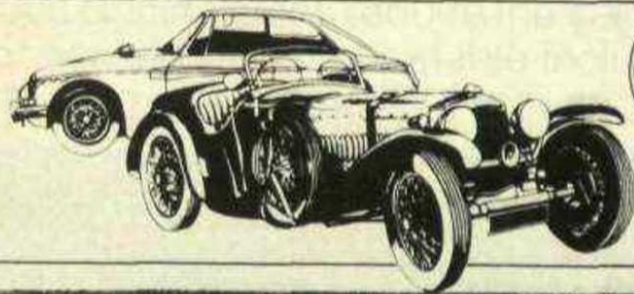
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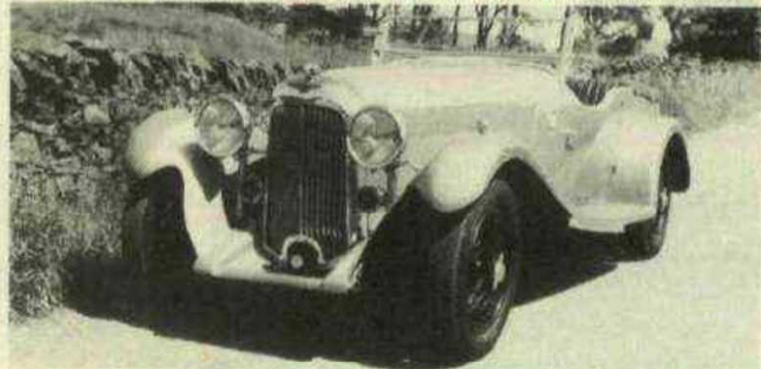
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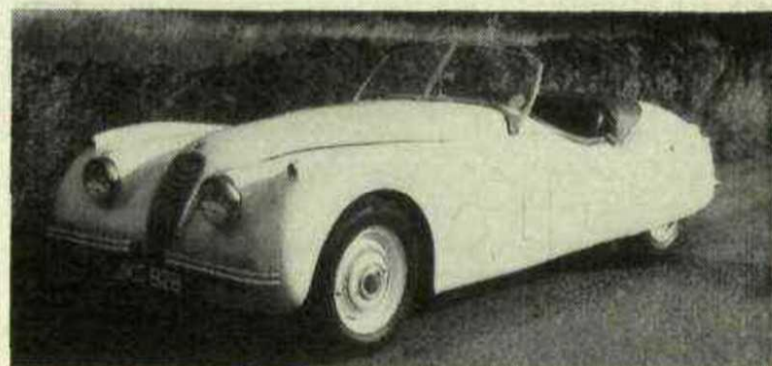
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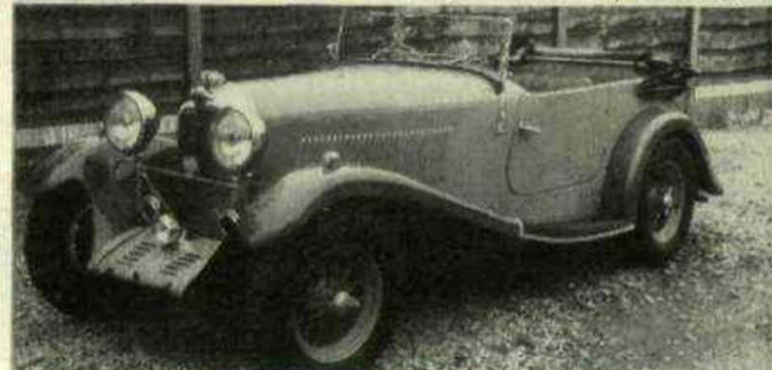
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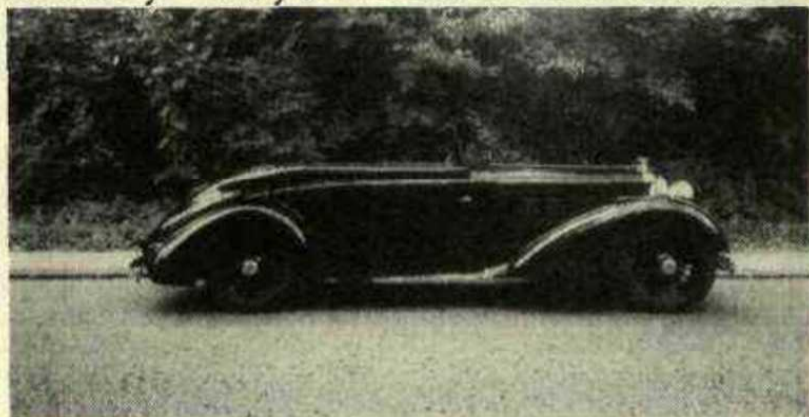
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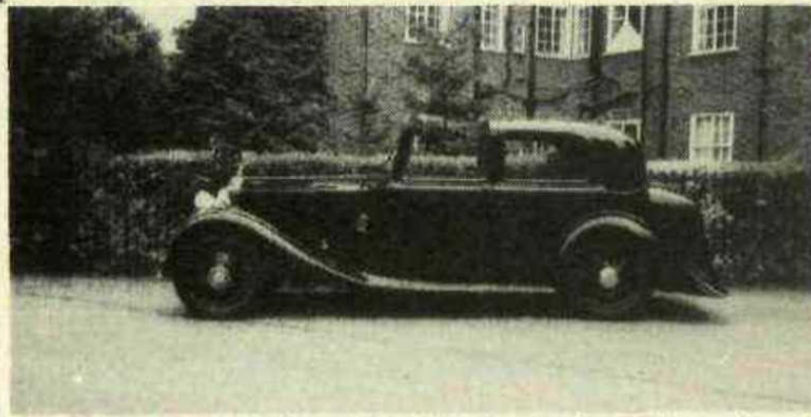
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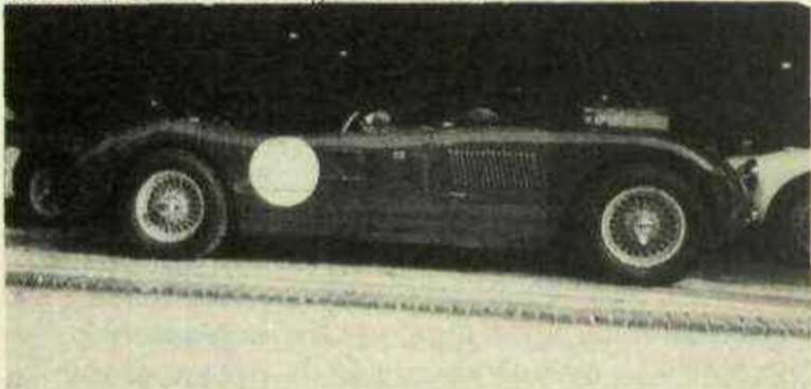
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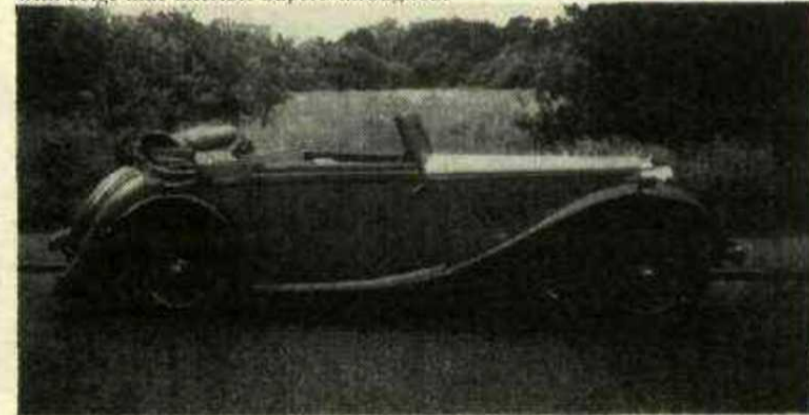
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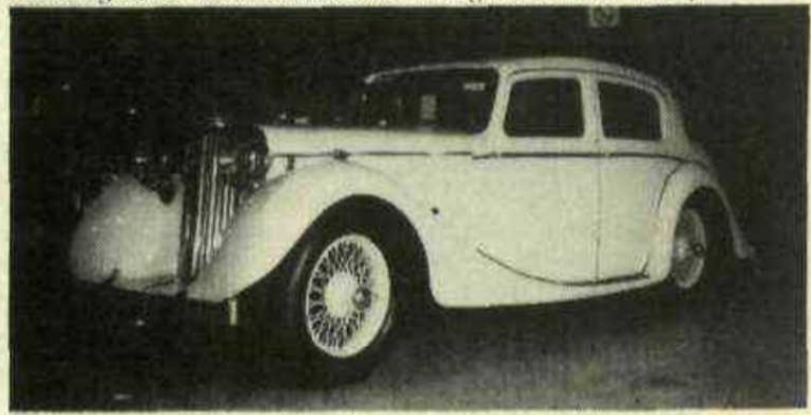
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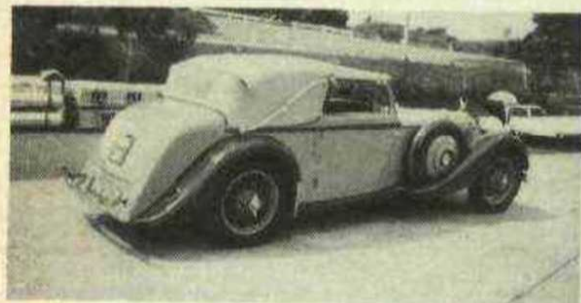
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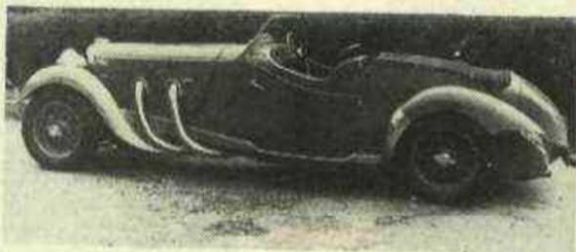
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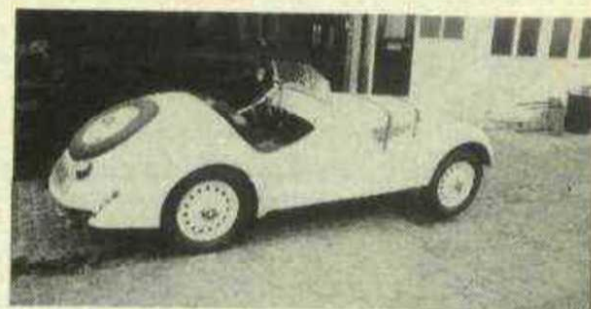
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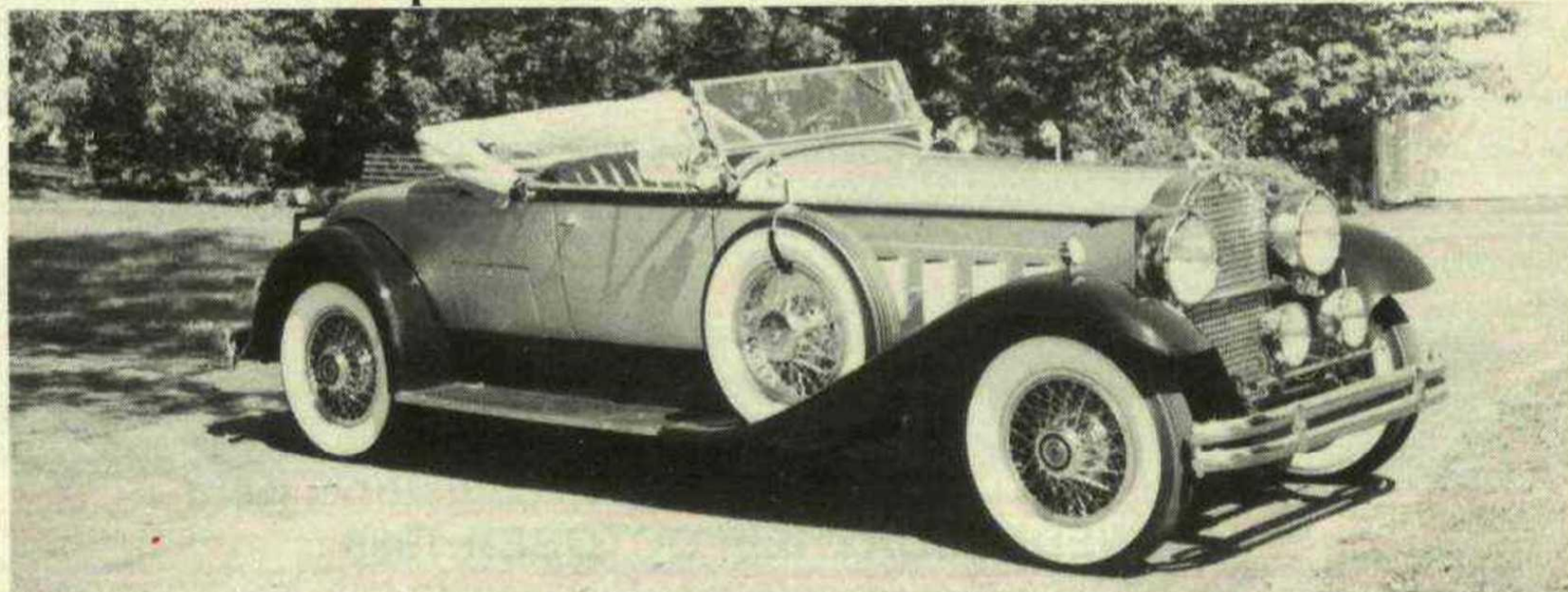
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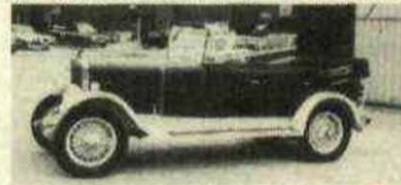
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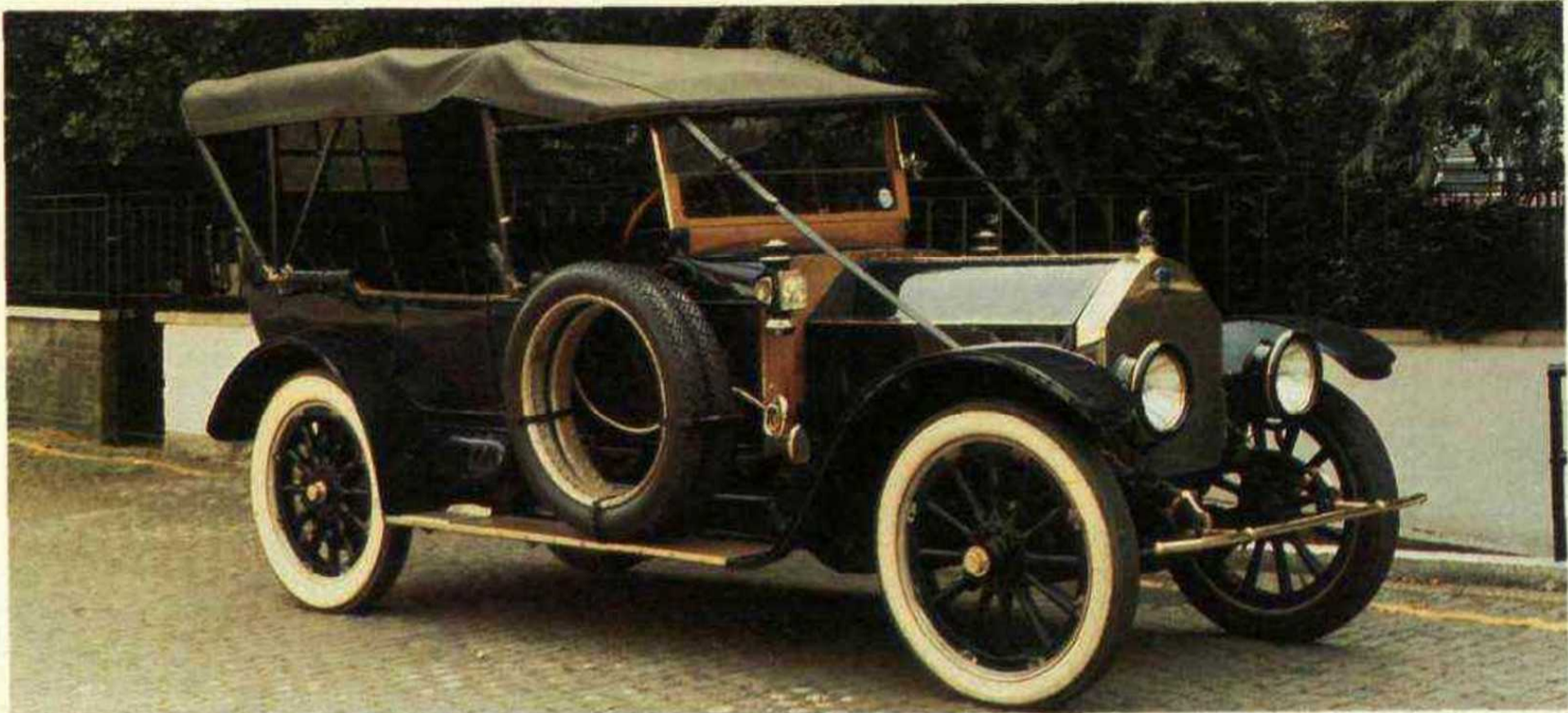
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